

Project Development & Environment Study



Final Wetland Evaluation and Biological Assessment 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
June 2011





Project Development & Environment Study

State Road (SR) 60 (Courtney Campbell Causeway) Multi-Use Trail

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

Final Wetland Evaluation and Biological Assessment Report

WPI Segment No.: 422640 2
FAP Number: 9045-090 C
Pinellas & Hillsborough Counties, Florida

Prepared for the



Florida Department of Transportation
District Seven

Prepared by:

American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Boulevard, Suite 200 • Wesley Chapel, FL • 33544



In coordination with:
Quest Ecology, Inc.
735 Lakeview Drive • Wimauma, FL 33598



Robin Rhinesmith
FDOT Project Manager

June 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 *Wetlands Evaluation and Biological Assessment Report (WEBAR)* was prepared as part of this PD&E study. This report summarizes potential impacts to wetlands, federally and state listed species and their critical habitats, and essential fish habitat. Identification of measures to avoid, minimize and mitigate for any potential impacts is also discussed. This WEBAR documents the results of geographic information system (GIS) data, field reviews, coordination with regulatory agencies (including comments received through the ETDM process), and aerial interpretation for potential impacts to the items listed above. The

majority of the project corridor consists of spoil material from the construction of the Causeway. Very little natural habitat exists within the project study area.

Coordination was conducted with federal and state agencies throughout the length of the study. Concurrence letters have been provided by National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), and Florida Fish and Wildlife Conservation Commission (FFWCC), and are included in **Appendix D**.

Wetlands

Pursuant to Executive Order 11990 entitled “Protection of Wetlands,” (May 1977) the U.S. Department of Transportation (USDOT) has developed a policy, Preservation of the Nation’s Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally-funded highway projects to protect wetlands to the fullest extent possible.

Minimal wetland impacts should occur as a result of the construction of the proposed multi-use trail. Minor impacts to mangroves may result in order to construct the trail. The impacts would consist of trimming only those mangroves that overhang onto the landward side of the existing seawall in order to construct the project. These impacts will be minimal and would have no adverse permanent impacts to the ecosystem. Mitigation will be provided to offset these impacts during permitting and design. Impacts will occur to Old Tampa Bay during construction of the proposed independent bridge structures. These impacts would be minimal, and the majority of the impacts will be temporary during construction. No impacts to seagrasses are anticipated at the proposed bridges. Qualitative seagrass surveys were conducted on January 5, 2011 to verify the presence/absence of previously mapped seagrass beds as provided by the Southwest Florida Water Management District’s (SWFWMD) 2008 seagrass location data layer. Additional seagrass surveys were conducted during the growing season (June 8-9, 2011) to confirm no seagrass impacts are anticipated as a result of the proposed project.

Protected Species and Habitat

The project corridor was also assessed for the presence of suitable habitat for federal- and state-listed protected species in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: *Preservation of Native Flora of Florida* and 68A-27 Florida Administrative Code (F.A.C.) *Rules Relating to Endangered or Threatened Species*, and Part 2, Chapter 27 - *Wildlife and Habitat Impacts of the FDOT PD&E Manual*. No protected flora was documented or observed within the project corridor.

Species assessed for this project include but were not limited to the following: American oystercatcher (*Haematopus palliatus*), black skimmer (*Rynchops niger*), brown pelican (*Pelecanus occidentalis*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), least tern (*Sterna antillarum*), little blue heron (*Egretta caerulea*), reddish egret (*E. rufescens*), roseate spoonbill (*Ajaia ajaia*), smalltooth sawfish (*Pristis pectinata*), snowy egret (*E. thula*),

tricolored heron (*E. tricolor*), West Indian manatee (*Trichechus manatus*), white ibis (*Eudocimus albus*), and wood stork (*Mycteria americana*). Additionally, review for the de-listed bald eagle (*Haliaeetus leucocephalus*) was also conducted.

Field reviews for protected species and their critical habitat were conducted in December 2010. Seven state listed species were identified within the project corridor to be present, have historic occurrence records, or have a high potential of occurrence within the project corridor. These species include the following: little blue heron, reddish egret, snowy egret, tricolored heron, white ibis, black skimmer, West Indian manatee and wood stork. The West Indian manatee and the wood stork are also federally protected species.

Strategic Habitat Conservation Areas (SHCA) from FFWCC for the mangrove cuckoo and black-whiskered vireo are located within Old Tampa Bay, but are outside the project limits. Neither of these species is federally or state protected. No USFWS Critical Habitat (CH) was identified within the project corridor.

A finding of may affect, but not likely to adversely affect was assigned for the American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, reddish egret, roseate spoonbill, snowy egret, tricolored heron, white ibis, sea turtles, and West Indian manatee. A finding of no effect was assigned for the Gulf sturgeon, smalltooth sawfish, wood stork, the bald eagle and USFWS Critical Habitat. Concurrence with these findings was provided by USFWS and FFWCC on June 21, 2011, and April 18, 2011, respectively.

Essential Fish Habitat

Estuarine and marine habitats of Old Tampa Bay exist within adjacent to the project corridor on the south side of the Causeway. These habitats include isolated mangroves within the riprap seaward of the existing seawall, as well as seagrasses located at various areas on the south side of the Causeway. The Gulf Coast Fisheries Management Council (FMC) recognizes mangroves and seagrasses as essential fish habitat (EFH). According to GIS data from SWFWMD and field reviews conducted in January 2011, seagrass may exist at the locations of the proposed bridges. Additional seagrass surveys were conducted in the growing season (June 8-9, 2011) to verify seagrass limits and confirm no impacts to seagrasses are anticipated as a result of the proposed project. The FDOT has coordinated the results of the seagrass surveys with NMFS and received concurrence via email on June 17, 2011.

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 Alternatives	12
2-3	Proposed Bridge Typical Sections	20
Section 3	EXISTING ENVIRONMENTAL CONDITIONS	21
3.1	Existing Land Use	21
3.2	Soils	25
3.3	Significant Waters & Protection Areas	26
Section 4	WETLAND IMPACTS	27
4.1	Wetland Impact Mitigation	27
4.2	Coordination with the Permitting Agencies	28
Section 5	PROTECTED SPECIES & HABITAT	29
5.1	Methodology	29
5.2	Agency Coordination	36
5.3	General Corridor Survey Results	36
5.4	Federally Protected Species	36
5.5	State Protected Species	40
5.6	Critical Habitat	41
5.7	Essential Fish Habitat	42
Section 6	CONCLUSIONS & COMMITMENTS	47
6.1	Wetlands	47
6.2	Protected Species & Habitat	47
Section 7	REFERENCES	49

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 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
5-1	Historic Species Occurrence	30
5-2	Wood Stork Rookeries	31
5-3	SHCA and Wading Bird Colonies	32

LIST OF TABLES

<u>Table</u>		<u>Page</u>
1-1	Sections, Townships, and Ranges	1
5-1	Potentially Occurring Listed Wildlife Species	34
5-2	Managed Fisheries Species Anticipated	45

LIST OF APPENDICES

Appendix A – Existing Land Use, Wetland and Seagrass Identification Map

Appendix B – Representative Site Photographs

Appendix C – Concept Plans

Appendix D – Agency Coordination

Appendix E – Protected Species Construction Guidelines

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**.

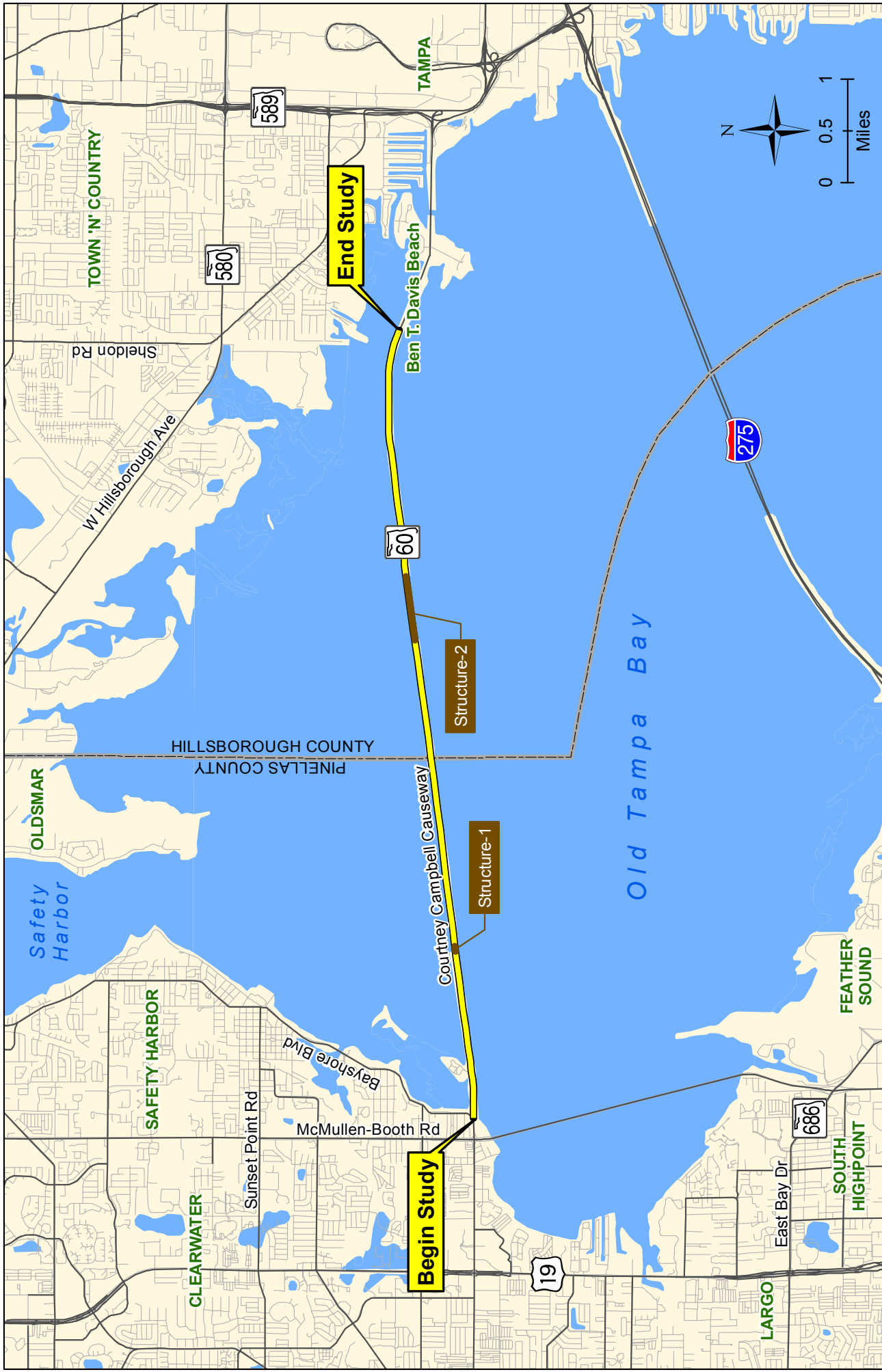
Table 1-1 Sections, Townships, and Ranges

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

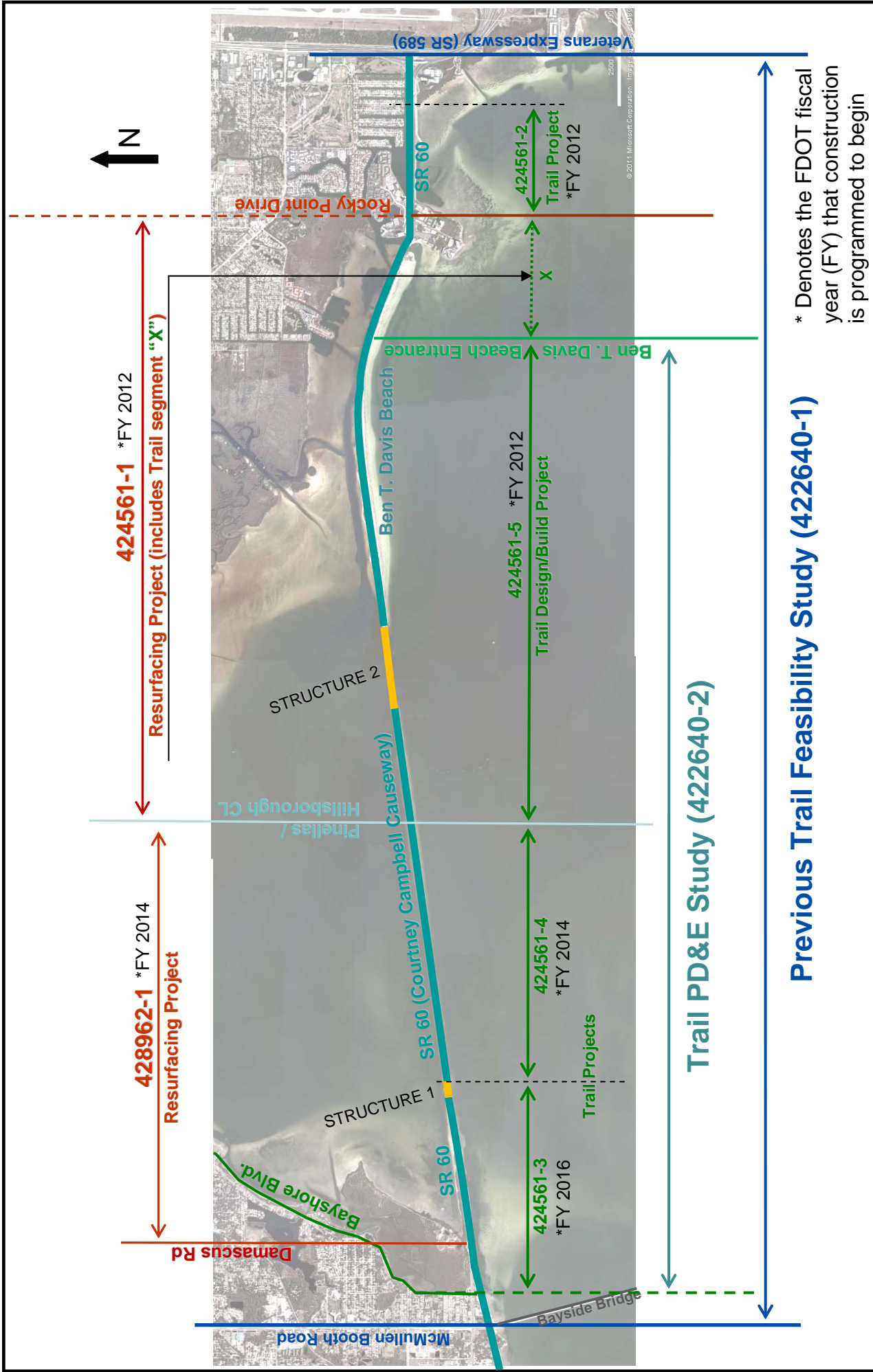
It contains comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical and social resources. The FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion.

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

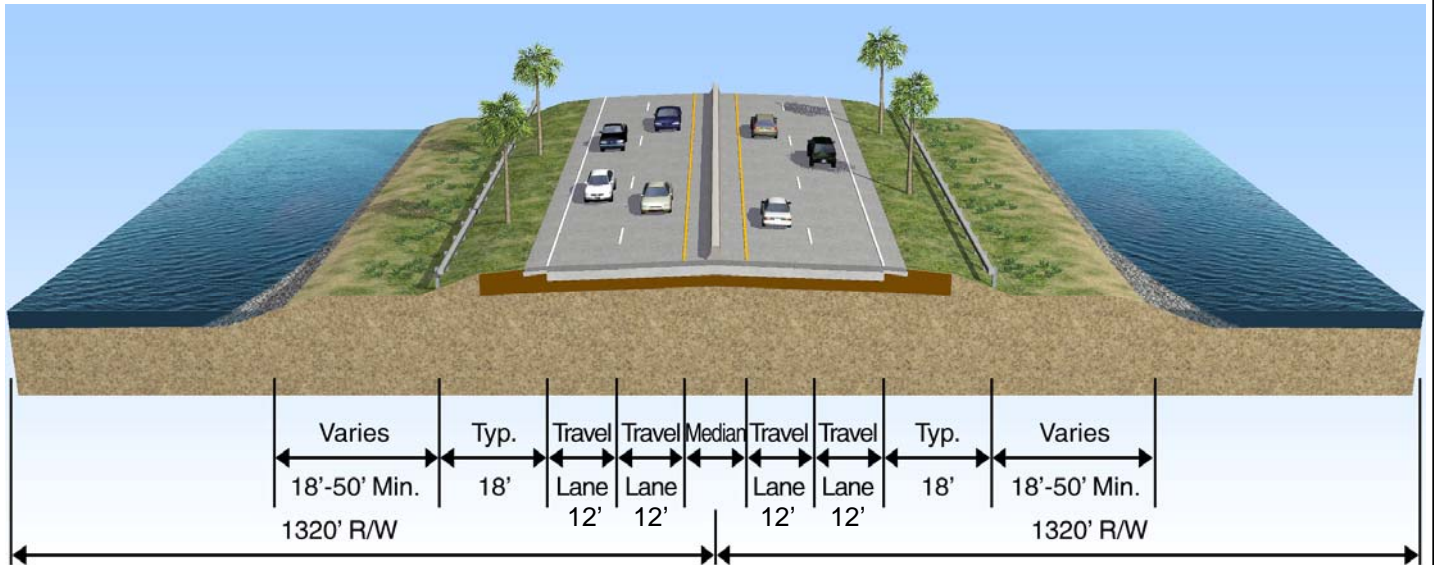


1.2 Existing Facility

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.

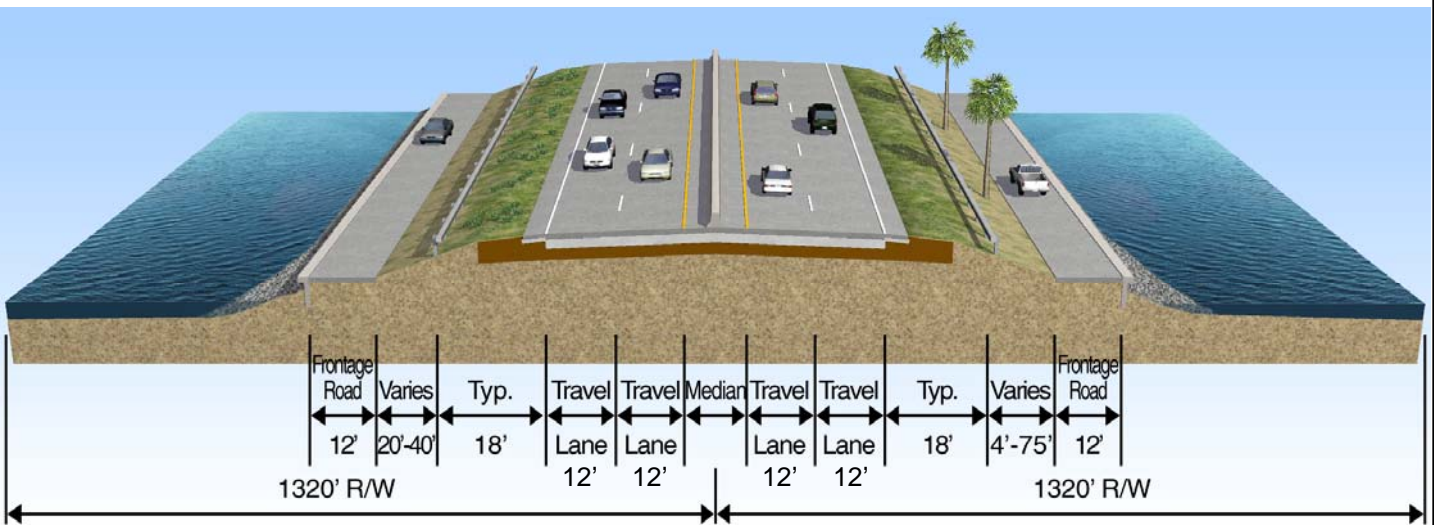
Existing Typical Section No. 1



(Applies from Begin Project to Structure No. 1*)

*Note: Frontage Road and seawall shown in Existing Typical Section 2 below begins at sta 85+00 in eastbound direction, but is no longer accessible to general public

Existing Typical Section No. 2



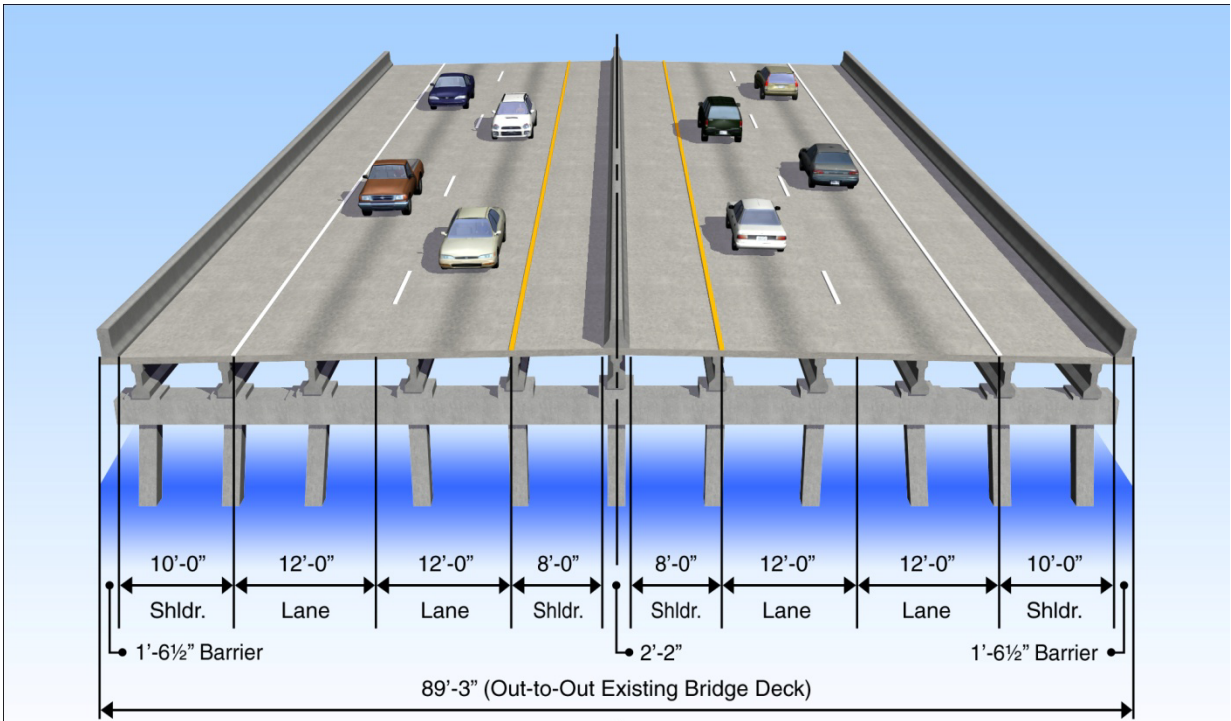
(Applies from Structure No. 1* to End Project)



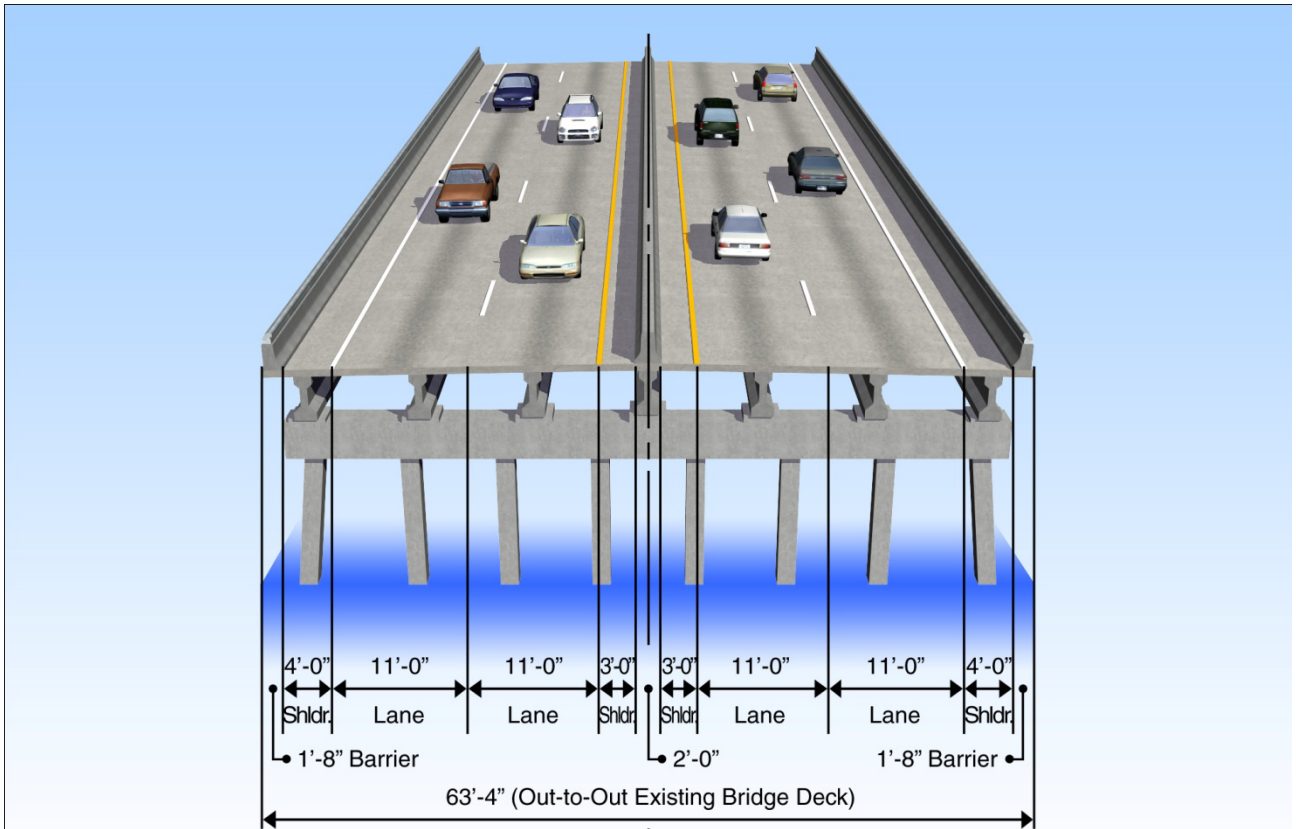
SR 60 Multi-Use Trail PD&E Study
 Bayshore Blvd to West of
 Ben T. Davis Beach Entrance
 WPI Segment No.: 422640 2
 Pinellas & Hillsborough Counties

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

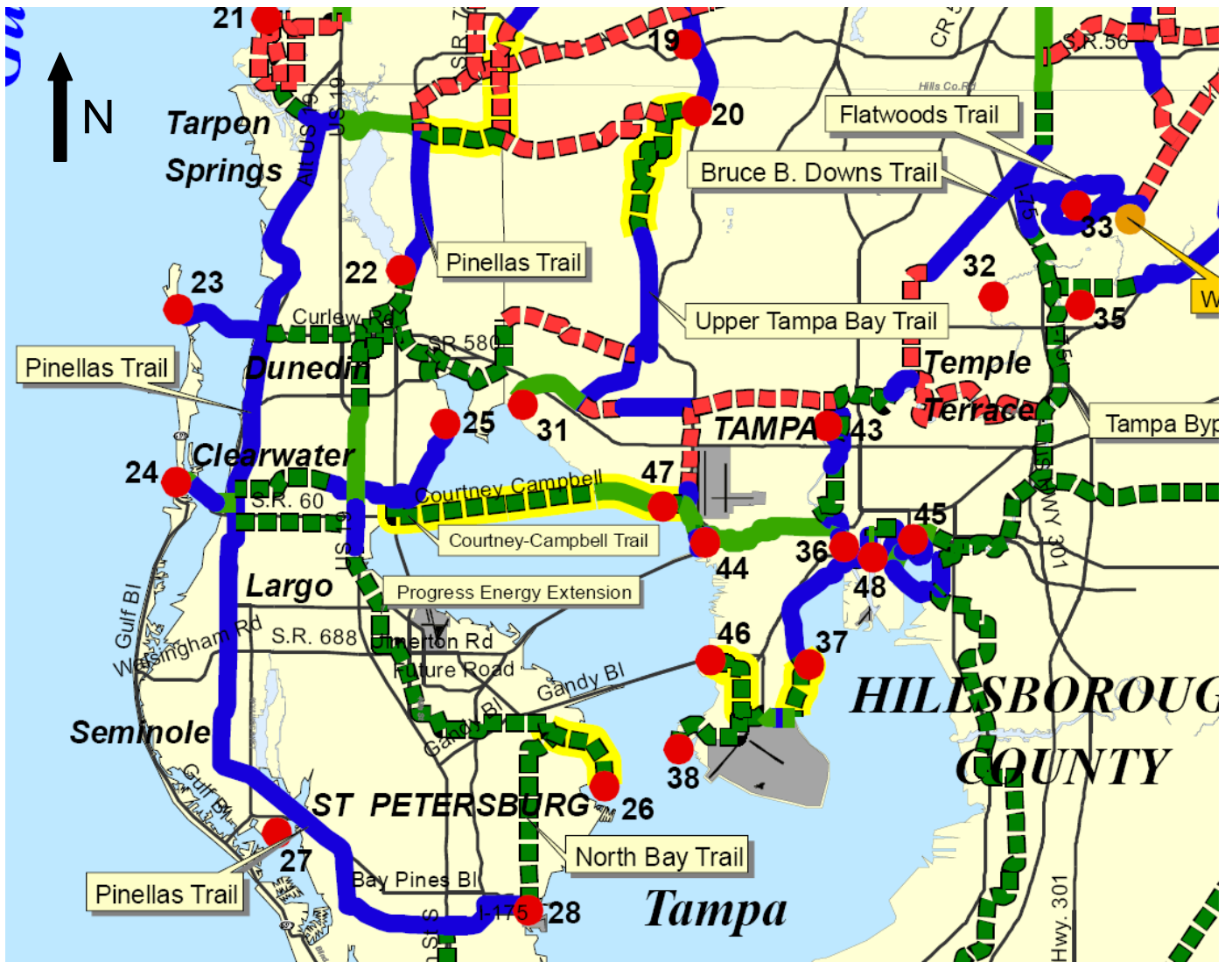
**Existing Bridge
 Typical Sections
 (facing east)**

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

Connects Cypress Point Park, Courtney Campbell Causeway and Skyway Park

Source: City of Tampa, Parks & Recreation Department, September 2010



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

U-Path Trail

Figure 1-6

1.4 Report Purpose

This *Wetlands Evaluation and Biological Assessment Report (WEBAR)* is one of several documents that were prepared as part of this PD&E study. This report documents wetlands and protected species. Pursuant to Presidential Executive Order 11990 entitled “Protection of Wetlands,” (May 1977) the U.S. Department of Transportation (USDOT) has developed a policy, Preservation of the Nation’s Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally-funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as *Part 2, Chapter 18 - Wetlands* of the FDOT *PD&E Manual*, two (2) project alternatives (Build and No-Build) were assessed to determine potential wetland impacts associated with construction of each alternative.

This report also documents existing wildlife resources and habitat types found within the project area for potential occurrences of federal and state listed protected plant and animal species in accordance with *Part 2, Chapter 27 - Wildlife and Habitat Impacts* of the FDOT *PD&E Manual*. Potential impacts to protected species and critical habitat (CH) that may support these species are also addressed in this report.

An Essential Fish Habitat (EFH) Assessment is also included as part of this report in accordance with *Part 2, Chapter 11 – Essential Fish Habitat* of the FDOT *PD&E Manual* and the requirements of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) of 1996. This assesses waters and substrate necessary to fish for spawning, breeding, feeding, and development to maturity.

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.

2.2 Build Alternatives

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

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.

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.

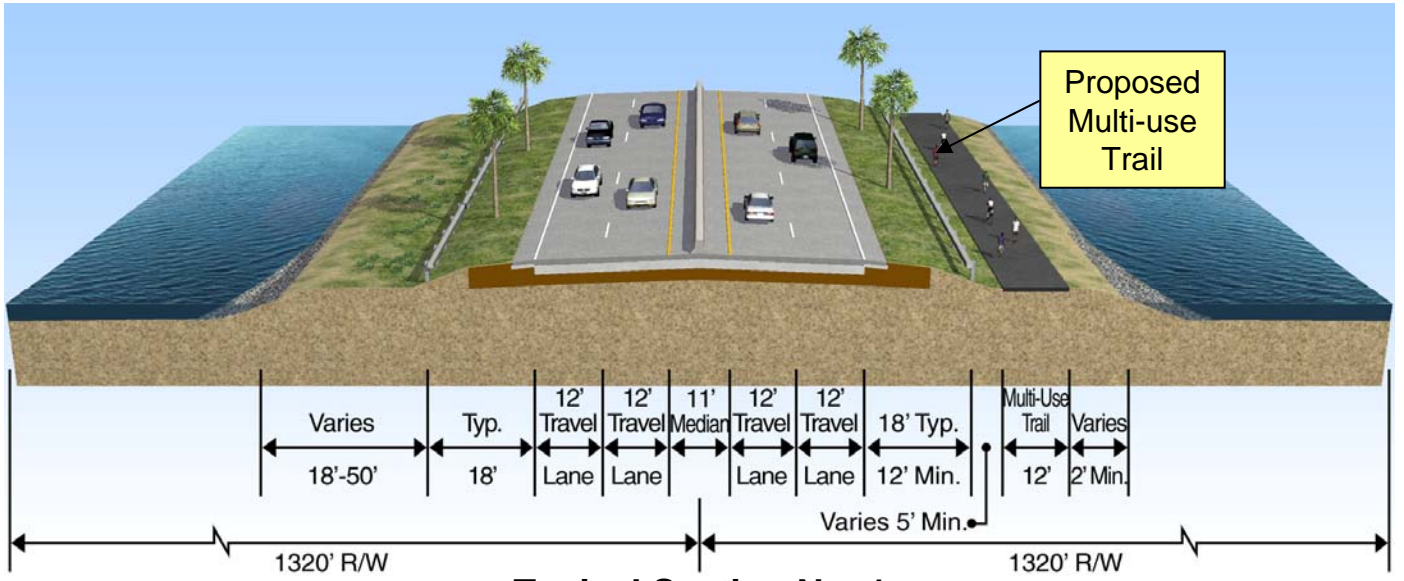
Typical Section #2 - from approx. Sta 69+00 to 106+00, 111+00 to 256+50 and 394+00 to 412+00

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 minimum 2 foot separation from the back of the guardrail posts to the inner edge of the trail is required. A 5 foot desired or 2 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.

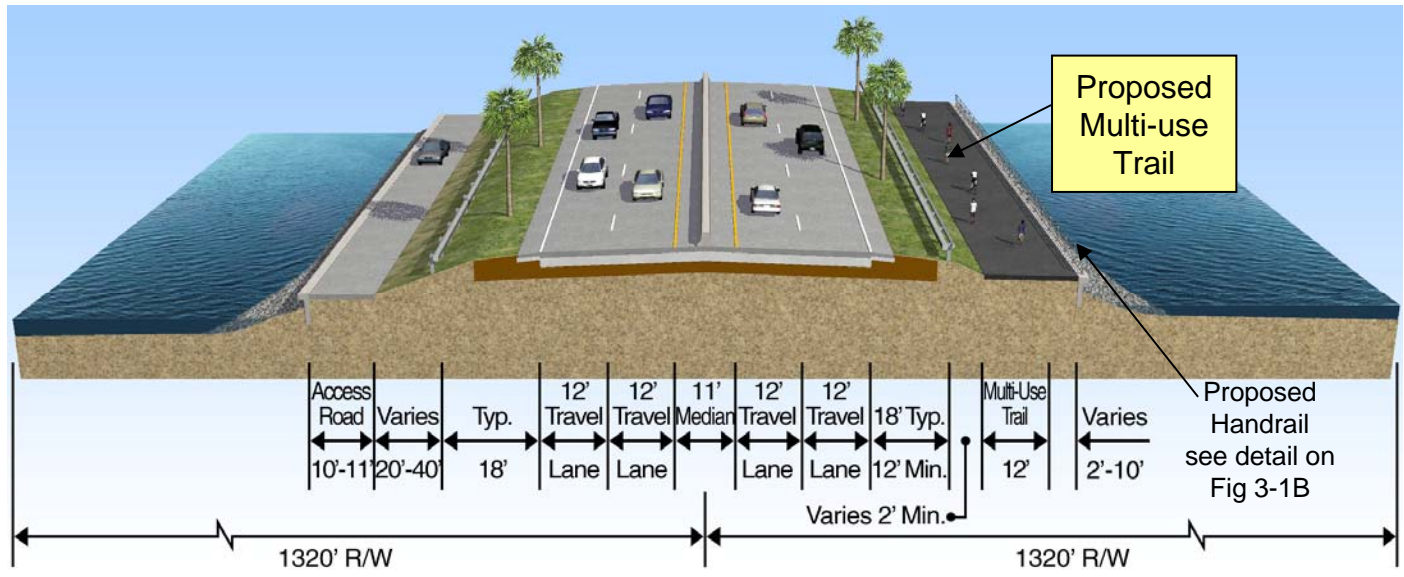
Typical Section #3 - from approx. Sta 256+50 to 265+00, 300+00 to 394+00

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 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.

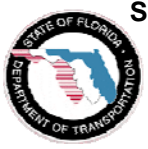
According to the Feasibility Study Report, the majority of existing access road pavement that could be incorporated into the proposed trail is located on both sides of the Causeway directly adjacent to the existing revetment system and seawall. This existing surface of the access road was installed between 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.



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



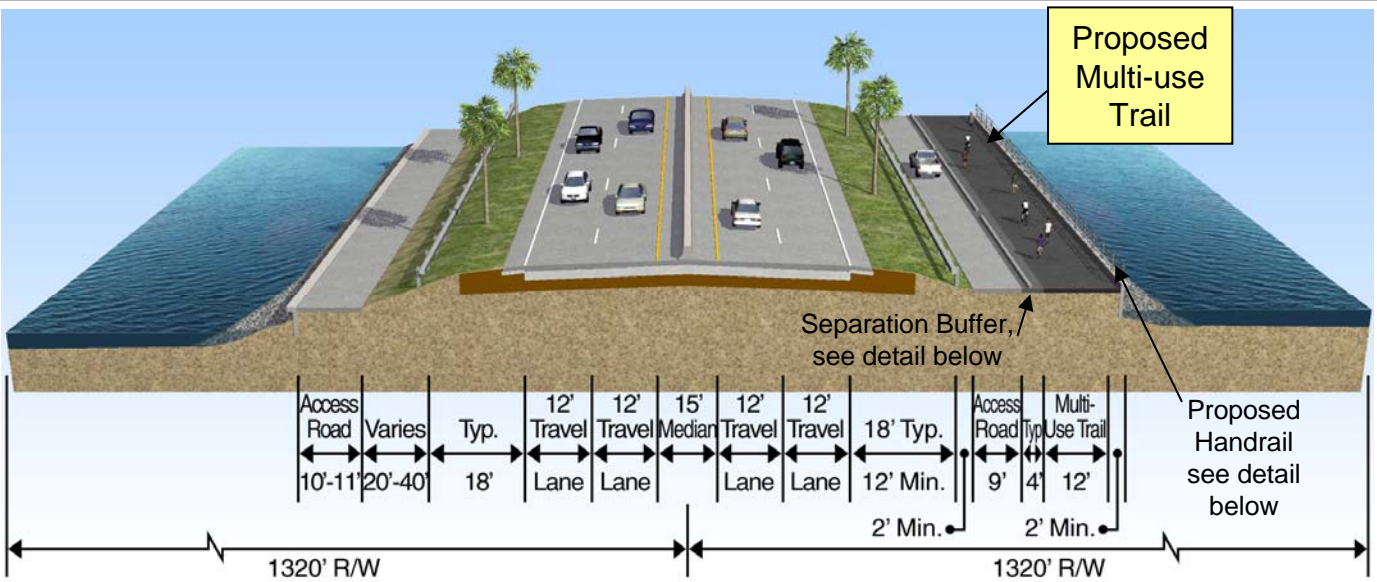
Typical Section No. 2
 Station 69+00 to Station 106+00 / Station 111+00 to Station 256+50
 Station 394+00 to Station 412+00



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)**

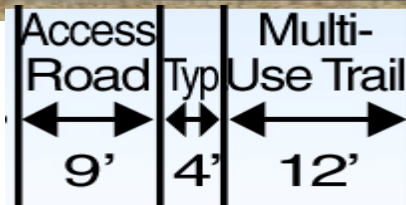
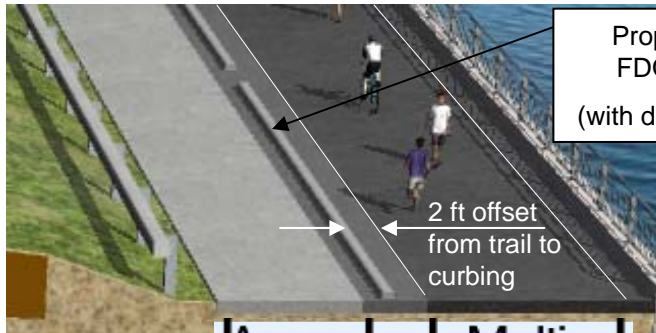
Figure 2-1A



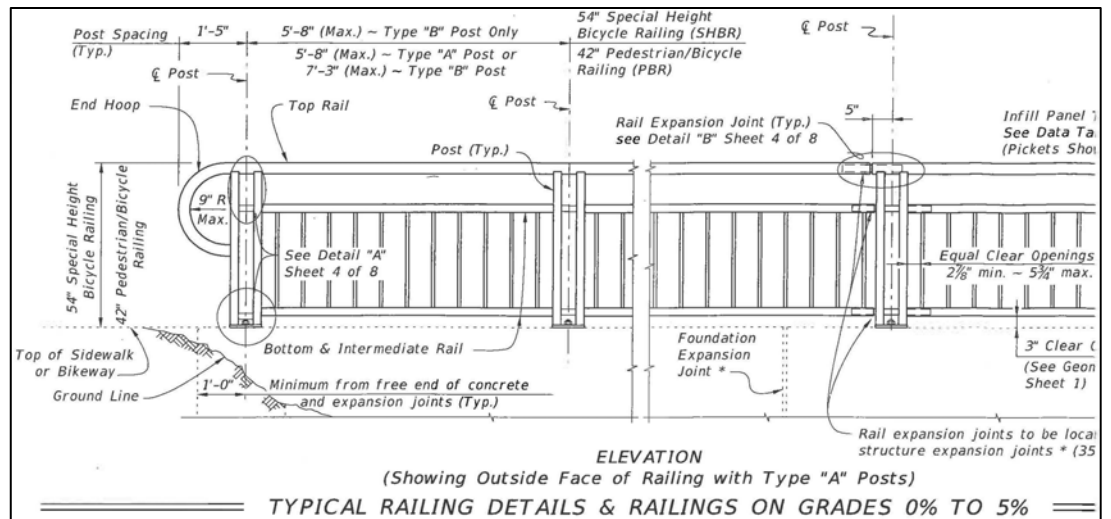
Typical Section No. 3

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

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 2006, 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 2005, the existing Causeway bridge has a structural sufficiency rating of 71.0 percent and was classified as "not deficient, above minimum tolerable." The structure has no Load Rating restrictions.

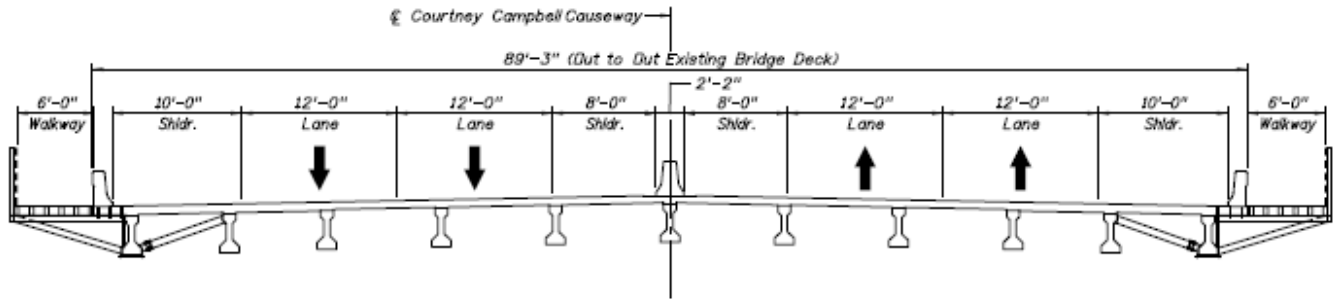
Navigational Issues - The SR 60 bridges cross over the northern regions of Old Tampa Bay. Old Tampa Bay is a high traffic zone used mainly by recreational vessels in this area.

The navigable channel consists of:

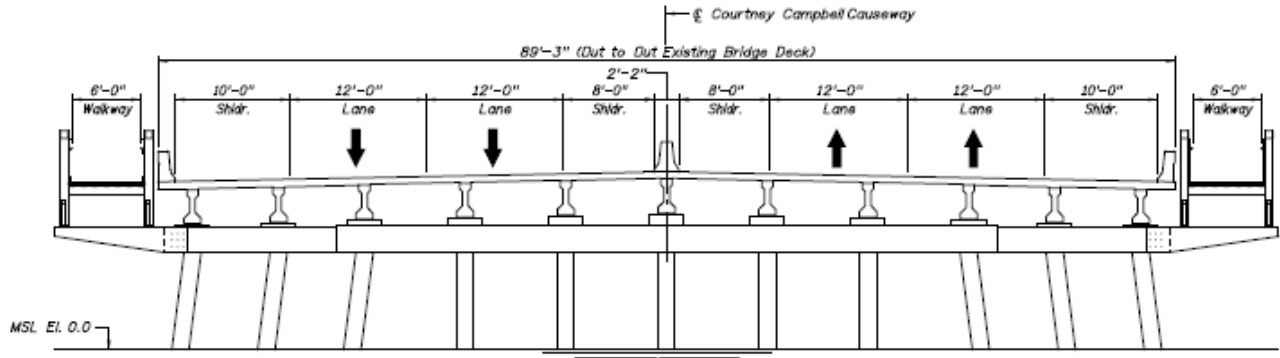
Structure 1 – The current structure has a vertical clearance of 10.70' the mean high water and a horizontal clearance of 40'. Deepest high water depth – 6' (Based on as-built construction drawings).

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.

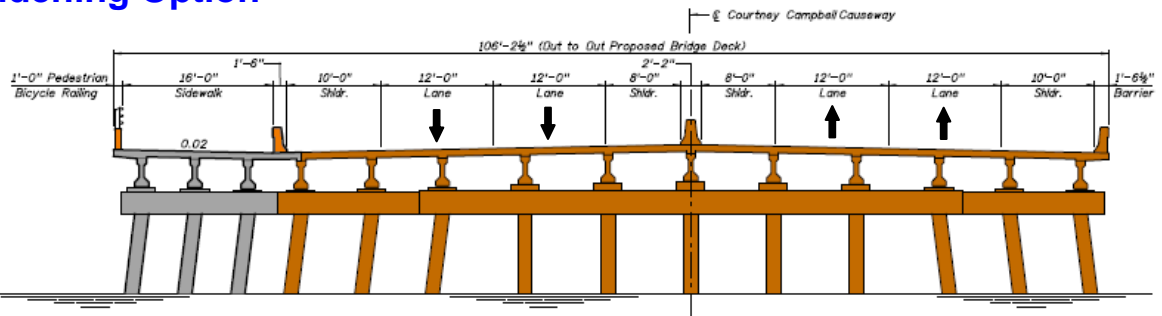
Cantilevered Walkways Option



Cantilevered Prefab Truss Option



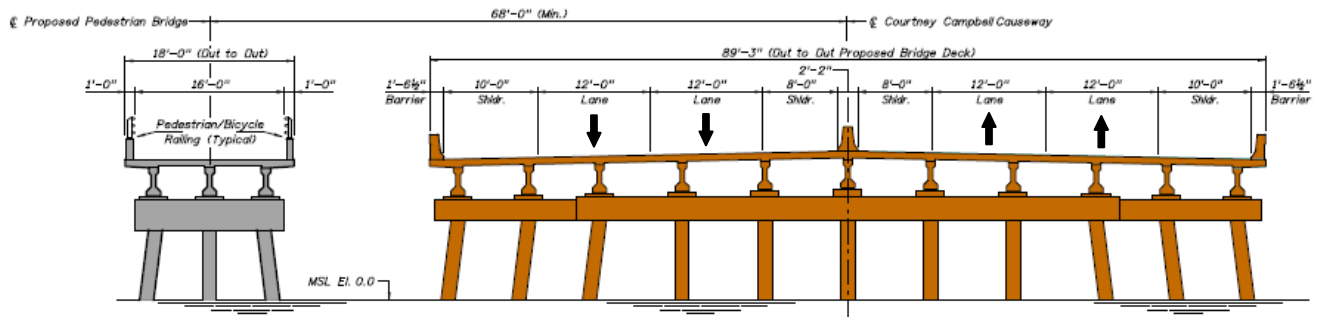
Bridge Widening Option



OPTION W2

NORTH ALIGNMENT ALTERNATIVE SHOWN
SOUTH ALIGNMENT ALTERNATIVE IS A MIRROR IMAGE

Independent Structure Option



OPTION IS

NORTH ALIGNMENT ALTERNATIVE SHOWN
SOUTH ALIGNMENT ALTERNATIVE IS A MIRROR IMAGE

Structure 1



SR 60 Multi-Use Trail PD&E Study

Bayshore Blvd to west of the Ben T. Davis Beach entrance

WPI Segment No.: 422640 2
Pinellas & Hillsborough Counties

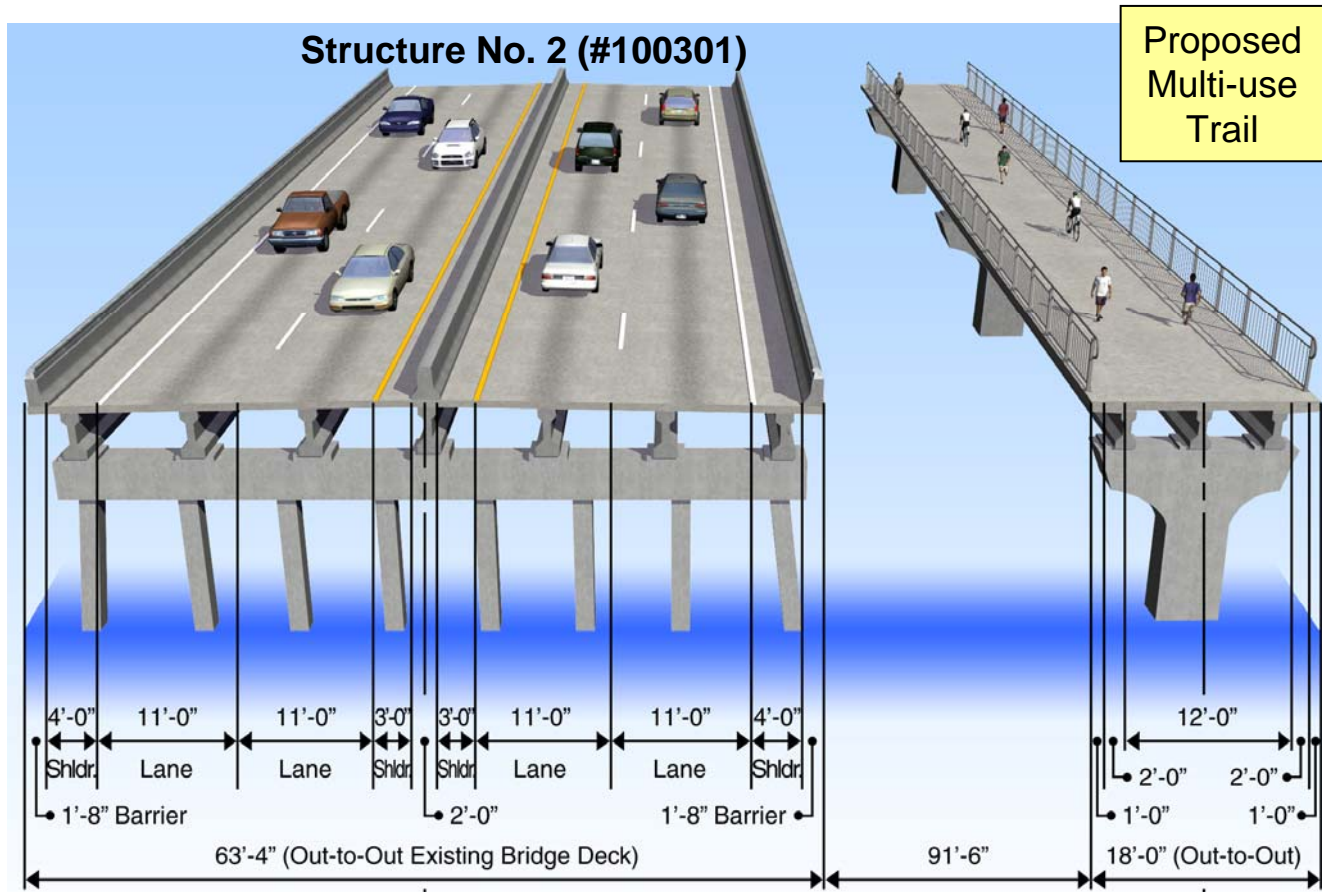
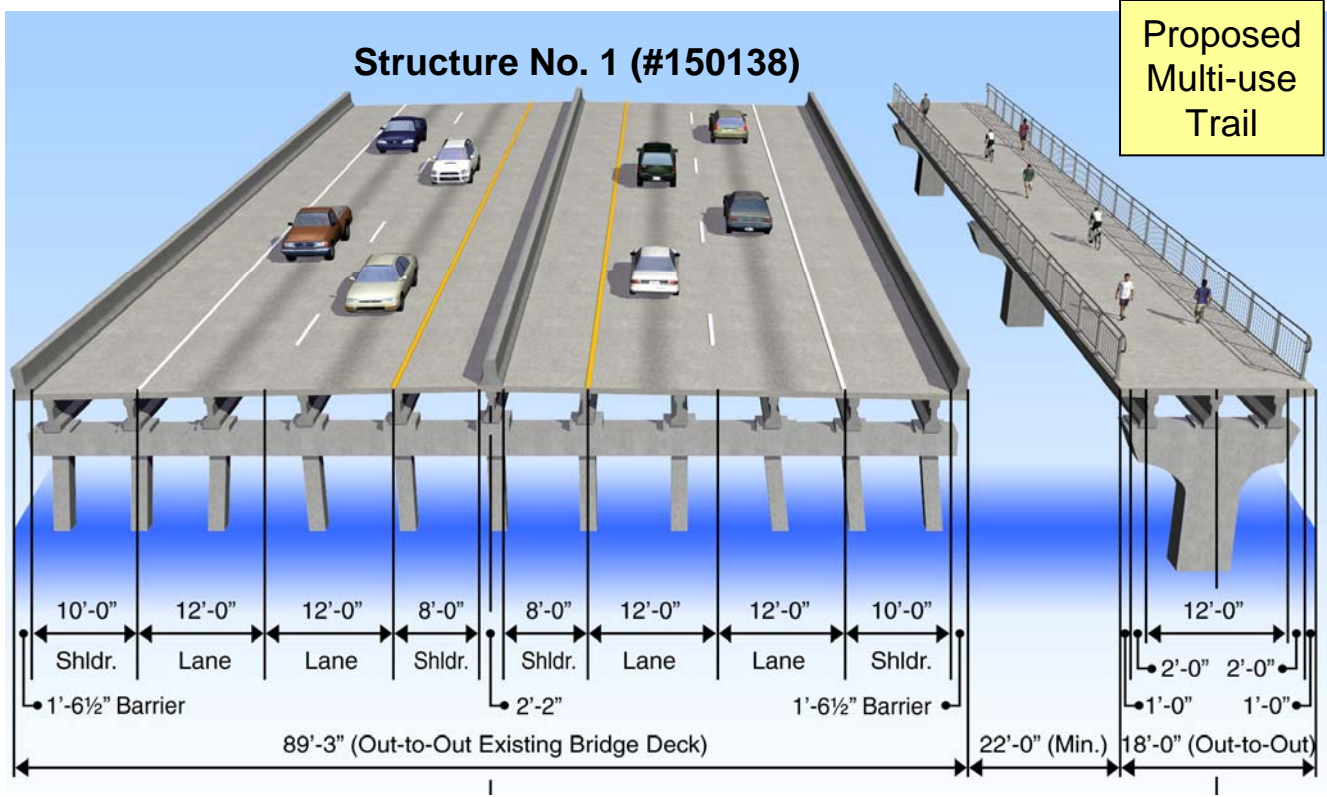
Bridge Alternatives Considered
in the Feasibility Study

Figure 2-2

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 EXISTING ENVIRONMENTAL CONDITIONS

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 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 isolated mangrove areas which consist of as few as one mangrove in many areas.

3.1.1 Natural & Biological Features

The project is located along a man-made causeway and two bridge structures over Old Tampa Bay. Safety Harbor is adjacent to the project corridor to the north. The two proposed bridges will traverse open waters of Old Tampa Bay and are proposed to be independent structures from the existing SR 60 bridges. Mangrove swamps and sparse mangrove pockets are located along the Causeway, a majority of which are located on the north side. Seagrass beds exist at various points along the south side of the Causeway. Seagrass beds along the Causeway have been categorized by SWFWMD as both "continuous" and "discontinuous – patchy" and were field verified by biologists in December 2010 and January 2011.

3.1.2 Upland Communities

Upland communities identified within and adjacent to the project corridor are provided in this section. These communities are classified according to FLUCFCS (FDOT 1999). Field reviews confirmed community boundaries and were conducted to determine the presence or potential for occurrence of threatened and endangered species. A description of federal and state protected species observed during field surveys is also included, where applicable. These protected species are also discussed in greater detail in **Section 5**.

Residential (FLUCFCS 1200 & 1300)

This classification includes developed lands consisting of medium-density residential with 2-5 units per acre and high-density residential developments with 6 or more units per acre. Both of these land uses are located northwest of the project corridor with high-density residential located closer to the project corridor. Bahia grass (*Paspalum notatum*) and various other grasses are present within the residential lands. Minimal tree cover or other types of natural upland communities are located within these areas.

No protected or listed species were observed within these areas during field reviews.

Commercial and Services (FLUCFCS 1400)

This classification is predominantly associated with the distribution of products and services. This land use is located at the western end of the project near Bayshore Boulevard and west to McMullen Booth Road on the north side of the Causeway. These facilities include a Sunoco gas station, insurance sales company, bike store, and the FDOT Clearwater Construction Office.

No protected or listed species were observed in this habitat during field reviews.

Institutional (FLUCFCS 1700)

Institutional land uses include educational, military, religious and health facilities. This encompasses all buildings, parking areas and grounds associated with the facility. For this project, Clearwater Christian College is located north of the Causeway at Damascus Road. The college consists of numerous buildings, parking areas, athletic fields, and open grassed areas. This facility is located outside of the project area.

No protected or listed species were observed in this habitat during field reviews, although numerous species are likely to inhabit surrounding coastal and mangrove areas surrounding most of the facility.

Recreational (FLUCFCS 1800)

Recreational areas are those areas where user-oriented recreation activities occur or could occur within the actual physical limits. This category includes golf courses, beaches and shores, parks, marinas, fairgrounds and other similar facilities. Ben T. Davis Beach is a

public beach with picnic pavilions located at the eastern terminus of this project. No protected or listed species were observed in this habitat during field reviews.

Transportation (FLUCFCS 8100)

Transportation facilities are utilized for the movement of people and goods and as a result are major influences on land and define many land use boundaries. The transportation corridor for SR 60 (Courtney Campbell Causeway) consists of mainly spoil material that was brought in to construct the Causeway. There are some open grassed areas as well as landscaped areas consisting of mainly palm trees with a few oaks and other canopy tree species. The south side of the Causeway consists of a seawall that runs the majority of the project length. Riprap is located waterward of the seawall and has a width ranging from approximately 10-20 feet in most areas.

Protected species were observed within the transportation corridor but were generally located near the water within the riprap areas south of the Causeway. These species include the little blue heron (*Egretta caerulea*) and the snowy egret (*Egretta thula*), both state-listed as species of special concern. Other wading birds and potentially some shore birds have the potential to exist along the project corridor.

Utilities (FLUCFCS 8300)

This category includes power generation facilities, water treatment plants, overhead transmission line easements, and aeration fields associated with the facilities. These areas are generally heavily maintained areas with a prevalence of sod grasses and some landscape shrubbery, in addition to other low lying grasses and forbs. The City of Clearwater East Pollution Control Facility is located west of Bayshore Boulevard on the south side of the Causeway. This site is a water treatment facility with reclaimed water lines running to the nearby landscaped areas.

No protected or listed species were observed in this habitat during field reviews.

3.1.3 Wetlands & Surface Water Communities

In accordance with Executive Order 11990, "Protection of Wetlands" (May 1977), the proposed project has been evaluated for potential effects to wetlands. Wetland locations and boundaries were identified and approximated using aerial interpretation and field reviews conducted in December 2010. Wetland boundaries were visually approximated using the U.S. Army Corps of Engineer's (USACOE) "*Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region*" (2008) and the Florida Department of Environmental Protection's (FDEP) "*Delineation of the Landward Extent of Wetlands and Surface Waters*" (1995) (Chapter 62-340, F.A.C). Mapping of wetland habitat types is provided in **Appendix A** as part of the land use map.

3.1.3.1 Methodology

A variety of resources including the NWI maps, Soil Surveys for Pinellas and Hillsborough Counties, USGS topographical maps, and aerial photographs (2008-2010) were utilized to identify the wetland communities that occur within the study area. Field reviews were also conducted in December 2010 to verify information from these resources as well as make any necessary adjustments.

All wetland and surface water features within and immediately adjacent to the project corridor were mapped on a scale of 1" = 600' aerial photographs (2008-2010) and categorized in accordance with the appropriate FLUCFCS designation. Wetlands were also classified utilizing the "*Classification of Wetlands and Deepwater Habitats of the United States*" (Cowardin *et al.*, 1979) developed by the U.S. Fish and Wildlife Service (USFWS) within the report. The wetland and surface water information was mapped together with the existing land use data and can be found in **Appendix A**.

There are primarily three wetland/surface water habitat types located within and/or adjacent to the project corridor within the limits of this study. These habitat types include bays and estuaries, mangrove swamps, and saltwater marshes. More detailed descriptions of these habitat types are found below. Representative photographs of these habitats can be found in **Appendix B**. Seagrass beds are also located within Old Tampa Bay adjacent to the project corridor and are discussed in **Section 6**.

3.1.3.2 Wetlands

Bays and Estuaries (FLUCFCS 5400)

Estuarine Subtidal Open Water (E1OW)

The FLUCFCS manual describes this community as inlets or arms of the sea that extend into the land and are included within the land mass of Florida. Bays and estuaries for this project include Old Tampa Bay and Safety Harbor (located to the north). The Causeway traverses Old Tampa Bay from Pinellas County to Hillsborough County with two bridge structures located within the project limits. Portions of the Bay located to the south of the Causeway do have seagrass beds which have been classified by SWFWMD as both "continuous" and "discontinuous-patchy".

Field reviews identified the state-protected species little blue heron and snowy egret. These species are listed as species of special concern and were observed within the riprap located along the face of the seawall south of the Causeway.

Mangrove Swamps (FLUCFCS 6120)

Estuarine Intertidal Forested with Broad Leaf Evergreens (E2FO3)

Mangrove swamps are identified as a coastal hardwood community consisting of predominantly red mangroves (*Rhizophora mangle*) and black mangroves (*Avicennia*

germinans). Other vegetation typically associated with this habitat type includes the white mangrove (*Laguncularia racemosa*), buttonwood (*Conocarpus erectus*), cabbage palm (*Sabal palmetto*), and sea grape (*Coccoloba uvifera*). Mangrove swamps within the project corridor are located mainly on the north side of the Causeway and consist of white, red and black mangroves. A few mangrove patches are also located on the south side of the Causeway within the riprap located near the seawall, most of which are white mangroves.

No protected or listed species were observed in this habitat during field reviews. However, the mangroves extend well beyond the limits of the Causeway on the north side, and those areas were not visible from land.

Saltwater Marsh (FLUCFCS 6420)

Estuarine Intertidal Emergent with Persistent Vegetation (E2EM1)

According to the FLUCFCS manual this community is dominated by one or more of a list of salt tolerant herbaceous species. Saltwater marshes are located west of the project corridor on the north side of the Causeway. Water levels within this marsh are semi-permanent and tidally influenced. This system consists of needle rush (*Juncus roemerianus*), with occasional giant leather fern (*Acrostichum danaeifolium*), scattered Brazilian pepper (*Schinus terebinthifolius*), and cabbage palm. Brazilian pepper is the primary nuisance/exotic species within the system.

No protected or listed species were observed in this habitat during field reviews.

3.2 Soils

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.

3.3 Significant Waters & Protection Areas

Outstanding Florida Waters (OFW) and Aquatic Preserves are covered under the Special Designations section of the ETDM process. This section has been prepared in accordance with *Part 2, Chapter 19 – Aquatic Preserves* and *Part 2, Chapter 21 – Outstanding Florida Waters* of the FDOT's *PD&E Manual*.

3.3.1 Outstanding Florida Waters / Aquatic Preserves

Portions of Old Tampa Bay are designated as an OFW and are located within the Pinellas County Aquatic Preserve. The OFW and Aquatic Preserve designation is for all portions of Old Tampa Bay and Safety Harbor located within Pinellas County. The Bower Tract, a small portion of Old Tampa Bay located north of the project area within Hillsborough County, is also classified as an OFW. Currently there are two bridges along the Causeway within the project limits. This project proposes construction of two new independent structures located south of the existing bridges. Best management practices will be implemented during construction to make sure there are no adverse impacts to water quality. No stormwater facilities will be constructed for this project since the project consists of a multi-use trail that will not be subject to motorized vehicles.

Section 4 WETLAND IMPACTS

The proposed SR 60 multi-use trail will be constructed within the existing FDOT right of way for the preferred alternative. The construction of the multi-use trail on the south side of the Causeway will result in no impacts to wetlands. However, potential impacts to discontinuous isolated mangroves are anticipated. It is likely that the mangroves will not need to be removed since they are located waterward of the existing seawall. Trimming of the mangroves may need to be conducted to construct the project.

Each of the mangroves areas that may be impacted by the construction of the multi-use trail is shown on the Land Use Map in **Appendix A**. The mangroves along the south side of the Causeway are mainly white mangroves that are confined by the riprap that surrounds the base of the trees, restricting their growth. These mangroves provide minimal habitat since they are either individual trees or small clusters located near the top of bank of the riprap. Most of the mangroves do not extend out over the Bay and do not provide any habitat for aquatic species.

Uniform Mitigation Assessment Method (UMAM) analyses were not conducted to evaluate wetland functions and values since impacts to mangroves could not be quantified based on the fact that most of the mangroves will likely just need to be trimmed to allow for construction of the project. The overall qualitative analysis of the mangroves is the mangroves are in fair to good condition. Trimming of these mangroves should not have an adverse impact to the ecosystem.

4.1 Wetland Impact Mitigation

Project constraints and right of way limits provide no practicable alternatives to avoid temporary impacts to isolated mangroves. Permanent impacts are unlikely and will be limited to the smallest degree possible through design. Temporary impacts to wetlands will be avoided or minimized utilizing best management practices (BMPs) and FDOT's *"Standard Specifications for Road and Bridge Construction"*.

Impacts for this project will likely be addressed pursuant to S. 373.4137, Florida Statutes (F.S.) in order to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 United States Code (U.S.C.) 1344. Other potential mitigation options include purchase of credits from an approved mitigation bank and wetland creation, enhancement, or preservation. Further coordination with the appropriate permitting agencies will be conducted during final design and permitting.

4.2 Coordination with the Permitting Agencies

Environmental permits and authorizations will likely be required for this project from the following agencies:

- USACE
- USFWS
- U.S. Coast Guard (USCG)
- SWFWMD
- Hillsborough County Environmental Protection Commission (HCEPC)
- FDEP
- Florida Fish and Wildlife Conservation Commission (FFWCC)
- Tampa Port Authority (TPA)

Section 5 PROTECTED SPECIES & HABITAT

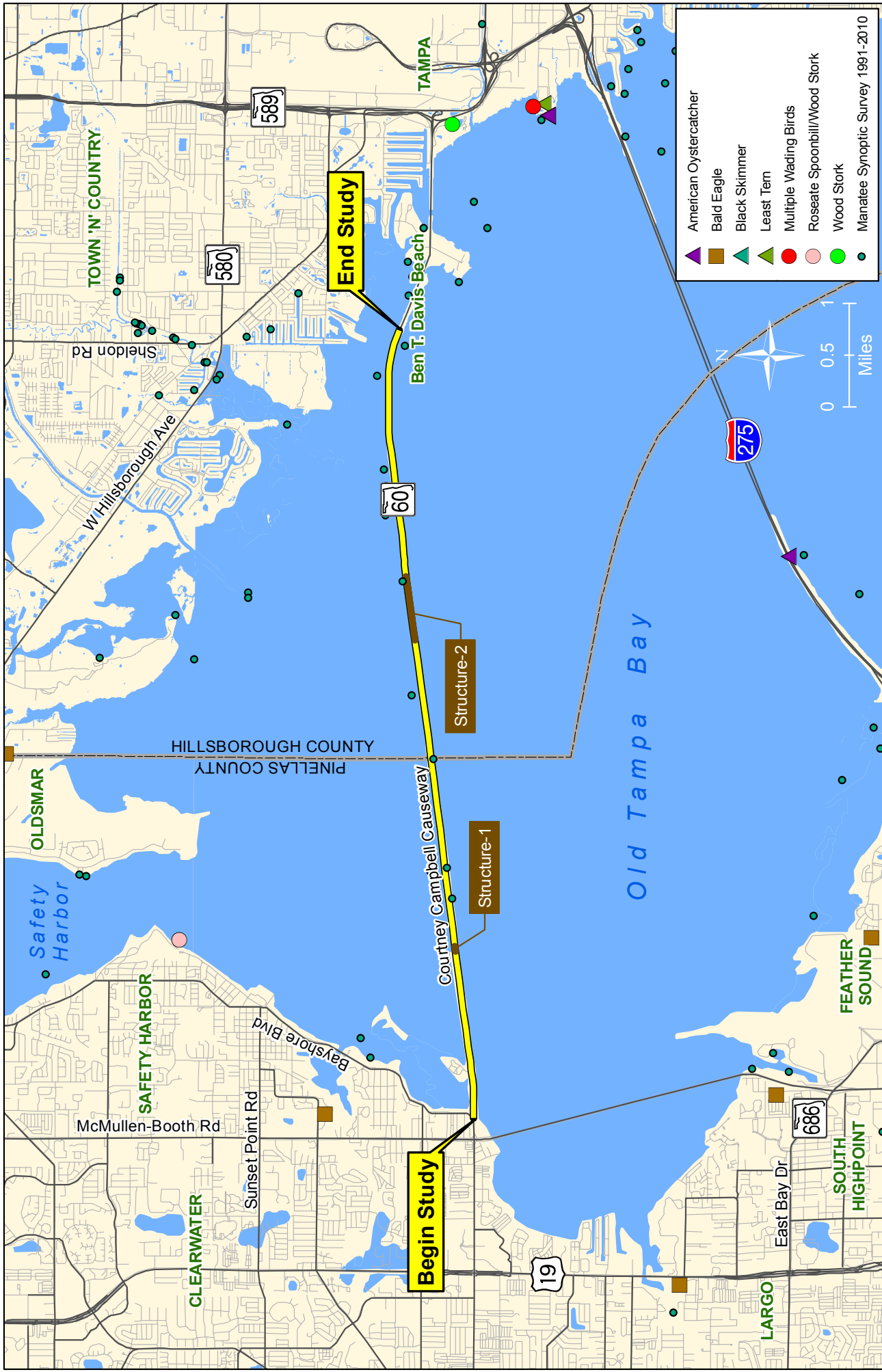
The project corridor was assessed for the presence of suitable habitat for federal- and/or state-listed protected species in accordance with 50 Code of Federal Regulation (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40 and 68A-27 F.A.C., and *Part 2, Chapter 27 - Wildlife and Habitat Impacts* of the FDOT PD&E Manual.

5.1 Methodology

Literature reviews, agency data base searches and coordination, analysis of GIS data, and preliminary field reviews were conducted in order to determine protected species and potential critical habitat that exists within the project corridor. The SWFWMD land use data and recent aerial photographs (2008-2010) were reviewed to assist in determining habitat types occurring within and adjacent to the project corridor. Information sources and databases utilized include the following:

- ETDM Programming Screen Summary Report SR 60 (Project #13102)
- USFWS
- Florida Natural Areas Inventory (FNAI)
- FFWCC database
- Pinellas and Hillsborough County Soil Surveys
- FFWCC - Eagle Nest Locator for Pinellas and Hillsborough (2009-2010 nesting season data)
- FFWCC - Waterbird Colony Locator (1999) (10 mile radius)
- FFWCC - Strategic Habitat Conservation Areas (SHCA) (1994) (10 mile radius)
- USFWS – Critical Habitat (CH) for Threatened and Endangered Species
- USFWS - Wood Stork Rookeries Core Foraging Area (CFA) (15.0 mile radius)

Figures 5-1, 5-2, and 5-3 provide historic species occurrence and protected habitat results from the database searches. **Figure 5-1** illustrates species occurrence records from multiple agencies and databases within the Old Tampa Bay area. **Figure 5-2** includes the results of the Wood Stork Core Foraging Area (CFA) and shows wood stork colonies within a 15-mile buffer of the project as well as others in the surrounding area. **Figure 5-3** includes the SHCAs, the Waterbird Colony Locator. No CH was found within the project corridor.

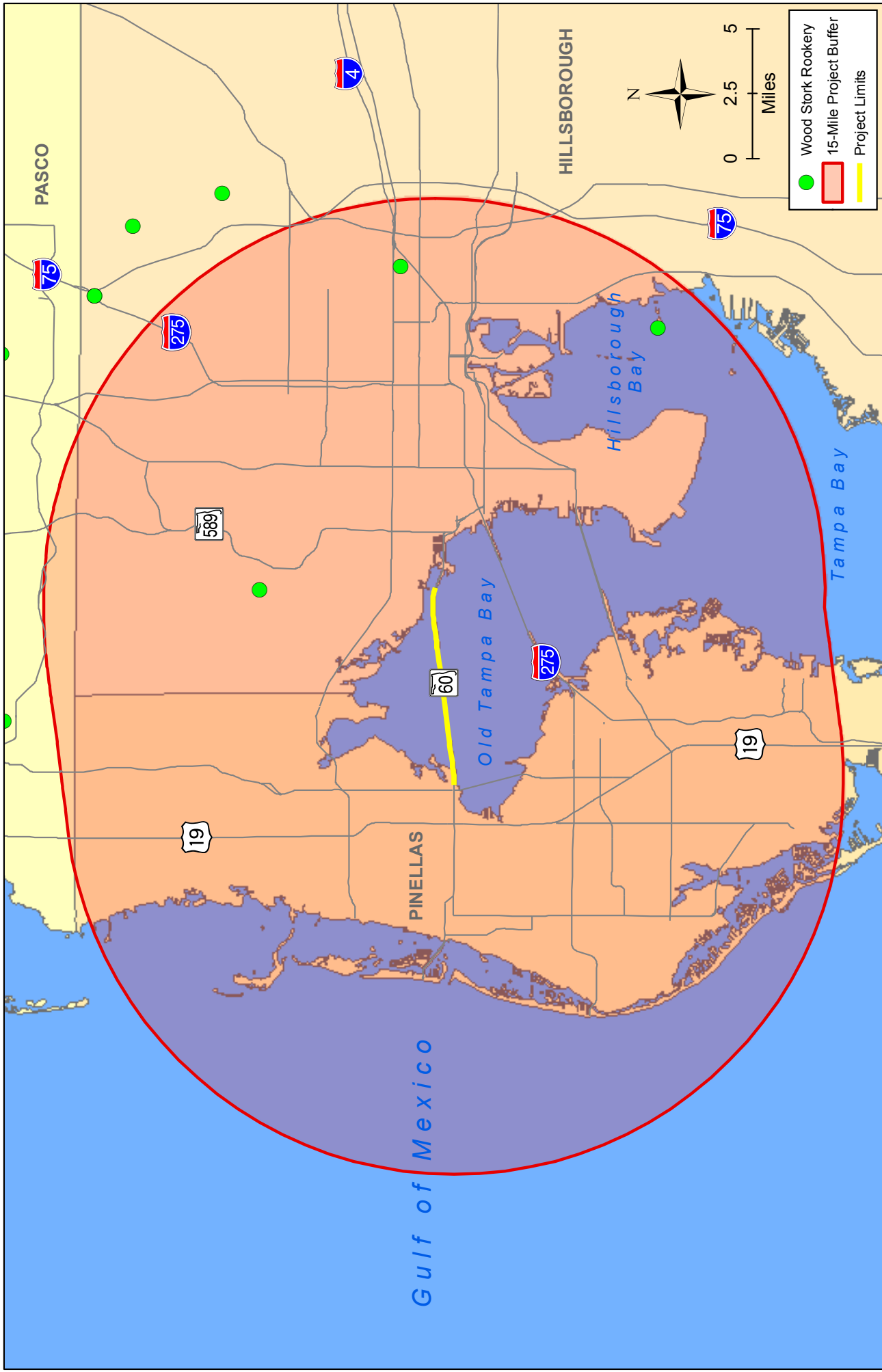


SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

**Historic Species Occurrence
 Agency Database Results**

Source: FWC, FNAI

Figure 5-1

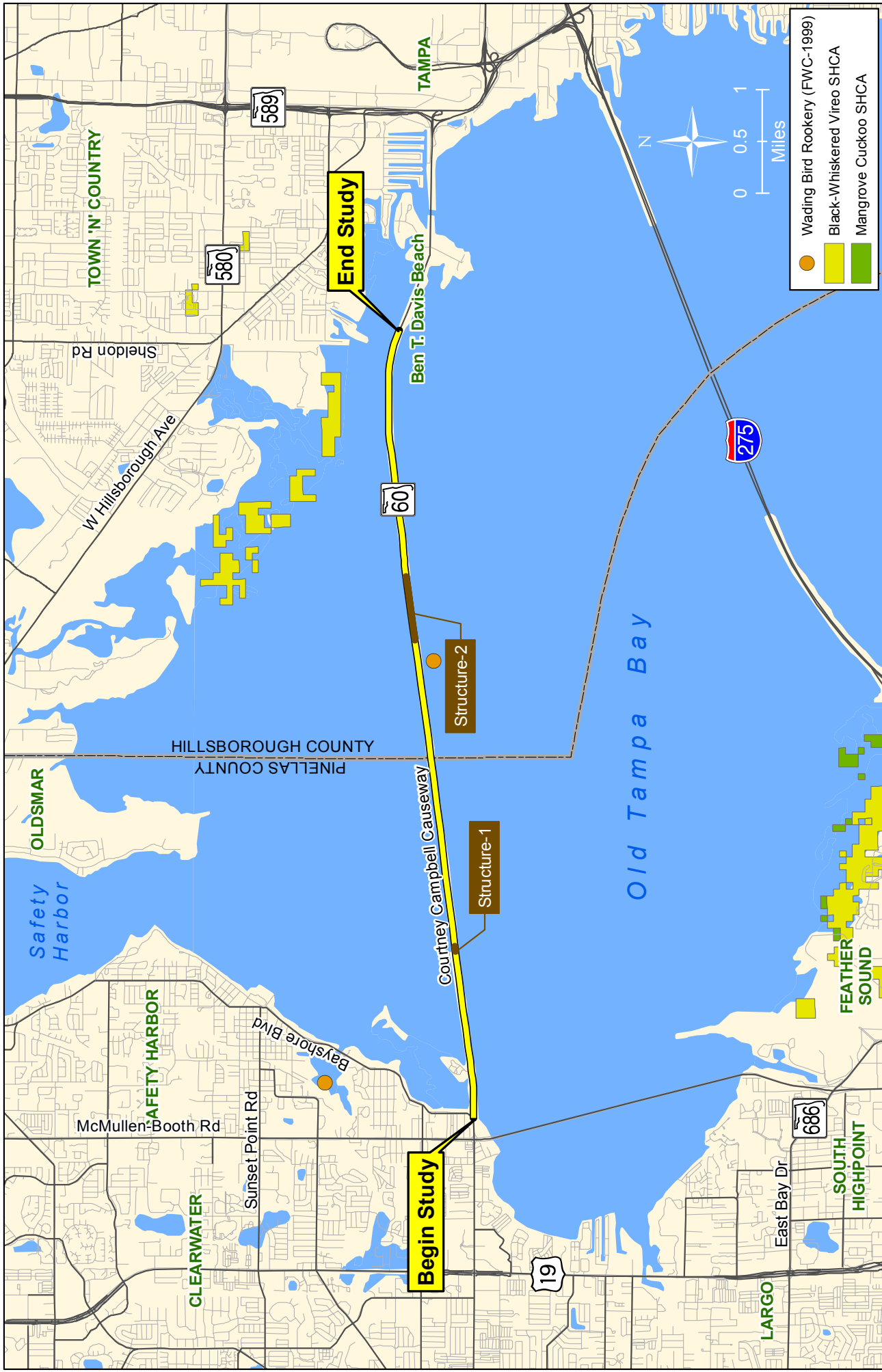


SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: USFWS

**Wood Stork Rookeries
 15-Mile Radius**

Figure 5-2



● Wading Bird Rookery (FWC-1999)
 Black-Whiskered Vireo SHCA
 Mangrove Cuckoo SHCA

N
 0 0.5 1
 Miles

**Strategic Habitat Conservation Areas
And Historic Wading Bird Colonies**

Figure 5-3

Source: FWC

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



Field reviews/surveys were conducted based on findings from the initial literature and GIS data reviews. The field reviews were conducted in December 2010 and consisted of both vehicular surveys and pedestrian reviews of the project corridor. The ETDM screening was used as a reference to review agency comments provided during the process and also provide focal species identified by the reviewing agencies. The Programming Screen Summary Report was used to make sure all comments from the reviewing agencies are addressed. The ETDM Summary Report, published June 16, 2011, is located in **Appendix D**.

A list of potentially occurring protected species was developed, and each species was assigned a low, moderate or high likelihood for occurrence within habitats found on the project corridor. If a species or species indicator was observed during field reviews it is identified as present. **Table 5-1** lists the federal and state protected wildlife species with the potential to occur within the project corridor, based on potential availability of suitable habitat and known ranges. Definitions for likelihood of occurrence are provided below:

Low - Species with a low likelihood of occurrence within the project corridor are defined as those species that are known to occur in Pinellas and Hillsborough Counties or within the region, but preferred habitat is limited on the project corridor.

Moderate - Species with a moderate likelihood for occurrence are those species known to occur in Pinellas and Hillsborough Counties or nearby counties, and for which suitable habitat is well represented on the project corridor, but no observations or positive indications exist to verify their presence.

High - Species with a high likelihood for occurrence are suspected within the project corridor based on known ranges and existence of sufficient preferred habitat on the corridor; are known to occur adjacent to the corridor; or have been previously observed or documented in the vicinity.

Table 5-1 Potentially Occurring Listed Wildlife Species

SR 60 PD&E STUDY – PINELLAS & HILLSBOROUGH COUNTIES

SPECIES	COMMON NAME	State Listing (FWCC)	Federal Listing (USFWS)	HABITAT	PROBABILITY OF PRESENCE OR OCCURRENCE
FISH					
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	T	T	Marine/Estuarine primarily Spawn in freshwater rivers	Low
<i>Pristis pectinata</i>	Smalltooth sawfish		E	Marine/Estuarine	Low
REPTILES					
<i>Caretta caretta</i>	Loggerhead	T	T	Marine Nesting on beaches	Low
<i>Chelonia mydas</i>	Green turtle	E	E	Marine Nesting on beaches	Low
<i>Dermodochelys coriacea</i>	Leatherback	E	E	Marine Nesting on beaches	Low
<i>Lepidochelys kempii</i>	Kemp's Ridley	E	E	Marine Nesting on beaches	Low
BIRDS					
<i>Ajaia ajaja</i>	Roseate spoonbill	SSC		Marine, estuarine, palustrine, mangroves	Moderate
<i>Charadrius alexandrinus</i>	Snowy plover	T		Dry, sandy beaches or salt/mudflats	Moderate
<i>Charadrius melodus</i>	Piping plover	T	T	Open, sandy beaches and tidal mudflats and sandflats	Moderate
<i>Egretta caerulea</i>	Little blue heron	SSC		Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Present
<i>Egretta rufescens</i>	Reddish egret	SSC		Tidal Marsh, unconsolidated substrate, mangrove island, barren sands, mudflats, estuarine	High
<i>Egretta thula</i>	Snowy egret	SSC		Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Present
<i>Egretta tricolor</i>	Tricolored heron	SSC		Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	High

Table 5-1 Potentially Occurring Listed Wildlife Species (Continued)

SPECIES	COMMON NAME	State Listing (FFWCC)	Federal Listing (USFWS)	HABITAT	PROBABILITY OF PRESENCE OR OCCURRENCE
<i>Eudocimus albus</i>	White ibis	SSC		Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	High
<i>Haematopus palliatus</i>	American oystercatcher	SSC		Beach dune, exposed marine and estuarine substrate, mudflat, beach, sandbar	Moderate
<i>Haliaeetus leucocephalus</i>	Bald eagle		*	Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Moderate
<i>Mycteria americana</i>	Wood stork	E	E	Estuarine tidal swamps/marshes, lacustrine, seepage stream, ditches, ruderal	High
<i>Pandion haliaetus</i>	Osprey	SSC		Estuarine, lacustrine, riverine	Moderate
<i>Pelecanus occidentalis</i>	Brown pelican	SSC		Marine, estuarine, mangroves	Moderate
<i>Rynchops niger</i>	Black skimmer	SSC		Beach dune, tidal marsh, beaches, sand dunes, large lakes in Central & South FL	High
<i>Sterna antillarum</i>	Least tern	T		Beach dune, coastal grassland, tidal marsh, lacustrine, sandy beaches	Moderate
MAMMALS					
<i>Richechus manatus</i> (<i>Trichechus manatus latirostris</i>)	West Indian Manatee	E	E	Alluvial stream, blackwater stream, spring fed stream, estuarine, marine	High

SSC = Species of Special Concern, T = Threatened, E = Endangered

* No longer listed but protected under Migratory Birds Program per the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA)

5.2 Agency Coordination

Agency coordination was conducted as part of the ETDM screening, Advanced Notification and WEBAR review process. The ETDM screening process was used to clarify any issues noted by the commenting agencies. Coordination was conducted with USFWS, FWC and NMFS. Much of the coordination for potential species occurrence was conducted electronically utilizing databases from USFWS, FFWCC, and FNAI. Coordination has been conducted with Mr. David Rydene of NMFS regarding possible impacts to potential EFH associated with any impacts to seagrass at the proposed independent bridge structures. Coordination has also been conducted with Jane Monaghan of USFWS regarding determinations of effect for federally listed and protected species, and Scott Sanders of FFWCC regarding determinations of effect for state listed and protected species. Draft copies of the WEBAR were provided to these agencies for their review and concurrence. Response letters were received from NMFS, USFWS, and FFWCC on March 9, 2011, March 24, 2011, and April 18, 2011, respectively. Final concurrence was received via email from NMFS on June 17, 2011, and via letter from USFWS on June 21, 2011. All letters, correspondence, and information from the agency databases can be found in **Appendix D**.

5.3 General Corridor Survey Results

The project corridor traverses mainly open waters of Old Tampa Bay and is located on fill material used to construct the existing Causeway. Minimal habitat for protected species is located on the south side of SR 60 in the location of the Preferred Build Alternative. Mangroves are sparsely located along the south side of SR 60 on the seaward side of the existing seawall near the top of bank of the existing riprap. Minimal open beach areas are located along the south side of the Causeway; there is one small area on the west end of the project just east of Bayshore Drive and the other site (Ben T. Davis Beach) is located at the eastern terminus of the project. Descriptions are provided below for those species which were present within the project corridor during field reviews, have been identified on the historic listed species occurrence, or have high potential to occur within habitats identified on the corridor.

5.4 Federally Protected Species

Federally protected fauna species which have been identified in the vicinity of the corridor or that may have potential to occur are the wood stork (*Mycteria americana*), West Indian Manatee (*Trichechus manatus*), piping plover (*Charadrius melodus*), gulf sturgeon (*Acipenser oxyrinchus desotoi*), and several species of sea turtles.

5.4.1 Wood Stork

Wood storks are listed as endangered by both the USFWS and FFWCC. They are large white wading birds with black on the underside of the wings and the tail. Wood storks utilize freshwater and estuarine habitats for nesting, foraging, and roosting. Wood storks are typically colonial nesters and construct their nests in medium to tall trees located within inundated forested wetlands including cypress swamps, mixed hardwood swamps, mangroves, and sloughs.

No rookeries were observed during field surveys. There are three wood stork rookeries (Sheldon Rd, East Lake/Bellows Lake, & 615333) documented within 15.0 miles of the project corridor. Fifteen miles is the core foraging area (CFA) radius for wood stork colonies in central Florida. The location of the wood stork rookeries is provided in **Figure 5-2**. As defined by the USFWS, suitable foraging habitat (SFH) includes wetlands and surface waters which have areas of water that are relatively calm, uncluttered by dense thickets of aquatic vegetation, and have permanent or seasonal water depth between 2 and 15 inches. Wetlands and surface waters that meet the criteria of SFH generally include herbaceous and saltwater marshes, herbaceous ditches/swales, ponds, and riverine systems. Minimal SFH exists within the project area, although nesting habitat is present to the north of SR 60 in the larger mangrove areas. SFH within the project corridor will be re-evaluated during final permitting of the project based on final plans and layout of the trail.

No impacts to potential SFH for wood storks should occur by construction of the Preferred Build Alternative. If unavoidable wetland impacts occur, they will be mitigated as appropriate. Due to no impacts to wetlands with water depths between 2-15 inches and the bridges largely spanning deeper areas of open water, the project will likely have no effect on the wood stork.

5.4.2 West Indian Manatee

The West Indian manatee is listed as endangered by both USFWS and FFWCC. West Indian manatees utilize coastal waters, bays, estuaries, rivers and occasionally lakes. The project is located within the USFWS consultation area for the West Indian manatee. Synoptic survey and mortality locations were downloaded from the FFWCC Fish and Wildlife Research Institute and are provided in **Figure 5-1**. “*Standard Manatee Conditions for In-Water Work*” will be implemented and these guidelines will be a part of the final project design. Current provisions (2011) are provided in **Appendix E**, or at http://myfwc.com/docs/WildlifeHabitats/Manatee_StdCondIn_waterWork.pdf.

However, the most current provisions will be obtained and followed during construction.

Impacts over marine and estuarine habitats are limited to the proposed bridge structures located south of the existing SR 60 bridges. Impacts will be temporary in

nature. Movement and foraging within Old Tampa Bay will not be limited by the new structures. Since the “*Standard Manatee Conditions for In-Water Work*” will be incorporated during construction, there are no anticipated impacts to seagrass, and construction impacts will be temporary in nature, this project may effect, but not likely to adversely affect, the West Indian manatee.

5.4.3 Piping Plover

The piping plover is listed as threatened by both the USFWS and FFWCC. This species is found on open, sandy beaches as well as tidalflats and mudflats. They are found on both the Atlantic and Gulf coasts, but are more common on the Gulf coast. This project is located within the USFWS consultation area for the piping plover, but no USFWS CH is identified within the project corridor.

The only impacts to sandy beaches may occur at the west end of the project. These impacts will be minor and will occur in a location that already experiences vehicular and pedestrian traffic. Temporary impacts may occur during construction within this small portion of the project, but no permanent impacts to this species will result; therefore, this project may affect, but not likely to adversely affect the piping plover.

5.4.4 Gulf Sturgeon

The gulf sturgeon is listed as threatened by both the USFWS and FFWCC. The sturgeon forages in the Gulf of Mexico and spawns in most coastal rivers. This species is more common in Gulf waters and rivers near the Panhandle over to Mississippi, but have been seen as far south as Florida Bay. No USFWS CH is documented within the proposed project area.

No impacts are anticipated to the gulf sturgeon from the construction of the proposed bridges over Old Tampa Bay. The FDOT will commit to watching for this species during construction of the proposed bridges. It is likely this project will have no effect on the gulf sturgeon.

5.4.5 Sea Turtles

Sea turtles that have the potential to exist within the project corridor include the loggerhead (*Caretta caretta*), green turtle (*Chelonia mydas*), leatherback (*Dermochelys coriacea*), and Kemp’s Ridley (*Lepidochelys kempii*). These marine turtles are often found in the Gulf of Mexico and the coastal waters of Florida, although leatherbacks are rarely seen in coastal waters except when hatchlings are dispersing from nesting beaches. Sea turtles generally nest on sandy beaches near the dune lines, away from areas that are disturbed by tidal influences. Juvenile green turtles, Kemp’s Ridley and loggerheads are known to frequent bays or inlets. These four sea turtles are known to

nest more commonly on the east coast of Florida, with Kemp's Ridley rarely nesting in Florida.

No nesting habitat exists with the project corridor for these sea turtles. The beach area located at the western limits of the project is a narrow strip of beach that is influenced by tides and would not provide refuge for nesting sea turtles. Juvenile sea turtles have the potential to exist within the project area. The FDOT will implement proper BMPs and will adhere to the NMFS's *Sea Turtle and Smalltooth Sawfish Construction Conditions (Appendix E)* during construction. It is anticipated that this project may affect, but not likely to adversely affect sea turtles.

5.4.6 Smalltooth Sawfish

Smalltooth sawfish normally inhabit shallow, tropical coastal waters and estuarine habitats. They can be found in sheltered bays, estuaries, and mouths of rivers; some sawfish are even known to go upstream into fresh water in larger riverine systems. This species was historically found throughout most of the Gulf of Mexico and the Atlantic Ocean, but is now confined to peninsular Florida and only relatively common in areas of south Florida near the everglades. The NMFS has designated coastal waters near Fort Myers and the Everglades as critical habitat for the smalltooth sawfish.

Sandy bottom exists adjacent to the project corridor on the south side of the Causeway. This area does provide potential habitat for the smalltooth sawfish, but since there will no fill within these areas, there will be no impacts to this habitat. The FDOT will adhere to the NMFS's *Sea Turtle and Smalltooth Sawfish Construction Conditions (Appendix E)* during construction of the project; therefore, it is anticipated the project will have no effect on the smalltooth sawfish.

5.4.7 Non-Listed, Federally Protected Species

Although the bald eagle is no longer afforded protection by the ESA of 1973, protection for the species is afforded through the Migratory Birds Program per the Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA). The USFWS will still regulate activities if an active eagle nest is within 660 feet of a proposed activity. Bald eagles are also no longer listed by the FFWCC.

5.4.7.1 Bald Eagle

Bald eagles most commonly inhabit areas near the coast, bays, rivers, lakes or other open bodies of water. They nest in tall trees, typically live pines, which usually have open views to their surroundings. Eagles are also known to utilize artificial structures and other types of tall trees for nesting. There are no documented nests within 660 feet of the project area according to the FFWCC Eagle Nest Locator. There are numerous nests located around Old Tampa Bay and Safety Harbor. The location of these nests is

provided on **Figure 5-1**. No nests were identified within the project corridor during field reviews.

The USFWS determined that construction activities greater than 660 feet of bald eagle nests have no documented negative effects that would halt construction activities during the nesting season. Monitoring of construction and nesting activities is therefore no longer warranted for projects involving construction beyond 660 feet of an active bald eagle nest during nesting season. Nesting season in Florida is from October 1 through May 15, although nesting may occur earlier or later than this period, especially in areas of south Florida.

The project area and any areas within 660 feet of the limits of construction will be surveyed during permitting and design. It is unlikely that bald eagle nests will be found within these areas since there are minimal to no nesting sites located within 660 feet. USFWS Monitoring Guidelines shall be followed if any nests are observed within the project corridor during design. The project is likely to have no effect on the bald eagle.

5.5 State Protected Species

State protected species which were identified in the vicinity of the corridor or have high potential to occur are a variety of wetland dependent avian species including the little blue heron, snowy egret, reddish egret (*Egretta refescens*), tricolored heron (*Egretta tricolor*), white ibis (*Eudocimus albus*), and roseate spoonbill (*Ajaia ajaja*). State protected species which are also protected by the USFWS are discussed above and include the West Indian manatee and wood stork. Species occurrences are shown in **Figure 5-1**.

5.5.1 Wetland Dependent Avian Species

This category includes all wetland dependent avian species that have a potential to occur within the project corridor. This includes the American oystercatcher (*Haematopus palliatus*), black skimmer (*Rynchops niger*), brown pelican (*Pelecanus occidentalis*), least tern (*Sterna antillarum*), snowy plover (*Charadrius alexandrinus*) little blue heron, reddish egret, roseate spoonbill, snowy egret, tricolored heron, and white ibis. Of these, only the wood stork is federally protected. The least tern is listed as threatened by the FFWCC. The remaining species are all listed as species of special concern by the FFWCC. These species utilize a combination of freshwater, brackish and saltwater habitats for feeding, mainly in shallow waters. Nesting occurs in a variety of habitats from freshwater forested wetlands to mangrove islands, with the majority of the listed species utilizing larger trees.

Two wetland dependent bird species were observed during field reviews and include the snowy egret and little blue heron. They were observed on the riprap on the west side of structure 1. FFWCC data indicates that there is one wading bird rookery (Atlas #615010)

located approximately 600 feet south of the Causeway just to the west of structure 2 and, another rookery (Atlas #615335) is located approximately 1.25 miles north of the Causeway near the west end of the project. There are no species records for Atlas #615010. Documented species at Atlas #615335 include snowy egret, little blue heron, tricolored heron, and reddish egret, among others. The locations of these rookeries as well as species occurrence of other avian species can be seen in **Figures 5-2 & 5-3**. The Atlas was last updated in 1999 and documented Atlas #615010 as last active in the 1970's and Atlas #615335 as active in the 1990's. No rookeries were identified during field surveys, including Atlas #615010.

Wetlands and surface waters that provide foraging potential for these species include herbaceous and saltwater marshes and herbaceous ditches/swales, tidal flats, shallow estuarine waters, ponds, and riverine systems. There should be no impacts to wetlands used for foraging based on the Preferred Build Alternative. The only impacts would be temporary surface water impacts from the construction of the proposed bridges. If any wetland impacts occur as a result of the final design, they will be mitigated as appropriate. The project may affect, but is not likely to adversely affect these wetland dependent avian species.

5.6 Critical Habitat

The project corridor was assessed for CH designated by Congress in 17 CFR 35.1532. Review of the USFWS's available GIS data indicates there is no CH within the project limits or surrounding areas. There are, however, SHCA's as documented by FFWCC near the project corridor (**Figure 5-3**). The SHCA is identified for the black-whiskered vireo and the mangrove cuckoo. Neither of these avian species is listed by USFWS or the FFWCC. This project will have no effect on Critical Habitat designated by the USFWS.

5.6.1 Great Florida Birding Trail

State Road 60 (Courtney Campbell Causeway) is part of the FFWCC Great Florida Birding Trail (GFBT). This portion of the trail is known as the *SR 60 Memorial Causeway Rest Stops*. The GFBT for SR 60 consists of three roadside stops, two of which are located within the project limits. These two sites are referred to as sites 86A and 86B in the West Florida Birding Trail Guide. An excerpt from the guide showing the locations of these sites can be found in **Appendix D**. Site 86A is located to the east of Structure 2 on the south side of the Causeway, and 86B is located to the west of Structure 1 on the south side of the Causeway. Currently these sites are only accessible by motorized vehicles using SR 60. The construction of the proposed trail will provide access to these sites for pedestrians, cyclists, and other recreational users without having to use motorized vehicles to access these locations. The trail would expand viewing locations along the Causeway.

5.7 Essential Fish Habitat

Fishery Biologist Dr. David Rydene of the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) (Habitat Conservation Division) Gulf Coast was contacted on December 9, 2010 and January 10 and 19, 2011 to discuss EFH assessment needs for this project. Continued coordination was conducted with NMFS throughout the study, and final concurrence was received via email from Dr. Rydene on June 17, 2011. All agency correspondence is located in **Appendix D**.

5.7.1 Magnuson-Stevens Act

Under the requirements of the MSFCMA of 1996, an EFH Assessment is required for the proposed project. EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, and development to maturity. The MSFCMA created conservation and management standards established through Fishery Management Councils (FMCs) to implement the national standards in the Fishery Management Plans (FMP).

The 1996 amendments to the Magnuson-Stevens Act set forth a number of mandates for the NMFS, eight (8) regional FMCs, and other federal agencies to identify and protect important marine and anadromous fish habitat. The FMCs, with assistance from NMFS, are required to identify and delineate EFH for all managed species. Federal action agencies that fund, permit, or carry out activities that may adversely impact EFH are required to consult with NMFS regarding the potential effects of their actions on EFH and to respond in writing to the NMFS's recommendations.

5.7.2 EFH Involvement

The objective of the EFH Assessment is to describe how the actions associated with the proposed SR 60 (Courtney Campbell Causeway) Multi-Use Trail construction may affect EFH designated by the NMFS and Gulf Coast FMC within Old Tampa Bay and Safety Harbor bay estuarine systems.

Land development activities may adversely affect EFH either directly or indirectly (i.e. loss of prey items) and this activity, either site-specific or habitat wide, is to be identified and evaluated individually and cumulatively. In response to the EFH assessment, NMFS and the FMC may provide recommendations and/or comments to the responsible federal permitting agency. The information provided by NMFS is considered by the permitting agency, and may be included in the recommendations as part of the Section 404 permit conditions.

According to NOAA guidelines for EFH (1998), EFH assessments must include:

- A description of the proposed action
- An analysis of the effects, including cumulative effects, of the action on EFH, the managed species, and associated species by life history stage.
- The federal agency's reviews regarding the effects of the action on EFH.
- Proposed mitigation, if applicable.

The sections below include the description of the proposed activity, EFH existing conditions, analysis of effects, and the federal agency's reviews regarding those effects on the EFH.

5.7.3 Existing Conditions

Estuarine and marine habitats within Old Tampa Bay and Safety Harbor exist along the proposed alignment adjacent to the SR 60 south right of way. Mangroves occur infrequently at the seawall top of bank along the causeway shoreline and seagrass beds exist at various points along the south side of the causeway.

The Gulf Coast FMC recognize both mangrove and seagrass habitat types as EFH. Field surveys were conducted to confirm the presence/absence of seagrass and mangroves within the project corridor along the south side of the Causeway.

5.7.4 Field Surveys

Qualitative seagrass surveys were conducted on January 5, 2011 to field verify the presence/absence of previously mapped seagrass beds as provided by the SWFWMD's 2008 seagrass location data layer.

According to SWFWMD's metadata, previously mapped seagrass beds located adjacent to the causeway south shoreline were categorized as "continuous" or "discontinuous – patchy" and were captured via photo-interpretation. Corridor-wide field maps were created by overlaying seagrass polygons on SWFWMD 2009 natural color aerial imagery at 1":125' scale. Survey activities commenced at 8:30 a.m. and were conducted via boat and meandering pedestrian transects where walking conditions were favorable. Weather conditions were conducive to conduct seagrass surveys, with clear skies, light southerly winds (0-10 knots), temperatures in the high 60s to low 70s, and approaching low tide (extreme low tide at 10:50 a.m.).

Additional seagrass surveys were conducted during the growing season (June 8-9, 2011) to verify the seagrass limits from the SWFWMD's 2008 seagrass location data layer. The results of the seagrass surveys located near the bridges can be found in Appendix F.

5.7.5 Results

The surveys confirmed that shoal grass (*Halodule wrightii*) was the dominant seagrass species present throughout all previously mapped areas, with turtle grass (*Thalassia testudinum*) noted infrequently in much lower, sparse concentrations. In general, results of the surveys concurred with existing mapped data, with the exception of two areas: one area located close to the western project limits, between STA 26 and 35; and a second, small area at the eastern limits between STA 411 and 415. These two areas exhibited discontinuous-patchy shoal grass beds that were not previously mapped. Areas that exhibited the greatest potential for seagrass bed impacts (proposed 'IS' bridge structures 1 and 2 located adjacent to existing bridge structures), were examined closely for the presence of seagrass. At the time of the January 2011 survey, no seagrass was present at the east or west limits of either existing bridge structure or at the location where 'IS' Structures 1 and 2 are proposed per the preliminary concept plans (**Appendix C**). However, sparse shoal grass blade growth and established shoal grass rhizomes were present immediately adjacent to both proposed 'IS' Structures 1 and 2. Even though no sparse blades or rhizomes were observed, the absence of seagrass in the area of the proposed structures could be due to seasonal senescence. The survey results were inconclusive at the time of the January surveys and because previous data indicated seagrass existed in these areas, the previously mapped seagrass polygons in these areas remain depicted on the attached figures (**Appendix A**).

The additional surveys that were conducted during the growing season (June 8-9, 2011) indicate that there are no seagrasses located within the area of Structure 1 or near the western abutment of Structure 2. Seagrasses were observed near the eastern abutment of Structure 2. These seagrasses consist of a single species, shoal grass. Based on the original concept plans, the project would result in approximately 0.02 acre impact from the proposed rip rap revetment. Adjustments were made to the original design concepts in order to avoid seagrass impacts. The results of the surveys conducted on June 8-9, 2011, as well as the updated design, can be seen in **Appendix F**.

Mangroves, primarily white mangroves (*Laguncularia racemosa*), were noted infrequently in very low concentrations at various points within the riprap areas immediately adjacent to the south seawall.

5.7.6 Analysis of Effects on EFH

Interagency coordination between FDOT District 7 and NMFS resulted in a list of Major EFH categories for managed species in the Gulf of Mexico. Based on comments received from NMFS on January 27, 2011, during the ETDM review, habitat within Old Tampa Bay and Safety Harbor has been identified as EFH. **Table 5-2** provided below, illustrates a list of the species considered to potentially utilize the study area.

Bays and estuaries, estuarine water column, mangroves, and submerged aquatic vegetation (SAV) bottoms (specifically seagrass) exist within both the Old Tampa Bay and Safety Harbor systems, and are specific categories of EFH that may be impacted by the project. As exhibited in the existing land use and wetlands identification map and preliminary concept plans (**Appendices A and C**), there were two (2) areas (eastern portion of 'IS' Structure 1 and 2) that had potential for impacting existing seagrass beds along the proposed south alignment. Proposed 'IS' Structure 1 is located in the western portion of the project corridor which had 0.048 acre of potential seagrass impacts identified between STA 108+50 and 109+50. Proposed 'IS' Structure 2 is located along the eastern portion of the project corridor which had 0.056 acre of potential seagrass impacts identified between STA 298+75 and STA 300.

**Table 5-2 Managed Fisheries Species Anticipated
To Occur in Pinellas and Hillsborough Counties and Potentially Occurring
Within the Study Area
(Prepared by the Gulf of Mexico Fishery Management Council)**

Common Name	Scientific Name	Life History Stage
Red Drum	<i>Sciaenops ocellatus</i>	Postlarval, Juvenile, Subadult and Adult
White Shrimp (Penaeid Shrimp)	<i>Penaeus setiferus</i>	Juvenile and Subadult
Stone Crab	<i>Menippe mercenaria</i>	Juvenile and Subadult
Schoolmaster	<i>Lutjanus apodus</i>	Juvenile and Adult
Mutton Snapper	<i>Lutjanus analis</i>	Juvenile and Adult
Gag Grouper	<i>Mycteroperca microlepis</i>	Juvenile
Goliath Grouper	<i>Epinephelus itajara</i>	Juvenile
Red Grouper	<i>Epinephelus morio</i>	Juvenile
Black Grouper	<i>Mycteroperca bonaci</i>	Juvenile
Nassau Grouper	<i>Epinephelus striatus</i>	Juvenile
Yellowfin Grouper	<i>Mycteroperca venenosa</i>	Juvenile
Lane Snapper	<i>Lutjanus synagris</i>	Juvenile
Dog Snapper	<i>Lutjanus jocu</i>	Juvenile
Yellowtail Snapper	<i>Ocyurus chrysurus</i>	Juvenile
Cubera Snapper	<i>Lutjanus cyanopterus</i>	Juvenile

The seagrass surveys conducted on June 8-9, 2011, determined that no seagrasses were located within the area of Structure 1 or the western abutment of Structure 2. Seagrasses, shoal grass, were located near the eastern abutment of Structure 2. No impacts to seagrasses are anticipated as a result of the proposed project. The limits of the surveyed seagrasses, as well as a design change to avoid seagrass impacts, are shown in **Appendix F**.

SWFWMD's previously mapped seagrass data was primarily photo-interpreted, which might account for the discrepancy with the January and June 2011 survey results. Methodologies for the June 2011 surveys were pre-approved by the NMFS through coordination with Dr. David Rydene. Design concept changes were implemented by FDOT to avoid seagrass impacts. The construction of each structure does not require the filling of bay bottom.

Isolated mangrove specimens located within the project area were present above the mean higher high water level (MHHWL), or high tide line, and were intermittently located along the south side of the Causeway, thus yielding negligible habitat for species that may utilize this type of EFH.

5.7.7 Proposed Mitigation

No mitigation is proposed since no impacts to seagrasses are anticipated as a result of the proposed trail project. Mitigation options would need to be explored and coordinated with the appropriate agencies if any design changes are made that would result in seagrass impacts.

Section 6 CONCLUSIONS & COMMITMENTS

6.1 Wetlands

The Preferred Alternative for the SR 60 (Courtney Campbell Causeway) Multi-Use Trail, from Bayshore Boulevard to the west entrance of Ben T. Davis Beach, will occur within the existing FDOT right of way and within the limits of the existing Causeway fill material. Two new bridges will be constructed adjacent to the existing SR 60 bridges.

Wetlands and surface waters determined as jurisdictional by the permitting agencies consist of mangroves located along the Causeway, the waters of Old Tampa Bay and seagrass beds located adjacent to the Causeway. Minimal to no impacts are expected to occur to the mangroves located waterward of the existing seawall on the south side of SR 60. Temporary impacts may occur during construction of the proposed bridge structures, as well as minimal permanent impacts by the placement of piles within Old Tampa Bay. These piles should have no adverse impacts to Old Tampa Bay. No impacts to seagrasses are anticipated as a result of the proposed trail project.

Any unavoidable impacts to mangroves may require mitigation. The amount of impacts to mangroves will need to be quantified during design and permitting. These impacts will mainly be trimming of mangroves along the corridor that overhang the proposed trail and should have no adverse effect on the ecosystem. Coordination will need to be conducted with the appropriate agencies to determine mitigation efforts required. Mitigation will likely be provided through 403.4137, F.S. (Senate Bill). Other potential mitigation options include purchase of credits from an approved mitigation bank and wetland creation, enhancement, or preservation.

6.2 Protected Species & Habitat

The project has potential to impact federally and state protected species. Review of literature for documented occurrences and listing of possible protected species was conducted in addition to field surveys for potential species.

Based on the literature review and field reviews of the site, the following findings were determined for federally protected species: The project may effect, but not likely to adversely affect the West Indian manatee, gulf sturgeon, and piping plover, and is anticipated to have no effect on the wood stork. The bald eagle, although no longer listed as threatened or endangered, is afforded protection under the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act. It was determined the project should have no effect on the bald eagle. The findings for state protected species are as follows: The project may effect, but not likely to adversely effect the American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, reddish egret,

roseate spoonbill, snowy egret, tricolored heron, and white ibis. The West Indian manatee and wood stork are also state protected but covered under the federally protected species.

No USFWS Critical Habitat was identified within the project corridor; therefore this project should have no effect on Critical Habitat for protected species.

In order to assure that adverse impacts to protected species within the vicinity of the project corridor will not occur, the FDOT will abide by standard protection measures in addition to the following commitments:

- To assure the protection of wildlife during construction, the FDOT will implement a wildlife watch plan, which includes the FFWCC “*Standard Manatee Conditions for In-Water Work*”. The FDOT will require the construction contractor to abide by these guidelines during construction. **Appendix E** provides an example of the most current “*Standard Manatee Conditions for In-Water Work*” (2011).
- Per coordination with USFWS, special conditions for manatees will need to be addressed during construction and include the following: no nighttime in-water work, dedicated manatee observers, fenders between work barges to prevent crushing, and proper siltation or exclusion barriers that will not entrap manatees in the work site.
- The FDOT will adhere to the NMFS’s *Sea Turtle and Smalltooth Sawfish Construction Conditions (Appendix E)* during construction of the project. FDOT will initiate Section 7 consultation with NMFS on sea turtles and smalltooth sawfish during final design.
- The FDOT will commit to watching for Gulf Sturgeon during construction of the proposed bridges. FDOT will incorporate the Construction Special Conditions for the protection of the Gulf Sturgeon. These can be found in **Appendix E**.
- The FDOT will conduct bald eagle nest surveys prior to construction of the proposed trail project. The FDOT will adhere to the *USFWS Bald Eagle Monitoring Guidelines* if bald eagle nest are identified within the project area.
- The FDOT will coordinate with the appropriate regulatory and permitting agencies during the design phase of the project. Permits will be obtained prior to commencement of construction and the contractor will adhere to all conditions set forth in the permits.

Section 7 REFERENCES

- Cowardin, L.M., Carter, V., Golet, F.C., and LaRoe, E.T. 1979. *Classification of Deepwater Habitats of the United States, FWS/OBS-79/31*. U.S. Fish and Wildlife Service. Washington, D.C.
- Environmental Laboratory. 2008. Corps of Engineers Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, US Army Engineer Research and Development Center, Vicksburg, MS., 154 pp.
- Florida Department of Transportation. January 1999. *Florida Land Use, Cover and Forms Classification System*. Surveying and Mapping Thematic Mapping Section. Tallahassee, Florida. 91 pp.
- Florida Association of Environmental Soil Scientists. 2007. *Hydric Soils of Florida Handbook*, 4th Edition, Gainesville, FL.
- Florida Fish and Wildlife Conservation Commission. November 2007. *Florida's Endangered Species, Threatened Species, and Species of Special Concern*. Florida Fish and Wildlife Conservation Commission. Tallahassee, Florida. 7 pp.
- Florida Natural Areas Inventory and Florida Department of Natural Resources, 1990. *Guide to the Natural Communities of Florida*. Tallahassee, FL.
- Southwest Florida Water Management District. 2007. *Environmental Resource Permitting Information Manual*. Southwest Florida Water Management District. Brooksville, Florida.
- Southwest Florida Water Management District. 2004. GIS Land Use Mapping. Located at <http://www.swfwmd.state.fl.us/data/gis>.
- U.S. Department of Agriculture. 2006 and 1989. *Soil Surveys Pinellas and Hillsborough Counties, Florida*. Soil Conservation Service. Florida.
- U.S. Army Corps of Engineers (Jacksonville District). 1987. *Corps of Engineers' Wetlands Delineation Manual, Technical Report Y-87-10*. US Army Corps of Engineers. Jacksonville, Florida. 319 pp.
- U.S. Department of the Interior Fish and Wildlife Service. 1988. *National Wetlands Inventory*. Atlanta, Georgia.
- U.S. Department of the Interior Fish and Wildlife Service. Last updated June 28, 2007 *Bald Eagle Management Guidelines and Conservation Measures*. Located at <http://www.fws.gov/southeast/es/baldeagle/index.html>.

APPENDIX A

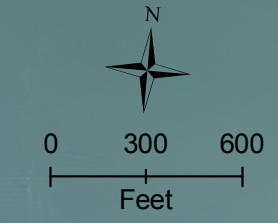
Existing Land Use, Wetland and Seagrass Identification Maps





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

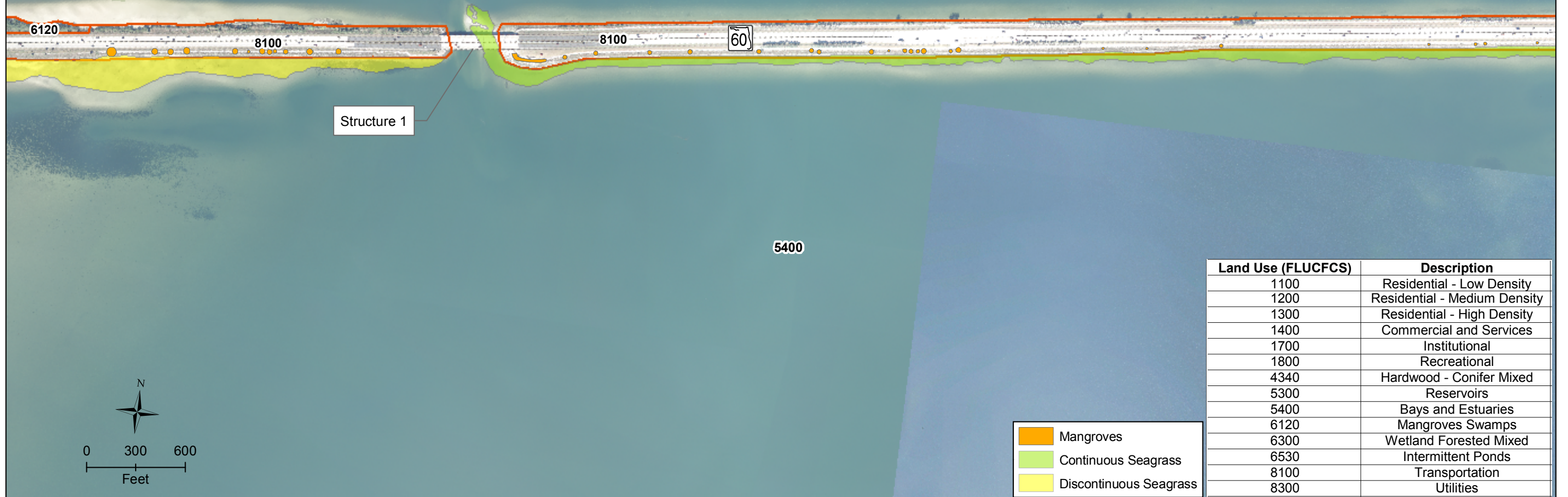
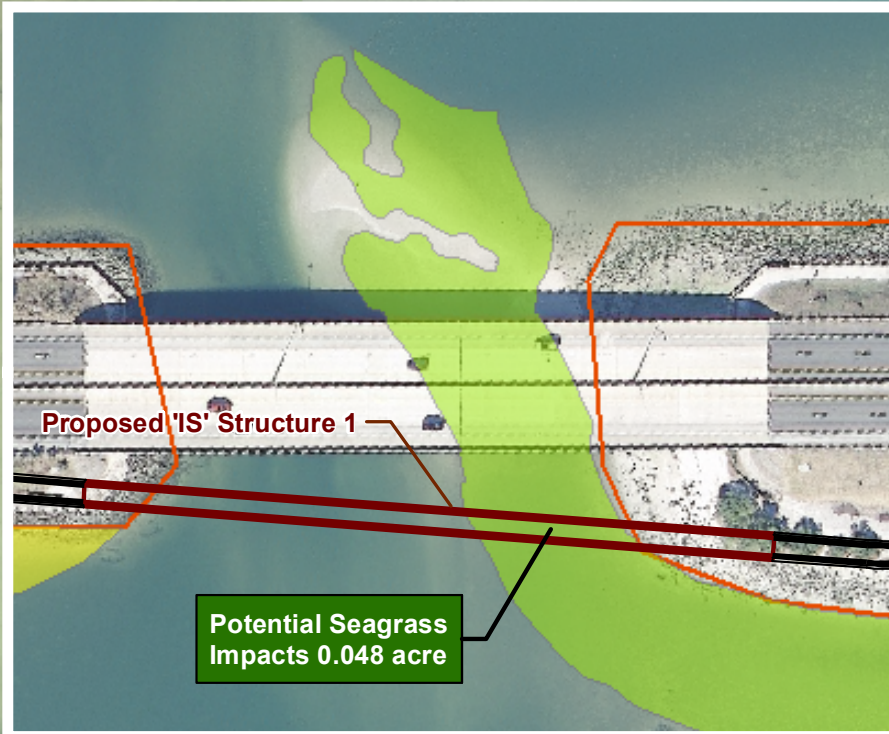
- Mangroves
- Continuous Seagrass
- Discontinuous Seagrass



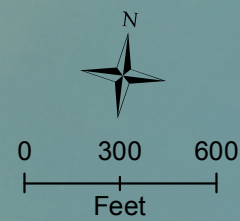
SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance
 WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

**Existing Land Use and Wetland
and Seagrass Identification Map**



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





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



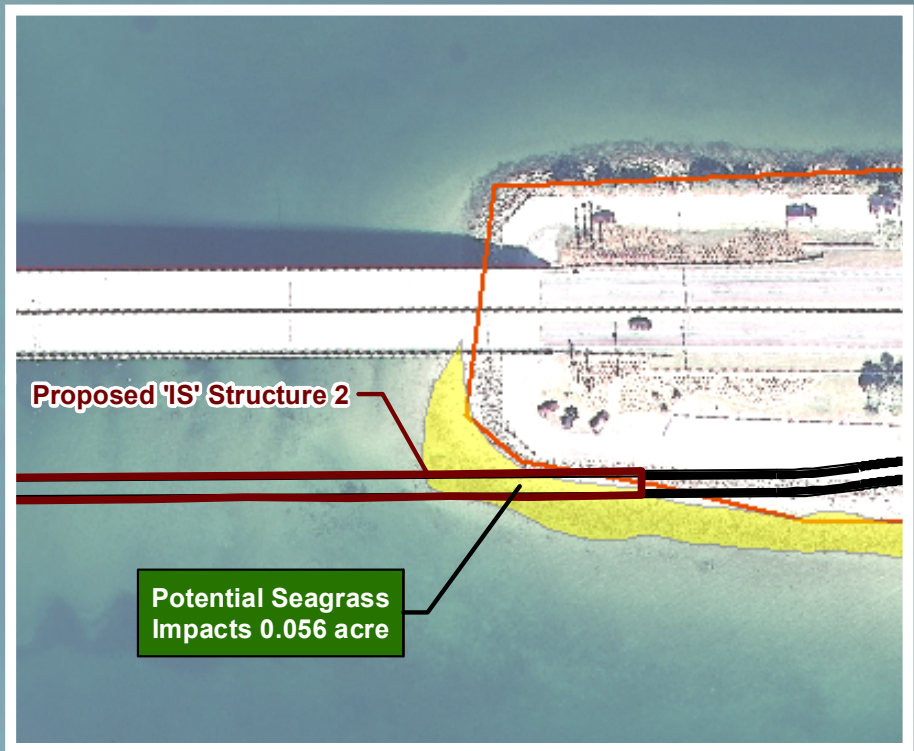
SR 60 Multi-Use Trail PD&E Study
Bayshore Blvd to West of Ben T. Davis Beach Entrance

WPI Segment No. 422640-2
 Pinellas & Hillsborough Counties

Source: SWFWMD

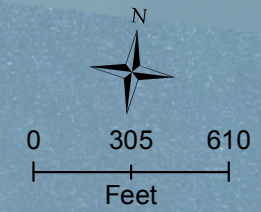
**Existing Land Use and Wetland
 and Seagrass Identification Map**

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

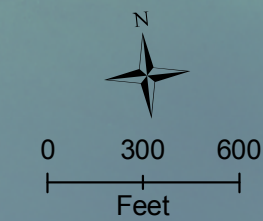
Mangroves
 Continuous Seagrass
 Discontinuous Seagrass





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

	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 and Wetland
 and Seagrass Identification Map**

Sheet No. 5

APPENDIX B

Representative Site Photographs





Picture 1 – South side of Causeway on west side of Structure 1 facing east



Picture 2 – Typical along south side of Causeway located east of Structure 1



Picture 3 – South side of Causeway just west of Pinellas/Hillsborough County line



Picture 4 – East side of Structure 2 facing toward the west



Picture 5 – South side of Causeway East of Structure 2 facing toward the east



Picture 6 – Entrance near boat ramp on south side of Causeway facing east



Picture 7 – South side of Causeway, entrance to access road west of Ben T. Davis Beach



Picture 8 – South side of Causeway just west of Ben T. Davis Beach facing east



Picture 9 – West entrance of Ben T. Davis Beach, eastern terminus of project



Picture 10 – North side of Causeway just east of boat ramp facing west

APPENDIX C

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

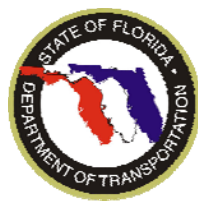
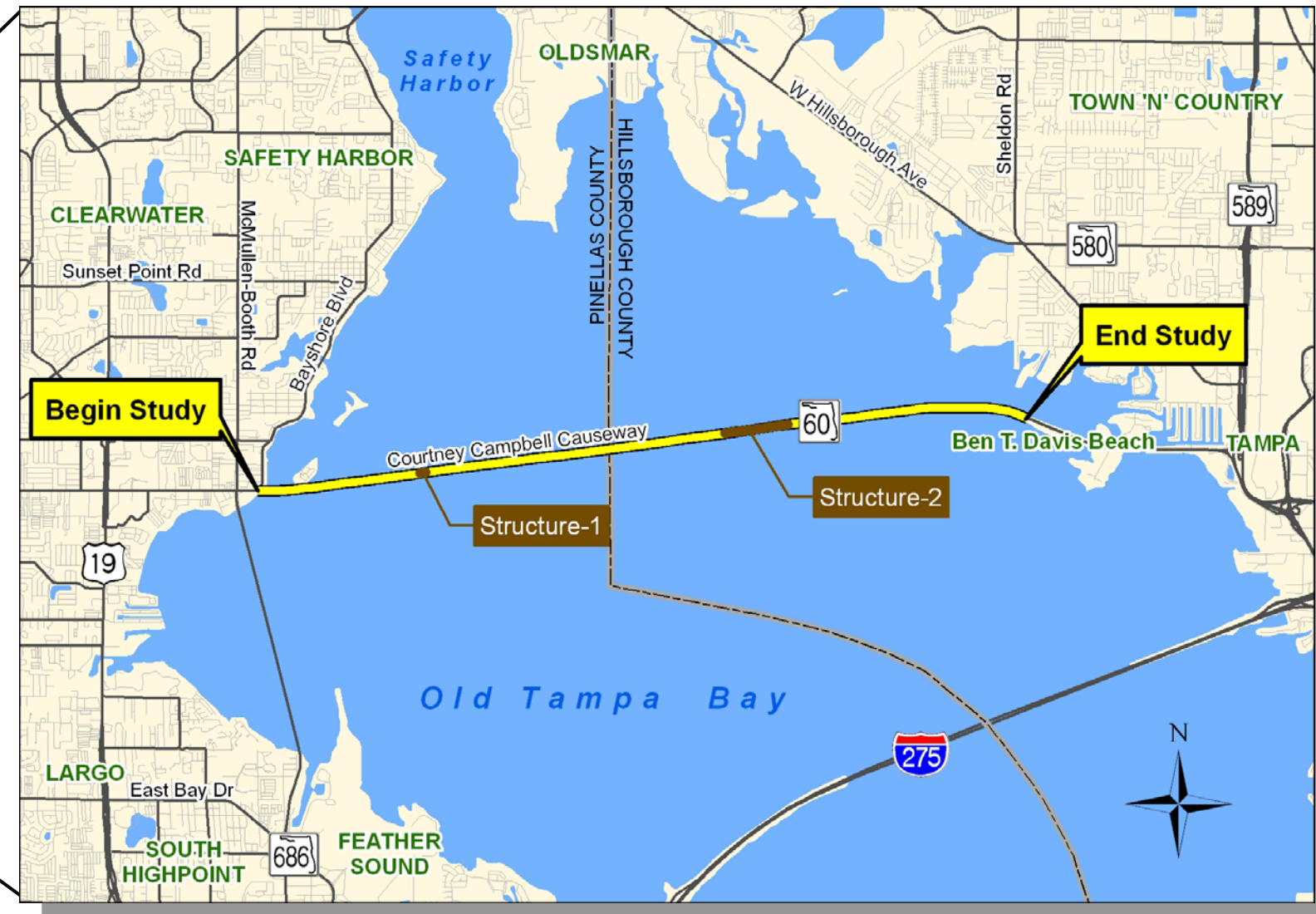
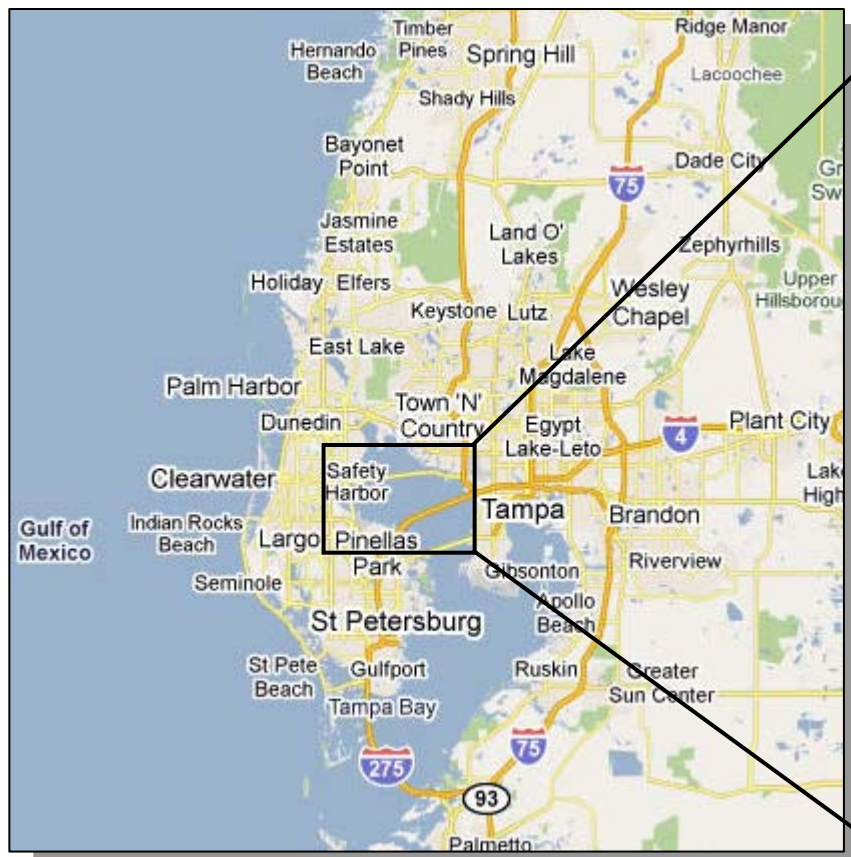
FAP No.: 9045-090C

Pinellas and Hillsborough County



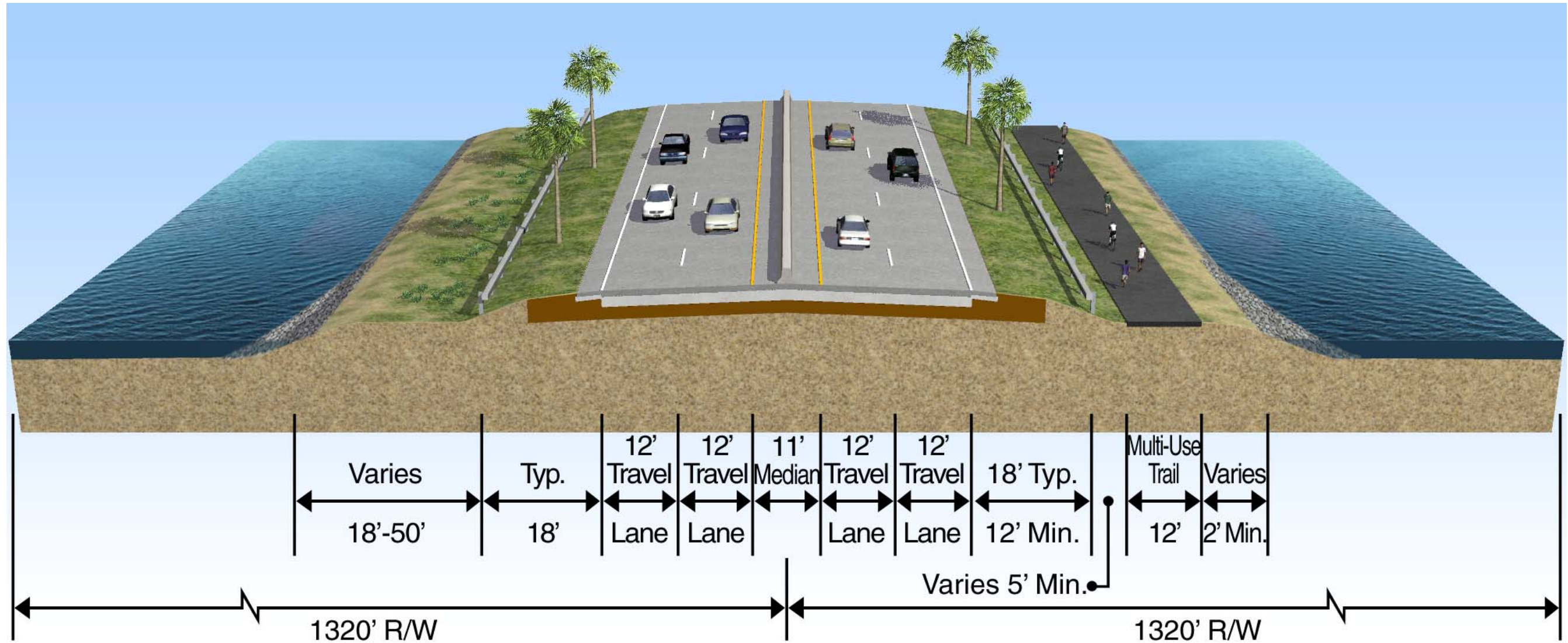
Project Location

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

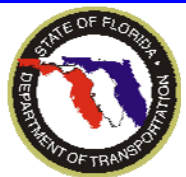


Prepared For:
Florida Department of Transportation
District Seven

FDOT Project Manager: Robin Rhinesmith



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

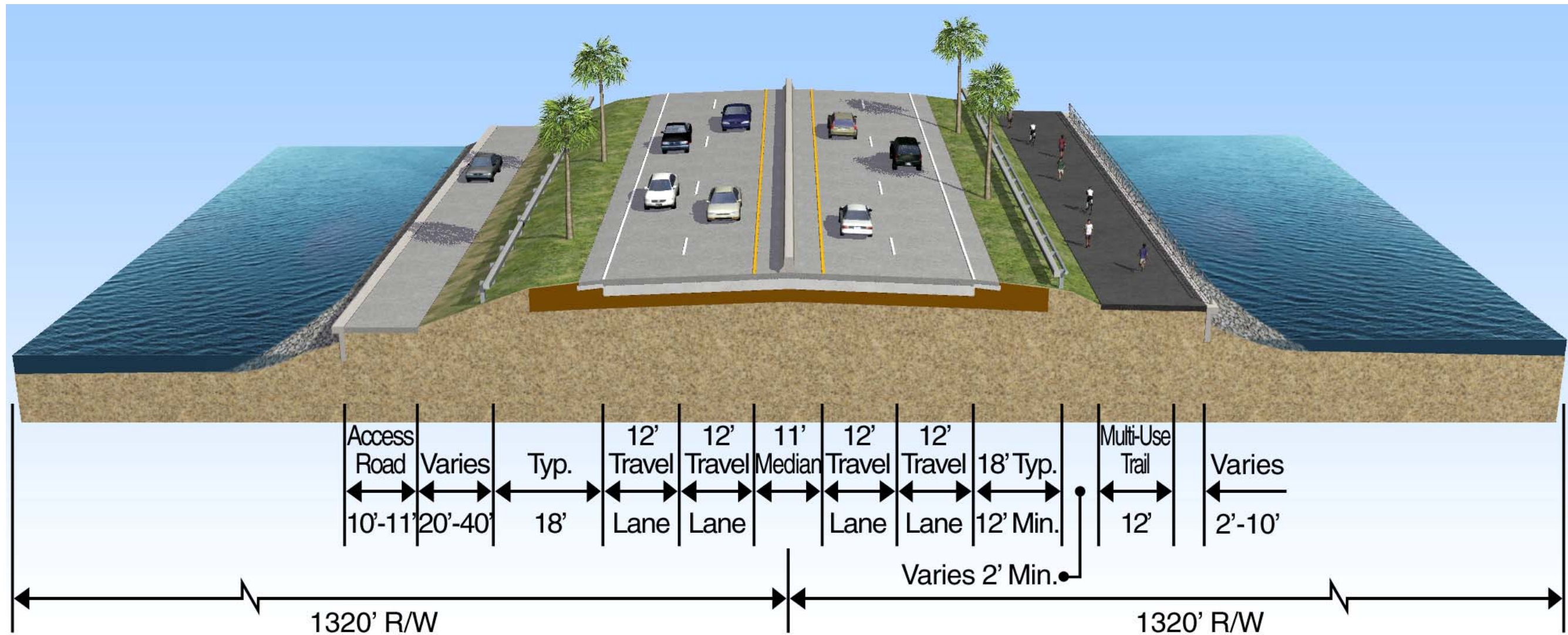


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

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

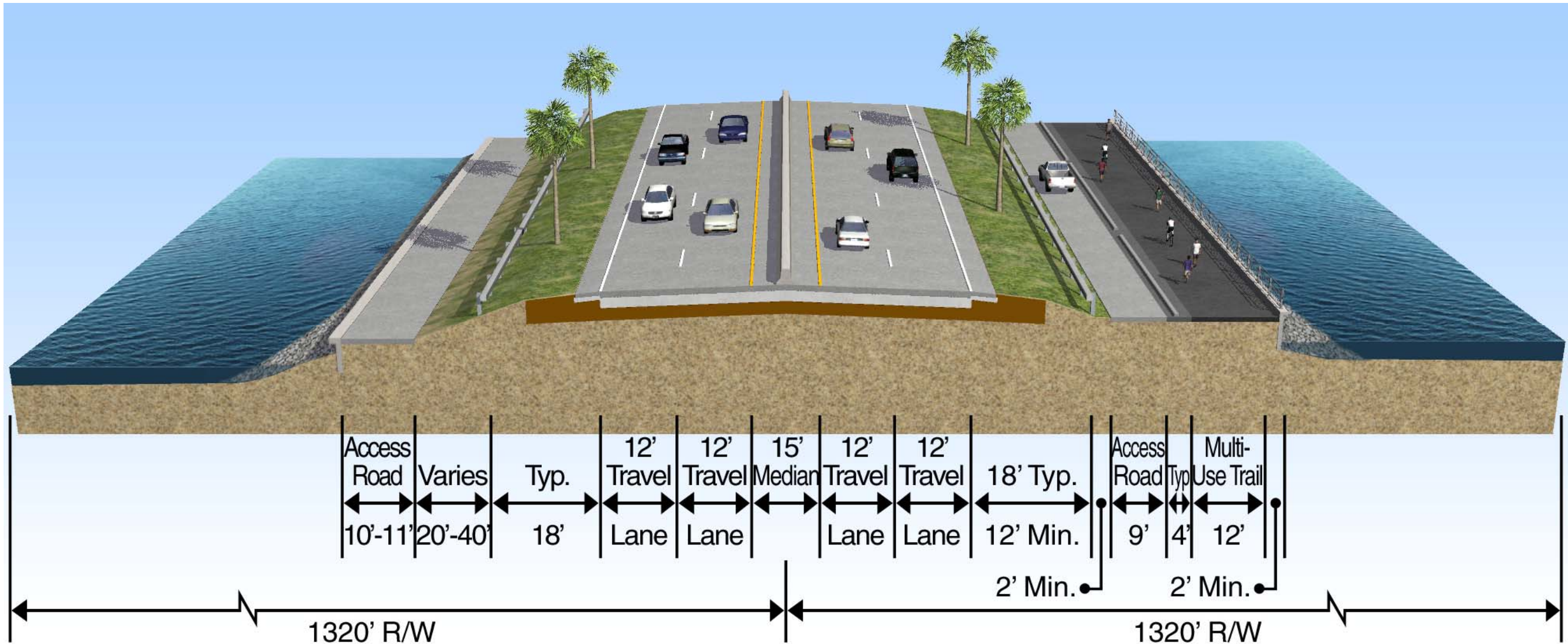


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

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.
II



SR 60 (Courtney Campbell Causeway)

Typical Section No. 3

Station 256+00 to Station 265+00

Station 300+00 to Station 394+00

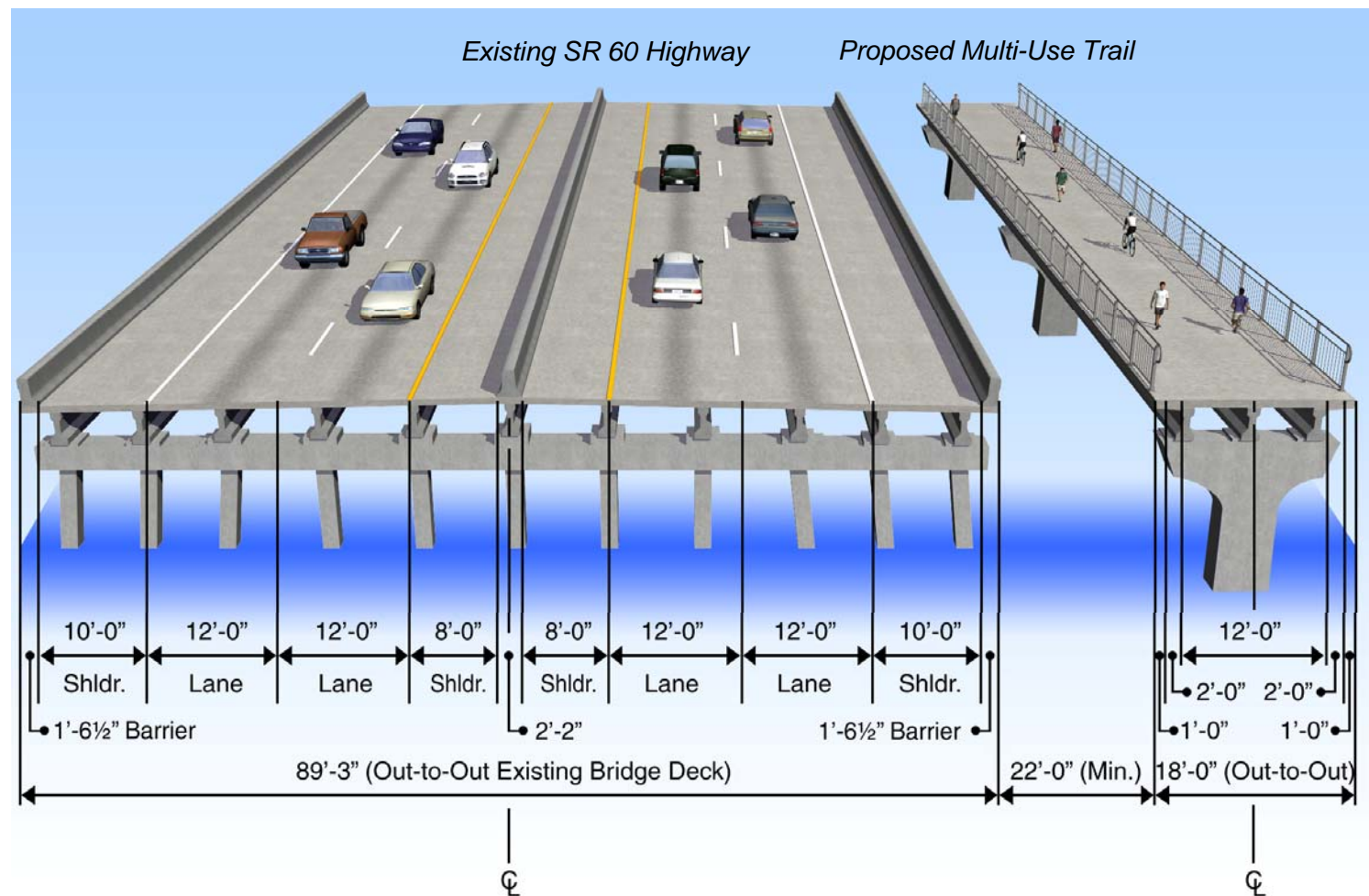


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

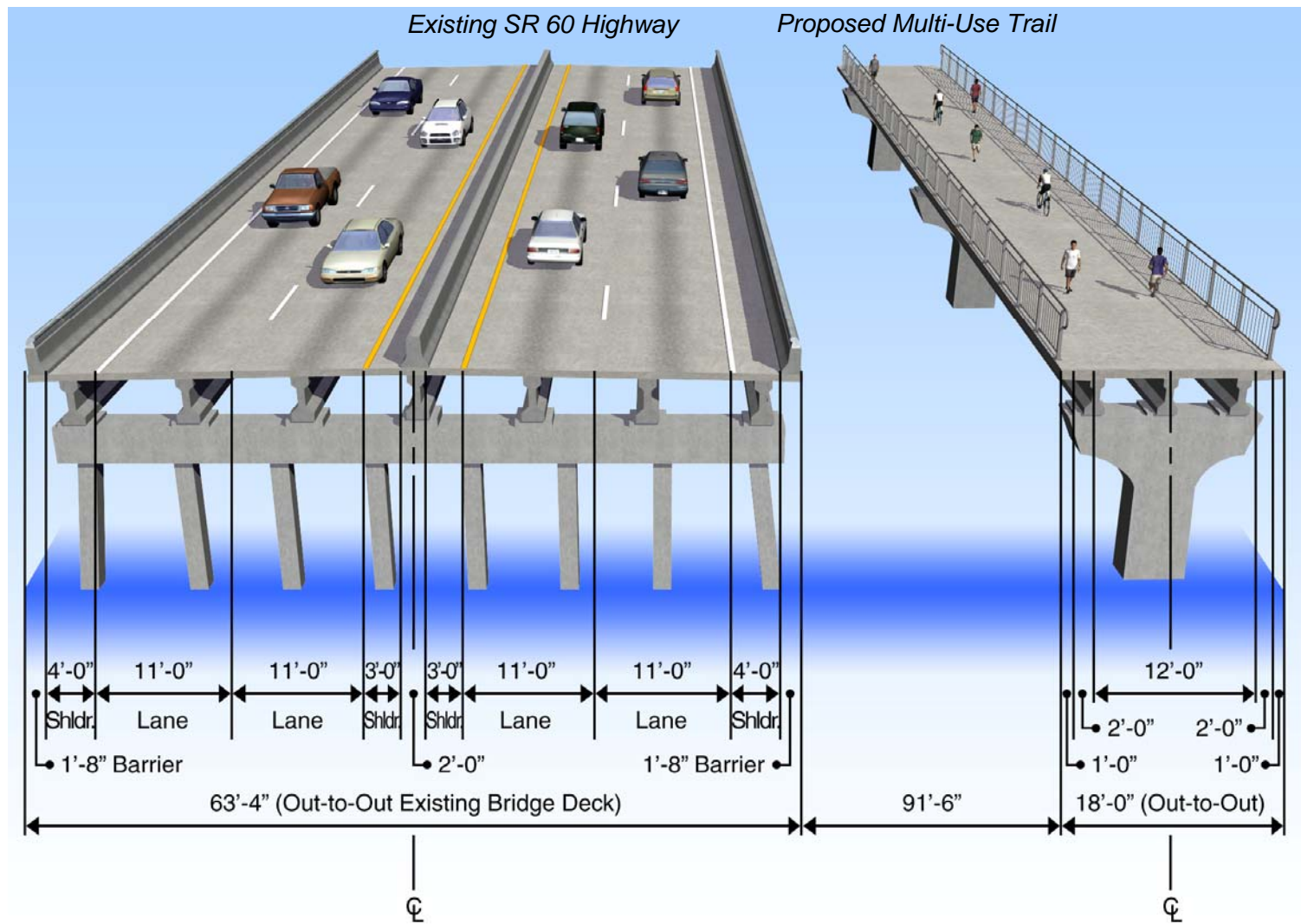
American Consulting Engineers of Florida, LLC.
 2818 Cypress Ridge Blvd, Suite 200
 Wesley Chapel, Florida 33544
 Phone: (813) 435-2600 Fax: (813) 435-2601
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

CONCEPTUAL TYPICAL SECTIONS

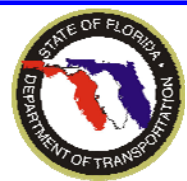
*SHEET
 NO.
 III*



**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**

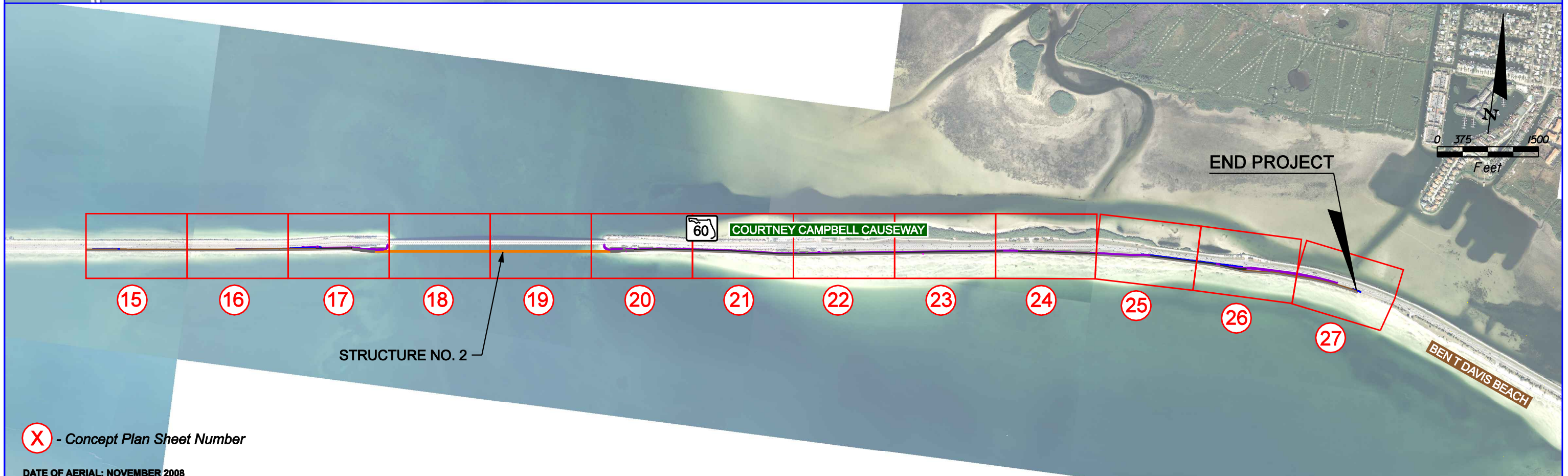
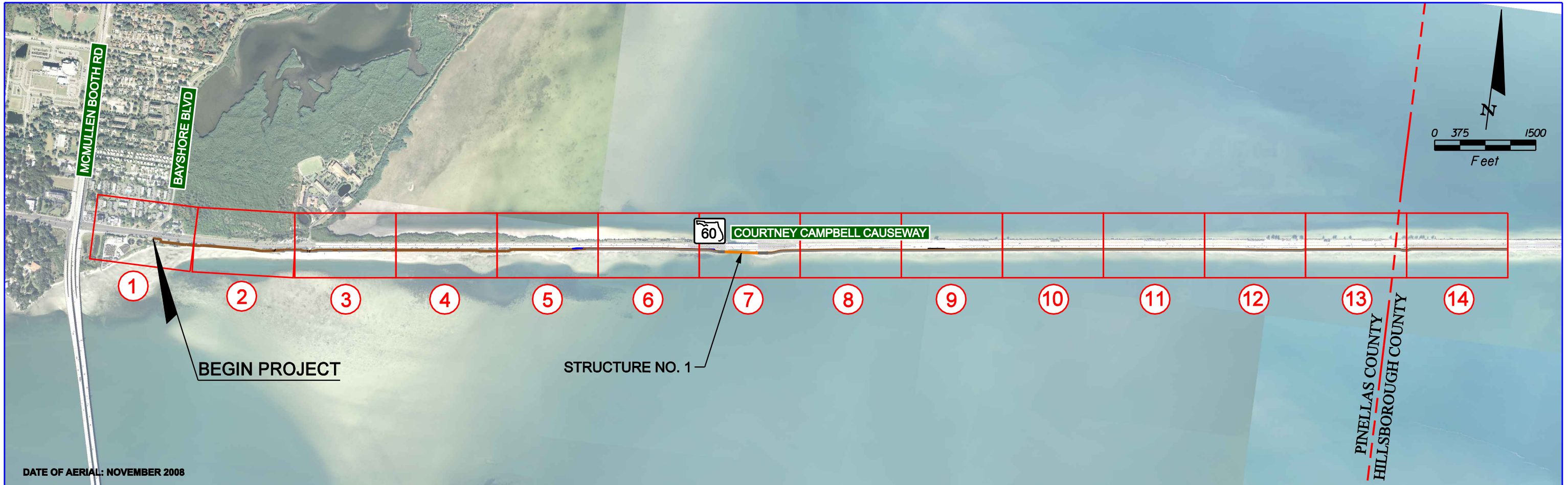


SR 60 (Courtney Campbell Causeway) Multi-Use Trail PD&E Study
From Bayshore Blvd. to West of Ben T. Davis Beach Entrance
 FPID: 422640-2-22-01
 Pinellas and Hillsborough County

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

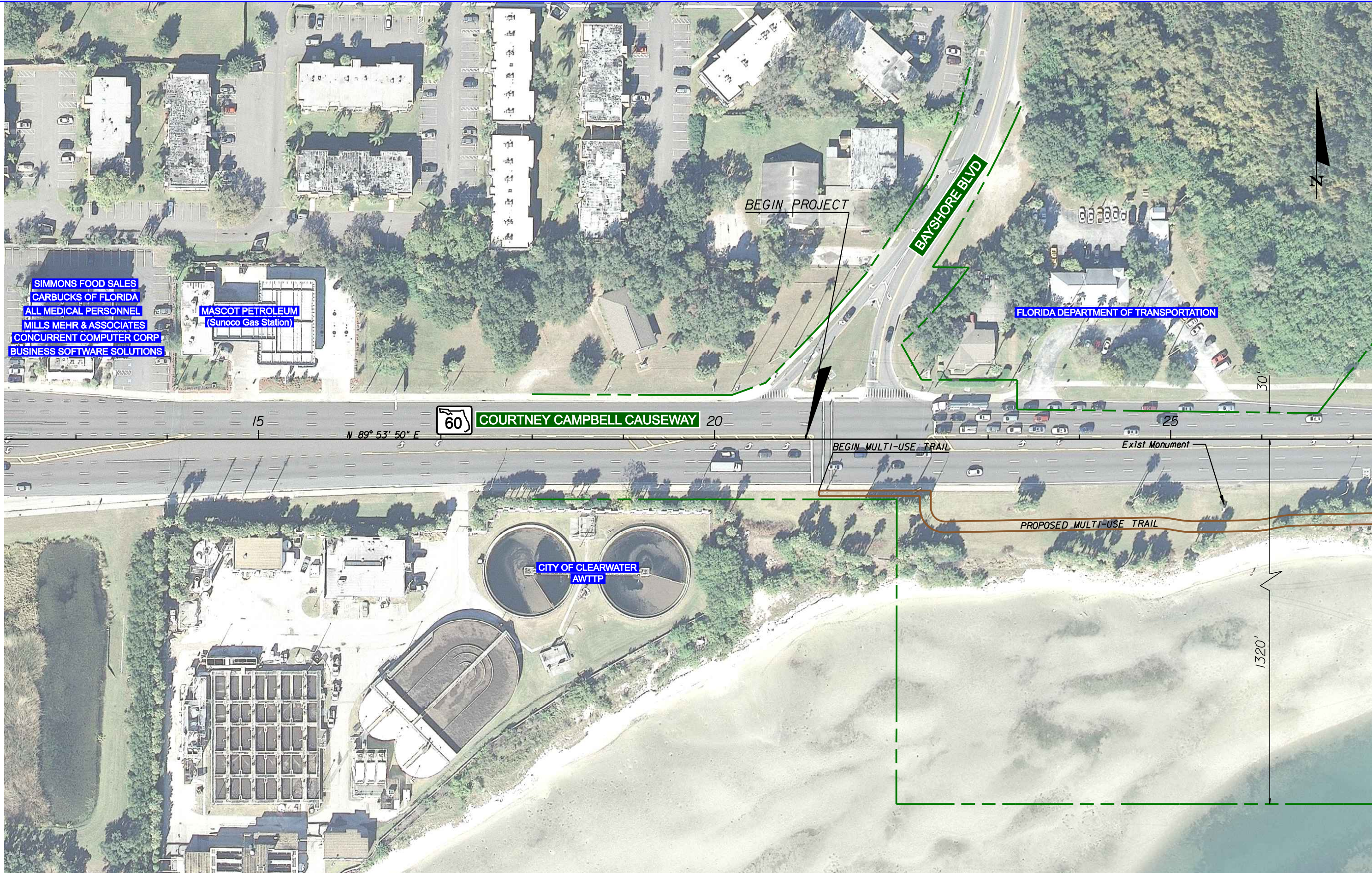
CONCEPTUAL TYPICAL SECTIONS

*SHEET
NO.
IV*



X - Concept Plan Sheet Number

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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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



OLD TAMPA BAY

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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

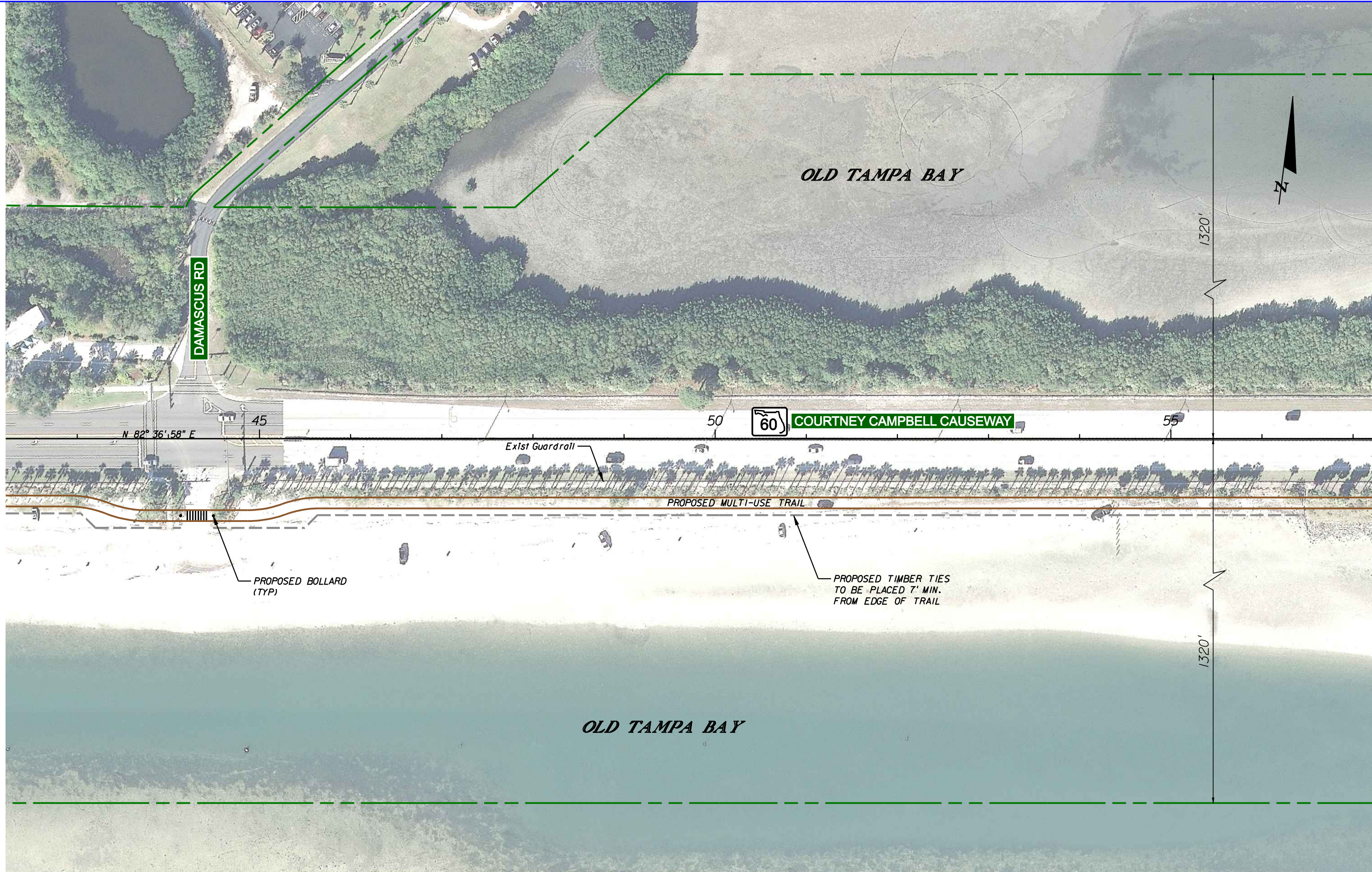
**SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY**

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET
NO.

2



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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.

3

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

60

65

70

Exist Guardrail

PROPOSED MULTI-USE TRAIL

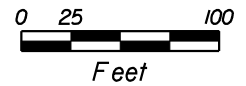
1320'



OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
- PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- RELOCATED ACCESS ROAD
- PROPOSED MULTI-USE TRAIL BRIDGE
- UNPAVED PARKING AREA
- EXISTING RIGHT OF WAY



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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.
4

OLD TAMPA BAY

OLD TAMPA BAY



COURTNEY CAMPBELL CAUSEWAY

RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

Exist Guardrail

PROPOSED MULTI-USE TRAIL

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

Exist Sea Wall

1320'

1320'



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.
5

OLD TAMPA BAY



RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL



COURTNEY CAMPBELL CAUSEWAY

90

95

100

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

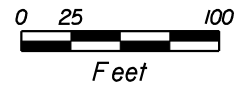
1320'

1320'

OLD TAMPA BAY

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)



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

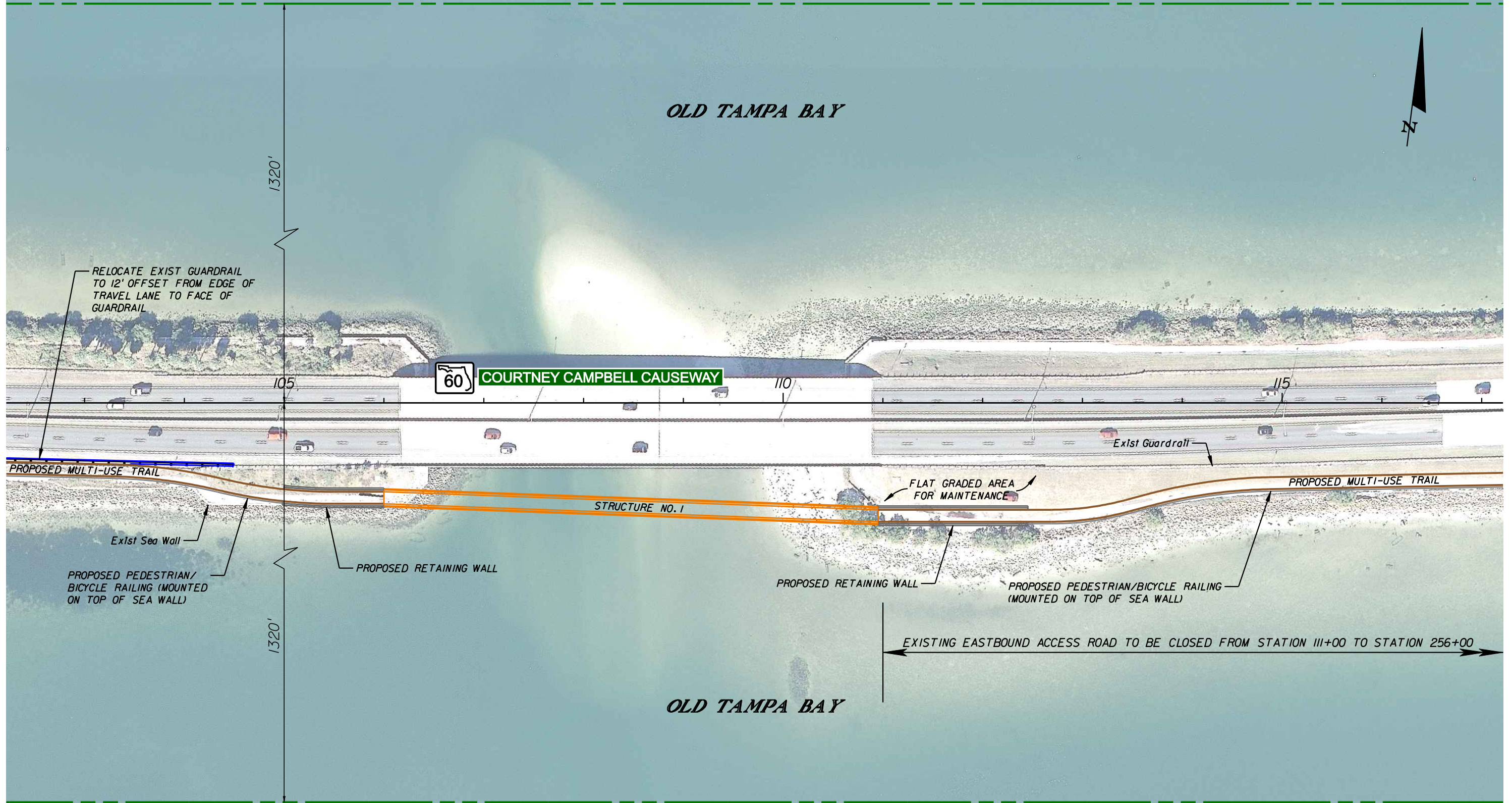
**SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
 PD&E STUDY**

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
6

OLD TAMPA BAY



RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

60 COURTNEY CAMPBELL CAUSEWAY

Exist Guardrail

PROPOSED MULTI-USE TRAIL

FLAT GRADED AREA FOR MAINTENANCE

PROPOSED MULTI-USE TRAIL

STRUCTURE NO. 1

Exist Sea Wall

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

PROPOSED RETAINING WALL

PROPOSED RETAINING WALL

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION III+00 TO STATION 256+00

OLD TAMPA BAY

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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

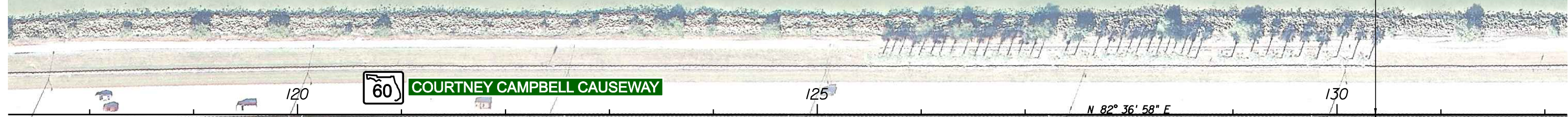
SHEET
NO.

7

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

120

125

130

N 82° 36' 58" E

Exlst Guardrail

PROPOSED MULTI-USE TRAIL

Exlst Sea Wall

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

1320'

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

OLD TAMPA BAY

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.

8

OLD TAMPA BAY



1320'

PROPOSED GUARDRAIL
REMOVE EXISTING SR 60
ACCESS ROAD ENTRANCE/
EXIT

135



COURTNEY CAMPBELL CAUSEWAY

140

145

Exist Guardrail

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

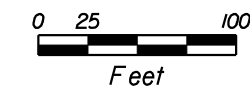
EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

1320'

OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
- PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- RELOCATED ACCESS ROAD
- PROPOSED MULTI-USE TRAIL BRIDGE
- UNPAVED PARKING AREA
- EXISTING RIGHT OF WAY



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.
9

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

Exist Guardrail

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION III+00 TO STATION 256+00

1320'

OLD TAMPA BAY

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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

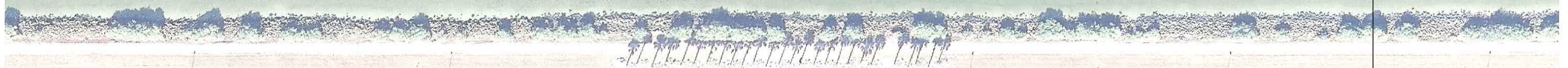
SHEET
NO.

10

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

165

170

175

Exist Guardrail

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

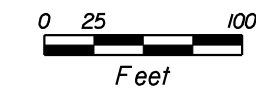
1320'

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION III+00 TO STATION 256+00

OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
- PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- RELOCATED ACCESS ROAD
- PROPOSED MULTI-USE TRAIL BRIDGE
- UNPAVED PARKING AREA
- EXISTING RIGHT OF WAY



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

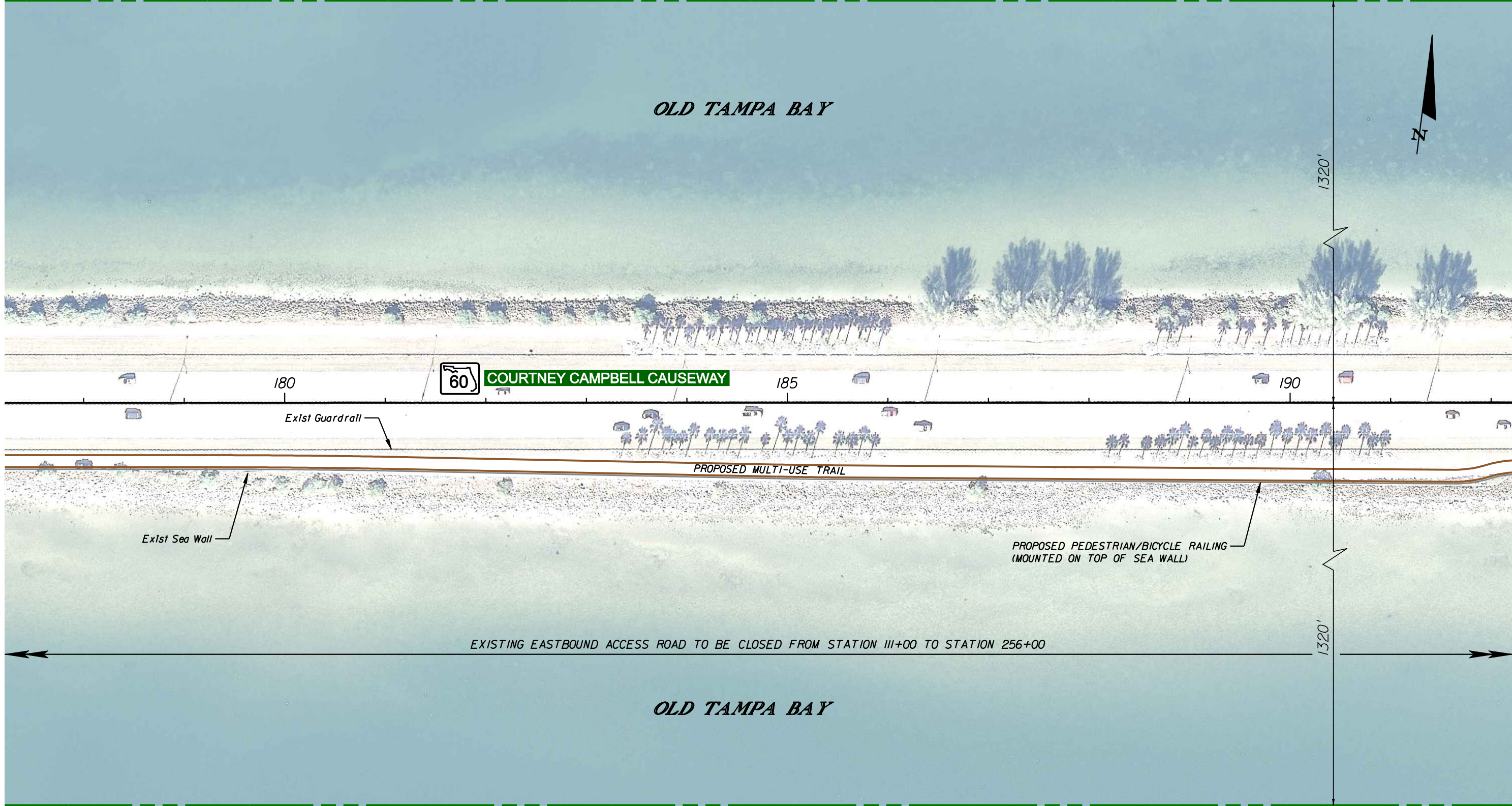
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

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.
11



OLD TAMPA BAY



1320'

180



COURTNEY CAMPBELL CAUSEWAY

185

190

Exlst Guardrail

PROPOSED MULTI-USE TRAIL

Exlst Sea Wall

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

1320'

OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
 - PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
 - RELOCATED ACCESS ROAD
 - PROPOSED MULTI-USE TRAIL BRIDGE
 - UNPAVED PARKING AREA
 - EXISTING RIGHT OF WAY
- 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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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

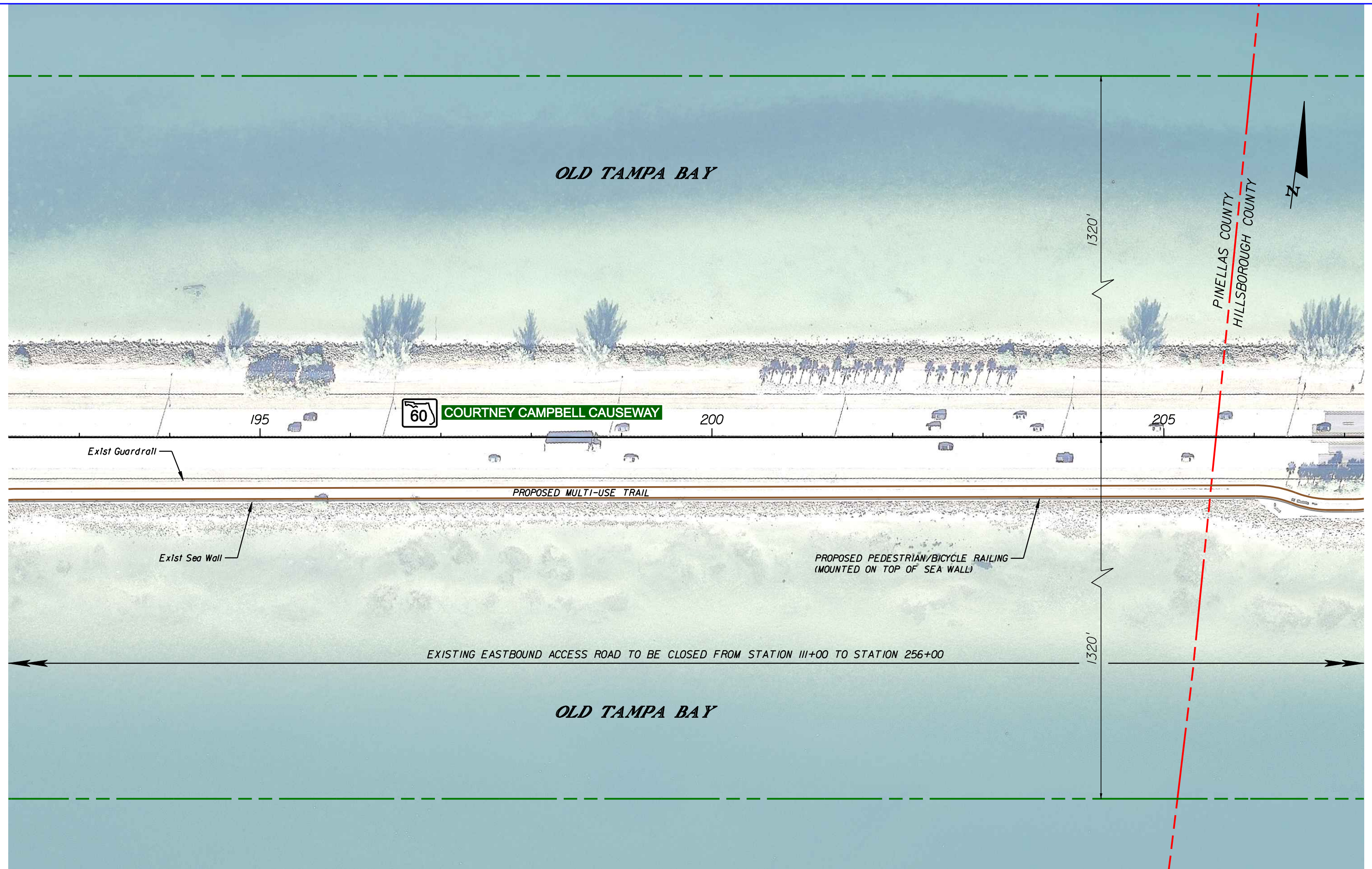
**SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY**

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET
NO.

12



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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.
13

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

Exst Guardrail

PROPOSED MULTI-USE TRAIL

Exst Sea Wall

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

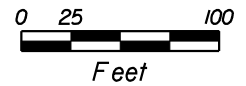
EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

1320'

OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
- PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- RELOCATED ACCESS ROAD
- PROPOSED MULTI-USE TRAIL BRIDGE
- UNPAVED PARKING AREA
- EXISTING RIGHT OF WAY



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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

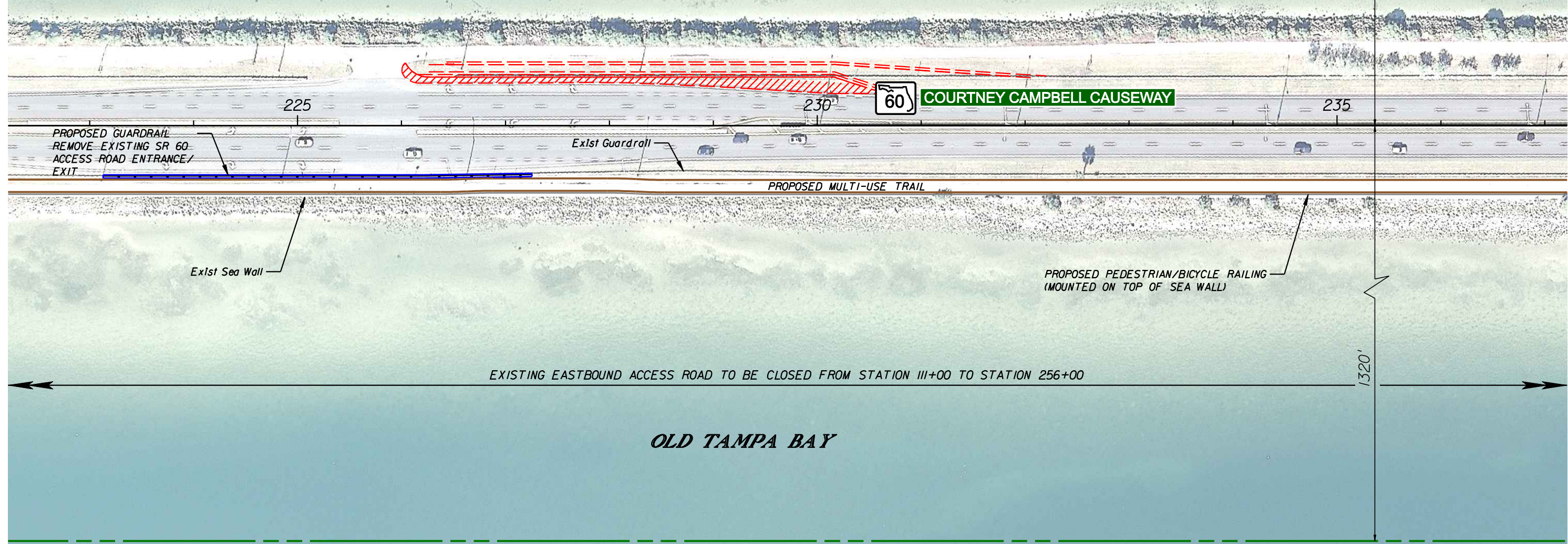
FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
14

OLD TAMPA BAY



1320'



PROPOSED GUARDRAIL
REMOVE EXISTING SR 60
ACCESS ROAD ENTRANCE/
EXIT

Exist Guardrail

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

1320'

OLD TAMPA BAY

LEGEND

	PROPOSED MULTI-USE TRAIL		PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
	RELOCATED ACCESS ROAD		
	PROPOSED MULTI-USE TRAIL BRIDGE		
	UNPAVED PARKING AREA		
	EXISTING RIGHT OF WAY		

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.
15

OLD TAMPA BAY



1320'

RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

240

245



COURTNEY CAMPBELL CAUSEWAY

250

Exist Guardrail

PROPOSED MULTI-USE TRAIL

Exist Sea Wall

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 111+00 TO STATION 256+00

1320'

OLD TAMPA BAY

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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

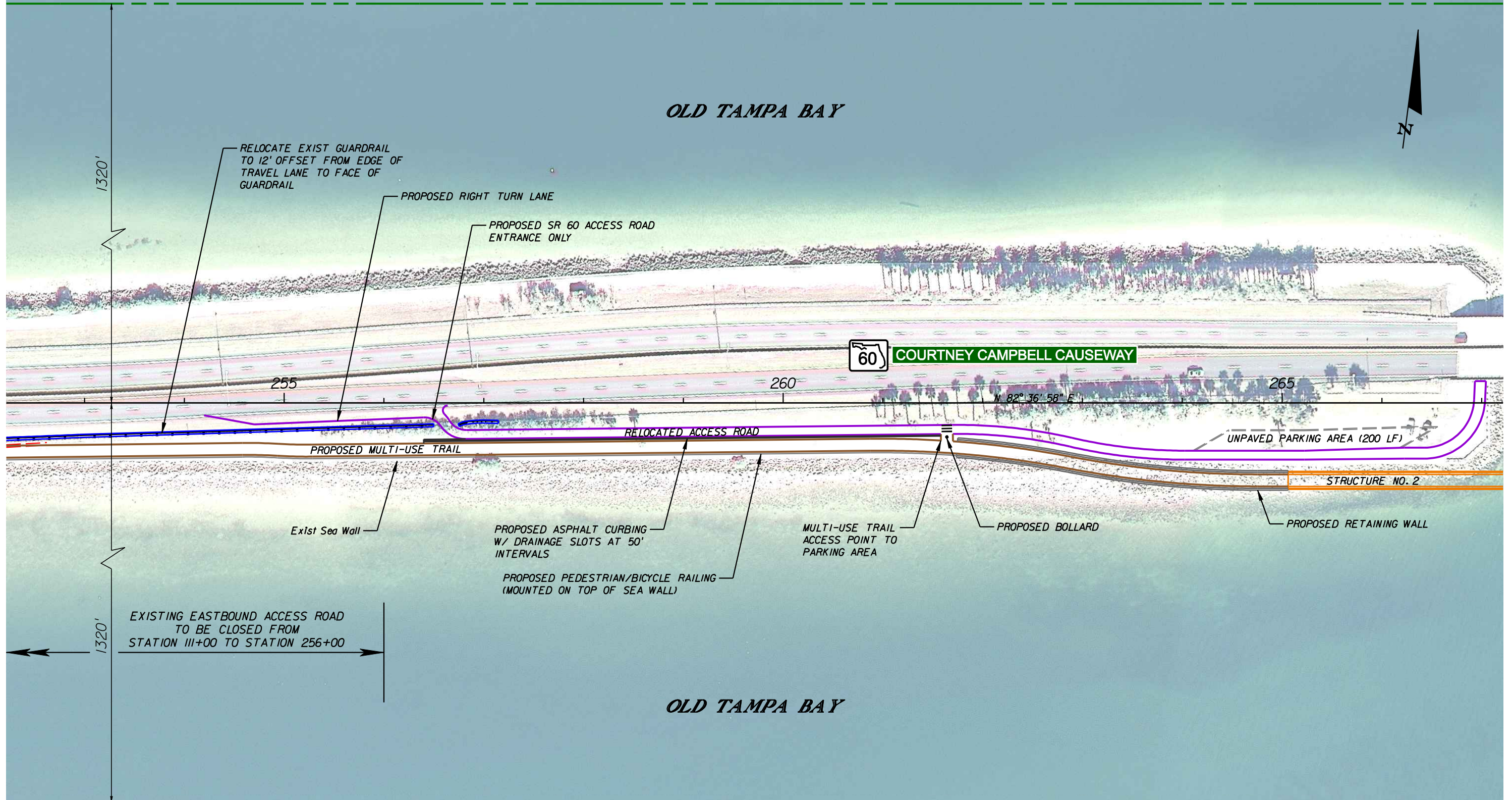
SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.
16

OLD TAMPA BAY



RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

PROPOSED RIGHT TURN LANE

PROPOSED SR 60 ACCESS ROAD ENTRANCE ONLY

60 COURTNEY CAMPBELL CAUSEWAY

255

260

265

N 82° 36' 58" E

PROPOSED MULTI-USE TRAIL

RELOCATED ACCESS ROAD

UNPAVED PARKING AREA (200 LF)

STRUCTURE NO. 2

Exist Sea Wall

PROPOSED ASPHALT CURBING W/ DRAINAGE SLOTS AT 50' INTERVALS

MULTI-USE TRAIL ACCESS POINT TO PARKING AREA

PROPOSED BOLLARD

PROPOSED RETAINING WALL

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

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION III+00 TO STATION 256+00

OLD TAMPA BAY

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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.
17

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

270

275

280

STRUCTURE NO. 2

1320'

OLD TAMPA BAY

LEGEND

- PROPOSED MULTI-USE TRAIL
 - PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
 - RELOCATED ACCESS ROAD
 - PROPOSED MULTI-USE TRAIL BRIDGE
 - UNPAVED PARKING AREA
 - EXISTING RIGHT OF WAY
- 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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

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.

18

OLD TAMPA BAY



1320'



COURTNEY CAMPBELL CAUSEWAY

285

290

295

STRUCTURE NO. 2

BRIDGE FENDERS TO BE EXTENDED
UNDER PROPOSED TRAIL BRIDGE

1320'

OLD TAMPA BAY

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)
- 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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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**

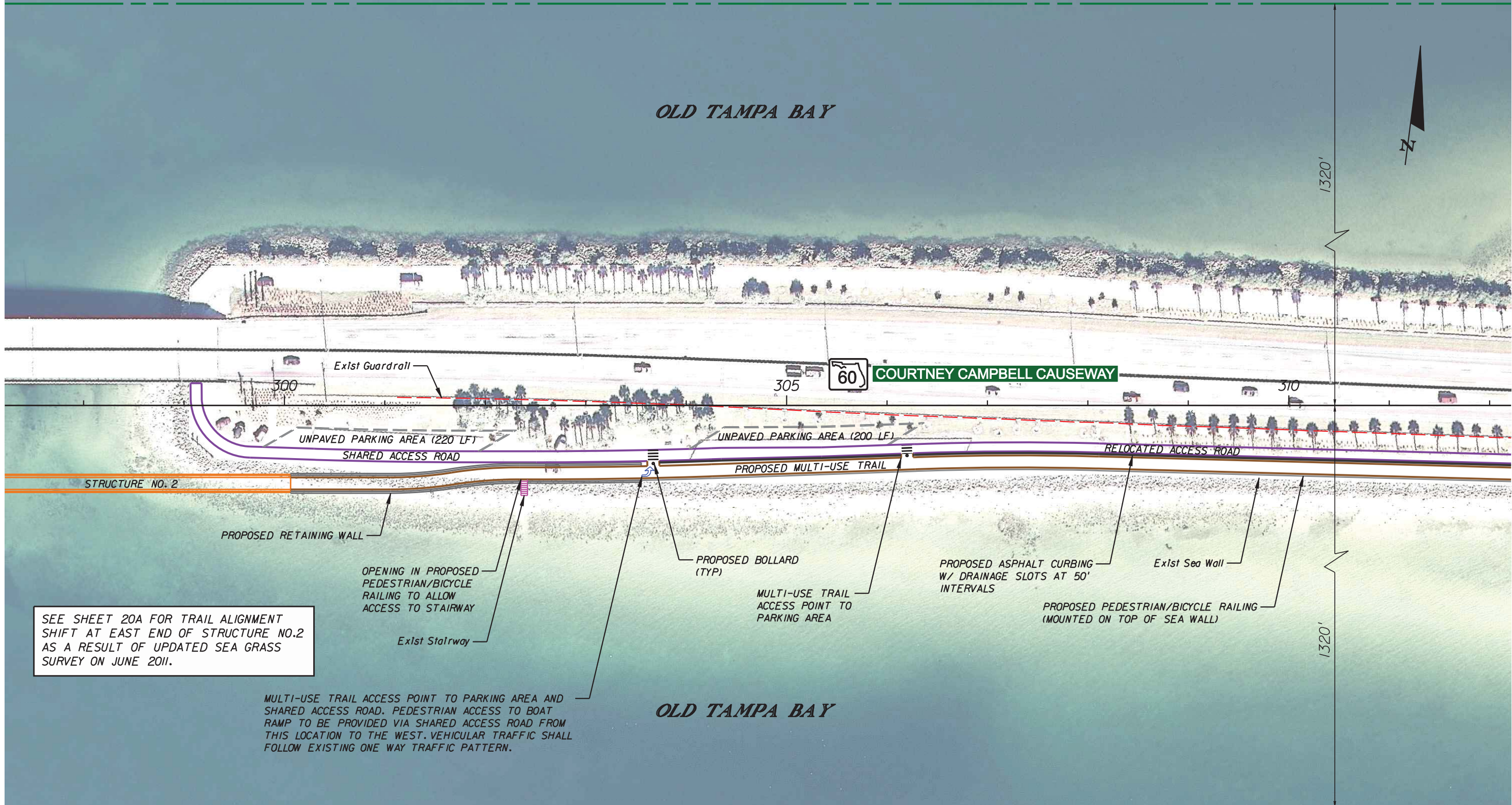
CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET
NO.

19

OLD TAMPA BAY



SEE SHEET 20A FOR TRAIL ALIGNMENT SHIFT AT EAST END OF STRUCTURE NO.2 AS A RESULT OF UPDATED SEA GRASS SURVEY ON JUNE 2011.

MULTI-USE TRAIL ACCESS POINT TO PARKING AREA AND SHARED ACCESS ROAD. PEDESTRIAN ACCESS TO BOAT RAMP TO BE PROVIDED VIA SHARED ACCESS ROAD FROM THIS LOCATION TO THE WEST. VEHICULAR TRAFFIC SHALL FOLLOW EXISTING ONE WAY TRAFFIC PATTERN.

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)



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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**

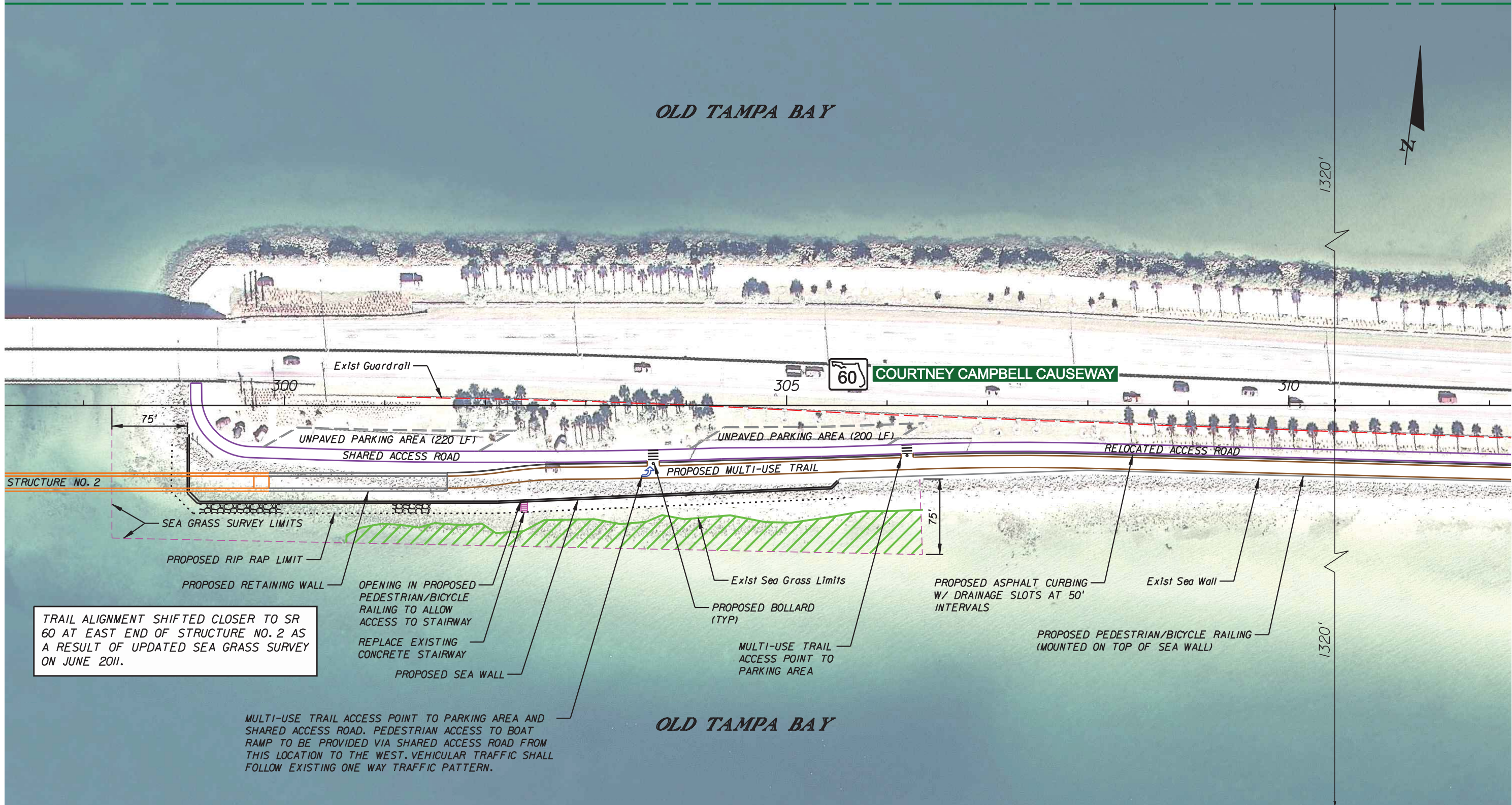
CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.

20

OLD TAMPA BAY

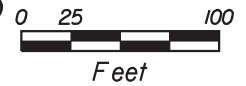


TRAIL ALIGNMENT SHIFTED CLOSER TO SR 60 AT EAST END OF STRUCTURE NO. 2 AS A RESULT OF UPDATED SEA GRASS SURVEY ON JUNE 2011.

MULTI-USE TRAIL ACCESS POINT TO PARKING AREA AND SHARED ACCESS ROAD. PEDESTRIAN ACCESS TO BOAT RAMP TO BE PROVIDED VIA SHARED ACCESS ROAD FROM THIS LOCATION TO THE WEST. VEHICULAR TRAFFIC SHALL FOLLOW EXISTING ONE WAY TRAFFIC PATTERN.

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)
- SEA GRASS LIMITS (SURVEYED)



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

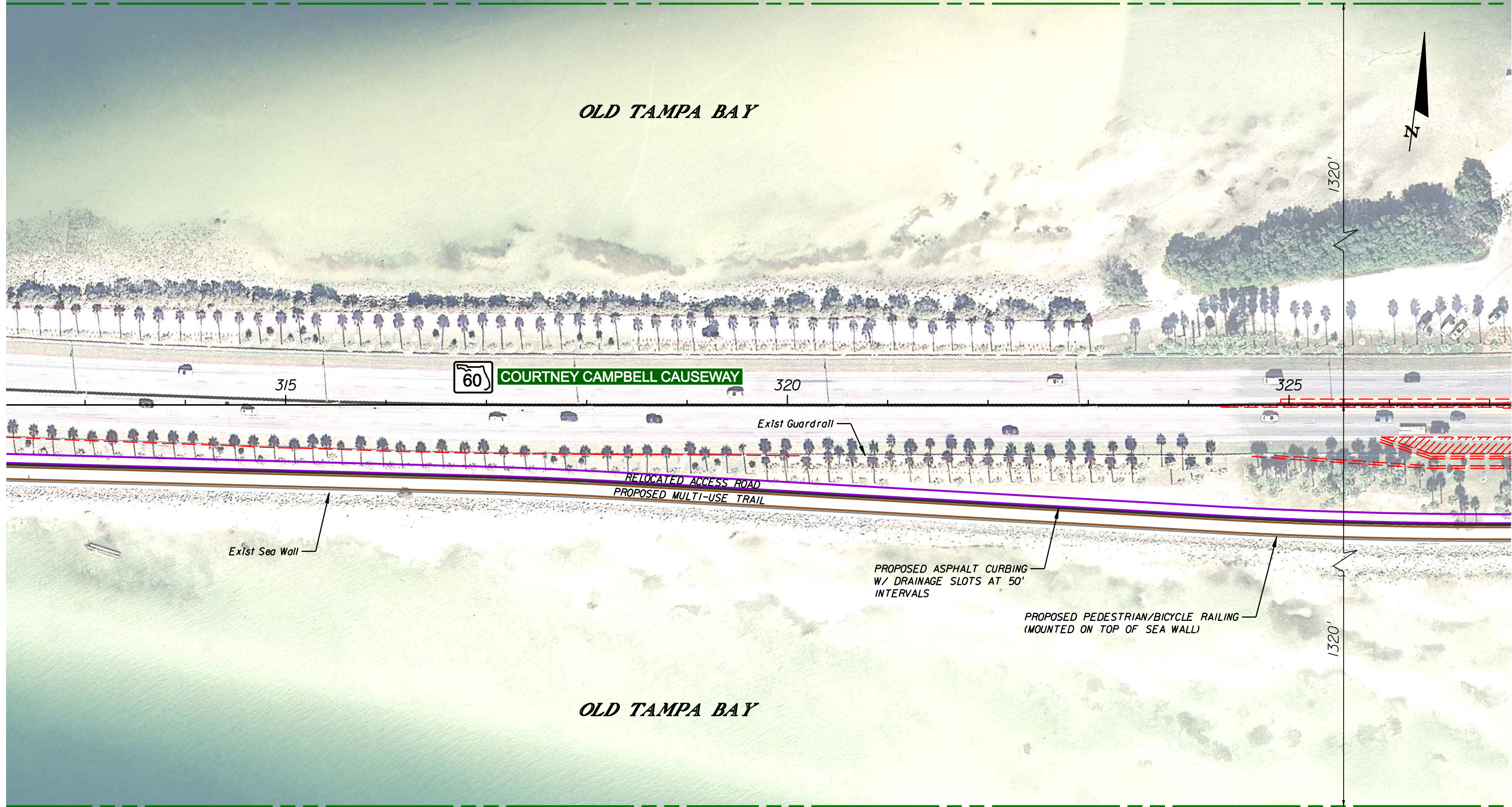
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

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.
20A



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

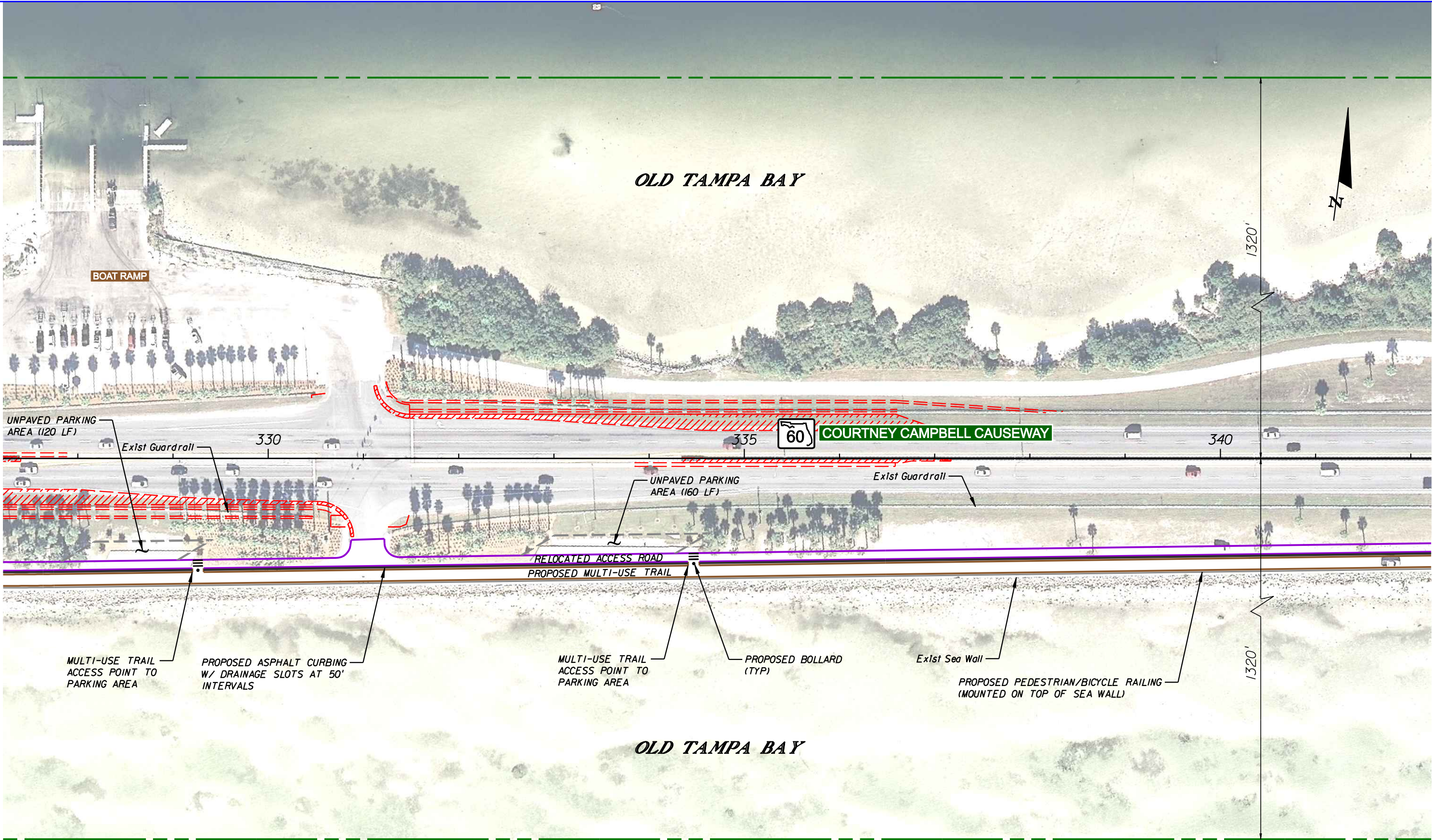
**SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
PD&E STUDY**

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

SHEET NO.

21



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

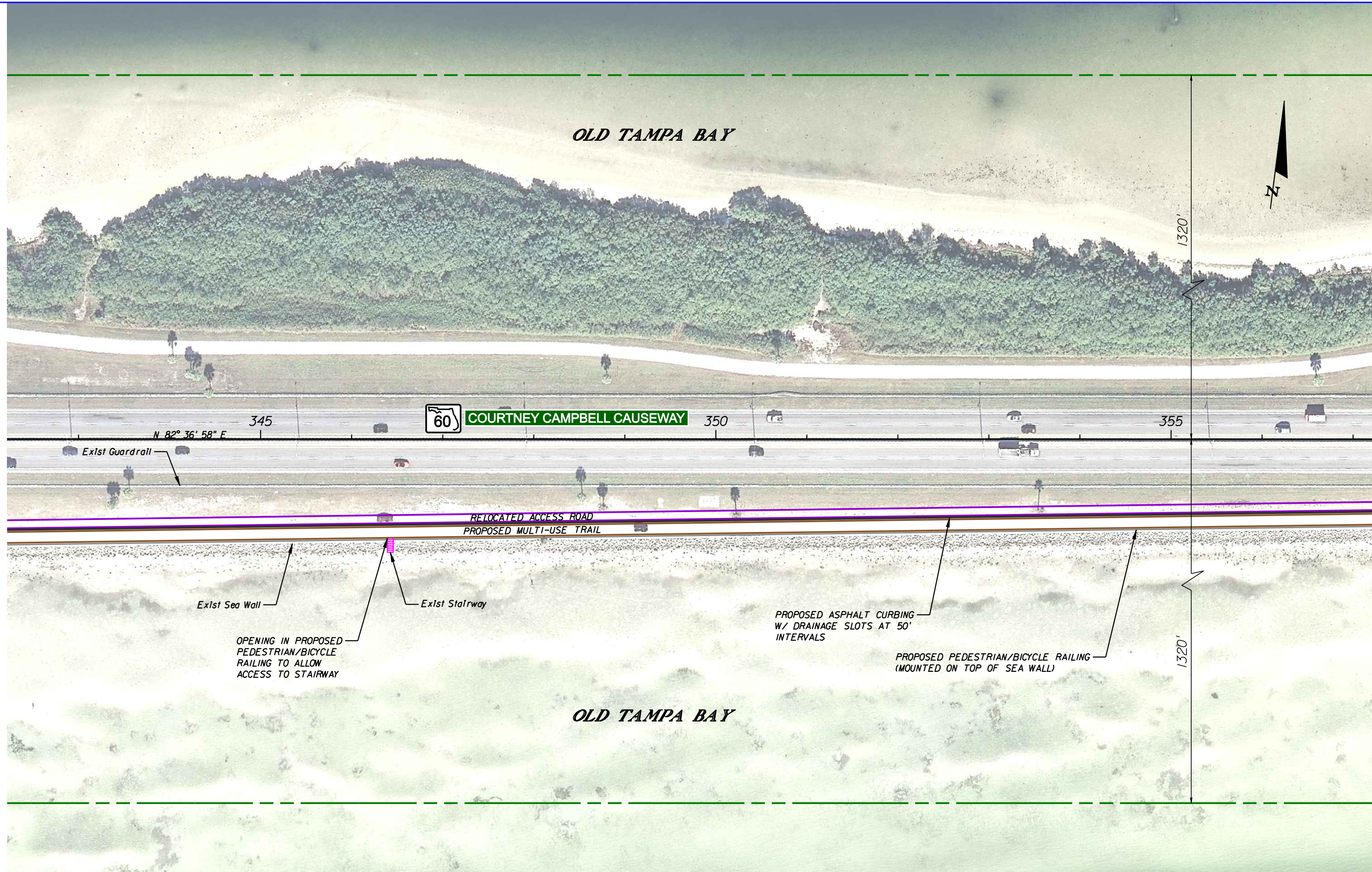
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

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.
22



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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.

23

OLD TAMPA BAY

OLD TAMPA BAY

COURTNEY CAMPBELL CAUSEWAY



1320'

1320'

360

365

370

Exist Guardrail

Exist Guardrail

PROPOSED ASPHALT CURBING
W/ DRAINAGE SLOTS AT 50'
INTERVALS

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

MULTI-USE TRAIL
ACCESS POINT TO
PARKING AREA

PROPOSED BOLLARD
(TYP)

Exist Sea Wall

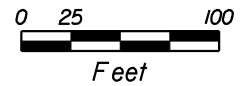
MULTI-USE TRAIL
ACCESS POINT TO
PARKING AREA

RELOCATED ACCESS ROAD
PROPOSED MULTI-USE TRAIL

UNPAVED PARKING AREA (500 LF)

LEGEND

- PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
- PROPOSED MULTI-USE TRAIL
- RELOCATED ACCESS ROAD
- PROPOSED MULTI-USE TRAIL BRIDGE
- UNPAVED PARKING AREA
- EXISTING RIGHT OF WAY



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
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

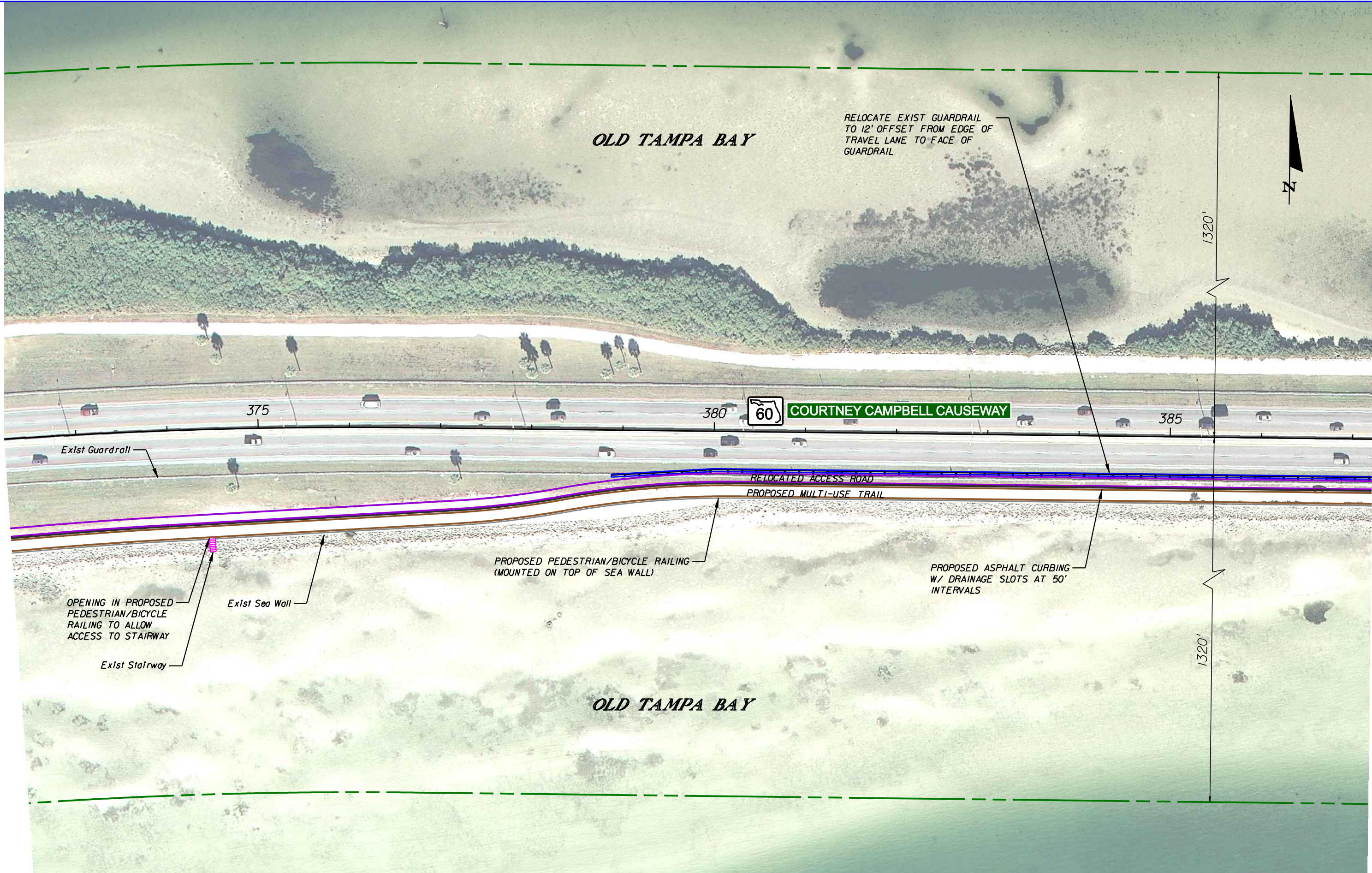
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	PINELLAS & HILLSBOROUGH	422640-2-22-01

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.
24



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)
 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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

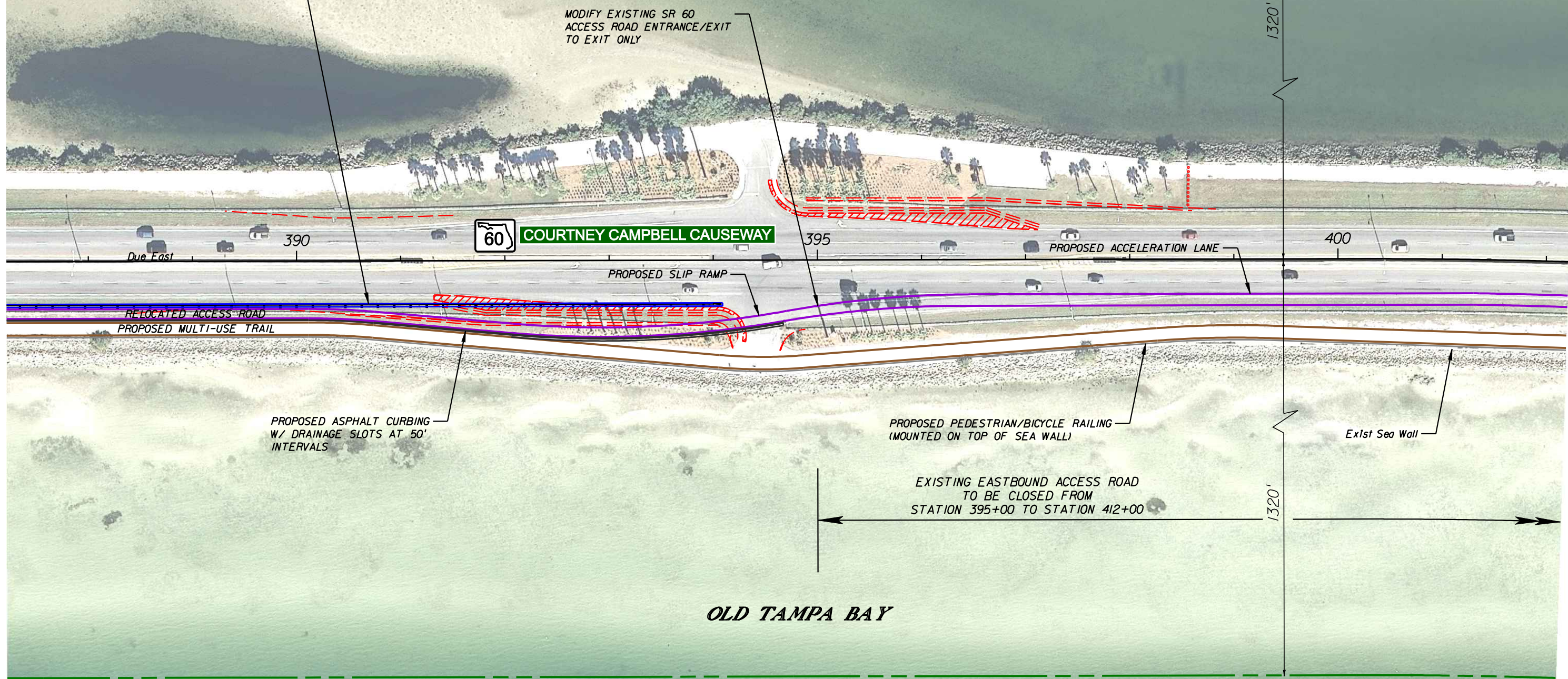
SHEET NO.
25

OLD TAMPA BAY



RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

MODIFY EXISTING SR 60 ACCESS ROAD ENTRANCE/EXIT TO EXIT ONLY



PROPOSED ASPHALT CURBING W/ DRAINAGE SLOTS AT 50' INTERVALS

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

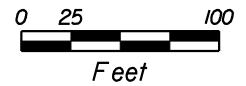
Exist Sea Wall

EXISTING EASTBOUND ACCESS ROAD TO BE CLOSED FROM STATION 395+00 TO STATION 412+00

OLD TAMPA BAY

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)



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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

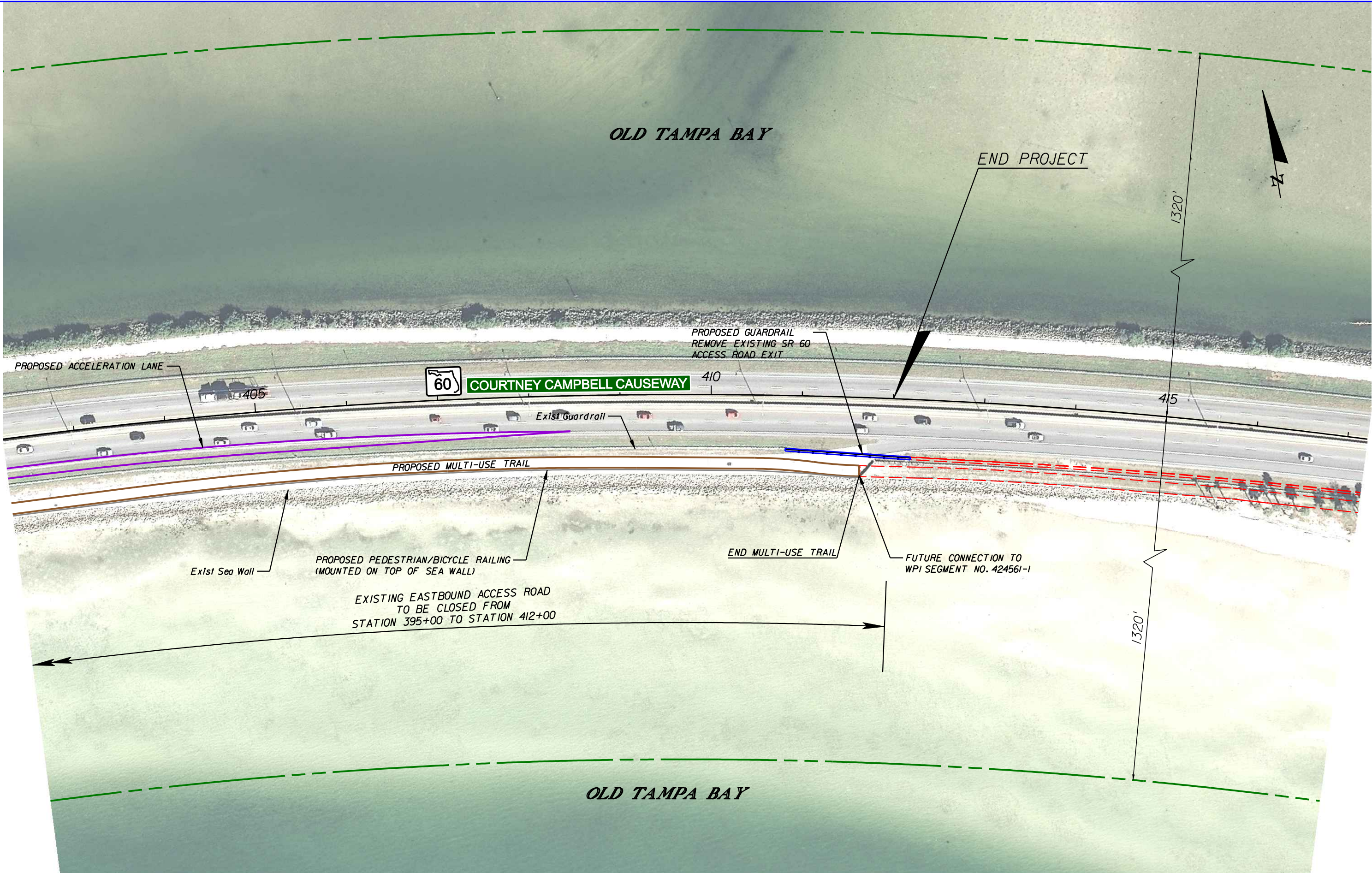
**SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
 PD&E STUDY**

CONCEPT PLANS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

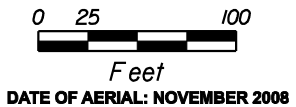
SHEET NO.

26



LEGEND

	PROPOSED MULTI-USE TRAIL		PROPOSED IMPROVEMENTS BY OTHERS (424561-1)
	RELOCATED ACCESS ROAD		
	PROPOSED MULTI-USE TRAIL BRIDGE		
	UNPAVED PARKING AREA		
	EXISTING RIGHT OF WAY		



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		
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.
 27

APPENDIX D

Agency Coordination





Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 McKinley Drive MS 7-500
Tampa, FL 33612

OFFICE OF THE
SECRETARY

February 25, 2011

Dr. David Rydene, Ph.D.
National Marine Fisheries Service
263 13th Avenue South
St. Petersburg, FL 33701

RE: WPI Segment No: 422640-2
State Road (SR) 60 (Courtney Campbell Causeway) Multi-Use Trail
From Bayshore Boulevard to West of the Ben T. Davis Beach Entrance
Pinellas and Hillsborough Counties

Dear Dr. Rydene,

The Florida Department of Transportation (Department) is conducting a Project Development and Environment (PD&E) Study to construct a multi-use trail within the limits noted above. The study corridor is the existing Courtney Campbell Causeway (Causeway). The Causeway consists of fill material that was used to construct SR 60. The entire project will be located on the existing fill material with the exception of two proposed bridges over Old Tampa Bay, adjacent to the existing SR 60 bridges. The proposed bridges, at a minimum, will meet the existing horizontal and vertical clearances of the existing SR 60 bridges.

As a part of conducting this study, the Department is initialing informal consultation with the National Marine Fisheries Service (NMFS). In order to fulfill the requirements of the various federal and state environmental and regulatory processes the Department is soliciting comments from federal, state, and local agencies. A Draft Wetland Evaluation and Biological Assessment Report (WEBAR) has been prepared for the study. This report is attached for your review.

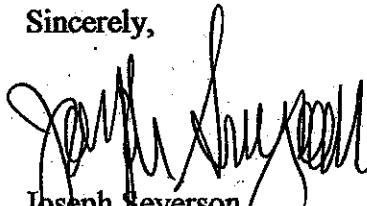
This project has been evaluated for impacts on federally protected threatened and endangered species. Based on the results of the study conducted, the Department has concluded that the West Indian manatee, wood stork, gulf sturgeon, piping plover, and loggerhead, leatherback, Kemp's Ridley, and green sea turtles may utilize habitat within the project area. It is anticipated

that this project will have minimal temporary impacts to habitat during construction of the proposed bridges, but will not have any permanent adverse effects to these species or their habitat. As mentioned above, this project will be constructed on the existing fill limits of the Causeway, with the exception of the proposed bridges.

No suitable foraging habitat for the wood stork and no critical habitat for the gulf sturgeon, West Indian manatee, and piping plover will be impacted by the construction of the proposed multi-use trail. There is no suitable nesting habitat for sea turtles located within the project area; therefore no impacts to sea turtle nesting are anticipated for this project. The Department will develop a wildlife watch plan, which includes the FFWCC "Standard Manatee Conditions for In-Water Work", during the design and permitting phase and will adhere to the guidelines set in this plan during construction. The Department will coordinate this plan with the USFWS. Therefore, the Department, on behalf of the Federal Highway Administration (FHWA), has determined that the proposed actions will have a "No Effect" determination for the wood stork, and a "May Affect, Not Likely to Adversely Affect" determination for the West Indian manatee, gulf sturgeon, piping plover, and sea turtles.

If your office concurs with this determination, please respond to the Department in writing by March 10, 2011. If your agency would like a site review or any additional information, please feel free to call me at (813) 975-6455.

Sincerely,



Joseph Severson
Environmental Specialist

cc: Robin Rhinesmith
Roberto Gonzalez

Enclosed: Draft Wetland Evaluation Biological Assessment Report



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

11201 McKinley Drive MS 7-500
Tampa, FL 33612

**OFFICE OF THE
SECRETARY**

February 25, 2011

**Ms. Jane Monaghan
U.S. Fish and Wildlife Service
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517**

**RE: WPI Segment No: 422640-2
State Road (SR) 60 (Courtney Campbell Causeway) Multi-Use Trail
From Bayshore Boulevard to West of the Ben T. Davis Beach Entrance
Pinellas and Hillsborough Counties**

Dear Ms. Monaghan,

The Florida Department of Transportation (Department) is conducting a Project Development and Environment (PD&E) Study to construct a multi-use trail within the limits noted above. The study corridor is the existing Courtney Campbell Causeway (Causeway). The Causeway consists of fill material that was used to construct SR 60. The entire project will be located on the existing fill material with the exception of two proposed bridges over Old Tampa Bay, adjacent to the existing SR 60 bridges. The proposed bridges, at a minimum, will meet the existing horizontal and vertical clearances of the existing SR 60 bridges.

As a part of conducting this study, the Department is initialing informal consultation with the U.S. Fish and Wildlife Service (USFWS). In order to fulfill the requirements of the various federal and state environmental and regulatory processes the Department is soliciting comments from federal, state, and local agencies. A Draft Wetland Evaluation and Biological Assessment Report (WEBAR) has been prepared for the study. This report is attached for your review.

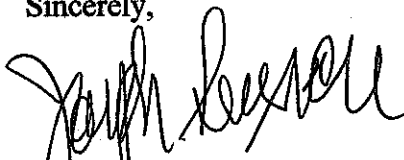
This project has been evaluated for impacts on federally protected threatened and endangered species. Based on the results of the study conducted, the Department has concluded that the West Indian manatee, wood stork, gulf sturgeon, piping plover, and loggerhead, leatherback, Kemp's Ridley, and green sea turtles may utilize habitat within the project area. It is anticipated that this project will have minimal temporary impacts to habitat during construction of the

proposed bridges, but will not have any permanent adverse effects to these species or their habitat. As mentioned above, this project will be constructed on the existing fill limits of the Causeway, with the exception of the proposed bridges.

No suitable foraging habitat for the wood stork and no critical habitat for the gulf sturgeon, West Indian manatee, and piping plover will be impacted by the construction of the proposed multi-use trail. There is no suitable nesting habitat for sea turtles located within the project area; therefore no impacts to sea turtle nesting are anticipated for this project. The Department will develop a wildlife watch plan, which includes the FFWCC "Standard Manatee Conditions for In-Water Work", during the design and permitting phase and will adhere to the guidelines set in this plan during construction. The Department will coordinate this plan with the USFWS. Therefore, the Department, on behalf of the Federal Highway Administration (FHWA), has determined that the proposed actions will have a "No Effect" determination for the wood stork, and a "May Affect, Not Likely to Adversely Affect" determination for the West Indian manatee, gulf sturgeon, piping plover, and sea turtles.

If your office concurs with this determination, please respond to the Department in writing by March 10, 2011. If your agency would like a site review or any additional information, please feel free to call me at (813) 975-6455.

Sincerely,



Joseph Severson
Environmental Specialist

cc: Robin Rhinesmith
Roberto Gonzalez

Enclosed: Draft Wetland Evaluation Biological Assessment Report



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
(727) 824-5317; FAX 824-5300

March 9, 2011 F/SER46:DR

Joseph Severson
Environmental Specialist
Florida Department of Transportation District Seven
11201 McKinley Drive MS 7-500
Tampa, Florida 33612-6456

Dear Mr. Severson:

This letter is intended to provide technical assistance in response to your letter dated February 25, 2011. NOAA's National Marine Fisheries Service (NMFS) has reviewed the accompanying Draft Wetland Evaluation Biological Assessment Report regarding the construction of a multi-use trail on the SR 60 Courtney Campbell Causeway in Hillsborough County and Pinellas County, Florida (ETDM No. 13102; Work Program Item Segment No. 422640 2; FAP No. 9045-090-C). The trail would include two structures crossing the waters of Old Tampa Bay. NMFS has assessed the information provided by your agency in reference to potential impacts to essential fish habitat and swimming sea turtles.

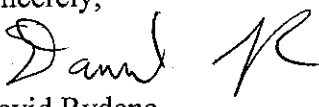
The project lies within an area of the Tampa Bay system that may be inhabited by swimming sea turtles and/or smalltooth sawfish. The draft report does not include an assessment of potential impacts to smalltooth sawfish. Smalltooth sawfish are listed as an endangered species under the Endangered Species Act (ESA) and fall under NMFS' purview. NMFS recommends that a section on smalltooth sawfish be added to your report. In addition, we suggest that NMFS' Sea Turtle and Smalltooth Sawfish Construction Conditions be implemented as part of the project's commitments. When the project's final design has been determined, NMFS recommends that a section 7 consultation be conducted for swimming sea turtles and smalltooth sawfish.

It appears that the recommended trail alternative will have minimal impacts to mangroves. As the report states, the final determination of potential impacts to seagrasses from the two independent bridge structures will need to be determined during the prime seagrass growing season (May-September). Appropriate compensatory mitigation strategies can be discussed when impacts to NMFS trust resources are known with greater certainty.

If you have questions regarding NMFS' views on this project, please contact me at our St. Petersburg, Florida office. You can reach me at the letterhead address or by calling (727) 824-5379.



Sincerely,



David Rydene

Fish Biologist
Habitat Conservation Division



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-2011-I-0198

March 24, 2011

Mr. Joseph Severson
Environmental Specialist
Florida Department of Transportation
11201 N. McKinley Drive,
Tampa, FL 33612-6456

Dear Mr. Severson:

Our office has reviewed the information provided by the Florida Department of Transportation (FDOT) for consultation on the SR 60 Multi-Use Trail and your request for our concurrence on the FDOT effects determination for the federally listed Florida manatee (*Trichechus manatus latirostris*), piping plover (*Charadrius melodus*), wood stork (*Mycteria americana*), green sea turtle (*Chelonia mydas*), loggerhead sea turtle (*Caretta caretta*), leatherback sea turtle (*Dermochelys coriacea*), Kemp's Ridley sea turtle (*Lepidochelys kempii*) and gulf sturgeon (*Acipenser oxyrinchus*). The western terminus begins at latitude 27 59'39.13N and longitude -82 42'13.56W in Pinellas County; the eastern terminus is located at latitude 27 58'19.62N and longitude -82 34'57.53W in Hillsborough County, Florida.

We provide the following comments and recommendations in accordance with section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 *et seq.*), and the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 *et seq.*).

The risks to the Florida manatee have been evaluated. The Florida manatee is protected under the ESA and the MMPA. Both of these laws make it illegal to "take" (i.e. harm, harass, injure or kill) manatees. We are concerned about the presence of manatees and sea grasses in the project area. Any impacts to seagrass beds results in a 'May Affect' determination for the Florida manatee. Seagrass surveys need to be conducted during the growing season (June 1- Sept 30). Direct impacts to the seagrass beds during construction and indirect impacts to seagrasses as a result of shading need to be quantified. Further damage may occur from the operation of boats and barges during the construction phase. Turbidity and siltation during the construction phase may also impact seagrass beds. The Service recommends the National Marine Fisheries Service and U.S. Army Corps of Engineers guidance document entitled, 'Dock Construction Guidelines in Florida for Docks or Other Minor Structures Constructed in or over Submerged Aquatic Vegetation (SAV), Marsh or Mangrove Habitat' (August 2001) when designing structures over SAV. We have attached these guidelines for you. In addition to following the Standard In-Water

Construction Conditions for Manatees (2009) there will be a need for special conditions for this project which may include the following: no nighttime work, dedicated manatee observers, fenders between work barges to prevent crushing, seasonal timing restrictions and the proper siltation or exclusion barriers that will not entrap manatees in the work site.

The Service and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) share Federal jurisdiction for sea turtles under the ESA. The Service has responsibility for sea turtles on nesting beaches. NMFS has jurisdiction for sea turtles in the marine environment. The Service concurs with your determination of effect for all species of sea turtles due to the lack of nesting beaches along the causeway.

The Service also shares jurisdiction for Gulf Sturgeon under the ESA. The Service has responsibility for sturgeon in estuarine areas if FDOT is the action agency. Therefore, the Service recommends that FDOT incorporate the Construction Special Provisions for the protection of the Gulf Sturgeon. We have attached these guidelines for your convenience.

If there are wetland impacts, the Service cannot concur with your determination of 'No Effect' for wood storks because there are several colony sites within 15 miles of the proposed trail. The Service recommends utilizing the wood stork effect determination key that is found on our website.

The Courtney Campbell Causeway is an important area for shorebirds and other migratory birds and frequently supports very large numbers of loafing or foraging flocks. The placement of a pedestrian and bicycle trail too close to the areas where shorebirds are known to gather may result in the flushing and disturbance of shorebirds. If dogs are allowed on the trail, the birds may react (flush) even if the dog is on a leash because the animal is seen as a predator. Please provide the distances between the proposed trail and the known shorebird roosting, feeding and loafing areas.

Although there is no piping plover critical habitat designated inside Tampa Bay, we have attached the results of the 2011 Winter Shorebird and Piping Plover Survey for the C. Campbell Causeway. Red knots (*Caladris spp.*) a candidate species for listing, utilize the causeway for foraging and resting during their long migratory flights. This area also supports one of the largest gathering sites in the region for American oystercatchers with 50+ individuals commonly seen here. Repeated disturbances from humans and dogs can be one of the main threats to our shorebird populations. Shorebirds can be displaced from foraging and resting areas, they can also abandon important areas if the disturbance continues and as a result they may have lower body weights upon arrival on their breeding grounds (Pfister et al. 1992, Burger, et al. 2007). Until we have the information requested above we cannot make a determination on the effects of this project on migratory birds.

If you have any questions regarding this response, please contact Jane Monaghan at (904) 731-3119.

Sincerely,



for

David L. Hankla
Field Supervisor

Cc: Scott Sanders, FFWCC
Michael Esquivel, USCG
David Rydene, NOAA
Terry Gilbert, URS Corp.

Attachments (3): 2011 Winter Shorebird Survey, Dock Construction over SAV, Special Provisions for Sturgeon Protection.

References Cited:

Pfister, C.; Harrington, B. and Lavin, M., 1992. The impact of human disturbance on shorebirds at a migration staging area. *Biological Conservation* 60:115-126

Burger, D; Carlucci, S.A.; Jeitner, C.W.; and Niles, L., 2007. Habitat choice, disturbance, and management of foraging shorebirds and gulls at a migratory stopover. *Journal of Coastal Research*, 23(5), 1159-1166.

2011 Winter Shorebird Survey- Data Sheet

Site name and description: *COURTNEY CAMP BELL CAUSEWAY FROM WATER TREATMENT PLANT (CLEARWATER/PINGULAS TO ROCKY PT. DRIVE TAMPA /HILLSBOROUGH*

Observer (lead): *ROBERT LANE*

Email: *ohiomagpie@hotmail.com*
 Phone: HOME: 330-537-4341
 CELL: 216-276-7782

Start time: *6:45 AM FEB 4 2011*

Weather conditions:
MORNING: OVERCAST, FOGGY
AFTERNOON: CLEAR, SUNNY

Other observers:
DENISE LANE
JANE MANN
STEPHEN MANN

End time: *4:30 PM*

RECEIVED

FEB 18 2011

GPS Locations.

Please use a GPS unit or internet tools such as GET LAT LON (<http://www.getlatlon.com/>) to determine latitude and longitude for the following.

U.S. FISH AND WILDLIFE SERVICE
 JACKSONVILLE, FLORIDA

- 1) Length of your survey route: start point (A) and point furthest from the start (B).
- 2) Individuals or groups of Snowy Plovers, Piping Plover, Wilson's Plover, and Red Knot.
- 3) Color-banded individuals.
- 4) Large aggregations or flocks of birds (i.e. 50+); note species composition and number of birds.

Point	Latitude	Longitude	Species	Information
A	<i>27.958717</i>	<i>-82.708000</i>	<i>not applicable</i>	<i>Start point of your survey route.</i>
B	<i>27.961938</i>	<i>-82.568971</i>	<i>not applicable</i>	<i>Furthest point of your route from the start point (A).</i>
1	<i>27.961028</i>	<i>-82.696403</i>	<i>WILSON'S PLOVER</i>	<i>2 CLEARWATER, CCC BEACH IN LARGE FLOCK OF SHORE BIRDS</i>
2	"	"	<i>LEAST SANDPIPER</i>	<i>470</i>
3	"	"	<i>DUNLIN</i>	<i>118</i>
4	"	"	<i>SHORT-BILLED DOWITCHER</i>	<i>75</i>
5	"	"	<i>RUDDY TURNSTONE</i>	<i>65</i>
6	"	"	<i>RED KNOT</i>	<i>KM3, GROUP OF 6</i>
7	"	"	<i>SANDERLING</i>	<i>100</i>
8	"	"	<i>RING-BILLED GULL</i>	<i>80</i>
9	"	"	<i>LAUGHING GULL</i>	<i>70</i>
10	"	"	<i>AMERICAN OYSTERCATCHER</i>	<i>35</i>
11	"	"	<i>BLACK SKIMMER</i>	<i>36</i>
12	"	"	<i>WESTERN SANDPIPER</i>	<i>32</i>
13	"	"	<i>LESSER SCAUP, BLACK-BELLIED PLOVER, BROWN PELICAN, ALSO: SNOWY EGRET, HERRING GULL, ROYAL TERN, FORSTER'S TERN</i>	
14	"	"	<i>MM. BALD EAGLE, BONAPARTE'S GULL, TRICOLOR HERON, LITTLE BLUE HERON, CASPIAN TERN</i>	
15	<i>27.969679</i>	<i>-82.576619</i>	<i>BLACK SKIMMER</i>	<i>102 (BENT. DAVIS BEACH)</i>
16	"	"	<i>LESSER SCAUP</i>	<i>220</i>
17	"	"	<i>RING-BILLED GULL</i>	<i>62</i>
18	"	"	<i>LAUGHING GULL</i>	<i>105</i>
19	<i>27.961982</i>	<i>-82.569628</i>	<i>HORNED GREBE</i>	<i>60 (RUSTY PELICAN - ROCKY PT.)</i>
20	<i>27.973441</i>	<i>-82.594267</i>	<i>DUNLIN</i>	<i>840</i>
21	"	"	<i>LEAST SANDPIPER</i>	<i>200</i>
22	"	"	<i>WILLET</i>	<i>106</i>
23	"	"	<i>SHORT-BILLED DOWITCHER</i>	<i>80</i>
24	"	"	<i>SEMI-PALMATED PLOVER</i>	<i>60</i>
25	"	"	<i>BLACK-BELLIED PLOVER</i>	<i>45</i>

2011 Winter Shorebird Survey- Data Sheet

Site Information & GPS Locations- Page 2

Site name and description: COURTNEY CAMPBELL CAUSEWAY, CLEARWATER TO TAMPA FL.		Observer (lead): ROBERT LANE	Email:
Start time: 6:45 AM		Other observers: DENISE LANE JANE MANN STEPHEN MANN	Phone:
Weather conditions: MORNING, LIGHT FOG, OVERCAST AFTERNOON, SUNNY			
End time: 4:30 PM			

GPS Locations.

Please use a GPS unit or internet tools such as GET LAT LON. (<http://www.getlatlon.com/>) to determine latitude and longitude for the following:

- 1) Length of your survey route: start point (A) and point furthest from the start (B).
- 2) Individuals or groups of Snowy Plovers, Piping Plover, Wilson's Plover, and Red Knot.
- 3) Color-banded individuals.
- 4) Large aggregations or flocks of birds (i.e. 50+); note species composition and number of birds.

Point	Latitude	Longitude	Species	Information
	27.958717	-82.708000	not applicable	Start point of your survey route.
	27.961938	-82.568971	not applicable	Furthest point of your route from the start point (A).
1				
2				
3				
4				
5				
26	27.972227	-82.611150	LESSER SCAUP	100
27	"	"	RED-WINGED BLACKBIRD	50
28	27.970869	-82.619801	BROWN PELICAN	80
29	"	"	RUDDY TURNSTONE	44
30	"	"	LESSER SCAUP	46
31	27.965154	-82.666149	LESSER SCAUP	90
32			BROWN PELICAN	42
33			DOUBLE-CRESTED CORMORANT	67
34			HORNED GREBE	260
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

2011 Winter Shorebird Survey- Data Sheet

Site Name:

Observer (lead):

COURTNEY CAMPBELL CAUSEWAY

ROBERT LANE

Species	T	Species	T	Species	T
DUCKS		Caspian Tern	5	RAPTORS	
Redhead	0	Royal Tern	11	Osprey	12
Ring-necked Duck	0	Common Tern	0	Bald Eagle - Adult	1
Greater Scaup	0	Forster's Tern	16	Bald Eagle - Immature	1
Lesser Scaup	464	Sandwich Tern	0	Northern Harrier	0
Scaup sp.	0	Black Skimmer	138	Sharp-shinned Hawk	0
Surf Scoter	0			Cooper's Hawk	1
White-winged Scoter	0	SHOREBIRDS		Red-shouldered Hawk	0
Black Scoter	0	Black-bellied Plover	58	Red-tailed Hawk	0
Scoter sp.	0	Wilson's Plover	2	American Kestrel	0
Long-tailed Duck	0	Semipalmated Plover	130	Merlin	0
Bufflehead	0	Piping Plover	0	Peregrine Falcon	0
Common Goldeneye	0	Snowy Plover	0		
Hooded Merganser	0	Killdeer	0	WADING BIRDS	
Red-breasted Merg.	7	American Oystercatcher	64	Great Blue Heron	4
Ruddy Duck	0	American Avocet	0	Great Egret	3
		Greater Yellowlegs	0	Snowy Egret	52
SEABIRDS		Lesser Yellowlegs	0	Little Blue Heron	38
Red-throated Loon	0	Yellowlegs sp.	0	Tricolored Heron	4
Common Loon	38	Willet	183	Reddish Egret	11
Horned Grebe	348	Spotted Sandpiper	6	White Ibis	31
Northern Gannet	0	Whimbrel	0	Wood Stork	0
Brown Booby	0	Long-billed Curlew	0		
Brown Pelican	153	Marbled Godwit	1	OTHER SPECIES	
White Pelican	0	Ruddy Turnstone	115	BELTED KINGFISHER	3
Double-crested Corm.	91	Red Knot	6	RED-WINGED BLACKBIRD	50
Pomarine Jaeger	0	Sanderling	112	FISH CROW	14
Parasitic Jaeger	0	Western Sandpiper	32	ROCK DOVE	42
Laughing Gull	244	Least Sandpiper	670	EUROPEAN STARLING	46
Bonaparte's Gull	26	Purple Sandpiper	0	TURKEY VULTURE	10
Ring-billed Gull	209	Dunlin	961	ANHINGA	8
Herring Gull	4	Short-billed Dowitcher	169	YELLOW-CROWNED NIGHT HERON	6
Lesser Bk-backed Gull	0	Long-billed Dowitcher	0	BROWN-HEADED COWBIRD	8
Great Bk-backed Gull	0	Dowitcher sp.	0	MOURNING DOVE	6
Franklin's Gull	0	Wilson's Snipe	0	RED-BELLIED WOODPECKER	1
Glaucous Gull	0	Purple Sandpiper	0	MOURNING DOVE	6
Vega Gull	0	Wilson's Snipe	0	RED-BELLIED WOODPECKER	1
				MOURNING DOVE	6
				RED-BELLIED WOODPECKER	1
				MULLARD DUCK	3
				MOTTLED DUCK	1
				EUR-COL. DOVE	3
				MOURNING DOVE	6
				RED-BELLIED WOODPECKER	1
				MULLARD DUCK	3
				MOTTLED DUCK	1

TOTAL 4421

GRAND TOTAL 4644

CONSTRUCTION SPECIAL PROVISIONS STURGEON PROTECTION GUIDELINES

The shortnose sturgeon (*Acipenser brevirostrum*) and the gulf sturgeon (*A. oxyrinchus desotoi*) are listed under the Endangered Species Act as endangered and threatened, respectively. These species are under the jurisdiction of the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). In Florida, the lower St Johns River is habitat for shortnose sturgeon. Major portions of the Suwannee and Withlacoochee Rivers are designated as critical habitat for the gulf sturgeon.

The following special provisions will be incorporated into any construction contract where involvement with sturgeon may occur:

The FDOT will coordinate with the NMFS and USFWS early in the project development stage of new bridge projects. All efforts should be made to avoid known spawning habitats, nursery areas, feeding areas and thermal refuges.

1. Advise construction personnel of the potential presence of these species, of their endangered status and federal protection, and of the need to avoid any actions that would jeopardize these species.
2. The Florida Department of Transportation (FDOT) shall advise all FDOT project personnel and Contractor personnel on the project that there are civil and criminal penalties for harming, harassing or killing sturgeon, which are protected under the Endangered Species Act of 1973. The FDOT and the Contractor will be held responsible for any sturgeon harmed, harassed, or killed as a result of the project activity.
3. The FDOT shall provide information to all FDOT and Contract personnel for identification of sturgeon.
4. Appropriate work shift personnel will be instructed in the appearance, habits, biology, migratory patterns, and preservation of sturgeon. At least one of these trained personnel will be on site during construction activities to maintain a constant surveillance for these species, assure the cessation of activities (such as dredging, excess turbidity, and construction barge activity), which may endanger these species, and assure that uninhibited passage for the animals is provided.
5. Post signs on site warning of the presence of sturgeon, of their endangered status, and precautions needed.
6. Turbidity from construction activity will be adequately controlled to prevent degradation of the quality and transparency of the water. When sturgeon are present, turbidity curtains of appropriate dimension will be used to restrict the

animals access to the work area. Pollution booms or turbidity curtains should use tangle resistant or hemp rope when anchoring, or employ surface anchors to prevent entangling sturgeon. Continuous surveillance will be maintained in order to free animals which may become trapped in silt or turbidity barriers.

7. No dredging of the river bottom will be conducted for barge access.
8. Drilled shaft pile construction will be used whenever prudent and feasible as determined by FDOT.
9. Care shall be taken in lowering equipment or material below the water surface and into the stream bed. These precautions will be taken to ensure no harm occurs to any sturgeon which may have entered the construction area undetected.
10. Construction debris shall not be discarded into the water.
11. If the use of explosives is necessary, no blasting will occur during sturgeon spawning season or in known spawning, staging, feeding, or vital nursery areas.

The following protection measures will be employed for blasting:

- A. For each explosive charge, detonation will **not** occur if a sturgeon is known to be within a circular area ("the danger zone") encompassing the detonation site defined by the following radius:

$$r = 560(\sqrt[3]{W})$$

Where: r = radius of danger zone in feet

W = weight of explosive charge in pounds (tetra or TNT)

- B. In the event that a sturgeon is killed during blasting, the NMFS and/or the USFWS will be notified immediately.
12. Any dead sturgeon will be secured on site for carcass analysis by notified agency representative.
13. Following completion of the project, a report summarizing any involvement with sturgeon will be prepared for NMFS and/or USFWS.

**Dock Construction Guidelines in Florida for Docks or Other Minor Structures
Constructed in or over Submerged Aquatic Vegetation (SAV), Marsh or Mangrove Habitat
U.S. Army Corps of Engineers/National Marine Fisheries Service
August 2001**

Submerged Aquatic Vegetation:

1. Avoidance. The pier shall be aligned so as to minimize the size of the footprint over SAV beds.
2. The height of pier shall be a minimum of 5 feet above MHW/OHW as measured from the top surface of the decking.
3. The width of the pier is limited to a maximum of 4 feet. A turnaround area is allowed for piers greater than 200 feet in length. The turnaround is limited to a section of the pier no more than 10 feet in length and no more than 6 feet in width. The turnaround shall be located at the midpoint of the pier.
4. Over-SAV bed portions of the pier shall be oriented in a north-south orientation to the maximum extent that is practicable.
 5. a. If possible, terminal platforms shall be placed in deep water, waterward of SAV beds or in an area devoid of SAV beds.
 - b. If a terminal platform is placed over SAV areas and constructed of grated decking, the total size of the platform shall be limited to 160 square feet. The grated deck material shall conform to the specifications stipulated below. The configuration of the platform shall be a maximum of 8 feet by 20 feet. A minimum of 5 feet by 20 feet shall conform to the 5-foot height requirement; a 3 feet by 20 feet section may be placed 3 feet above MHW to facilitate boat access. The long axis of the platform should be aligned in a north-south direction to the maximum extent that is practicable.
 - c. If the terminal platform is placed over SAV areas and constructed of planks, the total size of the platform shall be limited to 120 square feet. The configuration of the platform shall be a maximum of 6 feet by 20 feet of which a minimum 4-foot wide by 20-foot long section shall conform to the 5-foot height requirement. A section may be placed 3 feet above MHW to facilitate boat access. The 3 feet above MHW section shall be cantilevered. The long axis of the platform should be aligned in a north-south direction to the maximum extent that is practicable. If the 3 feet above MHW section is constructed with grating material, it may be 3 feet wide.
6. One uncovered boat lift area is allowed. A narrow catwalk (2 feet wide if planks are used, 3 feet wide if grating is used) may be added to facilitate boat maintenance along the outboard side of the boat lift and a 4-foot wide walkway may be added along the stern end of the boat lift, provided all such walkways are elevated 5 feet above MHW. The catwalk shall be cantilevered from the outboard mooring pilings (spaced no closer than 10 feet apart).
7. Pilings shall be installed in a manner which will not result in the formation of sedimentary deposits("donuts" or "halos") around the newly installed pilings. Pile driving is the preferred method of installation, but jetting with a low pressure pump may be used.
8. The spacing of pilings through SAV beds shall be a minimum of 10 feet on center.
9. The gaps between deckboards shall be a minimum of ½ inch.

Marsh:

1. The structure shall be aligned so as to have the smallest over-marsh footprint as practicable.
2. The over-marsh portion of the dock shall be elevated to at least 4 feet above the marsh floor.
3. The width of the dock is limited to a maximum of 4 feet. Any exceptions to the width must be accompanied by an equal increase in height requirement.

Mangroves.

1. The width of the dock is limited to a maximum of 4 feet.
2. Mangrove clearing is restricted to the width of the pier.
3. The location and alignment of the pier should be through the narrowest area of the mangrove fringe.

Grid Specifications and Suppliers

The following information does not constitute a U.S. Army Corps of Engineers endorsement or advertisement for any particular provider and is provided only as an example for those interested in obtaining these materials for dock construction. A type of fiberglass grate panel is manufactured by SeaSafe (Lafayette, LA; phone: 1-800-326-8842) and FiberGrate (1-800-527-4043). Plastic grate panels are also available from Southern Pine Lumber Company (Stuart, FL; phone: 772-692-2300). Panels are available in a variety of sizes and thicknesses. For safety, the grate should contain an anti-slip texture which is integrally molded into the top surface. The manufacturer or local distributor should be consulted to ensure that the load-bearing capacity of the selected product is sufficient to support the intended purpose. Contact the manufacturer(s) for product specifications and a list of regional distributors.



April 18, 2011

**Florida Fish
and Wildlife
Conservation
Commission**

Commissioners

Rodney Barreto
Chairman
Miami

Richard A. Corbett
Vice Chairman
Tampa

Kathy Barco
Jacksonville

Ronald M. Bergeron
Fort Lauderdale

Dwight Stephenson
Delray Beach

Kenneth W. Wright
Winter Park

Brian S. Yablonski
Tallahassee

Executive Staff

Nick Wiley
Executive Director

Greg Holder
Assistant Executive Director

Karen Ventimiglia
Deputy Chief of Staff

Division of Habitat and
Species Conservation

Timothy A. Breault
Director
(850)488-3831
(850)921-7793 FAX

*Managing fish and wildlife
resources for their long-term
well-being and the benefit
of people*

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

Mr. Joseph Severson
Environmental Specialist
Florida Department of Transportation (FDOT) District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6456

Re: State Road (SR) 60 Multi-Use Trail, Hillsborough and Pinellas Counties, Draft
Wetland Evaluation Biological Assessment Report, Project Development and
Environment (PD&E) Study

Dear Mr. Severson:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of the Draft Wetland Evaluation Biological Assessment Report (WEBAR) for the above-referenced project, and offers the following comments. The WEBAR was prepared as part of the PD&E Study for the proposed project.

The project involves the construction of a paved, multi-use trail adjacent to SR 60 across the Courtenay Campbell Causeway in Old Tampa Bay. The trail would be constructed on the south side of SR 60, and would include two independent bridge structures parallel to the existing bridges for the highway.

The FWC evaluated this project as Efficient Transportation Decision Making (ETDM) project #13102 in January of this year. At that time, we ranked the project's potential direct and indirect impacts to fish and wildlife resources as substantial, due to the uncertainty as to where the trail would be proposed for construction (north or south of SR 60), and the potential for the trail to impact both mangrove and herbaceous wetlands, as well as seagrass beds at the bridge crossings.

The WEBAR evaluated potential project impacts to 19 wildlife species classified by the federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern, and also the bald eagle, which is protected by the federal Bald and Golden Eagle Protection Act. Project biologists made a finding of "no effect" for 3 of these species: the Gulf sturgeon, wood stork, and bald eagle. The WEBAR determined that the project "may affect, but is unlikely to adversely affect" all other evaluated species, including the loggerhead sea turtle, Kemp's ridley sea turtle, green sea turtle, leatherback sea turtle, piping plover, snowy plover, American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, tricolored heron, reddish egret, snowy egret, roseate spoonbill, white ibis, and Florida manatee. It is unclear why the wood stork was given a "no effect" determination while the other wading birds were included in the "may affect, but is unlikely to adversely affect" list of species. If there is the potential for wading bird feeding areas like wetlands or shallow seagrass beds to be impacted by this project, then the effects on all the wading bird species should be similarly classified. Otherwise, we concur with the evaluations in the WEBAR.

We also support the project commitments to provide mitigation for any wetland impacts, to conduct seagrass surveys during the growing season and provide mitigation for all direct and indirect impacts to seagrass beds, to conduct a pre-construction survey for bald eagle nests within 660 feet of the project, and to develop a wildlife watch plan which includes the FWC's *Standard Manatee Conditions for In-Water Work*. Further coordination with our agency will be necessary in order to determine site-specific measures for this project. For technical assistance and coordination on manatees and sea turtles, respectively, please contact Ms. Mary Duncan and Dr. Robbin Trindell of our Imperiled Species Management Section in Tallahassee at (850) 922-4330.

Thank you for the opportunity to review the WEBAR for the SR 60 Multi-Use Trail project in Hillsborough and Pinellas counties. Please contact Mr. Brian Barnett at (850) 528-6316 or email brian_barnett@urscorp.com to initiate the process for further overall coordination on this project.

Sincerely,



Scott Sanders
Habitat & Species Conservation Section Leader

ss/bb

ENV 1-13-2

Courtney Campbell Causeway_3343_041811

cc: Brian Barnett, URS Corporation, Vero Beach
Mary Duncan, FWC, Tallahassee
Robbin Trindell, FWC, Tallahassee



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.
SECRETARY

June 15, 2011

Jane Monaghan
USFWS-Ecological Services
7915 Baymeadows Way, Suite 200
Jacksonville, Florida 32256-7517

Re: WPI Segment No: 422640-2
USFWS RAI for State Road 60 (Courtney Campbell Causeway) Multi-Use Trail
From Bayshore Boulevard to West of Ben T. Davis Beach Entrance
Pinellas and Hillsborough Counties

Dear Ms. Monaghan:

In response to USFWS' request for additional information (RAI), dated March 24, 2011. Please find enclosed two figures displaying the results of the submerged aquatic vegetation surveys in the vicinity of the SR 60 Multi-Use Trail Project. The surveys were performed on June 8 & 9, 2011.

1. The first attachment is a concept plan sheet that demonstrates an opportunity to avoid sea grasses on the east side of proposed bridge which would be adjacent to bridge #109801 (bridge structure 2). As a result, no anticipated sea grass impacts would be associated with the construction of the proposed bridge adjacent to the existing structure 2. No sea grasses were observed on the west end of proposed bridge structure 2.
2. The second attachment is an aerial-based figure that shows the location of the sea grass bed we discovered next to the proposed bridge which would be adjacent to bridge #150138 (bridge structure 1). The figure also delineates the sea grass survey areas that were investigated on both sides of the bridge (red outlines). Sea grasses were observed in the southwest quadrant of the existing bridge, but well outside the potential limits of construction. The submerged bed is visible under the label "EXIST Sea Wall" on the attached aerial PDF. Since it was outside the anticipated limits of construction, GPS points were not recorded. This bed was visually inspected to confirm its presence on the aerial photos. A small area of grass was observed in the southeast quadrant, but the proposed bridge adjacent to structure 1 connects to the spoil area at the western

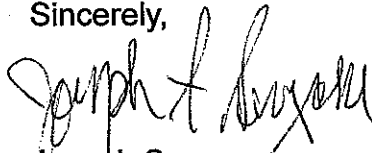
Jane Monaghan
Page 2
June 15, 2011

most point of the spoil area and angles landward away from the water. This sea grass bed is not expected to be impacted.

Based on the above additional information and information provided in the Department's May 20, 2011 response to the USFWS RAI, The Department, on behalf of the FHWA, continues to expect that the project "may affect, not likely to adversely affect" the West Indian Manatee and requests that the USFWS concur with the Department's original determination.

If you have any questions or if I can be of any further assistance please do not hesitate to contact me at Joseph.Severson@dot.state.fl.us or at 813-975-6455.

Sincerely,



Joseph Severson
Environmental Scientist

Enclosure(s) 2

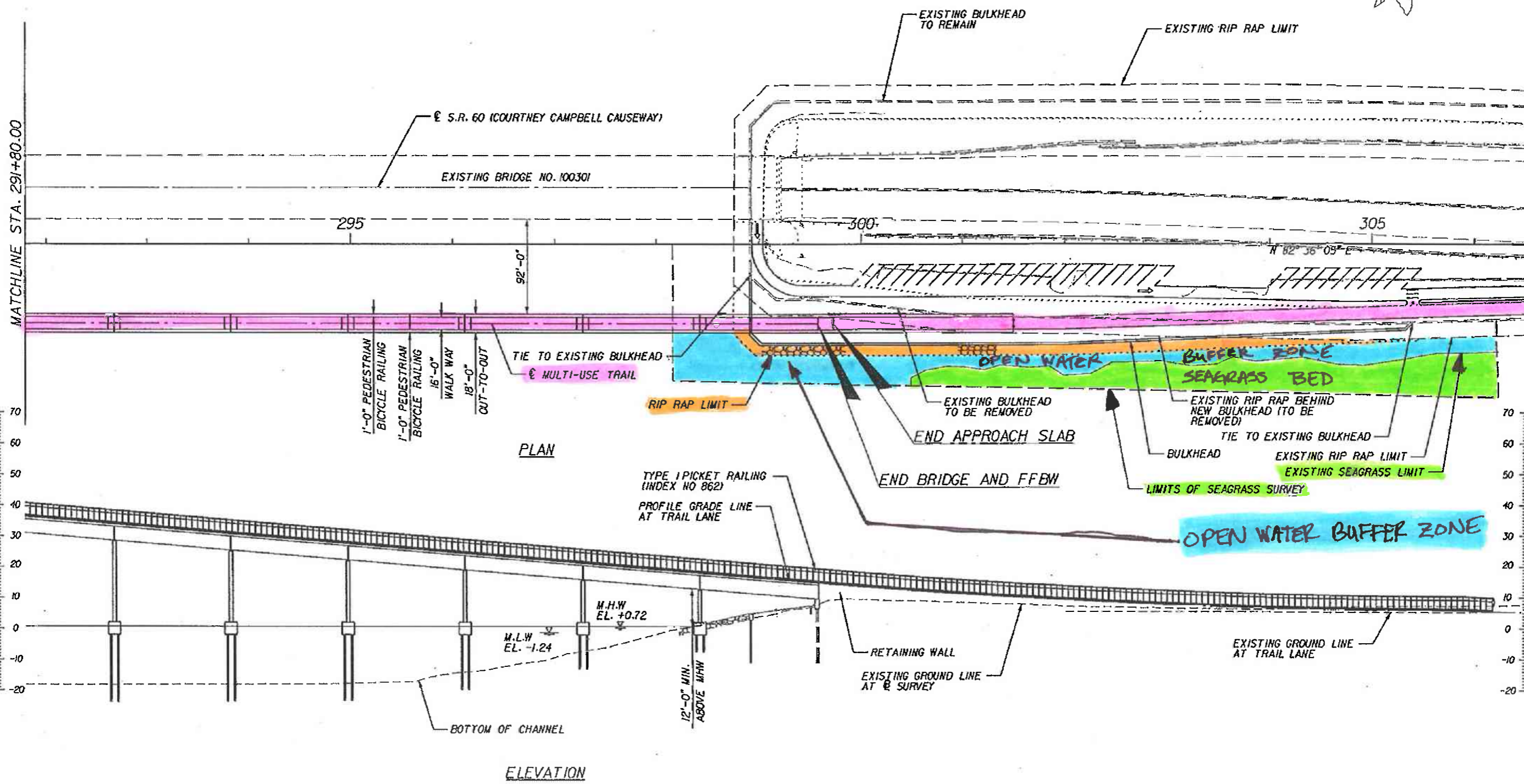
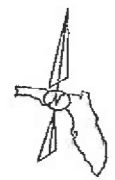
cc: File

Nahir DeTizio, FHWA

Robin Rhinesmith, FDOT

Roberto Gonzalez, FDOT

Christopher Salicco, ACE



NOTES:
 1. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.

BRIDGE NO. 109801

REVISIONS		DATE	BY	DESCRIPTION

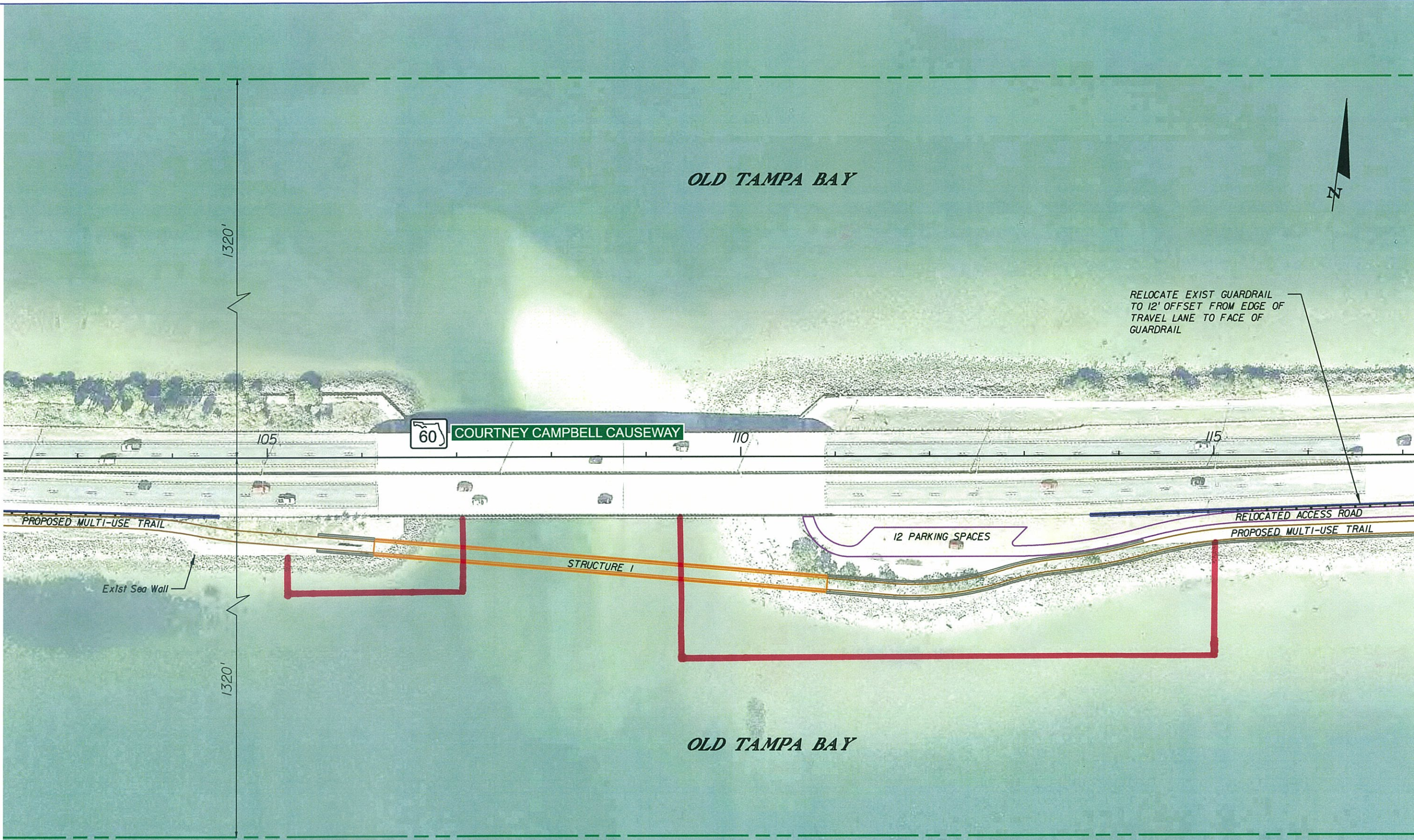
HDR
 HDR Engineering, Inc.

HDR ENGINEERING, INC.
 5426 BAY CENTER DRIVE, SUITE 400
 TAMPA, FL 3609-3444
 CERTIFICATE OF AUTHORIZATION 4213

FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 60	HILLSBOROUGH	424561-5-52-01

SHEET TITLE:		SHEET NO.
PLAN AND ELEVATION (4 OF 4)		BI-4
PROJECT NAME:		SR 60 MULTI-USE TRAIL

*****CONSTRUCTION SPECIFICATION*****
 *****TAMPA COUNTY*****



RELOCATE EXIST GUARDRAIL TO 12' OFFSET FROM EDGE OF TRAVEL LANE TO FACE OF GUARDRAIL

PRELIMINARY
CONCEPT PLANS

LEGEND

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



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

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

SHEET NO.
7

Salicco, Christopher

From: Severson, Joseph [Joseph.Severson@dot.state.fl.us]
Sent: Monday, June 20, 2011 9:12 AM
To: Rhinesmith, Robin
Cc: Gonzalez, Roberto; Bogen, Kirk; Salicco, Christopher; Novotny, Jeffrey S.
Subject: FW: NMFS response to SR 60 multi-use Trail (ETDM 13102) June seagrass survey information

Attachments: David_Rydene.vcf



David_Rydene.vcf
(440 B)

FYI

-----Original Message-----

From: David Rydene [mailto:David.Rydene@noaa.gov]
Sent: Friday, June 17, 2011 1:17 PM
To: Severson, Joseph; Rhinesmith, Robin
Cc: Jane Monaghan
Subject: NMFS response to SR 60 multi-use Trail (ETDM 13102) June seagrass survey information

NOAA's National Marine Fisheries Service (NMFS), Habitat Conservation Division (HCD), has reviewed the June 2011 seagrass survey information provided by the Florida Department of Transportation District 7 (FDOT). Based on this information and a site inspection conducted by NMFS staff on June 17, 2011, NMFS concurs with FDOT's opinion that there will be no direct seagrass impacts from the project. Assuming that Best Management Practices are implemented during construction, NMFS anticipates that any adverse effects that might occur on marine and anadromous fishery resources will be minimal and, therefore, does not object to the project.

--

David Rydene, Ph.D.
Fishery Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (727) 512-6782
Fax (727) 824-5300



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-2011-I-0198

June 21, 2011

Mr. Joseph Severson
Environmental Specialist
Florida Department of Transportation
11201 N. McKinley Drive,
Tampa, FL 33612-6456

Dear Mr. Severson:

Our office has reviewed the additional information provided by the Florida Department of Transportation (FDOT) for consultation on the SR 60 Multi-Use Trail and your request for our concurrence on the FDOT effects determination for the federally listed Florida manatee (*Trichechus manatus latirostris*), piping plover (*Charadrius melodus*), wood stork (*Mycteria americana*), green sea turtle (*Chelonia mydas*), loggerhead sea turtle (*Caretta caretta*), leatherback sea turtle (*Dermochelys coriacea*), Kemp's Ridley sea turtle (*Lepidochelys kempii*) and gulf sturgeon (*Acipenser oxyrinchus*). The western terminus begins at latitude 27 59'39.13N and longitude -82 42'13.56W in Pinellas County; the eastern terminus is located at latitude 27 58'19.62N and longitude -82 34'57.53W in Hillsborough County, Florida.

We provide the following comments and recommendations in accordance with section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 *et seq.*), and the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 *et seq.*).

The Florida manatee is protected under the ESA and the MMPA. Both of these laws make it illegal to "take" (i.e. harm, harass, injure or kill) manatees. Because seagrass impacts were possible the U.S. Fish and Wildlife Service (Service) and the National Marine Fisheries Service (NMFS) requested a seagrass survey to be conducted during the growing season. The results of the survey were submitted to our office on June 15, 2011. Dr. David Rydene with NMFS reviewed the results of the survey and concurred with your findings via email on June 17, 2011. No seagrass beds will be impacted by this project. In addition to following the Standard In-Water Construction Conditions for Manatees (2011) there will be a need for special conditions for this project which will include the following: no nighttime work, dedicated manatee observers, fenders between work barges to prevent crushing, and the proper siltation or exclusion barriers that will not entrap manatees in the work site. Information on manatee observer experience and requirements can be found on MyFWC.com.

The Service and NMFS share Federal jurisdiction for sea turtles under the ESA. The Service has responsibility for sea turtles on nesting beaches. NMFS has jurisdiction for sea turtles in the marine environment. The Service concurs with your determination of effect for all species of sea turtles due to the lack of nesting beaches along the causeway.

The Service also shares jurisdiction for Gulf sturgeon under the ESA. The Service has responsibility for sturgeon in estuarine areas if FDOT is the action agency. Therefore, the Service recommends that FDOT incorporate the Construction Special Provisions for the protection of the Gulf Sturgeon.

The Service concurs with your determination of 'May Affect but Not Likely to Adversely Affect' for wood storks because there will be no wetland impacts to suitable foraging habitat with the preferred alternative.

The Courtney Campbell Causeway frequently supports very large numbers of loafing or foraging flocks of migratory shorebirds. The placement of a pedestrian and bicycle trail too close to the areas where shorebirds are known to gather may result in flushing and disturbance. If dogs are allowed on the trail, the birds may react (flush) even if the dog is on a leash because the animal is seen as a predator. This area also supports one of the largest gathering sites in the region for American oystercatchers with 50+ individuals commonly seen here. Repeated disturbances from humans and dogs can be one of the main threats to our shorebird populations. Shorebirds can be displaced from foraging and resting areas, they can also abandon important areas if the disturbance continues and as a result they may have lower body weights upon arrival on their breeding grounds (Pfister et al. 1992, Burger, et al. 2007). Information submitted to our office by FDOT indicates that shorebirds do not use areas within the footprint of the project. The proposed trail will be located on the existing service road in some areas and it is always located to the North of the beach parking areas. Vehicles are allowed to drive and park on the beach along the causeway. We do not anticipate that the trail will add to the existing impacts to shorebirds in this area. However, we recommend that the land managers address the ongoing disturbances to loafing and nesting shorebirds on the beach as a result of the vehicle traffic. If additional information becomes available or if an increase in shorebird disturbance is documented as a result of this trail, consultation with our office should be reinitiated.

If you have any questions regarding this response, please contact Jane Monaghan at (904) 731-3119.

Sincerely,



for David L. Hankla
Field Supervisor

Cc: Scott Sanders, FFWCC
David Rydene, NMFS
Terry Gilbert, URS Corp.

References Cited:

Pfister, C.; Harrington, B. and Lavin, M., 1992. The impact of human disturbance on shorebirds at a migration staging area. *Biological Conservation* 60:115-126

Burger, D; Carlucci, S.A.; Jeitner, C.W.; and Niles, L., 2007. Habitat choice, disturbance, and management of foraging shorebirds and gulls at a migratory stopover. *Journal of Coastal Research*, 23(5), 1159-1166.

CR 580. Turn left (S) onto Double Branch Rd. (just after crossing bridge) and go 0.4 mi. to park entrance.

Open 8 AM to 6 PM; Nature Center open 9 AM to 5 PM. (813) 855-1765



J F M A M J J A S O N D

81 Brooker Creek Preserve

Visitors now have two hiking trails to enjoy. The rustic Friends Trail (1.75 miles; open sunrise-sunset) traverses upland flatwoods (warblers and turkeys), freshwater marsh (wading birds and sandhill cranes), open areas (bluebirds), and shady hydric hammock.

Marsh overlook is 0.25 miles from trailhead. A new trail system near the BCP Environmental Ed. Center (open Wed.-Sun.), provides 4 miles of trails through pinelands and swamps. Elevated boardwalks allow hiking around Brooker Creek. Trail access times vary-call ahead for hours.

DIRECTIONS: (A) Friends Trail - from intersection of McMullen Booth/ East Lake Rd. (CR 611) and Keystone Rd. (CR 582), drive east 1.5 mi. to Lora Ln. Turn right (S) and follow road to trailhead posted at the end. (B) BCP Trails - From the same above intersection, drive 2.5 mi. to the entrance of BCP and follow the 1-mi. road to Center parking lot.

Open 7 AM to dusk. (727) 453-6900; 453-6800 (center)
www.pinellascounty.org/environment



J F M A M J J A S O N D

82 John Chesnut Sr. Park

Hugging the east shore of Lake Tarpon, this park has traditional recreation areas as well as nature trails through flatwoods and oak hammocks, and boardwalks through cypress edge and freshwater swamp. Limpkins and other waders frequent the shoreline. Check boardwalks for songbird flocks in migration and through winter.

DIRECTIONS: From the intersection of US 19 and Tampa Rd. in Palm Harbor, drive east 2 mi. to McMullen Booth/East Lake Rd. Turn left (N) and drive 2 mi. Park will be on the left (W) side of the road.

Open 7 AM to dusk. (727) 669-1951 www.pinellascounty.org/park



J F M A M J J A S O N D

83 Honeymoon Island State Park

Watch the causeway waterfront for shorebirds, then follow the entrance road to the parking area at the end. The Osprey Trail is well-known for songbird migrants in its slash pine forest. Pelican Trail along Pelican Cove, as well as the park's beaches, offer excellent views of resident wading birds and migratory shorebirds. Two observation decks provide good viewing at low tide. Five plover species use this park during an average year.

DIRECTIONS: From the intersection of Curlew Rd. (CR 586) and Bayshore Blvd. (Alt. 19) in north Dunedin, drive west on SR 586 2.5 mi. to park at the end.

Open 8 AM to sunset. (727) 469-5942 www.floridastateparks.org



J F M A M J J A S O N D

84 Caladesi Island State Park

This park is only accessible by boat; a ferry runs from neighboring Honeymoon Island State Park at regular intervals. An oak hammock in the interior can be good for songbird migrants and the shore shelters wintering shorebirds like red knots and piping plovers as well as breeders like American oystercatchers. A diversity of terns, gulls and waders are also present.

DIRECTIONS: Ferry: From the intersection of Curlew Rd. (CR 586) and Bayshore Blvd. (Alt. 19) in north Dunedin, drive west on CR 586 2.5 mi. to Honeymoon Island State Park at the end. Ferry runs between Honeymoon and Caladesi at regular intervals. Private boat: Follow Hurricane Pass channel markers to marker 14. Steer a 210-degree heading for appx. 1 mi. to park's entrance channel.

Open 8 AM to sunset. (727) 469-5918
www.floridastateparks.org/caladesiisland/



J F M A M J J A S O N D

85 Hammock Park

This lovely little park encompasses a small sand pine scrub at its southernmost point, wetlands and hydric hammock through its middle and is bounded on the north by a tidal creek and marsh. Tri-colored herons and osprey can be found in warm months; Fern Trail is known for having banner days in fall migration. Educational program schedules are posted on the Web.

DIRECTIONS: From the intersection of Curlew Rd. (CR 586) and Bayshore Blvd. (Alt. 19) in Dunedin, drive south on Broadway 1 mi. and turn left (SE) onto Mira Vista Dr. Drive to the "T" and turn left (N) onto San Mateo Dr. Park will be ahead, 0.25 mi. on the right.

Open 7 AM to dusk. (727) 298-3271
www.dunedingov.com



J F M A M J J A S O N D

86 SR 60 Memorial Causeway Rest Stops (on map as 86 A, B & C)

Fess up: you bird while you're driving, don't you? You might as well just pull over at these three roadside spots then, and take in the view of shorebirds, terns and gulls and waders like roseate spoonbills. Wintering shorebirds cluster along these causeways and are fairly habituated due to the high volume of cars and pedestrians.

DIRECTIONS: Three stops on Hwy 60: (A) on the south side of the Courtney Campbell Causeway just east of the bridge; (B) on the south side of the Courtney Campbell Causeway just west of the bridge; (C) on the east side of the first bridge after leaving Clearwater Beach (south side of the road).

Open 24 hours/day.



J F M A M J J A S O N D

87 Sand Key Park 

A quick access to Clearwater Beach, scan the winter surf for loons, and the beach for semipalmated plovers and American oystercatchers. Waders and ducks frequent the small brackish pond and white ibis feed on the pond's vegetated margins.

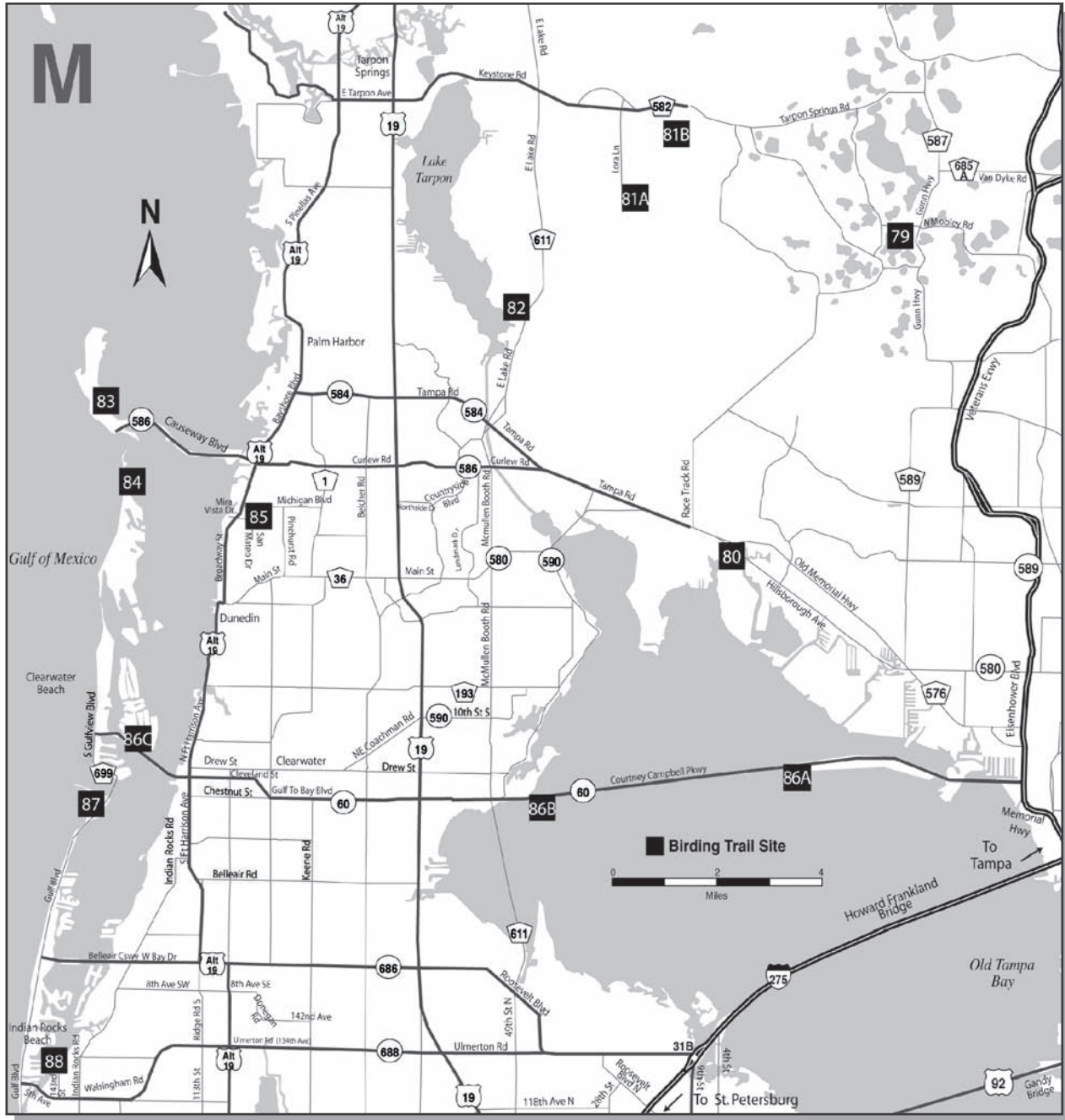
DIRECTIONS: From Clearwater Beach, drive south on CR 699. After crossing the bridge onto the next island (Sand Key), park will be on right.

Open 7 AM to dusk. (727) 588-4852







ETDM Summary Report

Project #13102 - SR 60 Trail PD&E Study

Finalized Programming Screen - Published on 06/16/2011

Generated by Steve Love (on behalf of FDOT District 7)

Printed on: 6/21/2011

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	34
Chapter 4 Eliminated Alternative Information	37
4.1. Eliminated Alternatives	37
Chapter 5 Project Scope	38
5.1. General Project Commitments	38
5.2. Required Permits	38
5.3. Required Technical Studies	38
5.4. Class of Action	38
5.5. Dispute Resolution Activity Log	38
Chapter 6 Project-Level Hardcopy Maps	39
Appendices	60
7.1. Degree of Effect Legend	60
7.2. GIS Analyses	60

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 06/16/2011 by Steve Love			

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: 06/16/2011																						
Alternative #1		2	3	2	0	2	0	3	3	3	4	4	3	1	0	2	1	1	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 Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	04/13/2011
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
FL Department of Community Affairs	Understood	05/04/2011

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
				7.473	Digitized		

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

Base Conditions				
Segment No.	Year	AADT	Lanes	Config

Interim Plan				
Segment No.	Year	AADT	Lanes	Config

Needs Plan				
Segment No.	Year	AADT	Lanes	Config
	2035			

Cost Feasible Plan				
Segment No.	Year	AADT	Lanes	Config
	2035			

Funding Sources		
Segment No.	FEDERAL	Unknown
	\$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	1	Enhanced	FL Department of Community Affairs	05/04/2011
Mobility	1	Enhanced	FL Department of Community Affairs	05/04/2011
Mobility	1	Enhanced	Hillsborough County MPO	01/27/2011
Relocation	No reviews recorded.			
Social	1	Enhanced	FL Department of Community Affairs	05/04/2011
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

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

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: The project appears to cross a Coastal Emergency Management Flood Area designated as VE. The at-grade segments of the project are located in FEMA FIRM Zones A or AE. The alignment of the west terminal segment of the north alternative as described in the 2008 Feasibility Study now extends over the existing stormwater management facility located on the east side of the FDOT property, which was not in place as of the 2008 study.

Comments on Effects to Resources: The FDOT stormwater management facility located along the alignment of the west terminal segment of the north alternative would be rendered ineffective if the trail is built at grade. Consequently, it may be necessary to replace the facility, which will require a modification of the existing ERP. If the trail were built on structure across the stormwater management facility, the facility may still function properly with the replacement of the storage volume occupied by vertical support members; a modification of the existing ERP would still be needed.

At-grade segments of the project within storm surge influence may be damaged due to inundation, return flow, and wave erosion from such events.

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.

The degree of effect may be reduced by: (1) adjusting the alignment of the trail to avoid the existing stormwater management facility on the FDOT property or otherwise ensure proper functioning of the facility; and (2) armoring or protecting constructed stormwater facilities associated with the project.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration

Coordinator Summary: Infrastructure Issue

0 *None* 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 recommends a Degree of Effect of None.

A review of the Geographical Information Systems (GIS) analysis data indicates that no existing infrastructure was identified within the project limits.

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

ETAT Reviews: Infrastructure Issue: 1 found

0 *None* assigned 01/29/2011 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

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

Coordinator Summary: Navigation Issue

3 *Moderate* assigned 02/17/2011 by FDOT District 7

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

The project is located within waters that are considered to be navigable, tidal, Section 10 waters of the United States. The USACE noted that the USACE does not have regulatory authority over this project. The USGC noted that a Coast Guard Bridge Permit will be acquired during design and permitting of the project. The proposed trail bridges are intended to at least match the existing horizontal and vertical clearances of the adjacent SR 60 highway bridges. The FDOT expects to at least maintain the existing horizontal and vertical clearances of the new bridges.

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

ETAT Reviews: Navigation Issue: 2 found

N/A *N/A / No Involvement* assigned 01/28/2011 by John Fellows, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance: The potentially impacted areas described are considered to be navigable, tidal, Section 10 waters of the United States that are part of Tampa Bay. Based on the project description, the proposed work does not involve the discharge of dredged or fill material into the waters of the United States, per Section 404 of the Clean Water Act.

Comments on Effects to Resources: Based on my understanding of the current division of authority over 'bridge' projects between the Corps and the Coast Guard, the Corps does not have regulatory authority over this project.

Coordinator Feedback: None

3 *Moderate* assigned 12/20/2010 by Randy Overton, US Coast Guard

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: Navigation, moderate

Comments on Effects to Resources: A Coast Guard Bridge Permit will be required for the construction of an independent structure or the modification of the existing structure.

Coordinator Feedback: None

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

Coordinator Summary: Special Designations Issue

3 *Moderate* 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 the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that Public Land Cooper's Point is located within the 500-foot buffer distance. The western portion of the project is located within the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW), however, the project will be constructed within SR 60's right of way (ROW) that is designated for transportation purposes. No fill material will be placed within the Pinellas County Aquatic Preserve with the exception of the construction of Structure 1. This project is in the public's interest since it provides recreational opportunities for non-motorized users to enjoy this FDOT designated Scenic Highway. Also, please see Special Flood Hazard Areas and Mangroves information in the Floodplain and Coastal and Marine DOEs, respectively.

The SWFWMD stated that Tampa Bay is one of the Priority Waterbodies in the SWFWMD's Surface Water Improvement and Management (SWIM) program. The SWFWMD also noted that estuarine habitats within the project area, including mangroves and seagrass beds, are designated as essential fish habitat for numerous juvenile, sub-adult and adult fish species. The project is located within Class II waters designated for shellfish propagation or harvesting. Designated areas for bird nesting are located on the north side of the Causeway. The project will be located on the south side of the Causeway on existing fill, with the exception of the proposed bridges. The FDOT will use proper best management practices (BMPs) during construction to minimize runoff into the Bay from construction activities and reduce potential turbidity within the waters of Old Tampa Bay.

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

ETAT Reviews: Special Designations Issue: 2 found

3 *Moderate* 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: Outstanding Florida Waters, Special Flood Hazard Areas (100-year Floodplain), Aquatic Preserves, Mangroves, Public Lands

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a moderate degree of effect to this issue for the proposed project (ETDM #13102).

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

Special Flood Hazard Areas (100-year Floodplain) - See Comments under Floodplains issue regarding potential floodplain impacts.

Aquatic Preserves - Pinellas County Aquatic Preserve

The Pinellas County Aquatic Preserve was established on March 21, 1972 and was designated as an Outstanding Florida Water on March 1, 1979. The Pinellas County Aquatic Preserve and the Boca Ciega Bay Aquatic Preserve are located on the Gulf coast of west central Florida, and include the state-owned submerged land in Pinellas County waters. The preserves encompass 136,082 hectares (336,265 acres) of state-owned submerged land. The surrounding area is one of the most urbanized areas in Florida, and as such has special management needs. The preserves include nearshore habitats along sandy beaches and mangrove dominated shorelines. Submerged habitats include oyster bars, seagrass beds, coral communities, and springfed caves. Abundant islands, including those formed from dredge spoil material, are also part of the preserve. Approximately 1/3 of Florida's coral species can be found in the Pinellas County Aquatic Preserve.

Outstanding Florida Waters - Pinellas County Aquatic Preserve

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

Mangroves -

There are mangrove swamps located within proximity of the proposed project. Mangroves serve several important ecosystem functions. They provide nursery habitat for fishes, crustaceans, and shellfish and they provide food for several types of marine species. Both recreational and commercial fisheries in Florida are dependent upon healthy mangrove forests. Mangroves also provide shelter and nesting areas for coastal birds. Protecting mangrove acreage is critical, especially since most of the loss of acreage is due to human impact such as development and construction. As a result of dramatic changes in the Tampa Bay (Pinellas/Hillsborough County) area, a significant amount of coastal wetlands acreage has been lost, including mangroves and salt marshes. Therefore, protection of the coastal wetlands is critical to fish habitat and other marine resources. Regulations to protect mangrove forests have been developed by both state and local agencies. These regulations must be met and consultation with other agencies such as

the National Marine Fisheries Service may be required. Avoidance measures should be strongly considered for this project. Also, mitigation to provide enhanced or increased function should be strongly evaluated within the same general area.

Public Land - Cooper's Point

Direct, indirect, and cumulative impacts to listed special designation features and other natural resources should be evaluated. Opportunities to avoid and or minimize impacts and fragmentation to these types of resources should be considered to the greatest extent practicable.

Coordinator Feedback: None

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 and included in the National Estuary Program.

The project segment located in Pinellas County occupies the Pinellas Aquatic Preserve, a 336,000-acre area that encompasses the sovereign submerged lands in Pinellas County exclusive of those included in the Boca Ciega Aquatic Preserve. Waters within the Preserve, part of Old Tampa Bay, are designated as Outstanding Florida Waters.

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

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

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.

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.

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 (Tampa Bay, 1999).

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

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.

The project is located in a Special Coastal Flood Hazard Area.

Designated conservation lands, Cooper's Point, are within 500 feet of the proposed project.

Comments on Effects to Resources: The project has a potential to result in water quality impacts to Class II Waters and Outstanding Florida Waters and to delay the recovery of Impaired Waters as a result of undertreated or untreated stormwater runoff during and after construction.

It is intended that the project be constructed within the cross section of existing Causeway fill, but it may be necessary to add fill and remove mangroves and fill tidal flats, shoreline areas and saltwater marshes that are established along much of the project length on the Causeway.

Depending on the width of the project cross section in the specific location of the Designated Environmental Conservation Areas/Bird Nesting Areas on the north side of the Causeway, the project may result in disturbance or the partial elimination of these Designated Areas.

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 viability of 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.

It may be necessary to demonstrate a net improvement for the water quality parameters of concern, including parameters for which receiving waterbodies are impaired, by performing a pre/post pollutant loading analysis. This project will discharge to Old Tampa Bay and the SWFWMD will require a demonstration of net reduction of nutrient loading in discharges to the Bay. To minimize pollution potential, it would be useful to collect and treat discharges from the project facilities to a higher standard than the minimum required by rule before discharging to sensitive estuarine areas. Treating those impervious areas that are now untreated also would assist in reducing the sediment load of runoff ultimately reaching the Bay within the project area.

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.

Strict erosion control measures and turbidity monitoring may help to reduce impacts to seagrass beds, blue crabs and hard bottom habitat preferred by oysters. 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

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, Federal Highway Administration

Coordinator Summary: Water Quality and Quantity Issue

3 Moderate assigned 02/17/2011 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data indicates that the project is located within portions of the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW). The current list of 303(d) Verified List of Impaired Waters states that surrounding waters are listed for nutrients, fecal coliforms/bacteria, and mercury in fish. The project consists of a non-motorized trail that should not contribute to degradation of the surrounding waters. Trail users, such as bicyclists and pedestrians, would not generate the release of any oils, greases or other pollutants that could enter the Bay from this type of activity. The construction of the proposed project should not contribute to increases in pollutant loads within the Bay.

The SWFWMD noted that the project occupies Old Tampa Bay and Courtney Campbell Beach coastal watersheds and the entire project is located in Class II waters designated for Shellfish Propagation or Harvesting; commercial crabbing occurs in Old Tampa Bay. The FDEP recommended that the PD&E Study include an evaluation of existing area stormwater treatment adequacy and details on the future stormwater treatment facilities. The FDOT will implement proper best management practice (BMPs) during construction to ensure there are no violations to water quality standards.

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

ETAT Reviews: Water Quality and Quantity Issue: 3 found

3 Moderate 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: Water quality, surface water

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #13102).

Comments on Effects to Resources: According to the project description, 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. The locations are outlined and referenced in the 2008 Feasibility Study. The study evaluated four (4) separate alternatives and one (1) interim staging option.

Old Tampa Bay is listed on the 303(d) list of impaired waters for coliforms, nutrients, mercury (fish consumption). There is also another water (Direct Runoff to Bay) listed for nutrients, total suspended solids, and biochemical oxygen demand (BOD).

Also located within proximity of the project is the Pinellas County Aquatic Preserve. See Special Designations Issue for more detail.

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

There may be special permitting requirements for stormwater management and treatment from project. Stormwater runoff and the increase of pollutants into surface waters as a result of the project and other point and nonpoint sources is a concern from a water quality standpoint. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. The project will need to coordination with FDEP and or the SWFWMD regarding specific permitting requirements relating to stormwater as well as other water quality issues.

The selection of alternatives and construction of the project should include an evaluation of avoidance and minimization strategies to prevent any further impairment to waters, including sedimentation during construction of the project and bridges. Proper stormwater management facilities will be required.

Coordinator Feedback: None

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 two coastal watersheds: Old Tampa Bay (WBID 1558H) and Courtney

Campbell Beach (WBID 1558J). The project is adjacent to three coastal watersheds: Ben T. Davis North (WBID 1558HB), Old Tampa Bay (1558I) and Direct Runoff to Bay (WBID 1603).

Surface waters consist of Old Tampa Bay which is designated as Outstanding Florida Waters in Pinellas County.

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

Water quality data are available for Old Tampa Bay from: EPA, FDEP, Hillsborough County Environmental Protection Commission and Pinellas County Department of Environmental Management.

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

1. Nutrients - The Direct Runoff to Bay watershed (WBID 1603) is impaired for nutrients.
2. Fecal coliform and/or coliform bacteria - The Ben T. Davis watershed (WBID 1558HB), Old Tampa Bay watershed (WBID 1558H) and the Courtney Campbell Beach watershed (WBID 1558J) are impaired for fecal coliform and/or coliform bacteria.
3. Mercury in fish - The two Old Tampa Bay watersheds (WBID 1558H and WBID 1558I) are impaired for mercury in fish.

There is an existing stormwater facility located on the FDOT property at the west terminus that may require relocation, alteration or modification of the ERP-permitted facility due to encroachment from this project.

The City of Clearwater's East AWWTP is located within 100 feet of the west terminus of the south alternative.

Comments on Effects to Resources: There are no dedicated stormwater treatment measures now serving most of the existing impervious area on the Causeway. The project will result in additional impervious area, and in the absence of stormwater collection and treatment measures, the project has the potential to generate increased sedimentation during construction and operation that may contribute to a delay in recovery of Impaired Waters and degrade water quality in both Outstanding Florida Waters and Class II waters. A review of available information in the 2008 Feasibility Report and the Advanced Notification did not provide conceptual information or commitments to incorporate stormwater treatment measures into the design of the project.

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.

F.A.C. 40D-4.052(13), Minor Roadway Safety Projects, and 40D-4.051(14), "Recreational Paths," provide for exemptions for the construction of minor roadway safety projects and recreational paths adjacent to roadways. Portions of this project may qualify for exemption provided that:

1. The paths are not located within wetlands or other surface waters as in the case of attaching the paths to existing structures not requiring separate piling supports, and provided that the causeway embankment is not widened to accommodate the recreational trail; and
2. Do not obstruct surface waters; such as the flood and return flows due to storm surge; and
3. Do not exceed 12 feet in width for bidirectional paths, if that were feasible; and
4. "Sidewalks" adjacent to roadways are no wider than six feet.

The SWFWMD strongly recommends a pre-application meeting with the Resource Regulation Department at the District's Tampa Service Office to discuss additional activities in Pinellas County and activities outside of the area covered by Environmental Resource Permit application #642193. A pre-application meeting was held for ERP application #642193 on 10 March 2010. The project area and activities anticipated in ERP application #642193 include:

1. Milling and resurfacing Courtney Campbell Causeway between Rocky Point and the Hillsborough/Pinellas County line,
2. Milling and resurfacing the existing frontage roads and extending the turn lane into the existing boat ramp and parking area on the north side of the Causeway,
3. Adding a shared use recreational path on the south side of the road in the project area,
4. Minor drainage, pedestrian, and bus stop improvements.

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

1. W020 - SWIM Plan Implementation - Tampa Bay: Kris Kaufman,
2. W027 - Tampa Bay Estuary Program: Lizanne Garcia,
3. W200 - Old Tampa Bay Water Quality and Habitat Assessment: Lizanne Garcia;
4. W201 - Old Tampa Bay Upper Bay Model: Kris Kaufman
5. W239 - Old Tampa Bay Water Quality and Drainage Improvements: Nancy Norton; and
6. W240 - Old Tampa Bay Watershed Improvements: Xinjian Chen.

Other reports are available from the Tampa Bay Estuary Program and FDEP.

Project impacts may be reduced by:

1. Providing treatment of impervious areas that are currently untreated along most of the length of the Causeway;
2. Minimizing new impervious area where feasible by reducing the cross sections of project segments where limited distances are available between the existing guard rail and the cap of the bulkhead and/or the edge of wetland;
3. Using low-impact development strategies in project design; and
4. Retrofitting the existing stormwater treatment facility, if feasible, to increase treatment capacity in order to treat currently untreated impervious areas.

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

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

For ERP permitting purposes, the project area is located in the Tampa Bay Drainage Basin. The SWFWMD has assigned a pre-application file (PA #397318) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Coordinator Feedback: None

2 *Minimal* assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The recreational, ecological, and commercial impacts of Old Tampa Bay and the Pinellas County Aquatic Preserve make them regionally significant environmental resources. Presently, the watershed within the project area is deemed as good to fair, with Old Tampa Bay being impaired for coliforms, mercury and nutrients. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of adjacent surface waters.

Comments on Effects to Resources: Every effort should be made to maximize the treatment of stormwater runoff from the proposed project, as stormwater discharges to the Pinellas County Aquatic Preserve, designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Pursuant to section 373.414(1), F.S., direct impacts to these OFW waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process. We recommend that the PD&E study include an evaluation of existing area stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed trail/bridge stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications.

Coordinator Feedback: None

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

Coordinator Summary: Wetlands Issue

4 *Substantial* 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), Florida Department of Environmental Protection (FDEP), the National Marine Fisheries Service (NMFS), the Southwest Florida Water Management District (SWFWMD), the US Army Corps of Engineers (USACE), and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Substantial.

The USEPA noted that mitigation to provide enhanced or increased function of mangroves should be evaluated within the project area and the PD&E Study should identify wetland areas to be potentially impacted by the project.

The USFWS noted that with proper design and the right materials, the trail could have minimal impacts to wetlands, wildlife, and the natural environment. The FDEP noted that an ERP permit will be required from the SWFWMD for this project.

The entire project, with the exception of the two proposed trail bridges, will be constructed on the existing fill section that was used to construct the Causeway. The proposed recommended build alternative is located on the south side of the Causeway. Isolated mangroves (mainly white mangroves) are located on the south side of the Causeway waterward of the existing seawall in the riprap. The proposed bridges have the potential to impact seagrass within limited areas on the eastern end of each bridge. Mangroves and seagrasses provide habitat for numerous fish and wildlife for feeding, breeding, and nesting. The FDOT will prepare a Wetlands Evaluation and Biological Assessment Report (WEBAR) as part of the PD&E study. The WEBAR will assess existing wetlands and seagrass within the project limits. Permitting will be conducted with the appropriate regulatory agencies during design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands.

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

ETAT Reviews: Wetlands Issue: 6 found

3 *Moderate* 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: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project area. A moderate degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources: A review of GIS analysis data in the EST for wetlands indicates that there are estuarine wetlands along the proposed project length. These include mangrove swamps, saltwater marshes, and seagrass beds.

Mangroves serve several important ecosystem functions. They provide nursery habitat for fishes, crustaceans, and shellfish and they provide food for several types of marine species. Both recreational and commercial fisheries in Florida are dependent upon healthy mangrove forests. Mangroves also provide shelter and nesting areas for coastal birds. Protecting mangrove acreage is critical, especially since most of the loss of acreage is due to

human impact such as development and construction. As a result of dramatic changes in the Tampa Bay (Pinellas/Hillsborough County) area, a significant amount of coastal wetlands acreage has been lost, including mangroves and salt marshes. Therefore, protection of the coastal wetlands is critical to fish habitat and other marine resources. Regulations to protect mangrove forests have been developed by both state and local agencies. These regulations must be met and consultation with other agencies such as the National Marine Fisheries Service may be required. Avoidance measures should be strongly considered for this project. Also, mitigation to provide enhanced or increased function should be strongly evaluated within the same general area.

Seagrass ecosystems fulfill vital ecological functions in the maintenance of estuaries and coastal marine environments. Their structure affects the flow of water locally, dampening the effects of waves and thereby altering erosion and sedimentation rates, nutrient and microorganism fluxes, and recruitment of larval stages of marine animals. Seagrass beds provide refuge from predators for small fish and crustaceans, and act as nurseries for many species.

Potential impacts for the project include, but are not limited to, loss of wetlands function, loss of wildlife habitat, degradation of water quality in wetlands, and reduction in flood storage and capacity. Another issue of concern is increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the project and other point and nonpoint sources.

The PD&E study should focus on identifying wetlands areas to be potentially impacted by the project. The PD&E study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. It is recommended that wetlands be avoided and that impact to these resources is strongly considered when determining project alternatives.

Coordinator Feedback: None

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: Based on the SWFWMD 2008 wetland mapping and onsite inspections, several types of aquatic and wetland habitats occur along the Courtney Campbell Causeway within the expected impact area of the project. The name and the FLUCCS codes of these habitat types include: Bays and Estuaries (541), Tidal Flats (651), Shorelines (652), Mangrove Swamps (612), Saltwater Marshes (642) and Oyster Bars (654).

Tidal Flats and Shorelines provide important foraging and/or nesting and/or resting habitat for over 30 species of birds, including at least seven Listed Species. These habitats occur on both the north and south sides of the Causeway for a total length of approximately 8,550 feet. On the north side, significant Tidal Flats and Shoreline habitat occurs east of the boat ramp for a length of 3,217 feet. On the south side, these habitats occur at two primary locations: west of the east terminus for 1,633 feet, and east of the west terminus for a length of 3,700 feet. This second location includes the City of Clearwater beach area.

Dense Mangrove Swamp is established along the north side of the Causeway at three locations for a total length of approximately 10,445 feet: from Damascus Rd east for 4,278 feet; west of the boat ramp for 1,369 feet; and east of the boat ramp for approximately 4,798 feet. Moderately dense Mangrove Swamp occurs for a length of approximately 1,444 feet east of the first access road on the north side. The Mangrove Swamp, particularly the dense Mangrove Swamp, is important in that it provides flood surge protection, erosion protection and Listed Species habitat. Designated Environmental Conservation Areas/Bird Nesting Areas containing dense Mangrove Swamp are located on the north side of the Causeway. These areas are closed during the period January to August.

The Saltwater Marsh habitat is not common along the Causeway. It occurs slightly waterward of the dense and moderately dense Mangrove Swamp in the locations above mentioned. This habitat is important for wildlife and fish foraging, protection for juvenile fish and erosion protection of the Causeway fill.

Shallow Oyster Bars occur in the areas occupied by Tidal Flats and Shorelines. Oysters also are very prevalent on the hard substrate provided by the rocks present on the slopes of the Causeway and bridge fill areas and on the concrete chunks on the shoreline located just west of the Ben T. Davis Beach on the south side.

According to 2008-era imagery and mapping, seagrass beds are located along the project route. Acreage ranges from 22.3 acres to 64 acres within the 100-foot to 200-foot project buffers. The recovery of seagrass beds in Old Tampa Bay and Tampa Bay has been a major conservation focus since the 1970s and the District, together with municipalities surrounding the Bay and other agencies, have implemented significant conservation efforts since the early 1980s.

The amount of wetland acreage potentially directly affected by the project is difficult to quantify because the cross section of the facility may vary by location along the Causeway. However, it can be said that the North Alternatives (N1 and N2) likely would result in greater impacts to Mangrove Swamp than would the South Alternatives (S1 and S2) simply because there is more acreage of Mangrove Swamp on the north side of the Causeway than on the south side. On the other hand, the South Alternatives would likely result in more impact to Tidal Flats and Shorelines than would the North Alternatives because there is more acreage of Tidal Flats and Shorelines on the south side of the Causeway than on the north side.

Project impacts to the Mangrove Swamp, Tidal Flats and Shoreline habitats have the potential to result in adverse impacts to wildlife including Listed Species. Listed Species (FFWCC, November 2010) known to be present in the wetland and aquatic habitats within the impact zone of the project include: American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST or State Threatened), little blue heron (SSC), piping plover (FT or Federally Threatened), reddish egret (SSC), roseate spoonbill (SSC), snowy egret (SSC) and tricolored heron (SSC) and wood stork (FE or Federally Endangered).

The entire project area is within the wood stork Core Foraging Area; habitat for this species is available in the Tidal Flats and Shoreline habitats, while roosting habitat for wood storks is also available in the dense Mangrove Swamp in the three locations above mentioned.

The project area is located within the USFWS Consultation Areas of the piping plover. The piping plover is listed by FWC as Federally Threatened. The species is listed by the USFWS as either Endangered or Threatened, depending upon the specific population involved. Foraging and roosting habitat

for wintering piping plovers is available in the Tidal Flats and Shoreline habitats within 100 feet of the project and the species has been observed.

Designated Environmental Conservation Areas/Bird Nesting Areas containing very dense Mangrove Swamp are located on the north side of the Causeway. These areas are closed during the period January to August.

The project area is located within the USFWS Consultation Areas of the West Indian manatee. The West Indian manatee, listed by both USFWS and FWC as Endangered, is known to utilize the habitats in Old Tampa Bay. 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

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

Comments on Effects to Resources: The project's impact on wetlands is highly dependent on the specific alignment and cross sections of the facility and the chosen construction methods and means. Physical impacts could include the elimination and/or significant disturbance of all or part of the Mangrove Swamp, Saltwater Marsh, Tidal Flats, and Shoreline habitats along the Causeway. As a result, there would be a corresponding loss of the functions and values now provided by the impacted wetlands, including flood surge protection, erosion protection of the Causeway fill, and Listed Species habitat. In addition to impacts due to physical disturbance, other impacts could occur to wetlands as a result of the discharge of untreated or under-treated stormwater runoff both during the construction and later operation phases of the project.

Also, if construction equipment is operating from the waterside of the seawall or the erosion protection rock wall along the Causeway, there is a high potential for the destruction of seagrass beds, oyster colonies and Tidal Flats habitat. Further, the fugitive discharge of sediment-containing runoff during construction could result in significant damage to the seagrass beds and oysters located in the immediate vicinity of the project and, depending on the tidal condition, at some distance from the project.

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.

F.A.C. 40D-4.052(13), Minor Roadway Safety Projects, and 40D-4.051(14), "Recreational Paths," provide for exemptions for the construction of minor roadway safety projects and recreational paths adjacent to roadways. Portions of this project may qualify for exemption provided that:

1. The paths are not located within wetlands or other surface waters as in the case of attaching the paths to existing structures not requiring separate piling supports, and provided that the causeway embankment is not widened to accommodate the recreational trail; and
2. Do not obstruct surface waters; such as the flood and return flows due to storm surge; and
3. Do not exceed 12 feet in width for bidirectional paths, if that were feasible; and
4. "Sidewalks" adjacent to roadways are no wider than six feet.

The SWFWMD strongly recommends a pre-application meeting with the Resource Regulation Department at the District's Tampa Service Office to discuss additional activities in Pinellas County and activities outside of the area covered by Environmental Resource Permit application #642193. A pre-application meeting was held for ERP application #642193 on 10 March 2010. The project area and activities anticipated in ERP application #642193 include:

1. Milling and resurfacing Courtney Campbell Causeway between Rocky Point and the Hillsborough/Pinellas County line,
2. Milling and resurfacing the existing frontage roads and extending the turn lane into the existing boat ramp and parking area on the north side of the Causeway,
3. Adding a shared use recreational path on the south side of the road in the project area,
4. Minor drainage, pedestrian, and bus stop improvements.

Wetland impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the dense Mangrove Swamps on the north side of the Causeway,
- (2) Adjustment of the alignment to avoid direct impacts to the Tidal Flats and Shoreline habitats prevalent on the south side of the Causeway,
- (3) Implementation of strict controls over sediment transport off site during construction,
- (4) Restriction of vehicles and equipment to only those areas that must be utilized for construction and staging,
- (5) Implementing effective mitigation measures to compensate for wetland impacts;
- (6) Incorporation of stormwater treatment measures into the design of the project,
- (7) Retrofitting the existing stormwater treatment facility near the west project terminus to provide additional treatment capacity,
- (8) Incorporating wildlife-friendly features into stormwater facilities
- (9) Scheduling project activities to avoid the annual closure period (January - August) of the Bird Nesting Area on the north side of the Causeway,
- (10) If Least Terns are determined to nest in areas other than the designated Bird Nesting Area on the north side of the Causeway, scheduling project activities in those areas to avoid the April - May nesting period for that species, and
- (11) If Black Skimmers are determined to nest in areas other than the designated Bird Nesting Area on the north side of the Causeway, scheduling

project activities in those areas to avoid the June - July nesting period for that species.

Because the importance of seagrass in Old Tampa Bay and Tampa Bay, it is recommended that particular effort be made to eliminate direct impact to seagrass beds. Impacts from fugitive turbidity and sedimentation should also be eliminated. Further, to assist in eliminating impacts to seagrass, it is recommended that updated, project-specific seagrass maps be prepared and used in the design and construction phases of the project. As of this review, the most easily accessible information is over two years old.

The dense mangroves along the Causeway are important in that they provide flood surge protection, erosion protection and Listed Species habitat. It is recommended that particular effort be made to eliminate impacts to the functions and values associated with mangroves. It is recommended that excessive trimming and total removal of mangroves be avoided.

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

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

For ERP permitting purposes, the project area is located in the Tampa Bay Drainage. The SWFWMD has assigned a pre-application file (PA #397318) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

Coordinator Feedback: None

N/A N/A / No Involvement assigned 01/28/2011 by John Fellows, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: Please see my comments under navigation - they are the same as for wetlands.

Comments on Effects to Resources: Please see my comments under navigation - they are the same as for wetlands.

Coordinator Feedback: None

4 Substantial assigned 01/27/2011 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Mangroves, seagrass beds and saltwater marshes are all vitally important to the fish and wildlife that depend on them.

Comments on Effects to Resources: The proposed project has the potential to impact seagrass beds and mangroves. If impacts to these natural habitats cannot be avoided the project should be redesigned. Given the purpose and need stated for this new trail, it would not be beneficial to the public to impact these types of habitats in order to have a quality recreational experience. Seagrass beds and mangroves are vitally important nursery and foraging areas for many species of fish, crustaceans, mollusks and at least one marine mammal, the Florida Manatee and five federally listed sea turtle species. The ETDM review screens indicates 15-24 acres of seagrass beds within 100-200 feet of the proposed trail. Depending on the final design, current seagrass surveys and mapping may be required.

With the proper design and the right materials, this trail could have minimal impacts to wetlands, wildlife and the natural environment. Placement of the trail in the wrong area, using the wrong materials and poor design will result in the destruction of seagrass beds, mangrove habitat, shorebird loafing areas and formal consultation with the USFWS on the Florida manatee.

Measures taken to avoid impacts to mangroves, seagrasses and shorebirds could be highlighted along the trail using interpretive signage. Observation areas along the elevated portions of the trail could be incorporated into the design to increase public education about manatees, seagrass beds, mangroves and shorebirds.

It appears that the western half of the project may be within the Pinellas County Aquatic Preserve boundary. If this is the case, interpretive signage could also inform the public about this preserve and the role that preservation serves in our environment.

The USFWS would like to work closely with the project planners as this project moves forward. This trail has the potential to serve the public not only as a place to recreate but also as a place to enjoy watching wildlife without disturbing their feeding, breeding or sheltering needs.

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

3 *Moderate* assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The National Wetlands Inventory GIS report indicates that a total of 665.5 acres (72%) of Old Tampa Bay estuarine wetlands occur within the 500-ft. project buffer zone. Moreover, 38.3 acres of continuous seagrasses, 87.6 acres of discontinuous seagrass beds and 12.9 acres of mangrove swamp occur within the 500-ft. buffer zone. The project will traverse the Pinellas County Aquatic Preserve, designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C.

Comments on Effects to Resources: An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of trail/bridge construction to the greatest extent practicable:

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

Coordinator Feedback: None

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

Coordinator Summary: Wildlife and Habitat Issue

4 *Substantial* 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 Fish and Wildlife Conservation Commission (FFWCC), and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Substantial.

The project is located within an area that has the potential for protected species involvement that includes manatees, sea turtles, wood storks, and wading and shore bird species.

The USFWS recommended that the trail be constructed of permeable material along the causeway rather than asphalt. The USFWS recommends against using asphalt in natural areas and areas where erosion will be a constant problem. The USFWS noted that with proper design and the right materials, the trail could have minimal impacts to wetlands, wildlife, and the natural environment. The USFWS also noted that the western half of the project is within the Pinellas County Aquatic Preserve and if so, interpretive signage could be added to inform the public about this preserve and the role that preservation serves in our environment. The USFWS also recommended removal of the Friendship Trail Bridge on Gandy Boulevard and any habitat restoration that might be needed as a result of the old bridge and removal of the bridge could be considered a possible mitigation option, if feasible.

The FFWCC recommended land acquisition and restoration of appropriate tracts adjacent to existing public lands near the project area or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas.

The recommended build alternative is along the south side of the Causeway where there are minimal to no wetlands with isolated mangroves that are likely to be located within the project's limits of construction. The entire trail, with the exception of the proposed bridges, will be constructed on the existing fill section. The FDOT will commit to use proper best management practices (BMPs) during construction. The FDOT will adhere to the Standard Manatee Conditions for In-Water Work during construction to ensure there is no harm to manatees or other marine species. No USFWS Critical Habitat is documented within the project area. Portions of the Causeway where the proposed trail will be located are currently utilized by motor vehicles, pedestrians and other recreational users. The existing beach areas are susceptible to high pedestrian and vehicular traffic throughout much of the year. There will be no land use changes as a result of the construction of the proposed trail. The project will be constructed within current FDOT transportation right-of-way (ROW). 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: Wildlife and Habitat 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: This section of the report deals with upland habitat and wildlife species as wetland habitats and wildlife are discussed under the "Wetlands" issue.

Upland habitat available for wildlife is limited to a patch of forested area located adjacent to the project alignment extending from the Causeway to Bayshore Dr. The entire patch occupies approximately 10 acres, of which about 4.5 acres are located with 500 feet of the project. Plant communities include remnant pine flatwoods and live oak hammock. The property is adjacent to the Pinellas County Cooper's Point conservation lands which are primarily Mangrove Swamp, Tidal Flats and Shoreline habitats. The interface of the patch of upland habitat with the estuarine wetland habitats increases the wildlife value of both habitats. Listed Species expected in the available upland habitat within 200 feet of the project include Eastern indigo snake (FT), gopher tortoise (ST), and Sherman's fox squirrel (SSC).

Comments on Effects to Resources: The 2008 Feasibility Report shows the terminal segment of the project located between the parking lot on the FDOT property and the patch of forested upland to the northeast. It appears that some encroachment on the patch occurred to accommodate the past parking lot expansion. Further encroachment on the forested patch is possible as a result of the project. The potential impacts from the project on wildlife and habitat may include the further elimination of remaining wildlife habitat, resulting in a further decline in urban wildlife populations, including three Listed Species.

Additional Comments (optional): 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.

Habitat damage and direct impacts to wildlife can be eliminated by re-aligning the project to avoid encroachment on the forested upland patch. Impacts can be reduced by minimizing project cross section in areas where there are remnant patches of native habitat; strictly limiting construction equipment to the actual construction zones and to pre-approved staging areas; and by implementing appropriate upland habitat restoration measures following construction.

Coordinator Feedback: None

4 *Substantial* assigned 01/27/2011 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Federally listed species and the ecosystems upon which they depend. Other federal trust resources such as migratory birds and wetlands are also discussed.

Comments on Effects to Resources: The project involves the construction of a multi-use trail adjacent to the Courtney Campbell Causeway. The trail would be approximately 7 miles long and 12-16 foot wide. The trail is designed to be used by pedestrians, bicyclists and other recreational users. The portion of the trail along the causeway would be constructed of asphalt and the above water structures would consist of solid concrete. The alternatives include placement of the trail on the North or South side of the causeway and widening the bridge structures or creating new independent structures.

Florida Manatee- This area is heavily utilized by manatees year round. Several manatee sanctuaries and refuges are located within Tampa Bay. No critical habitat for manatees has been designated within the project footprint. On the East end of the proposed trail, an important manatee area has been designated and two special conditions will apply : dedicated manatee observers during project construction and no night-time clamshell dredging.

The Standard Manatee In-water Construction Conditions, 2009, for the bridge work will also apply to this project.

All of the maps and guidelines referenced can be found on www.MyFWC.com, under imperiled species and manatees.

The ETDM review screen indicates the presence of seagrass beds within 100 and 200 feet of the proposed trail. Impacts to seagrass as a result of this project may be avoidable if the design of the structure is done properly. Guidelines dated August 2001 for structures over submerged aquatic vegetation (SAV) or mangroves can be found on our website or the Army COE website and should be followed. Solid concrete should not be used over the shallow portions of the waterway where seagrass is likely to be present and shading may be a problem. Materials that allow sunlight to pass through and into the water column are preferred. Impacts to seagrass or mangrove habitat as a result of this project are not acceptable and would not serve the purpose of this project.

Sea Turtles-Five species of sea turtles can be found within the action area: loggerhead, leatherback, green, Kemp's Ridley and hawksbill. All of these species depend on U.S. coastal waters for foraging and migration during some stage of their life cycle. Mangroves and seagrass beds provide important feeding, breeding and sheltering areas for sea turtles. Impacts to these vitally important habitats should be avoided.

Wood Storks- The project falls within the core foraging areas for at least two active wood stork colonies at this time. Impacts to wetlands within these areas should be avoided. If avoidance is not possible, compensation of suitable foraging habitat will be required.

Piping Plover-No critical habitat for this species has been designated within the project footprint. However, this species may be present within the action area and may utilize the beaches for foraging and loafing. Red knots and Wilson's plovers have been documented along this causeway recently. Many species of shorebirds utilize this area, sometimes in very significant numbers, such as oystercatchers, black skimmers, dunlins, short-billed dowitchers, semi-palmated plovers, willets, sanderlings, ruddy turnstones and many species of terns. Because this area is so important to the shorebirds, the placement of the new trail needs to be coordinated with potential shorebird feeding and loafing areas. Pedestrians, dogs and bicycles will result in the flushing of shorebird flocks if the approach is too close. Dogs should remain on leash if they are allowed on this new trail. Known shorebird nesting areas should be mapped. Surveys during nesting season may also be warranted for shorebirds and wading birds that may utilize the beach or mangrove areas for nesting. Surveys should be done before the final placement of the trail is decided. No take of migratory birds is allowed under the Migratory Bird Treaty Act.

The trail should be constructed of permeable material along the causeway rather than asphalt. There are new materials out on the market being used by State and National Parks in Florida that allow storm water to percolate downward rather than run off the surface. These materials are also suitable for bicycles, wheelchairs, etc. The FWS recommends against using asphalt in natural areas and areas where erosion will be a constant problem.

Additional Comments (optional): Removal of the Friendship Trail Bridge on Gandy Blvd and any habitat restoration that might be needed as a result of the old bridge and removal of the bridge could be considered as a possible mitigation option, if feasible.

The Campbell Causeway access road should be evaluated for the placement of this trail. It would seem prudent to co-locate the trail along this access road and impact an area that has already been compromised rather than create a new trail through sensitive habitats that are difficult to mitigate.

Coordinator Feedback: None

4 Substantial assigned 01/27/2011 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance: The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #13102, Hillsborough and Pinellas Counties, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the construction of a multi-use trail along Courtney Campbell Causeway from the vicinity of the proposed Bayshore Trail extension (Bayshore Boulevard at SR 60) in Pinellas County to west of the Ben T. Davis Beach entrance in Hillsborough County, a distance of 7.473 miles. The proposed trail would be 12 feet wide, paved with asphalt, with 2- to 5-foot-wide shoulders. There are two bridges in the project limits, and both are too narrow to accommodate the trail: Structure 1 (Bridge No. 150138), a 0.1-mile-long bridge near the western end of the causeway, and Structure 2 (Bridge No. 100301), a 0.6-mile-long bridge approximately 3 miles east of Structure 1. Structure 2 includes a navigation span with 43.5 feet of clearance at Mean High Water. To allow the trail to continue across the causeway uninterrupted, new 16-foot-wide bridges would be constructed parallel to the existing bridges. The Project Development and Environment (PD&E) Study will examine the alternatives of constructing the trail and bridges either north or south of SR 60.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that most of the causeway is Right-of-way (ROW) for SR 60, containing the 4-lane highway, cleared areas with planted palm trees, and parallel beach access roads in many locations. However, many areas of the causeway shoreline are fringed with salt marsh and mangrove vegetation, providing intertidal habitat for Tampa Bay's fish and wildlife. There is also 125.9 acres of continuous and discontinuous seagrass beds in the assessment area, mostly occurring immediately adjacent to the shorelines.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: Eastern indigo snake (FT), American alligator (FT), loggerhead sea turtle (FT), green sea turtle (FE), Kemp's ridley sea turtle (FE), leatherback sea turtle (FE), American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), little blue heron (SSC), tri-colored heron (SSC), reddish egret (SSC), snowy egret (SSC), roseate spoonbill (SSC), white ibis (SSC), wood stork (FE), and Florida manatee (FE). An active bald eagle nest (PI037) is located approximately 0.5 miles north of the causeway's west end, on the Cooper's Point tract.

The GIS analysis revealed several specific characteristics associated with lands along the project alignment that provide an indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. The project is within the Pinellas County Aquatic Preserve. On the north side of the causeway's west end is the 84-acre Cooper's Point tract, conservation lands owned and managed by Pinellas County. The project is in U.S. Fish and Wildlife Service Consultation Areas for the Piping Plover and Manatee, and is in the core foraging area of three wood stork rookeries.

Primary wildlife issues associated with this project include: the potential for in-water work associated with bridge construction to adversely impact manatees, sea turtles, seagrass beds, or other aquatic resources, particularly at Structure 1, where seagrasses extend continuously beneath the

bridge; potential habitat loss from encroachment of the construction into mangroves, salt marsh, or upland hammock communities; potential adverse effects to a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern; and potential water quality degradation as a result of additional stormwater runoff from the expanded impervious surface draining into adjacent wetlands and Tampa Bay.

Comments on Effects to Resources: Based on the project information provided, we believe the direct and indirect effects of this project could be moderate to substantial, depending upon the measures taken to avoid and minimize loss of wetland and seagrass habitat.

Additional Comments (optional): We recommend that the PD&E Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed along the ROW. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat lost as a result of the project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. We recommend land acquisition and restoration of appropriate tracts adjacent to existing public lands near the project area, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

It will be important to avoid and minimize effects on the Florida manatee and sea turtles during removal of the old bridge structures, construction of the new bridges, or other in-water work. Since no information was provided in terms of seasonality of bridge construction, the duration of project work, methods for constructing the bridge, and any dredging or other in-water work that may be required, it would be premature for us to recommend specific avoidance and minimization measures for the manatee and sea turtles at this time. However, possible manatee protection measures that may be required by our agency include Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, manatee entrapment avoidance measures, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. Further coordination with our agency is important, and will be necessary to develop customized or site-specific measures for this project. For technical assistance and coordination on manatees and sea turtles, respectively, please contact Ms. Mary Duncan and Dr. Robbin Trindell of our Imperiled Species Management Section in Tallahassee at (850) 922-4330 very early in the planning process for the PD&E Study.

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

Coordinator Feedback: None

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

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

3 Moderate assigned 02/17/2011 by FDOT District 7

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

The FHWA, Seminole Tribe of Florida, SHPO, and Miccosukee Tribe of Indians of Florida recommended that a Cultural Resource Assessment Survey (CRAS) for archaeology and historic structures be prepared for this project. The SHPO also recommended that the CRAS include appropriate underwater survey to identify, document, and evaluate any submerged cultural resources. The Seminole Tribe of Florida Tribal Historic Preservation Officer (STOF-THPO) noted that they would like to review a CRAS before commenting on direct effects to archaeological sites in the project area. The Miccosukee Tribe of Indians of Florida commented that there are no recorded archaeological sites, including burial mounds, reported near this project; a CRAS will need to be done to ascertain if there are any archaeological sites within the project boundaries. If no impacts are found, then no further consultation is necessary.

The FDOT has prepared a CRAS as part of the PD&E Study. One archaeological site, the Ben T. Davis Municipal Beach Site (8HI456) and one historic resource, a 1957 Masonry Vernacular style building (8P111966), are located within the project area of potential effect (APE). The Ben T. Davis Municipal Beach Site is comprised of re-deposited dredge fill and not considered eligible for listing in the National Register of Historic Places. The 1957 Masonry Vernacular style building is also not eligible for listing in the NRHP based on commonality of type, lack of significant historical associations, and alterations.

ETAT Reviews: Historic and Archaeological Sites Issue: 5 found

N/A N/A / No Involvement assigned 01/29/2011 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

2 Minimal assigned 01/17/2011 by Linda Anderson, Federal Highway Administration

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

Dispute Information: N/A

Identified Resources and Level of Importance: Per Florida Master Site Files, no FMSF historic cemeteries, bridges, standing structures, archaeological and historical sites, resource groups, or NRHP-eligible structures or sites within the 500' buffer.

Comments on Effects to Resources: Two Cultural Resource Assessment Surveys within the 100' buffer have occurred, but it is difficult to tell whether these surveys covered the entire project APE or whether there are structures adjacent to the APE that may have aged into the historical category since the most recent CRAS.

A CRAS is required.

Coordinator Feedback: None

3 *Moderate* assigned 01/06/2011 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Due to the absence of a systematic Cultural Resources Assessment Survey for the proposed project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project area.

Comments on Effects to Resources: The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Coordinator Feedback: None

3 *Moderate* assigned 12/29/2010 by Ginny Leigh Jones, FL Department of State

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

Dispute Information: N/A

Identified Resources and Level of Importance: FDOT RCI Bridges:

The GIS Analysis revealed that there are 2 bridges within 100 feet of the proposed project area. There are an additional three bridges located within one mile of the project area, but these are not closer than 2,640 feet from the project area. None of the bridges are of historic age.

Florida Site File Historic Standing Structures:

The GIS Analysis of the proposed project area revealed 12 historic standing structures within one mile of the project area (but none are closer than 2,640 feet). None of the structures have been evaluated by the SHPO for their eligibility for the National Register of Historic Places (NRHP).

Florida Site File Archaeological and Historical Sites:

The GIS Analysis revealed that there are 12 archaeological sites recorded within one mile of the proposed project area. None of these sites are closer than 2540 feet of the project area. Nine of the sites have not been evaluated for their eligibility for the NRHP. Two have been evaluated by the SHPO as being not eligible and one was determined to have insufficient information to make an evaluation.

Comments on Effects to Resources: Effects on Resources

FDOT RCI Bridges:

There will be no effects on historic bridges within one mile of the project area.

Florida Site File Historic Standing Structures:

Since the recorded historic standing structures are located fair distance from the proposed project area, it is unlikely that they will be affected by the proposed project.

Florida Site File Archaeological and Historical Sites:

The significant distance between the proposed project area and the recorded archaeological sites makes it unlikely that the resources will be affected by the proposed project.

Additional Comments (optional): A GIS analysis revealed that there have been 2 cultural resources surveys completed within 100ft of the proposed project area. Both of the surveys were county-wide surveys. Because the project area has not been thoroughly surveyed it is our recommendation that prior to initiating any project-related land clearing or ground disturbing activities within the project area it should be subjected to a systematic archaeological and architectural survey. All historic-age resources, including potential historic districts, within the area of potential effects should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code and need to be forwarded to this agency for review and comment. Also since the project description provides information that there may be some construction of bridges through Tampa Bay, this office recommends that the survey include appropriate underwater survey to identify, document, and evaluate any submerged cultural resources.

Coordinator Feedback: None

2 *Minimal* assigned 12/22/2010 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Dispute Information: N/A

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

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

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

Coordinator Feedback: None

Coordinator Summary: Recreation Areas Issue

1 *Enhanced* assigned 02/17/2011 by FDOT District 7

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

The project will be constructed within current FDOT transportation right-of-way (ROW). The proposed trail will provide improved recreational opportunities along the Causeway, including fishing, biking, hiking, and observation of wildlife within the area. This project is also a component in connecting already existing trails in Pinellas County to trails in Hillsborough County and throughout the Tampa Bay region. No impacts to any recreation resources would occur due to construction of the trail.

No comments were received from the National Park Service (NPS) or the Federal Highway Administration (FHWA).

ETAT Reviews: Recreation Areas Issue: 3 found

0 None 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: None found.
Comments on Effects to Resources: None found.
Coordinator Feedback: None

0 None assigned 01/29/2011 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: No Involvement
Dispute Information:N/A
Identified Resources and Level of Importance: None found.
Comments on Effects to Resources: None found.
Coordinator Feedback: None

1 Enhanced 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: One Florida Managed Area known as Cooper's Point, and two local recreation areas known as Ben T. Davis Beach and Courtney Campbell Beach, are located within the 500-ft. buffer zone of the project.
Comments on Effects to Resources: The project will likely have no adverse impacts on these facilities and should enhance recreational opportunities throughout the area.
Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Federal Highway Administration, National Park Service

Coordinator Summary: Section 4(f) Potential Issue

0 None assigned 03/29/2011 by FDOT District 7

Comments: Based on the Environmental Screening Tool's (EST) GIS screening results, the only potential Section 4(f) resources within the project study limits are the Pinellas County Aquatic Preserve/ Outstanding Florida Waters (AP/OFW) and Ben T. Davis Beach. This recreational trail project would not permanently require nor incorporate any ROW or permanent easement from the AP/OFW or Ben T. Davis Beach resources. The project would be entirely constructed and maintained within the existing transportation ROW that the State of Florida owns and manages for transportation purposes. The project would not cause any proximity impacts that would permanently impair or diminish these resources' attributes which qualify them for protection under the provisions of Section 4(f). With respect to the AP/OFW resource, all construction activities are planned to occur with the existing transportation ROW which is generally mile in width on either side of the SR 60 causeway. No project construction activities are planned to occur within the Ben T. Davis Beach resource either.

Recreational opportunities within these resources will not be temporarily or permanently affected by either the construction of the project or operation of the facility for its intended purpose. There are no water based recreational trails that are officially designated, marked or signed as such either within, along or perpendicular (intersecting) to the project's study limits. Access to navigational activities within the OFW will be maintained during the project's construction as it is expected that this provision would be a condition of the USCG permits that would be required to construct the westernmost SR 60 relief structure which is within the OFW. The construction of the SR 60 main span over Old Tampa Bay will not occur within the OFW since this structure is located in Hillsborough County. It is likely that this recreational project would enhance the use of the resource by improving access to it.

There is an unofficially designated Courtney Campbell Trail that is actually a service road system that is used to maintain the SR 60 transportation ROW. There are only incidental or secondary uses of this service road system for recreational activities.

The ETDM metadata and its use in generating what resources are "found" within the EST GIS buffers indicate that there are statewide (typically land based) Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that could be associated with the proposed project. These FDEP designations contain all of the largest areas of ecological and natural resource significance and the landscape linkages necessary to link these areas together in one functional statewide network. This data was created as part of the Florida Statewide Greenways Planning Process. The Florida Ecological Greenways Network identifies the opportunities to protect large, intact landscapes important for conserving Florida's biodiversity and ecosystem services.

There are no FDEP designated Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that are officially designated, marked or signed as such either within, along or perpendicular (intersecting) to the project's study limits.

The ETDM metadata and its use in generating what resources are "found" within the EST GIS buffers indicate that there are Paddling Trails Priorities that could be associated with the proposed project. This dataset contains prioritized paddling trail opportunities from the Office of Greenways and Trails Prioritization Project. The areas shown in this layer are intended to identify opportunity corridors of statewide and regional significance. These corridors are 4 kilometers (approx. 2.5 miles) wide to reflect the variability of actual trail location after planning and design is completed. This GIS layer was

created by the Office of Greenways of Trails and the UF GeoPlan Center, to support the Florida Statewide Greenways & Trails System.

There are no FDEP designated Paddling Trails Priority locations that are officially designated, marked or signed as such either within, along or perpendicular (intersecting) to the project's study limits. Since the project location is situated within the open waters of Upper Tampa Bay, it would be expected that no officially designated recreational paddling opportunity would be identified for this area's open waters due to the susceptibility of the waters becoming rough due to weather or tidal changes.

Since the construction and maintenance of the proposed project will occur within the existing highway right of way, this project would not involve any Section 4(f) uses. FHWA has reviewed the Section 4(f) Determination of Applicability for ETDM project #13102 and has made the determination that the project will have no Section 4(f) impacts.

ETAT Reviews: Section 4(f) Potential Issue: 1 found

0 None assigned 03/16/2011 by Linda Anderson, Federal Highway Administration

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

Dispute Information:N/A

Identified Resources and Level of Importance: Within the 100' buffer:

1. Recreational trail: Old Tampa Bay Courtney Campbell Causeway.
2. 6.7 acres of Pinellas County Aquatic Preserve (Outstanding Florida Water).
3. Ben T. Davis Beach.
4. 182 acres of Ecological Greenways Critical Linkages.
5. 177 acres of Greenways Ecological Priority Linkages (Low Priority).
6. 137 acres of Paddling Trails Priorities (Medium Priority).

Within the 200' buffer:

66 acres of Pinellas County Aquatic Preserve (Outstanding Florida Water).

Within the 500' buffer:

304 acres of Pinellas County Aquatic Preserve (Outstanding Florida Water).

Comments on Effects to Resources: Impacts to recreational areas, such as the Old Tampa Bay Courtney Campbell Causeway and the Ben T. Davis Beach may be Section 4(f) impacts.

Impacts, e.g. from the building of the trail bridges, to the Pinellas County Aquatic Preserve may be Section 4(f) impacts because Florida's Aquatic Preserves, per their web page, <http://www.dep.state.fl.us/coastal/programs/aquatic.htm>, have both a recreational and a wildlife preserve function. Quoting from this web page: "Aquatic Preserves are critical nurseries for fish and othe aquatic life. . . Florida's Aquatic Preserves protect the living waters of Florida to ensure that they will always be home for bird rookeries and fish nurseries." Permanent impairment of the function of this resource, either for recreation or as a wildlife preserve,as a result of this project may constitute a Section 4(f) Constructive Impact.

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

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

Comment made 3-16-11: FHWA has reviewed the Section 4(f) Determination of Applicability for ETDM project #13102 and has made the determination that the project will have no Section 4(f) impacts. Consequently, the DOE is being changed from "minimal" to "none."

Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue

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

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

The Courtney Campbell Causeway (SR 60) was designated as a Scenic Highway in 2005 by the FDOT. The trail will be designed and constructed to consider safety of trail users while minimizing any impedance to views along the corridor. The construction of the trail is consistent with the Courtney Campbell Causeway Scenic Highway Corridor Management Plan (CMP) as stated in Section 2, Goal 2(b)(i). The objective of this goal is to improve bicycle and pedestrian safety by working with FDOT, MPOs, and local governments to develop a continuous bicycle/pedestrian trail parallel to the main roadway to avoid auto traffic conflicts.

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

ETAT Reviews: Aesthetics Issue: None found

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration, Hillsborough County MPO, Pinellas County MPO

Coordinator Summary: Economic Issue

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Enhanced.

The proposed multi-use trail will increase ecotourism in the Tampa Bay region. The trail also improves access across Old Tampa Bay for non-motorized users traveling to and from Pinellas and Hillsborough counties.

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

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

ETAT Reviews: Economic Issue: None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration, Hillsborough County MPO, Pinellas County MPO

Coordinator Summary: Land Use Issue

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

The trail will be located within right of way (ROW) designated for transportation purposes. The trail, with the exception of the two proposed bridges over Old Tampa Bay, will be constructed on existing fill material used to construct the Causeway. No changes to land use should occur as a result of the construction of the proposed trail.

The trail is consistent with the Comprehensive Plans for Hillsborough County, Pinellas County, City of Tampa, and City of Clearwater. The DCA noted the goals, objectives, and policies of these plans that are furthered by the proposed project. 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). The construction of the trail is consistent with the Courtney Campbell Causeway Scenic Highway Corridor Management Plan (CMP) as stated in Section 2, Goal 2(b)(i). The objective of this goal is to improve bicycle and pedestrian safety by working with FDOT, MPOs, and local governments to develop a continuous bicycle/pedestrian trail parallel to the main roadway to avoid auto traffic conflicts. The trail provides alternative, non-motorized, means of transportation in the region.

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

ETAT Reviews: Land Use Issue: 1 found

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Land Use, Multi-use Trail, Florida Scenic Highway Designation, Transportation Demand Management

Comments on Effects to Resources: The following comprehensive plan Goals, Objectives and Policies are furthered by the proposed project:

HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

Community Design Component

6.2 PEDESTRIAN NETWORK

Objective 151: Provide for pedestrian needs in the design of new and existing roadways.

Policy 151.6: Explore the potential for moving the sidewalk to the edge of the rightofway for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.

6.5 ACCESSIBILITY

Objective 154: Make communities more livable by making the roadway environment more pedestrian friendly for all users including those with disabilities.

6.6 MULTIUSE TRAILS

Objective 155: Encourage the maintenance and creation of trails that connect and enhance the communities in which they are placed.

Policy 155.4: Trails should connect to a variety of uses including existing and proposed civic, residential, commercial and recreational use.

6.7 BICYCLE NETWORK

Objective 156: Provide for the needs of bicyclists in the design of designated roadway improvements and of new roadways.

Policy 156.2: Design bicycle facilities for designated roadways to include the following considerations:
Bike paths, lanes, and shoulders planned for designated roadways, in coordination with adjacent uses and appropriate to different roadway types.
Facilities which are well marked and signed, and that are designed for ease of maintenance

Transportation Element

Goal 3: Provide a county-wide bikeway and pedestrian system that is integrated with other transportation modes.

Objective 3.1: Include appropriate bicycle facilities, trails, and sidewalks in all planning, design, construction and maintenance activities related to transportation.

Policy 3.2.5: Work with the BPAC and the MPO's Bicycle/Pedestrian Program Coordinator to identify and address bicycle and pedestrian safety problems, especially on roadways with high levels of current or potential bicycle and pedestrian usage.

PINELLAS COUNTY COMPREHENSIVE PLAN

Future Land Use & Quality Communities Element

Policy 2.1.2: When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and "hot response" signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.

Transportation Element

Land Use Coordination and Highway Beautification

Objective 1.6: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.

Policy 1.6.2: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.

Policy 1.6.14: Pinellas County shall utilize livable community strategies and development codes, consistent with the Future Land Use and Quality Communities Element, to encourage bicycling and walking.

Safety, Efficiency and Goods Movement

Policy 1.9.6: Pinellas County shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and re-surfacing projects on State roads, where feasible.

CITY OF TAMPA COMPREHENSIVE PLAN

Chapter 3: Structuring Growth for Livability- Urban Design and Land Use

Public Facilities

Policy 20.3.2: Promote pedestrian connectivity by completing improvements as feasible and practical to existing sidewalk segments.

Public Land

Objective 21.3: Improve the pedestrian experience through excellent urban design.

Chapter 6: Sustainable Infrastructure

Mobility Goals, Objectives & Policies

Bicycle and Pedestrian Network

Goal 42: Provide a safe, convenient, and efficient bicycle and pedestrian network to facilitate walking trips within neighborhoods and activity centers and bicycle trips both within and between neighborhoods and activity centers.

Objective 42.1: Increase the mileage of on-street bicycle lanes, off-street trails and sidepaths, and designated shared-lane bikeways.

Policy 42.1.1: Provide appropriate on-road bicycle facilities in accordance with current FDOT, the United States Department of Transportation (US DOT) Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure, American Association of State Highway Transportation Officials (AASHTO), and local standards and/or statutes, in transportation projects.

Objective 42.2: Provide well-maintained sidewalk facilities (or equivalent trail facilities) along both sides of all surface arterial roadways and along at least one side of all collector and neighborhood collector roadways by 2025.

Policy 42.2.4: Construct pedestrian facilities in accordance with current FDOT, American Association of State Highway and Transportation Officials (AASHTO), Americans with Disabilities Act (ADA) and local standards or statutes in all transportation projects.

CITY OF CLEARWATER COMPREHENSIVE PLAN

Future Land Use

Policy 5.2.2: Identify Trails: paved, bicycle/pedestrian corridors designated and restricted to nonmotorized traffic, built to standards that provide a high degree of safety, efficiency and comfort for the user, while reflecting the unique circumstances of the trail's location.

Policy A.6.8.5: Provide easy access to residential, commercial and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations, in order to minimize potential conflicts between pedestrians and motor vehicles.

Conservation

Policy F.1.4.3: The City shall maintain and enhance the Courtney Campbell Causeway/Parkway as a "unique/scenic view" on the Countywide Scenic/Non-Commercial Corridor Map, a Florida Scenic Highway, anaesthetic gateway and landmark of Clearwater.

Recreation and Open Space Element

Objective G.1.1: The City shall ensure that parks, open space, trails and recreation facilities are efficiently and adequately maintained for all segments and districts of the population according to the level of service standards established for the City.

Policy G.1.6.1: The City will continue to develop greenways and trails as identified in Shifting Gears-Clearwater's Bicycle and Pedestrian Master Plan.

Objective G.1.7: The City shall take an active role as a facilitator in providing recreation, park facilities, trails, cultural activities, and art opportunities for the needs of citizens and visitors of the City of Clearwater as articulated in the City's 2002 Parks and Recreation System Master Plan, the 2002 Clearwater Cultural Plan, the City's 2005 Public Art Ordinance and the City's 2006 Shifting Gears: Bicycle and Pedestrian Master Plan.

Transportation Element

Traffic Circulation

Policy B.1.1.2: The City will promote programs that ensure physical safety of non-motorized transportation users in accordance with the City's Shifting Gears: Bicycle and Pedestrian Master Plan.

Objective B.1.7: The natural, recreational, scenic, historic, and cultural resources of the Courtney Campbell Causeway shall be preserved and enhanced for the City of Clearwater residents.

Policy B.1.7.1: The City shall support the mission and goals, objectives and strategies of the Courtney Campbell Causeway Florida Scenic Highway designation as approved by the City Council on July 15, 2004 for the causeway located between McMullen Booth Road and Veteran's Highway as shown on Citywide Design Structure Map A-14 in the Future Land Use Element.

Policy B.1.7.4 The City shall support FDOT's pedestrian, bicycle and transportation initiatives for the causeway including safety enhancements.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration, Hillsborough County MPO, Pinellas County MPO

Coordinator Summary: Mobility Issue

1 Enhanced assigned 06/16/2011 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from Hillsborough County Metropolitan Planning Organization (MPO) and Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Enhanced.

As a needed east-west link, the construction of the trail would provide regional connection between Pinellas and Hillsborough counties and other areas within the Tampa Bay region.

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.

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.

The Hillsborough County MPO noted that the Courtney Campbell Causeway Trail is the number 2 priority of the Chairs Coordinating Committee for all of West Central Florida. The DCA noted the goals, objectives, and policies of these plans that are furthered by the proposed project.

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

1 Enhanced assigned 05/04/2011 by Amie Longstreet, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Land Use, Multi-use Trail, Florida Scenic Highway, Transportation Demand Management

Comments on Effects to Resources: The following comprehensive plan Goals, Objectives and Policies are furthered by the proposed project:

HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

Community Design Component

6.2 PEDESTRIAN NETWORK

Objective 151: Provide for pedestrian needs in the design of new and existing roadways.

Policy 151.6: Explore the potential for moving the sidewalk to the edge of the rightofway for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.

6.5 ACCESSIBILITY

Objective 154: Make communities more livable by making the roadway environment more pedestrian friendly for all users including those with disabilities.

6.6 MULTIUSE TRAILS

Objective 155: Encourage the maintenance and creation of trails that connect and enhance the communities in which they are placed.

Policy 155.4: Trails should connect to a variety of uses including existing and proposed civic, residential, commercial and recreational use.

6.7 BICYCLE NETWORK

Policy 156.2: Design bicycle facilities for designated roadways to include the following considerations:

Bike paths, lanes, and shoulders planned for designated roadways, in coordination with adjacent uses and appropriate to different roadway types. Facilities which are well marked and signed, and that are designed for ease of maintenance

PINELLAS COUNTY COMPREHENSIVE PLAN

Future Land Use & Quality Communities Element

Policy 2.1.2: When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and "hot response" signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.

Transportation Element

Land Use Coordination and Highway Beautification

Objective 1.6: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.

Policy 1.6.2:Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.

Policy 1.6.14: Pinellas County shall utilize livable community strategies and development codes, consistent with the Future Land Use and Quality Communities Element, to encourage bicycling and walking.

CITY OF TAMPA COMPREHENSIVE PLAN

Chapter 2: The Livable City Vision: Strategies that get us ready for Change

Goal 1: Tampa: A Livable city of diverse communities and neighborhoods interconnected through walking, bicycling, and transit, where public spaces are beautiful, and well-designed, the economy thrives and our heritage is celebrated.

Chapter 3: Structuring Growth for Livability- Urban Design and Land Use

Public Facilities

Policy 20.3.2: Promote pedestrian connectivity by completing improvements as feasible and practical to existing sidewalk segments.

Public Land

Objective 21.3: Improve the pedestrian experience through excellent urban design.

Chapter 4: Building Sustainable Neighborhoods - A City of Neighborhoods

Parks Improvements

Policy 32.7.3: The City shall provide for bicycle and pedestrian access to parks and recreational facilities, especially in the case of neighborhood-serving sites.

Capital Planning

Policy 33.2.9: Provide recreation and transportation access improvements as adopted in the "Tampa Greenways and Trails Master Plan" where practicable and feasible.

CITY OF CLEARWATER COMPREHENSIVE PLAN

Future Land Use

Policy A.5.2.2: Identify Trails: paved, bicycle/pedestrian corridors designated and restricted to nonmotorized traffic, built to standards that provide a high degree of safety, efficiency and comfort for the user, while reflecting the unique circumstances of the trail's location.

Policy A.6.8.5: Provide easy access to residential, commercial and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations, in order to minimize potential conflicts between pedestrians and motor vehicles.

Conservation

Policy F.1.4.3: The City shall maintain and enhance the Courtney Campbell Causeway/Parkway as a "unique/scenic view" on the Countywide Scenic/Non-Commercial Corridor Map, a Florida Scenic Highway, an aesthetic gateway and landmark of Clearwater.

Recreation and Open Space Element

Objective G.1.1: The City shall ensure that parks, open space, trails and recreation facilities are efficiently and adequately maintained for all segments and districts of the population according to the level of service standards established for the City.

Policy G.1.6.1: The City will continue to develop greenways and trails as identified in Shifting Gears-Clearwater's Bicycle and Pedestrian Master Plan.

Objective G.1.7: The City shall take an active role as a facilitator in providing recreation, park facilities, trails, cultural activities, and art opportunities for the needs of citizens and visitors of the City of Clearwater as articulated in the City's 2002 Parks and Recreation System Master Plan, the 2002 Clearwater Cultural Plan, the City's 2005 Public Art Ordinance and the City's 2006 Shifting Gears: Bicycle and Pedestrian Master Plan.

Coordinator Feedback: None

1 *Enhanced* assigned 01/27/2011 by Wally Blain, Hillsborough County MPO

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: The Courtney Campbell Causeway Trail is the number 2 trail priority of the Chairs Coordinating Committee for all of West Central Florida.

Comments on Effects to Resources: Construction of this trail is consistent with the Regional Trail Priorities as well as local priorities

Coordinator Feedback: None

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

Coordinator Summary: Relocation Issue

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

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None.

No business or residential relocations are expected with the construction of the proposed multi-use trail.

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

ETAT Reviews: Relocation Issue: None found

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: Federal Highway Administration, Hillsborough County MPO, Pinellas County MPO

Coordinator Summary: Social Issue

2 *Minimal* assigned 06/16/2011 by FDOT District 7

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

The FDEP noted that the FDOT conducted a Feasibility Study for this project in 2008. During a public workshop held in May 2008, 23 public comments were received and 21 of these comments indicated support for the project. The FDOT coordinated with local agencies, groups, and the Courtney Campbell Causeway Scenic Highway during the Feasibility Process to seek input. FDOT commits to continued public coordination throughout the PD&E study and will hold a public hearing as part of this study. The project will provide alternative modes of transportation between Pinellas and Hillsborough counties and throughout the Tampa Bay region. The USEPA noted support for alternative modes of transportation and recommended that any negative direct or indirect impacts be avoided or minimized to the best extent practicable.

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

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

ETAT Reviews: Social Issue: 2 found

1 *Enhanced* assigned 05/04/2011 by Amie Longstreet, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Land Use, Multi-use Trail, Florida Scenic Highway Designation, Transportation Demand Management

Comments on Effects to Resources: The following comprehensive plan Goals, Objectives and Policies are furthered by the proposed project:

HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

Community Design Component

6.2 PEDESTRIAN NETWORK

Objective 151: Provide for pedestrian needs in the design of new and existing roadways.

Policy 151.6: Explore the potential for moving the sidewalk to the edge of the rightofway for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.

6.5 ACCESSIBILITY

Objective 154: Make communities more livable by making the roadway environment more pedestrian friendly for all users including those with disabilities.

6.6 MULTIUSE TRAILS

Objective 155: Encourage the maintenance and creation of trails that connect and enhance the communities in which they are placed.

Policy 155.4: Trails should connect to a variety of uses including existing and proposed civic, residential, commercial and recreational use.

6.7 BICYCLE NETWORK

Objective 156: Provide for the needs of bicyclists in the design of designated roadway improvements and of new roadways.

Policy 156.2: Design bicycle facilities for designated roadways to include the following considerations:

Bike paths, lanes, and shoulders planned for designated roadways, in coordination with adjacent uses and appropriate to different roadway types. Facilities which are well marked and signed, and that are designed for ease of maintenance

PINELLAS COUNTY COMPREHENSIVE PLAN

Future Land Use & Quality Communities Element

Policy 2.1.2: When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and "hot response" signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects

CITY OF TAMPA COMPREHENSIVE PLAN

Chapter 2: The Livable City Vision: Strategies that get us ready for Change

Goal 1: Tampa: A Livable city of diverse communities and neighborhoods interconnected through walking, bicycling, and transit, where public spaces

are beautiful, and well-designed, the economy thrives and our heritage is celebrated.

Chapter 3: Structuring Growth for Livability- Urban Design and Land Use

Public Facilities

Policy 20.3.2: Promote pedestrian connectivity by completing improvements as feasible and practical to existing sidewalk segments.

Public Land

Objective 21.3: Improve the pedestrian experience through excellent urban design.

Chapter 4: Building Sustainable Neighborhoods - A City of Neighborhoods

Parks Improvements

Policy 32.7.3: The City shall provide for bicycle and pedestrian access to parks and recreational facilities, especially in the case of neighborhood-serving sites.

CITY OF CLEARWATER COMPREHENSIVE PLAN

Future Land Use

Policy A.5.2.2: Identify Trails: paved, bicycle/pedestrian corridors designated and restricted to nonmotorized traffic, built to standards that provide a high degree of safety, efficiency and comfort for the user, while reflecting the unique circumstances of the trail's location.

Policy A.6.8.5: Provide easy access to residential, commercial and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations, in order to minimize potential conflicts between pedestrians and motor vehicles.

Conservation

Policy F.1.4.3: The City shall maintain and enhance the Courtney Campbell Causeway/Parkway as a "unique/scenic view" on the Countywide Scenic/Non-Commercial Corridor Map, a Florida Scenic Highway, anaesthetic gateway and landmark of Clearwater.

Recreation and Open Space Element

Objective G.1.1: The City shall ensure that parks, open space, trails and recreation facilities are efficiently and adequately maintained for all segments and districts of the population according to the level of service standards established for the City.

Policy G.1.6.1: The City will continue to develop greenways and trails as identified in Shifting Gears-Clearwater's Bicycle and Pedestrian Master Plan.

Objective G.1.7: The City shall take an active role as a facilitator in providing recreation, park facilities, trails, cultural activities, and art opportunities for the needs of citizens and visitors of the City of Clearwater as articulated in the City's 2002 Parks and Recreation System Master Plan, the 2002 Clearwater Cultural Plan, the City's 2005 Public Art Ordinance and the City's 2006 Shifting Gears: Bicycle and Pedestrian Master Plan.

Coordinator Feedback: None

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: Social impacts, public involvement

Comments on Effects to Resources: 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 during the feasibility process to seek input. The 2008 Feasibility Study contains the public comment summary with support data.

EPA supports alternative modes of transportation such as provided by this type of project. Overall, EPA does have significant comments regarding social issues for this project. It is recommended that any negative direct and indirect impacts be avoided or minimized to the best extent practicable. Public involvement on this project should be ongoing and continual throughout the project.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Social issue for this alternative: Federal Highway Administration, Hillsborough County MPO, Pinellas County MPO

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects 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 recommends a Degree of Effect of Moderate.

This project is consistent with the Comprehensive plans for Hillsborough County, Pinellas County, City of Tampa, and City of Clearwater. Minimal environmental impacts are anticipated since construction of the trail will be conducted on existing fill used to construct the Causeway, with the

exception of the two proposed bridges. Many of the areas on the existing Causeway are currently paved for the existing access road. The FDOT commits to using proper best management practices to avoid potential secondary impacts during construction. The proposed trail should not contribute to increased pollutant loading in Old Tampa Bay since this facility will be used for non-motorized transportation.

ETAT Reviews: Secondary and Cumulative Effects Issue: 1 found

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

Coordination Document: Permit Required

Dispute Information:N/A

At-Risk Resource: Wildlife and Habitat

Comments on Effects: The project has the potential to result in further reduction of the limited urban wildlife populations in the project vicinity which depend upon the adjacent wetland and surface water features.

Recommended Avoidance, Minimization, and Mitigation Measures: Potential upland impacts can be reduced by designing the project to avoid and, to the maximum extent practicable, preserve the existing patch of related, native upland habitat located within 200 - 500 feet of the west project terminus.

Recommended Actions to Improve At-Risk Resources: Under most circumstances, it would be helpful to implement upland habitat creation on areas like the Causeway that are virtually devoid of usable upland habitats. However, in the case of the Causeway, the creation of upland habitat in order to attract upland wildlife species likely would result in a significant increase in wildlife fatalities on the roadway. This issue could be investigated further to determine whether upland wildlife can be benefitted while accomplishing the Citizens Advisory Committee's Goals and Objectives (2008 Feasibility Report) "to support a coastal-style, native Florida landscape along the Causeway as additional landscaping is required or needs to be replaced" and "to maintain the natural environment of the Causeway."

At-Risk Resource: Water Quality and Quantity

Comments on Effects: In the absence of stormwater collection and treatment measures, the project has the potential to generate increased sedimentation during construction and operation that may contribute to a delay in recovery of Impaired Waters and degrade water quality in both Outstanding Florida Waters and Class II waters.

Further degradation of the Class II waters in the project area could threaten both recreational and commercial fishery resources.

Recommended Avoidance, Minimization, and Mitigation Measures: Minimize new impervious area where feasible by reducing the cross sections of project segments where limited distances are available between the existing guard rail and the cap of the bulkhead and/or the edge of wetland.

Utilize BMP trains (i.e. BMPs in series) and materials during construction to minimize the conveyance of sediment to OFWs, Class II waters and off-site sensitive habitats such as the extensive dense Mangrove Swamps on the north side of the Causeway and the Tidal Flats/Shoreline habitats on the south side of the Causeway.

Install double lines of staked turbidity barriers or floating turbidity barriers, depending on location, to decrease the potential for damage to seagrass beds, Mangrove Swamps, Tidal Flats and Shoreline habitats from turbidity and sedimentation during construction.

Potential fishery impacts can be reduced by providing treatment for under-treated or untreated runoff to these Class II waters. Retrofit the existing stormwater treatment facility near the FDOT office, if feasible, to increase treatment capacity in order to treat currently untreated impervious areas near the west project terminus.

Recommended Actions to Improve At-Risk Resources: Most of the impervious areas along the Causeway have no stormwater runoff treatment measures; therefore, providing treatment of those areas likely would generate significant water quality benefits on the OFW and Class II waters occupied by SR 60 and the proposed project.

At-Risk Resource: Wetlands

Comments on Effects: Mangrove Swamps, Tidal Flats, Shoreline habitats and seagrass beds may be indirectly affected by the project as a result of inadequate or unmaintained erosion control measures which would allow sediment to settle in and around these sensitive habitats.

Reduction or elimination of the remaining wildlife function of the designated Bird Nesting Areas on the north side of the Causeway and the Tidal Flats/Shoreline habitats on the south side of the Causeway may occur depending on the alternative selected, the construction methods used and the effectiveness of erosion control measures. The reduction or elimination of the wildlife function of these habitats may result in secondary impacts to the recreational and commercial fishery in Old Tampa Bay.

Recommended Avoidance, Minimization, and Mitigation Measures: Install double lines of staked turbidity barriers or floating turbidity barriers, depending on location, to decrease the potential for damage to Mangrove Swamps, Tidal Flats, Shoreline habitats and seagrass beds from turbidity and sedimentation during construction.

Potential fishery impacts can be reduced by protecting and preserving existing wetlands and seagrass beds in the project area. The scheduling of project activity to avoid work during the open seasons for the recreational and commercial taking of crabs would assist in reducing project impacts to Bay fisheries.

Recommended Actions to Improve At-Risk Resources: Incorporate stormwater treatment measures into project design.

Add educational and directional signage intended to (1) reduce damage to seagrass beds and Mangrove Swamp, and (2) inform the public about the importance and value of estuarine wetland systems.

Coordinator Feedback: None

Eliminated Alternatives

No eliminated alternatives present.

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.

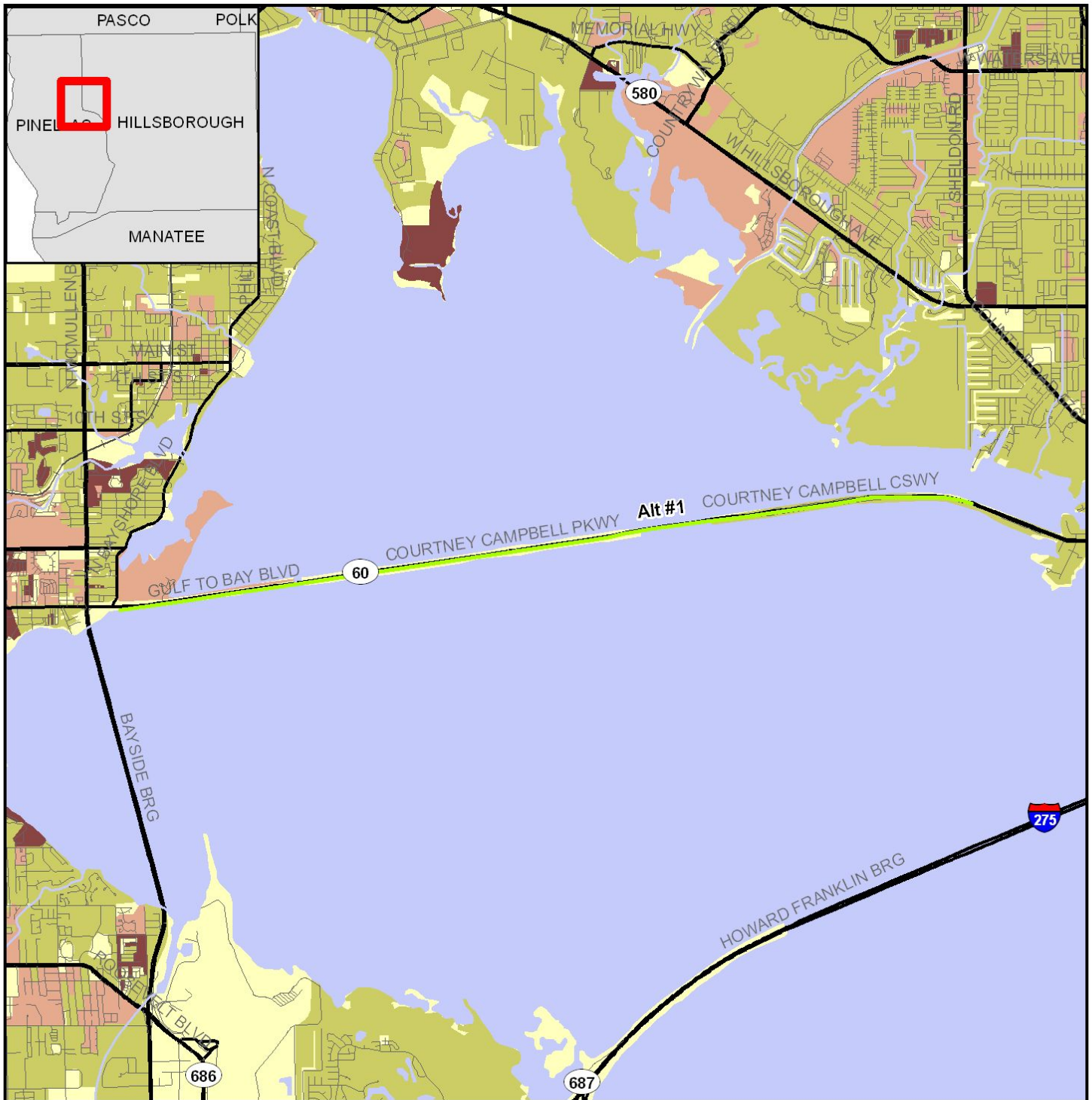
Dispute Resolution Activity Log

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



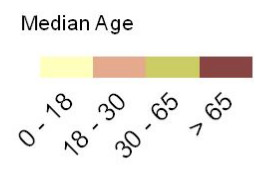
0 4 Miles

Population Age Distribution Map



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

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



This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

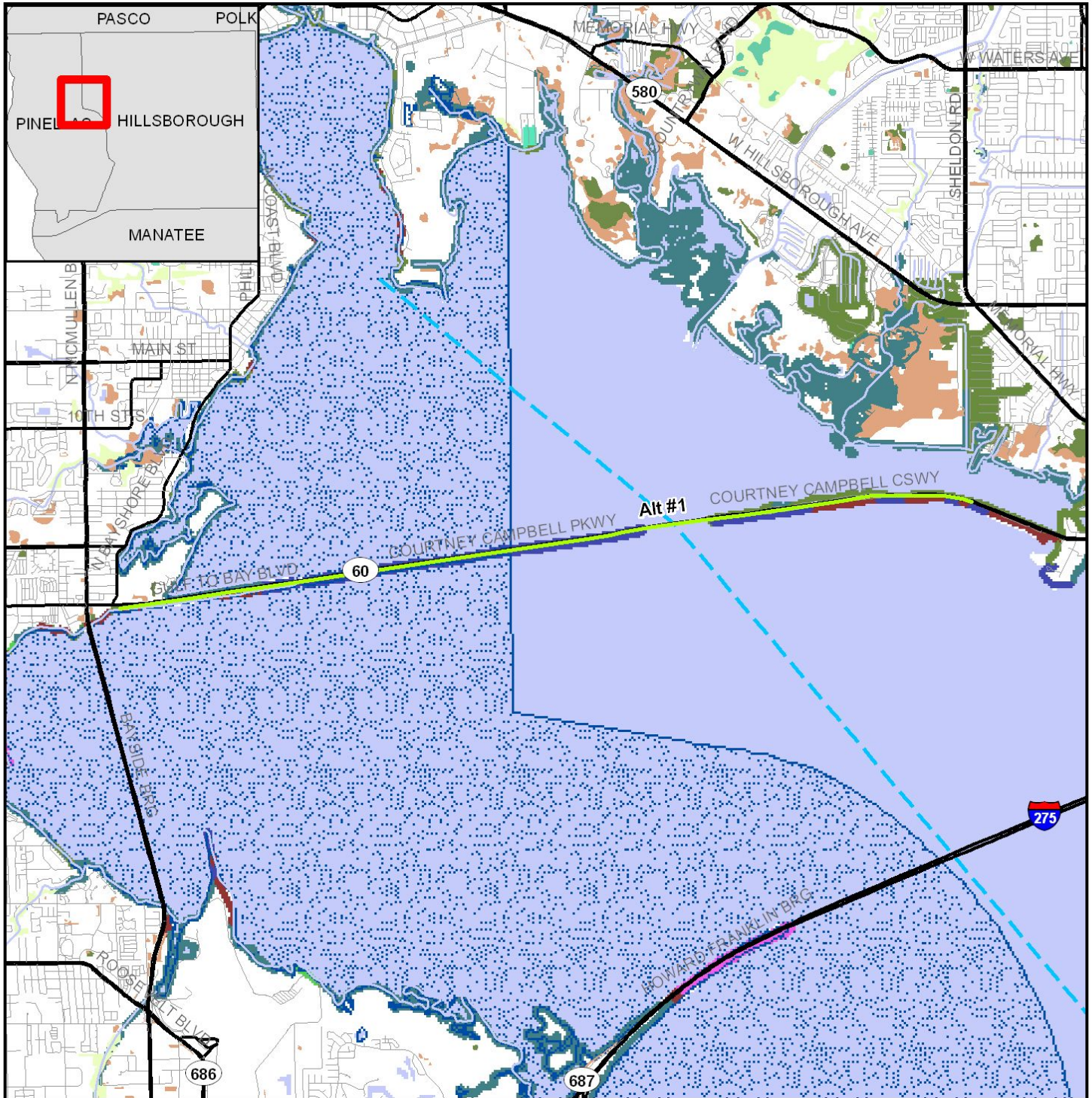


Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Coastal and Marine Resource Map

- | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>0 1 Miles</p> <p> </p> <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"> River, Stream or Canal Water Body Aquatic Preserve Navigable Water Way Swamp or Marsh Exposed Rocky Platform Sand Beach | <ul style="list-style-type: none"> Continuous Seagrass Discontinuous Seagrass Coastal Barrier Resource Area Swamp or Marsh Exposed Rocky Platform Sand Beach | <ul style="list-style-type: none"> Gravel Beach/Riprap Exposed Tidal Flat Sheltered Tidal Flat Mixed Sand And Gravel Beach Sheltered Rock/Seawall/Vegetated Exposed Vertical Rocky Shore/Seawall |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

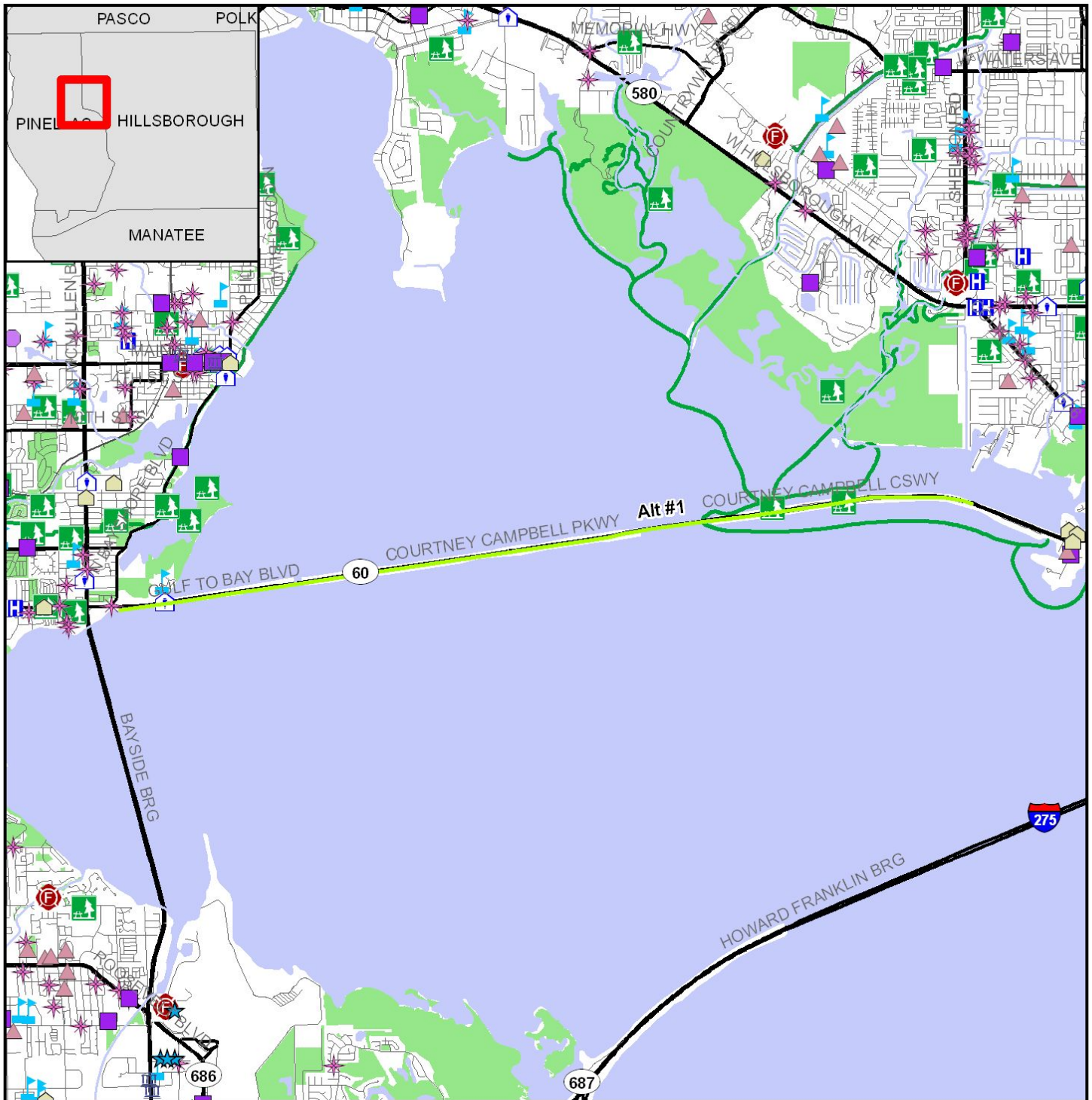
Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



0 0.3 Miles



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

Data Sources:

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

etdm
Efficient Transportation Decision Making

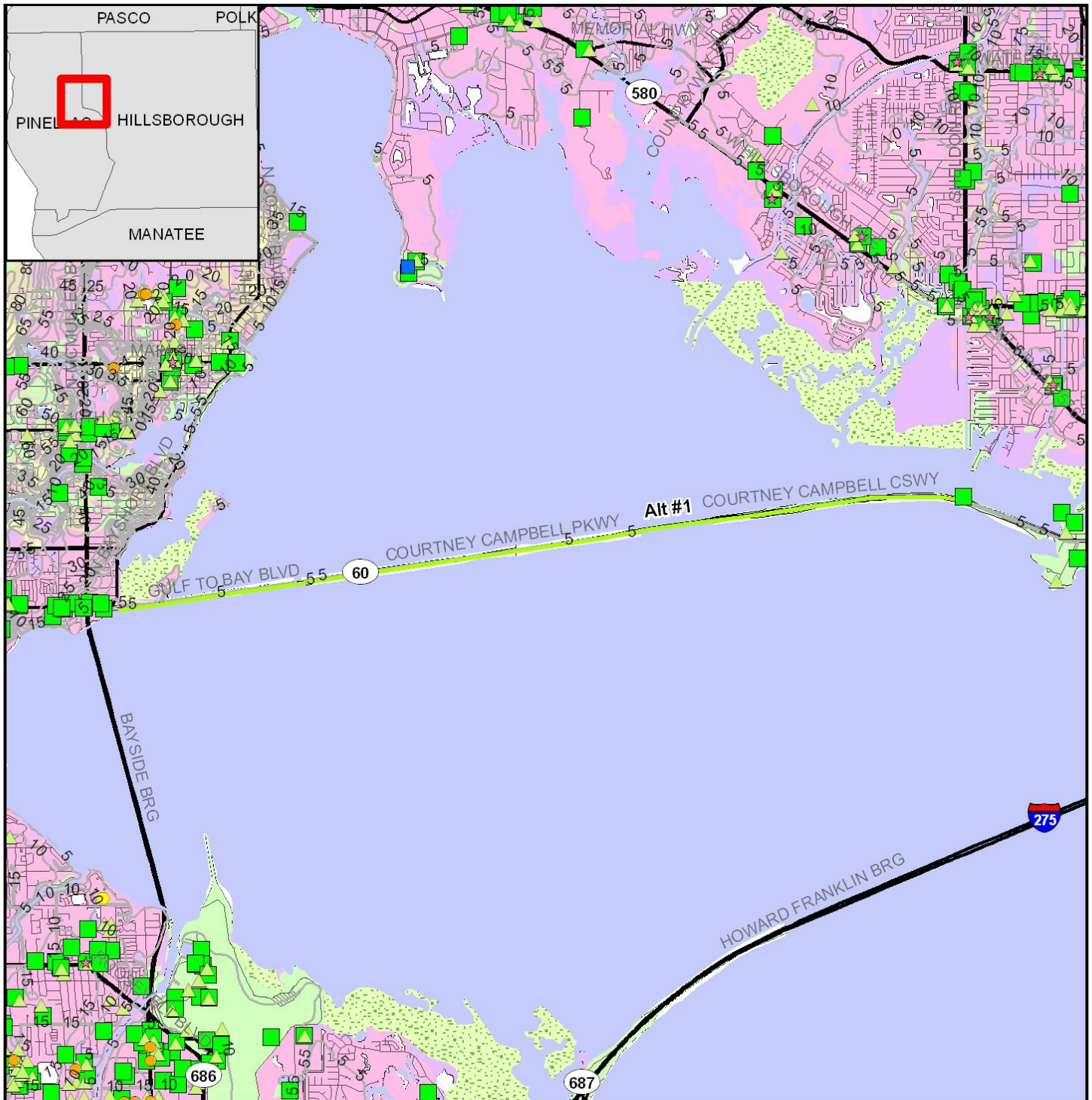
Environmental Screening Tool **est**

Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



0 1 Miles

Potential Contamination Assessment Map



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

Data Sources:

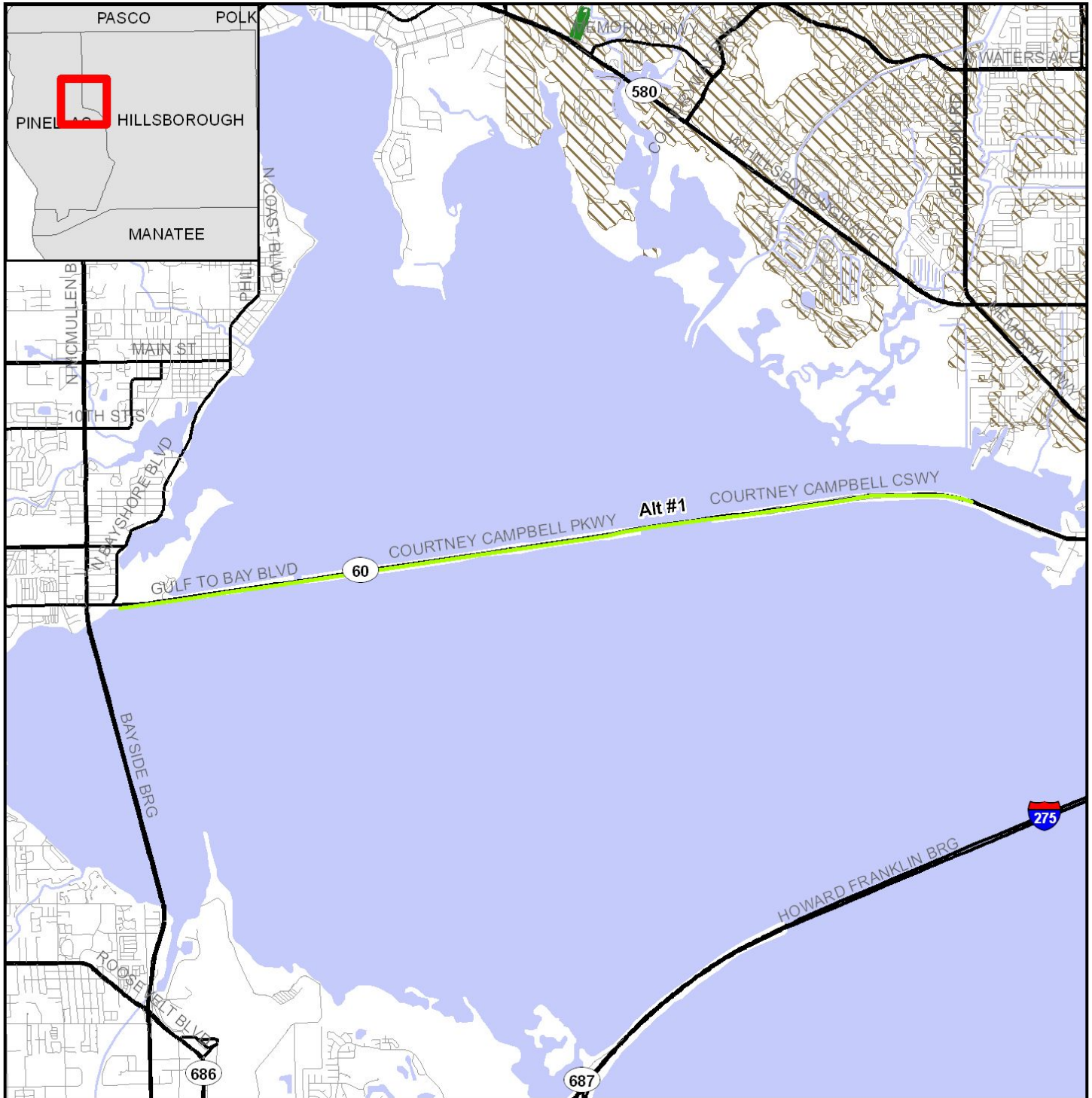
Geographic Data Technology, Inc.; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Farmlands Resource Map



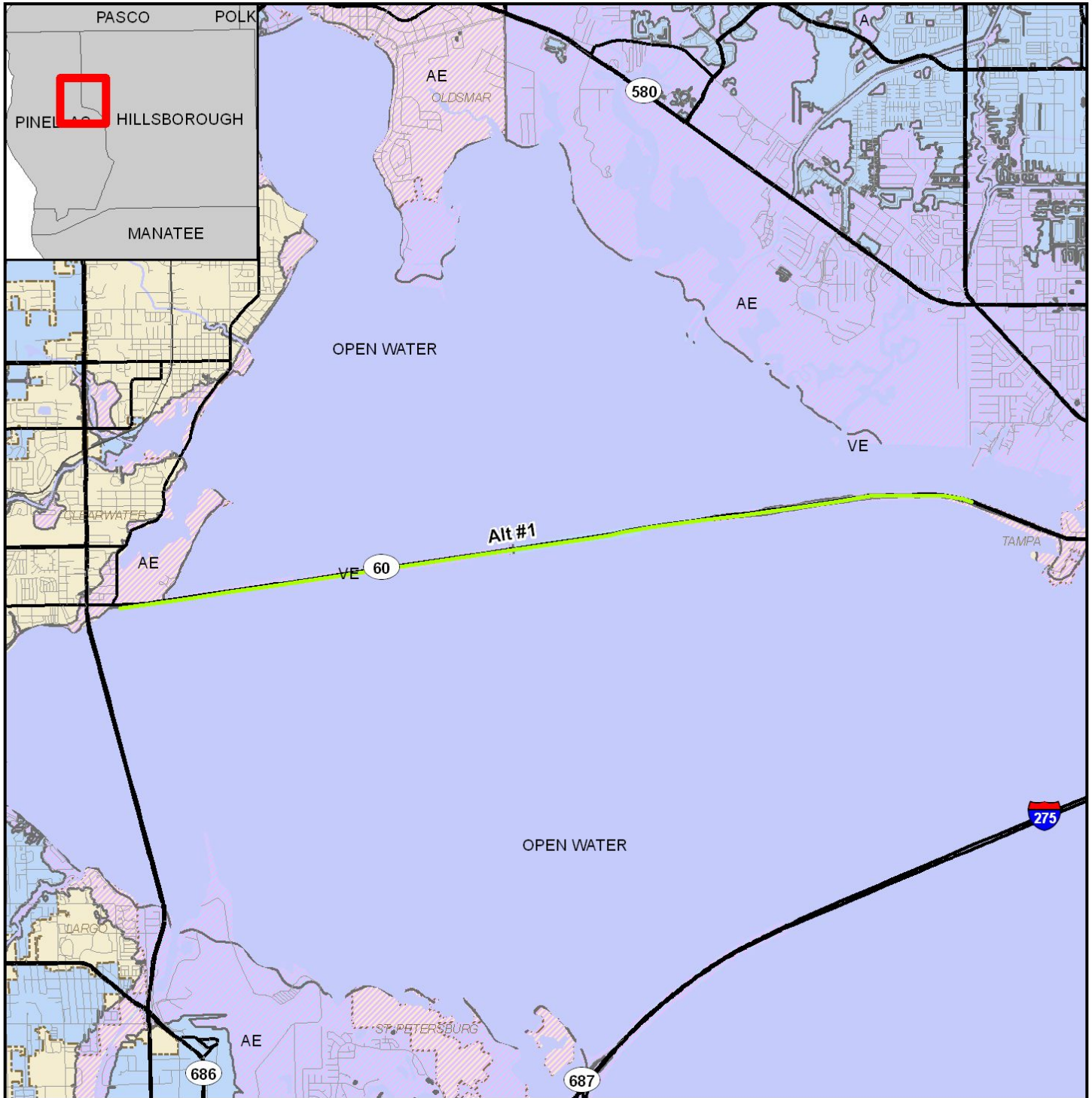
- | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------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

Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services
 This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

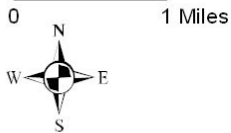


13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Floodplain Resource Map



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

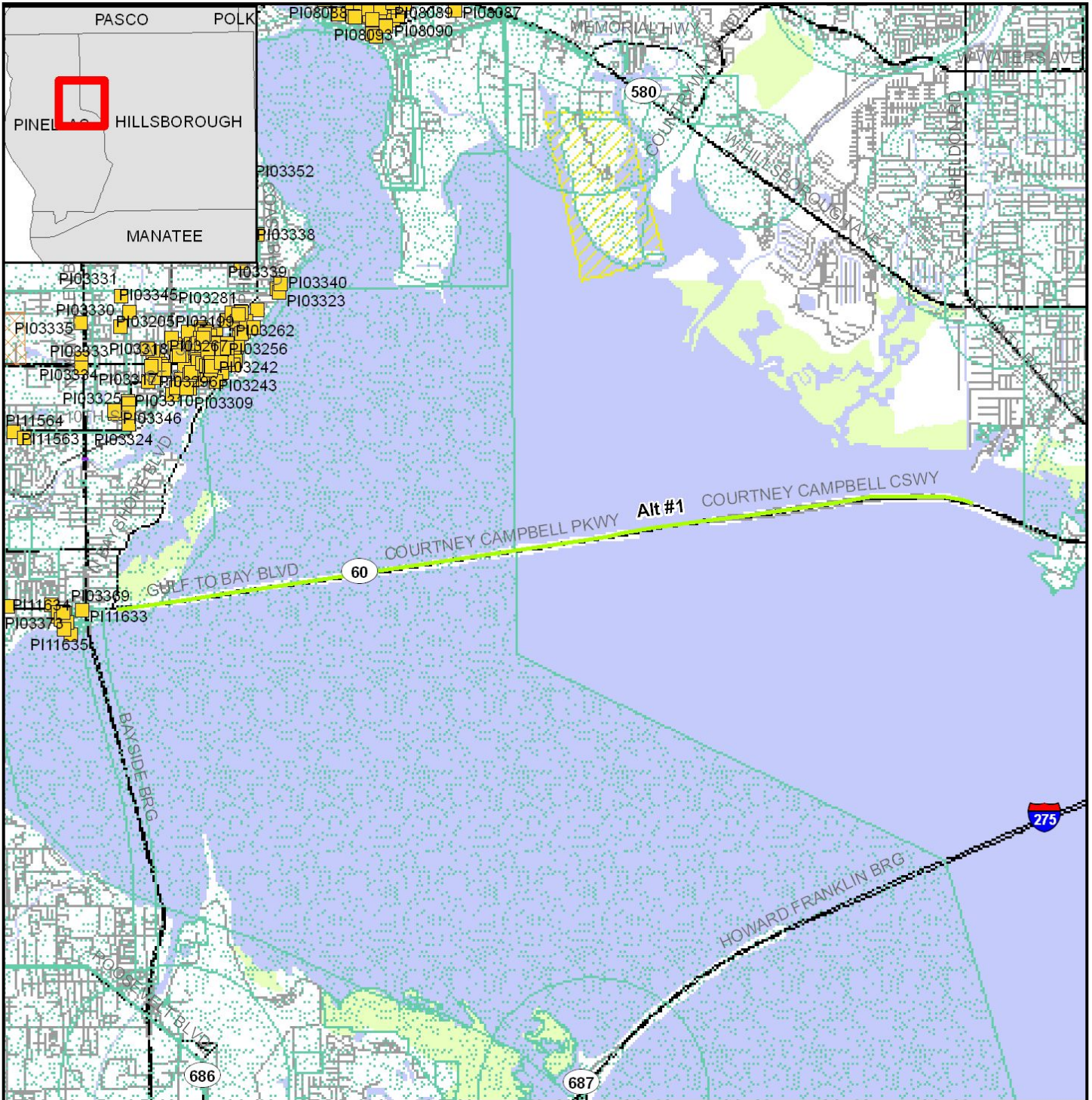
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Federal Emergency Management Agency

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Historic Resources Map



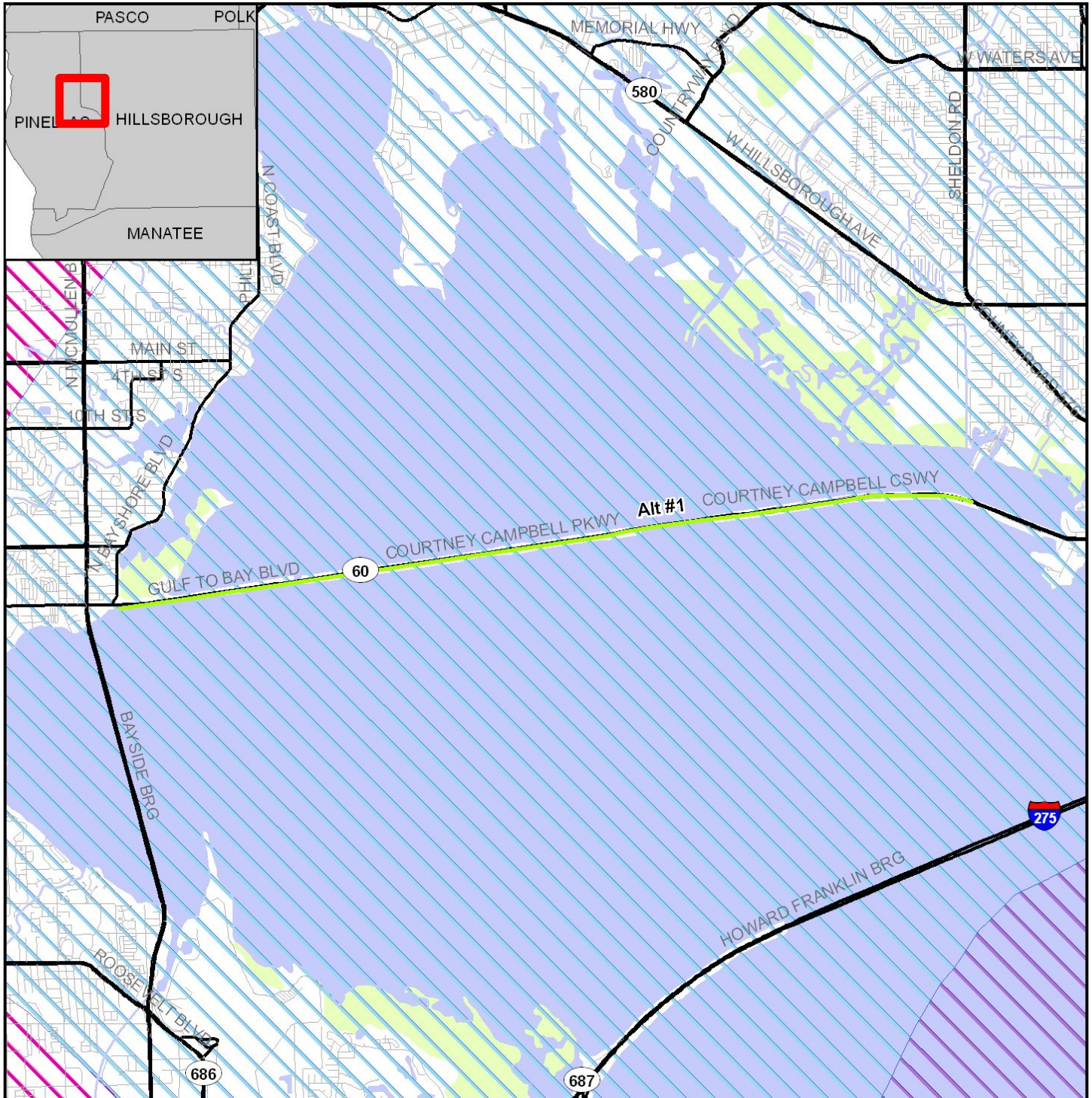
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Department of State,
 Bureau of Archaeological Research

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

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

13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Hydrogeology Resource Map

0 1 Miles



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

- Recharge Areas of the Floridan Aquifer**
- Discharge 1 TO 5
 - Discharge > 5
 - Discharge < 1
 - Recharge 1 TO 10
 - Recharge > 10
 - Recharge < 1

- Geological Epoch**
- Eocene
 - Holocene
 - Miocene
 - Miocene/Pliocene
 - Oligocene
 - Oligocene/Miocene
 - Pleistocene
 - Pleistocene & Holocene
 - Pliocene
 - Pliocene/Pleistocene

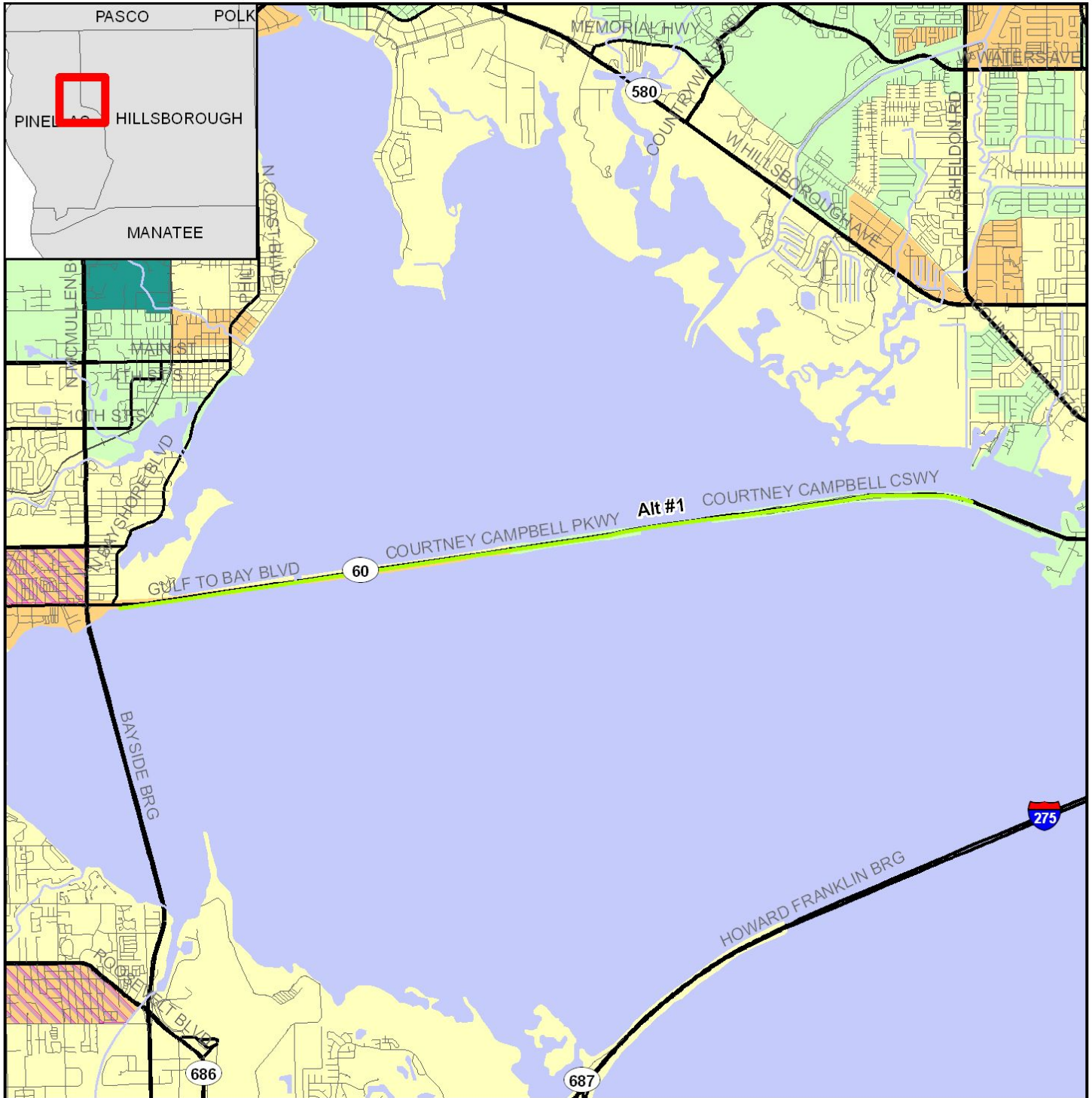
Data Sources: Geographic Data Technology, Inc.; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance

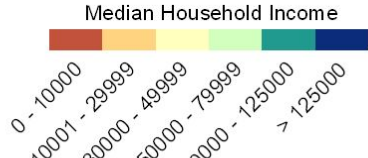


0 2 Miles



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

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



This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

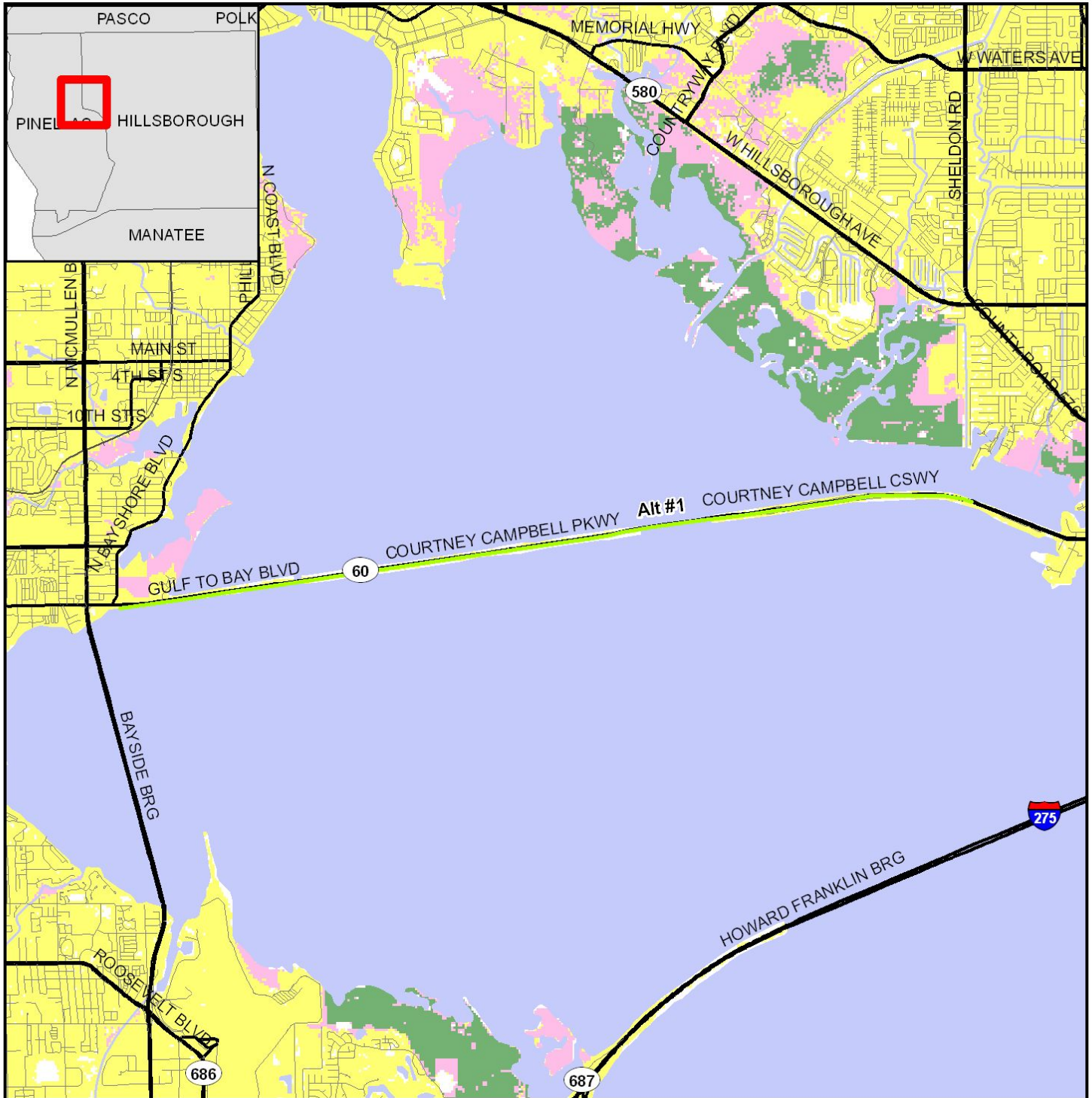


Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Integrated Wildlife Habitat Ranking System Map

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

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

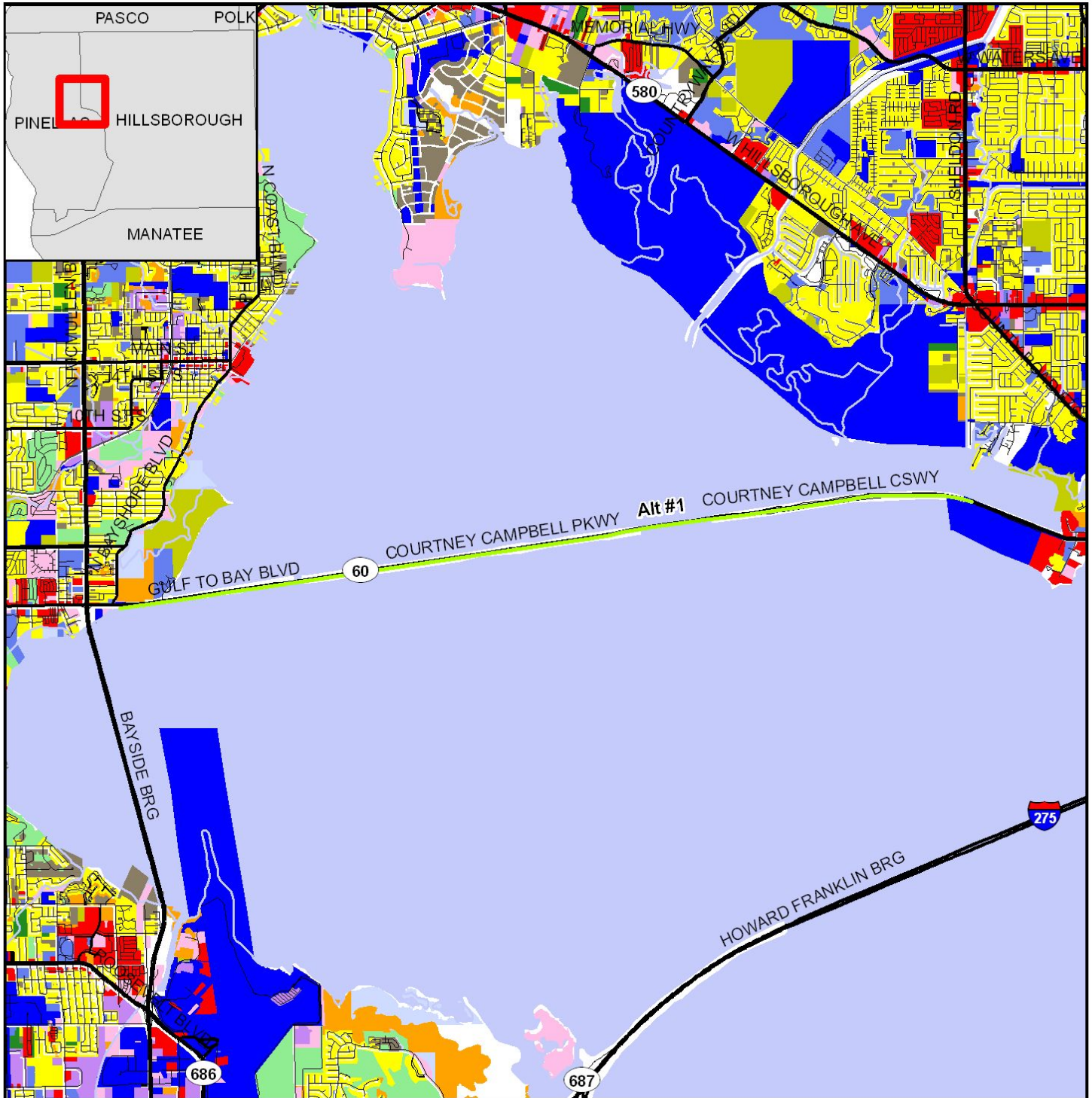


Map Generated on: 12/14/2010



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

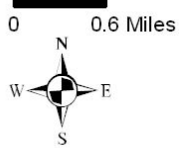
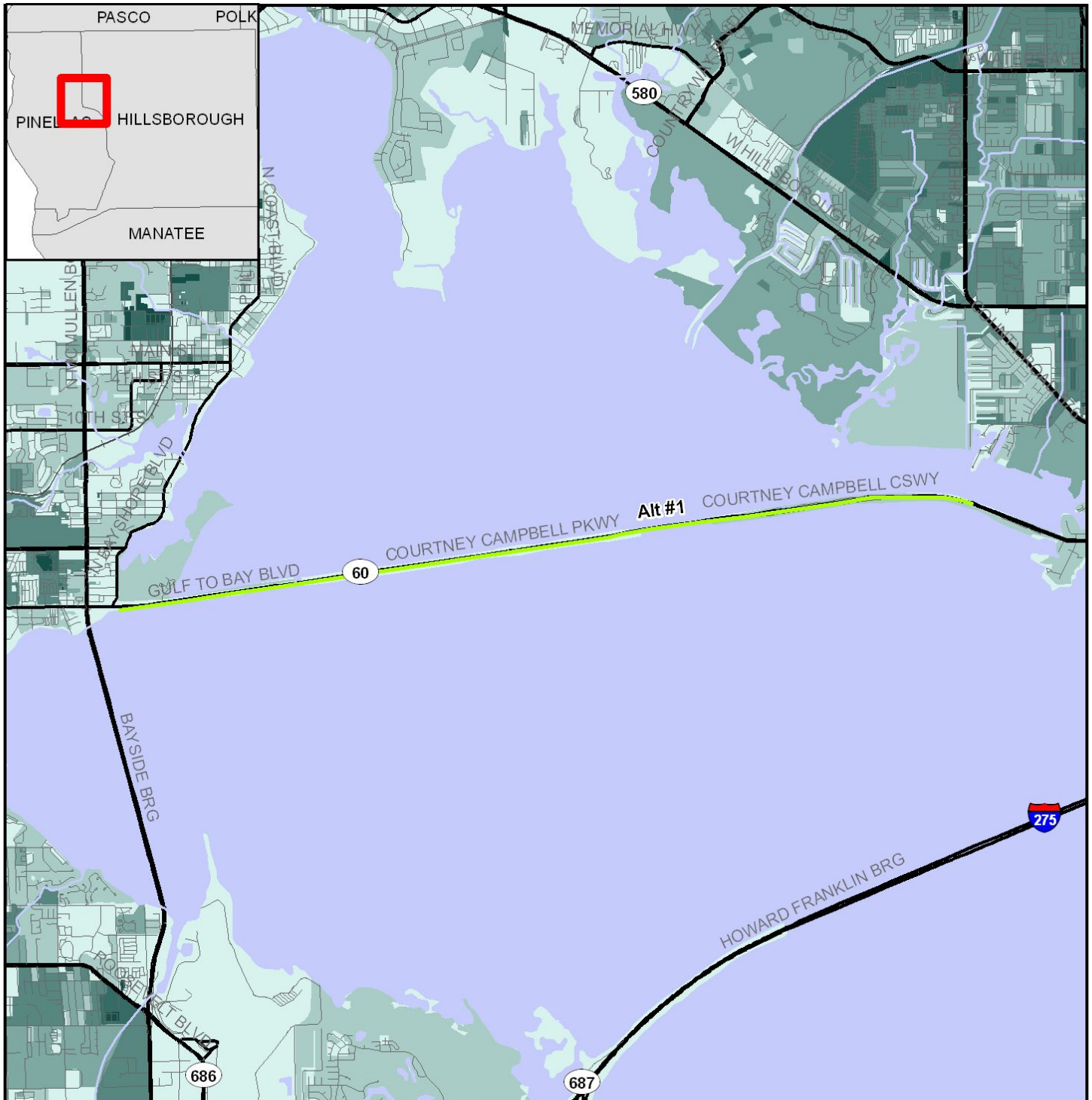
Land Use Map

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| 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

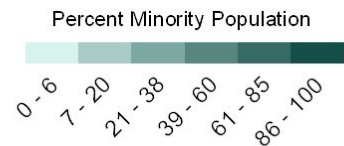


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

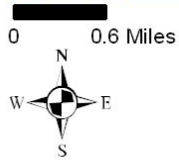
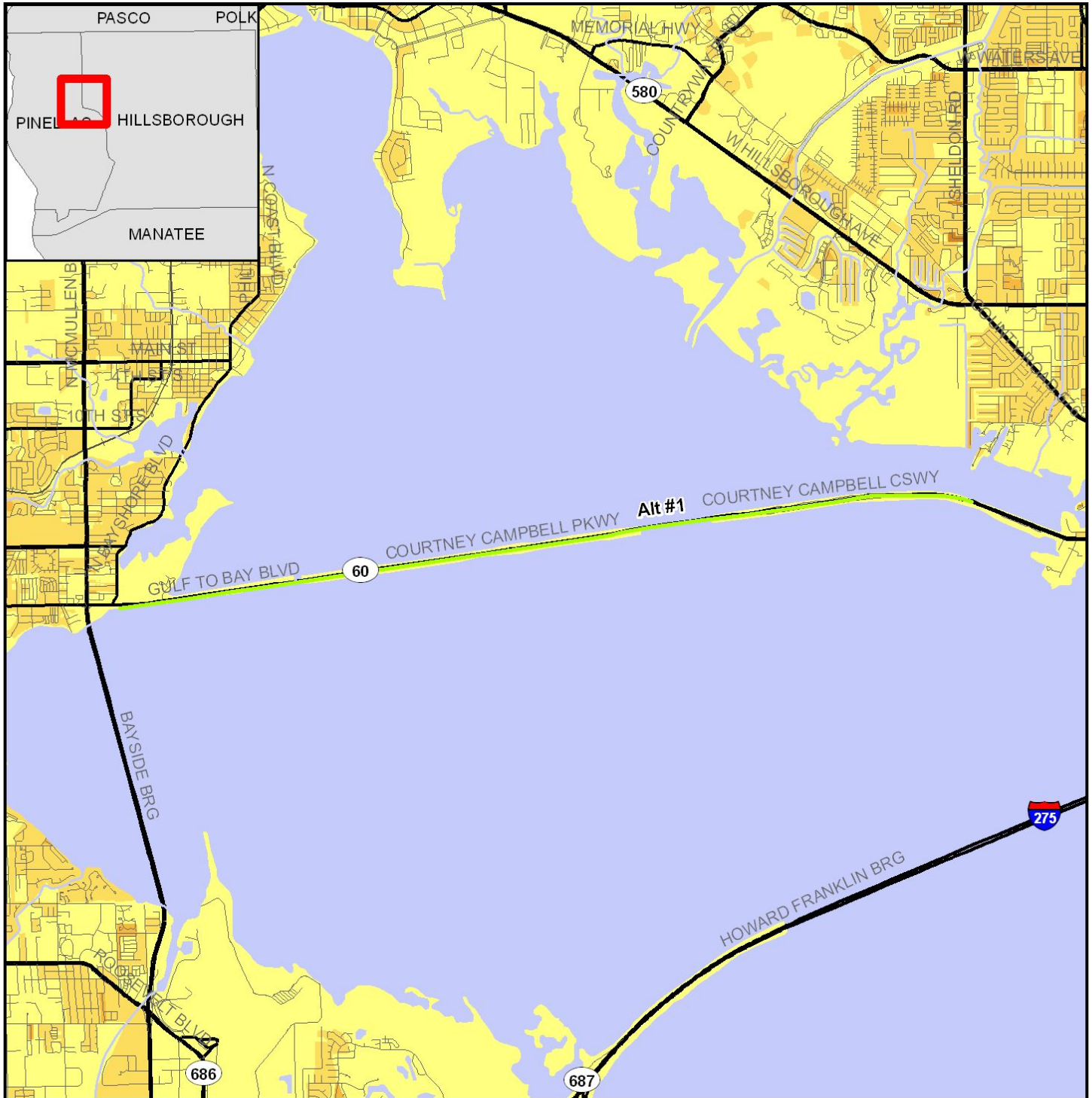
Minority Population Distribution Map

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



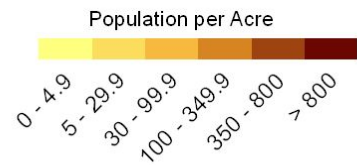
13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Population Density Map

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



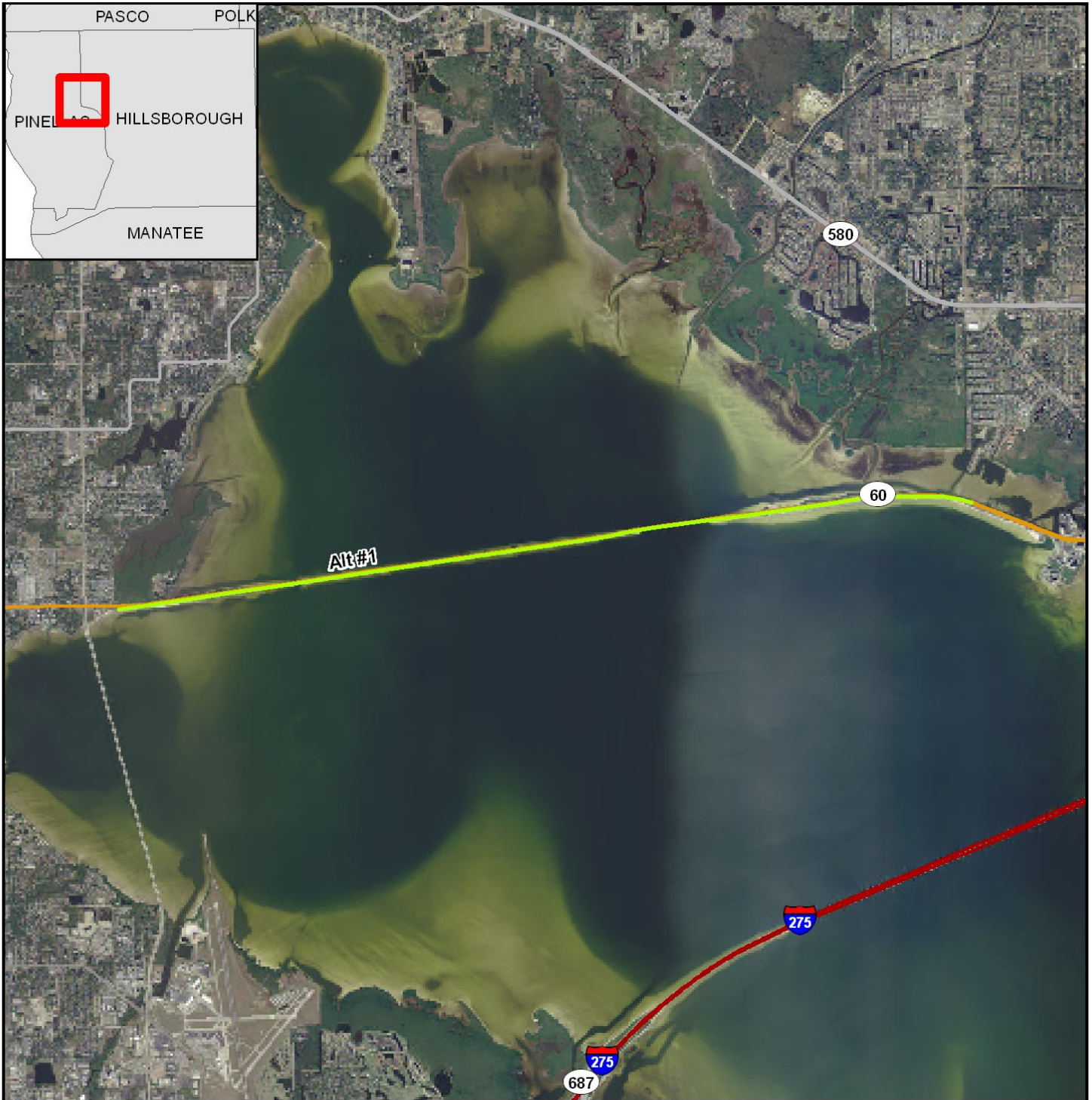
Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



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

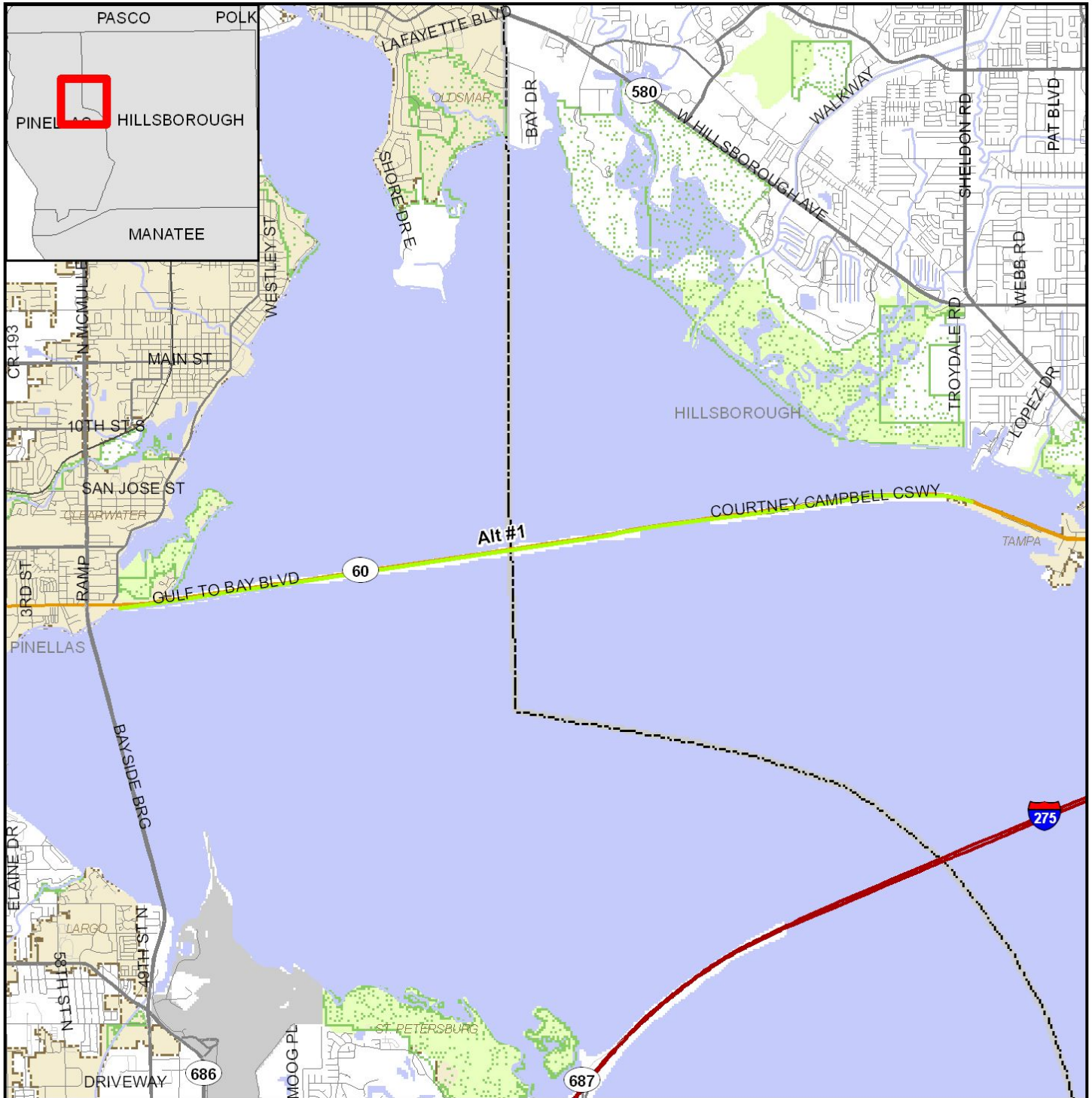
Data Sources:
 Highways - Geographic Data Technology, Inc.
 Digital Orthophotograph - US Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



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

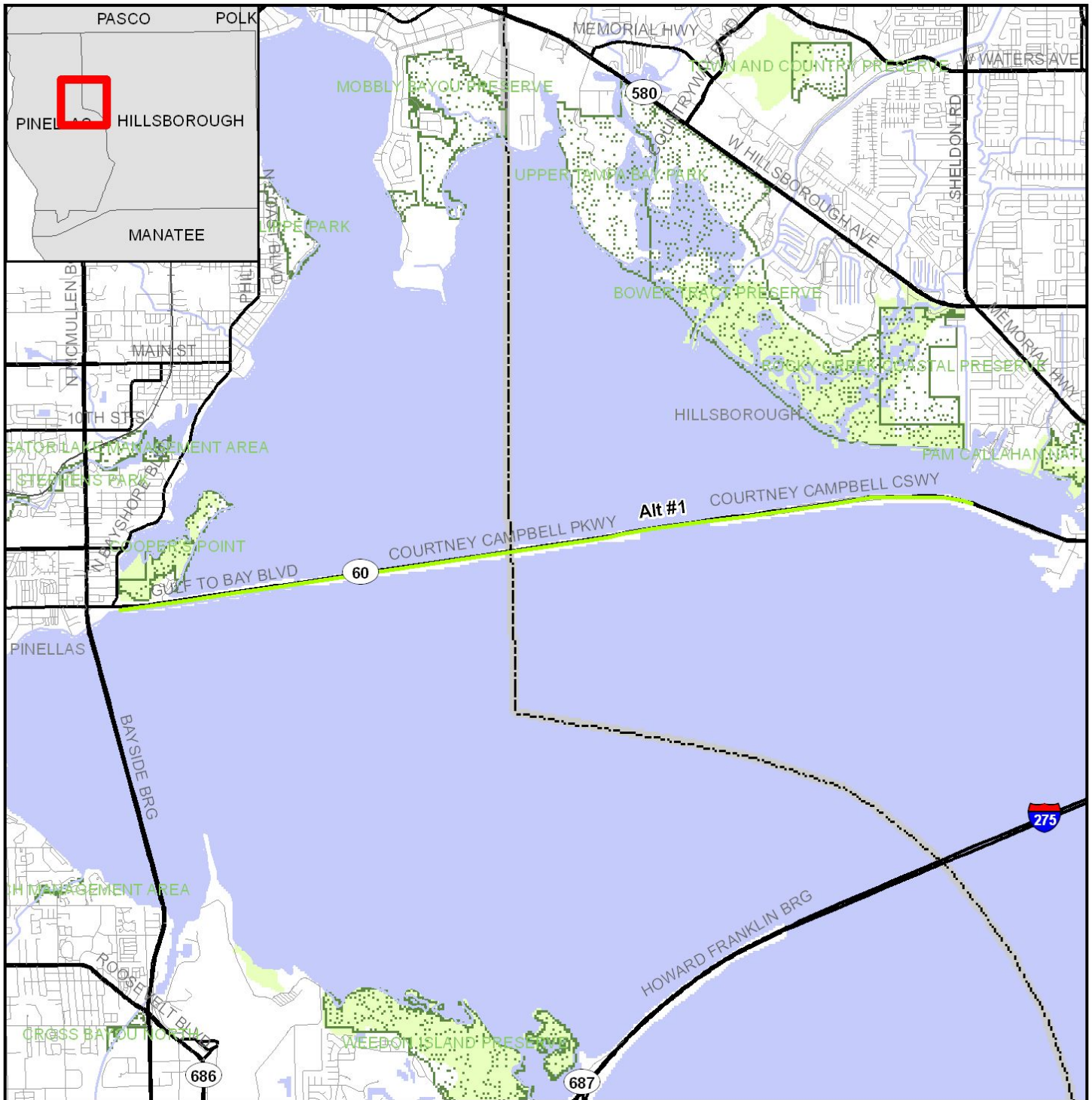
- | | | |
|---------------------------|-------------------------------------|-------------------|
| ETDM Alternative Point | Managed Conservation Lands | Toll Road |
| ETDM Alternative Terminus | Primary and Limited Access Highway | Railroad |
| ETDM Alternative Segment | Secondary, Unlimited Access 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 | | |

This map and its content is made available by the Florida Department of Transportation on an "as is." "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Conservation and Recreation Area Map

0 2 Miles



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

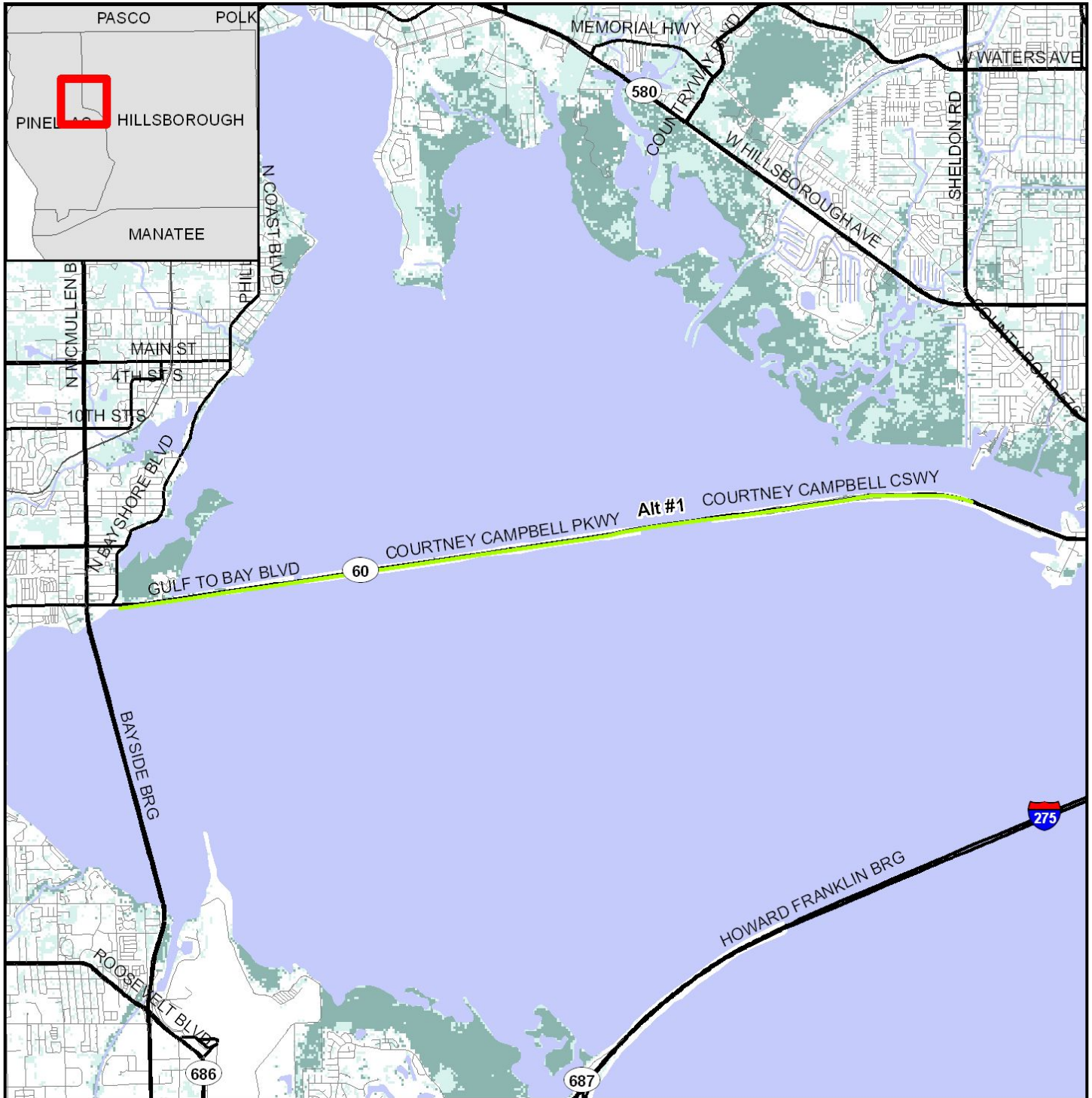
- | | | |
|---------------------------|------------------------|---------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Conservation or Recreation Area |
| ETDM Alternative Segment | Water Body | Major Road |
| ETDM Alternative Polygon | Swamp/Marsh | Local Road or Trail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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



0 1 Miles



Species Potential Habitat Model Map

- | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| ■ ETDM Alternative Point | — Major Road | Potential Habitat Richness |
| ● ETDM Alternative Terminus | — Local Road or Trail | 1 - 2 Species |
| — ETDM Alternative Segment | — Railroad | 3 - 5 Species |
| ETDM Alternative Polygon | — River, Stream or Canal | 6 - 8 Species |
| | ■ Water Body | 9 - 10 Species |
| | | 11 - 13 Species |

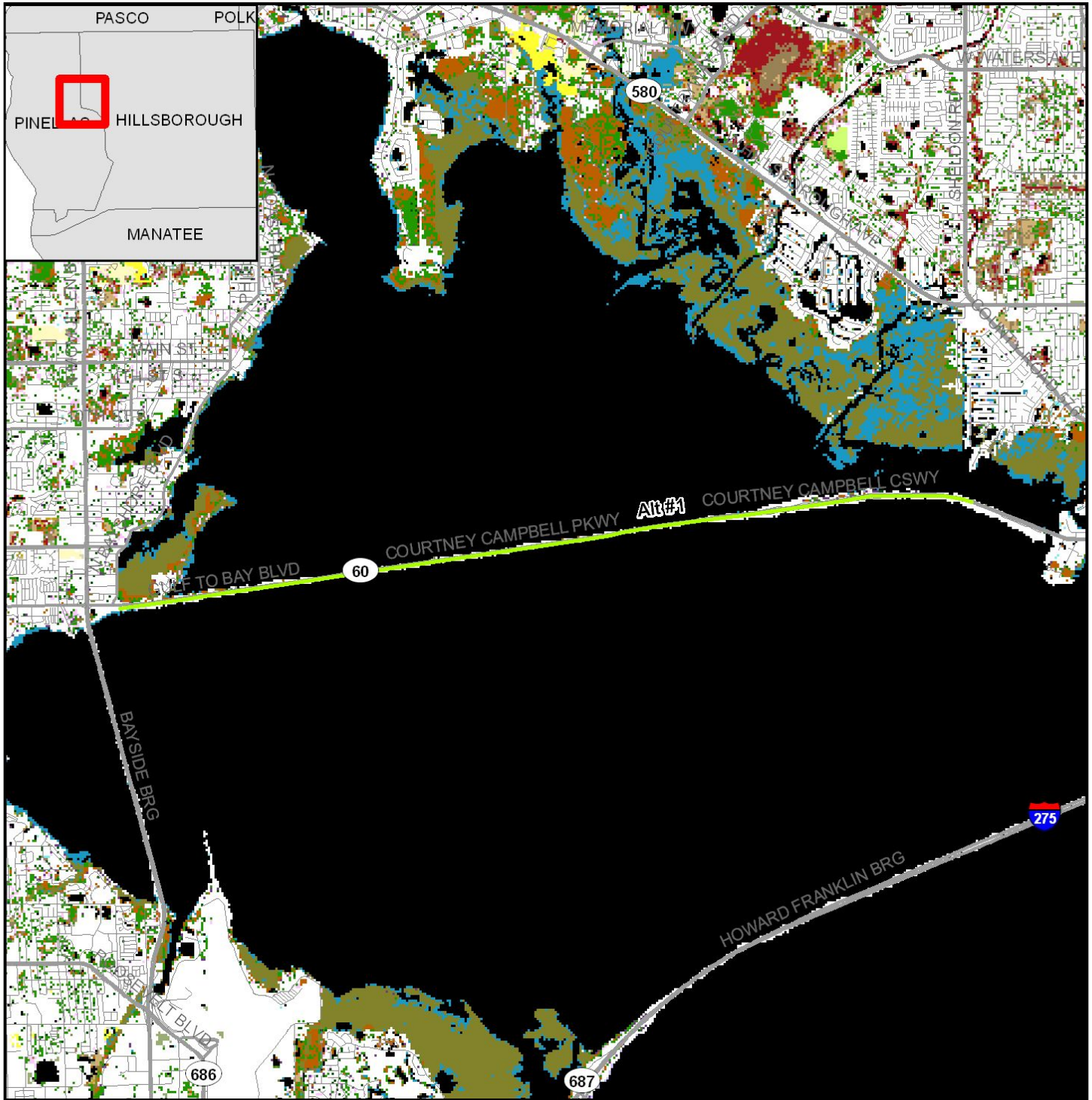
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Vegetation and Land Cover Map

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

Data Sources:

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

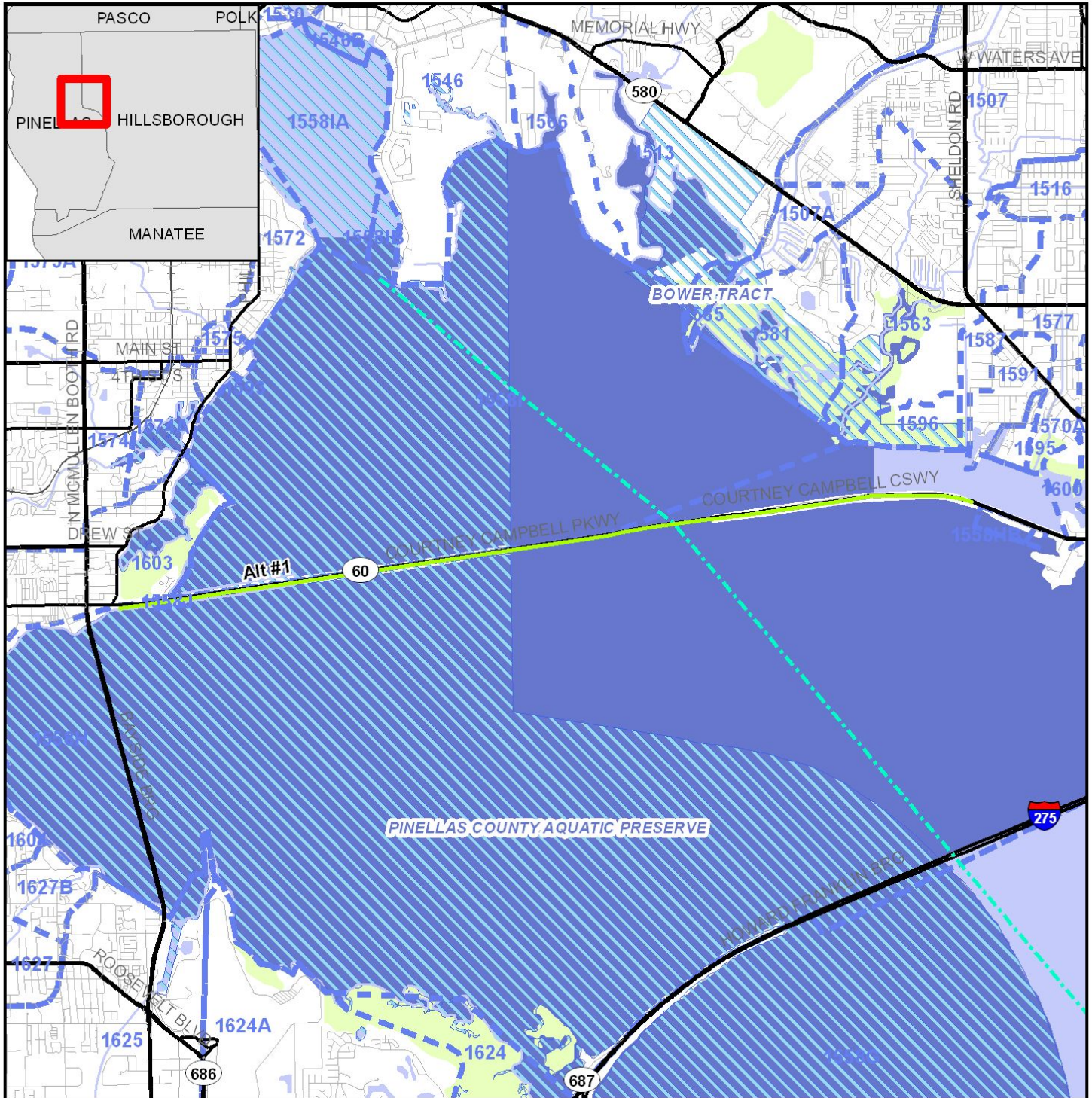


Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Water Resources Map

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

Data Sources:

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

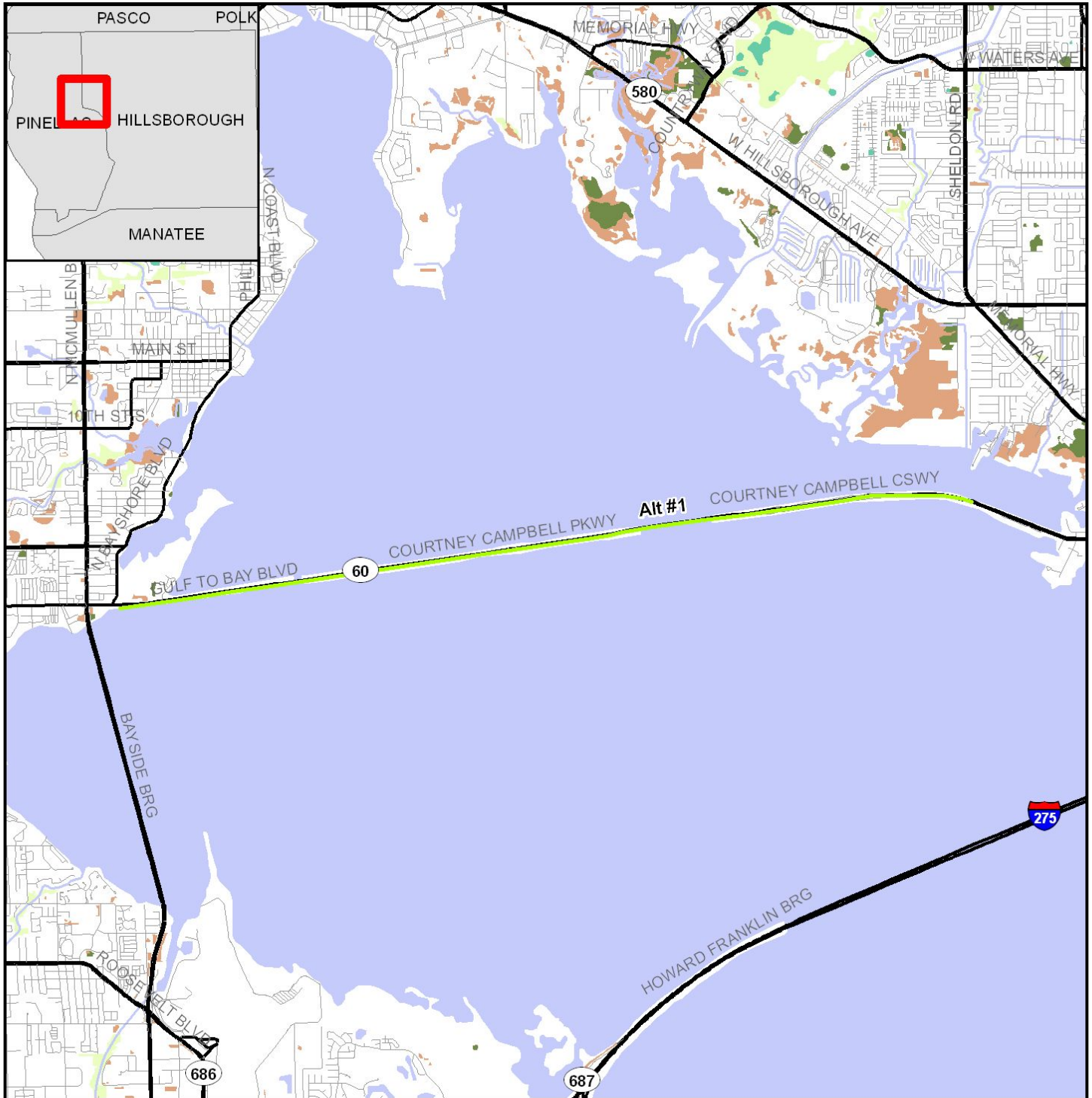


Map Generated on: 12/14/2010



13102 SR 60 Trail PD&E Study

Bayshore Boulevard to W of Ben T. Davis Bch Entrance



Wetland Resource Map

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

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



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 06/16/2011 by Steve Love 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 E

Protected Species Construction Guidelines



STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or in Vero Beach (1-772-562-3909) for south Florida, and emailed to FWC at ImperiledSpecies@myFWC.com.
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at http://www.myfwc.com/WILDLIFEHABITATS/manatee_sign_vendors.htm. Questions concerning these signs can be forwarded to the email address listed above.

CAUTION: MANATEE HABITAT

All project vessels

IDLE SPEED / NO WAKE

When a manatee is within 50 feet of work
all in-water activities must

SHUT DOWN

Report any collision with or injury to a manatee:

Wildlife Alert:

1-888-404-FWCC(3922)

cell *FWC or #FWC





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, FL 33701

SEA TURTLE AND SMALLTOOTH SAWFISH CONSTRUCTION CONDITIONS

The permittee shall comply with the following protected species construction conditions:

- a. The permittee shall instruct all personnel associated with the project of the potential presence of these species and the need to avoid collisions with sea turtles and smalltooth sawfish. All construction personnel are responsible for observing water-related activities for the presence of these species.
- b. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing sea turtles or smalltooth sawfish, which are protected under the Endangered Species Act of 1973.
- c. Siltation barriers shall be made of material in which a sea turtle or smalltooth sawfish cannot become entangled, be properly secured, and be regularly monitored to avoid protected species entrapment. Barriers may not block sea turtle or smalltooth sawfish entry to or exit from designated critical habitat without prior agreement from the National Marine Fisheries Service's Protected Resources Division, St. Petersburg, Florida.
- d. All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will preferentially follow deep-water routes (e.g., marked channels) whenever possible.
- e. If a sea turtle or smalltooth sawfish is seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure its protection. These precautions shall include cessation of operation of any moving equipment closer than 50 feet of a sea turtle or smalltooth sawfish. Operation of any mechanical construction equipment shall cease immediately if a sea turtle or smalltooth sawfish is seen within a 50-ft radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition.
- f. Any collision with and/or injury to a sea turtle or smalltooth sawfish shall be reported immediately to the National Marine Fisheries Service's Protected Resources Division (727-824-5312) and the local authorized sea turtle stranding/rescue organization.
- g. Any special construction conditions, required of your specific project, outside these general conditions, if applicable, will be addressed in the primary consultation.

Revised: March 23, 2006

O:\forms\Sea Turtle and Smalltooth Sawfish Construction Conditions.doc



CONSTRUCTION SPECIAL PROVISIONS STURGEON PROTECTION GUIDELINES

The shortnose sturgeon (*Acipenser brevirostrum*) and the gulf sturgeon (*A. oxyrinchus desotoi*) are listed under the Endangered Species Act as endangered and threatened, respectively. These species are under the jurisdiction of the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). In Florida, the lower St Johns River is habitat for shortnose sturgeon. Major portions of the Suwannee and Withlacoochee Rivers are designated as critical habitat for the gulf sturgeon.

The following special provisions will be incorporated into any construction contract where involvement with sturgeon may occur:

The FDOT will coordinate with the NMFS and USFWS early in the project development stage of new bridge projects. All efforts should be made to avoid known spawning habitats, nursery areas, feeding areas and thermal refuges.

1. Advise construction personnel of the potential presence of these species, of their endangered status and federal protection, and of the need to avoid any actions that would jeopardize these species.
2. The Florida Department of Transportation (FDOT) shall advise all FDOT project personnel and Contractor personnel on the project that there are civil and criminal penalties for harming, harassing or killing sturgeon, which are protected under the Endangered Species Act of 1973. The FDOT and the Contractor will be held responsible for any sturgeon harmed, harassed, or killed as a result of the project activity.
3. The FDOT shall provide information to all FDOT and Contract personnel for identification of sturgeon.
4. Appropriate work shift personnel will be instructed in the appearance, habits, biology, migratory patterns, and preservation of sturgeon. At least one of these trained personnel will be on site during construction activities to maintain a constant surveillance for these species, assure the cessation of activities (such as dredging, excess turbidity, and construction barge activity), which may endanger these species, and assure that uninhibited passage for the animals is provided.
5. Post signs on site warning of the presence of sturgeon, of their endangered status, and precautions needed.
6. Turbidity from construction activity will be adequately controlled to prevent degradation of the quality and transparency of the water. When sturgeon are present, turbidity curtains of appropriate dimension will be used to restrict the

animals access to the work area. Pollution booms or turbidity curtains should use tangle resistant or hemp rope when anchoring, or employ surface anchors to prevent entangling sturgeon. Continuous surveillance will be maintained in order to free animals which may become trapped in silt or turbidity barriers.

7. No dredging of the river bottom will be conducted for barge access.
8. Drilled shaft pile construction will be used whenever prudent and feasible as determined by FDOT.
9. Care shall be taken in lowering equipment or material below the water surface and into the stream bed. These precautions will be taken to ensure no harm occurs to any sturgeon which may have entered the construction area undetected.
10. Construction debris shall not be discarded into the water.
11. If the use of explosives is necessary, no blasting will occur during sturgeon spawning season or in known spawning, staging, feeding, or vital nursery areas.

The following protection measures will be employed for blasting:

- A. For each explosive charge, detonation will **not** occur if a sturgeon is known to be within a circular area ("the danger zone") encompassing the detonation site defined by the following radius:

$$r = 560(\sqrt[3]{W})$$

Where: r = radius of danger zone in feet

W = weight of explosive charge in pounds (tetra or TNT)

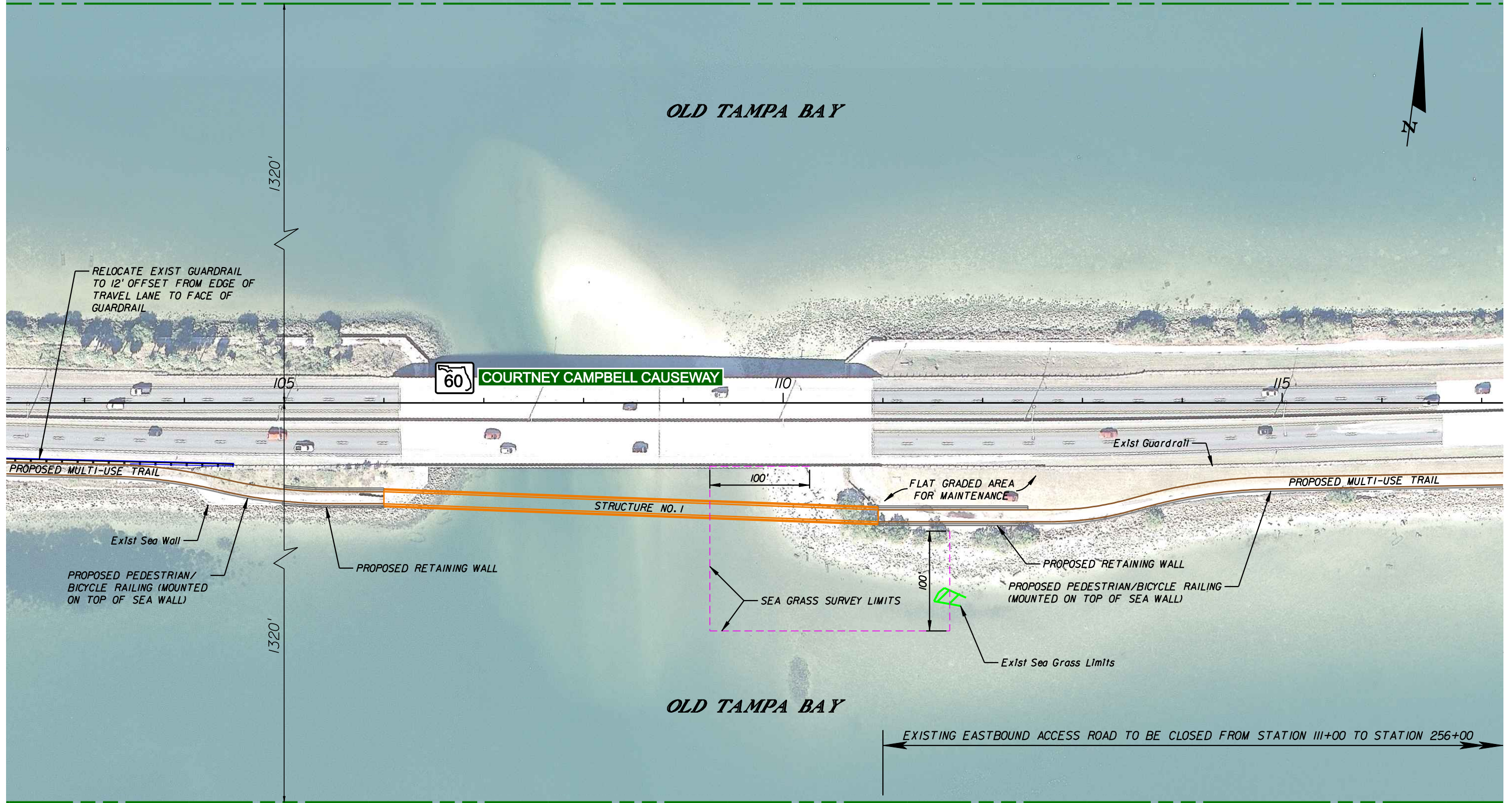
- B. In the event that a sturgeon is killed during blasting, the NMFS and/or the USFWS will be notified immediately.
12. Any dead sturgeon will be secured on site for carcass analysis by notified agency representative.
13. Following completion of the project, a report summarizing any involvement with sturgeon will be prepared for NMFS and/or USFWS.

APPENDIX F

Updated Design Concepts
and Seagrass Surveys



OLD TAMPA BAY



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)
 - SEA GRASS LIMITS (SURVEYED)
- 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
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

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

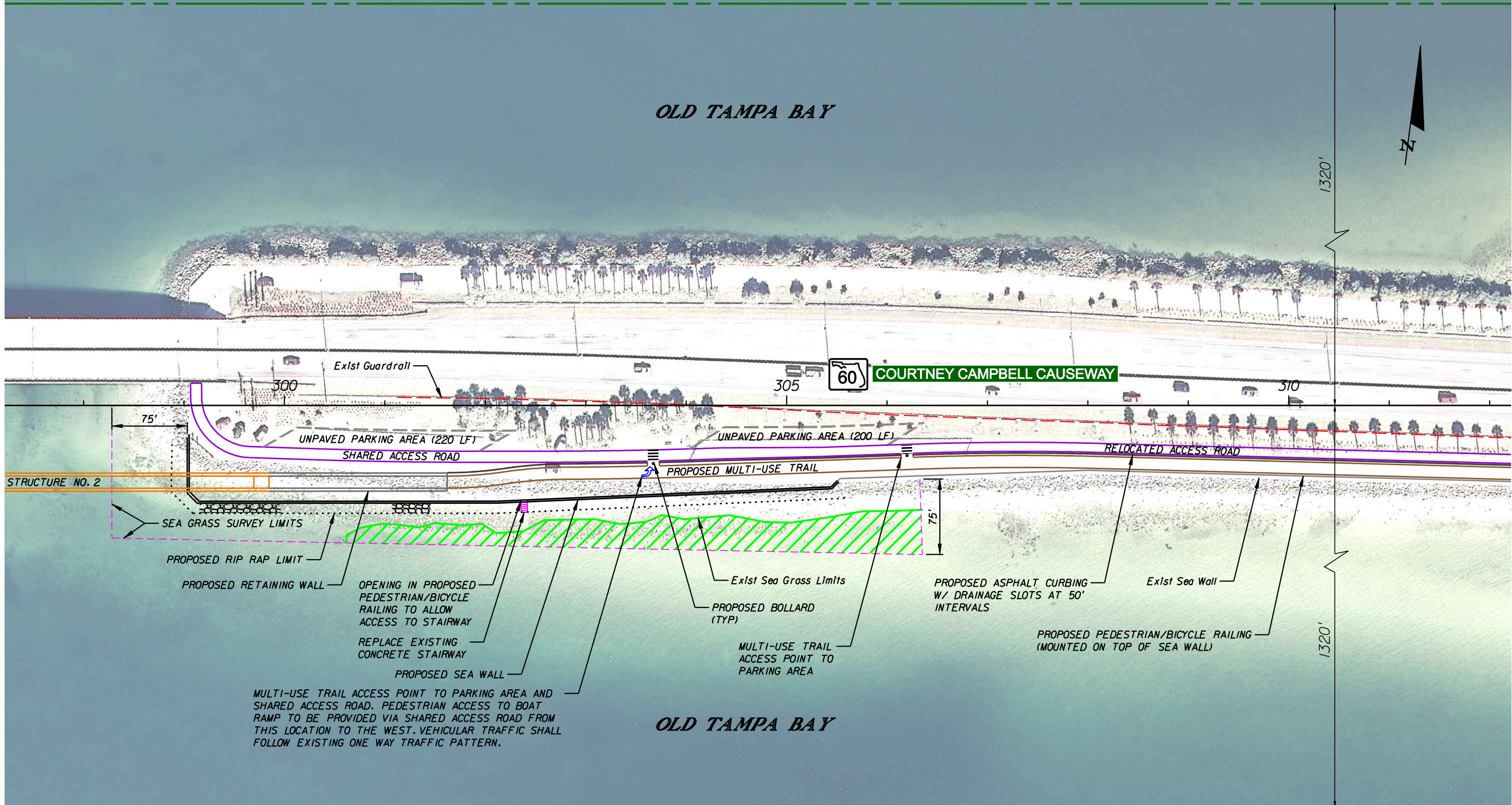
SR 60 (COURTNEY CAMPBELL CAUSEWAY) MULTI-USE TRAIL
 PD&E STUDY

SEA GRASS LIMITS

FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE

EXHIBIT
A

OLD TAMPA BAY



MULTI-USE TRAIL ACCESS POINT TO PARKING AREA AND SHARED ACCESS ROAD. PEDESTRIAN ACCESS TO BOAT RAMP TO BE PROVIDED VIA SHARED ACCESS ROAD FROM THIS LOCATION TO THE WEST. VEHICULAR TRAFFIC SHALL FOLLOW EXISTING ONE WAY TRAFFIC PATTERN.

OLD TAMPA BAY

NOTE: REVISED DESIGN SHOWN FOR STRUCTURE NO. 2, RETAINING WALL, AND SEA WALL REPLACEMENT.

LEGEND	PROPOSED MULTI-USE TRAIL	PROPOSED IMPROVEMENTS BY OTHERS (424561-1)	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 SEA GRASS LIMITS FROM BAYSHORE BLVD TO WEST OF BEN T DAVIS BEACH ENTRANCE	EXHIBIT B
	RELOCATED ACCESS ROAD	SEA GRASS LIMITS (SURVEYED)		ROAD NO. COUNTY FINANCIAL PROJECT ID SR 60 PINELLAS & HILLSBOROUGH 422640-2-22-01			
PROPOSED MULTI-USE TRAIL BRIDGE		0 25 100 Feet DATE OF AERIAL: NOVEMBER 2008					
UNPAVED PARKING AREA							
EXISTING RIGHT OF WAY							