

Project Development & Environment Study



Final Contamination Screening Evaluation Report

SR 60 (Courtney Campbell Causeway)

Multi-Use Trail PD&E Study

from Bayshore Boulevard to West of the Ben T. Davis Beach Entrance

Pinellas and Hillsborough Counties, Florida

Florida Department of Transportation
District 7

Work Program Item Segment Number: 422640 2

FAP Number: 9045-090-C

May 2011





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Prepared for the



Florida Department of Transportation
District Seven

Prepared by:

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May 2011

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) study to evaluate a proposed multi-use trail along approximately 7.4 miles of State Road (SR) 60 (“SR 60”) (Courtney Campbell Causeway (“Causeway”)) from Bayshore Boulevard in Pinellas County to west of Ben T. Davis Beach entrance in Hillsborough County, Florida. Design and construction for this project is currently funded in the *FDOT Tentative Work Program 2012-2016*.

The objective of this PD&E study is to assist the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, location, and conceptual design of the proposed multi-use trail to accommodate recreational users who can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified. The alternatives identified in the 2008 Feasibility Study (*Project Concept Summary Report*) were evaluated and compared based on a variety of parameters utilizing a matrix format. Based on the evaluation as documented in the 2008 Feasibility Study, the recommended alternative is S2, the South alignment with separate structures over Old Tampa Bay at two locations. The remainder of the project would be constructed on the existing SR 60 causeway fill section.

This PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for further federal-aid funding of subsequent development phases (design and construction).

The project was evaluated through the FDOT’s Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #13102. An ETDM *Programming Screen Summary Report* was published on March 29, 2011, and contains comments from the Environmental Technical Advisory Team (ETAT) on the project’s effects on various natural, physical and social resources. The FHWA determined the project qualifies as a Type 2 Categorical Exclusion.

This *Contamination Screening Evaluation Report* (CSER) has been prepared as part of this PD&E study. This report has been prepared in accordance with the Federal Highway Administration’s (FHWA) Technical Advisory 26640.8a, dated October 30, 1987, and the FDOT’s *PD&E Manual, Part 2, Chapter 22* (revised January 17, 2008). Three potential contamination sites were identified within the vicinity of the project corridor. Risk rankings were assigned to each potential contamination site after reviewing data obtained from FirstSearch Technology Corporation, regulatory site lists, land uses and an on-site field

review conducted in December 2010. Of the three sites evaluated as part of this report, one (1) was assigned a risk ranking of “No” and two (2) were assigned a risk ranking of “Low”. No sites were assigned a risk ranking of “Medium” or “High” for potential contamination impacts associated with the construction of the preferred alternative. No additional assessment of these sites is recommended during the design phase of this project unless changes are made to the design that could potentially impact these facilities.

TABLE OF CONTENTS

Section 1 - INTRODUCTION	1
1.1 Project Description	1
1.2 Existing Facility	5
1.3 Project Purpose and Need	8
1.4 Report Purpose	11
Section 2 - IMPROVEMENT ALTERNATIVES	12
2.1 No-Build Alternative	12
2.2 Build Alternative	12
Section 3 – LAND USE	21
3.1 Existing Land Use	21
3.2 Future Land Use	21
Section 4 HYDROLOGIC FEATURES	22
4.1 Geology/Hydrology	22
4.2 Soil Survey Review	22
Section 5 METHODOLOGY	24
5.1 Efficient Transportation Decision Making (ETDM)	24
5.2 Public Record Review and Site Reconnaissance	24
5.3 Risk Ratings	25
5.4 Definitions of Contaminants	26
Section 6 PROJECT IMPACTS	29
6.1 Potential Contaminated Site Impacts	31
Section 7 SUMMARY OF FINDINGS AND RECOMMENDATIONS	33
Section 8 REFERENCES	34

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1-1 Project Location Map	2
1-2 Other Related Projects	4
1-3 Existing Roadway/Trail Typical Sections	6
1-4 Existing Bridge Typical Sections	7
1-5 Excerpt from 2010 Regional Multi-Use Trails Map	9
1-6 City of Tampa’s U-Path Trail	10
2-1A Proposed Roadway/Trail Typical Sections	14
2-1B Proposed Roadway/Trail Typical Sections.....	15
2-2 Bridge Alternatives Considered in the Feasibility Study	18
2-3 Proposed Bridge Typical Sections	20
4-1 USGS Quadrangle Map.....	23
6-1 Potential Contamination Sites Map	30

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1-1 Sections, Townships, and Ranges	1
6-1 Summary of Sites Located along SR 60 Project Corridor	29

LIST OF APPENDICIES

Appendix A – Existing Land Use Maps

Appendix B – Excerpt from ETDM Programming Screen Summary Report

Appendix C – FirstSearch Technology Corporation Report

Appendix D – Excerpt from Concept Plans

Section 1 - INTRODUCTION

1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) study to evaluate improvements along approximately 7.4 miles of State Road (SR) 60 (“SR 60”) (Courtney Campbell Causeway (“Causeway”)) from Bayshore Boulevard in Pinellas County to west of the Ben T. Davis Beach entrance in Hillsborough County, Florida. This project is currently funded in the *FDOT Tentative Work Program 2012-2016*. A project location map is shown in **Figure 1-1**. The sections, townships and ranges where the project is located are summarized in **Table 1-1**.

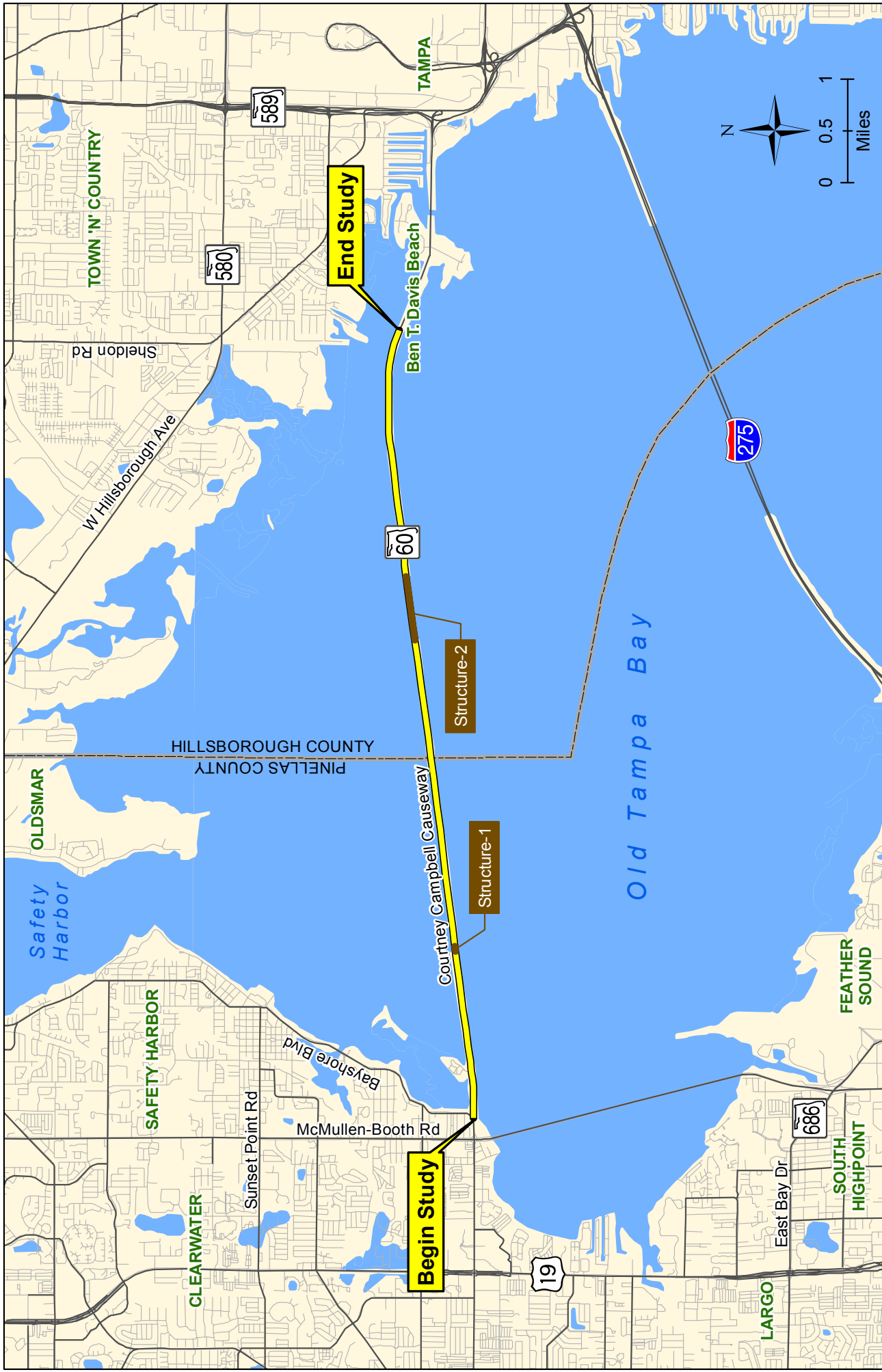
Table 1-1 Sections, Townships, and Ranges

Sections	Townships	Ranges
Pinellas County		
13, 14, 15 & 16	29 S	16 E
Hillsborough County		
8, 9, 10 & 11	31 S	19 E

The objective of this PD&E study is to assist the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, location, and conceptual design of the proposed multi-use trail to accommodate recreational users who can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. This study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections, preliminary horizontal alignments, and enhancement alternatives. The social, physical, and natural environmental effects and costs of these improvements will be identified.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design and construction).

The project was evaluated through the FDOT’s Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM project #13102. An ETDM *Programming Screen Summary Report* was published on March 29, 2011.



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Project Location Map

Figure 1-1

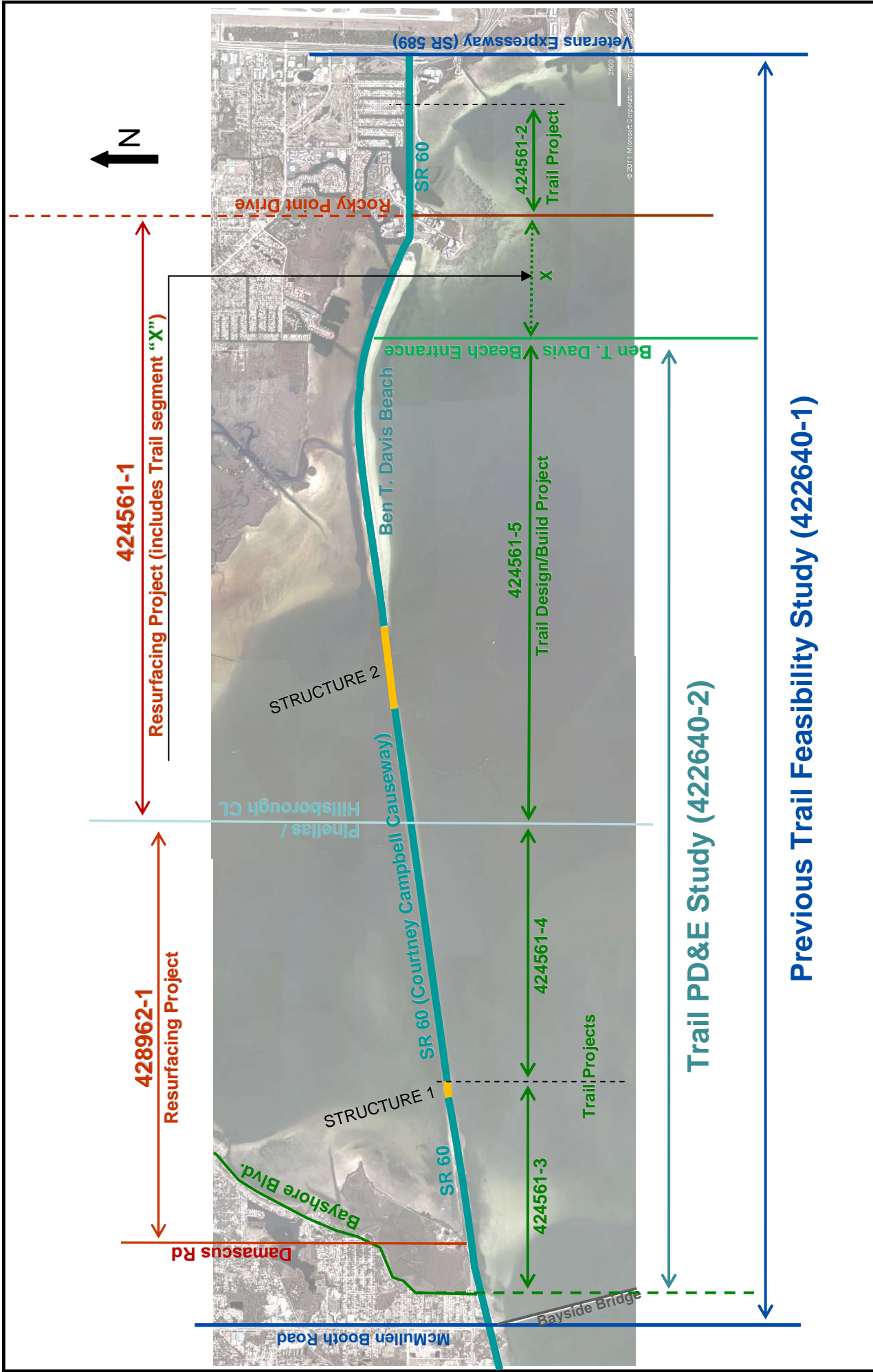
It contains comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical and social resources. The FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion.

Prior to this PD&E study, FDOT District Seven conducted a feasibility study which was completed in December 2008. The results of that study were documented in a report entitled *Project Concept Summary Report – Final Report, Feasibility Study, SR 60 (Courtney Campbell Causeway) Multi-Use Trail Feasibility Study from McMullen Booth Road to Veterans Expressway*. Note that the limits for the feasibility study were longer than the limits of this PD&E study. There are several other related ongoing projects, some of which overlap with the PD&E study. All of these related projects are graphically summarized in **Figure 1-2**. The Feasibility Study developed and evaluated alternatives for spanning the Upper Tampa Bay water body at the existing structures by attaching the trail connection to the existing structures or constructing independent structures to complete the connection. The study developed and evaluated any feasible means for the proposed Courtney Campbell Causeway Multi-Use Trail to connect to other trail systems in the future at each end of the proposed trail. Specifically, an evaluation of the trail connections developed by the Tampa Airport Interchange Project Design was reviewed where connections are being made to the Cypress Street Trail at the southeast corner of the feasibility project's study area.

The Feasibility Study included the evaluation of four separate alternatives and one interim staging option. The trail alternatives are located on the *north* or *south* of the causeway and include either the Structural Option 'W2' (widening with piles in the water) or Structural Option 'IS' (Independent Structure). The intention of the separate bridges is to utilize separate structures to accommodate the trail for non-motorized vehicles and pedestrians. The separate bridges will be designed to accommodate the heaviest required vehicle to perform routine maintenance and inspection.

During the Feasibility Study, two informative newsletters were sent out in October 2007 and April 2008. Also, two open-house Public Workshops were held on May 19, 2008 and May 22, 2008 in Hillsborough and Pinellas Counties, respectively, to present alternative concepts and seek public input.

A public hearing was held for this PD&E study at two separate locations on separate days (March 24, 2011, and March 29, 2011) to encourage participation from both Pinellas and Hillsborough County nearby residents and the general public. The recommended alternative was presented at the hearing.



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

**Other Related Projects Along
 SR 60 / Courtney Campbell Causeway**

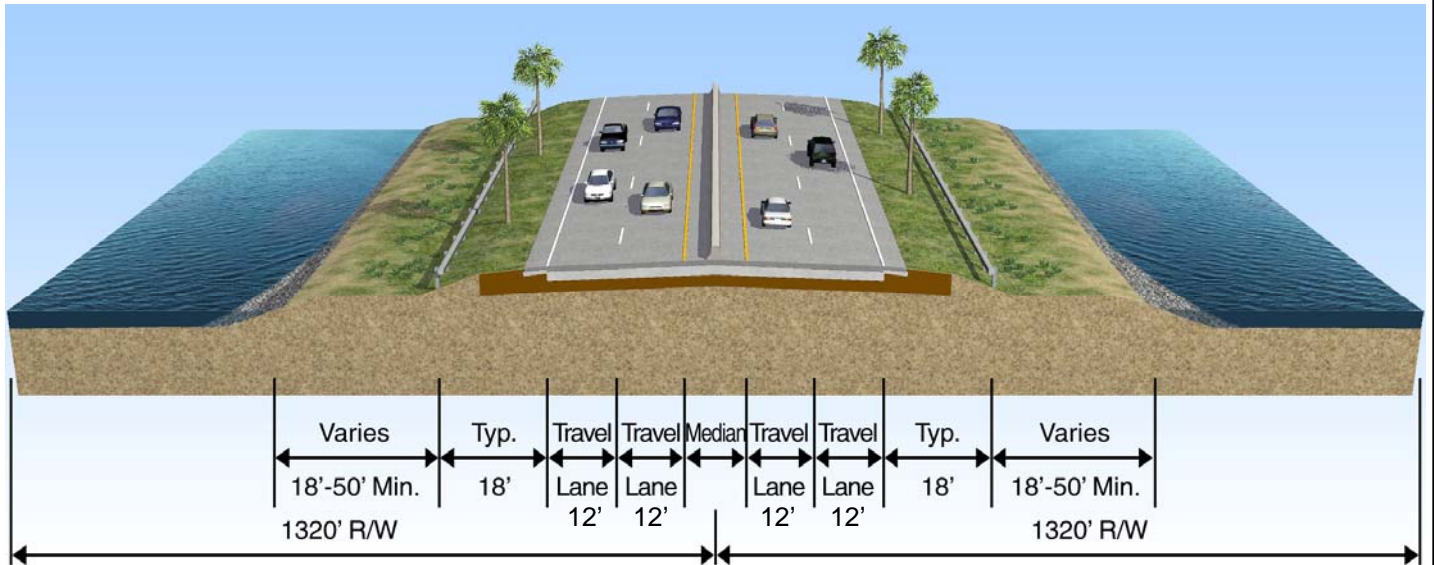
Figure 1-2

1.2 Existing Facility

In its entirety, SR 60 is an east-west route that crosses the state of Florida from the Gulf of Mexico (western terminus - Sunsets at Pier 60, Clearwater) to the Atlantic Ocean (eastern terminus - Vero Beach) and is approximately 158.8 miles long. Within the project limits, the Courtney Campbell Causeway is the northernmost bridge crossing over Old Tampa Bay, carrying SR 60 between Clearwater and Tampa, Florida. The Causeway stretches approximately 9.9 miles and is primarily a 4-lane divided rural highway. In 2005, the Courtney Campbell Causeway was designated as an official scenic highway by the state of Florida.

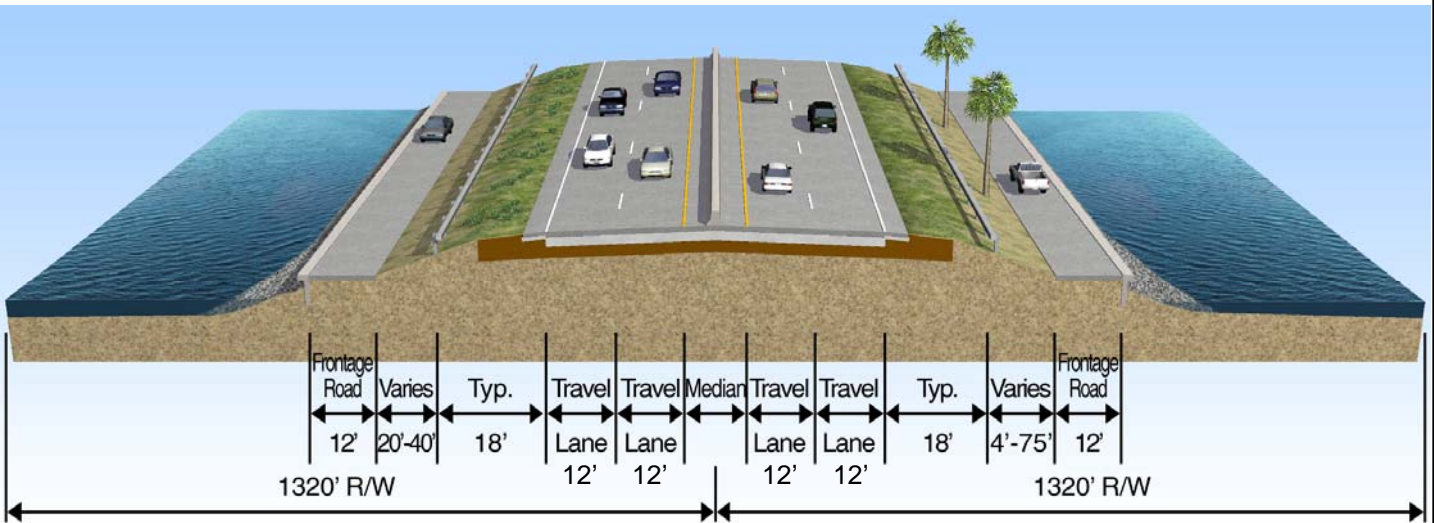
The Causeway presently includes intermittent service roads on both sides of SR 60 which are used to provide maintenance access to the existing Causeway and seawall and access to a boat launch along the north side of the Causeway. The existing right of way for transportation purposes is 2,640 feet (0.5 mile) in width along SR 60 including submerged lands. Existing SR 60 roadway typical sections are shown in **Figure 1-3**. The two existing SR 60 bridge typical sections are shown in **Figure 1-4**. Structure 1, Bridge No. 150138 is located at the west end of the study in Pinellas County and Structure 2, Bridge No. 100301, is located east of Structure 1 in Hillsborough County. The existing bridges are prestressed concrete girder facilities that were originally built in 1974.

Existing Typical Section No. 1



(Applies from Begin Project to Structure No. 1)

Existing Typical Section No. 2



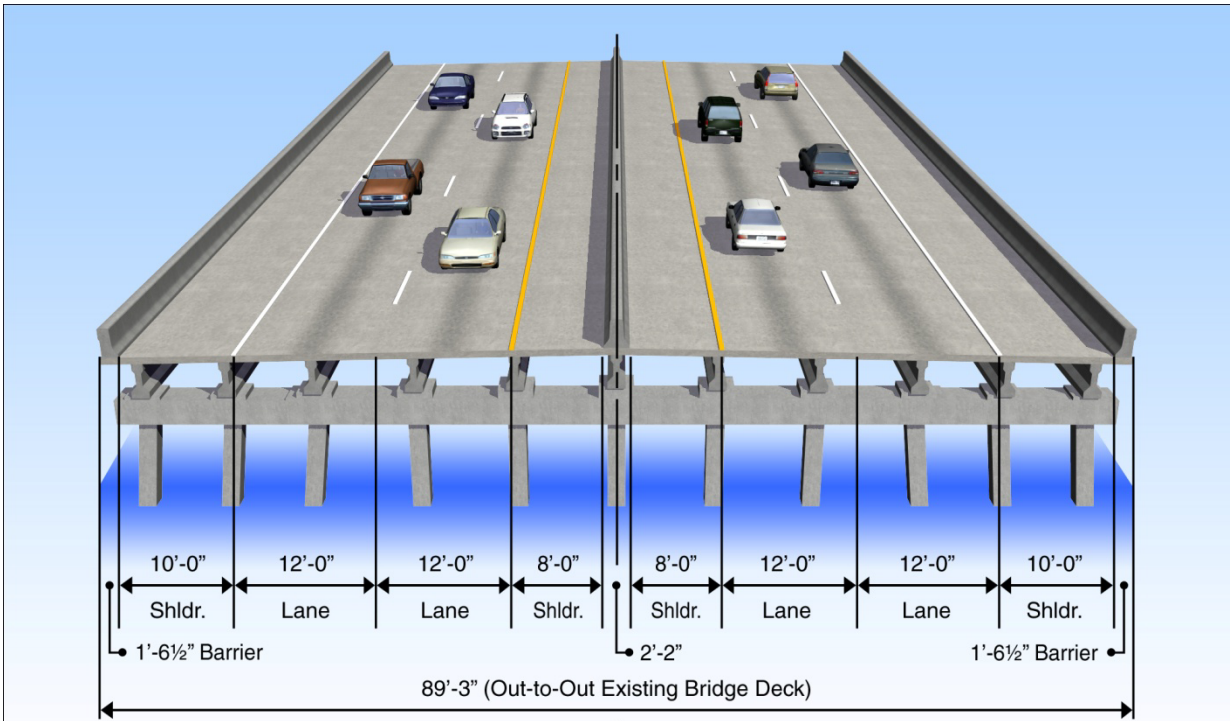
(Applies from Structure No. 1 to End Project)



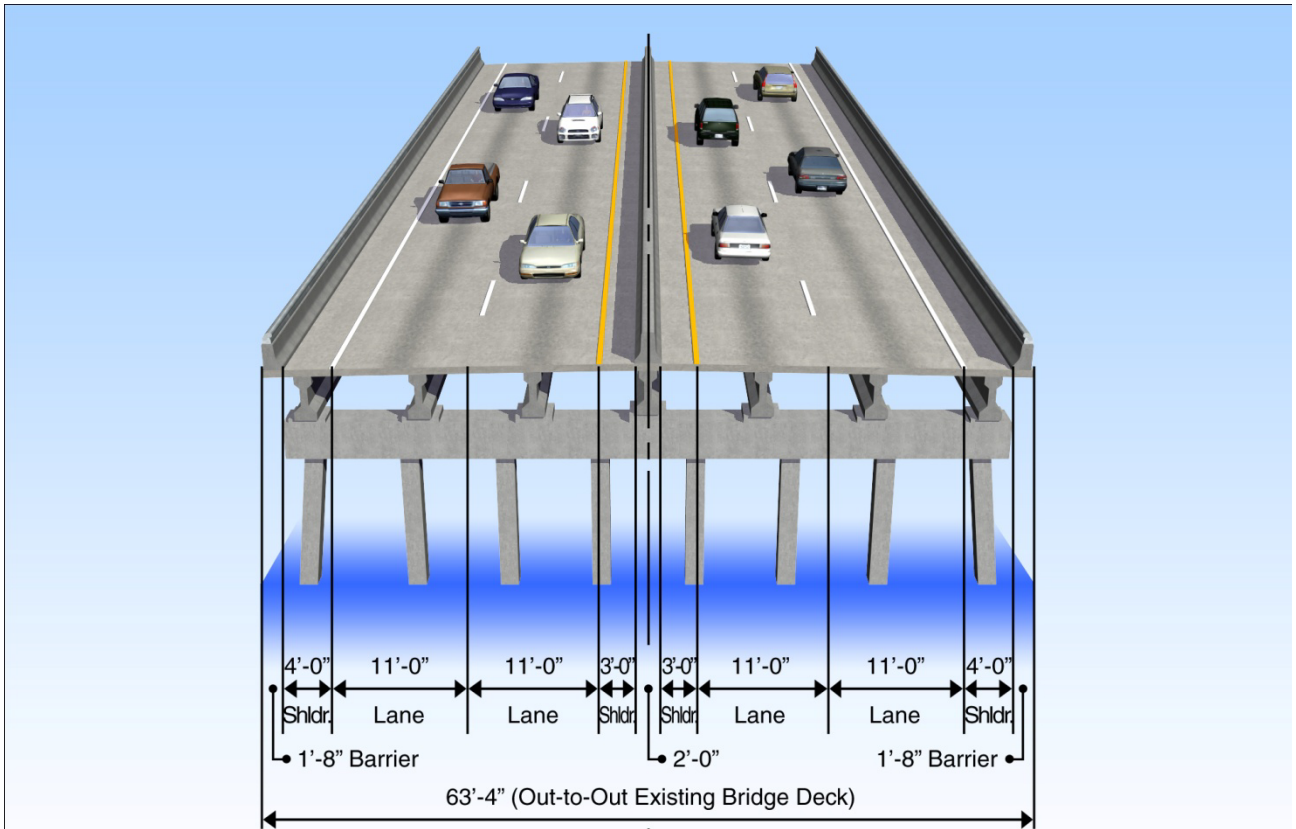
SR 60 Multi-Use Trail PD&E Study
 Bayshore Blvd to West of
 Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

Existing Roadway
 Typical Sections
 (facing east)

Figure 1-3



Structure No. 1 (#150138)



Structure No. 2 (#100301)



SR 60 Multi-Use Trail PD&E Study
*Bayshore Blvd to West of
 Ben T. Davis Beach Entrance*
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

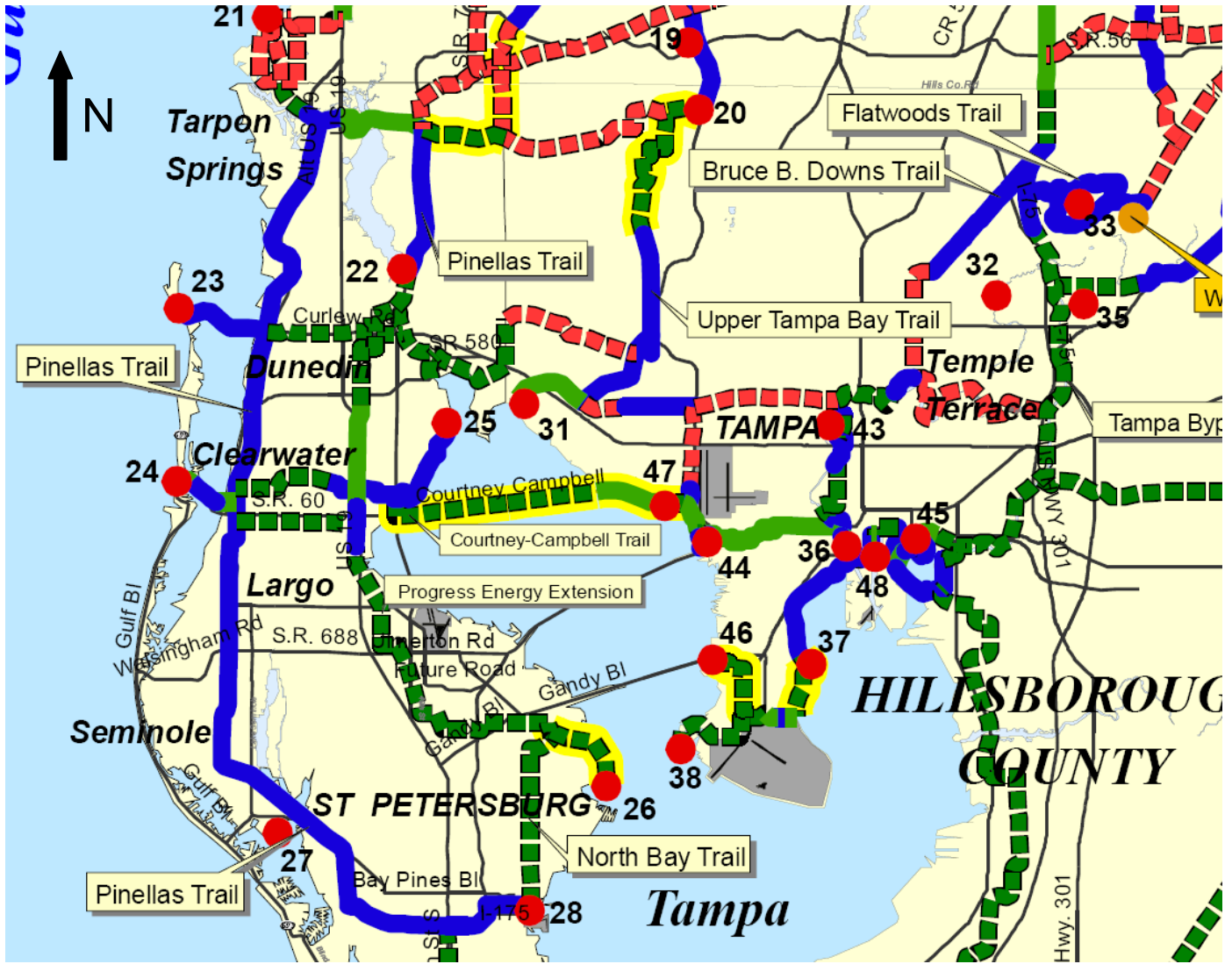
**Existing Bridge
 Typical Sections
 (facing east)**

Figure 1-4

1.3 Project Purpose and Need

The proposed multi-use trail along SR 60 from Bayshore Boulevard to west of Ben T. Davis Beach entrance would accommodate recreational users that can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. The proposed Courtney Campbell Causeway Multi-Use Trail has been identified in the Comprehensive Plans of the following jurisdictions: Hillsborough County; Pinellas County; City of Tampa; and the City of Clearwater. The trail has also been identified in the City of Tampa *Greenways & Trails Master Plan* (2001), the City of Clearwater *Bikeways and Trails Plan* (1996) and *Shifting Gears: Clearwater's Bicycle and Pedestrian Master Plan* (2007). Design and construction for this project are currently funded in the FDOT's *Tentative Work Program 2012-2016*. The proposed trail will serve as a link in a regional network of trail systems serving the Tampa Bay region (**Figure 1-5**). As a needed west-east link, the trail will provide regional connectivity with the trail networks for the jurisdictions noted above. In providing the west-east link, regional connectivity could be further enhanced offering alternative modes of transportation in the region. The west end of the proposed trail would connect to Clearwater's proposed Bayshore Boulevard Trail, which in turn would connect to numerous other trails in Pinellas County. The east end of the proposed trail would eventually connect to Tampa's U-Path Trail (**Figure 1-6**) and eventually to additional trails in Hillsborough County.

Beyond the trail's transportation benefits, the trail could serve the recreational needs for residents in the area and provide linkage to a series of recreational facilities along the Causeway. It would also recreate a regional recreational opportunity to cross Tampa Bay to link Pinellas and Hillsborough Counties since the existing east-west Friendship Trail Bridge corridor along Gandy Boulevard is no longer available to users within the Tampa Bay area. The Friendship Trail Bridge is permanently closed to users since it is no longer safe to be used and is expected to be demolished once sufficient funds are available to the operating entities for the structure's demolition.



Legend

- Regional Attractors & Trailheads
- Hiking/Bicycle Trail (Alignment Not Shown)

Regional Multi-Use Trails

- Existing Trail
- Planned - Funded Trail
- - - Planned - Unfunded/Partially Funded Trail
- - - Conceptual Trail
- Regional Priorities
- Regional Roadway Network

Note - the Regional Attractor and Trailhead number refers to the table in the Regional Multi-Use Trail Element

West Central Florida MPO
Chairs Coordinating Committee



www.regionaltransportation.org

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Contact respective MPO for specific information.

ACCURACY: It is intended that the accuracy of the base map comply with US national map accuracy standards. However, such accuracy is not guaranteed. The map is for illustrative purposes only.

Prepared Date: April 14, 2010
Prepared By: Hernando County MPO



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

Excerpt From 2010 Regional Multi-Use Trails Map

Figure 1-5



U-Path Trail - Completed July 1, 2010, but not yet opened for use
 Connects Cypress Point Park, Courtney Campbell Causeway and Skyway Park
 Source: City of Tampa, Parks & Recreation Department, September 2010

1.4 Report Purpose

This *Contamination Screening Evaluation Report (CSER)* is one of several documents that will be prepared as part of this PD&E study. This report documents potential contamination sites that exist within the project area that may cause adverse environmental impacts during construction, and thus create environmental liability along the project corridor. Evaluation of potential contamination sites early in the project development process allows for avoidance of these sites or allows the Department to establish remediation costs associated with potential impacts. This process helps prevent possible delays in construction. This report was prepared in general accordance with the FHWA Technical Advisory 26640.8a (October 30, 1987) and with *Part 2, Chapter 22 – Contamination Impacts* of the FDOT *PD&E Manual* (revised January 17, 2008). This report identifies and evaluates known or potential contamination sites, provides recommendations concerning these sites, and discusses potential impacts associated with the proposed project.

Section 2 - IMPROVEMENT ALTERNATIVES

2.1 No-Build Alternative

The No-Build Alternative assumed that, other than those improvements already planned and funded, the existing conditions would remain for SR 60 within the project limits and only routine maintenance activities would occur. The advantages to the No-Build Alternative include no new costs for design and construction, no effects to natural resources, and no disruption to the public during construction. However, the No-Build Alternative will not meet the goals of the Comprehensive Plans of Hillsborough and Pinellas Counties and the Cities of Tampa and Clearwater for constructing the SR 60 Multi-Use Trail across Old Tampa Bay, and will not provide alternate modes of transportation on SR 60 for a roadway that is currently at capacity. Furthermore, the No-Build Alternative will not provide the only link in the regional trail network for the Tampa Bay Region and will not meet the stated goals and objectives of this study. The No-Build Alternative will remain under consideration as a viable alternative throughout the PD&E study process.

2.2 Build Alternative

The previous 2008 Feasibility Study included the evaluation of four separate build alternatives and one staging option. The Alternative S-2, which proposed construction of the proposed trail on the south side of the causeway and building independent bridge structures, was carried forward to the PD&E study.

2.2.1 Typical Sections and Trail Concepts

Preferred trail typical sections are shown in **Figures 2-1A** and **2-1B**. These are generally consistent with the typical sections shown in the Feasibility Study. Trails are shown on the south side only, constructed on the existing SR 60 causeway fill section, although the alternatives studied previously considered a trail on the north side as well; the north side alternatives are essentially a mirror image of the south side trail alternatives. At all locations, due to close proximity of the proposed trail to the existing seawall and vertical drop-off, hand rail is proposed.

Typical Section #1 - west portion of study area (approx. Sta 21+00 to 69+00)

This typical section proposes the trail along the south side of SR 60 between the existing guardrail and beach area. The existing guardrail may need to be relocated from the existing 18 foot offset to a minimum offset of 12 feet from the eastbound edge of the travel lane to the face of the guardrail to accommodate the proposed trail typical section. Where the offset between the back of the steel guardrail posts and the trail is less than or equal to 4 feet, a pipe rail will be attached to the back of the steel guardrail posts. A minimum 4 foot separation from the back of the guardrail posts to the inner edge of the trail is preferred. A

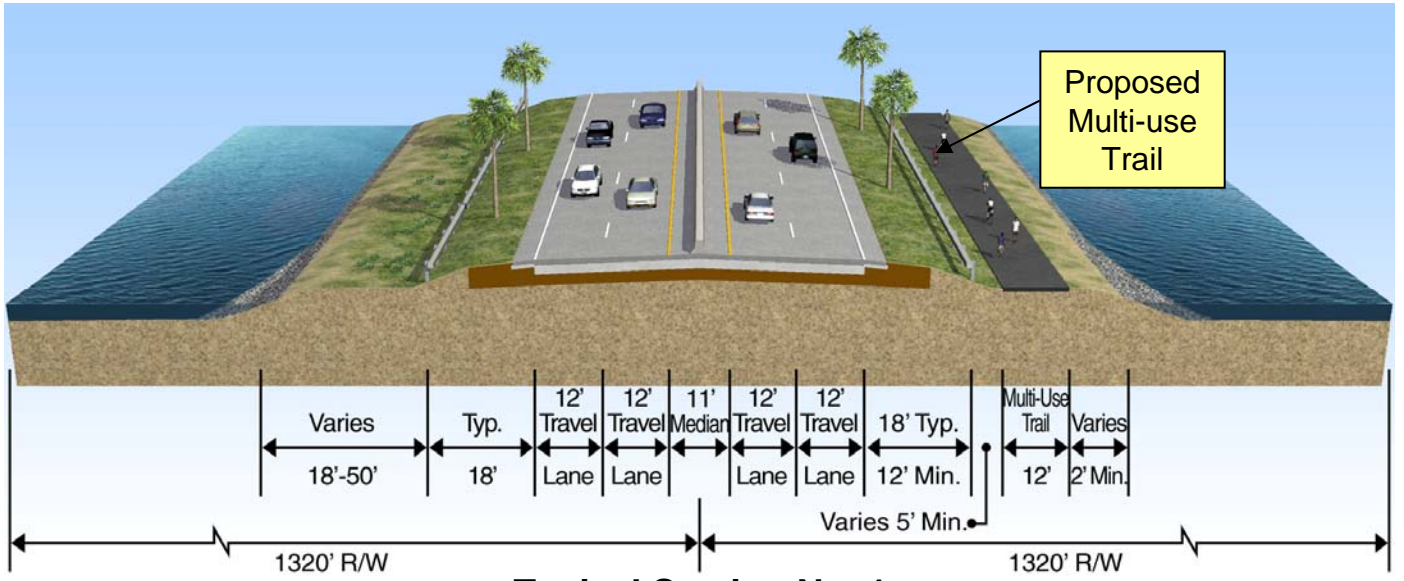
2 foot minimum graded separation from the outside edge of the trail to the beach is preferred. This typical extends from Bayshore Boulevard to approximately 4,800 feet to the east.

Typical Section #2 - from approx. Sta 69+00 to 106+00, 111+00 to 256+50 and 394+00 to 412+00

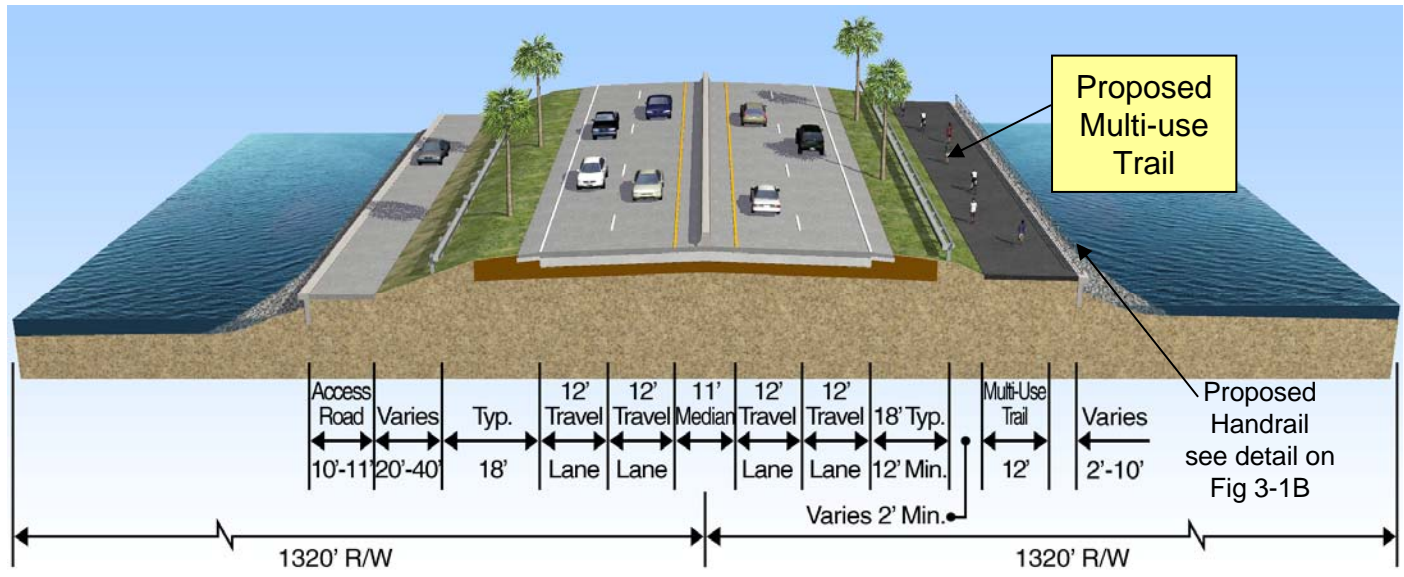
This typical section proposes the trail along the south side of SR 60 between the existing guardrail and sea wall. The existing access road will no longer exist for this section and the proposed trail, instead will be situated in place of the access road. The pavement will be resurfaced, slightly widened, and restriped for the trail. The existing guardrail may be relocated from the existing 18 foot offset to a minimum offset of 12 feet from the edge of the travel lane to the face of the guardrail to accommodate the proposed typical section. Where the offset between the back of the steel guardrail posts and the trail is less than or equal to 4 feet a pipe rail will be attached to the back of the steel guardrail posts. A 5 foot desired or 2 foot minimum separation from the back of the guardrail posts to the inner edge of the trail is required. A 5 foot minimum separation from the outside edge of the trail to the outer edge of the sea wall is preferred. A handrail is proposed to be mounted to the top of the seawall. This typical section is used at three locations for an approximate length of 20,050 feet.

Typical Section #3 - from approx. Sta 256+50 to 265+00, 300+00 to 394+00

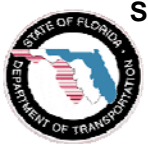
This typical section proposes a 9 foot frontage road, 4 foot buffer separation (with curbing) and a 12 foot multi-use trail along the south side of SR 60 between the existing



Typical Section No. 1
Station 21+00 to Station 69+00



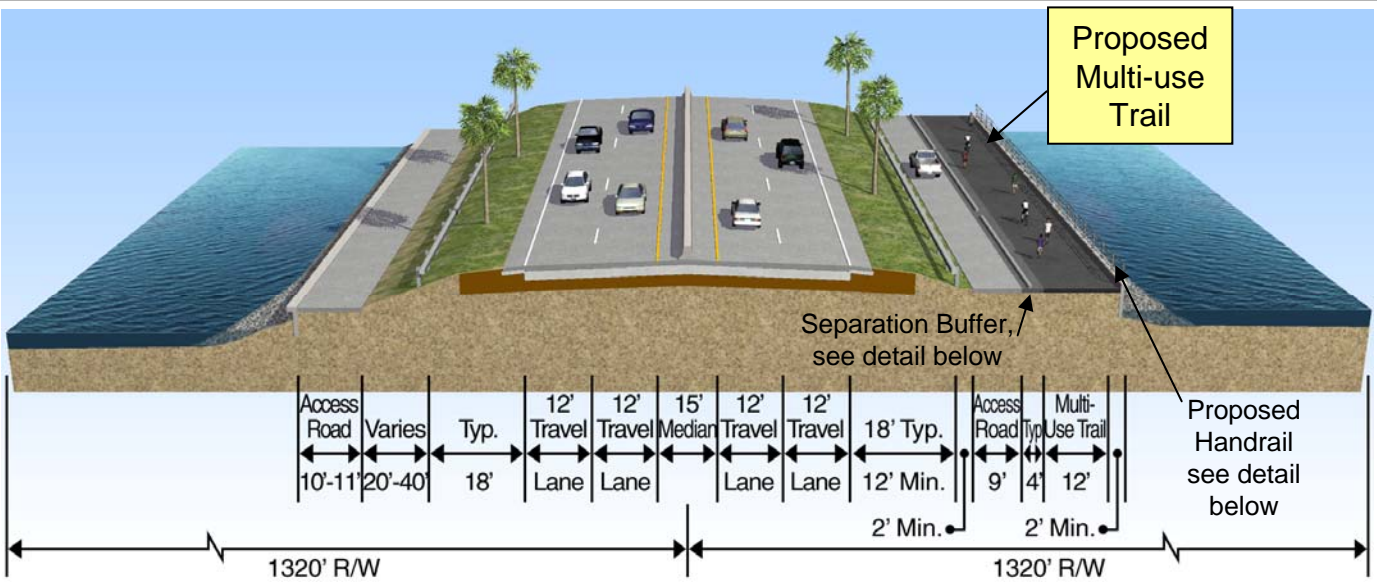
Typical Section No. 2
Station 69+00 to Station 106+00 / Station 111+00 to Station 256+50
Station 394+00 to Station 412+00



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

**Proposed Roadway/Trail
 Typical Sections
 (facing east)**

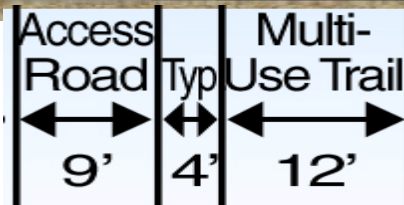
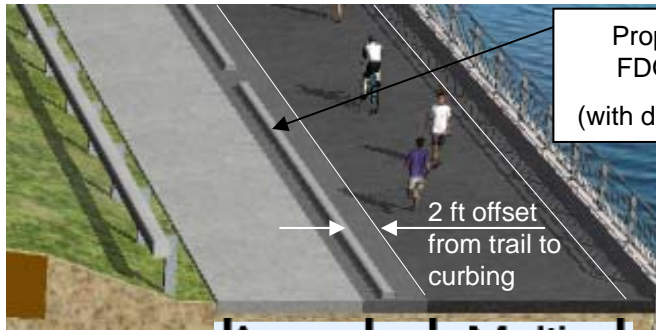
Figure 2-1A



Typical Section No. 3

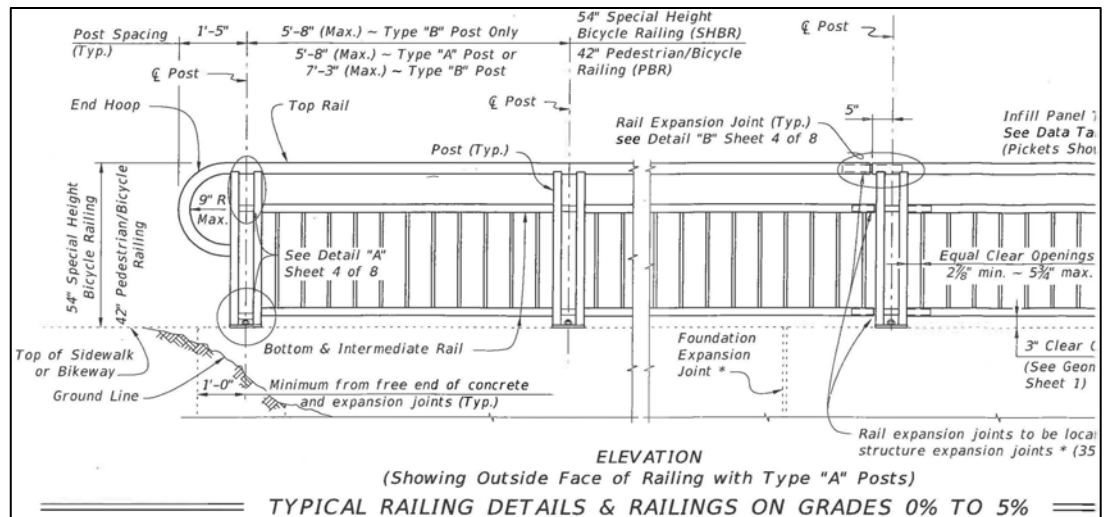
Station 256+50 to Station 265+00 / Station 300+00 to Station 394+00

Access Road /Trail Separation Buffer Detail



Proposed Handrail Detail

per FDOT Interim Standard Index 862 – Type 1 Picket Railing (sheet 2 of 8)



SR 60 Multi-Use Trail PD&E Study
 Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

Proposed Roadway/Trail Typical Sections (facing east)

Figure 2-1B

guardrail and sea wall. The existing guardrail may be relocated from the existing 18 foot offset to a minimum offset of 12 feet from the edge of the travel lane to the face of the guardrail to accommodate the proposed typical section. A minimum 2 foot separation from the back of the guardrail posts to the inner edge of the frontage road is required. A 5 foot minimum separation is desired (2 foot minimum) from the outside edge of the trail to the outer edge of the sea wall. A handrail is proposed to be mounted to the top of the seawall. This typical is used at two locations for an approximate length of 10,250 feet.

According to the Feasibility Study Report, the majority of existing access road pavement that could be incorporated into the proposed trail is located on both sides of the Causeway directly adjacent to the existing revetment system and seawall. This existing surface of the access road was installed between 1978 and 1980 as a part of a revetment project and was not intended to be utilized as a driving surface but instead as part of the permanent erosion control system. The original pavement section of 6-inch soil cement base with a modified surface treatment was resurfaced in 1998. Based on a visual inspection this pavement seems to be performing well; however, additional resurfacing would be needed in order to remove longitudinal undulations and any non-ADA compliant cross slopes. Since the existing pavement is performing well under current vehicular loads, trail maintenance vehicles would not pose any problems with the current structure with the added structural enhancement from the resurfacing.

The existing service access road is proposed to be eliminated from the south side of the causeway at several locations in order to construct the trail and avoid relocating the existing seawall. Maintenance vehicles can utilize the trail or unpaved areas adjacent to the proposed trail to access the causeway areas required to maintain the seawall. The preliminary concept plans depict these locations. The access road pavement will no longer exist from stations 111+00 to 256+00 and 395+00 to 412+00. Accordingly, entry points for the south access road along SR 60 will be closed at approximately station 137+00, 225+00 and 412+00. A new SR 60 entrance is proposed at approximately station 256+00.

2.2.2 Bridge Alternatives

The proposed multi-use trail will require bridge crossings over Old Tampa Bay at two locations (within the PD&E study limits) for a continuous pathway. Structures 1 and 2 in their current configuration do not have sufficient deck width to accommodate the required trail width. These structures would need to be widened or a parallel structure built to provide a multi-use trail.

Two separate alternatives for widening the existing bridges were studied in the Feasibility Study. The first method involved several options for attaching cantilevered structural components to the existing bridges which would not require the driving of additional support piles. Structural analyses of these alternatives showed that these methods were not structurally feasible. The second method of widening involved driving additional

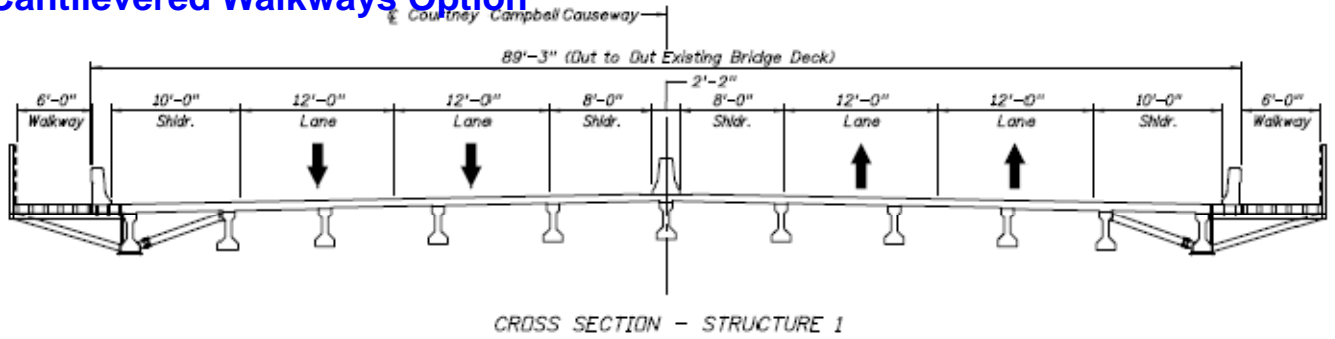
support piles alongside the existing bridges. This method is more costly but is structurally viable. The third bridge alternative consisted of constructing independent bridge structures for the trail parallel to the existing highway bridges on the Causeway. These 3 methods are illustrated in **Figure 2-2** for Structure No. 1 only, as an example.

Structure No. 1 - The existing bridge (Bridge No. 150138) is a prestressed concrete girder facility that was originally built in 1974 and widened in 1992. This bridge is located from Mile Post (MP) 7.543 to MP 7.633 in Pinellas County. The superstructure consists of an 89'-3" wide reinforced concrete deck cast over 11 - 43'-0" spans. The deck slab is cast continuously in two separate units. The prestressed concrete girders are AASHTO Type II. The substructure consists of pile bents utilizing 18" square prestressed concrete piles. Joints depend on a compression type seal. The current structure has a vertical clearance of 10.70' above the mean high water elevation and a horizontal clearance of 40'. According to a structural inventory and appraisal performed in March 2010, the existing Causeway Bridge has a structural sufficiency rating of 85.0 percent and was classified as "not deficient, above minimum criteria." The structure has no Load Rating restrictions.

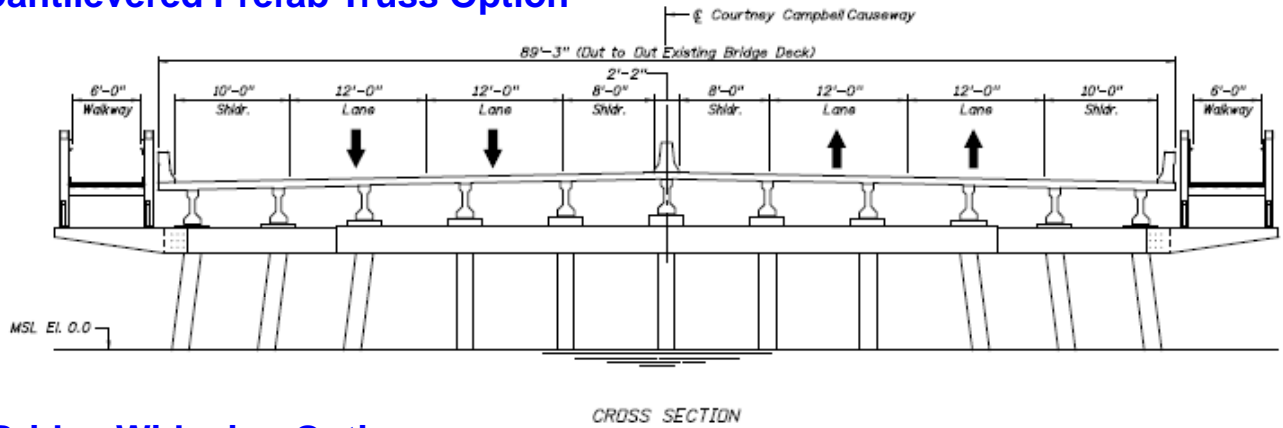
Structure No. 2 - The existing bridge (Bridge No. 100301) is a prestressed concrete girder facility that was originally built in 1974. This bridge is located from MP 1.758 to MP 2.374 in Hillsborough County. The superstructure consists of a 63'-4" wide reinforced concrete deck cast over 45 spans. There are 12 approach spans on either side of the bridge which are 61'-6" in length and consist of AASHTO Type III girders. The inner spans are made up of ten 83'-6" spans on either side of a 110'-0" navigational span. The inner superstructures consist of Type IV girders. The approach spans are supported on pile bents utilizing 18" (end bents) and 24" (interior bents) square prestressed concrete piles. The 83'-6" inner spans are supported on two column bents grounded on pile footings. The navigational span is supported by three column bents with a 47' x 22' concrete crash walls between the columns. Joints depend on a compression type seal. The navigational span has a vertical clearance of 43.50' above the mean high water elevation and a horizontal clearance of 75.'

The substructure is protected by a timber fender system. According to a structural inventory and appraisal performed in November 2009, the existing Causeway bridge has a structural sufficiency rating of 70.0 percent and was classified as "not deficient, above minimum tolerable." The structure has no Load Rating restrictions.

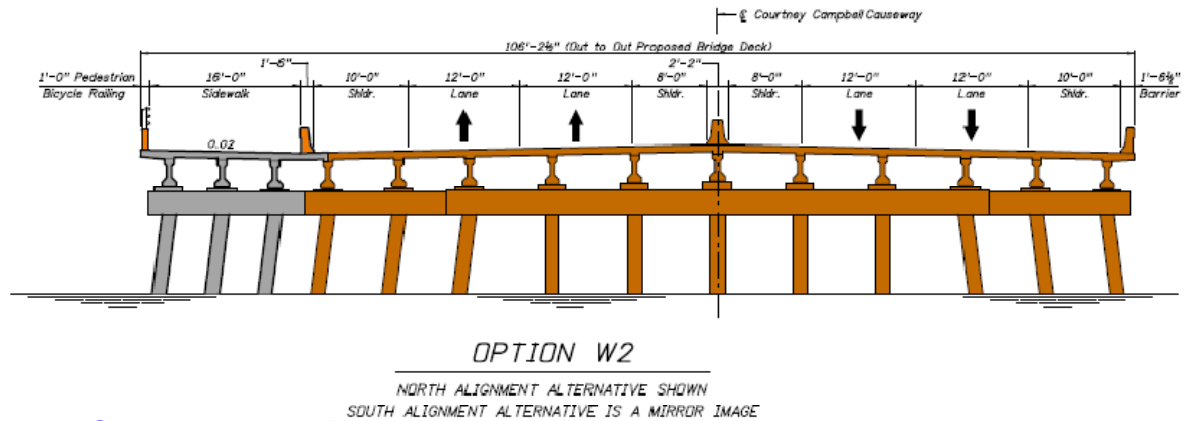
Cantilevered Walkways Option



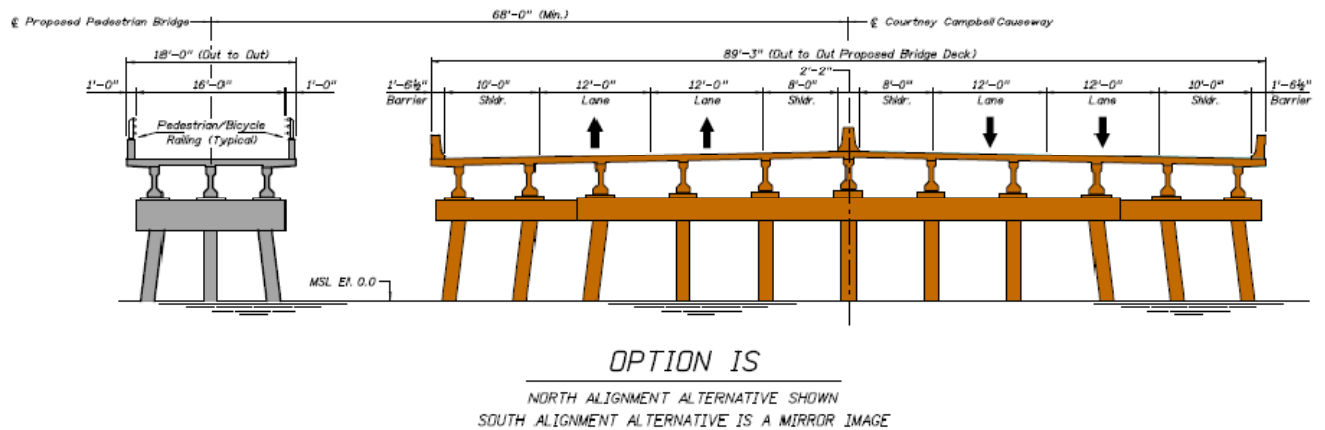
Cantilevered Prefab Truss Option



Bridge Widening Option



Independent Structure Option



Navigational Issues - The SR 60 bridges cross over the northern regions of Old Tampa Bay. The navigable channel consists of:

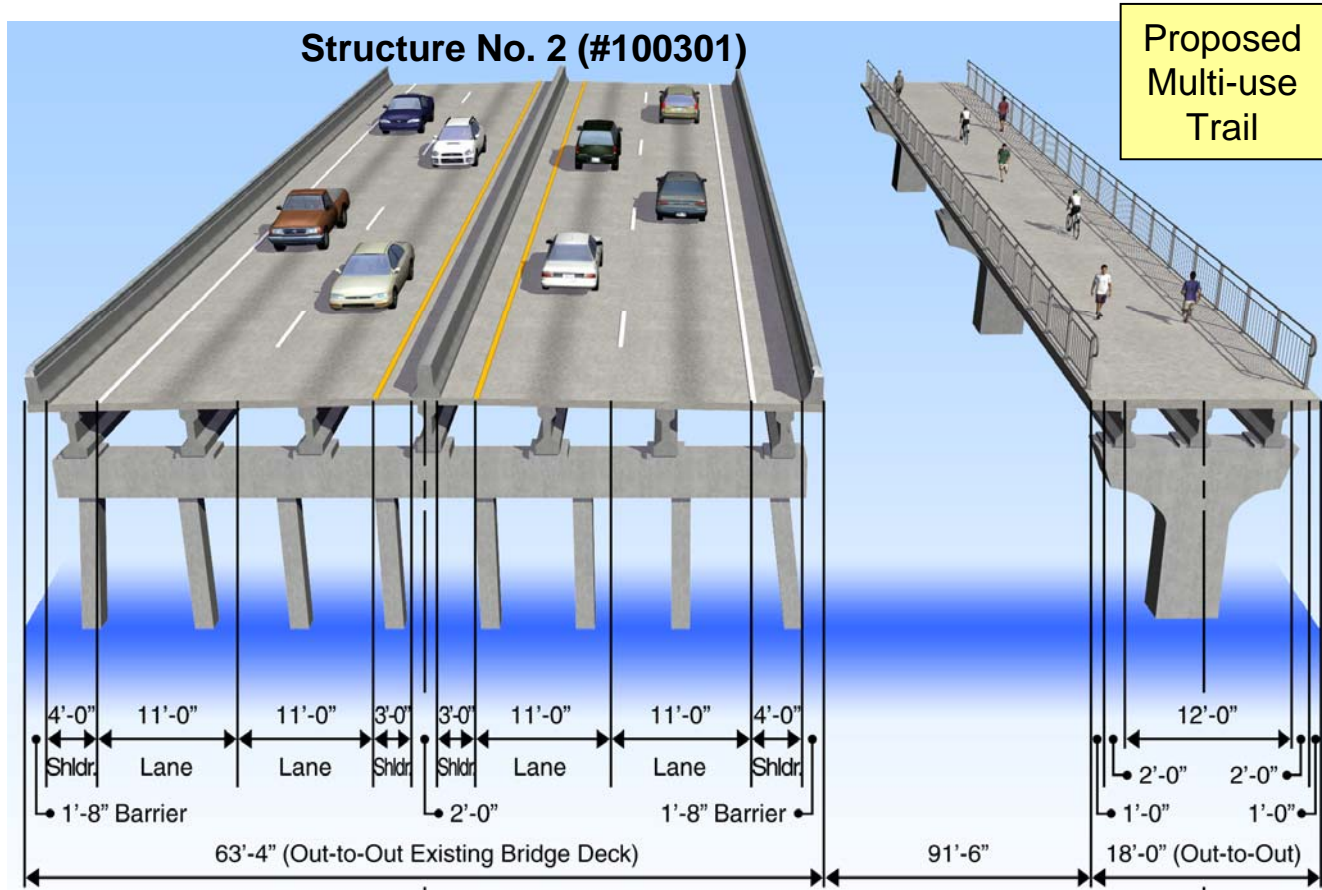
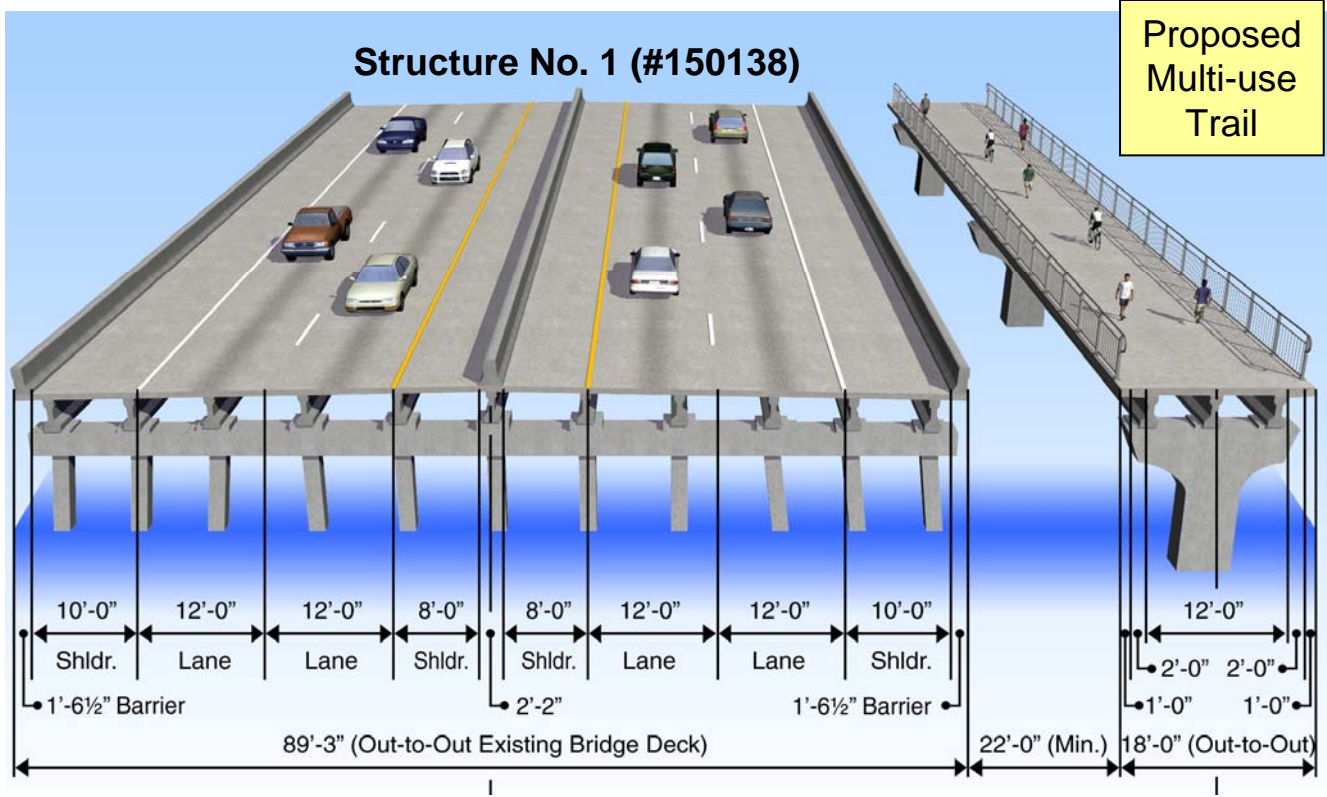
Structure 1 – The current structure has a vertical clearance of 10.70’ above the mean high water and a horizontal clearance of 40’. Deepest high water depth – 6’ (Based on as-built construction drawings).

Structure 2 – The current structure has a vertical clearance of 43.50’ above the mean high water elevation and a horizontal clearance of 75’. Vessels are guided thru the channel by a timber fender system at the main span location. Deepest high water depth – 19’ (Based on as-built construction drawings). There have been no significant impacts to the structures on the Causeway since it was constructed.

For the separate trail bridges option, the separate bridges would be designed to accommodate the heaviest required vehicle to perform routine maintenance and inspection. The independent structures option (“IS”) noted in the Feasibility Study is recommended due to significant cost savings and ease of construction compared to the bridge widening option. The proposed bridges will be built to maintain the existing vertical and horizontal clearances of the existing SR 60 bridges. Also, the proposed span arrangement and substructure elements for the proposed trail bridges are intended to be consistent with the SR 60 roadway bridges and “line-up” to facilitate navigation and tidal flow. The existing tender system under Structure 2 will be extended under the new adjacent trail bridge. The preferred trail bridge typical sections are shown in **Figure 2-3**.

2.2.3 Selection of the Preferred Alternative

The Build Alternative was selected as the Preferred Alternative based on improved connectivity between Pinellas and Hillsborough Counties, enhanced access and pedestrian/bicyclist opportunities for users of the Causeway and Ben T. Davis Beach, and consistency with local government plans.



Section 3 – LAND USE

3.1 Existing Land Use

Existing land use along the project corridor was determined utilizing a variety of resources including the National Wetlands Inventory (NWI), the Natural Resources Conservation Service's (NRCS) Soil Surveys for Pinellas and Hillsborough Counties, U.S Geological Survey (USGS) topographical maps, aerial photographs (2008-2010), land use mapping from the Southwest Florida Water Management District (SWFWMD, 2006), and field verification during habitat and species reviews conducted in December 2010. **Appendix A** provides a map of existing land use for the project corridor.

According to the Florida Land Use, Cover and Forms Classification System (FLUCFCS) data from SWFWMD (2006), the entire project corridor is identified as transportation (8100), with the exception of the bridges which traverse open waters (5400) of Old Tampa Bay. At the western terminus of the project, other land uses exist such as mangrove swamps (6120), institutional (1700), and saltwater marshes (6420). Further west, near McMullen Booth road, there are areas identified as commercial and services (1400), residential-medium density (1200), residential-high density (1300) and utilities (8300); although these areas are not located within the project limits. Ben T. Davis Beach is located at the eastern terminus of the project, which is classified as recreational (1800).

Even though the project corridor is identified as transportation according to the SWFWMD land use data, there are numerous mangrove swamps and isolated mangrove pockets located along the Causeway, especially on the north side. The majority of the larger mangrove systems on the north side of the Causeway are located near the western terminus to just west of Structure 1, as well as east of the boat ramp to just west of the eastern terminus of the project. The south side of the Causeway has sparse mangrove areas, which are mainly isolated pockets consisting of as few as one mangrove in many areas.

3.2 Future Land Use

According to future land use data from Pinellas County and the City of Tampa, the outer edges of the Courtney Campbell Causeway are designated as recreational/open space. The geographic information system (GIS) data for Pinellas County future land use can be found online at http://gis.pinellascounty.org/public_gis/. The future land use map adopted by the City of Tampa is provided by The Planning Commission and can be found online at <http://www.theplanningcommission.org/maps>. GIS data and applications can also be found online at this location. The project is consistent with the future land uses for both Pinellas County and the City of Tampa.

Section 4 HYDROLOGIC FEATURES

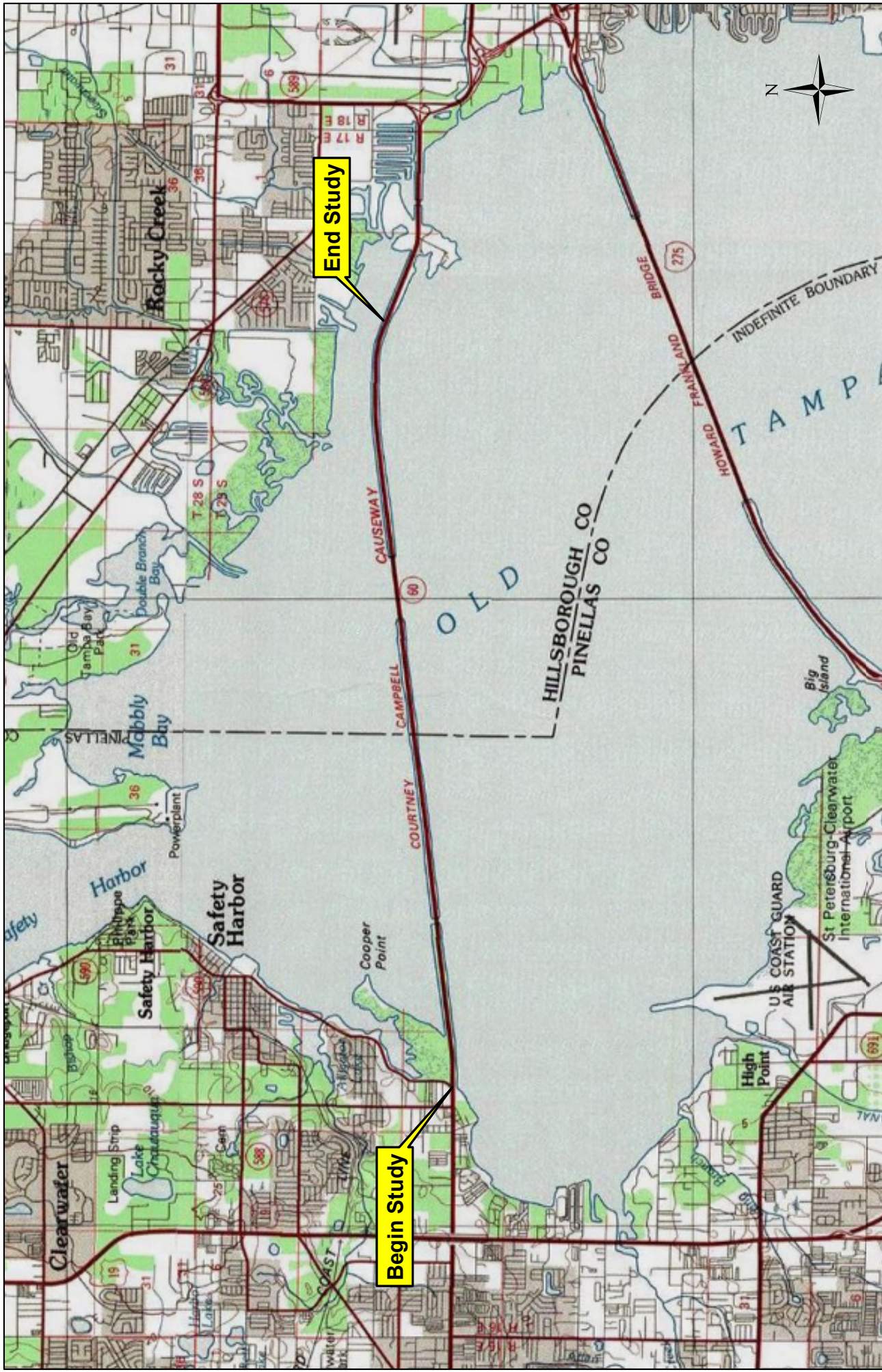
4.1 Geology/Hydrology

The NRCS Soil Survey for Pinellas County (2006) and Hillsborough County (1989), Florida provides general descriptions of subsurface conditions for these counties. Hillsborough is located in the Floridian section of the Atlantic Coastal Plain, and Pinellas County lies in the Gulf Coastal Lowlands Province. The major features of Hillsborough County were carved out by ancient seas that used to cover the area, and Pinellas County was formed by deposition of marine units. The soils in this area are mainly poorly drained sandy soils. The surface drainage for Pinellas County is direct runoff to Old Tampa Bay, Tampa Bay, Gulf of Mexico, and other small bays and inlets around the county. The surface drainage is toward Old Tampa Bay, Hillsborough Bay and Tampa Bay for Hillsborough County. Eventually all water falling within Pinellas and Hillsborough Counties that is not returned to the atmosphere by evaporation and transpiration ultimately ends up in the Gulf of Mexico. A USGS quadrangle map of the corridor is shown in **Figure 4-1**.

4.2 Soil Survey Review

Review of the United States Department of Agriculture (USDA) NRCS Soil Surveys for Pinellas and Hillsborough Counties, Florida (2006 and 1989) identified two types of soils within the project corridor. The two soil types are as follows: Matlacha and St. Augustine soils and urban land (16 – Pinellas) and St. Augustine fine sand (44 – Hillsborough). The soils for this project are all soils associated with the fill for the construction of the Causeway. A detailed description of the two soils types are provided below:

- **Matlacha and St. Augustine soils and urban land (16 – Pinellas)** – Somewhat poorly drained soil in the lower coastal plain. The surface layer of Matlacha sand is very dark gray, light brownish gray, and very pale brown sand that has 20 percent shell and limestone fragments to a depth of 42 inches. The surface layer of St. Augustine soil is dark gray sand with 10 percent shell fragments to a depth of 8 inches. In most years, under natural conditions, the water table is within a depth of 18 to 36 inches from June through October.
- **St. Augustine fine sand (44 – Hillsborough)** – Nearly level, somewhat poorly drained soil on flats and ridges bordering Tampa Bay. Slopes range from 0 to 2 percent. Subject to flooding for brief periods during hurricanes. The surface layer is very dark gray fine sand about 3 inches thick. In most years, under natural conditions, the water table is within a depth of 20 to 30 inches for 2-6 months and recedes to a depth of 50 inches during dry periods.



SR 60 Multi-Use Trail PD&E Study
Baysshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

USGS Quadrangle Map

Figure 4-1

Section 5 METHODOLOGY

5.1 Efficient Transportation Decision Making (ETDM)

A Programming Screen Summary Report (PSSR) was published as part of the Department's ETDM process. The project is designated as #13102 in ETDM. The Federal Highway Administration will determine the class of action once the screening is complete. An excerpt of the PSSR related to contamination is located in **Appendix B**.

The FDOT provided coordinator comments for the PSSR. The FDOT proposed a summary degree of effect (DOE) of "Minimal" for contamination based on results from the GIS data from the ETDM Environmental Screening Tool (EST). The GIS data indicated that there were no contamination sites within the limits of the study. Known contaminated sites are located west of Bayshore Blvd and should not be encountered during construction of the proposed project.

5.2 Public Record Review and Site Reconnaissance

A regulatory database search was requested from FirstSearch Technology Corporation along the entire project corridor (**Appendix C**). The results of this search were used as a basis for performing the CSER. The database research includes an evaluation of the following:

1. National Priorities List (NPL) and Proposed NPL
2. Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
3. Comprehensive Environmental Response, Compensation, and Liability Information System Archived Sites (NFRAP)
4. Resource Conservation and Recovery Information System Treatment, Storage and Disposal Facilities (RCRA TSD)
5. Resource Conservation and Recovery Information System Sites (RCRA COR and RCRA GEN)
6. Emergency Response Notification System (ERNS)
7. Florida Sites List (FSL)
8. Solid Waste Facilities (SWF)
9. FL Cattle Dipping Vats
10. Dry Cleaning Facilities
11. Underground Storage Tank Database (UST)
12. Aboveground Storage Tank Database (AST)

13. Tribal Land Underground Storage Tanks
14. Leaking Underground Storage Tanks List (LUST)
15. Stationary Tank Inventory System (STI)
16. State Spills 90: FDEP Petroleum Contamination and Cleanup Reports (SPILLS)

In addition to the database search of potential contamination sites, a site reconnaissance was conducted on December 30, 2010, to further supplement the database results. The purpose of the site visit was to observe signs of other possible contamination sources not listed in the database search. This included a review of the following:

- Structures
- Potential sources of surface contamination
- Potential sources of airborne contamination
- Potential sources of waterborne contamination
- Tenant activities and general site conditions

5.3 Risk Ratings

The hazardous material rating system is divided into four degrees of risk as defined by the FDOT in *Part 2, Chapter 22* of the *PD&E manual*. These include “No”, “Low”, “Medium”, and “High” potential for risk. A description of each risk rating is found below:

No Risk

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

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

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 a 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

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 alignment is defined; however, circumstances may require additional screening assessment (i.e. collecting soil or water sample 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.

5.4 Definitions of Contaminants

Contamination

Contamination is defined as the presence of any regulated material/chemical contained within the soil, surface water or groundwater on or adjacent to Department property, or proposed project 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, metals, hazardous materials or substances, etc.

Hazardous Material

Hazardous materials can be defined as any material that has, or when combined with other materials, will have, a deleterious effect on people or the environment. As further discussed and defined in 42 USC, Section 9601, et seq.

Solid Waste

The Resource Conservation and Recovery Act (RCRA) defines a solid waste as: “any garbage, refuse, sludge from a waste treatment plant, water supply treatment plant, or air pollution control facility and other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining and agricultural operations, and from community activities, but does not include solid or dissolved material in domestic sewage, or solid or dissolved materials in irrigation return flows or industrial discharges which are point sources subject to permits under section 402 of the Federal Water Pollution Control Act, as amended (86 Stat. 880), or source, special nuclear, or byproduct material as defined by the Atomic Energy Act of 1954, as amended (68 Stat. 923).” [Section 1004 (27)]

Hazardous Waste

Under RCRA, no material can be a hazardous waste unless it is a solid waste. In RCRA, the statutory definition of a hazardous waste is:

“a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may – (A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.” [Section 1004(5)]

Furthermore, a solid waste is a hazardous waste if it is not excluded by regulation (40 CFR 261.4) and if it is listed (261.30) as a hazardous waste, is a waste mixture containing one or more listed hazardous wastes, or exhibits one or more characteristics of hazardous waste (i.e. ignitibility, corrosivity, reactivity, or toxicity) (40 CFR 261.21 to 261.24). Listed wastes meet the definition of hazardous waste regardless of the concentration level of hazardous constituents in them. With few exceptions [e.g., spent solvents listed solely because they are ignitable (40 CFR 261.31)], the only way to have a listed waste relieved from hazardous waste management requirements is to petition the EPA or a state to delist the waste (40 CFR 260.22).

When listed wastes are mixed with nonhazardous wastes or materials, the mixture must be managed as hazardous waste. Two exceptions to this approach are hazardous debris meeting Land Disposal Restriction (LDR) standards [40 CFR 261.3(f)] and residues from processing certain wastes using high temperature metals recovery processing [40 CFR 261.3(c)(2)(ii)(C)]. In contrast to listed waste, a characteristic waste remains hazardous only as long as it exhibits a hazardous characteristic. Therefore, a mixture of waste is not considered hazardous waste unless the mixture exhibits a hazardous waste characteristic.”

Potential Hazardous Waste Sites

For the purposes of this report, a potential hazardous waste site is a parcel of land upon which hazardous materials are or were produced, stored or accumulated, regardless of the disposal method. Included in this category are gas stations and other businesses that store hazardous products, materials, or waste in tanks either above or underground. This definition is not meant to imply that these sites are contaminated, but that the operations conducted on them involve hazardous materials and the overall potential exists for contamination if these materials were not properly handled on these sites. This definition also does not mean that petroleum products from gas station activities fall under regulatory scrutiny within hazardous waste regulations by either the EPA or the FDEP.

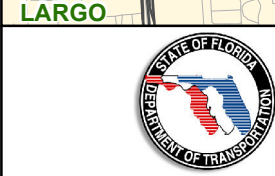
Section 6 PROJECT IMPACTS

Sites identified as contaminated or potentially contaminated were further evaluated to determine the extent of contamination or the risk of contamination. The assignment of a risk rating was based on the current and past existence of hazardous materials or petroleum products and the potential of the material/product to be encountered during proposed roadway expansion activities. The rating system developed by the FDOT as part of the PD&E process expresses the likelihood that hazardous material or petroleum products exist and the potential impact on roadway construction.

Table 6-1 provides a summary of the potentially contaminated sites along the project corridor, and **Figure 6-1** depicts the locations of these sites in relation to the proposed improvements. The potential contamination sites are also identified in the land use maps attached in **Appendix A** and in an excerpt of the preliminary concept plans in **Appendix D**. This section provides a description of each potential site, documenting the rationale for the risk rating issued. These sites represent the comprehensive list as determined from a combination of data sources. The ranking of each site is based on the preferred Build Alternative.

Table 6-1 Summary of Sites Located along SR 60 Project Corridor

Map ID	Site Name	Site Address	Risk Rating	Government Database
Pinellas County				
1	City of Clearwater AWWTP	3141 Gulf to Bay Blvd	Low	ERNS, LUST, SPILLS, UST
2	Sunoco 0611-7014	3130 Gulf to Bay Blvd	Low	LUST, UST
Hillsborough County				
3	City of Tampa – Rocky Point Pump Station	East of Structure 2	No	UST



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Potential Contamination Sites Map

Figure 6-1

6.1 Potential Contaminated Site Impacts

Potential Contamination Site 1 – City of Clearwater AWWTP

The City of Clearwater Advanced Wastewater Treatment Plant (AWWTP) is located west of Bayshore Blvd. on the south side of the Causeway. This site is listed in the ERNS, LUST, UST and SPILLS databases. The facility currently has two 2,000-gallon aboveground storage tanks with emergency generator diesel. These tanks were installed in July 1998 and December 1999. Previously the site contained two 1,000-gallon underground tanks for emergency generator diesel, as well as one 1,200-gallon aboveground tank with chlorine compound. These three tanks were installed in the late 1980's and early 1990's and have since been removed. The FDEP database OCULUS was used to find detailed information on this site.

A discharge of 200 gallons of diesel fuel was reported at this site in October 1997, prior to the installation of the existing tanks. This site was scored as a low priority by FDEP for cleanup based on its potential threat to public health, safety and welfare; drinking water supplies; and the environment. There was no documentation on the OCULUS database that indicates this site has ever been cleaned up.

This project includes the addition of a multi-use trail on the south side of the Causeway. The proposed trail will be constructed within the existing right of way and will not impact the City of Clearwater AWWTP property. This site has been as been assigned a risk ranking of "Low" since there will be no impacts to the property and the spills were reported as minor (low priority for cleanup) by the FDEP.

Potential Contamination Site 2 – Sunoco 0611-7014

The Sunoco gas station is located on the north side of the Causeway approximately 500 feet west of Bayshore Blvd. This site is listed in the LUST and UST databases. Numerous underground tanks have been installed at this location between the years 1971 to 2007. The content within these tanks has included leaded gas, unleaded gas and vehicular diesel. Currently there are three underground tanks in service that were installed in 2007. These tanks include two 20,000-gallon tanks for unleaded gas and one 20,000-gallon tank for vehicular diesel. The FDEP database OCULUS was used to find detailed information on this site.

Discharges were reported at this facility in 1989, 1994, and 2005. Three discharges were reported in 2005. Monitoring wells were installed at the site in response to a request from Pinellas County. A Limited Contamination Assessment Report (LCAR) was prepared for this site in September 2005. The LCAR indicates that there were contamination levels above soil cleanup target levels (SCTLs) and groundwater cleanup target levels (GCTLs). It was indicated that these were a result of the September 1989 discharge. A Source Removal

Report (December 2007) indicates that three UST spill buckets and impacted soil were removed shortly after submittal of the LCAR. According to the Source Removal Report, additional contaminated soil was removed as part of the installation of the new UST system in 2007.

Potential contamination exists at this location based on the findings from FDEP's OCULUS database. This project includes the addition of a multi-use trail on the south side of the Causeway. The proposed trail will be constructed within the existing right of way and will not impact the Sunoco gas station. The site is located approximately 500 feet west of the project and on the north side of SR 60. Since there will be no impacts to this site and the site is located 500 feet west of the project, the site has been given a risk ranking of "Low" for potential contamination associated with this project.

Potential Contamination Site 3 – City of Tampa Rocky Point Pump Station

According to the report provided by First Search Technology Corporation, the City of Tampa Rocky Point Pump Station is located east of Structure 2, near the existing boat ramp. This facility was identified as having one 2,000-gallon UST that was installed in October 1984; this tank has been removed, and the facility is closed. The tank is reported as containing a hazardous substance, but no actual identification of the substance is documented. This site is located in the UST database and no spills or discharges were found to be documented at the site. Based on the fact that there were no documented discharges found for this site, the tank has been removed, and the site is located on the north side of the Causeway according to FirstSearch report, the site is ranked as "No" for potential contamination.

Section 7 SUMMARY OF FINDINGS AND RECOMMENDATIONS

Information was obtained for this report through reports from FirstSearch Technology Corporation, observations during on-site field review in December 2010, and database information from the FDEP. A total of three (3) sites were reviewed within the project boundary, and the following conclusions and recommendations were made regarding the proposed project:

- Of the three (3) sites reviewed, one (1) sites received ranking of “No” risk, and two (2) sites received rankings of “Low” risk.
- For sites ranked “No” for potential contamination, no further action is recommended. These sites 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: changes to design, 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 facility should be conducted.
- It must be recognized that the possibility still exists that other sites containing hazardous substances, hazardous wastes, petroleum products, or environmental contamination not identified during this assessment may exist on or in the immediate vicinity of the project study corridor. This is because regulatory agency records are not always complete; not all leaks, spills and discharges are reported; and not all USTs and ASTs are registered. Therefore, the purpose of this assessment is to reduce, but not eliminate, the unknown and uncertainty regarding the absence or presence of hazardous substances or environmental contamination in connection with the project.
- Construction will be stopped if contamination is encountered during construction. No activities will continue until further evaluation is completed and cleanup is conducted at the site as necessary.

The potential contamination sites are outlined in **Table 6-1**, and the locations of these sites are illustrated in **Figure 6-1**.

Section 8 REFERENCES

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Southwest Florida Water Management District. GIS Land Use Mapping. URL: <http://www.swfwmd.state.fl.us/data/gis.2004>

Hillsborough County City-County Planning Commission. Adopted Future Land Use Maps. URL: <http://www.theplanningcommission.org/maps>, 2011.

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U.S. Department of the Interior. U.S Geological Survey Topographic Maps.

APPENDIX A

Existing Land Use Maps





Land Use (FLUCFCS)	Description
1100	Residential - Low Density
1200	Residential - Medium Density
1300	Residential - High Density
1400	Commercial and Services
1700	Institutional
1800	Recreational
4340	Hardwood - Conifer Mixed
5300	Reservoirs
5400	Bays and Estuaries
6120	Mangroves Swamps
6300	Wetland Forested Mixed
6530	Intermittent Ponds
8100	Transportation
8300	Utilities

- Potential Contamination Site
- Mangroves
- Continuous Seagrass
- Discontinuous Seagrass

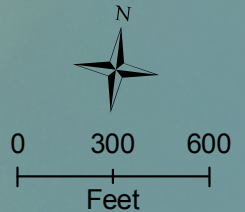


SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

Existing Land Use Map

Sheet No. 1



- Potential Contamination Site
- Mangroves
- Continuous Seagrass
- Discontinuous Seagrass

Land Use (FLUCFCS)	Description
1100	Residential - Low Density
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8100	Transportation
8300	Utilities



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

Existing Land Use Map

Sheet No. 2



Land Use (FLUCFCS)	Description
1100	Residential - Low Density
1200	Residential - Medium Density
1300	Residential - High Density
1400	Commercial and Services
1700	Institutional
1800	Recreational
4340	Hardwood - Conifer Mixed
5300	Reservoirs
5400	Bays and Estuaries
6120	Mangroves Swamps
6300	Wetland Forested Mixed
6530	Intermittent Ponds
8100	Transportation
8300	Utilities



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance

WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

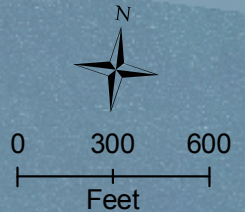
Existing Land Use Map

Sheet No. 3



Land Use (FLUCFCS)	Description
1100	Residential - Low Density
1200	Residential - Medium Density
1300	Residential - High Density
1400	Commercial and Services
1700	Institutional
1800	Recreational
4340	Hardwood - Conifer Mixed
5300	Reservoirs
5400	Bays and Estuaries
6120	Mangroves Swamps
6300	Wetland Forested Mixed
6530	Intermittent Ponds
8100	Transportation
8300	Utilities

- Potential Contamination Site
- Mangroves
- Continuous Seagrass
- Discontinuous Seagrass



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

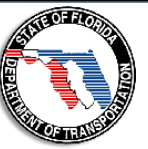
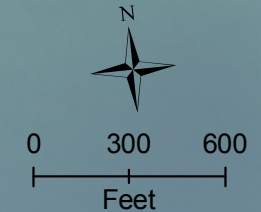
Source: SWFWMD

Existing Land Use Map



Land Use (FLUCFCS)	Description
1100	Residential - Low Density
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1300	Residential - High Density
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5400	Bays and Estuaries
6120	Mangroves Swamps
6300	Wetland Forested Mixed
6530	Intermittent Ponds
8100	Transportation
8300	Utilities

- Potential Contamination Site
- Mangroves
- Continuous Seagrass
- Discontinuous Seagrass



SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

Existing Land Use Map

Sheet No. 5

APPENDIX B

Excerpt from ETDM Programming
Screen Summary Report



ETDM Summary Report

Project #13102 - SR 60 Trail PD&E Study

Finalized Programming Screen - Published on 03/29/2011

Generated by Wendy Lasher (on behalf of FDOT District 7)

Printed on: 3/29/2011

Table of Contents

Chapter 1 Overview	2
Chapter 2 Project Details	3
2.1. Project Description Data	3
2.2. Purpose & Need Data	4
Chapter 3 Alternative #1	6
3.1. Alternative Description	6
3.2. Segment Description(s)	6
3.3. Project Effects Overview	6
3.4. ETAT Reviews and Coordinator Summary: Natural Issues	7
3.5. ETAT Reviews and Coordinator Summary: Cultural Issues	24
3.6. ETAT Reviews and Coordinator Summary: Community Issues	27
3.7. ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues	29
Chapter 4 Eliminated Alternative Information	32
4.1. Eliminated Alternatives	32
Chapter 5 Project Scope	33
5.1. General Project Commitments	33
5.2. Required Permits	33
5.3. Required Technical Studies	33
5.4. Class of Action	33
5.5. Dispute Resolution Activity Log	33
Chapter 6 Project-Level Hardcopy Maps	34
Appendices	55
7.1. Degree of Effect Legend	55
7.2. GIS Analyses	55

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.

#13102 SR 60 Trail PD&E Study

District	District 7	Phase	Programming Screen
County	Pinellas , Hillsborough	From	Bayshore Boulevard
Planning Organization	FDOT District 7	To	W of Ben T. Davis Bch Entrance
Plan ID		Financial Management No.	42264022201
Federal Involvement	Federal Permit Federal Action Federal Funding		
Contact Information	Name: Steve Love Phone: (813) 975-6410 E-mail: steve.love@dot.state.fl.us		
Snapshot Data From: Programming Screen Summary Report Re-published on 03/29/2011 by Wendy Lasher			

Overview

		Evaluation of Direct Effects																				
		Natural									Cultural				Community							
Legend		Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
N/A	N/A / No Involvement																					
0	None (after 12/5/2005)																					
1	Enhanced																					
2	Minimal (after 12/5/2005)																					
3	Moderate																					
4	Substantial																					
5	Dispute Resolution (Programming)																					
ETAT Review Period: 12/16/2010 - 01/30/2011. Re-Published: 03/29/2011																						
Alternative #1		2	3	2	0	2	0	3	3	3	4	4	3	1	0	2	1	0	1	0	2	3
From Bayshore Boulevard to W of Ben T Davis Bch Entrance																						

Project Description Data

Description Statement

The proposed project is a multi-use trail that will be constructed along Courtney Campbell Causeway (SR 60) from the vicinity of the proposed Bayshore Trail extension (Bayshore Blvd. at SR 60) in Pinellas County to West of Ben T. Davis Beach entrance in Hillsborough County. Courtney Campbell Causeway is classified as a scenic highway, and the proposed multi-use trail is consistent with the Local Government Comprehensive Plans (LGCP) for both City of Clearwater and City of Tampa; the Corridor Management Plan (CMP); the Cost Feasible Plan of the Pinellas County 2035 Long Range Transportation Plan (LRTP) adopted December 9, 2009 (Figure 25-Pinellas County Trailways Plan / Page 119, Table 62 - Planned Cost Feasible Trailway Projects / Figure 39 -2009 Regional Multi-Use Trails Network); and the Cost Affordable Plan of the Hillsborough County 2035 LRTP amended August 3, 2010 (Map 10-2 - Bicycle and Trails Cost Affordable / Map 10-3 - Sidewalks Cost Affordable / Appendix B, Page 5, Table B-1 - Cost Affordable Highway, Bicycle, and Pedestrian Projects / Appendix E, Page 4 - Cost Affordable Bicycle and Trails Projects and Unfunded Needs). The proposed facility is intended for bicycle, pedestrian, and other recreational users, thereby providing alternate modes of transportation. The Multi-Use Trail Feasibility Study from McMullen Booth to Veterans Expressway - WPI: 422640 1 and FAP No. 9045-090-C (2008 Feasibility Study) was completed in December 2008 for this project (refer to the project documents section of the project description in the Environmental Screening Tool). The project length is approximately 7.4 miles. The majority of the proposed project is intended to be constructed on the SR 60 fill section and not within the waters of Tampa Bay. The only portions of the proposed project that would be constructed within the waters of Tampa Bay would be the proposed bridges where the main span and the western relief structures are located. These locations are available for viewing on sheet nos. 7, 18, 19, 20 and 21 of Appendix A of the above referenced 2008 Feasibility Study. The study evaluated four (4) separate alternatives and one (1) interim staging option. More details of these alternatives can also be viewed in the Project Concept Summary Report of the project documents section in the Environmental Screening Tool.

The trail alternatives as described in the Project Concept Summary Report are located on the north and south sides of the Causeway and include either the Structural Option 'W2' (widening with piles in the water) or Structural Option 'IS' (Independent Structure). There are three (3) structures within the project limits of the previous 2008 Feasibility Study. The alternatives are described as follows:

Alternative N1 - This alternative includes the trail on the north side of the Causeway and the Structural Widening Option 'W2' for Structures 1 and 2, and the reconfiguration of Structure 3. The associated cost of this alternative based on 2008 estimates is \$60.8M

Alternative N2 - This alternative includes the trail on the north side of the Causeway and the Independent Structural Option 'IS' for Structures 1, 2, and 3. The associated cost of this alternative based on 2008 estimates is \$30.9M

Alternative S1 - This alternative includes the trail on the south side of the Causeway and the Structural Widening Option 'W2' for Structures 1 and 2, and the reconfiguration of Structure 3. The associated cost of this alternative based on 2008 estimates is \$63.2M

Alternative S2 - This alternative includes the trail on the south side of the Causeway and the Independent Structural Option 'IS' for Structures 1, 2, and 3. The associated cost of this alternative based on 2008 estimates is \$33.3M

Staging Option S3 - This is an interim staging option which will provide a shared-use facility on the existing causeway prior to the construction of any new water crossings

There are two bridges within this PD&E study limits. Structure 1, Bridge No. 150138 (Tampa Bay Bridge) is located at the west end of the study and Structure 2, Bridge No. 100301, is located just east of Structure 1. The existing bridges are prestressed concrete girder facilities that were originally built in 1974. The four trail alternatives from the 2008 Feasibility Study considered both widening of the existing bridges and constructing separate trail bridges. The intention of the separate bridges is to utilize separate structures to accommodate the trail for non motorized vehicles and pedestrians. The separate bridges will be designed to accommodate the heaviest required vehicle to perform routine maintenance and inspection.

The trail dimensions vary depending on its location along the project limits (causeway or bridge). The bridge typical section is planned as 16 feet clear width (12' trail plus 2@2' shoulders). Along the causeway, a 12-foot wide multi-use trail is proposed. Improvements are proposed to be constructed within the existing SR 60 Right-of-Way. The trail surfaces proposed for this project include asphalt along the causeway segment and a concrete deck along the bridges.

During the 2008 Feasibility Study, two newsletters were sent out in October 2007 and April 2008. Also, two informal Public Workshops were held on May 19, 2008 and May 22, 2008 in Hillsborough and Pinellas Counties, respectively. Twenty three comments were received with fourteen (14) being in favor, seven (7) offered no opinion and two (2) citizens were against the project. The main concerns of the citizens against the project were "that millions of dollars should not be spent on expanding a road that work perfectly fine but on education and schools." They were also concerned that construction of this project would affect their commute to work.

Summary of Public Comments

The FDOT completed a Feasibility Study in 2008. During the study, newsletters were distributed to adjacent property owners and interested parties soliciting input. In May 2008, a public workshop was conducted in 2 separate locations (one in Pinellas County and one in Hillsborough County) to provide information to the general public and solicit input. Twenty-three written public comments were received, most of these indicated support of the project or sought additional information about the concepts. Written comments from 2 persons indicated their suggestion to re-allocate public funding necessary for this project to support education as a higher priority. The FDOT coordinated with local agencies, groups and the Courtney Campbell Causeway Scenic Highway xx during the feasibility process to seek input. The 2008 Feasibility Study is posted in the Project Documents portion of this screen, section 8.6 contains the public comment summary with support data located in Appendix E.

Consistency

- Consistent with Air Quality Conformity.
- CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.
 - Comment: Based on the information contained in the AN and the enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent regulatory reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the

environmental permitting process in accordance with Section 373.428, Florida Statutes.

- Submitted By: FL Department of Environmental Protection
- Comment Date: 2011-01-26 17:01:43.0
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
Federal Rail Administration	No existing or planned rail lines within project corridor	12/15/2010
US Forest Service	No US Forest land within project corridor.	12/14/2010

Community Desired Features

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

Purpose and Need

Purpose and Need Statement

The purpose of this project is to evaluate a proposed multi-use trail along Courtney Campbell Causeway (SR 60) from Bayshore Blvd. to W. of Ben T. Davis Beach entrance to accommodate recreational users that can experience the scenic qualities of the Causeway, further enhancing tourism and economic development. The proposed Courtney Campbell Causeway Multi-Use Trail has been identified in the Comprehensive Plans of the following jurisdictions: Hillsborough County; Pinellas County; City of Tampa; and the City of Clearwater. The trail has also been identified in the City of Tampa Greenways & Trails Master Plan (2001), the City of Clearwater Bikeways and Trails Plan (1996) and Shifting Gears: Clearwater's Bicycle and Pedestrian Master Plan (2007). A portion of this project is currently funded for design-build in FY 2011/2012 in the FDOT Tentative Work Program 2011-2016. Transportation Improvement Program (TIP) Amendments are currently being processed to facilitate this segment. The proposed trail will serve as a link in a regional network of trail systems serving the Tampa Bay region. As a needed east-west link, the trail will provide regional connectivity with the trail networks for the jurisdictions noted above. In providing the east-west link, regional connectivity could be further enhanced offering alternative modes of transportation in the region.

Beyond the trail's transportation benefits, the trail could serve the recreational needs for residents in the area. The trail could also provide linkage to a series of recreational facilities along the Causeway. It would also recreate a regional recreational opportunity to cross Tampa Bay to link Pinellas and Hillsborough Counties since the existing east-west Friendship Trail Bridge corridor along Gandy Blvd. is no longer available to users within the Tampa Bay area. The Friendship Trail Bridge is permanently closed to users since it is no longer safe to be used. The Friendship Trail Bridge is expected to be demolished once sufficient funds are available to the operating entities for the structure's demolition.

Safety

The existing paved shoulders along the causeway portion of the project may be used by avid cyclists, but they do not provide safe access for recreational bikers, walkers, and families to access these amenities. In addition, the absence of shoulders on Structure 2, the main navigable crossing, further exacerbates the safety of cyclists and pedestrians along the corridor. The addition of the multi-use trail will provide for a wider range of non-motorized users.

Planned/Programmed Projects in the Project Area

The following are design and construction projects planned or programmed along SR 60 in the project area:

FM No. 424561 3 - SR 60 Trail Project from Bayshore Blvd. to East of Tampa Bay Bridge (Bridge No. 150138), a distance of approximately 1.8 miles - Design is currently planned for FY 2011/2012 and Construction is planned for FY 2015/2016

FM No. 424561 4 - SR 60 Trail Project from East of Tampa Bay Bridge (Bridge No. 150138) to Pinellas/Hillsborough County Line, a distance of approximately 1.7 miles - Design is currently planned for FY 2011/2012 and Construction is planned for FY 2013/2014

FM No. 424561 1 - SR 60 Resurfacing Project from Pinellas/Hillsborough County Line to Rocky Point Drive, a distance of approximately 4.4 miles - Design is ongoing and Construction is planned for FY 2011/2012. This project also includes a small trail segment from the west entrance of Ben T. Davis Beach to Rocky Point Drive

FM No. 424561 2 - SR 60 Trail Project from Rocky Point Drive to East of Bridge # 100064, a distance of approximately 0.4 miles - Design is currently underway and Construction is planned for FY 2011/2012

FM No. 428962 1 - SR 60 Resurfacing Project from West of Damascus Road to Pinellas/Hillsborough County Line, a distance of approximately 3.4 miles - Design is currently programmed for FY 2011/2012 and Construction is planned for FY 2013/2014

Area Wide Network/System Linkage

The proposed Courtney Campbell trail will provide regional linkage for non-motorized travel between Pinellas and Hillsborough Counties and, with connection to other facilities, travel into Pasco and Hernando Counties. The project will connect to other existing and planned facilities to the east and west of the Causeway. On the Pinellas (west) side, the project will connect to Pinellas County's extensive trail system (proposed Bayshore Trail extension). On the Hillsborough (east) side, the trail will connect to the West Tampa Greenway (4.6 miles of this 16.6 miles Greenway is completed to date) which will eventually connect via on-street facilities to the Upper Tampa Bay Trail and then from there to the Suncoast Parkway Trail into Pasco and Hernando Counties.

Modal Relationships

There are express and local bus routes that operate along SR 60 (Courtney Campbell Causeway) and that intersect SR 60 near the proposed project area. The Hillsborough Area Regional Transit (HART) 200X route is a commuter express route that operates between downtown Tampa and the Eddie Moore Park and Ride Lot in Clearwater. This route only runs during weekday commuter rush hours. Furthermore, HART Route 30 runs near the east end of the proposed trail, and the Pinellas Suncoast Transit Authority (PSTA) Route 60 runs near the west end of the proposed trail. The combination of the existing transit routes and the proposed trail offers additional connections between Pinellas and Hillsborough Counties. The transit routes also provide additional opportunities for use of the proposed trail.

Social Demands or Economic Development

There are residential, offices, and commercial land uses located at both ends of the Courtney Campbell Causeway. Rocky Point, located on the east end of the Causeway, has numerous restaurants, office buildings, residences and hotels/resorts. Also located on the east end of the Causeway is the Ben T. Davis Beach. The beaches along the corridor are located within the existing transportation right-of-way and are not considered Section 4(f) protected properties. The shorelines located along the Causeway are popular for fishing, picnicking and use of personal watercraft.

Purpose and Need Reviews

Agency	Acknowledgment	Review Date
US Coast Guard	Understood	12/20/2010
FL Department of State	Understood	12/29/2010
Natural Resources Conservation Service	Understood	01/04/2011
Federal Highway Administration	Accepted	01/18/2011

Comments: The Purpose and Need Statement is incorrect in that it describes the purpose of the PD&E phase, not the purpose of the project. The purpose for this project is to provide regional connectivity with adjoining trail networks, to offer alternative modes of transportation in the region, to create regional recreational opportunities, and to enhance tourism and economic development.

In the environmental document, please correct the current Purpose and Need Statement so that it describes the purpose of the project.

National Marine Fisheries Service	Understood	01/19/2011
FL Department of Environmental Protection	Understood	01/26/2011
US Fish and Wildlife Service	Understood	01/27/2011
Hillsborough County MPO	Understood	01/27/2011
FL Fish and Wildlife Conservation Commission	Understood	01/27/2011
US Environmental Protection Agency	Understood	01/27/2011
US Army Corps of Engineers	Understood	01/28/2011
Southwest Florida Water Management District	Understood	01/29/2011

Agencies That Did Not Comment on the Purpose and Need Statement

Alternative #1

Alternative Description

From:	Bayshore Boulevard	To:	W of Ben T Davis Bch Entrance
Type:	New Alignment	Status:	ETAT Review Complete
Total Length:	7.473 mi.	Cost:	
Modes:	Bicycle Pedestrian	SIS:	N

Segment Description(s)

Location and Length							
Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Segment #1				7.473	Digitized		

Jurisdiction and Class			
Segment No.	Jurisdiction	Urban Service Area	Functional Class
Segment #1	FDOT	In	N/A

Base Conditions				
Segment No.	Year	AADT	Lanes	Config
Segment #1				

Interim Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1				

Needs Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1	2035			

Cost Feasible Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1	2035			

Funding Sources		
Segment No.	FEDERAL	Unknown
Segment #1	\$13,479,950.00	

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	01/30/2011
Coastal and Marine	3 Moderate	Southwest Florida Water Management District	01/29/2011
Coastal and Marine	3 Moderate	National Marine Fisheries Service	01/27/2011
Contaminated Sites	2 Minimal	Southwest Florida Water Management District	01/29/2011
Contaminated Sites	0 None	US Environmental Protection Agency	01/27/2011
Contaminated Sites	0 None	FL Department of Environmental Protection	01/26/2011
Farmlands	0 None	Natural Resources Conservation Service	01/04/2011
Floodplains	2 Minimal	US Environmental Protection Agency	01/30/2011
Floodplains	2 Minimal	Southwest Florida Water Management District	01/29/2011
Infrastructure	0 None	Southwest Florida Water Management District	01/29/2011
Navigation	N/A N/A / No Involvement	US Army Corps of Engineers	01/28/2011
Navigation	3 Moderate	US Coast Guard	12/20/2010
Special Designations	3 Moderate	US Environmental Protection Agency	01/30/2011
Special Designations	3 Moderate	Southwest Florida Water Management District	01/29/2011
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	01/30/2011
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	01/29/2011

Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection	01/26/2011
Wetlands	3	Moderate	US Environmental Protection Agency	01/30/2011
Wetlands	3	Moderate	Southwest Florida Water Management District	01/29/2011
Wetlands	N/A	N/A / No Involvement	US Army Corps of Engineers	01/28/2011
Wetlands	4	Substantial	US Fish and Wildlife Service	01/27/2011
Wetlands	3	Moderate	National Marine Fisheries Service	01/27/2011
Wetlands	3	Moderate	FL Department of Environmental Protection	01/26/2011
Wildlife and Habitat	2	Minimal	Southwest Florida Water Management District	01/29/2011
Wildlife and Habitat	4	Substantial	US Fish and Wildlife Service	01/27/2011
Wildlife and Habitat	4	Substantial	FL Fish and Wildlife Conservation Commission	01/27/2011

Cultural

Historic and Archaeological Sites	N/A	N/A / No Involvement	Southwest Florida Water Management District	01/29/2011
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	01/17/2011
Historic and Archaeological Sites	3	Moderate	Seminole Tribe of Florida	01/06/2011
Historic and Archaeological Sites	3	Moderate	FL Department of State	12/29/2010
Historic and Archaeological Sites	2	Minimal	Miccosukee Tribe of Indians of Florida	12/22/2010
Recreation Areas	0	None	US Environmental Protection Agency	01/30/2011
Recreation Areas	0	None	Southwest Florida Water Management District	01/29/2011
Recreation Areas	1	Enhanced	FL Department of Environmental Protection	01/26/2011
Section 4(f) Potential	0	None	Federal Highway Administration	03/16/2011

Community

Aesthetics	No reviews recorded.			
Economic	No reviews recorded.			
Land Use	No reviews recorded.			
Mobility	1	Enhanced	Hillsborough County MPO	01/27/2011
Relocation	No reviews recorded.			
Social	2	Minimal	US Environmental Protection Agency	01/30/2011

Secondary and Cumulative

Secondary and Cumulative Effects	3	Moderate	Southwest Florida Water Management District	01/29/2011
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ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 02/17/2011 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 USEPA noted that they do not anticipate any negative air quality impacts related specifically to the project.

The project involves construction of a multi-use recreational trail with no vehicular capacity improvements along SR 60. No impacts to air quality should occur as a result of the project.

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

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 01/30/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Air Quality

Comments on Effects to Resources: EPA does not anticipate any negative air quality impacts relating specifically to the project.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coordinator Summary: Coastal and Marine Issue

3 *Moderate* assigned 02/17/2011 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 Moderate.

The NMFS staff conducted a site inspection of the project area on December 20, 2010, to assess potential concerns to living marine resources within Old Tampa Bay and Safety Harbor and concluded that the project could directly impact NMFS trust resources. Some isolated mangroves occur along the causeway's southern shoreline. Seagrass beds occur adjacent to the shoreline at various points along the south side of the causeway. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. Mangroves have been identified as EFH for postlarval/juvenile, subadult, and adult red drum and gray snapper, schoolmaster, cubera snapper, yellowtail snapper, dog snapper, and juvenile goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, juvenile and adult stone crab, postlarval, juvenile, and subadult and adult red drum, juvenile and adult schoolmaster and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, Nassau grouper, lane snapper, dog snapper, yellowtail snapper, and cubera snapper.

The NMFS requested that an EFH Assessment be prepared for this project. Upon review of the EFH Assessment, the NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project. The NMFS cannot make a determination between the south side alternatives until potential seagrass impacts for the two bridging options have been assessed. Seagrass surveys should be conducted during the prime seagrass growing season between June 1 and September 30. These surveys can be undertaken as part of the design/build phase.

The SWFWMD noted that the project occupies watersheds that are included in the Tampa Bay Estuary Watershed designated estuary of national significance. The SWFWMD also noted that while it is intended that the project be constructed within the cross section of existing Causeway fill, it may be necessary to add fill to accommodate the proposed facilities. In that case, elimination/disruption of the mangroves and estuarine vegetation now established along much of the project length on the causeway may occur.

The project will be constructed on fill material that was used to construct the existing Causeway and two new bridges will be constructed to span Old Tampa Bay. There are sensitive marine and estuarine resources located near the project corridor. Since the project will be located on the south side of the Causeway and should be located over the existing fill, there should be minimal impacts to these resources. Avoidance and minimize efforts will be implemented during design. The FDOT will commit to using proper best management practices (BMPs) during construction to avoid or minimize any direct or secondary impacts to coastal and marine resources.

The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species, existing habitat, and potential essential fish habitat (EFH) within the project area. This report and the FDOT's findings will be coordinated with the USFWS and NMFS.

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

ETAT Reviews: Coastal and Marine Issue: 2 found

3 *Moderate* assigned 01/29/2011 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: The project occupies watersheds that are included in the 2200-acre Tampa Bay Estuary Watershed, designated "estuary of national significance" by the US Congress in 1990.

The entire project segment that is located in Pinellas County occupies the Pinellas Aquatic Preserve. Waters within the Preserve, part of Old Tampa Bay, are designated as Outstanding Florida Waters.

The entire project is located in Class II waters designated for Shellfish Propagation or Harvesting; commercial crabbing occurs in Old Tampa Bay.

Designated Environmental Conservation Areas/Bird Nesting Areas containing very dense mangrove forests, closed during the period January to August, are located on the north side of the Causeway.

A total of 95 acres of sovereign submerged lands are present within 100 feet of the project, while 219 acres are within 200 feet of the project.

The final receiving water for the project area is Old Tampa Bay which is the major northwestern embayment of Tampa Bay, a Priority Water Body in the SWFWMD's Surface Water Improvement and Management (SWIM) Program.

Some watersheds in which the project is located are included on the FDEP Verified List of Impaired Waters.

According to 2008-era imagery and mapping, there are seagrass beds located along the project route. Acreage ranges from 22.3 acres to 64 acres within the 100-foot to 200-foot project buffers, respectively.

While indicated otherwise in the EST, there are FWC Manatee Protection Zones (information updated 9/17/09) located adjacent to the Causeway fill near the east project terminus on the north side for a length of approximately 0.94 mile. One zone is restricted to the navigational channel that parallels the Causeway and which requires a speed of no more than 25 mph in the period April 1 through November 15. The second zone requires slow speed in the period April 1 through November 15. There is another Manatee Protection Zone located adjacent to the Causeway fill near the west project terminus on the north side for a length of approximately 0.5 mile.

Alternatives N1, N2: The western portion of the N1 alternative appears to go directly across the adjacent mangrove area. These northern alternatives appear to involve significant mangrove areas.

Alternatives S1, S2: These alternatives appear to involve and possibly affect more seagrass beds, salt flats and shoreline habitats than Mangrove Swamps.

Comments on Effects to Resources: While it is intended that the project be constructed within the cross section of existing Causeway fill, it may be necessary to add fill to accommodate the proposed facilities. In that case, the elimination and/or disruption of the mangroves and estuarine vegetation now established along much of the project length on the Causeway may occur.

The project may result in disturbance or the partial elimination of the Designated Environmental Conservation Areas/Bird Nesting Areas on the north side of the Causeway.

The project has the potential to generate increased sedimentation and turbidity during construction that may degrade water quality within Old Tampa Bay, thereby (1) reducing the recovery of important seagrass beds which are particularly vulnerable to sedimentation, (2) adversely affecting the water quality of OFW and Class II waters, and (3) adversely affecting commercially important blue crabs and their habitat.

Impacts to manatees may include direct impingement of animals by in-the-water construction equipment and the disruption of breeding habitat during the period April 1 through November 15.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in identifiable impacts after fully complying with the SWFWMD's permitting processes or the effort associated with fully complying with the SWFWMD's proprietary interests and obligations.

Adjusting the width of the facility cross section to fit within the varying widths of the existing fill sections along the Causeway would help to reduce or eliminate impacts to mangroves and estuarine vegetation and reduce or eliminate impacts to the Designated Environmental Conservation Areas/Bird Nesting Areas.

Timing of the project construction may help to reduce impact to the Designated Environmental Conservation Areas/Bird Nesting Areas.

It is recommended that updated seagrass maps be prepared or otherwise acquired as the most easily accessible information now is of 2008 vintage.

Coordinator Feedback: None

3 Moderate assigned 01/27/2011 by David A. Rydene, National Marine Fisheries Service

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

Dispute Information: N/A

Identified Resources and Level of Importance: Old Tampa Bay and Safety Harbor, which contain estuarine and marine habitats such as seagrass and mangrove 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 # 13102. The Florida Department of Transportation (FDOT) District 7 proposes the construction of a multi-use trail along the SR 60 Courtney Campbell Causeway in Hillsborough County and Pinellas County, Florida. Per a phone conversation with Robin Rhinesmith of FDOT District 7 on January 27, 2011, and a follow-up email, the two alternatives for a trail on the north side of the causeway are no longer under consideration. The remaining two south side trail alternatives would parallel the roadway. The trail would span the water at three points. Crossings would be accomplished by either widening the existing bridge structures or constructing independent bridge structures adjacent to the existing ones. The following comments assess only the two south side trail alternatives.

NMFS staff conducted a site inspection of the project area on December 20, 2010, to assess potential concerns related to living marine resources within Old Tampa Bay and Safety Harbor. The lands adjacent to the proposed project are principally estuarine habitats associated with Tampa Bay, a public beach, and commercial properties at either end of the causeway. It appears that the project could directly impact NMFS trust resources (i.e. mangroves and/or seagrass). Some fringing mangroves occur along the causeway's southern shoreline. Seagrass beds occur adjacent to the shoreline at various points along the south side of the causeway. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Mangroves have been identified as EFH for juvenile, subadult and adult red drum, gray snapper, schoolmaster, and cubera snapper, and juvenile goliath grouper, yellowtail snapper, and dog snapper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, juvenile and adult stone crab, postlarval, juvenile, subadult and adult red drum, juvenile and adult schoolmaster and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, Nassau grouper, lane snapper, dog snapper, yellowtail snapper, and cubera snapper.

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

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

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information is available. EFH consultation can be initiated independent of other project

review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project.

Between the two south side alternatives, NMFS cannot make a determination until potential seagrass impacts for the two bridging options have been assessed. Seagrass surveys should be conducted during the prime seagrass growing season between June 1 and September 30. These surveys can be undertaken as part of the design/build phase. NMFS strongly discourages any impacts to seagrass habitat as the success of compensatory mitigation measures for seagrass loss are considered too uncertain given the current state of the art.

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

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative: Federal Highway Administration

Coordinator Summary: Contaminated Sites Issue

2 Minimal assigned 02/17/2011 by FDOT District 7

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

The City of Clearwater Advanced Waste Water Treatment Plant (AWWTP) and a Sunoco gas station are located outside the western terminus of the project, and both facilities include petroleum storage facilities on-site. Discharges have been reported at each site. The City of Tampa Rocky Point Pump Station was located to the east of Structure 2. This facility contained an underground storage tank (UST), but has been closed since 1994, and the tank was removed. There should be no impacts to the existing facilities from the proposed construction. The FDOT will prepare a Contamination Screening Evaluation Report (CSER) as part of the PD&E study. Any source identified should be assessed to determine the need for remediation during construction.

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

ETAT Reviews: Contaminated Sites Issue: 3 found

2 Minimal assigned 01/29/2011 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: There is one potential contaminated site located near the west project terminus: the City of Clearwater East AWWTP, which also has petroleum storage facilities onsite, is located within 100 feet of the west terminus of the south alternative.

In terms of the possible discharge of toxic or hazardous waste from vehicle damage while on the causeway or its bridges, there appears to be no effective containment and control systems in place or proposed for the project area.

As the precise location for any of the alternatives as well as extensions to the east that will predictably happen if this project is built are not known at this time, it is noteworthy that considerable utilities, including wastewater pumping stations and pipelines may be affected by the proposed construction.

There may be other, as yet unknown, contaminated sites.

Comments on Effects to Resources: The construction of the project and associated facilities in areas where there are sources of contamination may mobilize the contamination and cause or contribute to pollution of surface waters. Such pollution may contribute to the degradation of sensitive estuarine waters.

Additional Comments (optional): The Degree of Effect is considered "Minimal." It is possible but unlikely that there are other, unknown, sources of contamination within 500 feet of the project. The potential is low for the contamination of estuarine waters as a result of contamination of the surficial aquifer. Even so, it is recommended that FDOT evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated areas as possible pond sites or steps must be taken (such as use of impermeable liners) to isolate stormwater from contaminated soil or groundwater. If discovered during construction, contaminated soils or waters should be remediated properly so as to eliminate the potential for water resource contamination. Addition of effective containment and control features for the project area may reduce the probability of adverse impact due to uncontrolled releases from vehicle crashes.

Coordinator Feedback: None

0 None assigned 01/27/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

0 None assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative: Federal Highway Administration

Coordinator Summary: Farmlands Issue

0 None assigned 02/17/2011 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and NRCS comments indicates that there are no Prime Farmlands, Farmlands of Unique Importance, or Farmlands of Local Importance are within the 5,280-foot buffer distance. This project will not result in any impacts to farmlands.

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

ETAT Reviews: Farmlands Issue: 1 found

0 None assigned 01/04/2011 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Dispute Information: N/A

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

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

Additional Comments (optional): It should be noted that Unique Farmlands would be impacted at the 5280 buffer width, but this project will not impact those soil resources.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Floodplains Issue

2 Minimal assigned 02/17/2011 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data indicates that the project is located within Coastal Flood Zone VE, which is tidally influenced and is a Special Flood Hazard Area. Minimal to no fill will be required for the trail, with the exception of the pilings for the construction of the bridges. Fill will be needed for the construction of the bridge approaches. The FDOT will adhere to SWFWMD criteria and permitting requirements during design and construction.

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

ETAT Reviews: Floodplains Issue: 2 found

2 Minimal assigned 01/30/2011 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Development and construction may occur within the Special Flood Hazard Area, provided that development complies with floodplain management ordinances and/or local, state, and federal requirements. EPA is assigning a minimal degree of effect for the project (ETDM #13102).

Comments on Effects to Resources: A review of GIS analysis data (DFIRM and Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates that the majority of the project area lies within Coastal Flood Zone VE or Zone AE of the flood hazard zone designation.

The SR 60 Multi-Use Trail project environmental studies should determine what impact the project will have on floodplains. Any proposed action which is located in a floodplain must consider alternatives to avoid effects and incompatible development in the floodplains. If the project will impact floodplains, it should be designed to minimize potential harm to or within the floodplain.

The degree of direct floodplain impacts associated with the project will be dependent upon the amount of right-of-way needed for the project and how much natural environment will be impacted. EPA recommends that any studies for this project should focus on identifying the types of special flood hazard areas to be potentially impacted and what type of additional analyses, if any, will be needed.

Additional Comments (optional): 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.

Coordinator Feedback: None

Project Scope

General Project Commitments

Date	Description
02/24/2011	The Purpose and Need Statement and Alternative Description data was updated to reflect the correct mileage (7.473). This information is now correct and consistent with what is shown in the GIS analysis that the ETAT based their comments on and the Segment Description data.

Required Permits

Permit Name	Type	Review Date
FDEP NPDES General Permit	Other	12/15/10
Conditions: Unknown		
Environmental Resource Permit	State	12/15/10
Conditions: Unknown		
U.S. Coast Guard Bridge Permit	Federal	12/15/10
Conditions: Bridge Project Questionnaires were submitted to FHWA for 2 bridge crossing locations. Determination of whether permit would be required is pending agency review.		

Required Technical Studies

Technical Study Name	Type	Review Date
Advance Notification/ICAR Package	ENVIRONMENTAL	12/15/10
Conditions: None at this time		
Public Involvement Plan	ENVIRONMENTAL	12/15/10
Conditions: None at this time		
Contamination Screening Evaluation Report	ENVIRONMENTAL	12/15/10
Conditions: None at this time		
Public Hearing Transcript	ENVIRONMENTAL	12/15/10
Conditions: None at this time		
Endangered Species Biological Assessment	ENVIRONMENTAL	12/15/10
Conditions: Combined with Wetlands Evaluation and Essential Fish Habitat Assessment		
Wetlands Evaluation Report	ENVIRONMENTAL	12/15/10
Conditions: Combined with Endangered Species Biological Assessment and Essential Fish Habitat Assessment		
Cultural Resource Assessment	ENVIRONMENTAL	12/15/10
Conditions: None at this time		
Type 2 CE	ENVIRONMENTAL	12/15/10
Conditions: Assumed as the class of action - combined in the Project Development Summary Report		
Project Development Summary Report (PDSR)	ENGINEERING	12/15/10
Conditions: None at this time		
Essential Fish Habitat Assessment	ENVIRONMENTAL	12/15/10
Conditions: Combined with Endangered Species Biological Assessment and Wetland Evaluation		
Comments and Coordination Report	ENVIRONMENTAL	12/15/10
Conditions: None at this time		

Class of Action

Class of Action Determination

Class of Action: Categorical Exclusion with **Lead Agency** Federal Highway Administration
Other Actions: None

Class of Action Signatures

ACCEPTED by Steve C. Love, FDOT ETDM Coordinator for FDOT District 7 on 02/24/2011

ACCEPTED by Linda Anderson, Lead Agency ETAT Member for Federal Highway Administration on 03/09/2011

Comments: The Federal Highway Administration (FHWA) concurs with the determination of the Florida Department of Transportation (FDOT) that a Type II Categorical Exclusion is a suitable Class of Action for Project #13102, SR 60 Courtney Campbell Causeway Multi-Use Trail. Concurrence is based on the content of reviews and assignments of Degree of Effect in the Programming Summary Report which suggest that there will be no significant impacts associated with the project.

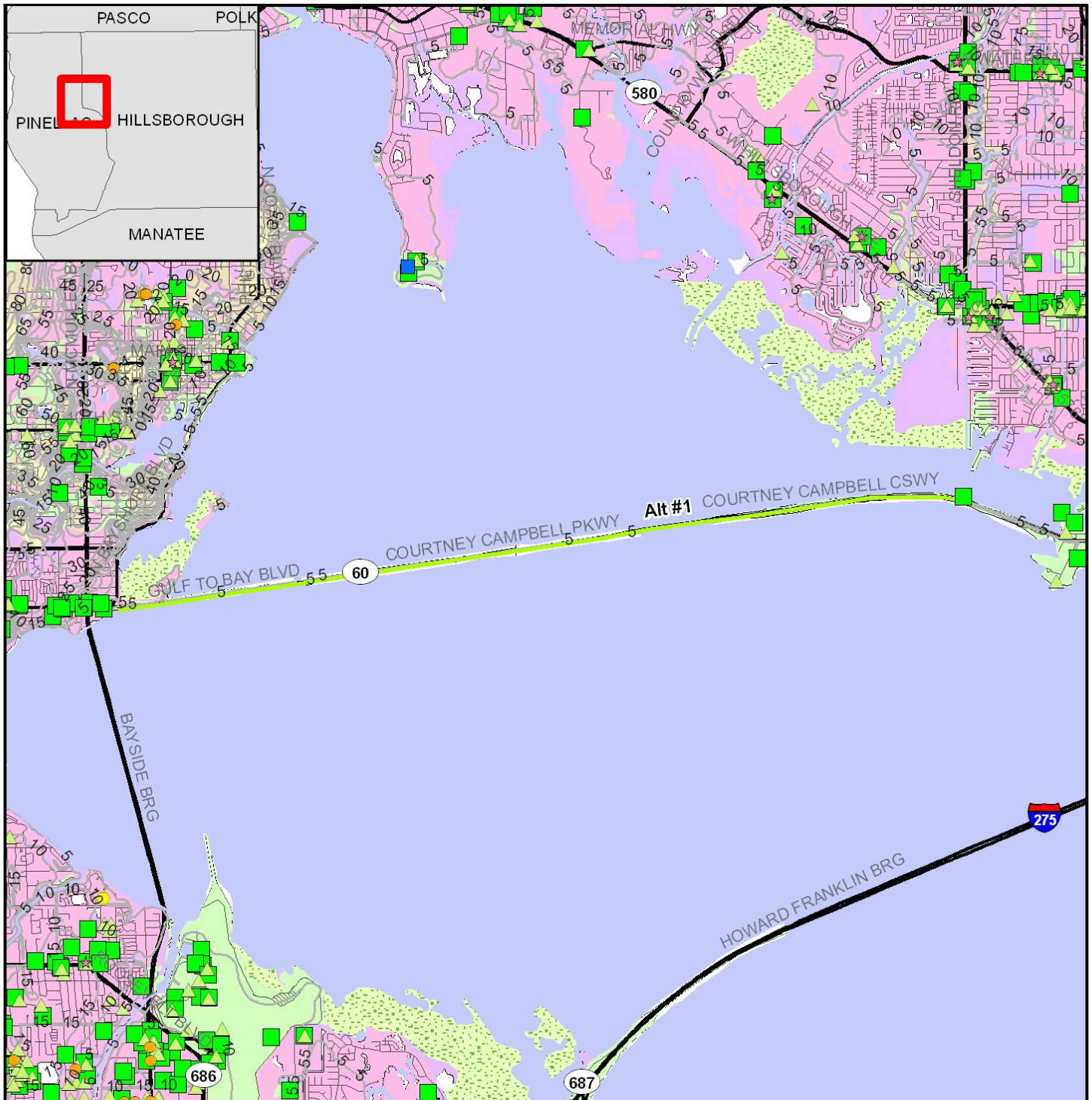
Dispute Resolution Activity Log

No Dispute Actions Found.

Project-Level Hardcopy Maps

13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Potential Contamination Assessment Map

- | | | | | |
|--|--|--|--|---|
| | <ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus — ETDM Alternative Segment ▨ ETDM Alternative Polygon — Major Road — Local Road or Trail | <ul style="list-style-type: none"> — Railroad — River, Stream or Canal ● Toxic Release Inventory ★ Dry Cleaning Facility ● Solid Waste Facility | <ul style="list-style-type: none"> ▨ NPL Remediation Site ▲ Hazardous Material Site ■ Power Plant ● Superfund Site ■ Nuclear Site | <ul style="list-style-type: none"> ■ FDEP Tanks ▨ Brownfield Area — 5 FT Contour ■ Water Body ▨ Swamp/Marsh |
|--|--|--|--|---|
- Data Sources: Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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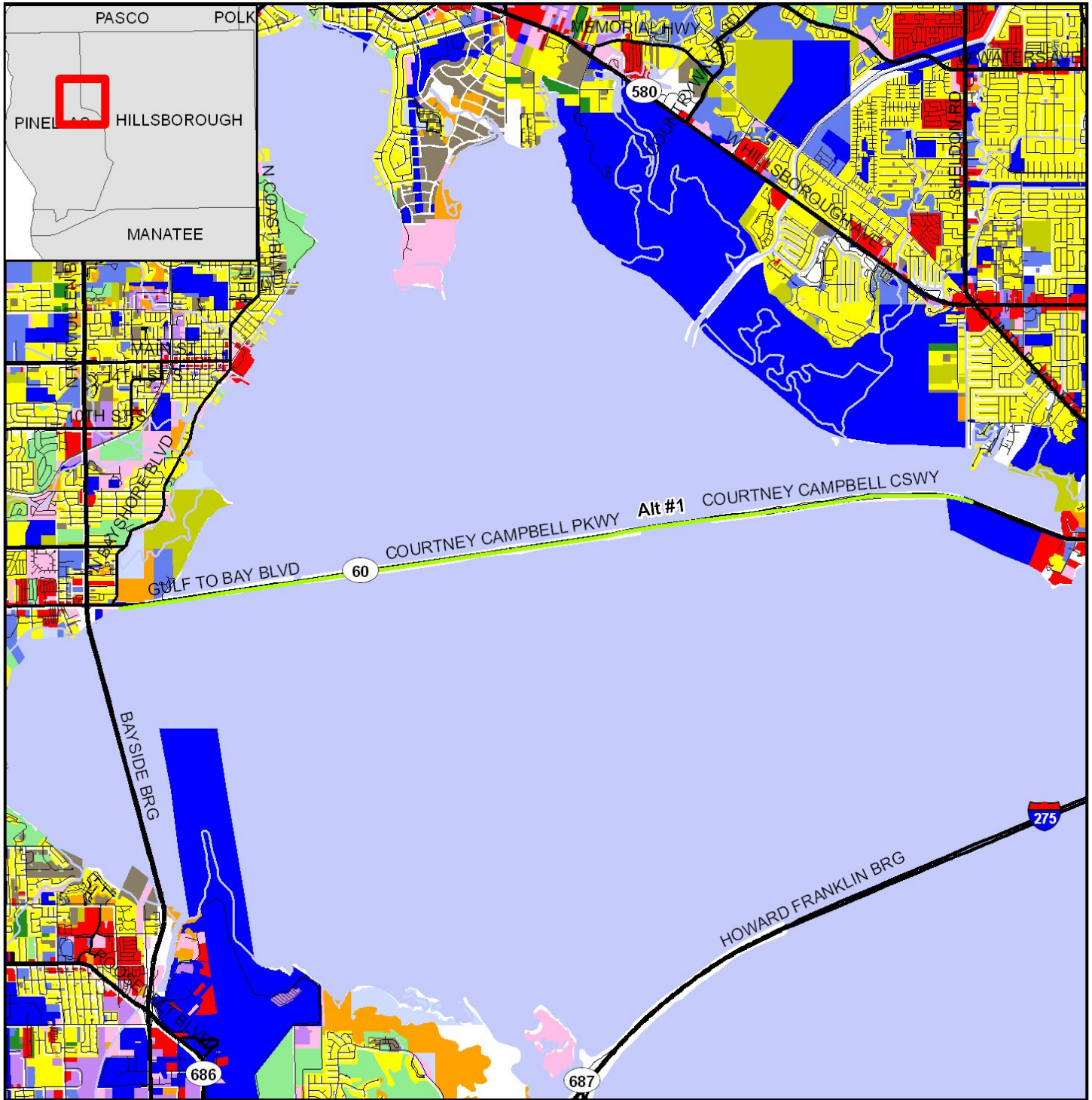


Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



0 0.6 Miles



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

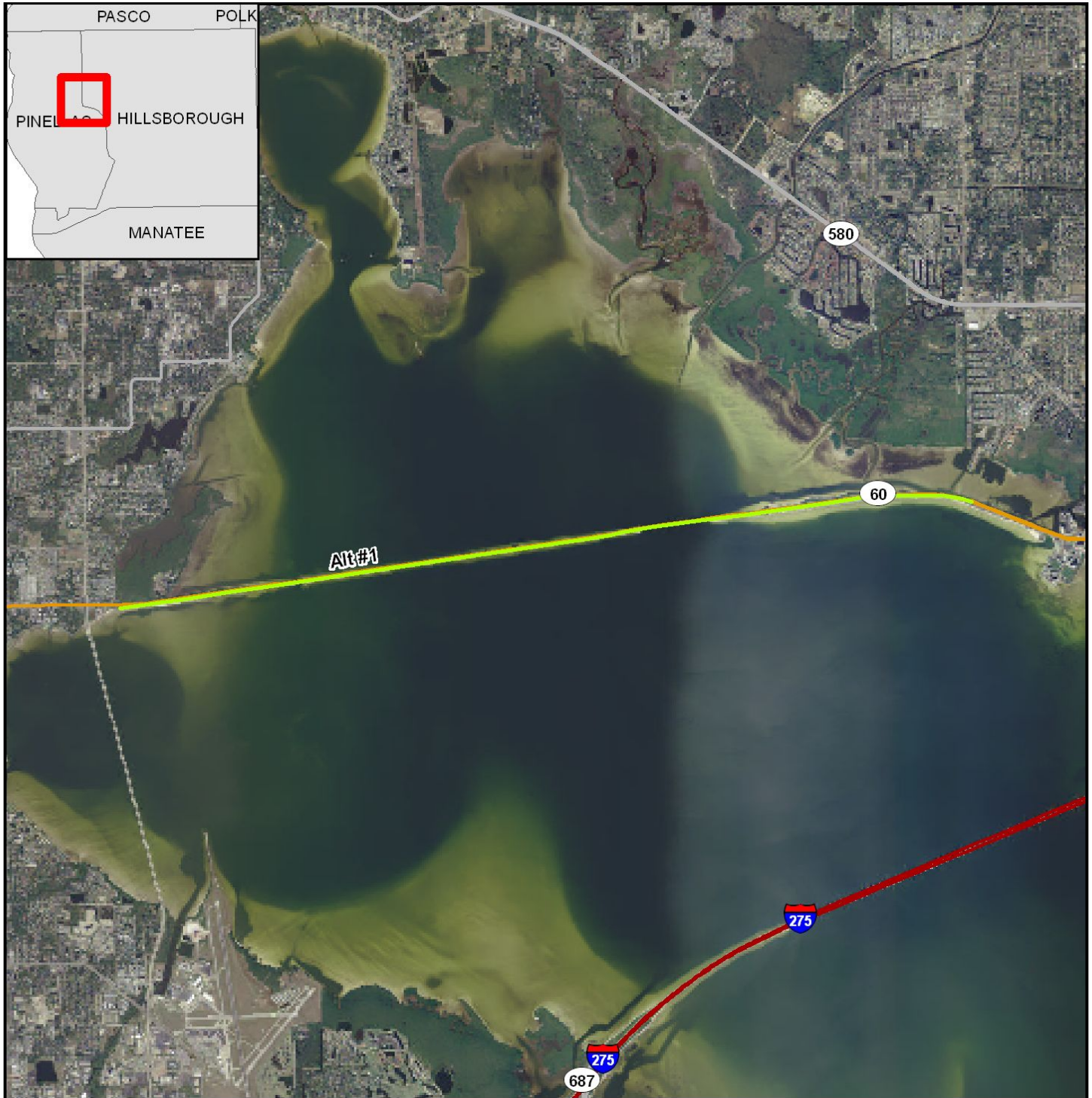
Land Use Map

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



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Project Aerial Map

0 2 Miles



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

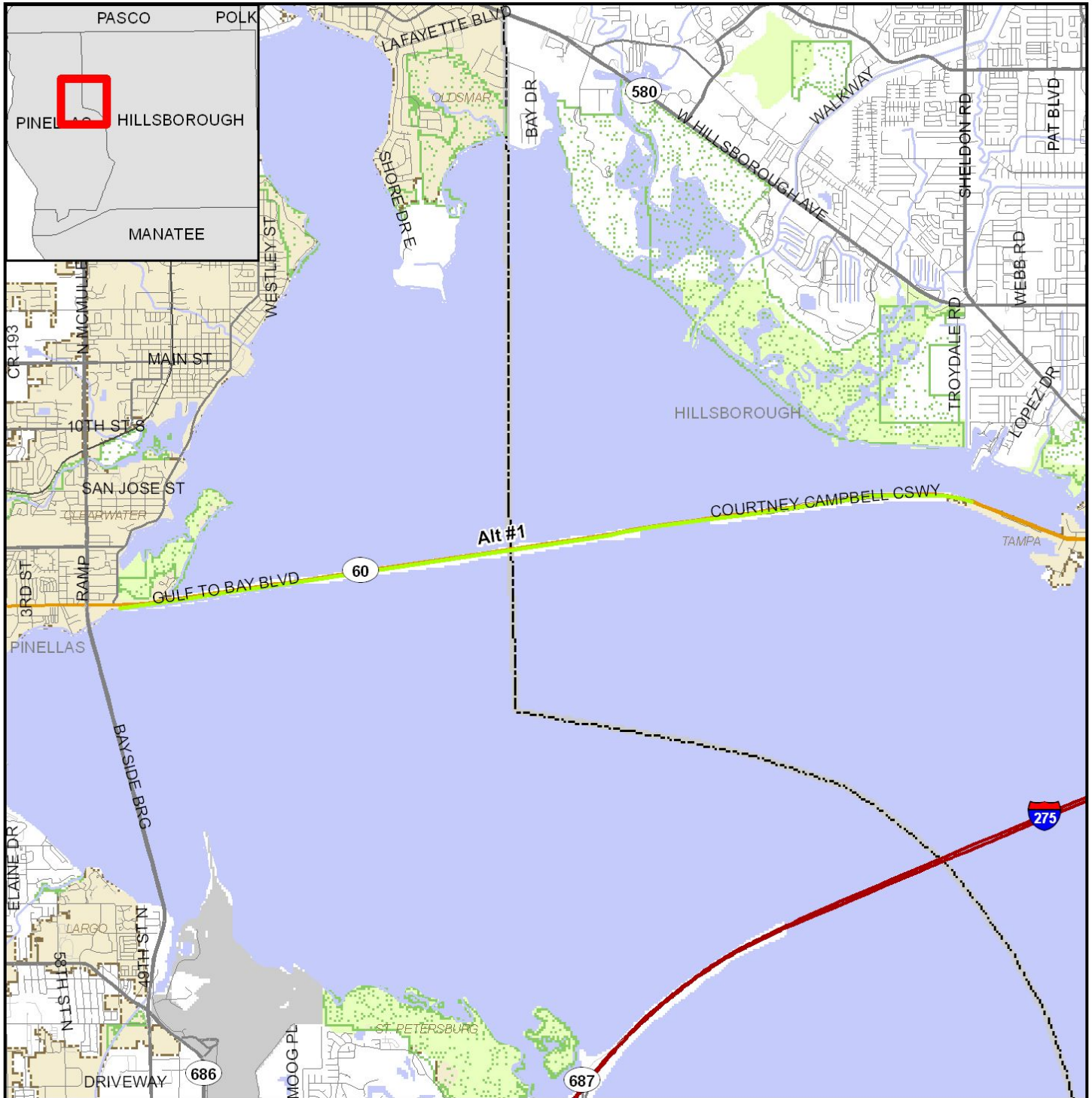
Data Sources:
 Highways - Geographic Data Technology, Inc.
 Digital Orthophotograph - US Geological Survey

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13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Project Location Map

0 1 Miles



Data Sources:

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

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

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Appendices

Degree of Effect Legend

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 <i>None</i> 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.	

GIS Analyses

Since there are so many GIS Analyses available for Project #13102 - SR 60 Trail PD&E Study, 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.fl-a-etat.org/est/index.jsp?tpID=13102&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 03/29/2011 by Wendy Lasher Milestone** is selected. GIS Analyses snapshots have been taken for Project #13102 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

APPENDIX C

FirstSearch Technology
Corporation Report



FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property: COURTNEY CAMPBELL CAUSEWAY

CLEARWATER FL 33759

Job Number: SR 60

PREPARED FOR:

American Consulting Professionals

2818 Cypress Ridge Blvd

Wesley Chapel, FL 33544

01-18-11



Tel: (781) 551-0470

Fax: (781) 551-0471

Environmental FirstSearch Search Summary Report

Target Site:

CLEARWATER FL 33759

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	10-21-10	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	10-21-10	1.00	0	0	0	0	0	0	0
CERCLIS	Y	11-30-10	1.00	0	0	0	0	0	0	0
NFRAP	Y	11-30-10	1.00	0	0	0	0	0	0	0
RCRA COR ACT	Y	11-10-10	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	11-10-10	1.00	0	0	0	0	0	0	0
RCRA GEN	Y	11-10-10	1.00	0	1	0	1	1	0	3
Federal Brownfield	Y	12-10-10	1.00	0	0	0	0	0	0	0
ERNS	Y	10-21-10	1.00	0	1	0	1	3	2	7
Tribal Lands	Y	12-01-05	1.00	0	0	0	0	0	2	2
State/Tribal Sites	Y	11-15-10	1.00	0	0	0	0	0	0	0
State Spills 90	Y	01-04-11	1.00	0	1	0	1	3	0	5
State/Tribal SWL	Y	06-10-10	1.00	0	0	0	0	0	0	0
State/Tribal LUST	Y	01-04-11	1.00	0	1	2	4	5	1	13
State/Tribal UST/AST	Y	01-04-11	1.00	0	3	3	6	8	0	20
State/Tribal EC	Y	11-18-10	1.00	0	0	0	0	0	0	0
State/Tribal IC	Y	11-18-10	1.00	0	0	0	0	0	0	0
State/Tribal VCP	Y	NA	1.00	0	0	0	0	0	0	0
State/Tribal Brownfields	Y	11-17-10	1.00	0	0	0	0	0	0	0
State Other	Y	11-02-10	1.00	0	0	0	0	2	0	2
Federal IC/EC	Y	11-04-10	1.00	0	0	0	0	0	0	0
Dry Cleaners	Y	11-02-10	1.00	0	0	0	0	0	0	0
- TOTALS -				0	7	5	13	22	5	52

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

***Environmental FirstSearch
Site Information Report***

Request Date: 01-18-11
Requestor Name: csalicco/acp/bc
Standard: AAI

Search Type: LINEAR
 8.31 mile(s)
Job Number: SR 60
Filtered Report

Target Site:

CLEARWATER FL 33759

Demographics

Sites: 52	Non-Geocoded: 5	Population: NA
Radon: NA		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>	<u>UTMs</u>
Longitude:	-82.637597	-82:38:15	Easting: 338922.847
Latitude:	27.96699	27:58:1	Northing: 3094453.856
Elevation:	N/A		Zone: 17

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 0.5 Mile(s)	Services:
--	------------------

<u>ZIP Code</u>	<u>City Name</u>	<u>ST</u>	<u>Dist/Dir</u>	<u>Sel</u>	<u>Requested?</u>	<u>Date</u>
33607	TAMPA	FL	0.00 --	Y	Fire Insurance Maps	No
33615	TAMPA	FL	0.36 NE	N	Aerial Photographs	No
33634	TAMPA	FL	0.37 NE	N	Historical Topos	No
					City Directories	No
					Title Search/Env Liens	No
					Municipal Reports	No
					Online Topos	No

Environmental FirstSearch Sites Summary Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

TOTAL: 52 **GEOCODED:** 47 **NON GEOCODED:** 5 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	UST	TAMPA CITY-ROCKY POINT PUMP ST 299100464/CLOSED	7690 W COLUMBUS DR TAMPA FL 33607	0.01 SE	N/A	1
2	UST	DOUBLETREE GUEST SUITES HOTEL 299700236/CLOSED	3050 N ROCKY POINT DR W TAMPA FL 33607	0.09 NE	N/A	2
3	RCRAGN	ROCKY POINT CENTRE ASSOC LTC FLD984205732/VGN	3030 W ROCKY POINT 510 DR TAMPA FL 33607	0.12 NE	N/A	3
4	ERNS	NRC-639308/STORAGE TANK	3141 GULF TO BAY BLVD CLEARWATER FL 33759	0.12 NW	N/A	5
4	LUST	CLEARWATER CITY-EAST ADVANCED 529200082/FACILITY OPEN	3141 GULF TO BAY BLVD CLEARWATER FL 33759	0.12 NW	N/A	8
4	SPILLS	CLEARWATER CITY-EAST ADVANCED 529200082/OPEN	3141 GULF TO BAY BLVD CLEARWATER FL 33759	0.12 NW	N/A	11
4	UST	CLEARWATER CITY-EAST ADVANCED 529200082/OPEN	3141 GULF TO BAY BLVD CLEARWATER FL 33759	0.12 NW	N/A	13
6	UST	ROCKY POINT HARBORVIEW PLAZA 299804491/OPEN	3031 ROCKY POINT DR W TAMPA FL 33607	0.15 NE	N/A	14
5	LUST	SUNOCO 0611-7014 528515325/FACILITY OPEN	3130 GULF TO BAY BLVD CLEARWATER FL 33759	0.15 NW	N/A	16
5	UST	SUNOCO 0611-7014 528515325/OPEN	3130 GULF TO BAY BLVD CLEARWATER FL 33759	0.15 NW	N/A	19
7	LUST	AMS CITGO-PINELLAS 3100 TRUST 528515121/FACILITY CLOSED	3100 GULF TO BAY BLVD CLEARWATER FL 33759	0.20 NW	N/A	22
7	UST	AMS CITGO-PINELLAS 3100 TRUST 528515121/CLOSED	3100 GULF TO BAY BLVD CLEARWATER FL 33759	0.20 NW	N/A	25
8	RCRAGN	POINTE FLD982123853/SGN	2502 ROCKY POINT DR TAMPA FL 33607	0.26 SW	N/A	26
10	LUST	PINELLAS CNTY PROPERTY 529046779/FACILITY CLOSED	US 60 and MCMULLEN BOOTH RD CLEARWATER FL 33759	0.28 SW	N/A	27
10	LUST	MAJIK MARKET 40103 528515403/FACILITY CLOSED	3098 GULF TO BAY BLVD CLEARWATER FL 33759	0.28 SW	N/A	29
10	UST	MAJIK MARKET 40103 528515403/CLOSED	3098 GULF TO BAY BLVD CLEARWATER FL 33759	0.28 SW	N/A	31
10	UST	PINELLAS CNTY PROPERTY 529046779/CLOSED	US 60 and MCMULLEN BOOTH RD CLEARWATER FL 33759	0.28 SW	N/A	32
9	UST	CLEARWATER EAST PLANT 529805906/OPEN	SR-60 and MCMULLEN BOOTH CLEARWATER FL 33759	0.28 SW	N/A	33
11	ERNS	3277/UNKNOWN	22 ND CAUSEWAY AT ROCKPORT TAMPA FL 33607	0.32 SW	N/A	34
12	UST	ABLEBODY LABOR 529808677/OPEN	3040 GULF TO BAY BLVD CLEARWATER FL 33759	0.44 SW	N/A	35
13	LUST	GIANT 112 528515207/FACILITY OPEN	3009 GULF TO BAY BLVD CLEARWATER FL 33759	0.46 SW	N/A	37

Environmental FirstSearch Sites Summary Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

TOTAL: 52 **GEOCODED:** 47 **NON GEOCODED:** 5 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
13	UST	GIANT 112 528515207/OPEN	3009 GULF TO BAY BLVD CLEARWATER FL 33759	0.46 SW	N/A	40
14	LUST	FL DEPT OF TRANSPORTATION ROW 529047547/CLOSED	STATE ROAD 60 CLEARWATER FL 33759	0.47 SW	N/A	42
14	SPILLS	FL DEPT OF TRANSPORTATION ROW 529047547/CLOSED	HWY 60 and GULF TO BAY CLEARWATER FL 33759	0.47 SW	N/A	44
14	UST	FL DEPT OF TRANSPORTATION ROW 529047547/CLOSED	STATE ROAD 60 CLEARWATER FL 33759	0.47 SW	N/A	45
15	LUST	JET 09028 528515603/FACILITY CLOSED	2990 GULF TO BAY BLVD CLEARWATER FL 33759	0.53 NW	N/A	47
15	UST	JET 09028 528515603/CLOSED	2990 GULF TO BAY BLVD CLEARWATER FL 33759	0.53 NW	N/A	50
16	LUST	CHECKERS DRIVE IN RESTAURANTS- 299202978/FACILITY CLOSED	6421 COURTNEY CAMPBELL CSWY 0.62 SE TAMPA FL 33607	N/A	N/A	52
16	SPILLS	CHECKERS DRIVE IN RESTAURANTS- 299202978/CLOSED	6421 COURTNEY CAMPBELL CSWY 0.62 SE TAMPA FL 33607	N/A	N/A	54
16	UST	CHECKERS DRIVE IN RESTAURANTS- 299202978/CLOSED	6421 COURTNEY CAMPBELL CSWY 0.62 SE TAMPA FL 33607	N/A	N/A	55
17	LUST	TEXMEX CANTINA 299700620/FACILITY CLOSED	6415 COURTNEY CAMPBELL CSWY 0.66 SE TAMPA FL 33607	N/A	N/A	57
17	SPILLS	TEXMEX CANTINA 299700620/CLOSED	6415 COURTNEY CAMPBELL CSWY 0.66 SE TAMPA FL 33607	N/A	N/A	59
17	UST	TEXMEX CANTINA 299700620/CLOSED	6415 COURTNEY CAMPBELL CSWY 0.66 SE TAMPA FL 33607	N/A	N/A	60
18	UST	BAY BREEZE TRAILER PARK 529046984/OPEN	2975 GULF TO BAY BLVD CLEARWATER FL 33759	0.67 NW	N/A	61
19	ERNS	2882 GULF TO BAY BLVD LOT 216 NRC-910827/MOBILE	2882 GULF TO BAY BLVD CLEARWATER FL 33759	0.78 SW	N/A	62
20	LUST	DAN S MINI STORE 5 528840733/FACILITY CLOSED	2868 GULF TO BAY BLVD CLEARWATER FL 33759	0.85 NW	N/A	64
20	UST	DONS MINI MARKET 529102216/CLOSED	2868 GULF TO BAY HWY CLEARWATER FL 33759	0.85 NW	N/A	65
20	UST	DAN S MINI STORE 5 528840733/CLOSED	2868 GULF TO BAY BLVD CLEARWATER FL 33759	0.85 NW	N/A	66
21	ERNS	BEHIND THIS ADDRESS, PIPELINE NRC-909951/PIPELINE	3957 VERSAILLES DR TAMPA FL 33634	0.87 NE	N/A	67
22	OTHER	FLORIDA GEOGRAPHIC DATA LIBRAR 10-823	UNKNOWN TAMPA FL 33615	0.87 NE	N/A	69
23	OTHER	FLORIDA GEOGRAPHIC DATA LIBRAR 15-506	UNKNOWN CLEARWATER FL 33759	0.89 NW	N/A	71

***Environmental FirstSearch
Sites Summary Report***

Target Property:

CLEARWATER FL 33759

JOB: SR 60

TOTAL: 52 **GEOCODED:** 47 **NON GEOCODED:** 5 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
24	UST	HARBOUR WOOD NURSING CTR 529701333/OPEN	2855 GULF TO BAY BLVD CLEARWATER FL 33759	0.90 SW	N/A	72
25	LUST	RACETRAC 508 529502608/FACILITY OPEN	2854 GULF TO BAY BLVD CLEARWATER FL 33759	0.92 NW	N/A	74
25	SPILLS	RACETRAC 508 529502608/OPEN	2854 GULF TO BAY BLVD CLEARWATER FL 33759	0.92 NW	N/A	77
25	UST	RACETRAC 508 529502608/OPEN	2854 GULF TO BAY BLVD CLEARWATER FL 33759	0.92 NW	N/A	79
26	RCRAGN	TIRE KINGDOM LLC 46 FLR000115758/VGN	2838 GULF TO BAY BLVD CLEARWATER FL 33759	0.94 NW	N/A	80
27	ERNS	WATERFORD PLAZA 638840/FIXED FACILITY	7650 CORTNEY CAMPBELL CAUSE TAMPA FL 33607	0.94 SE	N/A	81

***Environmental FirstSearch
Sites Summary Report***

Target Property:

CLEARWATER FL 33759

JOB: SR 60

TOTAL: 52

GEOCODED: 47

NON GEOCODED: 5

SELECTED: 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
ERNS		COURTNEY CAMBELL CAUSEWAY (A NRC-851790/MOBILE	TAMPA BAY CLEARWATER FL	NON GC	N/A	N/A
ERNS		450363/HIGHWAY RELATED	INTERSECTION OF GLENWOOD AN CLEARWATER FL	NON GC	N/A	N/A
LUST		BUSINO PROPERTY 299806589/FACILITY CLOSED	5031 GRACE ST TAMPA FL 33607	NON GC	N/A	N/A
TRIBALLAND		BUREAU OF INDIAN AFFAIRS CONTA BIA-33759	UNKNOWN FL 33759	NON GC	N/A	N/A
TRIBALLAND		BUREAU OF INDIAN AFFAIRS CONTA BIA-33607	UNKNOWN FL 33607	NON GC	N/A	N/A

Environmental FirstSearch
Site Detail Report

Target Property: CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 31 **DIST/DIR:** 0.01 SE **ELEVATION:** 3 **MAP ID:** 1

NAME: TAMPA CITY-ROCKY POINT PUMP STATION
ADDRESS: 7690 W COLUMBUS DR
TAMPA FL 33607
HILLSBOROUGH
CONTACT: DANIEL A. PAGE
SOURCE: FL DEP

REV: 1/4/11
ID1: 299100464
ID2: 9100464.00
STATUS: CLOSED
PHONE: (813) 247-3451

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1
FACILITY TYPE: H - LOCAL GOVERNMENT
DEP CO: N

TANK INFORMATION

TANK ID: 1 **STATUS:** CLOSED
TVI: TANK **DEP CO:** N
INSTALLED: 01-OCT-1984 **STAT DATE:** 26-AUG-1994
TK STAT: B - REMOVED
CAPACITY(GAL): 2000
CONTENT: T - HAZARDOUS SUBSTANCE
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

ERNS

SEARCH ID: 5 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

<p>NAME: ADDRESS: 3141 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS CONTACT: ROGER HOOEY SOURCE: NRC</p>	<p>REV: 12/31/02 ID1: NRC-639308 ID2: STATUS: STORAGE TANK PHONE: 7274626667</p>
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SITE INFORMATION

THIS INFORMATION WAS OBTAINED FROM THE NATIONAL RESPONSE CENTER

DATE RECEIVED:	3/13/2003 8:15:44 AM	DATE COMPLETE:
3/13/2003 8:20:39 AM		
CALL TAKER:	MAJ4739	CALL TYPE:
		INC

RESPONSIBLE PARTY:	ROGER HOOEY
PHONE 1:	7274626667 PRIMARY
PHONE 2:	
PHONE 3:	

RESPONSIBLE COMPANY:	CITY OF CLEARWATER
ORGANIZATION TYPE:	LOCAL GOVERNMENT

ADDRESS:	3141 GULF TO BAY BLVD CLEARWATER FL 33759
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SOURCE:	TELEPHONE
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INCIDENT INFORMATION

INCIDENT DESCRIPTION: THE CALLER STATED THAT WHILE SWITCHING OUT A CONTAINER, THERE WAS A LEAK DISCOVERED ON THE CONTAINER.

INCIDENT TYPE:	STORAGE TANK	INCIDENT CAUSE:	EQUIPMENT FAILURE
INCIDENT DATE:	3/13/2003 7:45:00 AM	INCIDENT DATE DESC:	
DISCOVERED			

DISTANCE FROM CITY:	DISTANCE UNITS:
DIRECTION FROM CITY:	LOCATION SECTION:
LOCATION TOWNSHIP:	LOCATION RANGE:

<p>AIRCRAFT TYPE: AIRCRAFT ID: AIRCRAFT FUEL CAPACITY UNITS: AIRCRAFT FUEL ON BOARD UNITS: AIRCRAFT HANGER: ROAD MILE MARKER: TYPE OF FIXED OBJECT: GENERATING CAPACITY: NPDES: PIPELINE TYPE: PIPELINE ABOVE GROUND: PIPELINE COVERED: LOCATION SUBDIVISION: TYPE VEHICLE INVOLVED: DEVICE OPERATIONAL:</p>	<p>AIRCRAFT MODEL: AIRCRAFT FUEL CAPACITY: AIRCRAFT FUEL ON BOARD: AIRCRAFT SPOT NUMBER: AIRCRAFT RUNWAY NUM: BUILDING ID: POWER GEN FACILITY: UNKNOWN TYPE OF FUEL: NPDES COMPLIANCE: UNKNOWN DOT REGULATED: UNKNOWN EXPOSED UNDERWATER: NO GRADE CROSSING: NO RAILROAD MILEPOST: CROSSING DEVICE TYPE:</p>
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DOT CROSSING NUMBER:	BRAKE FAILURE:	NO
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- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

ERNS

SEARCH ID: 5 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

<p>NAME: ADDRESS: 3141 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS CONTACT: ROGER HOOEY SOURCE: NRC</p>	<p>REV: 12/31/02 ID1: NRC-639308 ID2: STATUS: STORAGE TANK PHONE: 7274626667</p>
--	---

TANK ABOVE GROUND:	ABOVE	TRANSPORTABLE CONTAINER:	YES
TANK REGULATED:	UNKNOWN	TANK REGULATED BY:	
TANK ID:		CAPACITY OF TANK:	2000
CAPACITY OF TANK UNITS:	POUND(S)	ACTUAL AMOUNT:	2000
ACTUAL AMOUNT UNITS:	POUND(S)	PLATFORM RIG NAME:	
PLATFORM LETTER:		LOCATION AREA ID:	
LOCATION BLOCK ID:			

DESCRIPTION OF TANK:

<p>OCSG NUMBER: STATE LEASE NUMBER: BERTH SLIP NUMBER: INITIAL CONT RELEASE NUM: ALLISION: NO STRUCTURE NAME: AIRBAG DEPLOYED: SERVICE DISRUPT TIME: TRANSIT BUS FLAG: CR END DATE:</p>	<p>OCSF NUMBER: PIER DOCK NUMBER: CONTIN RELEASE TYPE: CONT RELEASE PERMIT: TYPE OF STRUCTURE: STRUCT OPERATIONAL: UNKNOWN DATE NORMAL SERVICE: SERVICE DISRUPT UNITS: CR BEGIN DATE: CR CHANGE DATE:</p>
<p>FIRE INVOLVED: NO ANY EVACUATIONS: NO WHO EVACUATED: ANY INJURIES: NO NUMBER HOSPITALIZED: NUMBER FATALITIES: DAMAGE AMOUNT: AIR CORRIDOR DESC: WATERWAY CLOSED: NO WATERWAY CLOSURE TIME: ROAD DESC: CLOSURE DIRECTION:</p>	<p>FIRE EXTINGUISHED: UNKNOWN NUMBER EVACUATED: RADIUS OF EVACUATION: NUMBER INJURED: ANY FATALITIES: NO ANY DAMAGES: NO AIR CORRIDOR CLOSED: NO AIR CLOSURE TIME: WATERWAY DESC: ROAD CLOSED: NO ROAD CLOSURE TIME: MAJOR ARTERY: NO</p>
<p>TRACK CLOSED: NO TRACK CLOSURE TIME: MEDIUM DESC: AIR BODY OF WATER: NEAREST RIVER MILE MARK: EST DUR OF RELEASE: TRACK CLOSE DIR: ST AGENCY RPT NUM: WEATHER CONDITIONS: SUNNY WIND SPEED: WATER SUPPLY CONTAM: UNKNOWN SHEEN COLOR: SHEEN ODOR DESCRIPTION: CURRENT SPEED: WATER TEMPERATURE:</p>	<p>TRACK DESC: MEDIA INTEREST: NONE ADDTL MEDIUM INFO: ATMOSPHERE TRIBUTARY OF: RELEASE SECURED: NO RELEASE RATE: ST AGENCY ON SCENE: OTHER AGENCY NOTIFIED: AIR TEMPERATURE: 75 WIND DIRECTION: SHEEN SIZE: DIR OF SHEEN TRAVEL: WAVE CONDITION: CURRENT DIRECTION:</p>

DESC OF REMEDIAL ACTION: FIRE DEPT and HAZMAT ON THE SCENE

EMPL FATALITY:

PASS FATALITY:

- Continued on next page -

**Environmental FirstSearch
Site Detail Report**

Target Property:

CLEARWATER FL 33759

JOB: SR 60

ERNS

SEARCH ID: 5 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME:		REV:	12/31/02
ADDRESS:	3141 GULF TO BAY BLVD	ID1:	NRC-639308
	CLEARWATER FL 33759	ID2:	
	PINELLAS	STATUS:	STORAGE TANK
CONTACT:	ROGER HOOEY	PHONE:	7274626667
SOURCE:	NRC		

COMMUNITY IMPACT:	NO	WIND SPEED UNITS:	
EMPLOYEE INJURIES:		PASSENGER INJURIES:	
OCCUPANT FATALITY:		CURRENT SPEED UNITS:	
ROAD CLOSURE UNITS:		TRACK CLOSURE UNITS:	
SHEEN SIZE UNITS:		STATE AGENCY NOTIFIED:	FL WARNING POINT
FED AGENCY NOTIFIED:		NEAREST RIVER MILE MARK:	
SHEEN SIZE LENGTH:		SHEEN SIZE LENGTH UNITS:	
SHEEN SIZE WIDTH:		SHEEN SIZE WIDTH UNITS:	
OFFSHORE:	N	DURATION UNIT:	
RELEASE RATE UNIT:		RELEASE RATE RATE:	

ADDITIONAL INFO: THE CALLER HAD NO ADDITIONAL INFORMATION

MATERIAL INFORMATION

CHRIS CODE:	SFD	CASE NUMBER:	000000-00-0
UN NUMBER:		REACHED WATER:	NO

NAME OF MATERIAL:	SULFUR DIOXIDE
AMOUNT OF MATERIAL:	0 UNKNOWN AMOUNT
AMOUNT IN WATER:	

OTHER MATERIAL INFORMATION

MOBILE DETAILS INFORMATION

TRAIN INFORMATION

VESSEL INFORMATION

**Environmental FirstSearch
Site Detail Report**

Target Property:

CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 37 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL	REV: 1/4/11
ADDRESS: 3141 GULF TO BAY BLVD	ID1: 529200082
CLEARWATER FL 33755	ID2: 9200082.00
PINELLAS	STATUS: FACILITY OPEN
CONTACT:	PHONE: (727) 562-4742
SOURCE: FL DEP	

SITE INFORMATION

OPERATOR: ED CHESNEY
NAME UPDATED: 11/13/2002
ADDR UPDATED: 08/22/2008
BAD ADDR INDICATOR:

RP ID: 4206
RP ROLE: ACCOUNT OWNER
RP BEGIN: 01/14/1992
NAME: CLEARWATER CITY
PO BOX 4748 ATTN: RICK CARNLEY, GEN SERVES
CLEARWATER FL 33758 4748

PHONE: (727)562-4890

DISCHARGE INFORMATION

DISCHARGE DATE: 10/06/1997
COMBINED:
SCORE: 30
SCORE DATE: 11/20/2006
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: INACTIVE
DISCHARGE CLEANUP STATUS: ENTD - ELIGIBLE - NO TASK LEVEL DATA
INFO SOURCE: D - DISCHARGE NOTIFICATION
OTHER SOURCE:
SITE MANAGER:
MANAGER END DATE:
TANK OFFICE: -

UST INFORMATION

TOTAL NUMBER OF TANKS: 5
FACILITY TYPE: H - LOCAL GOVERNMENT
DEP CO: N

TANK INFORMATION

TANK ID: 1	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-MAY-1989	STAT DATE: 01-NOV-1997

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 37 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

<p>NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL ADDRESS: 3141 GULF TO BAY BLVD CLEARWATER FL 33755 PINELLAS CONTACT: SOURCE: FL DEP</p>	<p>REV: 1/4/11 ID1: 529200082 ID2: 9200082.00 STATUS: FACILITY OPEN PHONE: (727) 562-4742</p>
---	--

TANK ID:	2	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-MAY-1987	STAT DATE:	01-JAN-1999

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	3	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUN-1991	STAT DATE:	01-DEC-1997

TK STAT: B - REMOVED
CAPACITY(GAL): 1200
CONTENT: S - CHLORINE COMPOUND
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	4	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1998	STAT DATE:	01-JUL-1998

TK STAT: U - IN SERVICE
CAPACITY(GAL): 2000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID:	5	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-DEC-1999	STAT DATE:	01-DEC-1999

TK STAT: U - IN SERVICE
CAPACITY(GAL): 2000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

- 4 A - BALL CHECK VALVE
- 4 C - STEEL
- 4 M - SPILL CONTAINMENT BUCKET
- 4 P - LEVEL GAUGES/ALARMS
- 4 R - DOUBLE WALL - TANK JACKET
- 5 A - BALL CHECK VALVE
- 5 C - STEEL

- Continued on next page -

**Environmental FirstSearch
Site Detail Report**

Target Property: CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 37 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

<p>NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL ADDRESS: 3141 GULF TO BAY BLVD CLEARWATER FL 33755 PINELLAS CONTACT: SOURCE: FL DEP</p>	<p>REV: 1/4/11 ID1: 529200082 ID2: 9200082.00 STATUS: FACILITY OPEN PHONE: (727) 562-4742</p>
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- 5 M - SPILL CONTAINMENT BUCKET
- 5 P - LEVEL GAUGES/ALARMS
- 5 R - DOUBLE WALL - TANK JACKET

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	A - ABV, NO SOIL CONTACT
4	B - STEEL/GALVANIZED METAL
4	D - EXTERNAL PROTECTIVE COATING
4	I - SUCTION PIPING SYSTEM
5	A - ABV, NO SOIL CONTACT
5	B - STEEL/GALVANIZED METAL
5	D - EXTERNAL PROTECTIVE COATING
5	I - SUCTION PIPING SYSTEM

MONITORING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	F - MONITOR DBL WALL TANK SPACE
4	Q - VISUAL INSPECTION OF ASTS
5	F - MONITOR DBL WALL TANK SPACE
5	Q - VISUAL INSPECTION OF ASTS

**Environmental FirstSearch
Site Detail Report**

Target Property:

CLEARWATER FL 33759

JOB: SR 60

SPILLS

SEARCH ID: 9 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME:	CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL	REV:	1/4/11
ADDRESS:	3141 GULF TO BAY BLVD	ID1:	529200082
	CLEARWATER FL 33755	ID2:	9200082.00
	PINELLAS	STATUS:	OPEN
CONTACT:	RICK CARNLEY, GENERAL SERVICES	PHONE:	
SOURCE:	FL DEP		

SITE INFORMATION

OPERATOR:	ED CHESNEY
NAME UPDATED:	11/13/2002
ADDR UPDATED:	08/22/2008
BAD ADDR INDICATOR:	
CLEAN UP STATUS:	ENTD - ELIGIBLE - NO TASK LEVEL DATA
CLEANUP STATUS DATE:	11/12/1997
RANK:	11086
RP ID:	4206
RP ROLE:	ACCOUNT OWNER
RP BEGIN:	01/14/1992
NAME:	CLEARWATER CITY PO BOX 4748 ATTN: RICK CARNLEY, GEN SERVES CLEARWATER FL 33758 4748
PHONE:	(727)562-4890

DISCHARGE INFORMATION

CLEANUP REQUIRED:	R - CLEANUP REQUIRED
WORK STATUS:	INACTIVE
INFO SOURCE:	D - DISCHARGE NOTIFICATION
OTHER SOURCE:	
SITE MANAGER:	
MANAGER END DATE:	
TANK OFFICE:	-

SA

ID NUMBER:		CLEANUP RESP:	-
COMPLETION DATE:		PAYMENT DATE:	
ACTUAL COST:			

SRC

ACTION TYPE:	-	SUBMIT DATE:	
REVIEW DATE:		ISSUE DATE:	
STATUS EFFECTIVE DATE:			
COMPLETION STATUS:	-		

RAP

TASK ID NUMBER:		CLEANUP RESP:	-
LAST ORDER APPROVED:		ACTUAL COMPLETION:	
PAYMENT DATE:		ACTUAL COST:	

RA

- Continued on next page -

**Environmental FirstSearch
Site Detail Report**

Target Property: CLEARWATER FL 33759

JOB: SR 60

SPILLS

SEARCH ID: 9 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL	REV: 1/4/11
ADDRESS: 3141 GULF TO BAY BLVD	ID1: 529200082
CLEARWATER FL 33755	ID2: 9200082.00
PINELLAS	STATUS: OPEN
CONTACT: RICK CARNLEY, GENERAL SERVICES	PHONE:
SOURCE: FL DEP	

TASK ID NUMBER:	CLEANUP RESP: -
ACTUAL COST:	YEARS TO COMP:
F ELIGIBILITY TYPE: -	

SR

ID NUMBER:	CLEANUP RESP: -
ORAL DATE:	WRITTEN DATE:

FREE PROD REMOVAL:	SOIL REMOVAL:
TONNAGE REMOVED:	TREATMENT:
OTHER TREATMENT:	
COMPLETION DATE:	PAYMENT DATE:
ACTUAL COST:	
SR ALTERNATE PROCEDURE RECEIVED DATE:	
SR ALTERNATE PROCEDURE STATUS:	
SR ALTERNATE PROCEDURE STATUS DATE:	
SR ALTERNATE PROCEDURE COMMENT:	

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 19 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL	REV: 1/4/11
ADDRESS: 3141 GULF TO BAY BLVD	ID1: 529200082
CLEARWATER FL 33755	ID2: 9200082.00
PINELLAS	STATUS: OPEN
CONTACT: RICK CARNLEY, GENERAL SERVICES	PHONE: (727) 562-4890
SOURCE: FL DEP	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 5

FACILITY TYPE: H - LOCAL GOVERNMENT
DEP CO: N

TANK INFORMATION

TANK ID: 1	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-MAY-1989	STAT DATE: 01-NOV-1997

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID: 2	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-MAY-1987	STAT DATE: 01-JAN-1999

TK STAT: B - REMOVED
CAPACITY(GAL): 1000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: UNDERGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID: 3	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUN-1991	STAT DATE: 01-DEC-1997

TK STAT: B - REMOVED
CAPACITY(GAL): 1200
CONTENT: S - CHLORINE COMPOUND
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

TANK ID: 4	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUL-1998	STAT DATE: 01-JUL-1998

TK STAT: U - IN SERVICE
CAPACITY(GAL): 2000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 19 **DIST/DIR:** 0.12 NW **ELEVATION:** 6 **MAP ID:** 4

NAME: CLEARWATER CITY-EAST ADVANCED POLLUTION CNTRL	REV: 1/4/11
ADDRESS: 3141 GULF TO BAY BLVD	ID1: 529200082
CLEARWATER FL 33755	ID2: 9200082.00
PINELLAS	STATUS: OPEN
CONTACT: RICK CARNLEY, GENERAL SERVICES	PHONE: (727) 562-4890
SOURCE: FL DEP	

TYPE: H - LOCAL GOVERNMENT

TANK ID: 5	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-DEC-1999	STAT DATE: 01-DEC-1999

TK STAT: U - IN SERVICE
CAPACITY(GAL): 2000
CONTENT: G - EMERG GENERATOR DIESEL
PLACE: ABOVEGROUND
TYPE: H - LOCAL GOVERNMENT

- 4 A - BALL CHECK VALVE
- 4 C - STEEL
- 4 M - SPILL CONTAINMENT BUCKET
- 4 P - LEVEL GAUGES/ALARMS
- 4 R - DOUBLE WALL - TANK JACKET
- 5 A - BALL CHECK VALVE
- 5 C - STEEL
- 5 M - SPILL CONTAINMENT BUCKET
- 5 P - LEVEL GAUGES/ALARMS
- 5 R - DOUBLE WALL - TANK JACKET

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	A - ABV, NO SOIL CONTACT
4	B - STEEL/GALVANIZED METAL
4	D - EXTERNAL PROTECTIVE COATING
4	I - SUCTION PIPING SYSTEM
5	A - ABV, NO SOIL CONTACT
5	B - STEEL/GALVANIZED METAL
5	D - EXTERNAL PROTECTIVE COATING
5	I - SUCTION PIPING SYSTEM

MONITORING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
4	F - MONITOR DBL WALL TANK SPACE
4	Q - VISUAL INSPECTION OF ASTS
5	F - MONITOR DBL WALL TANK SPACE
5	Q - VISUAL INSPECTION OF ASTS

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 45 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

NAME: SUNOCO 0611-7014
ADDRESS: 3130 GULF TO BAY BLVD
 CLEARWATER FL 33759
 PINELLAS
CONTACT:
SOURCE: FL DEP

REV: 1/4/11
ID1: 528515325
ID2: 8515325.00
STATUS: FACILITY OPEN
PHONE: (727) 725-5612

SITE INFORMATION

OPERATOR: STORE MGR
NAME UPDATED: 06/19/2003
ADDR UPDATED: 05/14/2004
BAD ADDR INDICATOR: N

RP ID: 33757
RP ROLE: ACCOUNT OWNER
RP BEGIN: 06/19/2003
NAME: SUNOCO INC (RandM)
 1735 MARKET ST-12TH FLOOR ATTN: KATHY MCCANEY
 PHILADELPHIA PA 19103 292

PHONE: (215)246-8513

DISCHARGE INFORMATION

DISCHARGE DATE: 01/13/1994
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008
CLEANUP REQUIRED: N - NO CLEANUP REQUIRED
WORK STATUS: COMPLETED
DISCHARGE CLEANUP STATUS: NREQ - CLEANUP NOT REQUIRED
INFO SOURCE: D - DISCHARGE NOTIFICATION
OTHER SOURCE:
SITE MANAGER:
MANAGER END DATE:
TANK OFFICE: -

DISCHARGE DATE: 02/01/2005
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: ACTIVE
DISCHARGE CLEANUP STATUS: RA - RA ONGOING
INFO SOURCE: C - CLOSURE REPORT
OTHER SOURCE: SPILL CONTAINM ENT
SITE MANAGER: LASHBROOK_S
MANAGER END DATE:
TANK OFFICE: PCLP52 - PINELLAS CNTY PHU

POLLUTANT: B - UNLEADED GAS
GALLONS DISCHARGED:
DRINK WELLS AFFECTED:
MONITORING WELLS:
SOIL AFFECTED: YES
S WATER AFFECTED:
G WATER AFFECTED:
OTHER DESCRIPTION:

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 45 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

NAME: SUNOCO 0611-7014
ADDRESS: 3130 GULF TO BAY BLVD
CLEARWATER FL 33759
PINELLAS

REV: 1/4/11
ID1: 528515325
ID2: 8515325.00
STATUS: FACILITY OPEN
PHONE: (727) 725-5612

CONTACT:
SOURCE: FL DEP

DISCHARGE DATE: 09/12/1989
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: ACTIVE
DISCHARGE CLEANUP STATUS: RA - RA ONGOING
INFO SOURCE: I - PLIRP (INSURANCE)
OTHER SOURCE:
SITE MANAGER: LASHBROOK_S
MANAGER END DATE:
TANK OFFICE: PCLP52 - PINELLAS CNTY PHU

POLLUTANT: B - UNLEADED GAS
GALLONS DISCHARGED:
DRINK WELLS AFFECTED: 0
MONITORING WELLS: YES
SOIL AFFECTED: NO
S WATER AFFECTED: NO
G WATER AFFECTED: NO
OTHER DESCRIPTION:

DISCHARGE DATE: 09/16/2005
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: ACTIVE
DISCHARGE CLEANUP STATUS: RA - RA ONGOING
INFO SOURCE: C - CLOSURE REPORT
OTHER SOURCE:
SITE MANAGER:
MANAGER END DATE:
TANK OFFICE: -

DISCHARGE DATE: 11/04/2005
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008
CLEANUP REQUIRED: R - CLEANUP REQUIRED
WORK STATUS: ACTIVE
DISCHARGE CLEANUP STATUS: RA - RA ONGOING
INFO SOURCE: C - CLOSURE REPORT
OTHER SOURCE:
SITE MANAGER:
MANAGER END DATE:
TANK OFFICE: -

DISCHARGE DATE: 12/14/2005
COMBINED:
SCORE: 28
SCORE DATE: 11/07/2008

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: CLEARWATER FL 33759

JOB: SR 60

LUST

SEARCH ID: 45 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

NAME: SUNOCO 0611-7014 ADDRESS: 3130 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS CONTACT: SOURCE: FL DEP	REV: 1/4/11 ID1: 528515325 ID2: 8515325.00 STATUS: FACILITY OPEN PHONE: (727) 725-5612
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CLEANUP REQUIRED:	R - CLEANUP REQUIRED
WORK STATUS:	ACTIVE
DISCHARGE CLEANUP STATUS:	RA - RA ONGOING
INFO SOURCE:	C - CLOSURE REPORT
OTHER SOURCE:	
SITE MANAGER:	
MANAGER END DATE:	
TANK OFFICE:	-

UST INFORMATION

TOTAL NUMBER OF TANKS:	11
FACILITY TYPE:	A - RETAIL STATION
DEP CO:	N

TANK INFORMATION

TANK ID:	1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1971	STAT DATE:	30-JUN-1988

TK STAT:	B - REMOVED
CAPACITY(GAL):	12000
CONTENT:	A - LEADED GAS
PLACE:	UNDERGROUND
TYPE:	A - RETAIL STATION

TANK ID:	1R1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1988	STAT DATE:	01-MAY-2007

TK STAT:	B - REMOVED
CAPACITY(GAL):	10000
CONTENT:	B - UNLEADED GAS
PLACE:	UNDERGROUND
TYPE:	A - RETAIL STATION

TANK ID:	2	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1971	STAT DATE:	30-JUN-1988

TK STAT:	B - REMOVED
CAPACITY(GAL):	12000
CONTENT:	A - LEADED GAS
PLACE:	UNDERGROUND
TYPE:	A - RETAIL STATION

- More Details Exist For This Site; Max Page Limit Reached -

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 30 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

<p>NAME: SUNOCO 0611-7014 ADDRESS: 3130 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS CONTACT: KATHLEEN MCCANEY SOURCE:</p>	<p>REV: 1/4/11 ID1: 528515325 ID2: 8515325.00 STATUS: OPEN PHONE: COLETTE CARTER (INVC)</p>
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SITE INFORMATION

TOTAL NUMBER OF TANKS: 11
FACILITY TYPE: A - RETAIL STATION
DEP CO: N

TANK INFORMATION

TANK ID:	1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1971	STAT DATE:	30-JUN-1988

TK STAT: B - REMOVED
CAPACITY(GAL): 12000
CONTENT: A - LEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID:	1R1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1988	STAT DATE:	01-MAY-2007

TK STAT: B - REMOVED
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID:	2	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1971	STAT DATE:	30-JUN-1988

TK STAT: B - REMOVED
CAPACITY(GAL): 12000
CONTENT: A - LEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID:	2R1	STATUS:	OPEN
TVI:	TANK	DEP CO:	N
INSTALLED:	01-JUL-1988	STAT DATE:	01-MAY-2007

TK STAT: B - REMOVED
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property:

CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 30 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

<p>NAME: SUNOCO 0611-7014 ADDRESS: 3130 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS CONTACT: KATHLEEN MCCANEY SOURCE:</p>	<p>REV: 1/4/11 ID1: 528515325 ID2: 8515325.00 STATUS: OPEN PHONE: COLETTE CARTER (INVC)</p>
--	--

TYPE: A - RETAIL STATION

TANK ID: 3	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUL-1971	STAT DATE: 30-JUN-1988

TK STAT: B - REMOVED
CAPACITY(GAL): 12000
CONTENT: A - LEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 3R1	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUL-1988	STAT DATE: 01-MAY-2007

TK STAT: B - REMOVED
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 4	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUL-1988	STAT DATE: 01-MAY-2007

TK STAT: B - REMOVED
CAPACITY(GAL): 10000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 5	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-AUG-1997	STAT DATE: 01-MAY-2007

TK STAT: B - REMOVED
CAPACITY(GAL): 4000
CONTENT: D - VEHICULAR DIESEL
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 6	STATUS: OPEN
TVI: TANK	DEP CO: N
INSTALLED: 01-JUN-2007	STAT DATE: 01-JUN-2007

TK STAT: U - IN SERVICE
CAPACITY(GAL): 20000

- Continued on next page -

Environmental FirstSearch Site Detail Report

Target Property: CLEARWATER FL 33759

JOB: SR 60

UST

SEARCH ID: 30 **DIST/DIR:** 0.15 NW **ELEVATION:** 6 **MAP ID:** 5

NAME: SUNOCO 0611-7014	REV: 1/4/11
ADDRESS: 3130 GULF TO BAY BLVD CLEARWATER FL 33759 PINELLAS	ID1: 528515325 ID2: 8515325.00
CONTACT: KATHLEEN MCCANEY	STATUS: OPEN
SOURCE:	PHONE: COLETTE CARTER (INVC)

CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 7	STATUS: OPEN	
TVI: TANK	DEP CO: N	
INSTALLED: 01-JUN-2007	STAT DATE: 01-JUN-2007	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 20000
CONTENT: B - UNLEADED GAS
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

TANK ID: 8	STATUS: OPEN	
TVI: TANK	DEP CO: N	
INSTALLED: 01-JUN-2007	STAT DATE: 01-JUN-2007	

TK STAT: U - IN SERVICE
CAPACITY(GAL): 20000
CONTENT: D - VEHICULAR DIESEL
PLACE: UNDERGROUND
TYPE: A - RETAIL STATION

- 6 E - FIBERGLASS
- 6 I - DOUBLE WALL
- 6 M - SPILL CONTAINMENT BUCKET
- 6 N - FLOW SHUT-OFF
- 6 O - TIGHT FILL
- 7 E - FIBERGLASS
- 7 I - DOUBLE WALL
- 7 L - COMPARTMENTED
- 7 M - SPILL CONTAINMENT BUCKET
- 7 N - FLOW SHUT-OFF
- 7 O - TIGHT FILL
- 8 E - FIBERGLASS
- 8 I - DOUBLE WALL
- 8 M - SPILL CONTAINMENT BUCKET
- 8 N - FLOW SHUT-OFF
- 8 O - TIGHT FILL

PIPING INFORMATION

<u>TANK ID:</u>	<u>DESCRIPTION:</u>
6	C - FIBERGLASS
6	F - DOUBLE WALL
6	J - PRESSURIZED PIPING SYSTEM
6	K - DISPENSER LINERS
7	C - FIBERGLASS

- More Details Exist For This Site; Max Page Limit Reached -

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money.

A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

FINAL - Currently on the Final NPL

PROPOSED - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

DELISTED - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.

PART OF NPL- Site is part of NPL site

DELETED - Deleted from the Final NPL

FINAL - Currently on the Final NPL

NOT PROPOSED - Not on the NPL

NOT VALID - Not Valid Site or Incident

PROPOSED - Proposed for NPL

REMOVED - Removed from Proposed NPL

SCAN PLAN - Pre-proposal Site

WITHDRAWN - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

NFRAP – No Further Remedial Action Plan

P - Site is part of NPL site

D - Deleted from the Final NPL

F - Currently on the Final NPL

N - Not on the NPL

O - Not Valid Site or Incident

P - Proposed for NPL

R - Removed from Proposed NPL

S - Pre-proposal Site

W – Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

RCRAInfo facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.

Facilities that generate or transport hazardous waste or meet other RCRA requirements.

LGN - Large Quantity Generators

SGN - Small Quantity Generators

VGN – Conditionally Exempt Generator.

Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities.

CONNECTICUT HAZARDOUS WASTE MANIFEST – Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records.

MASSACHUSETTES HAZARDOUS WASTE GENERATOR – database of generators that are regulated under the MA DEP.

VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil.

SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil.

LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: BIA INDIAN LANDS AND NATIVE ENTITIES IN FLORIDA - database of American Indian reservations in Florida.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation.

BUREAU OF INDIAN AFFIARS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State/Tribal Sites: FL DER/DEP/EPA FLORIDA SITES LIST - database of identified facilities and/or locations that the Florida Department of Environmental Regulation has recognized with potential or existing environmental contamination.

SUPERFUND HAZARDOUS WASTE SITES- database that correlates to the NPL list and includes active, delisted, and Federal sites.

State Spills 90: FDEP PETROLEUM CONTAMINATION AND CLEANUP REPORTS - database of

contaminated facility reports provide the Facility ID, Facility Type, Score, Rank, Operator Information, and Owner Information, for facilities that currently have contamination

State/Tribal SWL: *FDEP* SOLID WASTE FACILITIES LIST - database concerned with the handling of waste and includes locations identified with solid waste landfilling or associated activities involving the handling of solid waste. The presence of a site on this list does not necessarily indicate existing environmental contamination, but rather the potential. The FDEP assigns scores to the sites based on the threat to human health and the environment. The Rank is determined by the site's Score and reflects the state's priority for remedial action on that site. Typically, the lower the Rank value, the greater the priority for remedial action from the state.

State/Tribal LUST: *FDEP* LEAKING UNDERGROUND STORAGE TANKS LIST - database of petroleum storage tank systems that have reported the possible release of contaminants. Included within this list are sites that are in the Florida Early Detection Incentive (EDI) Program, the Abandoned Tank Restoration Program (ATRP) and the Petroleum Liability Insurance Restoration Program (PLIRP). These programs support remedial action or reimbursement for those sites with environmental problems due to leaking fuel storage tanks. Some sites listed in the report have not yet been accepted in these programs.

State/Tribal UST/AST: *FDEP/EPA* STORAGE TANK AND CONTAMINATION MONITORING DATABASE - Database of all storage tank facilities registered with the Department and tracked for active storage tanks, storage tank history, or petroleum cleanup activity. Information includes facility identification number, site location information, and basic storage tank information such as size, placement, substance stored, installation date and current tank status.

TRIBAL LAND UNDERGROUND STORAGE TANKS - database of underground storage tanks that are reported to be on Native American lands. These sites are reported to the region 4 office of the EPA by the local tribal governments. The sites can be identified by their ID: NL-FL- number.

State/Tribal EC: *FDEP* INSTITUTIONAL CONTROLS REGISTRY DATABASE Subset- database of sites that have institutional controls and engineering controls was developed to assist with tracking those properties upon which an institutional control has been imposed pursuant to the provisions contained in Chapters 376 or 403, F.S. For Brownfield sites the ICR has been prepared for the public and local governments to monitor the status of those controls.

State/Tribal IC: *FDEP* INSTITUTIONAL CONTROLS REGISTRY DATABASE - database of institutional controls was developed to assist with tracking those properties upon which an institutional control has been imposed pursuant to the provisions contained in Chapters 376 or 403, F.S. For Brownfield sites the ICR has been prepared for the public and local governments to monitor the status of those controls.

State/Tribal VCP: *FL DEP* VOLUNTARY CLEANUP PROGRAM- A static state wide database of sites that have or may receive a tax credit. Tax credits are issued based on a percentage of the costs of "voluntary" cleanup. In other words, the person conducting cleanup is paying for it rather than the site being cleaned up using state funding through the Drycleaning Solvent Cleanup Program. The following three types of sites may be eligible for tax credits: (1) A drycleaning solvent contaminated site eligible for state-funded site rehabilitation under s. 376.3078(3), F.S.; (2) A drycleaning solvent contaminated site at which cleanup is undertaken by the real property owner pursuant to s. 376.3078(10), F.S., if the real property owner is not also, and has never been, the owner or operator of the drycleaning facility where the contamination exists; or (3) A brownfield site in a designated brownfield area under s. 376.80, F.S.

State/Tribal Brownfields: *FDEP* BROWNFIELDS REDEVELOPMENT PROGRAM DATABASE- database of reports generated from the Brownfield Access Database which tracks the number of designated Brownfield areas, executed Brownfield site rehabilitation agreements, state and federal programs funding, and local Brownfield coordinators' contact information

RADON: *NTIS* NATIONAL RADON DATABASE - EPA radon data from 1990-1991 national radon project collected for a variety of zip codes across the United States.

State Other: *FDEP* SINKHOLES - database of sinkholes from the Florida Geological Survey Sinkholes. DRYCLEANERS LIST - database of dry cleaning facilities registered with the Department. Information includes facility identification number, site location information, related party (owner) information, and facility type and status. Data is taken from the Storage Tank & Contamination Monitoring database, the registration

repository of dry cleaner facility data.

CATTLE DIPPING VATS - database of vats that were filled with an arsenic solution for the control and eradication of the cattle fever tick. Other pesticides such as DDT were also widely used. This is a static list from 1910 through 1950s.

State Other: *US DOJ* NATIONAL CLANDESTINE LABORATORY REGISTER - Database of 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 U.S. Department of Justice ("the Department"), and the Department has not verified the entry and does not guarantee its accuracy. All sites that are included in this data set will have an id that starts with NCLR.

Dry Cleaners: *FLDEP* DRYCLEANERS LIST - database of dry cleaning facilities registered with the Department. Information includes facility identification number, site location information, related party (owner) information, and facility type and status. Data is taken from the Storage Tank & Contamination Monitoring database, the registration repository of dry cleaner facility data.

Environmental FirstSearch Database Sources

NPL: *EPA* Environmental Protection Agency

Updated quarterly

NPL DELISTED: *EPA* Environmental Protection Agency

Updated quarterly

CERCLIS: *EPA* Environmental Protection Agency

Updated quarterly

NFRAP: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA TSD: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA GEN: *EPA/MA DEP/CT DEP* Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

ERNS: *EPA/NRC* Environmental Protection Agency

Updated annually

Tribal Lands: *BIA* Bureau of Indian Affairs

Updated when available

Tribal Lands: *DOI/BIA* United States Department of the Interior

Updated annually

State/Tribal Sites: *FL DER/DEP/EPA* Florida Department of Environmental Protection, Bureau of Waste Cleanup

Updated quarterly

State Spills 90: FDEP Florida Department of Environmental Protect

Updated quarterly

State/Tribal SWL: FDEP Florida Department of Environmental Protection

Updated annually

State/Tribal LUST: FDEP Florida Department of Environmental Protection

Updated quarterly

State/Tribal UST/AST: FDEP/EPA Florida Department of Environmental Protection

Updated quarterly

State/Tribal EC: FDEP Florida Department of Environmental Protect

Updated quarterly

State/Tribal IC: FDEP Florida Department of Environmental Protect

Updated quarterly

State/Tribal VCP: FL DEP Florida Department of Environmental Protection

Updated no longer available

State/Tribal Brownfields: FDEP The Florida Department of Environmental Protection, Division of Waste Management.

Updated quarterly

RADON: NTIS Environmental Protection Agency, National Technical Information Services

Updated periodically

State Other: FDEP Florida Department of Environmental Protection Storage Tank & Contamination Monitoring.
Florida Department of Environmental Protection Cattle Dipping Vats

Updated quarterly

State Other: US DOJ U.S. Department of Justice

Updated when available

Dry Cleaners: *FLDEP* Florida Department of Environmental Protection Storage Tank & Contamination Monitoring.

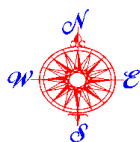
Updated quarterly

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: CLEARWATER FL 33759

JOB: SR 60

Street Name	Dist/Dir	Street Name	Dist/Dir
Bay Club Cir	0.16 SE		
Bay Harbour Dr	0.04 SE		
Bayshore Blvd	0.01 NW		
Campbell Cswy Access	0.00 --		
Campbell Cswy Access	0.00 --		
County Road 31	0.23 SW		
Courtney Campbell Cs	0.01 NW		
Damascus Rd	0.01 NW		
Downing St	0.18 NW		
Gulf To Bay Blvd	0.00 --		
N Courtney Campbell	0.00 --		
N Rocky Point Dr	0.15 SE		
N Rocky Point Dr E	0.17 NE		
N Rocky Point Dr W	0.16 NE		
S Bayshore Blvd	0.03 NW		
S McMullen Booth Rd	0.24 NW		
State Highway 60	0.00 --		
W Courtney Campbell	0.00 --		

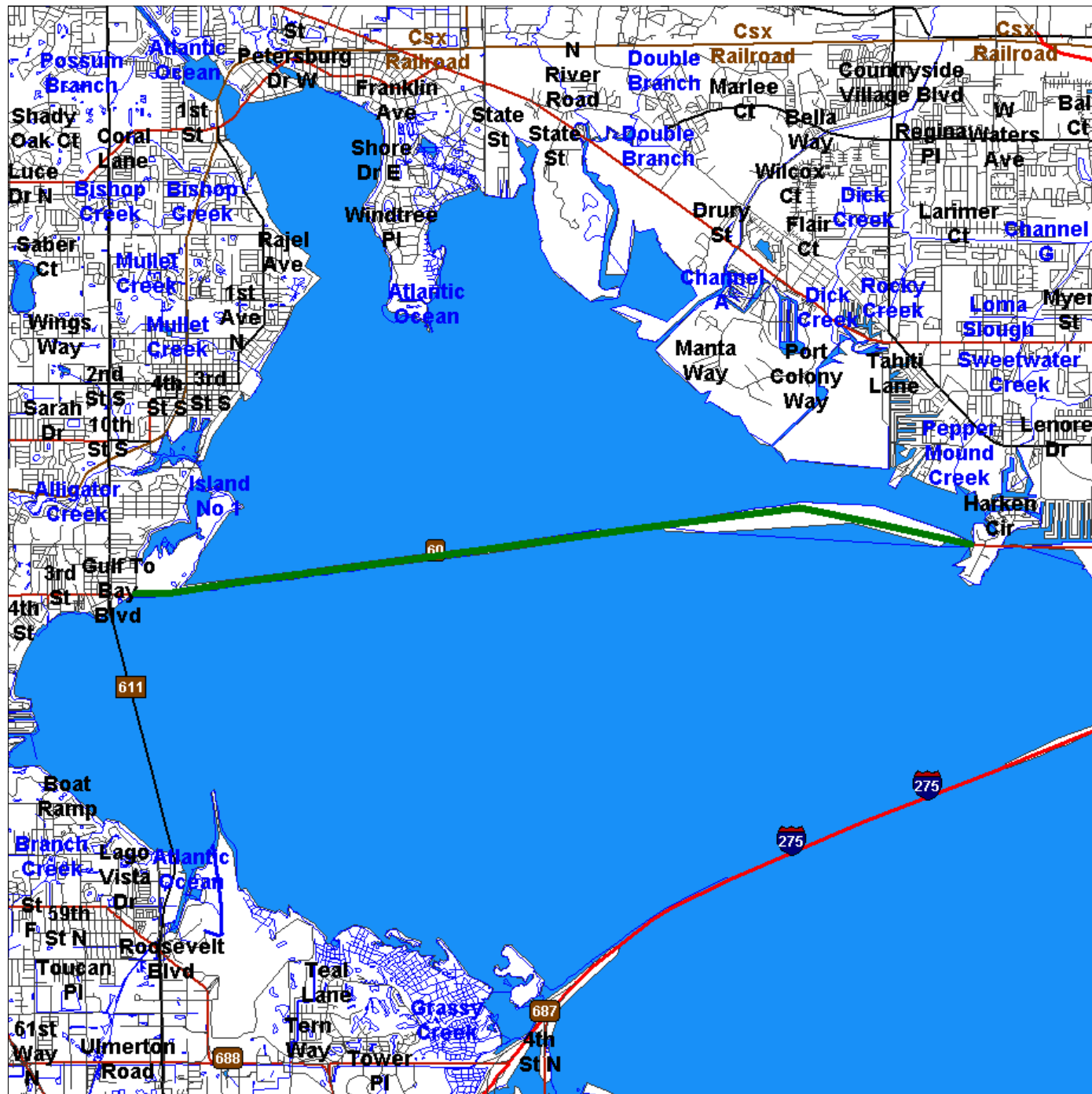


Environmental FirstSearch

1 Mile Radius from Line
ASTM Map: NPL, RCACOR, STATE Sites

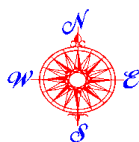


, CLEARWATER FL 33759



Source: 2005 U.S. Census TIGER Files

Linear Search Line	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand.....	
Railroads	

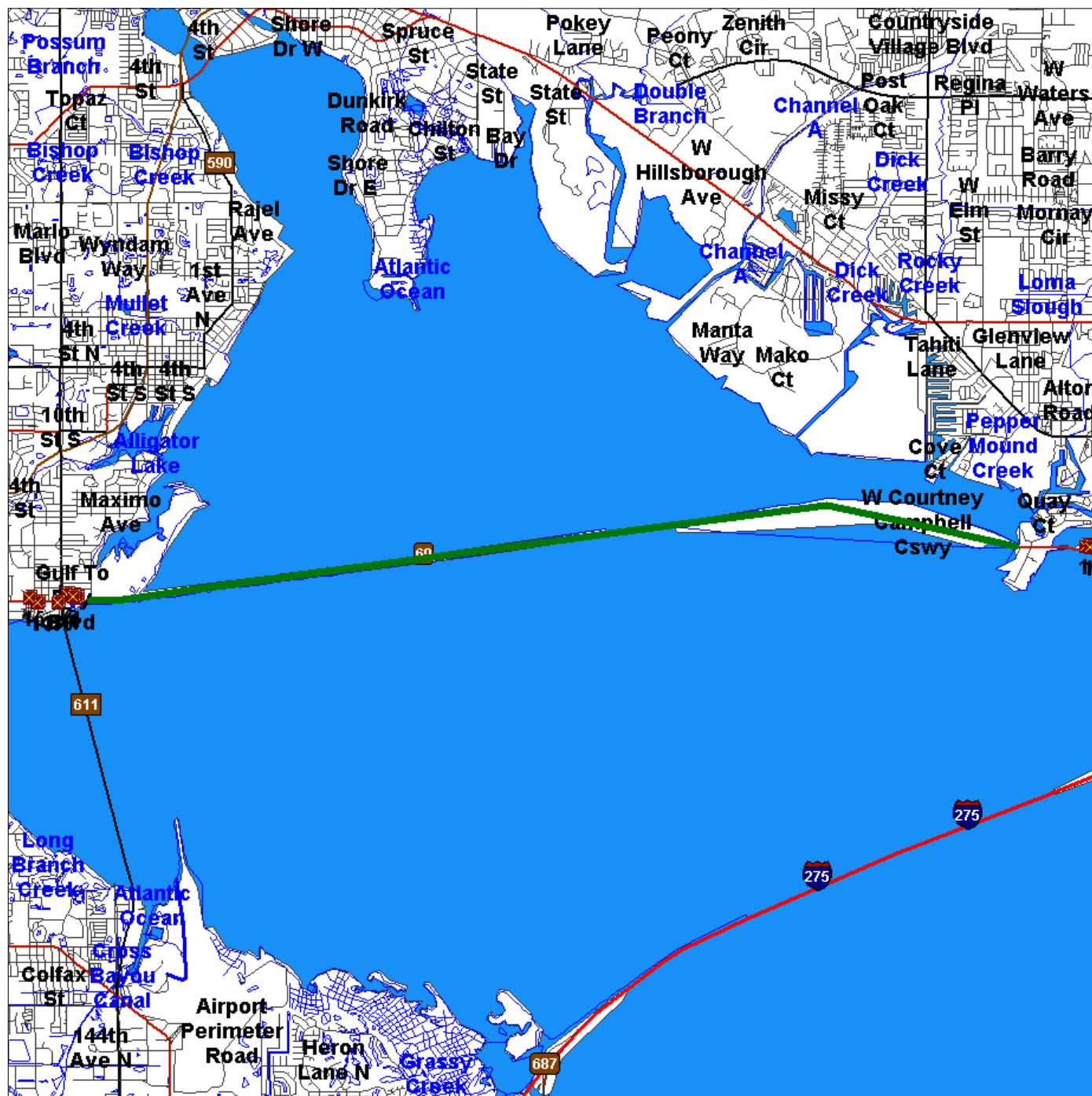


Environmental FirstSearch

.5 Mile Radius from Line
ASTM Map: CERCLIS, RCRATSD, LUST, SWL

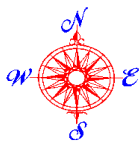


, CLEARWATER FL 33759



Source: 2005 U.S. Census TIGER Files

Linear Search Line	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand	
Railroads	

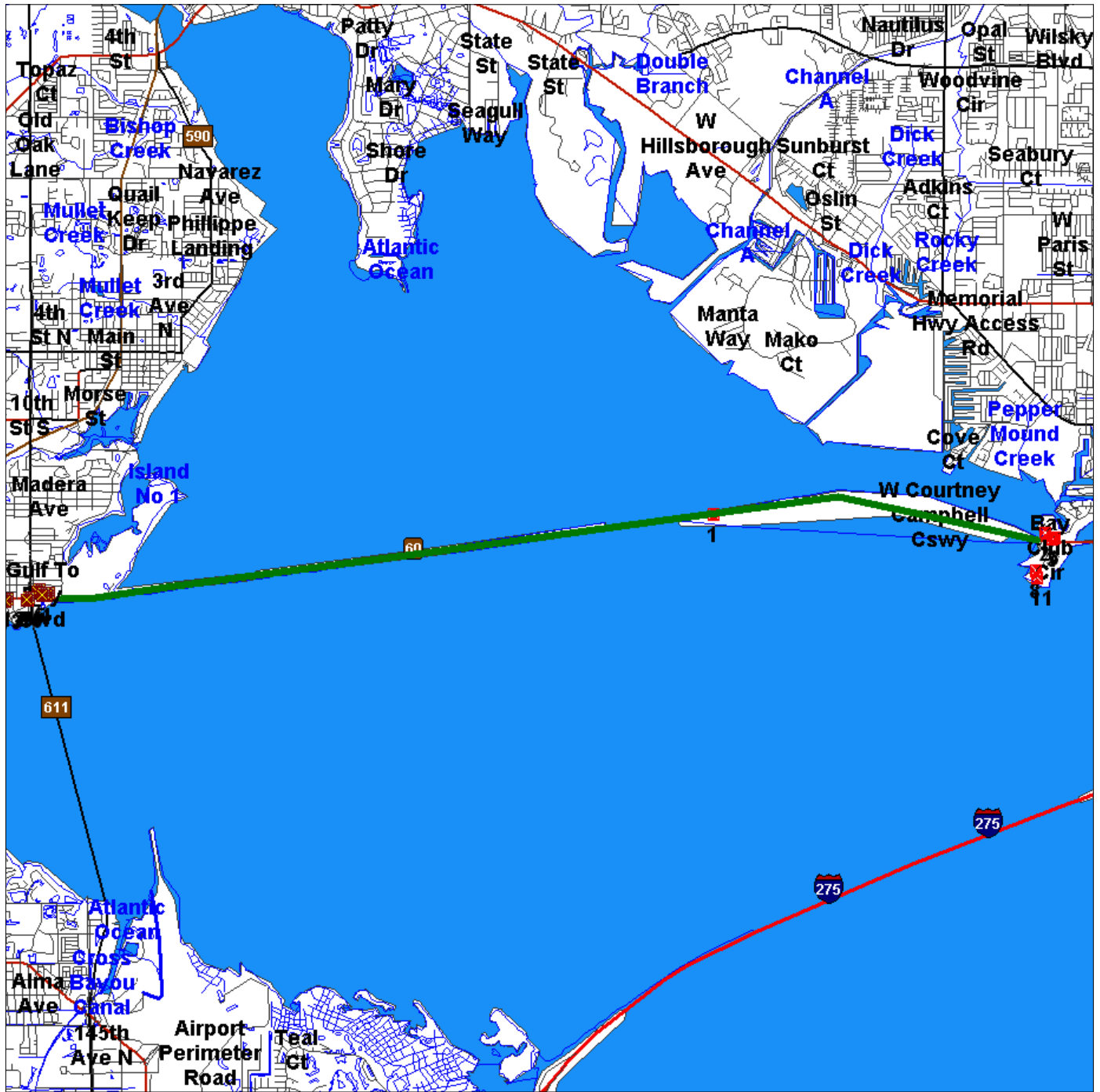


Environmental FirstSearch

.25 Mile Radius from Line
ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS



, CLEARWATER FL 33759



Source: 2005 U.S. Census TIGER Files

Linear Search Line	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand	
Railroads	

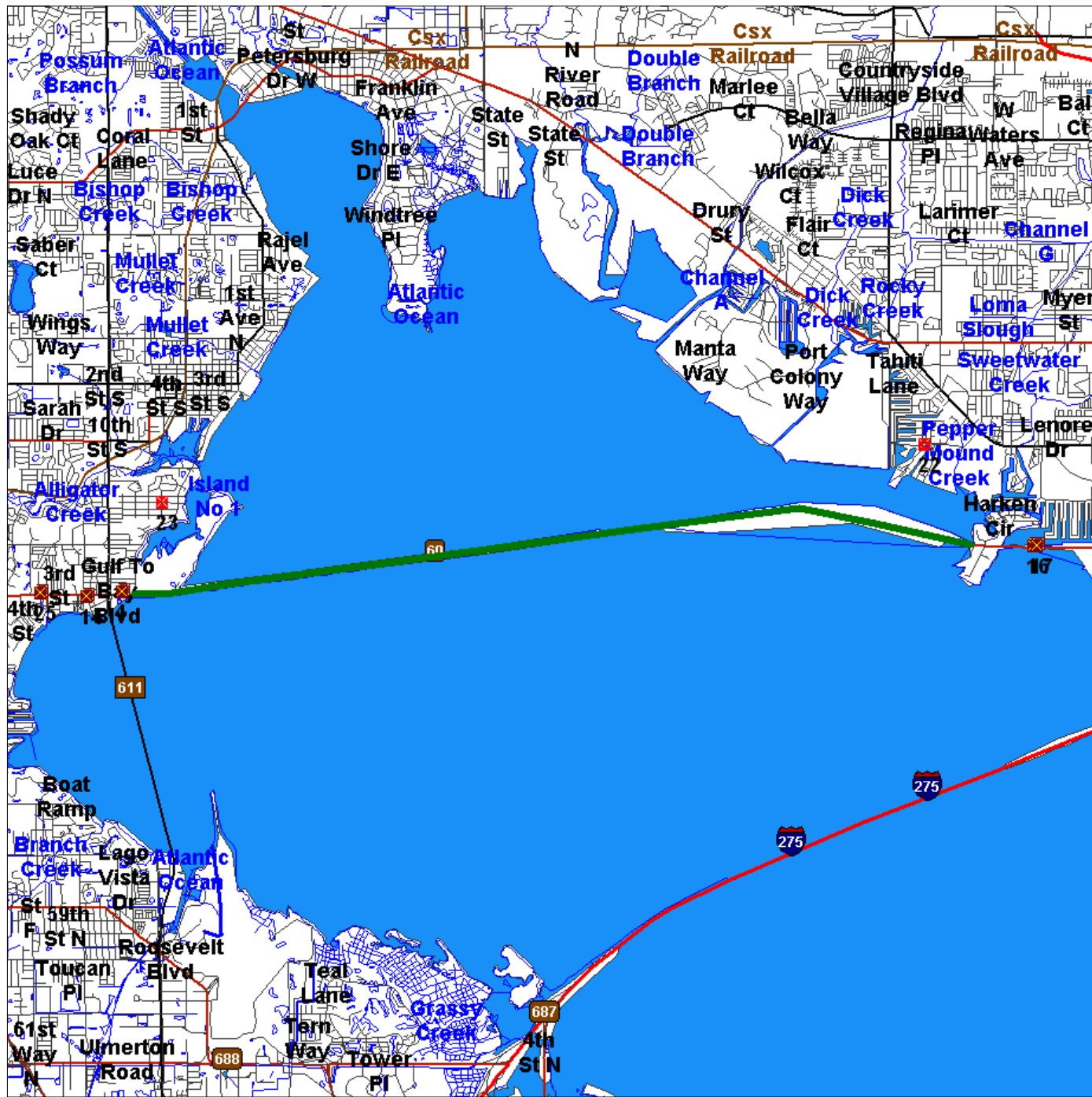


Environmental FirstSearch

1 Mile Radius from Line
 Non-ASTM Map: Spills 90, Other



, CLEARWATER FL 33759



Source: 2005 U.S. Census TIGER Files

Linear Search Line	
Identified Site, Multiple Sites, Receptor	
NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste	
Triballand.....	
National Historic Sites and Landmark Sites	
Railroads	

APPENDIX D

Excerpt from Concept Plans



Conceptual Design Plans

SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study

From Bayshore Boulevard
to West of Ben T Davis Beach Entrance

WPI Segment No.: 422640-2

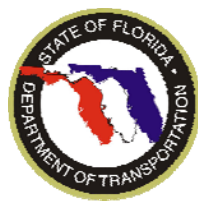
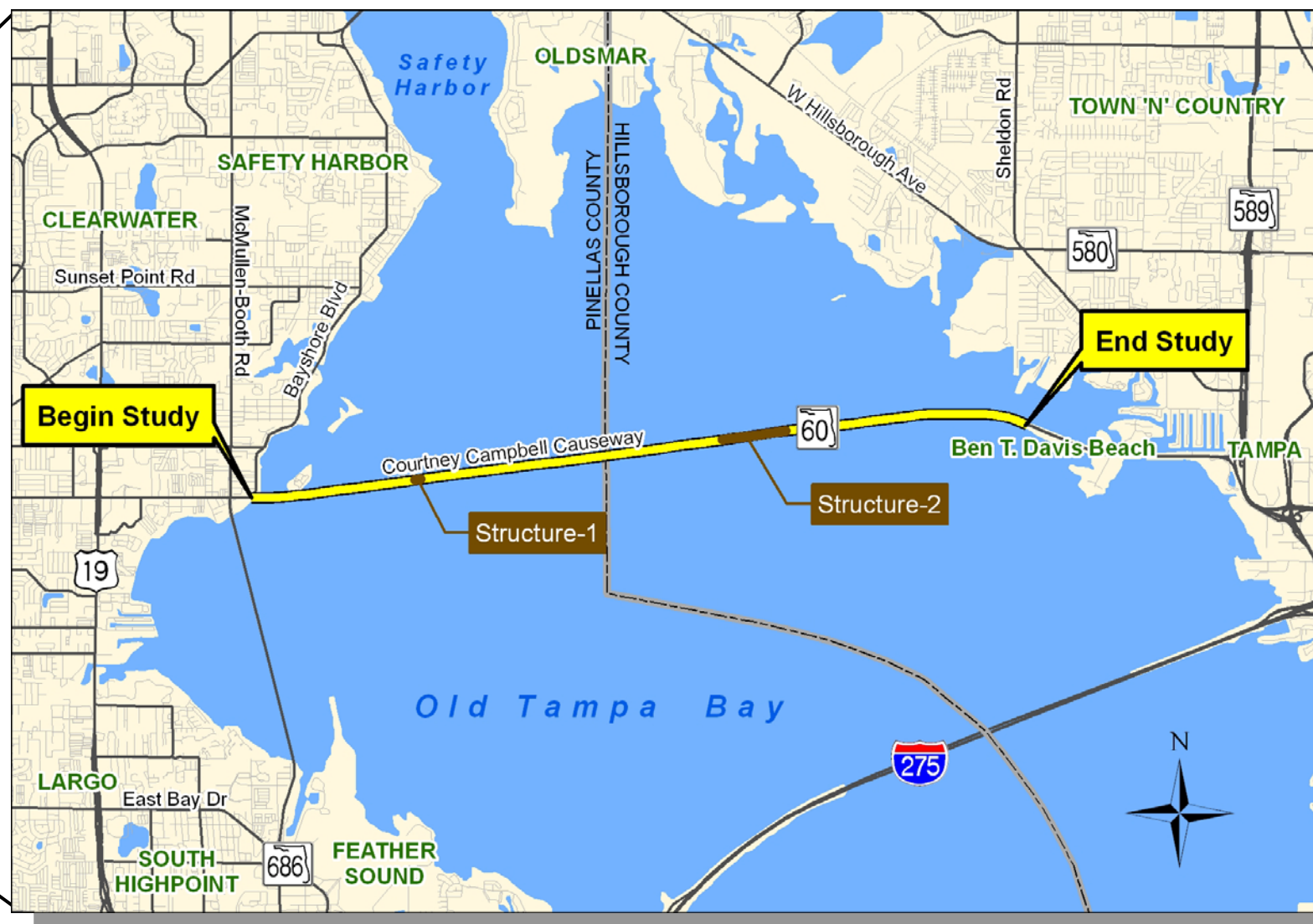
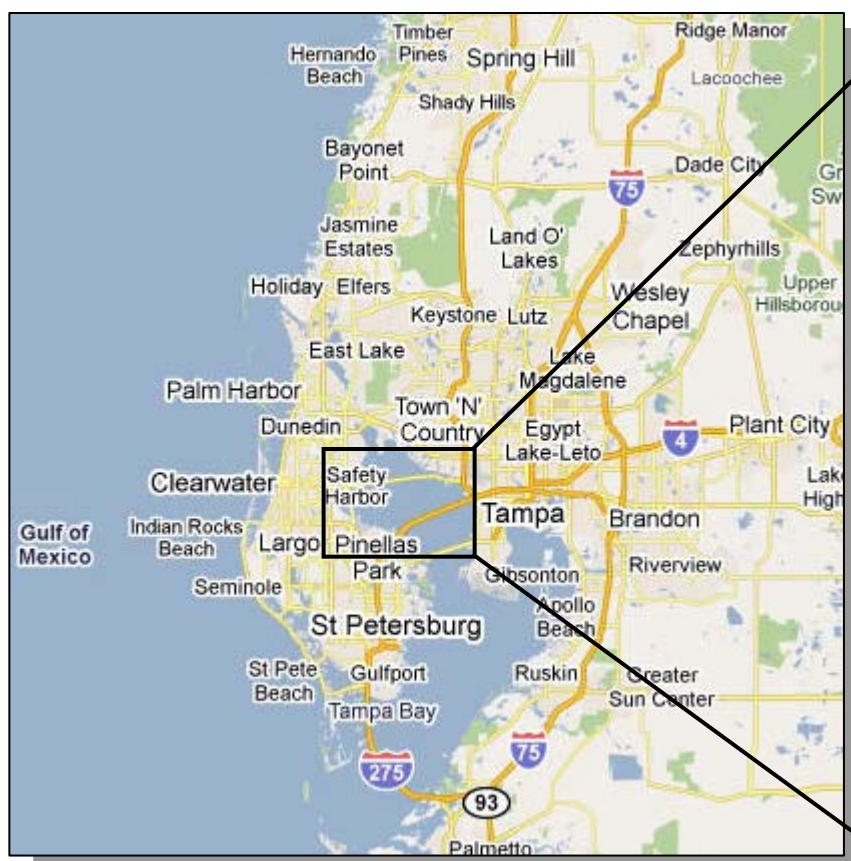
FAP No.: 9045-090C

Pinellas and Hillsborough County



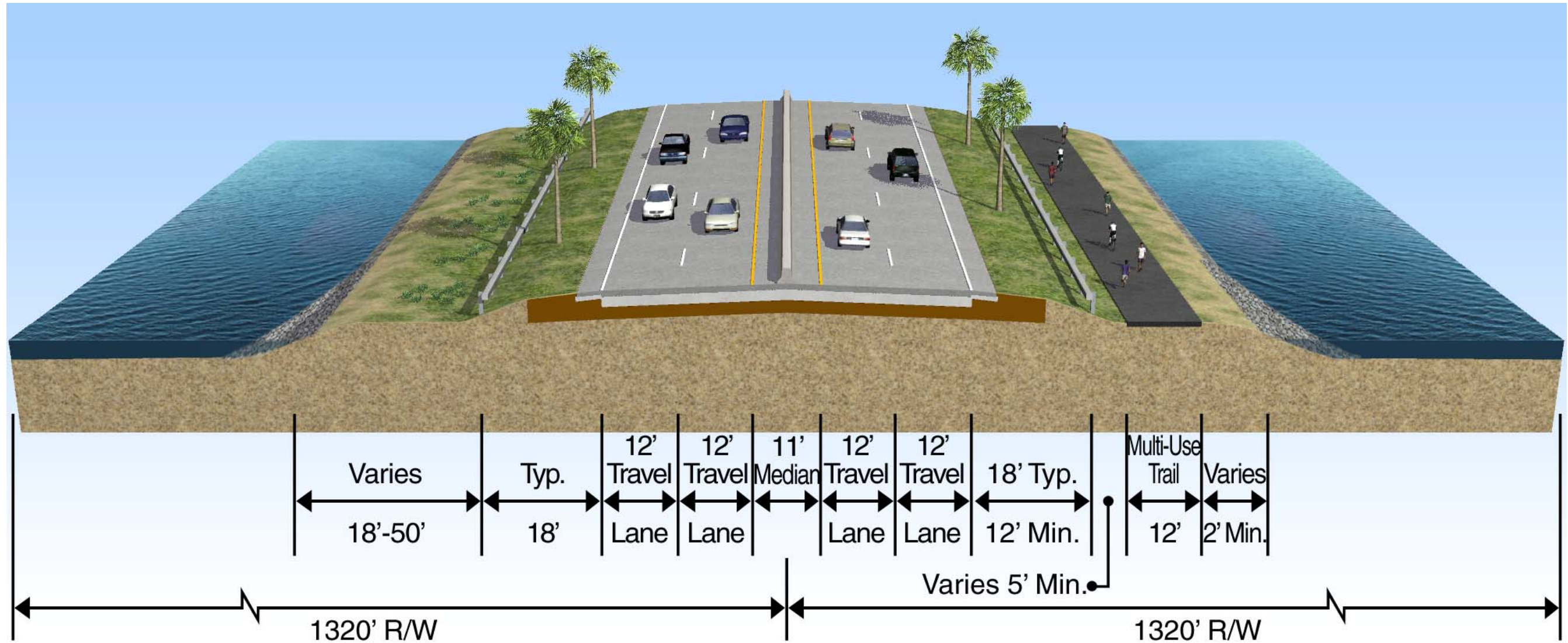
Project Location

INDEX OF CONCEPTUAL PLANS	
SHEET NO.	SHEET DESCRIPTION
I - IV	Conceptual Typical Sections
V	Conceptual Layout Sheet
1 thru 27	Concept Plans

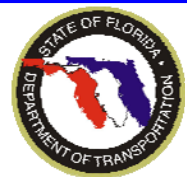


Prepared For:
Florida Department of Transportation
District Seven

FDOT Project Manager: Robin Rhinesmith



SR 60 (Courtney Campbell Causeway)
Typical Section No. 1
Station 21+00 to Station 69+50

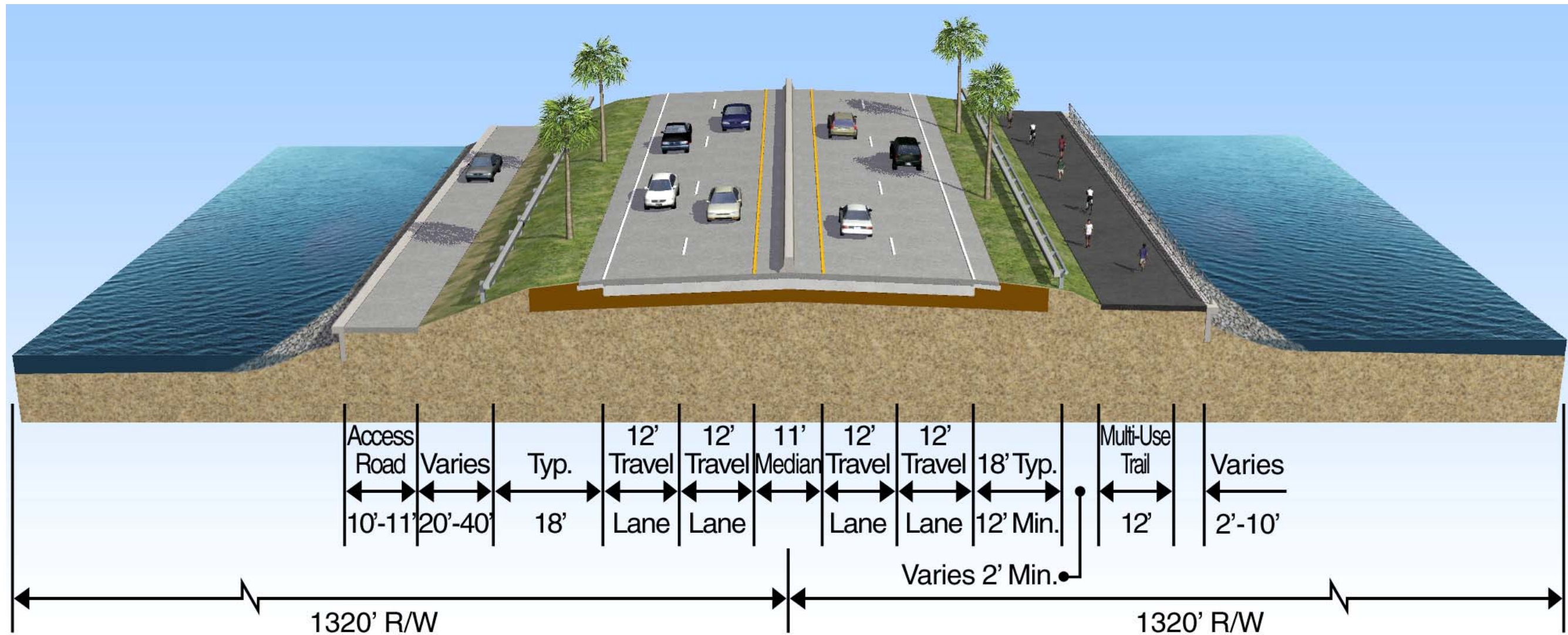


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

American Consulting Engineers of Florida, LLC.
 2818 Cypress Ridge Blvd, Suite 200
 Wesley Chapel, Florida 33544
 Phone: (813) 435-2600 Fax: (813) 435-2601
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

CONCEPTUAL TYPICAL SECTIONS

SHEET
NO.
1



SR 60 (Courtney Campbell Causeway)

Typical Section No. 2

Station 69+50 to Station 106+00

Station 111+00 to Station 256+00

Station 394+00 to Station 412+00

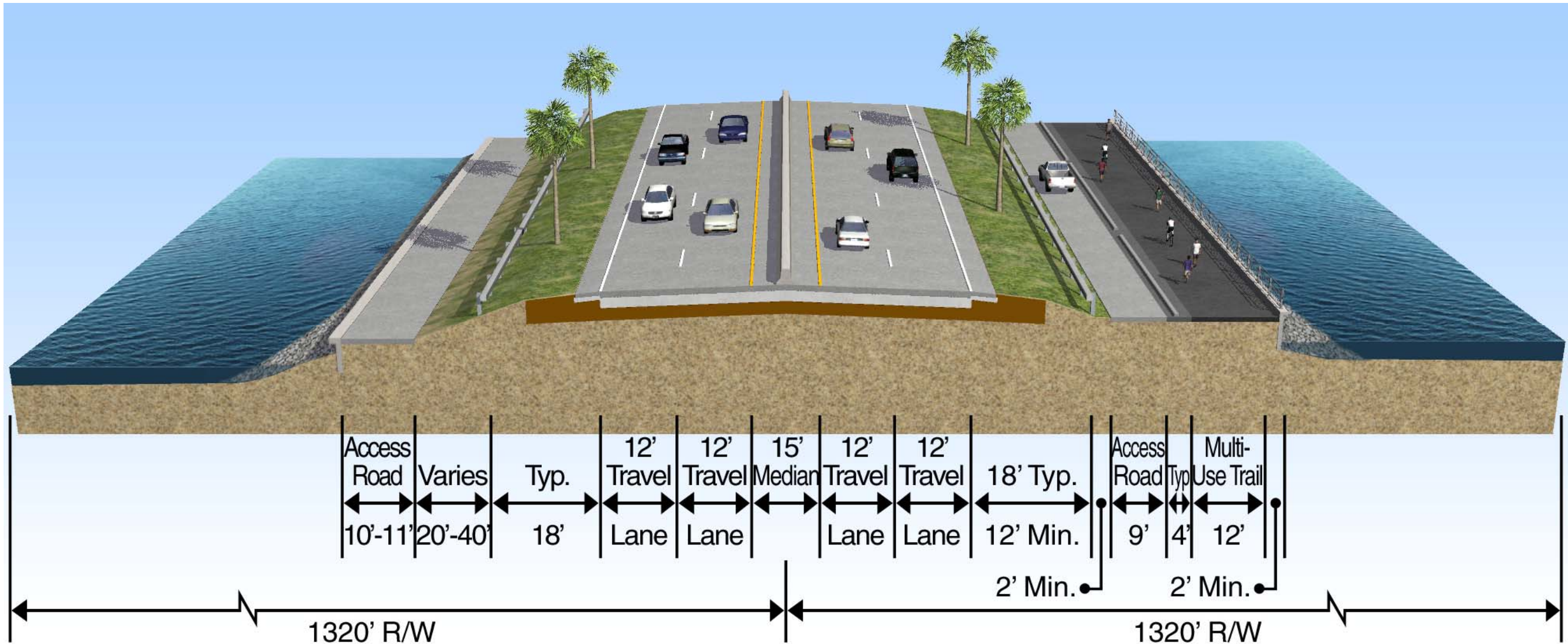


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CONCEPTUAL TYPICAL SECTIONS

SHEET
NO.
II



SR 60 (Courtney Campbell Causeway)

Typical Section No. 3

Station 256+00 to Station 265+00

Station 300+00 to Station 394+00

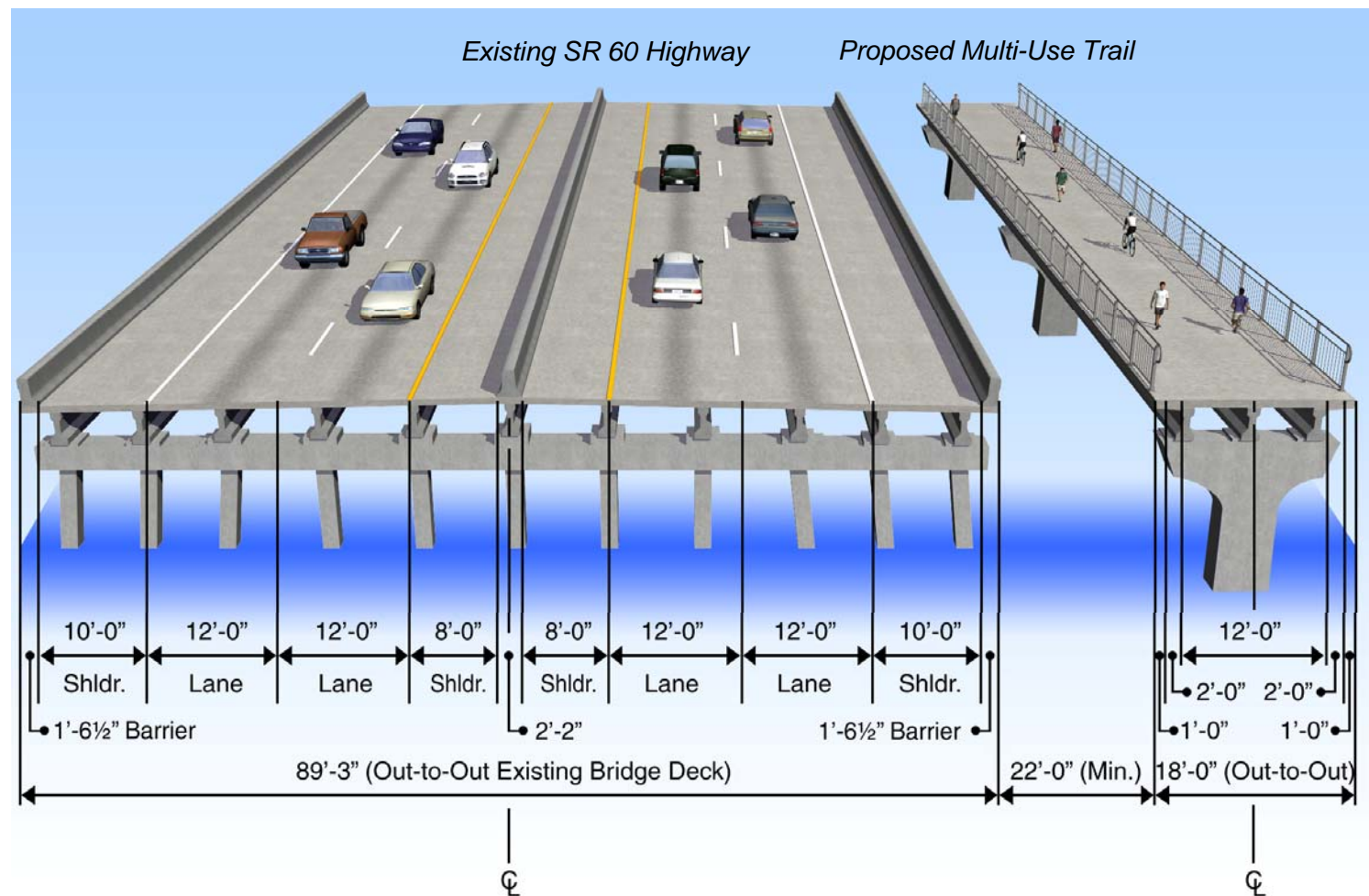


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

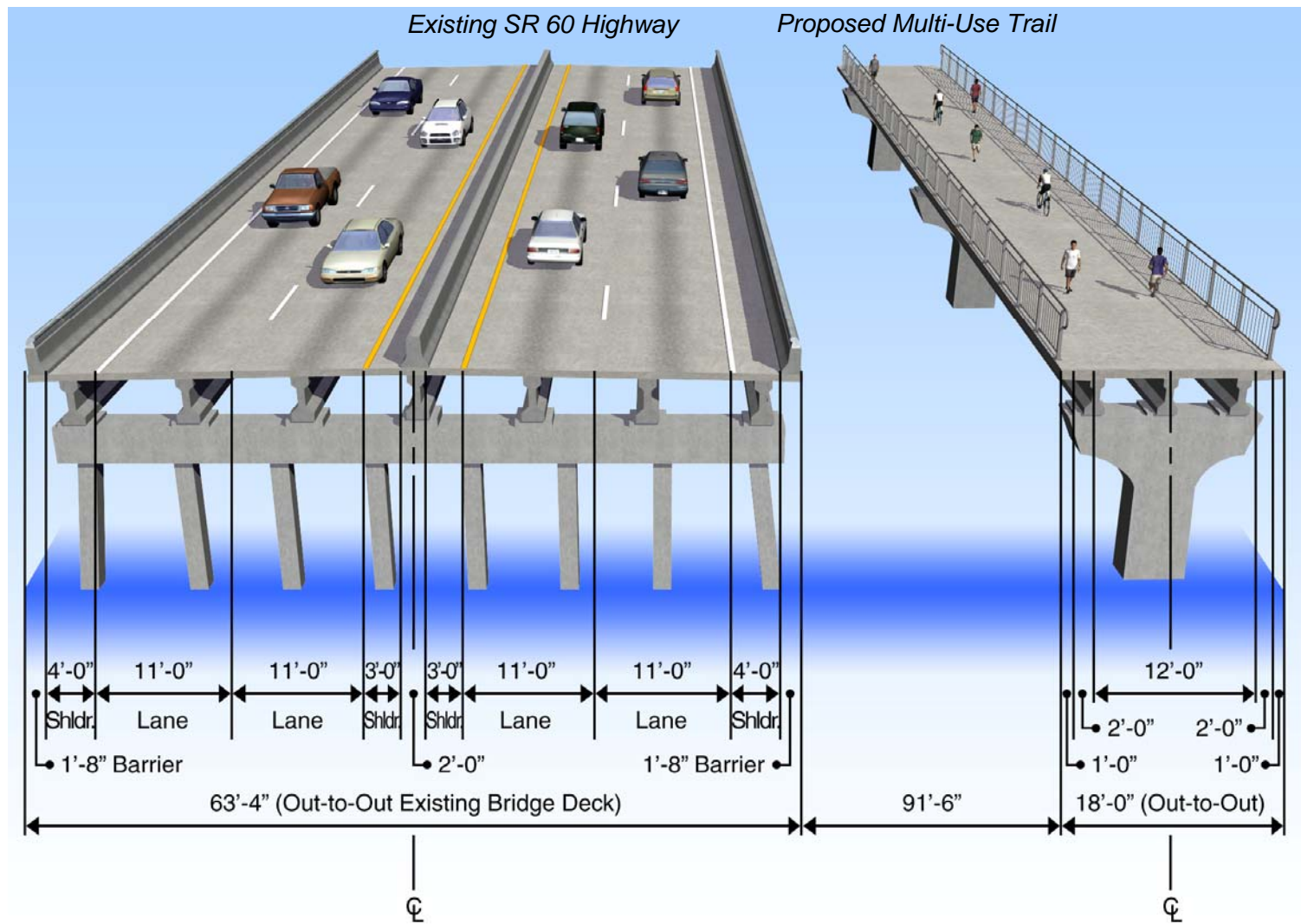
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CONCEPTUAL TYPICAL SECTIONS

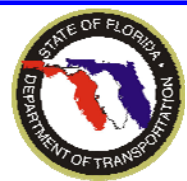
SHEET
NO.
III



**SR 60 (Courtney Campbell Causeway)
Bridge Typical Section Structure No. 1
Station 106+00 to Station 111+00**



**SR 60 (Courtney Campbell Causeway)
Bridge Typical Section Structure No. 2
Station 265+00 to Station 300+00**

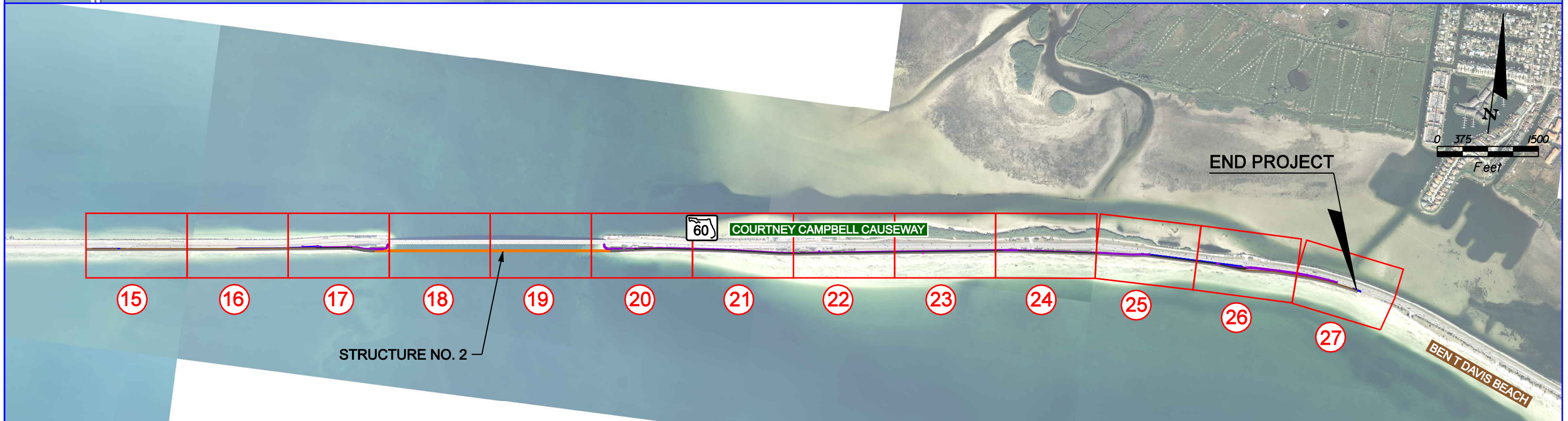
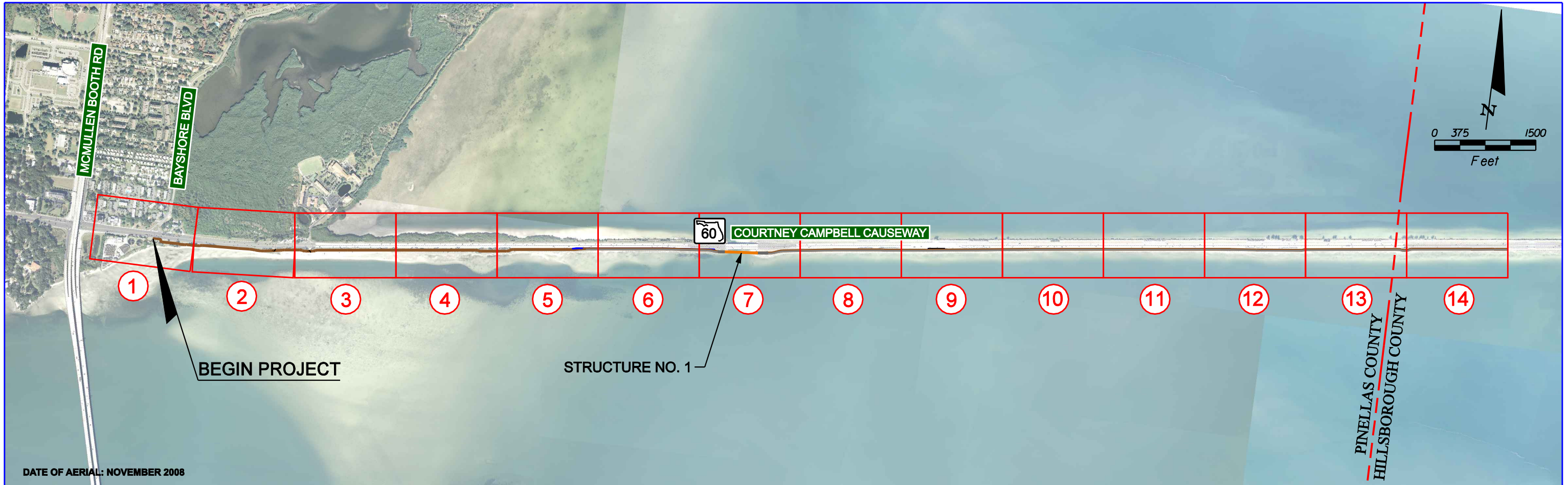


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
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CONCEPTUAL TYPICAL SECTIONS

*SHEET
NO.
IV*

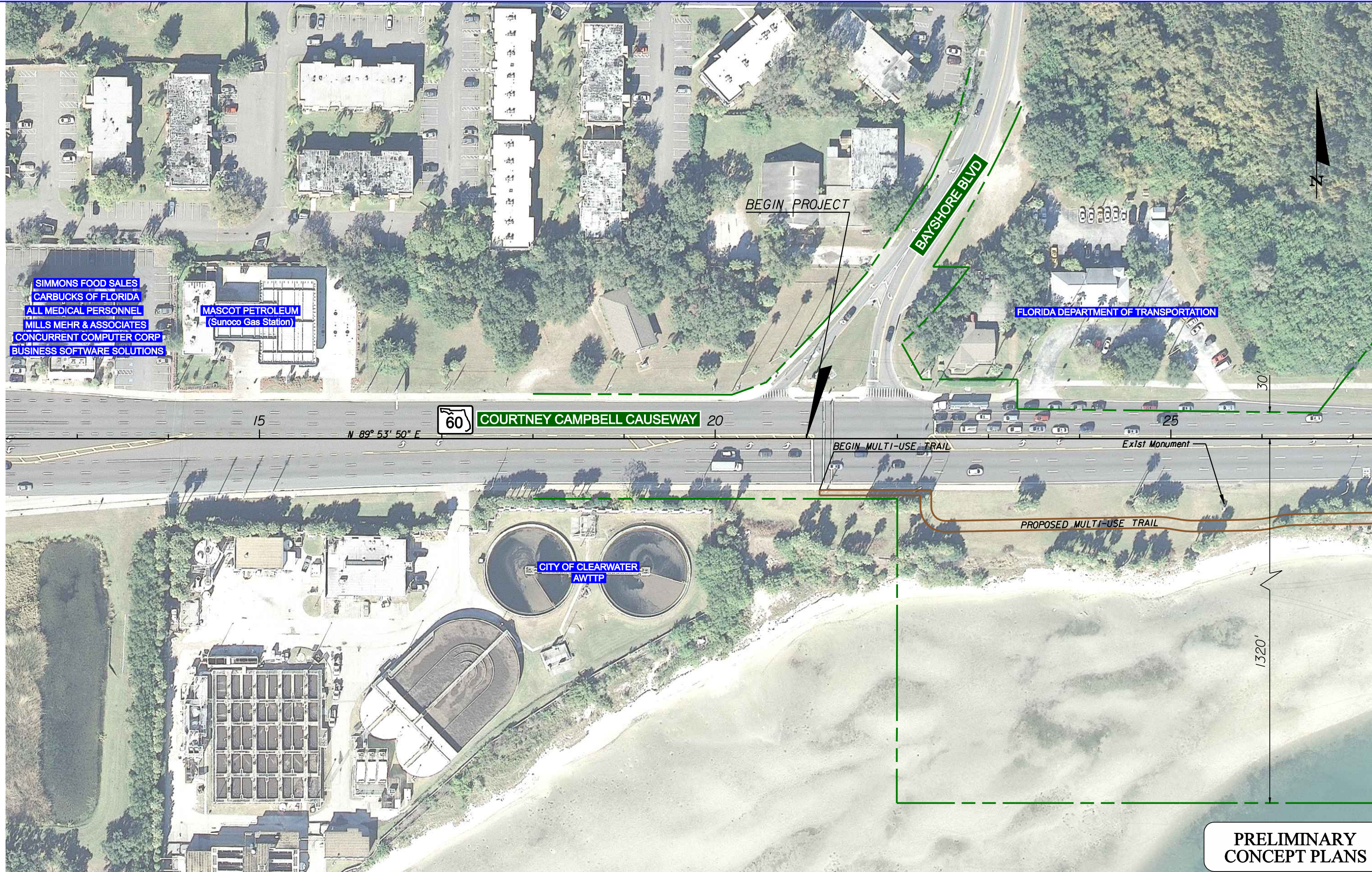


X - Concept Plan Sheet Number

DATE OF AERIAL: NOVEMBER 2008

**PRELIMINARY
CONCEPT PLANS**

REVISIONS				American Consulting Engineers of Florida, LLC. 2818 Cypress Ridge Blvd, Suite 200 Wesley Chapel, Florida 33544 Phone: (813) 435-2600 Fax: (813) 435-2601 Certificate of Authorization No. 9302 Jeffrey S. Novotny, P.E. No. 51083	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL PD&E STUDY CONCEPTUAL LAYOUT SHEET FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE	SHEET NO. V
DATE	DESCRIPTION	DATE	ROAD NO.		COUNTY	FINANCIAL PROJECT ID			
			SR 60		PINELLAS & HILLSBOROUGH	422640-2-22-01			



LEGEND

	PROPOSED MULTI-USE TRAIL
	RELOCATED ACCESS ROAD
	PROPOSED MULTI-USE TRAIL BRIDGE
	UNPAVED PARKING AREA
	EXISTING RIGHT OF WAY

PROPOSED IMPROVEMENTS BY OTHERS (424561-1)

0 25 100
Feet
DATE OF AERIAL: NOVEMBER 2008

American Consulting Engineers of Florida, LLC.
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

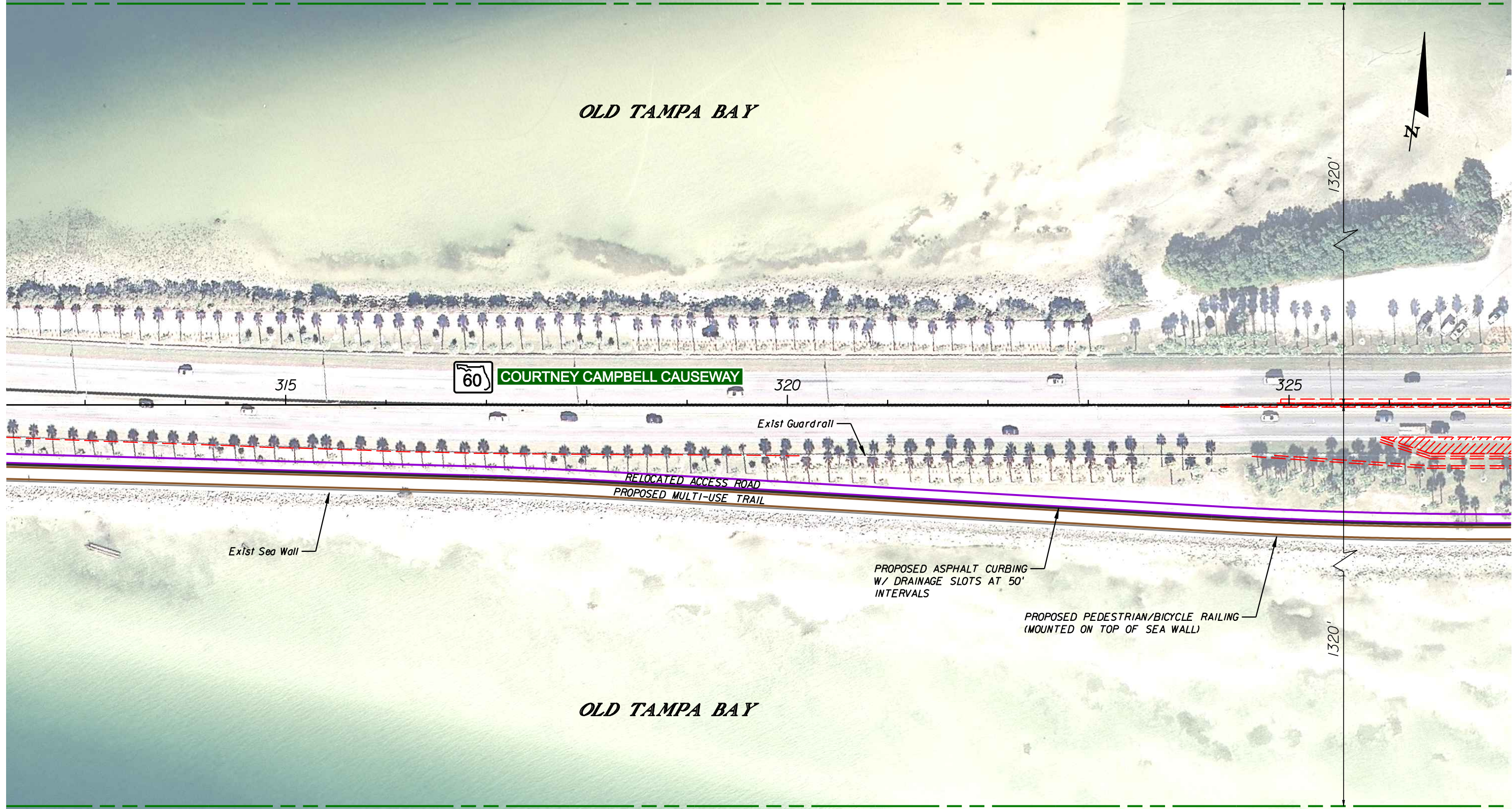
SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
1

**PRELIMINARY
CONCEPT PLANS**



OLD TAMPA BAY

60 COURTNEY CAMPBELL CAUSEWAY

315

320

325

Exist Guardrail

RELOCATED ACCESS ROAD
PROPOSED MULTI-USE TRAIL

Exist Sea Wall

PROPOSED ASPHALT CURBING
W/ DRAINAGE SLOTS AT 50'
INTERVALS

PROPOSED PEDESTRIAN/BICYCLE RAILING
(MOUNTED ON TOP OF SEA WALL)

OLD TAMPA BAY

PRELIMINARY
CONCEPT PLANS

LEGEND

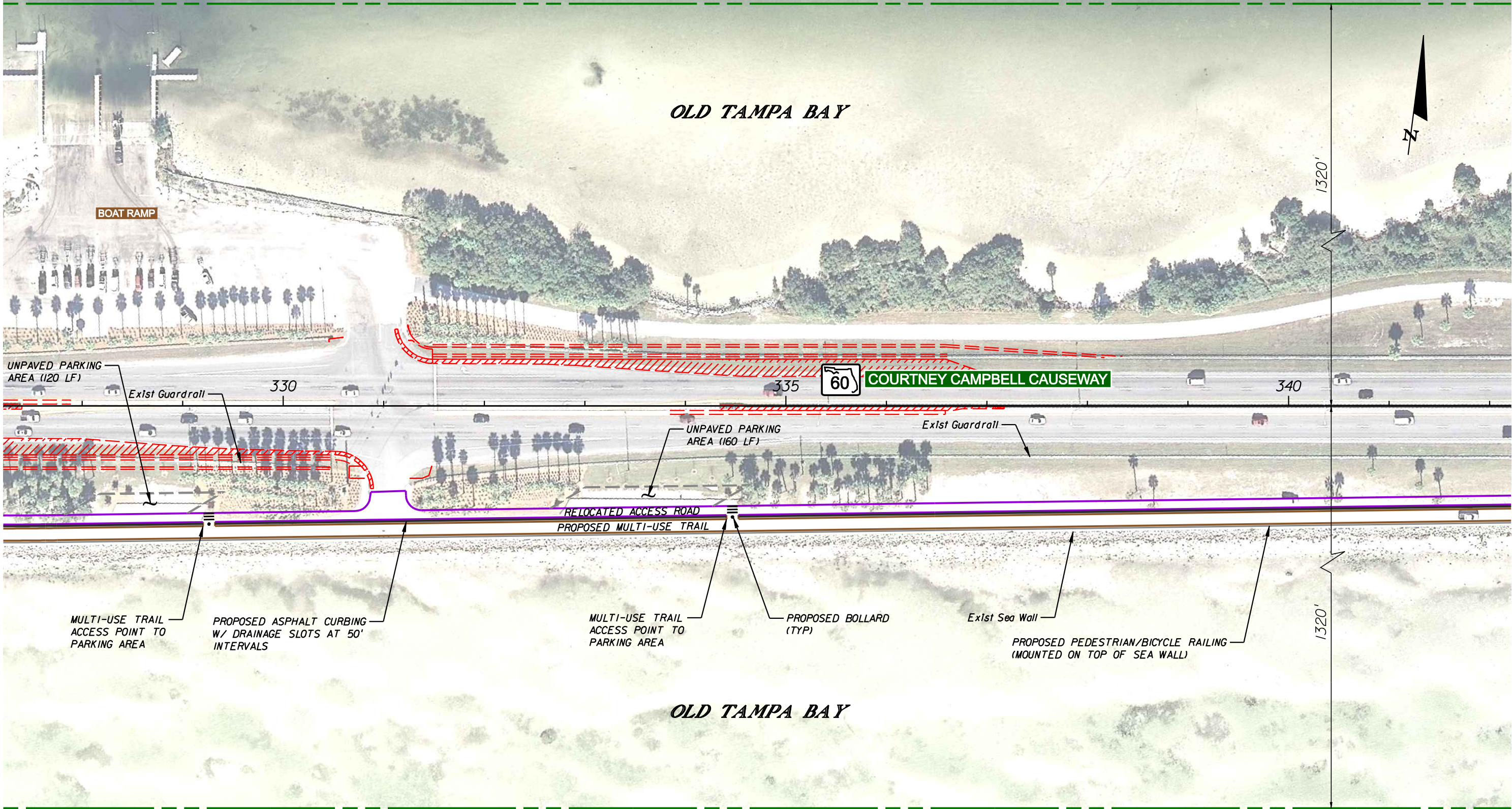
- PROPOSED MULTI-USE TRAIL
 - RELOCATED ACCESS ROAD
 - PROPOSED MULTI-USE TRAIL BRIDGE
 - UNPAVED PARKING AREA
 - EXISTING RIGHT OF WAY
 - PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- 0 25 100
Feet
DATE OF AERIAL: NOVEMBER 2008

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY
CONCEPT PLANS
FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET
NO.
21



**PRELIMINARY
CONCEPT PLANS**

LEGEND

	PROPOSED MULTI-USE TRAIL
	RELOCATED ACCESS ROAD
	PROPOSED MULTI-USE TRAIL BRIDGE
	UNPAVED PARKING AREA
	EXISTING RIGHT OF WAY

PROPOSED IMPROVEMENTS BY OTHERS (424561-1)

0 25 100
Feet
DATE OF AERIAL: NOVEMBER 2008

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY

CONCEPT PLANS

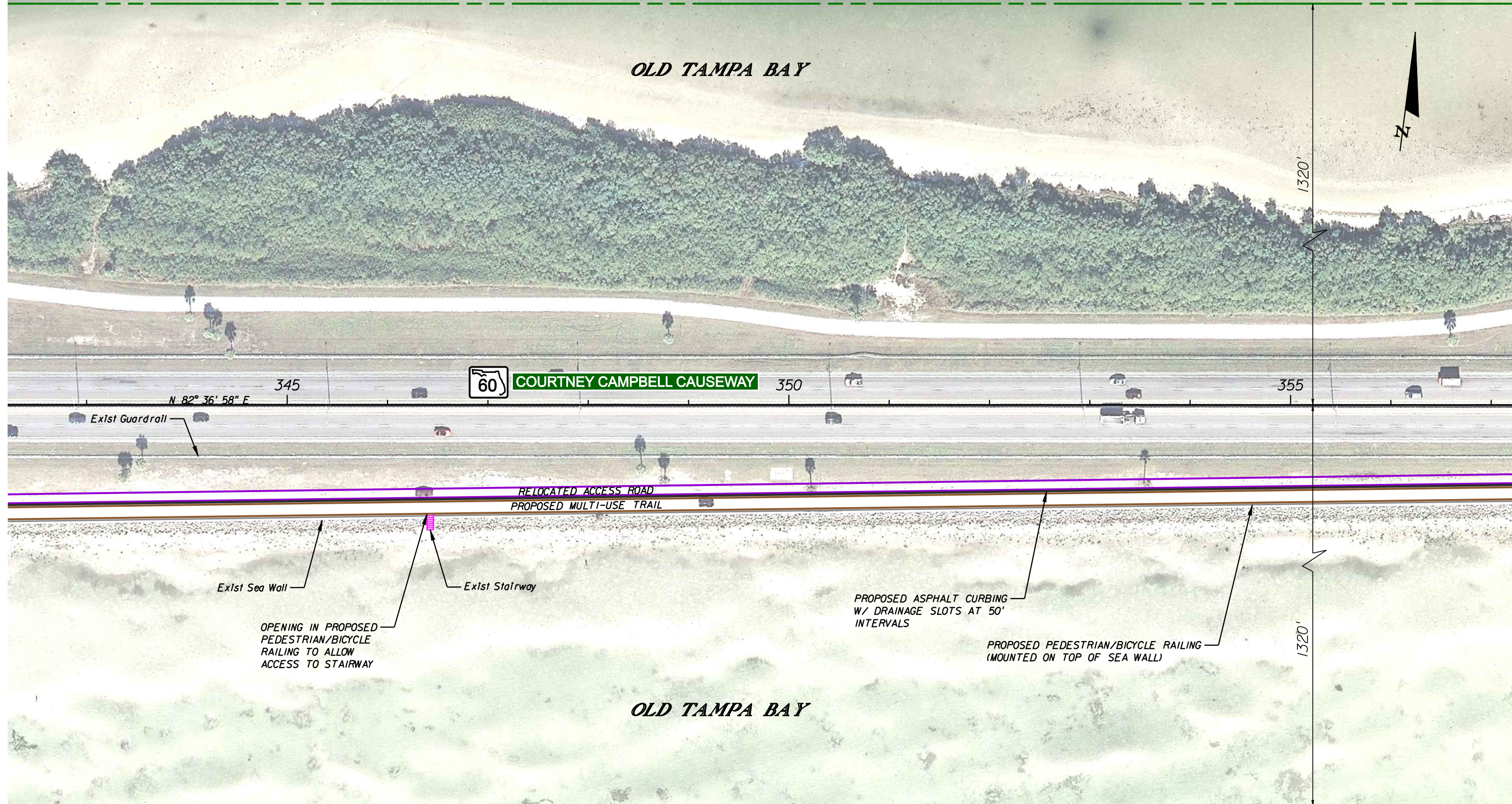
FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
22

OLD TAMPA BAY



1320'



1320'

OLD TAMPA BAY

**PRELIMINARY
CONCEPT PLANS**

LEGEND

- PROPOSED MULTI-USE TRAIL
 - RELOCATED ACCESS ROAD
 - PROPOSED MULTI-USE TRAIL BRIDGE
 - UNPAVED PARKING AREA
 - EXISTING RIGHT OF WAY
 - PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- 0 25 100
Feet
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PD&E STUDY

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
23