

Project Development & Environment Study

Selmon Expressway (SR 618) Downtown Viaduct Improvements
From Florida Avenue to South 22nd Street

Final Comments and Coordination Report

THEA Project Number: 52.20.02
FDOT WPI Segment Number: 416361 4
Hillsborough County

Prepared for



June 2010

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INTRODUCTION

The Tampa Hillsborough County Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate possible capacity improvements along approximately 1.7 miles of the Selmon Expressway (SR 618), currently a four-lane, continuous elevated structure through downtown Tampa. The study limits for this project are from Florida Avenue to South 22nd Street in Hillsborough County, Florida. The design year for the improvements is 2035.

Evaluated alternative capacity and related stormwater improvements included: 1) widening the existing structures to the inside to provide a divided, six-lane roadway and 2) constructing a westbound, one-lane ramp from the nearby expressway reversible express lanes (REL) structure that will tie to the downtown viaduct. The westbound, one-lane ramp alternative included a one-lane widening of the eastbound viaduct structure to the outside for a total of three eastbound lanes. A separate project within the limits of this study is the proposed re-decking of approximately one mile of the existing viaduct structures, to be constructed by the Florida Department of Transportation (FDOT). The proposed re-decking will extend from Florida Avenue to North 12th Street.

The PD&E Study was prepared and funded by THEA in cooperation with the FDOT District Seven and is in the FDOT Work Program as Work Program Item Segment No.: 416361-4.

The western terminus of the project is Florida Avenue. This terminus was selected because it incorporates the deck replacement limits and enables the four high volume, downtown exit and entrance ramps of the expressway to be contained within the project limits. These four ramps receive and apply approximately one-third (12,000 of the 37,000 daily trips) of the total am and pm peak hour traffic along the Selmon Expressway entering downtown from the east (refer to the Design Traffic Technical Memorandum, November 2009). Downtown ramps, located west of the project limits experience relatively low traffic volumes.

The majority of downtown traffic on the Selmon Expressway enters and leaves from the east. This volume is expected to increase by approximately 10 percent with the opening of the I-4 Connector (refer to DTTM for future traffic volumes).

The eastern project terminus meets the four-lane to six-lane transition that will be constructed as part of the I-4 Connector. This will allow for a continuous six-lane section for the expressway in this area, and is thus the logical terminus both geometrically and for traffic.

The sections, township and ranges where the project is located are summarized in **Table 1-1**. Based on long-range planning, projected population and employment growth, and projected traffic volumes, the Hillsborough County Metropolitan Planning Organization (MPO) has included this project in their Cost Feasible Long-Range Transportation Plan (LRTP) that is planned for adoption in December 2009. This project also will be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

Table 1-1: Project Sections, Township, Ranges

Hillsborough County		
Sections	Township	Ranges
24	29 S	18 E
17, 18, 19	29 S	19 E

In addition, full consideration was given to a “No-Build” alternative. Study objectives included the following: determine proposed typical sections and develop preliminary horizontal and vertical geometry for the bridges and roadway approaches, while minimizing impacts to the environment and ensuring project compliance with all applicable federal and state laws. Improvement alternatives were identified, which will improve safety and meet future transportation demand.

Based on comments received during the preliminary planning for this project through FDOT’s Efficient Transportation Decision Making (ETDM) Process (Programming Screen #11840), a *State Environment Impact Report (SEIR)* is the level of environmental documentation established. A copy of the ETDM *Programming Screen Summary Report* can be found in **Appendix C**.

PUBLIC INVOLVEMENT PLAN

A public involvement plan was developed for the PD&E Study and was approved in November 2009. The approved public involvement plan is included in **Appendix A**. This program was developed in compliance with the Project Development and Environmental Guidelines; Florida Statute 339.155; Executive Orders 11990 and 11988; CEQ Regulations for Implementing the Procedural provisions of the Natural Environmental Policy Act; and FHWA Order 5610.1C. The program kept the community, and local agencies informed and allowed for the project to be developed in compliance with local and regional transportation plans. The project team coordinated with state and local agencies, business owners, land owners and other interested parties through individual and small group meetings, as well as through larger, more formal public meetings, throughout the study process.

Two mailing lists were developed as part of the public involvement plan. The first was comprised of property owners and residents within 500 feet of the project limits. The second list included all appropriate local, state and federal government officials and the corresponding government agencies. The mailing lists were used to notify the project stakeholders of the public hearing. Copies of these mailing lists can be found in **Appendix B**.

ADVANCE NOTIFICATION

The Authority initiated early project coordination by distribution of an Advance Notification (AN) package. THEA, through the AN process, informed federal, state, regional and local agencies of this

project and its scope of anticipated activities. The project's AN package was distributed to the Florida State Clearinghouse on August 5, 2009, and forwarded to the agencies listed below. On the same date, a separate letter and copy of the AN package was also sent to the five Indian tribes. Copies of the AN package and agency responses received are included in **Appendix D**.

Bureau of Indian Affairs-Office of Trust
Responsibilities
Federal Aviation Administration-
Airports District Office
Federal Highway Administration
Federal Transit Administration
FL Department of Agriculture and
Consumer Services
FL Department of Community Affairs
FL Department of Environmental
Protection
FL Department of State
FL Department of Transportation
FL Fish and Wildlife Conservation
Commission
FL Senate
Florida Inland Navigation District
Hillsborough County MPO
Miccosukee Tribe of Indians of Florida
Mississippi Band of Choctaw Indians

Muscogee (Creek) Nation
National Marine Fisheries Service
National Park Service
Natural Resources Conservation Service
Poarch Band of Creek Indians
Seminole Nation of Oklahoma
Seminole Tribe of Florida
Southwest Florida Water Management
District
Tampa Bay Regional Planning Council
US Army Corps of Engineers
US Coast Guard
US Department of Health and Human
Services
US Department of Housing and Urban
Development
US Department of Interior
US Environmental Protection Agency
US Fish and Wildlife Service

PUBLIC HEARING

The public hearing for the Downtown Viaduct PD&E study was held on Tuesday, December 15, 2009, in the Board Room of the Tampa Hillsborough County Expressway Authority offices at 1104 East Twiggs Street in Tampa, Florida.

Advertisements for the hearing were placed in the *St. Petersburg Times* (Tampa Edition) on November 22, and December 6, 2009. An advertisement also was placed in the *Florida Administration Weekly* on November 25, 2009. These advertisements can be seen in **Appendix F**. Information about the public hearing also was posted on the THEA's Web site.

The hearing began with an open house from 5 to 6 p.m. where members of the study team were available to answer questions and discuss the project one-on-one with attendees. This was followed by the formal public hearing presentation at 6 p.m. The public hearing was attended by 66 citizens and several Authority and consultant staff.

As attendees entered the hearing, they were asked to sign in and were given a handout, which included a description of the project and the PD&E study process, a description of the recommended improvement alternative being presented, the overall work program schedule for the project, a cost matrix for the recommended improvements and a comment form. The following project related information was on display:

- Welcome Sign
- Citations
- Traffic Forecast
- Existing Typical Section
- I-4 Connector Project
- Downtown Greenway Project
- Parking Area
- Project Schedule
- Proposed Typical Section
- Evaluation Matrix

Joe Waggoner, executive director for the Authority, gave introductory remarks at the beginning of the formal hearing presentation. Jeff Novotny, PE, presented the appropriate legal statements required to be read at a formal public hearing followed by an explanation of the recommended improvements and the corresponding social, environmental and economic effects of these improvements. Following the presentation, the public testimony period began.

One citizen gave an oral statement during the public testimony period. Four written comment forms were submitted at the hearing. One written comment was received during the 10-day comment period following the hearing. Below is a summary of the oral and written comments received. Additional information from the public hearing can be found in **Appendix H**.

Support Build?	Comments Summary
Yes	Supports viaduct project and particularly the Greenway portion; Greenway would serve as vital linkage for pedestrian and bike trail network; allows for less dependence on automobiles and promotes multi-modal transportation corridors
Yes	Supports Greenway/trail system; keep public informed as work is planned and scheduled
Yes	Strongly agrees with Councilwoman Saul-Sena that the PDE should include the Greenway project to enhance visibility, liveability and sustainability; incorporate the Greenway project regardless of funding received from Tiger Grant.
Yes	Strongly agrees with Councilwoman Saul-Sena; Greenway must be considered and incorporated into the decision; pedestrian aspect will improve existing conditions
Yes	Glad to see Greenway concept included; look forward to working closely on MOT plan/communication

CONCLUSION

The public involvement program developed at the outset of the Selmon Expressway (SR 618) Downtown Viaduct Improvements PD&E study was followed throughout the study process. Because of the limited impact to businesses, residents and the community at large there was little discussion on the project.

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APPENDIX A

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PUBLIC INVOLVEMENT PROGRAM

1. Introduction

This public involvement program for the State Road 618 (Selmon Expressway) Downtown Viaduct Project Development and Environment (PD&E) Study is in compliance with the "Project Development and Environment Manual", Section 339.155, Florida Statute, and as applicable, Executive Orders 11990 and 11988, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and 23 CFR 771.

2. Description of Proposed Improvement

Project Name: State Road 618 (Selmon Expressway)
Downtown Viaduct Project Development and Environment Study

Agency/Owner Tampa Hillsborough County Expressway Authority (THEA)

Project Limits: From Florida Avenue to 22nd Street in the City of Tampa, Florida.

Proposed Activity: Conduct a Project Development and Environment Study (PD&E) to evaluate possible user-financed improvements to the downtown viaduct from Florida Avenue to 22nd Street, a distance of approximately 1.7 miles.

3. Background

The Tampa Hillsborough County Expressway Authority (Authority) has initiated a PD&E Study of the State Road 618 (Selmon Expressway) Downtown Viaduct from Florida Avenue to 22nd Street in the City of Tampa, Florida. Projected traffic volumes, particularly because of the affect of the Florida Department of Transportation Interstate 4 connector project, are expected to cause the viaduct to reach level of service E by 2015 for the segment that includes the Kennedy Boulevard and Nebraska Avenue ramps, and by 2025 for the segment that includes the Morgan Street and Jefferson Street ramps. The I-4 connector will provide a six-lane section for the Selmon Expressway from 22nd Street to 50th Street, and transition to four lanes on the eastern end of the viaduct. This study will evaluate possible user-financed improvements to the downtown viaduct from Florida Avenue to 22nd Street, a distance of approximately 1.7 miles in Tampa, Florida. The project will be developed consistent with other local transportation and land use plans in the study area. In addition, full consideration will be given to a no-build alternative.

4. Study Process

The PD&E Study will provide documented information necessary to reach a decision whether to move forward with the proposed project. A series of reports documenting the requirements for preliminary design, including existing and predicted conditions, typical sections, right-of-way (ROW) requirements, environmental impacts and costs will be prepared. Alternatives to be evaluated will include build alternatives and the no-build consideration.

This phase will involve a detailed investigation of potential environmental issues such as contamination assessments, historical and archeological assessments, and the preparation of mitigation strategies for potential impacts. This documentation is necessary to determine the environmental class of action, conduct a public hearing for the project and to obtain location and design concept acceptance (LDCA) of the proposed toll feasible improvement by the Authority. The expected environmental class of action is anticipated to be a categorical exclusion.

This project will be developed in accordance with the FDOT's publication titled "*Project Development and Environment Manual*," (*PD&E Manual*) published 07/01/88 and all subsequent revisions.

Part 1, Chapter 10 (new) of the *PD&E Manual* addresses studies for federally and non-federally funded projects and outlines all the requirements including reference to appropriate requirements of the National Environmental Policy Act (NEPA); federal law and executive orders; applicable federal regulations included in the Federal Highway Administration Federal-Aid Policy Guide; and applicable state laws and regulations including Chapter 339.155 of the Florida Statutes. The project documentation prepared by HNTB shall therefore be in compliance with all applicable state laws and regulations, and where appropriate, all federal laws, executive orders and regulations.

HNTB, American Consulting Engineers of Florida, LLC and Kisinger Campo and Associates Corporation shall perform those services required for categorical exclusion approval, including consideration of all social, economic, environmental effects, and mitigation as required by the PD&E Manual, along with the required environmental documents, engineering reports, preliminary plans, public meetings and hearings.

5. Purpose of the Public Involvement Plan

This document outlines the following:

- The plan for involving the public throughout the project process.
- The means by which the project team will disseminate project information and solicit input from the community.
- The project team's methods to inform and involve appropriate state, regional, and local agencies and public officials in planning, review and approval of the project.

6. Identification of Concerned Public

The identification of interested parties is a dynamic process that begins at the inception of the study process and continues throughout the duration of the project. Project information will be passed on to government officials/agencies, citizens, and organizations via project notification letters or the advance notification package at the project's initiation. The Authority will utilize various methods to keep the following agencies informed during the study, and will solicit their input into the selection of the preferred alternative. Appendix A contains contact and mailing information for the following individuals or entities.

6.1. Government Agencies

The following local, regional, and state agencies having an interest in this project because of jurisdictional review or expressed interest have been identified and will be contacted by the authority through the advance notification (AN) process.

6.1.1. Federal Agencies

- Florida Department of Transportation- Federal-Aid Program Coordinator
- Florida Department of Transportation Environmental Management Office
- Federal Emergency Management Agency
- Federal Railroad Administration
- U.S. Department of Interior
- U.S. Department of Housing and Urban Development
- Federal Aviation Administration
- U.S. Department of Health and Human Services
- U.S. Department of Interior – Bureau of Indian Affairs

6.1.2. State Agencies

- Florida Department of Transportation- Federal-Aid Program Coordinator
- Florida Department of Transportation Environmental Management Office
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State, Division of Historical Resources, State Historic Preservation Office
- Florida Inland Navigation District
- Florida Department of Elder Affairs

6.1.3. Regional/Local Agencies

- Southwest Florida Water Management District
- Hillsborough County Metropolitan Planning Organization (MPO)
- Tampa Bay Regional Planning Council
- Hillsborough County School Board
- Hillsborough County Public Works Department
- Hillsborough County Sheriff's Department
- Hillsborough County Fire Rescue
- Hillsborough County Emergency Management
- Hillsborough County Economic Development Department
- Hillsborough County Planning and Growth Management
- Hillsborough County Planning Commission
- City of Tampa Public Works Department
- City of Tampa Planning and Management Department
- City of Tampa Fire Department
- City of Tampa Police Department
- Tampa Port Authority

6.1.4. Public Interest Groups

- Tampa Downtown Partnership
- Greater Tampa Chamber of Commerce

6.1.5. Misc. Organizations

- Poarch Band of Creek Indians of Alabama
- Muscogee (Creek) Nation of Oklahoma
- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Seminole Nation of Oklahoma
- Mississippi Band of Choctaw Indians
- TECO Peoples Gas
- TECO Tampa Electric
- The Children's Board of Hillsborough County

6.1.6. Elected and Appointed Officials

Federal Officials

Senator George LeMieux
356 Russell Senate Office Building
Washington DC 20510

Senator Bill Nelson
716 Hart Senate Office Building
Washington DC 20510

Congresswoman Katherine Castor
4144 North Armenia Avenue, Suite 300
Tampa, Florida 33609

Congressman Gus Bilirakis
35111 U.S. Highway 19, Suite 301
Palm Harbor, Florida 34684

Congressman Adam Putnam
650 East Davidson Street
Bartow, Florida 33830

State Officials

Senator Ronda Storms
404 South Monroe Street
Room 318 Senate Office Building
Tallahassee, Florida 32399

Senator Victor Crist
404 South Monroe Street
Room 208 Senate Office Building
Tallahassee, Florida 32399

Senator Charlie Justice
404 South Monroe Street
Room 308 Senate Office Building
Tallahassee, Florida 32399

Senator Arthenia Joyner
404 South Monroe Street
Room 224 Senate Office Building
Tallahassee, Florida 32399

Representative Kevin Ambler
402 South Monroe Street
Room 410 House Office Building
Tallahassee, Florida 32399

Representative Frank Peterman
402 South Monroe Street
Room 1302C House Office Building
Tallahassee, Florida 32399

Representative Trey Traviesa
402 South Monroe Street
Room 214 House Office Building
Tallahassee, Florida 32399

Representative Faye Culp
402 South Monroe Street
Room 204 House Office Building
Tallahassee, Florida 32399

Representative Michael Scionti
402 South Monroe Street
Room 1302C House Office Building
Tallahassee, Florida 32399

Representative Betty Reed
402 South Monroe Street
Room 1301C House Office Building
Tallahassee, Florida 32399

Representative Ed Homan
402 South Monroe Street
Room 317 House Office Building
Tallahassee, Florida 32399

Representative Will Weatherford
402 South Monroe Street
Room 1101C House Office Building
Tallahassee, Florida 32399

Representative Rich Glorioso
402 South Monroe Street
Room 317 House Office Building
Tallahassee, Florida 32399

Representative Bill Galvano
402 South Monroe Street
Room 214 House Office Building
Tallahassee, Florida 32399

Representative Seth McKeel
 402 South Monroe Street
 Room 1101C House Office Building
 Tallahassee, Florida 32399

Hillsborough County Commission
 P.O. Box 1110
 Tampa, Florida 33601

Representative Ron Reagan
 402 South Monroe Street
 Room 410 House Office Building
 Tallahassee, Florida 32399

Ramond Chiaramonte, Interim Executive
 Director
 Hillsborough County MPO
 P.O. Box 1110
 Tampa, Florida 33601

Regional and Local Officials

Tampa City Council
 306 East Jackson Street
 Tampa, Florida 33602

7. Property Owners

Property owners falling in whole or in part within 500 feet on either side of the project study area (Section 339.155 F.S.) and others, who may be affected as a result of the project, including shopping center tenants, will be contacted by direct mail to provide project information and solicit their input into the process.

8. Outreach Activities

The following techniques will be employed to notify the public of the proposed transportation improvement and to solicit public input into the project development process.

8.1. Media

Identification of mass media used to carry public notices, news releases, public service announcements, news items and interviews will include: (NOTE: addresses should not be split between columns)

8.1.1. Newspapers

*The Tampa Tribune-Hillsborough
 Edition*
 P.O. Box 191
 202 South Parker Street
 Tampa, Florida 33601

The St. Pete Times – Tampa Edition
 490 First Avenue South
 St. Petersburg, Florida 33701

*The Tampa Tribune-South Tampa
 News*
 4243 Henderson Boulevard
 Tampa, Florida 33629

8.1.2. Radio

WMTX FM Star 95.7
 Clear Channel Communications
 1867 U.S. Highway 19 North
 Suite 500
 Clearwater, Florida 34624

WXTB FM 98 Rock
 Clear Channel Communications
 4002 Gandy Boulevard
 Tampa, Florida 33611

WHPT 102.5 The Point
WHNZ 570 The Newstation
11300 4th Street North
Suite 318
St. Petersburg, Florida 33716

WWRM Warm 94.9 FM
WSUN 620 AM
877 Executive Center Drive West
Suite 300
St. Petersburg, Florida 33702

WFLA 970 AM News Radio
WFLZ 93.3 FM
4002 Gandy Boulevard
Tampa, Florida 33611

WTMP
5207 Washington Boulevard
Tampa, Florida 33619

WQYK 99.5 FM
5510 Gray Street, Suite 130
Tampa, Florida 33609

WMNF 88.5 FM Public Radio
1210 Dr. Martin Luther King
Boulevard
Tampa, Florida 33603

105.5 FM The Dove
877 Executive Center Drive West
Suite 300
St. Petersburg, Florida 33702

8.1.3. Television

WTSP TV – CBS
11450 Gandy Boulevard North
St. Petersburg, Florida 33702

WFLA TV – NBC
P.O. Box 1410
905 East Jackson Street
Tampa, Florida 33601

WTVT TV – FOX
P.O. Box 31113
Tampa, Florida 33631

Bay News 9
7901 66th Street
Pinellas Park, Florida 33781

WFTS TV – ABC
4045 North Himes Avenue
Tampa, Florida 33607

WVEA TV – Univision
2610 West Hillsborough Avenue
Tampa, Florida 33614

WEDU – PBS
1300 North Boulevard
Tampa, Florida 33607

WTOG – CW 44
365-105th Terrace Northeast
St. Petersburg, Florida 33716

WUSF Public Broadcasting
4202 East Fowler Avenue
Tampa, Florida 33620

WXAS – Channel 26
1401 Pine Street
Clearwater, Florida 33756

8.2. Techniques

Public involvement techniques to be used in the project development process include:

Invitational and informational letters/postcards – Invitational letters/postcards will be sent to those on the mailing list, notifying them of the public hearing and will include information regarding the project.

News releases to the media – News releases will be provided to the media contacts listed previously. Information provided to the media will be used to publicize the project in the newspaper articles and television and radio news reports. (News releases will be distributed by the Authority.)

Public notices - Legal and display advertisements will be posted in the local newspaper(s) prior to the public workshop and hearing for this project. (Advertisements will be placed by the Authority.)

Public announcements – Public announcements may be used to disseminate project information. These will typically be posted on the Authority Web site by the Authority.

Direct mail list - The following will be contacted by mail to obtain input into the project development process and/or to provide project information:

- Those whose property lies, in whole or part, within 500 feet of each project alternative (Section 339.155 F.S.). Entire neighborhoods will be included on the mailing list, even if only a portion of the residents are within the 500 foot boundary.
- Local elected and appointed public officials or individuals who request to be placed on the mailing list for this project.
- Public and private groups, organizations, agencies or businesses that request to be placed on the mailing list for the project.

The identification of interested parties is a dynamic process that begins at the inception of the project and continues throughout the life of the project. Therefore, the mailing list will be updated throughout the study.

9. Public Involvement Forums

Several forums will be available for stakeholders to voice their opinions, concerns and ideas. These meetings will ensure public and agency input is reflected accurately for the evaluation and recommendation of a proposed improvement. The public hearing and any informal meetings proposed during the study are described in this section.

To ensure all elected officials in the Tampa area are aware of the project and that they have sufficient information to respond to constituents, the following activities will be completed.

- Prior to conducting the public hearing, a letter will be sent to all state and local elected officials to announce the start of the project and to invite their participation. (Assumes the authority will print letters on letterhead and mail).
- At least two hours prior to the public hearing, time will be set aside to provide public officials an opportunity to view meeting exhibits and ask questions. The PowerPoint presentation developed for the public hearing will be presented to all elected officials and a question-and-answer session will be held.

9.1. Public Hearing

A public hearing, as required by federal regulation and state law, is scheduled for March 2010 and will be held as directed by the Authority.

The public hearing will include an informal open house and a formal presentation. The purpose of this hearing is to present the preferred alternative to the public. HNTB will provide all brochures and handouts and secure a court reporter. The Authority will provide all presentation materials. A transcript and an electronic copy of all public hearing materials will be provided to the Authority. Should the access management classification be changed, as a result of this project, the required access management hearing will be conducted during the overall project's public hearing.

9.2. Informal Meetings

Unscheduled public and agency meetings, as required and approved by the Authority, involve the public and interested agencies in the project development process, as well as inform interested parties of the study’s progress. It is estimated there will be five unscheduled meetings during this study.

10. Public Outreach Activity Schedule

Submit Advance Notification to agencies	August 2009
Receive Advance Notification comments from agencies	September 2009
Public Advertisement for Public Hearing	November 2009
Public Hearing	December 2009
Public Hearing Comment Period Ends	December 2009

11. Analysis and Evaluation of Public Comments

The study team will be debriefed following the public meetings to record and classify all information and comments received at the meetings. Public input received at the public meetings and during the 10-day period following the meetings will be included in the evaluation of alternatives leading to the selection of a preferred alternative. In addition, a summary of the meeting results will be prepared and included in the Public Involvement Program Summary – Comments and Coordination Report.

12. Public Hearing

As required by state law, a public hearing will be held for this project. The intent of the public hearing is to provide an additional forum to involve the appropriate federal, state, regional, and local agencies, and the public in project development, present the recommended alternative, and to solicit final comments for the official public record.

A legal advertisement announcing the public hearing will meet the requirements presented in the *FDOT PD&E Manual*, and will be placed in major newspapers. All media identified earlier will be used for public hearing news releases. A suitable sized, legal display advertisement will be published in the paper at least 21 days and 5 to 12 days prior to the hearing. Elected officials and agencies will be notified at least 20 days prior to the hearing. Property owners and other interested parties will be notified at least 20 days prior to the hearing.

The hearing format will consist of a presentation, with exhibits, displays, and handouts for the purpose of enhancing public understanding of the characteristics and impacts of the proposed improvement. The PD&E team will staff an informal review period prior to the beginning of the formal hearing to explain the project and answer public questions. The study team will then be available to answer questions during the formal portion of the hearing at the discretion of the Authority. Environmental documents, conceptual plans, engineering reports and other pertinent information will be available for public inspection during the public hearing.

An official transcript by a court reporter will be made of the hearing proceedings. All oral and written comments received at the hearing and during a 10-day period following the hearing will be documented as part of the public record and will be included in the hearing transcript summary. All comments or questions requiring a follow-up will be addressed in writing soon after the closing of the hearing.

Notification of the intent to comply with Title VI and Title VIII programs will be made in the advertisements, during the public hearing as part of the formal presentation, by brochure, signage and through availability of personnel. Notification of the authority’s intent to comply with the Americans with Disabilities Act (ADA) will be provided in the public advertisements and newsletters for the hearing, by brochure and by selection of the public hearing site that can accommodate all ADA requirements.

13. Location Design Concept Approval

A legal notice announcing the approval of the final document and recommendations will be prepared and published in the major newspaper. Notification will be sent to all individuals and agencies on the hearing mailing list notifying them of the approval of the environmental document. The notification shall give a brief description of the recommended alternative, date of approval, schedule for the remaining project phases and the name of the design project manager (if available).

14. Comments and Coordination Report

A Public Involvement Program Summary - *Comments and Coordination Report* will be developed upon the project's completion and included as a supplement to the *Project Development Summary Report (PDSR)*. The *Comments and Coordination Report* will provide documentation as a follow-up to this public involvement program. Specifically, it will summarize the meetings and the hearing results and recommendations. The report also will contain the overall input provided through the other public involvement techniques utilized in the project development process along with proof of publication, hearing sign-in sheets, hearing certification and verbatim transcript and letters received from the public within 10 days after the hearing and their corresponding resolutions. This information also will be included in the formal environmental documentation for this project.

MAILING LIST**Federal Government Elected Officials:**

Senator George LeMieux
356 Russell Senate Office Building
Washington DC 20510

Senator Bill Nelson
716 Hart Senate Office Building
Washington DC 20510

Congresswoman Katherine Castor
4144 North Armenia Avenue, Suite 300
Tampa, Florida 33609

Congressman Gus Bilirakis
35111 U.S. Highway 19, Suite 301
Palm Harbor, Florida 34684

Congressman Adam Putnam
650 East Davidson Street
Bartow, Florida 33830

State and Regional Agencies and Officials

Ms. Barbara Mattick
Bureau Chief
Florida Department of State
Bureau of Historic Preservation
500 S. Bronough Street
Tallahassee, Florida 32399

Ms. Deborah Getzoff, District Director
Southwest District
13051 N. Telecom Parkway
Temple Terrace, Florida 33637

Office of Environmental Services
Florida Fish & Wildlife Conservation Commission
620 South Meridian Street
Tallahassee, Florida 32399-1600

Mr. Greg Holder, Regional Director
Florida Fish & Wildlife Conservation Commission
3900 Drane Field Road
Lakeland, FL 33811-1299

Mr. James Jobe
Federal-Aid Program Coordinator
Florida Department of Transportation, MS 35
605 Suwanee Street
Tallahassee, Florida 32399

Ms. Carolyn Ismart
Manager
Environmental Management Office
Florida Department of Transportation, MS 37
605 Suwanee Street
Tallahassee, Florida 32399

Mr. Kirk Bogen
District Seven PD&E Liaison
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612

Mr. David L. Moore, Executive Director
Southwest Florida Water Management District
2379 Broad Street
Brooksville, Florida 34604

Mr. Frederick Gaske, Director
Division of Historic Resources
Florida Department of State
500 S. Bronough Street
Tallahassee, Florida 32399

Local Government Elected and Appointed Officials:

Senator Ronda Storms
404 South Monroe Street
Room 318 Senate Office Building
Tallahassee, Florida 32399

Senator Victor Crist
404 South Monroe Street
Room 208 Senate Office Building
Tallahassee, Florida 32399

Senator Charlie Justice
404 South Monroe Street
Room 308 Senate Office Building
Tallahassee, Florida 32399

Senator Arthenia Joyner
404 South Monroe Street
Room 224 Senate Office Building
Tallahassee, Florida 32399

Representative Kevin Ambler
402 South Monroe Street
Room 410 House Office Building
Tallahassee, Florida 32399

Representative Frank Peterman
402 South Monroe Street
Room 1302C House Office Building
Tallahassee, Florida 32399

Representative Trey Traviesa
402 South Monroe Street
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Representative Faye Culp
402 South Monroe Street
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Tallahassee, Florida 32399

Representative Michael Scionti
402 South Monroe Street
Room 1302C House Office Building
Tallahassee, Florida 32399

Representative Betty Reed
402 South Monroe Street
Room 1301C House Office Building
Tallahassee, Florida 32399

Representative Ed Homan
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Room 317 House Office Building
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Representative Will Weatherford
402 South Monroe Street
Room 1101C House Office Building
Tallahassee, Florida 32399

Representative Rich Glorioso
402 South Monroe Street
Room 317 House Office Building
Tallahassee, Florida 32399

Representative Bill Galvano
402 South Monroe Street
Room 214 House Office Building
Tallahassee, Florida 32399

Representative Seth McKeel
402 South Monroe Street
Room 1101C House Office Building
Tallahassee, Florida 32399

Representative Ron Reagan
402 South Monroe Street
Room 410 House Office Building
Tallahassee, Florida 32399

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306 East Jackson Street
Tampa, Florida 33602

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Hillsborough County MPO
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Hillsborough County Economic Development
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Hillsborough County Environmental Protection
Commission
Roger P. Stewart Center
3629 Queen Palm Drive
Tampa, Florida 33619

Ms. MaryEllen Elia, Superintendent
Hillsborough County Public Schools
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Hillsborough County Public Works
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Sheriff David Gee
Hillsborough County Sheriff's Department
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Tampa, Florida 33601

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Hillsborough County Emergency Management
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Hillsborough County Planning Commission
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Tampa Bay Regional Planning Council
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Pinellas Park, Florida 33782

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Hillsborough County Fire Rescue
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Hillsborough County Planning and Growth
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Ms. Karen Palus, Director
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Tampa, Florida 33602

Mr. Dennis Jones, Fire Chief
City of Tampa Fire Department
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Tampa, Florida 33602

Mr. Stephen Hogue, Police Chief
City of Tampa Police Department
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Tampa, Florida 33602

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City of Tampa Emergency Management Department
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Tampa, Florida 33602

Ms. Cynthia Miller, Director
City of Tampa Growth Management and
Development Services
306 East Jackson Street
Tampa, Florida 33602

Public Interest Groups

Mr. Dave Varrieur, President
South Tampa Chamber of Commerce
3715 West Horatio Street
Tampa, Florida 33609

Mr. Kim Scheeler, President
Greater Tampa Chamber of Commerce
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Property Owners

APPENDIX B

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Senator George LeMieux
356 Russell Senate Office Building
Washington DC 20510

Senator Bill Nelson
716 Hart Senate Office Building
Washington DC 20510

Mr. Greg Holder, Regional Director
Florida Fish & Wildlife Conservation
Commission
3900 Drane Field Road
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Congresswoman Katherine Castor
4144 North Armenia Avenue, Suite 300
Tampa, Florida 33609

Congressman Gus Bilirakis
35111 U.S. Highway 19, Suite 301
Palm Harbor, Florida 34684

Ms. Cynthia Miller, Director
City of Tampa Growth Management and
Development Services
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Congressman Adam Putnam
650 East Davidson Street
Bartow, Florida 33830

Ms. Barbara Mattick
Bureau Chief
Florida Department of State
Bureau of Historic Preservation
500 S. Bronough Street
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Ms. Carolyn Ismart, Manager
Environmental Management Office
Florida Dept. of Transportation, MS 37
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Ms. Deborah Getzoff, District Director
Southwest District
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Temple Terrace, Florida 33637

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Florida Fish & Wildlife Conservation
Commission
620 South Meridian Street
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Southwest Florida Water Management
District
2379 Broad Street
Brooksville, Florida 34604

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Room 318 Senate Office Building
Tallahassee, Florida 32399

Senator Victor Crist
404 South Monroe Street
Room 208 Senate Office Building
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Mr. Frederick Gaske, Director
Division of Historic Resources
Florida Department of State
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Senator Charlie Justice
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Tallahassee, Florida 32399

Representative Kevin Ambler
402 South Monroe Street
Room 410 House Office Building
Tallahassee, Florida 32399

Senator Arthenia Joyner
404 South Monroe Street
Room 224 Senate Office Building
Tallahassee, Florida 32399

Representative Frank Peterman
402 South Monroe Street
Room 1302C House Office Building
Tallahassee, Florida 32399

Representative Trey Traviesa
402 South Monroe Street
Room 214 House Office Building
Tallahassee, Florida 32399

Representative Betty Reed
402 South Monroe Street
Room 1301C House Office Building
Tallahassee, Florida 32399

Representative Faye Culp
402 South Monroe Street
Room 204 House Office Building
Tallahassee, Florida 32399

Representative Michael Scionti
402 South Monroe Street
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CEO
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211 MERIDIAN HOLDINGS LLC 903 MOORING CIR TAMPA, FL 33602-5757	2D AND H INC PO BOX 48668 SAINT PETERSBURG, FL 33743-8668	39 ACRE CORP 122 E 42ND ST SUITE 1618 NEW YORK, NY 10168-0002
609 CUMBERLAND PROPERTY LLC 1523 N FRANKLIN ST TAMPA, FL 33602-2619	901 WASHINGTON LLC 1005 N MARION ST TAMPA, FL 33602-3404	A & B OPPORTUNITIES INC 1127 E TWIGGS ST TAMPA, FL 33602
Abdulla Alkhalifa 1120 E Twiggs St TAMPA, FL 33602-3133	ABRAHAM J SKELLENGER 125 N KENTUCKY AVE STE 405 LAKELAND, FL 33801-5040	ACCARDI AND DAUGHTERS LLC 1523 N FRANKLIN ST TAMPA, FL 33602-2619
ACCARDI PROPERTIES LLC 1523 N FRANKLIN ST TAMPA, FL 33602-	CAROLYN ADAMS-WALLACE TRUSTEE 1618 E 2ND AVE TAMPA, FL 33605-5102	ANDREW REED ADELSON 200 W SAHARA AVE UNIT 2512 LAS VEGAS, NV 89102-5081
ALBERT C JR AND MELANIE M ROJAS 1208 E KENNEDY BLVD UNIT 412 TAMPA, FL 33602-3521	ALEKSANDR AND INNA KOVELMAN 401 ORANGE AVE PORT ORANGE, FL 32127-4444	ALLEY AND SONS PROPERTIES LTD PO BOX 3127 TAMPA, FL 33601-3127
JOHN-EDWARD ALLEY TRUSTEE 905 MARINER WAY TAMPA, FL 33602-5759	KENNETH ALLEY 1227 E MADISON ST UNIT 801 TAMPA, FL 33602-3631	Allison B Oshier 1120 E Twiggs St TAMPA, FL 33602-3133
AMANDA M STINE AND JAMIE ROURKE 2001 E 2ND AVE UNIT 10 TAMPA, FL 33605-5210	AMIR AND GISELLE TADROS ET AL 8 ALEXANDER CT JERESY CITY, NJ 07305-5514	ANDRE AND ALLISON DORIS 13741 233RD ST ROSEDALE, NY 11422-1725
ANDREA VERSAGGI 113 S MELVILLE AVE APT 3 TAMPA, FL 33606-1861	STACY ANDREWS 308 MANN'S HARBOUR DR APOLLO BEACH, FL 33572-3343	KUMAR N ANIL AND POONAM A RAIKER 9319 SILVERTHORN RD SEMINOLE, FL 33777-3164
Anthony Gentry 2001 E 2nd Ave Unit 34 Tampa, FL 33605	ANTHONY N AND JANE M BRANNIN 2536 W SIMMS BLVD TAMPA, FL 33609-5313	ARMANDO P CELEIRO ET AL 525 S 58TH ST TAMPA, FL 33619-3803
ARTHUR H HASSALL 2001 E 2ND AVE UNIT 14 TAMPA, FL 33605-5210	ANAMARIA ARUFE 9919 TREE TOPS LAKE RD TAMPA, FL 33626-4767	FERNANDO ARUFE 9919 TREE TOPS LAKE RD TAMPA, FL 33626-4767

B & S INVESTMENT PROPERTIES INC
3802 EHRLICH RD STE 106
TAMPA, FL 33624-2330

KENNETH BARNETT
13771 ULYSSES ST
WOODBIDGE, VA 22191-5412

BAYSHORE FOUR SEASONS LTD
4350 W CYPRESS ST STE 300
TAMPA, FL 33607-4175

Berman & Norton Breman
401 South Florida Avenue Suite 300
Tampa, FL 33602

REGINA A BERRY
1516 E 3RD AVE
TAMPA, FL 33605-5012

KARL BLINKINSOP
1510 N 17TH ST APT 2D
TAMPA, FL 33605-5100

PETER O BOLAM
906 DRUID HILLS RD
TAMPA, FL 33617-3814

JAMES D BORT
1621 E 4TH AVE STE 205
TAMPA, FL 33605-5105

BRIAN EDENS AND JEFF KAPLAN
8378 MARKET ST
LAKEWOOD RANCH, FL 34202-5137

KENNETH J BROUSSARD
8400 MILLSTREAM DR
PENSACOLA, FL 32514-7218

B C PROPERTY MANAGEMENT INC
PO BOX 272880
TAMPA, FL 33688-2880

BART M NAGY
3113 W GRANADA ST
TAMPA, FL 33629-

BEHRENDT INDUSTRIES INC
3101 N NEBRASKA AVE
TAMPA, FL 33603-6029

ANTONIO BERNHARDT
2709 ASHFIELD CT
HEPHZIBAH, GA 30815-6446

BEVERLY AND BRIAN MCEACHRON
2006 WRANGLER DR
BRANDON, FL 33511-2121

BLUE WATER INTERNATIONAL INC
107 S FRANKLIN ST
TAMPA, FL 33602-5327

BONIFACE R IDZIAK III AND STEVEN C
HELLER
1208 E KENNEDY BLVD UNIT 610
TAMPA, FL 33602-3521

Brahma Bolt & Supply
612 N Raymond Ave
Tampa, FL 33602

BRIAN J DIMIT
2001 E 2ND AVE UNIT 33
TAMPA, FL 33605-5210

MICHAEL L BROWNING
902 S ROME AVE
TAMPA, FL 33606-

BARICON LLC
5384 SW 30TH AVE
OCALA, FL 34471-9534

BATTEN PRECIOUS BERRY
1516 E 3RD AVE
TAMPA, FL 33605-5012

BENJAMIN A AND LISA HANNAH
14450 MOORING DR
SEMINOLE, FL 33776-1109

NORA BERNHARDT
2709 ASHFIELD CT
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BIANCA M CORPORATION
3003 W OSBORNE AVE
TAMPA, FL 33614-7111

BOKOR-PEREZ PARTNERSHIP C/O RICHARD
A BOKOR
230 E DAVIS BLVD
TAMPA, FL 33606-3729

HELEN BORDERIEUX
1802 N MORGAN ST
TAMPA, FL 33602-2328

ERNIE L BREWER
25823 RISEN STAR DR
WESLEY CHAPEL, FL 33544-5583

BROOKE RAMAGE
5960 SIEGEN LN APT 5311
BATON ROUGE, LA 70809-4405

BS ONE
PO BOX 3300
TAMPA, FL 33601-3300

BUCK JOHN MILTON
PO BOX 311650
ENTERPRISE, AL 36331-1650

Business Cash Advance of Tampa
401 South Florida Avenue
Tampa, FL 33602

C Y C A TAMPA LLC
237 DUKE SIMMS RD
BRANDON, FL 33511-7524

CARLOS AND LINA PADILLA
10903 AUSTRALIAN PINE DR
RIVERVIEW, FL 33579-2332

CASPERSEN FINN M W
11450 SE DIXIE HWY STE 203
HOBE SOUND, FL 33455-5235

NELSON CASTELLANO
719 W ADALEE ST
TAMPA, FL 33603-5512

CHANG LEE AND KEON LEE
4010 W OBISPO ST
TAMPA, FL 33629-6735

CHANNELSIDE INC
1405 W SWANN AVE
TAMPA, FL 33606-2532

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BUDDY AND SHEILA RAWLS ET AL
10609 SE 51ST ST
OKLAHOMA CITY, OK 73150-420

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2405 W MISSISSIPPI AVE
TAMPA, FL 33629-6109

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MIAMI, FL 33137-5016

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JESSIE AND ANNIE BYRD
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ERNEST CALHOUN
1501 N 17TH ST
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9612 WEST PARK VILLAGE DRIVE
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MARIA J CARREON TRUSTEE
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Chad Polly
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RICHARD CLARKE
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WORCESTER, MA 01610-1704

COLIN AND JANE EKE
27017 PALMETTO BEND DR
WESLEY CHAPEL, FL 33544-8792

COLLIER DEVELOPMENT CORPORATION
3003 TAMIAMI TRL N STE 400
NAPLES, FL 34103-2714

COLLIER LAND HOLDINGS LTD
3003 TAMIAMI TRL N STE 400
NAPLES, FL 34103-2714

BOBBY RAY COMPARETTO
1302 N 15TH ST
TAMPA, FL 33605-5040

CONAGRA INC
5645 N 90TH ST
OMAHA, NE 68134-1807

CONAGRA INC
908 CONAGRA DR
OMAHA, NE 68102-5003

CORRAL WODISKA PARTNERSHIP LTD
PO BOX 18464
TAMPA, FL 33679-8464

BILLY COTTER ATTN: KATHLEEN M FERRELL
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GLENN E COUNTS
1238 E KENNEDY BLVD UNIT 601
TAMPA, FL 33602-3568

NAOMI ELIZABETH COUSIN
1402 N 15TH ST
TAMPA, FL 33605-5042

CROWE PROPERTIES L C
5202 RIPPLE CREEK DR
TAMPA, FL 33625-6413

CSX TRANSPORTATION INC-ASSESSED BY
DEPT OF REVENUE TAX DEPT (C-910)
500 WATER ST
JACKSONVILLE, FL 32202-4423

ELIAS JOSE CURA
4801 W LONGFELLOW AVE
TAMPA, FL 33629-7627

ELIAS CURA TRUSTEE
3103 W BURKE ST
TAMPA, FL 33614-5910

MIRTHA CURA TRUSTEE
3103 W BURKE ST
TAMPA, FL 33614-5910

CURRENT RESIDENT
2001 E 2nd Ave Unit 12C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 14C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 19
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 2C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 3C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 4C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 5C
Tampa, FL 33605

CURRENT RESIDENT
2001 E 2nd Ave Unit 9C
Tampa, FL 33605

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1009
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1015
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1022
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1023
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1027
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1028
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1110
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1118
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1120
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1122
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1123
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1125
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1130
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1203
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1208
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1223
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1230
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1511
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1608
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 1711
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 208
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 209
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 210
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 240
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 310
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 314
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 316
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 408
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 410
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 413
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 418
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 516
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CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 517
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 619
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 714
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 715
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CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 720
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CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 721
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 724
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 732
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 735
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 810
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CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 814
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CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 815
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 821
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 824
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 825
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 827
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 832
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 903
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 904
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 909
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 911
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 912
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 926
TAMPA, FL 33602-3521

CURRENT RESIDENT
1208 E KENNEDY BLVD UNIT 927
TAMPA, FL 33602-3521

CURRENT RESIDENT
1510 N 17TH ST APT 3D
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1510 N 17TH ST APT 3A
TAMPA, FL 33605-5100

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TAMPA, FL 33605-5100

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1510 N 17TH ST APT 1C
TAMPA, FL 33605-5100

CURRENT RESIDENT
1510 N 17TH ST APT 2C
TAMPA, FL 33605-5100

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1510 N 17TH ST APT 4B
TAMPA, FL 33605-5100

CURRENT RESIDENT
1510 N 17TH ST APT 3C
TAMPA, FL 33605-5100

CURRENT RESIDENT
1510 N 17TH ST APT 4C
TAMPA, FL 33605-5100

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1120 E Twiggs St #539
TAMPA, FL 33602-3133

CURRENT RESIDENT
1120 E Twiggs St #306
TAMPA, FL 33602-3133

CURRENT RESIDENT
1120 E Twiggs St #526
TAMPA, FL 33602-3133

CURRENT RESIDENT
1120 E Twiggs St #209
TAMPA, FL 33602-3133

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TAMPA, FL 33602-3133

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1120 E Twiggs St #424
TAMPA, FL 33602-3133

CURRENT RESIDENT
1120 E Twiggs St #513
TAMPA, FL 33602-3133

CURRENT RESIDENT
1120 E Twiggs St #316
TAMPA, FL 33602-3133

D Meixsell
1120 E Twiggs St
TAMPA, FL 33602-3133

DANIEL GALVAN AND FERNANDO GALVAN-
ACOSTA
1610 N ROSETREE LN
MT PROSPECT, IL 60056-1667

DARRYL F DRAGONI
2001 E 2ND AVE UNIT 6
TAMPA, FL 33605-5210

DEAN J AND SUWANNIEE T PADDEN
1830 FOUNTAIN DR UNIT 608
RESTON, VA 20190-4472

Derek Willis
1120 E Twiggs St
TAMPA, FL 33602-3133

DIAZ NANCY
1238 E KENNEDY BLVD UNIT 703
TAMPA, FL 33602-3572

DOVER FLEET AND HYDRAULICS INC
1706 E 3RD AVE
TAMPA, FL 33605-5108

CHRISTOPHER JASON DUGGER
1238 E KENNEDY BLVD UNIT 1003
TAMPA, FL 33602-

BENJAMIN AMITHARAJ EBENEZER
1238 E KENNEDY BLVD UNIT 705
TAMPA, FL 33602-3569

CYRUS HURST
5 S 500 W UNIT 1203
SALT LAKE CITY, UT 84101-4127

JON DANGLER
1238 E KENNEDY BLVD UNIT 401
TAMPA, FL 33602-3566

DANIEL R VIJAYANAGAR
2001 E 2nd Ave Unit 16C
Tampa, FL 33605

DAVID AND LYUDMILA BERENSHTEYN
12033 GANDY BLVD N APT 132
SAINT PETERSBURG, FL 33702-1533

DENE J WILLIAMSON
2001 E 2ND AVE UNIT 8
TAMPA, FL 33605-5210

DEWEY ALLEN PAXON ET AL
20003 HOLLY LAKE PL
LUTZ, FL 3355

SANDRA M DICKEY TRUSTEE ET AL
1121 E TWIGGS ST
TAMPA, FL 33602

Dr. Scholl
1120 E Twiggs St
TAMPA, FL 33602-3133

DULCE SANTANA AND GARY SANCEVERINO
1208 E KENNEDY BLVD UNIT 722
TAMPA, FL 33602-3521

TRACI EBENEZER
1238 E KENNEDY BLVD UNIT 705
TAMPA, FL 33602-3569

D AND R RENTALS LLC
2612 VALENCIA GROVE DRIVE
VALRICO, FL 33596-

DANIEL AND CHRISTY A HARRIS
2404 TEA OLIVE TER
VALRICO, FL 33594-6704

DARREN CREARY
2707 PARK MEADOW DR
VALRICO, FL 33594-4652

DAVID E AND ALYSON B ALLEY
2430 CRYSTAL OAKS LN
MELBOURNE, FL 32904-3750

Dennis Hall
1120 E Twiggs St
TAMPA, FL 33602-3133

DIAZ MARY JANE CO TRUSTEE
2405 W MISSISSIPPI AVE
TAMPA, FL 33629-6109

DONALD T REYNOLDS
9838 LAKE SEMINOLE DR W
LARGO, FL 33773-4521

AMANDA NICOLE DUGGER
1238 E KENNEDY BLVD UNIT 1003
TAMPA, FL 33602-

EAMON BOLTEN
1404 N RIVERHILLS DR
TAMPA, FL 33617-4250

EDDY ARIAS
5610 PINE BAY DR
TAMPA, FL 33625-4025

EDGARDO COLLAZO AND HELVIA L PAGAN
PO BOX 2657
BRANDON, FL 33509-2657

EDWARD AND NANCY MAURER
1105 WILLOW PINES CT E
TAMPA, FL 33604-6449

Elikahkeer Israel
1120 E Twiggs St
TAMPA, FL 33602-3133

ELISABETH SIZIONALE BASILICATO TRUSTEE
220 DRIFTWOOD LANE
LARGO, FL 33770

Elise Jarmon
1120 E Twiggs St
TAMPA, FL 33602-3133

ELITE SALES INC
9445 SW 40TH ST FL 2
MIAMI, FL 33165-4001

ELIZABETH ASSAD ET AL
1208 E KENNEDY BLVD UNIT 1209
TAMPA, FL 33602-3521

ELIZABETH DAWN COLLINS
2001 E 2ND AVE UNIT 11
TAMPA, FL 33605-5210

ENTRUST OF TAMPA BAY LLC CUSTODIAN
13191 STARKEY RD STE 9
LARGO, FL 33773-1438

ERIC J AND NICOLE S SAYERS
5221 S JULES VERNE CT
TAMPA, FL 33611-4142

ERIC ZHAO
1599 BONNIE JOY AVE
SAN JOSE, CA 95129-3858

ERICA AND LUIS DELGADO
3308 CHEVIOT DR
TAMPA, FL 33618-2158

ESTABROOKS LAUREL
1129 3RD AVE S
SAINT PETERSBURG, FL 33715-2230

F Dastgir
1120 E Twiggs St
TAMPA, FL 33602-3133

FABIO AND MERCEDES CABRERA
1061 CENTRE ST
JAMAICA PLAIN, MA 02130-3444

FABRICATED PRODUCTS OF TAMPA INC
1700 E 2ND AVE
TAMPA, FL 33605-5104

FBS RETAIL AND COMMERCIAL OPERATIONS LLC
C/O BRIDGESTONE AMERICAS HOLDING INC ATTN
TAX DEPT
535 MARRIOTT DR STE 1000
NASHVILLE, TN 37214-5103

FEDERAL NATIONAL MORTGAGE
ASSOCIATION
950 EAST PACES FERRY RD STE 1900
ATLANTA, GA 30326-

FEDERICO JORQUERA AND VICOTRIA
SARQUISSE
1208 E KENNEDY BLVD UNIT 918
TAMPA, FL 33602-3521

FLECK KATHLEEN M
1227 E MADISON ST UNIT 803
TAMPA, FL 33602-3631

FORTY-ONE CORPORATION
41 SOUTH HIGH ST HC0910
COLUMBUS, OH 43215-

TONY FOTI
1238 E KENNEDY BLVD UNIT 704
TAMPA, FL 33602-3569

FRANCES L DEERING
1932 TAYLOR LN
TAMPA, FL 33618-1514

FRANK J AND BETTY B GALLINATRUSTEES
618 BALIBAY RD
APOLLO BEACH, FL 33572-3323

JOHN W FRYE
1611 E 5TH AVE APT 3
TAMPA, FL 33605-5124

Fuel 2
238 S Franklin St
Tampa, FL 33602

FUEL INVESTMENTS AND DEVELOPMENT
LLC
220 S FRANKLIN ST
TAMPA, FL 33602-5330

GARY SMALL
140 SAPPHIRE LN
FRANKLIN PARK, NJ 08823-1636

GARY W PHILLIPS
1208 E KENNEDY BLVD UNIT 318
TAMPA, FL 33602-3521

GASPAR PROPERTIES INC
45 DAVIS BLVD OFC
TAMPA, FL 33606-3462

GENARO TAOMINA IRREVOCABLE TRUST
2407 W MISSISSIPPI AVE APT A
TAMPA, FL 33629-6157

Gilberto Perez
1120 E Twiggs St
TAMPA, FL 33602-3133

ADRIENNE GOLDFARB
3180 HOLMES RUN RD
FALLS CHURCH, VA 22042-4308

GRAND CENTRAL AT KENNEDY OFFICE &
RETAIL COND
1208 E KENNEDY BLVD
TAMPA, FL 33602

ARTRYE LEE GREEN
1308 N 17TH ST
TAMPA, FL 33605-5134

H AND H PROPERTIES
505 E JACKSON ST STE 306
TAMPA, FL 33602-4935

SAMANTHA HARTMAN
101425 OVERSEAS HWY # 711
KEY LARGO, FL 33037-4505

HILLSBOROUGH TRANSIT AUTHORITY
4305 E 21ST AVE
TAMPA, FL 33605-2311

WILLIAM M HOLLAND JR
228 WILLOWICK AVE
TAMPA, FL 33617-4810

DOROTHY G & JOHN HOWEY
121 E WHITING ST
TAMPA, FL 33602-5134

GERALD L APPLEBY
2001 E 2nd Ave Unit 15C
Tampa, FL 33605

BRIAN GIULIANI
4925 W MELROSE AVE N
TAMPA, FL 33629-5417

GOVINDAN NAIR
5396 GULF BLVD APT 1110
ST PETE BEACH, FL 33706-2393

GRAND CENTRAL AT KENNEDY RESIDENCES
A CONDO
1208 E KENNEDY BLVD
TAMPA, FL 33602

GREENACRE PROPERTIES INC.
1208 E KENNEDY BLVD
TAMPA, FL 33602

MARLIA EVELYN HALE
410 NW 1ST AV APT 505
FT LAUDERDALE, FL 33301-3391

HENRY G VICKERY
8811 VENTURE CV
TAMPA, FL 33637-6703

Hillsborough Water Department
925 E Twiggs St
Tampa, FL 33602

HOLLY LANTZ
2001 E 2ND AVE UNIT 17
TAMPA, FL 33605-5210

GILBERT C JR AND VALERIE S MORALES
4640 W LAMB AVE
TAMPA, FL 33629-7633

NORMAN GOLDBERG
1208 E KENNEDY BV
TAMPA, FL 33602

GRAND CENTRAL AT KENNEDY LLC
1101 CHANNELSIDE DR STE 244
TAMPA, FL 33602-3613

MARLENE GRANDERSON
1238 E KENNEDY BLVD UNIT 902
TAMPA, FL 33602-3571

GREGORY S ELLIOTT AND CATHERINE
MCNICKLE CHASTAIN
2001 E 2nd Ave Unit 32
Tampa, FL 33605

WILLIAM H HARPER
2930 JOHN MOORE RD
BRANDON, FL 33511-7140

HILLSBOROUGH COUNTY
PO BOX 1110
TAMPA, FL 33601-1110

HJA Residential, LLC
1120 E Twiggs St Apt. 589
TAMPA, FL 33602-3133

HOWARD FLAMM ET AL
3098 LAKEWOOD CIR
WESTON, FL 33332-1843

NANCY G HUBBELL
PO BOX 356
RUSKIN, FL 33575-0356

HOYT MICHAEL HUNT TRUSTEE
1700 E 2ND AVE
TAMPA, FL 33605-5104

LYNN MELBA HUNT TRUSTEE
1700 E 2ND AVE
TAMPA, FL 33605-5104

MICHAEL H AND MELBA L HUNT
7017 N CAMERON AVE
TAMPA, FL 33614-3138

GREGG E HUTT
3542 BROOK CROSSING DR
BRANDON, FL 33511-8182

IAN BENTLEY
413 HIDDEN MEADOWS LOOP APT 107
FERN PARK, FL 32730-2506

IGOR VAYNER AND ANTOLIY KEUSH
1208 E KENNEDY BLVD UNIT 908
TAMPA, FL 33602-3521

INTERNATIONAL CORE CO OF TAMPA
1717 E 3RD AVE
TAMPA, FL 33605-5107

IRINA STETSIV
00 COLFAX AVE APT 7J
STATEN ISLAND, NY 10306-3328

ANTHONY S ITALIANO SR TRUSTEE
PO BOX 1589
ELFERS, FL 34680-1589

ITALIANO-SPRINGSTEEN LLC C/O LINDA
SCHALCK
PO BOX 1589
ELFERS, FL 34680-

J H WILLIAMS OIL COMPANY INC
PO BOX 439
TAMPA, FL 33601-0439

J V L ENTERPRISES LTD CO
913 W COLUMBUS DR
TAMPA, FL 33602-1143

JAE-SANG LEE
2001 E 2ND AVE UNIT 36
TAMPA, FL 33605-5210

JAKE REALTY TRUST
22 CANTERBURY ST
WORCESTER, MA 01610-1704

JAMES AND TAMMY WOOLDRIDGE
401 VALENCIA PARK DRIVE
SEFFNER, FL 33584-5497

James Barnes
1120 E Twiggs St
TAMPA, FL 33602-3133

JAMES C MARSH JR
1236 57TH AVE N
SAINT PETERSBURG, FL 33703-2035

James Canty
1120 E Twiggs St
TAMPA, FL 33602-3133

JAMES III AND TERESA BIRNEY
516 CYPRESS BEND
OLDSMAR, FL 34677-5513

JAN VOGEL PETERS
2001 E 2ND AVE UNIT 16
TAMPA, FL 33605-5210

JARRED VENTURES LLC
2653 W PLATT ST
TAMPA, FL 33609-3226

JASON HAGADORN
1208 E KENNEDY BLVD UNIT 419
TAMPA, FL 33602-3521

JASON K WOODY
4202 CARTNAL AVE
TAMPA, FL 33618-8616

JASON V STONE
2001 E. SECOND AVENUE 31
TAMPA, FL 33605

JEFF D SCOLARO
2001 E 2ND AVE UNIT 29
TAMPA, FL 33605-5210

JEFFREY A DUDLEY JR AND BRIAN ADAMIAK
4207 S DALE MABRY HWY APT 1207
TAMPA, FL 33611-1430

JEFFREY POWERS
2001 E 2nd Ave Unit 21
Tampa, FL 33605

JENNIFER J IWANSKE
1208 E KENNEDY BLVD UNIT 1124
TAMPA, FL 33602-3521

SAM JENSEN
1238 E KENNEDY BLVD UNIT 1005
TAMPA, FL 33602-3572

JOANNA & MARK JIAMPETTI
1227 E MADISON ST UNIT 1002
TAMPA, FL 33602-3636

JIM H SPONAUGLE
2805 COLDSRING RD
ZANESVILLE, OH 43701-1685

JMC-BOOKER LLC
1700 S MACDILL AVE STE 360
TAMPA, FL 33629-5244

JOANNE E OSBORN PEREEZ
2001 E 2ND AVE UNIT 4
TAMPA, FL 33605-5210

JOEL DAVIS AND AMY PERRELLA
2001 E 2nd Ave Unit 5
Tampa, FL 33605

Johanna Parrales
1120 E Twiggs St
TAMPA, FL 33602-3133

JOHN C SEITZ
2001 E 2nd Ave Unit 13C
Tampa, FL 33605

John Hildebrandt
1120 E Twiggs St
TAMPA, FL 33602-3133

JOHNS MERALDINE ET AL
1514 E 3RD AVE
TAMPA, FL 33605-5012

JORDAN AND KATHI TWILLEY FIALKOFF
1103 N FILLMORE ST
ARLINGTON, VA 22201-2875

JOSE CALVO
1208 E KENNEDY BLVD UNIT 817
TAMPA, FL 33602-3521

JOSEPH M MUSCA TRUSTEE
6950 HILTON RD
BRECKSVILLE, OH 44141-1536

Joyner & Jordan-Holmes PA
1112 E Kennedy Blvd
Tampa, FL 33602

JRC RICKETTS LTD
2595 S RIVER RD
STANARDSVILLE, VA 22973-2403

JRC RICKETTS LTD
802 N 12TH ST
Tampa, FL 33602

JUSTIN E MCLAUGHLIN AND AMIE DUONG
2001 E 2nd Ave Unit 1C
Tampa, FL 33605

JUSTIN MCLAUGHLIN AND KEVIN COONC
18010 MAUI ISLE DR
TAMPA, FL 33647-3375

JUSTIN VERSAGGI AND JOHN VERSAGGI
1208 E KENNEDY BLVD UNIT 719
TAMPA, FL 33602-3521

KAWASS IBRAHIM
808 OAK PARK PL
BRANDON, FL 33511-6272

KAYUM AND LORRAINE MOHAMMADBHOY
3114 SE MONTGOMERY CIR
ARCADIA, FL 34266-3127

KEITH AND ZDENKA ASCOUGH
27020 PALMETTO BEND DR
WESLEY CHAPEL, FL 33544-8793

Kelley Webb
1120 E Twiggs St
TAMPA, FL 33602-3133

Kenneth Earl
1120 E Twiggs St
TAMPA, FL 33602-3133

Kenneth Greene
1120 E Twiggs St
TAMPA, FL 33602-3133

KEVIN AND PATRICIA PETERSON
5755 E THOMPSON PEAK
HEREFORD, AZ 85615-9057

KEVIN DAILEY
2408 CEDARCREST PL
VALRICO, FL 33596-5752

KEVIN JOSEPH KUCZKA
2001 E 2nd Ave Unit 10C
Tampa, FL 33605

KIMMINS CONTRACTING CORP
1501 E 2ND AVE
TAMPA, FL 33605-5005

KIMMINS CORP
1501 E 2ND AVE
TAMPA, FL 33605-5005

JEFF KNOWLES
709 BRANTENBURG WAY
LUTZ, FL 33548-7932

CHRISTOPHER D KNUEPPEL
2002 E 5TH AVE UNIT 213
TAMPA, FL 33605-5237

PAMELA KOROTKY
5222 S RUSSELL ST APT 26
TAMPA, FL 33611-4054

L B SOWELL CORP
1016 HOLLYBERRY CT
BRANDON, FL 33511-7650

LAWRENCE S AND SUSAN B HALPERIN
408 SPRING VALLEY LN
ALTAMONTE SPRINGS, FL 32714-5828

LIGHTNING PROPERTIES LTD
401 CHANNELSIDE DR
TAMPA, FL 33602-5400

MACEDA YANKO
7505 N CAMERON AVE
TAMPA, FL 33614-3112

LESLIE T MANELLI
81 MARTINIQUE AVE
TAMPA, FL 33606-4027

MARK HUNTER
101 E KENNEDY BLVD STE 3925
TAMPA, FL 33602-5812

KIMMINS ENVIROMENTAL SERVICE CORP
1501 E 2ND AVE
TAMPA, FL 33605-5005

LARRY KNOWLES
709 BRANTENBURG WAY
LUTZ, FL 33548-7932

KORAKIS ALEXANDROS TRUSTEE
98 MARTINIQUE AVE
TAMPA, FL 33606-

KRISTIN J VRANA
3117 LEMMON AVE APT 107
DALLAS, TX 75204-0348

LADY GODIVA 2 LLC
211 E INTERNATIONAL SPEEDWAY BLVD
STE 101
DAYTONA BEACH, FL 32118-4662

LEFLER EMILIO J AND JANICE E LEFFLER
TRUSTEES
8428 BOXWOOD DR
TAMPA, FL 33615-4939

AL R LOPEZ
1802 N MORGAN ST
TAMPA, FL 33602-2328

RENEE MADISON
1227 E MADISON ST UNIT 901
TAMPA, FL 33602-3633

MARC ANDERSON
3223 MARCELLUS CIR
TAMPA, FL 33609-3123

MARK HUNTER
1208 E KENNEDY BLVD UNIT 728
TAMPA, FL 33602-3521

KINCHAFOONEE MILLING CO C/O
CONAGRA INC
5645 N 90TH ST
OMAHA, NE 68134-1807

RYAN KNOWLES
709 BRANTENBURG WAY
LUTZ, FL 33548-7932

LOUISE KORAKIS TRUSTEE
98 MARTINIQUE AVE
TAMPA, FL 33606-

KS HOLDINGS LLC
3745 FAWN DR
CANFIELD, OH 44406-9583

LAS PALMAS DE YBOR CORP
808 NE 21ST DR
WILTON MANORS, FL 33305-2226

GEORGE E LEVY
445 S 12TH ST UNIT 2401
TAMPA, FL 33602-

LYNETTE RUMORE ET AL
1025 W BLANN DR
TAMPA, FL 33603-1612

DENNIS E MANELLI
81 MARTINIQUE AVE
TAMPA, FL 33606-4027

MARC CHARDIN AND MELGRID SHARON
VITORILLO
1208 E KENNEDY BLVD UNIT 714
TAMPA, FL 33602-3521

MARK OLIVITO
10678 QUIET CV
COLLIERVILLE, TN 38017-8544

MARLON K HARRIGAN
1208 E KENNEDY BLVD UNIT 518
TAMPA, FL 33602-3521

MARTIN LLC
1101 CHANNELSIDE DR STE 244
TAMPA, FL 33602-3613

MATTHEW P HOFFMAN
2001 E 2nd Ave Unit 6C
Tampa, FL 33605

MENENDEZ ROBERT J
1604 E 4TH AVE
TAMPA, FL 33605-5110

ANGELA O MESSINA TRUSTEE
3003 W OSBORNE AVE
TAMPA, FL 33614-7111

MICHELE MESSINA
1202 N 19TH ST STE A
TAMPA, FL 33605-5226

MICHAEL AND JILLIAN MALLOY
1604 OGLETHORPE DR NE
ATLANTA, GA 30319-2790

MILES P CUNNINGHAM
1022 W OHIO ST
GLENWOOD, IL 60425-1031

RICHARD D MIZE
3608 S LOIS AVE
TAMPA, FL 33629-8414

MARTHA DUONG
2001 E 2ND AVE
TAMPA, FL 33605-5209

MARY PINION AND JAMES R PINION II
1201 BEACON HILL DR
TAMPA, FL 33613-2002

MELISSA LEWIS
2001 E 2ND AVE UNIT 20
TAMPA, FL 33605-5210

MENENDEZ JERI L
1604 E 4TH AVE
TAMPA, FL 33605-5110

MERCHANTS ASSOCIATION OF FLORIDA INC
PO BOX 972
TAMPA, FL 33601-0972

FRANCESCO MESSINA
1202 N 19TH ST STE A
TAMPA, FL 33605-5226

MICHELE A MESSINA
3003 W OSBORNE AVE
TAMPA, FL 33614-7111

MICHAEL JAY AND ALYSON BROTHERS
MANDEVILLE
2001 E 2ND AVE UNIT 37
TAMPA, FL 33605-5210

MITCHELL R RANKIN AND COURTNEY K
HANCOCK
2001 E 2ND AVE UNIT 26
TAMPA, FL 33605-5210

SHELA MOGHADAM
1227 E MADISON ST UNIT 604
TAMPA, FL 33602-3629

MARTIN J GALLAGHER III AND MARK S
GRIMSICH
7329 W FITCH AVE
CHICAGO, IL 60631-1012

MATTHEW K SCHUCK AND LINDSEY K
SNYDER
1208 E KENNEDY BLVD UNIT 512
TAMPA, FL 33602-3521

MENENDEZ GEORGE A
1604 E 4TH AVE
TAMPA, FL 33605-5110

MENENDEZ LILA L
1604 E 4TH AVE
TAMPA, FL 33605-5110

MERCHANTS ASSOCIATION OF GREATER
TAMPA INC
PO BOX 972
TAMPA, FL 33601-0972

FRANCESCO M MESSINA TRUSTEE
3003 W OSBORNE AVE
TAMPA, FL 33614-7111

MICHAEL AND JENNIFER WILDER
2001 E 2ND AVE UNIT 18
TAMPA, FL 33605-5210

MICHAEL NG TANG
1347 BRAHMA DR
VALRICO, FL 33594

CHARLES F MIXON JR
PO BOX 356
RUSKIN, FL 33575-0356

MOHANLAL AND VASHTI JATTANSINGH
1208 E KENNEDY BLVD UNIT 1030
TAMPA, FL 33602-3521

GINA MONTE
6606 BAY BROOKS CIR
TEMPLE TERRACE, FL 33617-

JOSEPH G MONTE AND GASPAR J MONTE
6606 BAY BROOKS CIR
TEMPLE TERRACE, FL 33617-2522

JESSICA MOORE
1510 N 17TH ST APT 4D
TAMPA, FL 33605-

BRENT MORGAN
15015 EAGLERISE DR
LITHIA, FL 33547-3803

MULINGTAPANG REYNALDO F TRUSTEE
2883 KNOLLWOOD CT
CLEARWATER, FL 33761-3318

MUNIR HAFEZ
1208 E KENNEDY BLVD UNIT 1210
TAMPA, FL 33602-3521

NATALIO PABON AND RICARDO VILLALONA
725 MAYFAIR CT
SUWANEE, GA 30024-8527

NEISHA M AND TRAVIS L ROBERTS
1208 E KENNEDY BLVD UNIT 731
TAMPA, FL 33602-3521

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SHELTER HARBOR REALTY
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TAMPA, FL 33611-3869

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WEST WARWICK, RI 02893-2258

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Tampa Downtown Convention Center
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TAMPA, FL 33605-6077

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THE MARTIN LLC
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TAMPA, FL 33615-4275

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UNION STATION TAMPA LLC
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PARKLAND, FL 33067-1964

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IRMGARD WARREN C/O CARL WARREN
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APPENDIX C

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ETDM Summary Report

Project #11840 - SR 618 Widening

Preliminary Programming Screen - Published on 04/13/2010

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

Printed on: 4/14/2010

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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.

#11840 SR 618 Widening

District	District 7	Phase	Programming Screen
County	Hillsborough	From	Florida Avenue
Planning Organization	FDOT District 7	To	22nd Street
Plan ID	52.20.02	Financial Management No.	4163614
Federal Involvement	No federal involvement has been identified.		
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 04/13/2010 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: 8/18/2009 - 10/2/2009. Re-Published: 4/13/2010																						
Alternative #1		2	3	3	0	3	2	0	3	3	2	2	3	3	3	2	3	3	2	2	3	2
From Florida Avenue to 22nd Street		2	3	3	0	3	2	0	3	3	2	2	3	3	3	2	3	3	2	2	3	2

Project Description Data

Description Statement

Project Description Summary

A Project Development and Environment (PD&E) Study is being initiated to evaluate capacity improvements to the Selmon Expressway (expressway) downtown viaduct, currently a divided four-lane, continuous elevated structure through downtown Tampa. Capacity improvements to be evaluated include; 1) widening the existing structures to the inside to provide a divided 6-lane roadway, and 2) constructing a westbound, one-lane ramp from the nearby expressway Reversible Expressway Lanes (REL) structure that will tie to the downtown viaduct. The westbound, one-lane ramp alternative will also include a one lane widening of the eastbound viaduct structure to the outside for a total of three eastbound lanes. Both build alternatives will be within existing expressway right-of-way. Also included in this project is the proposed re-decking of an approximately one mile segment of the existing viaduct structure located within the project area. The proposed re-decking will extend from Florida Avenue to North 12th Street. The project area is within the Tampa city limits for the entire study length.

The PD&E Study is being prepared and funded by the Tampa Hillsborough Expressway Authority (THEA) in close coordination with the Florida Department of Transportation (FDOT) District 7; therefore, it is not in the FDOT Work Program. The length of the study corridor, from Florida Avenue to 22nd Street, is approximately 1.7 miles.

Estimated construction cost of the overall project is approximately 120 million dollars. Of this total cost, approximately 50 million dollars will be for the viaduct widening from Morgan Street to South 22nd Street, including transitions westward of Morgan Street to meet the existing viaduct section This will provide six travel lanes (three east and three west bound) in the viaduct segment that contains major downtown ramps. The remaining 70 million dollars will be for the deck replacement from Florida Ave to North 12th Street. The deck within this segment of the viaduct is being replaced due to high maintenance and public safety concerns resulting from the original construction technique. This technique utilized stay-in-place pre-stressed concrete deck forms, and FDOT has replaced this type of deck throughout the state due to the occurrence of de-lamination and "punch-throughs." This construction technique is no longer used by the FDOT. Segments of the existing viaduct located west of the proposed deck replacement utilized a different construction technique, which does not have the same high maintenance and public safety concerns.

The western terminus of the project is Florida Avenue; this terminus was selected because it incorporates the deck replacement limits, and enables the four high volume, downtown exit and entrance ramps of the expressway to be contained within the project limits. These four ramps receive and apply approximately 33% of the total am and pm peak hour traffic along the viaduct. Downtown ramps that are located west of the project limits experience relatively low traffic volumes.

The majority of downtown traffic on the expressway enters and leaves from the east. This volume will increase with the opening of the I-4 Connector. Previous THEA traffic studies have determined that if traffic significantly increases from the west, then an alternative entrance from the expressway system to the downtown business district would be needed. This alternative entrance would be via a northern extension of the expressway that would be located west of the Hillsborough River, and would cross the river at a new location. For these reasons, consideration of capacity improvements on the existing expressway, westward of the proposed logical terminus is unnecessary and would not affect the purpose and need of the project.

The eastern project terminus meets the 4-lane to 6-lane transition that will be constructed as part of the I-4 Connector. This will allow for a continuous 6-lane section for the expressway in this area, and is thus the logical terminus both geometrically and for traffic. The existing viaduct structure ends at 19th Street, so the continuation of the widening to South 22nd Street in a build alternative would be by embankment and asphalt pavement.

Additional Project Information

- The project will cost \$120 million. The phases this cost includes are Project Development and Environment (PD&E) and Design-Build. The funding will be generally \$70 million for the deck replacement from the FDOT and \$50 million for the widening from THEA.
- This project is in an Urban Service Area and is not in a Transportation Concurrency Exception Area (TCEA).
- The facility is part of the Strategic Intermodal System.
- The project is in the FDOT jurisdiction and the functional classification is an Urban Highway (Freeway).
- The traffic data for 2008 is 51,300 AADT for 4-lanes divided and in 2025 is 59,500 AADT for 6-lanes divided.

Summary of Public Comments not available at this time

Consistency

- Consistent with Air Quality Conformity.
- CONSISTENT with Coastal Zone Management Program.
- Not consistent with Local Government Comp Plan.
 - Comment: The Department of Community Affairs (DCA) has reviewed the referenced project and, based on current information, this project is not addressed in the local governments' comprehensive plan. If this project advances further or receives a funding source, it will be necessary to amend the comprehensive plan to identify the project on the Future Transportation Map and in the capital improvements element. It is understood, by the ETDM Project Description, that this is a potential Long Range Transportation Plan (LRTP) project and that coordination with the local government comprehensive plan is necessary subsequent to adoption of the LRTP. Department of Community Affairs staff will be available to assist in amending the Transportation Element of the local government comprehensive plan if necessary. Pursuant to Section 163.3177 (6)(a)(b), F.S., the Department also supports the use of congestion management techniques in lieu of widening where appropriate. This initiative supports alternative modes of transportation such as bicycles, walking and transit. The State of Florida is placing a greater emphasis on multi-modal opportunities as the Department seeks to promote greater mobility while reducing greenhouse gas emissions.
 - Submitted By: FDOT District 7
 - Comment Date: 2010-04-05 17:47:44.0
- Consistent with MPO Goals and Objectives.

Lead Agency

FL Department of Transportation

Exempted Agencies

Agency Name	Justification	Date
National Park Service	The project is not in the proximity to a National Park.	8/04/2009

US Coast Guard	There are no structures over waters. This project does not affect navigable waters.	8/04/2009
US Forest Service	The project is not in the proximity to a National Forest.	8/04/2009

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

Purpose and Need

The downtown viaduct of the Selmon Expressway will need capacity improvements to maintain the required level-of-service based on projected traffic volumes, particularly as a result of the FDOT's nearby I-4 Connector project. The purpose of the PD&E study is therefore to develop and evaluate build alternatives that will accomplish this need, by expanding this divided four lane facility into the equivalent of a divided six lane facility.

The expressway also experienced higher than anticipated traffic growth after the Reversible Expressway Lanes (REL) project was opened to traffic in August 2006, and the original Tampa Interstate Study (TIS) and LRTP planning for the capacity improvement on the expressway's downtown viaduct did not anticipate construction of the I-4 Connector until approximately 2025. By constructing the connector more than 10-years earlier than planned, the need for additional capacity on the viaduct into downtown Tampa has also been accelerated.

Regional Connectivity

The I-4 Connector project being implemented by FDOT, which will link I-4 to the expressway east of 22nd Street, is scheduled to begin construction in early 2010. System linkage, notably between the I-4 Connector that will serve the Port of Tampa and the Cruise Ship Terminal, the downtown exits into Tampa's Central Business District, and MacDill Air Force Base near the southern end of the expressway, would be enhanced by a capacity improvement to the downtown viaduct. This improvement should also provide some congestion relief as a traffic alternative to the I-4 / I-275 interchange and I-275 downtown ramps. The importance of the expressway to regional connectivity is also demonstrated by the designation as a highway corridor within the Strategic Intermodal System (SIS). This designation is included in the Regional 2025 LRTP adopted by the West Central Florida MPO's Chairs Coordinating Committee (CCC). The SIS is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic, and the expressway is connected to this statewide network by its ramp connections to I-75, US 41, and US 301, and its future direct connection to I-4 via the connector project.

Plan Consistency

The widening of the downtown viaduct is being included in the current update of the MPO's Cost-Feasible Long Range Transportation Plan that was adopted in December 2009, and will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

Emergency Evacuation

The expressway is an evacuation route designated by the Hillsborough County Emergency Management Office. This office also submitted an emergency plan to FDOT's Central Office for the expressway to operate in a contraflow condition, which will provide four lanes for evacuation purposes from Gandy Boulevard eastward to 50th Street when necessary.

Future Population and Employment Growth in the Corridor

Since the expressway is mainly a commuter facility, the traffic is expected to grow correspondingly with the increase in population and employment of the Tampa area. However, the greatest impact on future traffic growth is the I-4 Connector project mentioned previously.

The population of Hillsborough County, according to the 2000 Census, was 998,948. This reflected an average annual increase of 16,489 persons, or about 2 percent per year, since the 1990 Census. The Hillsborough MPO's 2025 LRTP is based on a future population estimate of 1,532,000. Based on the 2000 Census, employment was 672,400 and is projected to be 1,120,000 in 2025. This represents an increase in employment of approximately 67%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Future Traffic

Current peak hour traffic volumes system-wide on the expressway range from 2,322 VPH on weekends to 5,628 VPH on weekdays. On the viaduct, peak hour traffic volumes range from 2,350 VPH on weekends to 3,400 VPH during weekdays, for a level of service (LOS) of C and D, respectively. Projected peak hour traffic volumes on the viaduct with incorporation of the I-4 Connector are 3,661 VPH in 2015 and 4,176 VPH in 2020. These volumes result in a LOS E at the Kennedy Boulevard entrance and exit ramps and a LOS D at the Morgan Street entrance and exit ramps in 2015, and LOS F and LOS E respectively in 2025.

Safety / Crash Rates

Crash data was collected from the FDOT Crash Data Management System for the expressway from January 2004 through April 2009, and a total of 166-traffic crashes were reported for an average of 32-crashes per year along the study corridor. 80% of the crashes occurred at the approach and departure, and ramps, of the 22nd Street interchange area, and 17% occurred at the approach and departure, and ramps, of the Kennedy Boulevard interchange area. The highest type of crash was rear end for 34% of all crashes, followed by angle at 14%.

Statewide crash rates averaged 0.636 crashes per million-vehicle-miles along urban toll roads, and 0.0.304 at urban toll interchanges. While the 0.115 average crash rate for the expressway is below the statewide average, the 0.877 crash rate at the 22nd Street interchange is well above the statewide average and needs to be fully evaluated as part of the PD&E study. A thorough crash analysis will be performed as part of the PD&E Study to more specifically identify areas and problems.

Transit

Currently there are six express bus routes that utilize the expressway for the Hillsborough Area Regional Transit (HART), and one for the Pinellas Suncoast Transit Authority (PSTA). Areas served by these routes include Pinellas County, downtown Tampa, Brandon, Dover, Fishhawk, Riverview, MacDill AFB, Southshore, South Brandon and East County.

Access to Intermodal Facilities and Freight Activity Centers

The expressway is connected to the Port of Tampa and Cruise Terminal via 22nd Street, which will become more important when the I-4 Connector is completed. As previously mentioned, the expressway also has direct ramp connections to I-75, US 41 and US 301 that benefit freight movements.

Relief to Parallel Facilities

Improving the capacity of the viaduct should provide some congestion relief to the I-4 / I-275 interchange and I-275 downtown ramps, which are parallel facilities to the expressway.

Bikeways and Sidewalks

Bicycle and pedestrian facilities cannot be accommodated on the expressway due to high vehicle speeds and limited access, though at-grade trails are planned by the City of Tampa along the less urbanized areas adjacent to the expressway. Along the limits of this project the expressway is elevated and standard sidewalks and other amenities are provided by others along the urban streets below.

Summary of Public Comments
(None available)

Purpose and Need Reviews

Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	8/20/2009
US Fish and Wildlife Service	Understood	8/21/2009
Natural Resources Conservation Service	Understood	8/26/2009
National Marine Fisheries Service	Understood	9/22/2009
US Environmental Protection Agency	Understood	10/1/2009
US Army Corps of Engineers	Understood	10/1/2009
FL Department of Environmental Protection	Understood	10/1/2009
Federal Highway Administration	Accepted	10/1/2009
Southwest Florida Water Management District	Understood	10/2/2009
FL Department of Community Affairs	Understood	10/9/2009
FDOT District 7	Accepted	4/6/2010

Alternative #1

Alternative Description

From:	Florida Avenue	To:	22nd Street
Type:	Widening	Status:	ETAT Review Complete
Total Length:	1.7 mi.	Cost:	\$120,000,000.00
Modes:	Roadway Transit	SIS:	No

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	10/01/2009
Coastal and Marine	3 Moderate	Southwest Florida Water Management District	10/02/2009
Coastal and Marine	2 Minimal	National Marine Fisheries Service	9/22/2009
Contaminated Sites	3 Moderate	US Environmental Protection Agency	10/02/2009
Contaminated Sites	3 Moderate	Southwest Florida Water Management District	10/02/2009
Contaminated Sites	3 Moderate	FL Department of Environmental Protection	10/01/2009
Farmlands	0 None	Natural Resources Conservation Service	8/26/2009
Floodplains	2 Minimal	Southwest Florida Water Management District	10/02/2009
Floodplains	3 Moderate	US Environmental Protection Agency	10/02/2009
Infrastructure	N/A N/A / No Involvement	Southwest Florida Water Management District	10/02/2009
Navigation	0 None	US Army Corps of Engineers	10/01/2009
Special Designations	3 Moderate	US Environmental Protection Agency	10/02/2009
Special Designations	3 Moderate	Southwest Florida Water Management District	10/02/2009
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	10/02/2009
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	10/02/2009
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	10/01/2009
Wetlands	2 Minimal	Southwest Florida Water Management District	10/02/2009
Wetlands	2 Minimal	FL Department of Environmental Protection	10/01/2009
Wetlands	2 Minimal	US Army Corps of Engineers	10/01/2009
Wetlands	0 None	US Environmental Protection Agency	10/01/2009
Wetlands	2 Minimal	National Marine Fisheries Service	9/22/2009
Wetlands	N/A N/A / No Involvement	US Fish and Wildlife Service	8/26/2009
Wildlife and Habitat	2 Minimal	Southwest Florida Water Management District	10/02/2009
Wildlife and Habitat	N/A N/A / No Involvement	US Fish and Wildlife Service	8/26/2009
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	8/20/2009
Cultural			
Historic and Archaeological Sites	N/A N/A / No Involvement	Southwest Florida Water Management District	10/02/2009
Historic and Archaeological Sites	3 Moderate	Federal Highway Administration	10/01/2009
Historic and Archaeological Sites	3 Moderate	FL Department of State	9/30/2009
Historic and Archaeological Sites	3 Moderate	Miccosukee Tribe of Indians of Florida	9/08/2009
Recreation Areas	N/A N/A / No Involvement	Southwest Florida Water Management District	10/02/2009
Recreation Areas	0 None	FL Department of Environmental Protection	10/01/2009
Recreation Areas	3 Moderate	Federal Highway Administration	10/01/2009

Recreation Areas	0	None	US Environmental Protection Agency	10/01/2009
Section 4(f) Potential	3	Moderate	Federal Highway Administration	10/01/2009
Community				
Aesthetics	No reviews recorded.			
Economic	No reviews recorded.			
Land Use	3	Moderate	FL Department of Community Affairs	10/09/2009
Land Use	N/A	N/A / No Involvement	FL Department of Agriculture and Consumer Services	9/16/2009
Mobility	No reviews recorded.			
Relocation	2	Minimal	Federal Highway Administration	10/01/2009
Social	2	Minimal	FL Department of Community Affairs	10/09/2009
Social	2	Minimal	US Environmental Protection Agency	10/02/2009
Social	3	Moderate	Federal Highway Administration	10/01/2009
Secondary and Cumulative				
Secondary and Cumulative Effects	2	Minimal	Southwest Florida Water Management District	10/02/2009

ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 10/20/2009 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 project is located in an area which is currently designated attainment for maintenance for ozone, carbon monoxide, or particulate matter. Also, there are no violations of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

As requested by the USEPA, the FDOT recommends that the implementing agency conduct an Air Quality Screening Analysis.

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

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 10/01/2009 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Air Quality

Level of Importance: Air quality within the region is of a high level of importance. Traffic volumes on the roads in the vicinity are expected to increase due to anticipated population and growth in the area and within the region.

Comments on Effects to Resources: Hillsborough County and the Tampa Area are not currently designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, the environmental review of this project should consider potential air quality impacts. This could include an air impact analysis which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is recommended that the environmental review also include a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project. FDOT should use approved software such as MOBILE 6 and CAL3QHC for CO screening. CO estimates should be compared to the one-hour and eight-hour NAAQS of 35 parts per million (ppm) and 9 ppm, respectively. Air pollutants to be evaluated (both short- and long-term) include carbon monoxide, sulfur dioxide, ozone/nitrogen, dioxide particulate matter (both PM 2.5 (microns) and PM 10), and lead.

Additional Comments (optional): As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

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 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the National Marine Fisheries Service (NMFS) and the Southwest Florida Water Management District (SFWMD) and recommends a Degree of Effect of Moderate.

A review of the Geographical Information Systems (GIS) analysis data shows 4.3 acres (1.33%) bays and estuaries habitat within the 500-foot buffer area. The NMFS staff conducted a site inspection of the project area on September 21, 2009 to assess potential concerns to living marine resources

and concluded that the project will not directly impact any NMFS trust resources.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize any harm to these resources.

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

ETAT Reviews: Coastal and Marine Issue: 2 found

3 *Moderate* assigned 10/02/2009 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 (Ybor Drain, Hillsborough River) that are included in the 2200-acre Tampa Bay Estuary Watershed, designated "estuary of national significance" by the US Congress in 1990. The project also contributes flows to water bodies that are included in the Tampa Bay Estuary Watershed (McKay Bay, East Bay). Additionally, both Tampa Bay and McKay Bay are considered as impaired waters.

Comments on Effects to Resources: The project has the potential to generate stormwater runoff and increased sedimentation that may contribute to a delay in recovery of McKay Bay and the Lower Hillsborough River and to the further deterioration of Ybor Drain and East Bay.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations.

This project will require an Environmental Resource Permit for Construction Activities and for compliance with the District's participation in the Coastal Zone Management review process.

To minimize pollution potential, it would be helpful to collect all discharges from the viaduct and approach surfaces and redirect it to appropriate facilities to treat the water before discharging to the estuary areas.

Coordinator Feedback: None

2 *Minimal* assigned 09/22/2009 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Estuarine habitats within Hillsborough Bay and the greater Tampa Bay System including mangrove, salt marsh, and seagrass, 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 # 11840. The Florida Department of Transportation District 7, the Federal Highway Administration, and the Tampa Hillsborough Expressway Authority propose widening the Selmon Expressway (SR 618) from Florida Avenue to 22nd Street in Hillsborough County, Florida. The road would be widened from four lanes to six lanes. The construction of a westbound one-lane ramp to tie the Reversible Expressway Lanes to the downtown viaduct is also proposed.

NMFS staff conducted a site inspection of the project area on September 21, 2009, to assess potential concerns related to living marine resources within Hillsborough Bay. The lands adjacent to the proposed project are highly urbanized (principally commercial/industrial properties). It does not appear that the project will directly impact any NMFS trust resources. However, the road lies as close as 102 feet to the north end of Sparkman Channel in the Port of Tampa. Sparkman Channel contains a number of commercial/industrial ship facilities, but very little quality fish habitat. However, the channel drains to Hillsborough Bay. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in Hillsborough Bay. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within Hillsborough Bay and the greater Tampa Bay System. In addition, best management practices should be employed during road construction to prevent siltation of these 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

3 *Moderate* assigned 10/20/2009 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 indicated that there are three biomedical waste sites, one geocoded gasoline station, two USEPA National Pollution Discharge Elimination Systems (NPDES) facilities, one USEPA regulated Air Emissions Facility, and two USEPA Resource Conservation and Recovery Act (RCRA) regulated facility within the 100-foot buffer area, one USEPA Toxic Release Inventory Site, four additional USEPA NPDES facilities, one additional USEPA regulated Air Emissions Facility, and four additional USEPA RCRA regulated facilities are located within the 200-foot buffer area, and six additional USEPA NPDES facilities, one additional USEPA regulated Air Emissions Facility, and nine additional USEPA RCRA regulated facilities are located within the 500-foot buffer area.

Brownfield Location Boundaries lists 0.2 acres (0.14%) of 1010-1026 North 19th Street, 1.9 acres (1.74%) of 12th Street Operations Yard, and 0.3 acres (0.28%) of Tampa International Center Brownfield Area within the 100-foot buffer area, 0.8 acres (0.5%) of 1010-1026 North 19th Street, 3.9 acres (2.4%) of 12th Street Operations Yard, and 1.2 acres (0.73%) of Tampa International Center Brownfield Area within the 200-foot buffer area, and 3.0 acres (0.93%) of 1010-1026 North 19th Street, 7.9 acres (2.45%) of 12th Street Operations Yard, 1.0 acres (0.32%) of Grand Central at Kennedy Property Brownfield Area, and 7.6 acres (2.35%) of Tampa International Center Brownfield Area within the 500-foot buffer area.

The FDOT recommends that the implementing agency prepare a Contamination Screening Evaluation Report (CSER) to determine whether there

would be any contamination and hazardous materials issues associated with the project. Risk for contamination in the project area from 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

3 Moderate assigned 10/02/2009 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned for the proposed project (ETDM #11840, SR 618 Widening).

Comments on Effects to Resources: EPA reviewed the following contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, TANKS 2007, Toxic Release Inventory Sites, and USEPA RCRA Facilities.

There were no features listed within the buffer distances for Geocoded Dry Cleaners, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priorities List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, and TANKS 2007.

There are four (4) Brownfield Locations listed as being within proximity of the project: 1010 - 1026 North 19th Street, 12th Street Operations Yard, Grand Central and Kennedy Property Brownfield Area, and Tampa International Center Brownfield Area.

Brownfields projects are defined as abandoned, idled or under utilized property where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination. Previous thriving areas of economic activity are listed as Brownfields if the area is abandoned by contamination from past uses. Areas being unused or under-utilized are impediments to economic development in rural and urban communities. Redeveloped, these Brownfields areas can be catalysts for community revitalization. The Brownfields program brings together federal agencies to address cleanup and redevelopment in a more coordinated approach. Often times, federal grant programs and public/private organizations assist in the cleanup and redevelopment of Brownfields areas.

There is one Gasoline Station (Adamo Drive CITGO) located within proximity of the project.

There is one Toxic Release Inventory Site (International Ship Repair & Marine) located within proximity of the project.

There are two USEPA RCRA sites located within the 100-foot buffer distance, six (6) within the 200-foot buffer distance, and 15 within the 500-foot buffer distance.

The environmental review (PD&E) phase of the project should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Potential issues relating to contaminated sites include leaking underground storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous material, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

Coordinator Feedback: None

3 Moderate assigned 10/02/2009 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: There are nine reported significant contaminated waste sites within 500 feet of the project. In view of the current and past land uses in the project area, there may be other, as yet unknown, such sites.

Comments on Effects to Resources: The construction of the roadway in areas where there may be sources of contamination could mobilize the contamination.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations. Because it is possible that unknown sources of contamination may exist that could be disturbed by construction, the Degree of Effect is judged "Moderate" due to the large number of contamination sites in the project area and the potential for the contamination of surface waters and receiving waters that are already designated as Impaired for certain parameters.

This project will require an Environmental Resource Permit for Construction Activities.

To minimize surface water pollution potential, it would be helpful to:

1. 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;
2. Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
3. Coordinate with FDEP and EPA and prepare a Contamination Assessment Report as necessary; and
4. Contaminated soils, if discovered during the recommended soils investigation, should be avoided during construction activities.

Coordinator Feedback: None

3 Moderate assigned 10/01/2009 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: The EST indicates that there are four Brownfield areas totaling 19.59 acres, a toxic release inventory site, three biomedical waste sites and 15 RCRA regulated facilities within the 500-ft. project buffer.

Comments on Effects to Resources: Contamination Screening Evaluations should outline specific procedures that would be followed by the applicant in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction.

In the event contamination is detected during construction, the Department and County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities. Reference should be made to the most recent FDOT specification entitled "Section 120 Excavation and Embankment -- Subarticle 120-1.2 Unidentified Areas of Contamination of the Standard Specifications for Road and Bridge Construction" in the project's construction contract documents that would require specific actions by the contractor in the event of any hazardous material or suspected contamination issue arises.

Depending on the findings of the Contamination Screening Evaluations and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged or limited, since there is a potential to spread contamination to previously uncontaminated areas or less contaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits / approval from the Southwest Florida Water Management District.

Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C. Petroleum cleanups must be managed in accordance with Chapter 62-770, F.A.C.

Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62-782 and 62-785, F.A.C., were amended on April 17, 2005, to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website: <http://www.dep.state.fl.us/waste/>

Based on our experience, the accurate identification, characterization and cleanup of sites requires experienced consulting personnel and laboratory support, management commitment of the project developers and their representatives, and will likely be very time-consuming. Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

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 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data indicated that there are no prime and unique farmlands within the 500-foot buffer area. 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 08/26/2009 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 soils with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to possibly be considered as Unique Farmlands. 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 SFWMD data) has resulted in the determination that there are no Prime and Unique Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional): This Project is entirely within the urban areas and will have no impact to any type of agricultural land.

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

3 Moderate assigned 10/20/2009 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 of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicated that there is 22.8 acres (20.38%) of Flood Hazard Zone AE and 89.1 acres (79.62%) of Flood Hazard Zone X within the 100-foot buffer area, 33.6 acres (20.53%) of Flood Hazard Zone AE and 130.0 acres (79.47%) of Flood Hazard Zone X within the 200-foot buffer area, and 0.2 acres (0.05%) of Flood Hazard, 72.2 acres (22.31%) of Flood Hazard Zone AE, and 251.4 acres (77.64%) of Flood Hazard Zone X within the 500-foot buffer area. These floodplains are associated with tidal surge of Tampa Bay and as a result, construction of the project should not impact the floodplain functions along the proposed roadway improvement project.

Special Flood Hazard Areas indicated 31.8 acres (28.41%) of Zone AE within the 100-foot buffer area, 44.9 acres (27.47%) of Zone AE within the 200-foot buffer area, and 85.2 acres (26.33%) of Zone AE within the 500-foot buffer area.

The SWFWMD noted that the project will require an Environmental Resource Permit (ERP) for construction activities. The FDOT recommends that the implementing agency apply for an ERP and evaluate floodplain impacts and compensation opportunities for any floodplain encroachment and lost floodplain storage, if mitigation is deemed necessary by regulatory agencies.

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 10/02/2009 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: This project as currently reviewed is primarily on structure (i.e. aerial). Proposals for storm water management, as discussed at an Environmental Resource Permit pre-application meeting held on 3 September 2009, would not fill or raise lands beneath the existing expressway with the minor exception of support piers and the additional, eastbound ramp construction at grade. However, several drainage systems cross the expressway corridor and construction may impact one or more of those systems.

Comments on Effects to Resources: The project has the potential to affect historic basin storage or the capacity of adjacent systems that currently discharge across the project right-of-way.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations.

This project will require an Environmental Resource Permit for Construction Activities.

The degree of effect may be reduced by: (1) restricting the filling of floodplain areas to only those areas necessary, (2) constructing stormwater treatment ponds outside floodplain areas, (3) minimizing the at grade project segments and cross sections in floodplain areas, and (4) providing compensation for lost floodplain storage.

Coordinator Feedback: None

3 *Moderate* assigned 10/02/2009 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. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A moderate degree of effect is being assigned for the proposed project (ETDM #11840, SR 618 Widening).

Comments on Effects to Resources: A review of GIS analysis data (DFIRM Flood Hazard Zones, FEMA Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates acreage within the 100-year floodplain, as designated by Zone AE of the flood hazard zone designation.

There is a discrepancy in the floodplain acreage between DFIRM Maps and FEMA Flood Maps.

DFIRM Flood Hazard Zones:

100-foot buffer distance - 22.8 acres - 20.38% of total acreage

200-foot buffer distance - 33.6 acres - 20.53% of total acreage

500-foot buffer distance - 72.2 acres - 22.31% of total acreage

FEMA Special Flood Hazard Areas:

100-foot buffer distance - 31.8 acres - 28.41% of total acreage

200-foot buffer distance - 44.9 acres - 27.47% of total acreage

500-foot buffer distance - 85.2 acres - 26.33% of total acreage

Approximately 25 to 35 acres of 100-year floodplain are identified within the 100 foot buffer distance, 35 to 45 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 75 to 85 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed roadway widening project. The project has the potential to impact floodplains and their functions in the area. Due to past and current development in the area, much of the land use and landscape has changed or will change. This results in more impervious surface and less natural runoff and drainage of storm and/or flood waters.

Comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The PD&E study should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible

development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

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

2 *Minimal* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographic Information Systems (GIS) analysis data indicated that there is one wireless antenna structure and one Federal Aviation Administration (FAA) Obstruction (tower) within the 100-foot buffer area, one Amtrak Intercity Railroad Terminal and two additional FAA Obstructions (building and elevator), within the 200-foot buffer area, and one additional wireless antenna structure, one additional FAA Obstruction (tank), and 2,130 linear feet of railroad track within the 500-foot buffer area.

The FDOT recommends that the implementing agency assess potential impacts to existing infrastructure and to take measures to minimize any project related impacts to these facilities.

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

ETAT Reviews: Infrastructure Issue: 1 found

N/A *N/A / No Involvement* assigned 10/02/2009 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

0 *None* assigned 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of None.

No navigable waters will be affected by this proposed project. There will be no USCG involvement with this proposed project.

No comments were received from the Federal Highway Administration (FHWA) or the US Coast Guard (USCG).

ETAT Reviews: Navigation Issue: 1 found

0 *None* assigned 10/01/2009 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 Corps' preliminary determination on this project's effects on navigable waters is that we agree that there no navigable waters affected.

Comments on Effects to Resources: If there are no navigable waters, there should be no effects.

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, US Coast Guard

Coordinator Summary: Special Designations Issue

3 *Moderate* assigned 10/20/2009 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 of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicated that there is one Planned Unit Development within the 100-foot buffer area.

Brownfield locations are outlined in the Contamination Degree of Effect and the Special Flood Hazard Areas are outlined in the Floodplain Degree of Effect.

The SWFWMD noted that Tampa Bay is one of the Priority Waterbodies in the SWFWMD's Surface Water Improvement and Management (SWIM)

program and the project occupies lands included in the FDEP's Tampa Bay Ecosystem Management Area (EMA). The SWFWMD also identified the Verified List of Impaired Waters includes the Hillsborough River and Ybor Drain and downstream Impaired Waters includes McKay Bay and East Bay.

The FDOT recommends that the implementing agency assess potential impacts to these areas and to take measures to avoid or minimize any project related impacts to these areas.

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

ETAT Reviews: Special Designations Issue: 2 found

3 *Moderate* assigned 10/02/2009 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Features classified as Special Designations - Brownfield Location Boundaries, Special Flood Hazard Areas

Level of Importance: These special designation features are of a high level of importance in the State of Florida and in the project area. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #11840, SR 618 Widening).

Comments on Effects to Resources: The GIS analysis data for this project at the programming screen phase lists the following Special Designation features as being within proximity of the proposed project:

Brownfield Location Boundaries - 1010 - 1026 North 19th Street, 12th Street Operations Yard, Grand Central and Kennedy Property Brownfield Area, and Tampa International Center Brownfield Area (See Contaminated Sites Issue for comments)

Special Flood Hazard Areas - Zone AE (See Floodplains Issue for comments)

FDOT should evaluate direct, indirect, and cumulative impacts to special designation features such as the ones listed above. Opportunities to avoid and or minimize impacts and fragmentation to these types of resources should be evaluated and considered to the greatest extent practicable.

Coordinator Feedback: None

3 *Moderate* assigned 10/02/2009 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 (Ybor Drain, Hillsborough River) that are included in the 2200-acre Tampa Bay Estuary Watershed which encompasses Tampa Bay, designated "estuary of national significance" by the US Congress in 1991. The project also contributes flows to water bodies that are included in the Tampa Bay Estuary Watershed (McKay Bay, East Bay).

Tampa Bay is one of the Priority Waterbodies in the SWFWMD's Surface Water Improvement and Management (SWIM) Program.

The project area occupies lands included in the FDEP's Tampa Bay Ecosystem Management Area.

The FDEP has designated waters in the watersheds occupied by the project (Ybor Drain, Hillsborough River) as Impaired Waters for certain parameters; the watersheds downstream of Ybor Drain (East Bay, McKay Bay) are also designated as Impaired Waters.

Comments on Effects to Resources: The project has a potential to contribute to adverse water quality impacts to Class III waters within the Tampa Bay Estuary Watershed and the Tampa Bay Ecosystem Management Area.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations

The District considers the degree of effect as "Moderate" due to anticipated permitting issues, including the project's potential to contribute to degradation of water quality of surface water bodies included on the May 19 2009 revised Verified List of Impaired Waters (Hillsborough River, Ybor Drain) and downstream Impaired Waters (McKay Bay, East Bay).

This project will require an Environmental Resource Permit for Construction Activities.

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 10/20/2009 by FDOT District 7

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

A review of the Geographic Information Systems (GIS) analysis data indicated that the Ybor City Drain and Hillsborough River drainage basins are located within the 100-foot buffer area. The Ybor City Drain and the Hillsborough River are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC.

The GIS analysis data also indicated that 309.4 acres (95.56%) of the floridan aquifer system is located within the 500-foot buffer area. Recharge Areas of the Floridan Aquifer Discharge/Greater Than 5 is located within 100% of the 100-foot buffer area.

The SWFWMD states that the project may be located within a Sensitive Karst Area and there are potential impacts to surface waters within the project

area. Improved structural stormwater treatment facilities and Best Management Practices (BMPs) will be needed for pollution reductions. In accordance with Chapters 3 and 5 of the SWFWMD Environmental Resource Permit (ERP) Basis of Review, the FDOT recommends that the implementing agency take measures to protect and treat project generated stormwater prior to its discharge offsite.

To assure minimal water quality effects during construction of the project, an approved Stormwater Pollution Prevention Plan (SWPPP) should be implemented.

The FDOT recommends that the implementing agency take measures to not adversely affect State water quality standards when the project is implemented. The implementing agency is required to obtain an ERP from the SWFWMD for the project.

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

ETAT Reviews: Water Quality and Quantity Issue: 3 found

3 Moderate assigned 10/02/2009 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Water quality, surface water, groundwater

Level of Importance: These resources are of a high level of importance in the State of Florida. EPA is assigning a moderate degree of effect for water quality/quantity issue at the programming screen phase of the project.

Comments on Effects to Resources: The PD&E study should include a review of water quality standards within the Ybor City Drain, Hillsborough River and Tampa Bay and the associated watershed(s), potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and any environmental resource permits.

Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the PD&E phase of the project. Potential impacts to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. 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. Every effort should be made to maximize the treatment of stormwater runoff from the proposed project.

Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality - surface water, groundwater) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

Coordinator Feedback: None

3 Moderate assigned 10/02/2009 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 may be located with a Sensitive Karst Area (SKA) as defined in "Development of Proposed Environmental Resource Permit Criteria for Sensitive Karst Areas", SWFWMD 9/2007.

Some of the Environmental Resource Permits in the vicinity of the proposed project are:

1. 019654.001-004 Lee Roy Selmon Exwy REL
2. 001660.041 Channel Dist. Comm. Redev. Area Storm
3. 008206.000 Mack II Remote Parking Facility
4. 031493.000 Channelside Office Building
5. 020690.009-010 I-4/LRS Interchange
6. 033288.001 IKEA
7. 030449.000 Crescent Heights Condominiums

The majority of the project is in the Ybor Drain watershed and a small segment of the project near the western terminus is in the Hillsborough River watershed. The Hillsborough River discharges to Upper Hillsborough Bay (WBID 1558E), while Ybor Drain contributes flow to McKay Bay (WBID 1584B) and East Bay (WBID 1584C). Both the Ybor Drain and Hillsborough River watersheds are considered impaired, as is also the case for McKay Bay (WBID 1584B) and East Bay (WBID 1584C).

The following recent TMDL activity appears relevant to drainage basins in the project area:

1. Ybor Drain (WBID 1584A) - In the revised Verified List of Impaired Waters prepared on May 19 2009, Ybor Drain is listed as impaired for dissolved oxygen and fecal coliform bacteria; it is included on the May 19 2009 Delist List for total suspended solids. No draft or final TMDL has been published as yet.
2. Hillsborough River (WBID 1443E) - A Final TMDL, prepared on September 9 2004 for total and fecal coliforms, calls for a 51.2% reduction in fecal coliforms and a 52.9% reduction in total coliform bacteria. In the revised Verified List of Impaired Waters prepared on May 19 2009, the Hillsborough River was proposed for Delisting for total coliform as a result of the TMDL having been completed.
3. McKay Bay (WBID 1584B) - A Final TMDL, prepared on September 15 2004 for nutrients and dissolved oxygen, calls for a 5.7% reduction in total nitrogen. In the revised Verified List of Impaired Waters prepared on May 19 2009, McKay Bay is listed as impaired for dissolved oxygen and nutrients.
4. East Bay (WBID 1584C) - In the revised Verified List of Impaired Waters prepared on May 19 2009, East Bay is listed as impaired for dissolved oxygen. No draft or final TMDL has been published as yet.

Site-specific, water quality and hydrologic data are available for the Ybor Channel, Garrison Channel, McKay Bay, and East Bay (potential receiving waters from the proposed construction).

A District-funded, stormwater quality management project is located at the Florida Aquarium site in the vicinity of this project. There are several reports documenting the treatment effectiveness of several, common stormwater quality improvement strategies.

Comments on Effects to Resources: The location of vaults and other retention based stormwater management systems which rely on infiltration of stormwater for recovery in locations of contaminated sites or soils may adversely impact local groundwater quality. The project has the potential to generate stormwater runoff and increased sedimentation that may contribute to a delay in recovery of McKay Bay and the Lower Hillsborough River and to the further deterioration of Ybor Drain and East Bay.

Additional Comments (optional): The District considers the degree of effect as "Moderate" due to anticipated permitting issues, including the project's potential to degrade water quality of surface water bodies included on the May 19 2009 revised Verified List of Impaired Waters (Hillsborough River, Ybor Drain) and downstream Impaired Waters (McKay Bay, East Bay).

This project will require an Environmental Resource Permit for Construction Activities. Please note that the District has proposed changes to the criteria for the design and construction of surface water management systems that may affect the design and permitting of the proposed project. The proposed changes are in rule-making and the FDOT and Tampa Hillsborough Expressway Authority (THEA) are encouraged to track the rule-making process as the proposed project proceeds into the project development phase.

It is recommended that the location and design of stormwater ponds, porous parking areas and other treatment facilities be done to avoid potential impacts to storm water facilities associated with existing ERP permits.

For ERP permitting purposes, the project area is located in the Tampa Bay-Coastal Areas Watershed and may be located in the Hillsborough River Watershed. The SWFWMD has assigned a pre-application file (PA #8777) 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.

At an Environmental Resource Permit pre-application meeting held on 3 September 2009, stormwater quality improvement by constructed treatment areas was proposed that included the following features:

1. Treatment provided on existing parking lots on property owned by the project operator and currently operated by the City of Tampa. The lots are either in the area directly under the "shadow" of the existing and proposed bridge decks, adjacent to those areas, or nearby. These parking areas currently do not have any surface water quality improvement systems.
2. The proposed treatment system would consist of the use of porous pavement. The design would be consistent with that currently proposed as part of the Florida Department of Environmental Protection's proposed unified stormwater rule, currently in rule-making. It is important to note that a District-sponsored, stormwater quality improvement, demonstration project is nearby this project; in the parking lot at the Florida Aquarium.
3. An additional, best management practice, consisting of street sweeping is proposed for areas draining to the proposed, porous pavement treatment areas.
4. Treatment areas must include consideration of not only the new pavement areas, but also the directly-connected impervious areas from adjacent road surfaces.
5. Areas not currently receiving runoff quality treatment may be considered for compensatory treatment.
6. Since the receiving waters are considered as "impaired," this project must demonstrate a net improvement in the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.

Coordinator Feedback: None

3 *Moderate* assigned 10/01/2009 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 the Hillsborough and Tampa Bay system on West Central Florida make it a regionally significant environmental resource. The Hillsborough River is cited as "impaired" for Nutrients and Mercury in fish tissue and the Ybor City Drain is cited as "impaired" for nutrients, total suspended solids and biochemical oxygen demand. Both of these systems flow to the Hillsborough/Tampa Bay waters. The effects of development and stormwater runoff are the greatest threats to their quality.

Comments on Effects to Resources: Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Natural resource impacts within and adjacent to the proposed roadway right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of wetlands and floodplains as a result of increased impervious surface within the watershed. 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 wetlands, floodplains, and waterbodies.

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

2 *Minimal* assigned 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP), the US Army Corps of Engineers (USACE), the National Marine Fisheries Service (NMFS), the Southwest Florida Water Management District (SWFWMD), the US Environmental Protection Agency (USEPA) and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicated that the National Wetlands Inventory (NWI) reports 2.4 acres (2.18 %) of palustrine and 0.1 acres (0.11%) of estuarine wetlands are located within the 100-foot buffer area, 2.4 acres (1.49%) of palustrine and 1.2 acres (0.72%) of estuarine wetlands are located within the 200-foot buffer area, and 2.6 acres (0.82%) of palustrine and 4.7 acres (1.45%) of estuarine wetlands are located within the 500-foot buffer area.

The road lies as close as 102 feet to the north end Sparkman Channel. Sparkman Channel contains a number of commercial/industrial ship facilities, but very little quality fish habitat. The SWFWMD also made note of Carolina willow and cattail wetland systems located within the project 100-foot buffer area. The USACE conducted a field review on October 1, 2009 and stated that there do not appear to be any wetlands or surface waters located within the project footprint.

The FDOT recommends that the implementing agency prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing wetlands within the project area. The FDOT recommends that the implementing agency assess potential impacts to any existing wetlands and to take measures to minimize any project related impacts to these areas.

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

ETAT Reviews: Wetlands Issue: 6 found

2 Minimal assigned 10/02/2009 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: A total of 1.04 acres of wetlands are reported in the EST within 500 feet of the project. Omitted from this total are the wetlands that occur between the project and Penny Avenue and the three herbaceous/shrub wetlands that have developed in stormwater ponds located at the project's east terminus. Including these three wetlands would bring the total potential wetland impacts to 2.64 acres. The wetlands within 500 feet of the project are all freshwater systems having an herbaceous central area with a shrub perimeter. The quality of these wetlands is low. There are no Biodiversity Hotspots, Strategic habitat, or Priority Wetlands within 500 feet of the project.

Comments on Effects to Resources: Impacts to wetlands may include: the elimination or reduction in area of wetland systems and a corresponding loss of wetland function relating to wildlife habitat, and the loss of flood storage/attenuation capacity. One wetland, located at the SR618/Causeway Blvd intersection may be adversely affected, depending on the specific alignment of facilities at the east terminus.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect of "Minimal" based on their opinion of the low quality of wetlands that would likely be impacted by the project and the level of potential coordination or effort associated with the SWFWMD's regulatory interests and obligations.

This project will require an Environmental Resource Permit for Construction Activities.

Wetland impacts can be reduced by the (1) adjustment of the alignment to avoid direct impacts to the wetlands along the edges of the existing stormwater ponds and borrow pits, (2) implementation of strict controls over sediment transport off site during construction, (3) restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging, and (4) selection of treatment pond sites away from existing wetlands.

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 (Chapter 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-Coastal and possibly in the Hillsborough River Area Watersheds. 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.

The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, are required in the ERP application. Because the FDOT has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C. If this project will require the acquisition of new right-of-way areas, any permit that is issued may include special conditions prohibiting construction until evidence of ownership and control is provided.

For ERP permitting purposes, the project area is located in the Hillsborough River and the Tampa Bay-Coastal Areas Watersheds. The SWFWMD has assigned a pre-application file (PA #8777) 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 10/01/2009 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance: The EST indicates that there are 4.7 acres of estuarine wetlands and 2.6 acres of palustrine wetlands within the 500-ft. buffer zone of the project. Some of the wetlands and floodplains are connected to the Ybor City Drain which flows to Hillsborough Bay. Additionally, the project is within 500-ft of the Hillsborough River.

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 highway 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 road improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback: None

2 Minimal assigned 10/01/2009 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 Corps' preliminary determination on this project's effects on wetlands is that based on the GIS analyses, the ETDM screening tools maps, and a 10/1/2009 site visit, there do not appear to be any wetlands or surface waters (waters of the United States - WOUS) within the project footprint. There are jurisdictional surface waters within close proximity to the project that would be considered 'traditionally navigable waters' for the purposes of determining jurisdiction, so any wetland or surface waters that I may have missed would probably be jurisdictional for the Corps.

Comments on Effects to Resources: I chose 'minimal' as a worst-case scenario, because if there are any WOUS present that I missed, I don't think they would have more than minimal value based on where they are and what they probably are (ditches, etc.)

Coordinator Feedback: None

0 None assigned 10/01/2009 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

2 Minimal assigned 09/22/2009 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: Estuarine habitats within Hillsborough Bay and the greater Tampa Bay System including mangrove, salt marsh, and seagrass, 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 # 11840. The Florida Department of Transportation District 7, the Federal Highway Administration, and the Tampa Hillsborough Expressway Authority propose widening the Selmon Expressway (SR 618) from Florida Avenue to 22nd Street in Hillsborough County, Florida. The road would be widened from four lanes to six lanes. The construction of a westbound one-lane ramp to tie the Reversible Expressway Lanes to the downtown viaduct is also proposed.

NMFS staff conducted a site inspection of the project area on September 21, 2009, to assess potential concerns related to living marine resources within Hillsborough Bay. The lands adjacent to the proposed project are highly urbanized (principally commercial/industrial properties). It does not appear that the project will directly impact any NMFS trust resources. However, the road lies as close as 102 feet to the north end of Sparkman Channel in the Port of Tampa. Sparkman Channel contains a number of commercial/industrial ship facilities, but very little quality fish habitat. However, the channel drains to Hillsborough Bay. Increased use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in Hillsborough Bay. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within Hillsborough Bay and the greater Tampa Bay System. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

Coordinator Feedback: None

N/A N/A / No Involvement assigned 08/26/2009 by Todd Samuel Mecklenborg, US Fish and Wildlife Service

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance: Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (breeding, foraging, and sheltering), and wetlands are trust resources that have a high level of importance to the mission of the U.S. Fish and Wildlife Service.

Our mission is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are both a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service.

Comments on Effects to Resources: The proposed improvements are located in the downtown urban area of Tampa. No involvement with natural resources will occur as a result of this action.

Additional Comments (optional): Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973, (87 Stat 884, as amended 16 U.S.C. 1531 et seq.), the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.), and the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 et seq.).

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

2 Minimal assigned 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Fish and Wildlife Conservation Commission (FFWCC), the US Fish and Wildlife Service (USFWS), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicated Rare and Imperiled Fish Ironcolor Shiner located within the 100-foot buffer area. Piping Plover and Florida Scrubjays Consultation Area is located 100% within the 100-foot buffer area. The FFWCC Biodiversity Hotspots lists 38.3 acres (0.86%) of 7 or More Focal Species located within the 5,280-foot buffer area. The FFWCC Priority Wetlands Habitat lists 12.5 acres (0.28%) of 1-3 Focal Species in Upland Areas located within the 5,280-foot buffer distance. The FFWCC Wildlife Observations noted shorebirds, black skimmer, and least tern located within the 5,280-foot buffer area.

The West Indian Manatee Consultation Area is located 97.8 acres (87.37%) within the 100-foot buffer area, 144.8 acres (88.53%) within the 200-foot

buffer area, 288.6 acres (89.15%) within the 500-foot buffer area, and 3,456.9 acres (77.93%) within the 5,280-foot buffer area.

The SWFWMD noted that the project corridor is located within the USFWS Consultation Areas for the piping plover (T), Florida scrub jay (T), and West Indian manatee (E); however, very little, if any, suitable habitat is present within 500-foot buffer area of the project to support those species. The USFWS stated that the proposed improvements are located in the downtown urban area of Tampa. No involvement with natural resources will occur as a result of this action. The FFWCC stated that no significant wildlife resources were identified in the project area. Minimal impacts to wildlife resources are anticipated.

The FDOT recommends that the implementing agency prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing natural habitats within the project area. This report could then be coordinated with the USFWS and FFWCC.

No comments were received from the US Forest Service (USFS) or the Federal Highway Administration (FHWA).

ETAT Reviews: Wildlife and Habitat Issue: 3 found

2 *Minimal* assigned 10/02/2009 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information: N/A

Identified Resources and Level of Importance: The most significant wildlife-related resources within the project impact area are the artificial ponds located near the east terminus and the wetland located at the North Brush St/Whiting St intersection. Upland habitat is limited (14 acres). It is composed of many small, isolated parcels that support poor quality ruderal species with some remnant slash pine and live oak scattered on some of the parcels.

The project area is located within the USFWS Consultation Areas of the piping plover and the Florida scrub jay. However, very little, if any, suitable habitat is present to support those species within 500 feet of the project. The project is adjacent to the Port Sutton Federal Manatee Protection Area. However, it is highly unlikely that manatees utilize the habitat within 500 feet of the project due to the heavy industrial activity in the area.

Wildlife that can be expected to utilize available habitats within 500 feet of the project includes various amphibians, aquatic reptiles and wetland-dependent birds utilizing the stormwater ponds for foraging and breeding together with small mammals, non-wetland dependent birds and reptiles. Because habitat is sparse in the project area, the remaining areas that can support wildlife are probably utilized maximally by animals. On the day of the field visit in August 2009, no wildlife was observed. It is unlikely that Listed Species utilize the upland habitats available within 500 feet of the project.

Comments on Effects to Resources: The project's possible impact on wildlife and habitat may include the further elimination of remaining wildlife habitat, resulting in a further decline in urban wildlife populations.

Additional Comments (optional): The SWFWMD has assigned a Degree of Effect of "Minimal" based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's or regulatory interests and obligations.

This project will require an Environmental Resource Permit for Construction Activities.

Habitat damage may be eliminated by strictly limiting construction equipment to the existing road right-of-way and designated staging areas.

Coordinator Feedback: None

N/A *N/A / No Involvement* assigned 08/26/2009 by Todd Samuel Mecklenborg, US Fish and Wildlife Service

Coordination Document: No Involvement

Dispute Information: N/A

Identified Resources and Level of Importance: Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (breeding, foraging, and sheltering), and wetlands are trust resources that have a high level of importance to the mission of the U.S. Fish and Wildlife Service.

Our mission is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are both a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service.

Comments on Effects to Resources: The proposed improvements are located in the downtown urban area of Tampa. No involvement with natural resources will occur as a result of this action.

Additional Comments (optional): Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973, (87 Stat 884, as amended 16 U.S.C. 1531 et seq.), the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.), and the Marine Mammal Protection Act of 1972, as amended (16 U.S.C. 1361 et seq.).

Coordinator Feedback: None

2 *Minimal* assigned 08/20/2009 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: No significant wildlife resources were identified in the project area.

Comments on Effects to Resources: Minimal impacts to wildlife resources are anticipated to result from 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, US Forest Service

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographic Information Systems (GIS) analysis data indicated that one National Register of Historic Places (NRHP)-listed resource (Union Railroad Station), ten historic standing structures, seven archaeological or historic sites, including potentially NRHP-eligible Fort Brooke building remains, and one resource group (Seaboard Railway-Welcome to Edison) are located within the 100-foot buffer area, four additional historic standing structures and one additional resource group (CSX Railroad Segment) are located within the 200-foot buffer area, and three NRHP-listed resources (Ybor City Historic District, Union Depot Hotel, Old, and Jackson Rooming House), 56 additional historic standing structures, Lafayette Street Viaduct (Florida Site File Historic Bridge), one additional archaeological or historic site, and two additional resource groups (Ybor City Historic District and Palmetto Beach Historic District) are located within the 500-foot buffer area.

The SHPO stated that the project area has been extensively surveyed; including DHR survey no. 12016, which was of the project area itself, conducted in 2005. However, sites and standing structures that have not been evaluated need to be evaluated to determine if they are eligible for listing in the NRHP.

The FHWA noted that the Fort Brooke building remains are potentially eligible for the NRHP, but have not yet been evaluated by the SHPO.

The Miccosukee Tribe of Indians of Florida noted that there are two recorded burial sites reported near this project. A Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries. If the Cultural Resource Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resource Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

A Cultural Resource Assessment Survey (CRAS) was prepared for this project in October 2009. Background research indicated that seven previously recorded historic resources were located within the historical project Area of Potential Effect (APE). The APE was defined, in consultation with the State Historic Preservation Officer (SHPO), as the property within approximately 200 feet from the centerline of the existing ROW since the roadway is already elevated and widening will primarily occur to the inside. These recorded resources include the National Register of Historic Places (NRHP)-listed Tampa Union Station (8HI298), the Seaboard Railway corridor (8HI11335), and five commercial and industrial-related historic structures (8HI6835, 8HI6838-8HI6841). The five commercial structures were determined ineligible for listing in the NRHP by the SHPO and the Seaboard Railway - Welcome to Edison (8HI11335) was not evaluated by the SHPO due to insufficient information. Based on coordination with the SHPO, no archaeological fieldwork was necessary since the existing ROW has been previously surveyed for archaeological resources. Only background research was provided in this report.

As a result of historical/architectural field survey, two previously recorded resources, the Seaboard Railway - Welcome to Edison (8HI11335) and historic structure (8HI6835) are no longer extant within the APE. The other five previously recorded historic resources (8HI298 and 8HI6838-8HI6841) have not been significantly altered since they were last recorded. The field survey did not result in the identification of any new significant historic resources. The Fort Brooke building remains are located outside of the APE.

Tampa Union Station (8HI298) is NRHP-listed, as well as locally designated as a City of Tampa Landmark. This historic property is located less than 300 feet west of the existing at-grade Reversible Express Lanes, and less than 100 feet northwest of the existing elevated Selmon Expressway. The build alternatives identified for this study are all within the existing ROW. No changes in the elevation of the existing expressway structure, or any new structures (e.g., off-ramps) are planned. However, should any new ROW or structural changes be needed, the project will be reevaluated to determine if 8HI298 could be affected by potential visual and/or noise impacts. Otherwise, project improvements should have no involvement with any cultural resources, including archaeological sites and historic structures which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

The CRAS is currently being coordinated with the FHWA and SHPO.

No comments were received from the Seminole Tribe of Florida.

ETAT Reviews: Historic and Archaeological Sites Issue: 4 found

N/A N/A / No Involvement assigned 10/02/2009 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

3 Moderate assigned 10/01/2009 by Linda Anderson, Federal Highway Administration

Coordination Document: Tech Memo Required

Dispute Information: N/A

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

Approximately 10 Florida Site Files Historic Standing Structures.

Resource Group: Seaboard Railway - Welcome to Edison.

Union Railroad Station, which is on the NRHP.

Fort Brooke building remains (1821-1899), potentially eligible for NRHP but not evaluated yet by SHPO.

Expressway End artifact scatter, not evaluated yet by SHPO.

Comments on Effects to Resources: Increased noise, exhaust and other particulate matter, vibration, and proximity to traffic from increase in VPD (vehicles per day) especially if west bound ramp from REL and one-lane widening of the eastbound viaduct structure are constructed.

Will need to do CRAS of areas not already surveyed by recent previous field surveys.

Coordinator Feedback: None

3 Moderate assigned 09/30/2009 by Alyssa McManus, FL Department of State

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance: There are four National Register of Historic Places (NRHP) properties located within 100 ft and (4) four located within 500 ft. They include:

8HI298, Union Railroad Station lies within 100 ft buffer for this project. The Tampa Union Station property is comprised of several historic resources, including the main two-story brick passenger building, and adjoining one-story brick baggage building, and the original open, gable-roofed passenger canopies. Additionally, there are two non-historic structures located on the station's property. The Tampa Union Station Union Station passenger building is significant under NRHP Criteria A and C for its associations with the transportation of people and goods and the railroad's economic impact on Tampa during the early-twentieth century. Located in the area between downtown Tampa and the Ybor Channel area, it was ideally situated to serve both the needs of freight and passenger service. Its architectural significance is based on its original Italian Renaissance Revival design created by J.F. Leitner. Because of its significance in the area of Community Planning and Development, Transportation, and Architecture, the building was listed in the NRHP in 1973. It is also designated as a City of Tampa Landmark.

8HI313, The Ybor City Historic District, lies within the 500 ft buffer of this project. Founded in 1886, Ybor City is significant in Spanish and Cuban American immigration history. The district is also of importance in American industrial history, for it contains the largest collection of buildings related to the cigar industry in America. In addition to factories, the districts buildings included workers' housing; the ethnic clubs organized by Ybor City's immigrant, who included Italians and Germans as well as Cubans and Spaniards; and the commercial buildings that served the community. Most buildings date to the first two decades of the 20th century.

8HI237, the CSX Railroad Segment, travels north for approximately 20 miles from the southern boundary of Hillsborough County to Tampa's Union Station. It lies within the 200 ft buffer. The CSX Railroad corridor retains historical importance for its role in development and transportation of the area.

8HI6939, the Old Union Depot Hotel, located at 858 East Zack Street in Tampa, Florida, it's a six-sided, two-story red brick vernacular building constructed in 1912. It is significant under criteria A and C in the areas of Community Planning and Development, Commerce and Architecture. It was constructed in 1912 to serve as satellite lodging and commercial venue for the nearby Union Station, which was erected to facilitate Tampa's increasing rail traffic during the early decades of the twentieth century.

There are four Resource Groups located within the 500 ft buffer. They include:

8HI313, The Ybor City Historic District, lies within the 500 ft buffer of this project. Founded in 1886, Ybor City is significant in Spanish and Cuban American immigration history. The district is also of importance in American industrial history, for it contains the largest collection of buildings related to the cigar industry in America. In addition to factories, the districts buildings included workers' housing; the ethnic clubs organized by Ybor City's immigrant, who included Italians and Germans as well as Cubans and Spaniards; and the commercial buildings that served the community. Most buildings date to the first two decades of the 20th century.

8HI237, the CSX Railroad Segment, travels north for approximately 20 miles from the southern boundary of Hillsborough County to Tampa's Union Station. It lies within the 200 ft buffer. The CSX Railroad corridor retains historical importance for its role in development and transportation of the area. The Palmetto Beach Historic District, a potential National Register District, Palmetto Beach was first platted in 1894, known at the time as East Tampa. During that year and the next, the Tampa and Palmetto Beach Railway Company developed DeSoto Park as a recreational destination for its streetcar line. By 1895, the first of the neighborhood's four cigar factories was built. It is currently being reviewed for inclusion in the NRHP.

The Seaboard Railway- Welcome to Edison, The railroad was important to the development of Hillsborough County as part of a greater system of rails. This segment of railway is still in use and has been modified by modern maintenance. However, based on the background research and field investigation, there is insufficient information to assess NRHP-eligibility.

Florida Site File Archaeological or Historic Sites occurring within 200 ft of the project are:

8HI113, the Fort Brooke building remains are potentially eligible for listing in the NRHP.

HI4596, HI537, HI966, HI967, HI966, HI967, HI976 and HI1039 have not been evaluated by the SHPO. These sites will need to be evaluated to determine eligibility for listing in the NRHP.

There are (10) ten standing structures within 200 ft of this project. They are as follows:

HI899, HI2241, HI3064, - Has been demolished.

HI298- Union Railroad Station lies within 100 ft buffer for this project. The Tampa Union Station property is comprised of several historic resources, including the main two-story brick passenger building, and adjoining one-story brick baggage building, and the original open, gable-roofed passenger canopies. Additionally, there are two non-historic structures located on the station's property. The Tampa Union Station Union Station passenger building is significant under NRHP Criteria A and C for its associations with the transportation of people and goods and the railroad's economic impact on Tampa during the early-twentieth century. Located in the area between downtown Tampa and the Ybor Channel area, it was ideally situated to serve both the needs of freight and passenger service. Its architectural significance is based on its original Italian Renaissance Revival design created by J.F. Leitner. Because of its significance in the area of Community Planning and Development, Transportation, and Architecture, the building was listed in the NRHP in 1973. It is also designated as a City of Tampa Landmark.

HI1313, HI1314, HI3081, HI3082, HI3083, HI3085 - have not been evaluated.

HI6835, HI6838, HI6839 and HI9780 have been determined to be ineligible by the SHPO.

Comments on Effects to Resources: This project area has been extensively surveyed, including DHR survey no. 12016, which was of the project area itself, conducted in 2005. However, the sites and standing structures that have not been evaluated, need to be updated and evaluated to determine if they are eligible for listing in the NRHP.

Further investigation and consultation with this office is needed to determine the impacts, if any to National Register properties and those eligible for listing on the NRHP.

Coordinator Feedback: None

3 Moderate assigned 09/08/2009 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 two recorded burial sites reported near this project. 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

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

Coordinator Summary: Recreation Areas Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA), 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 Geographic Information Systems (GIS) analysis data indicates that three schools, three Multi-Use Trails Priorities, and one Paddling Trails Priority are located within the 100-foot buffer area, one additional school and potential navigable waterway are located within the 500-foot buffer area. Greenways Ecological Priority Linkages lists 0.4 acres (0.24%) of Low located within the 200-foot buffer area and 8.5 acres (2.64%) of Low located within the 500-foot buffer area.

The FHWA noted that regarding the Multi-Use and Paddling Trails Priorities, the requirements of Section 4(f) may apply to publicly-owned properties planned for park, recreation area, wildlife refuge or waterfowl refuge purposes if the public agency owning the property has formally designated and determined it to be significant for those 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.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the National Park Service (NPS).

ETAT Reviews: Recreation Areas Issue: 4 found

N/A *N/A / No Involvement* assigned 10/02/2009 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

0 *None* assigned 10/01/2009 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

3 *Moderate* assigned 10/01/2009 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: Multi-use Trails Priorities and Paddling Trails Priorities within 100'.

Comments on Effects to Resources: Regarding the Multi-Use and Paddling Trails Priorities, the requirements of Section 4(f) may apply to publicly-owned properties planned for park, recreation area, wildlife refuge or waterfowl refuge purposes if the public agency owning the property has formally designated and determined it to be significant for those 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.

Coordinator Feedback: None

0 *None* assigned 10/01/2009 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

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

Coordinator Summary: Section 4(f) Potential Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and maps indicated ten Historic Standing Structures, one Resource Group (Seaboard Railway-welcome to Edison), the National Register of Historic Places (NRHP)-eligible Union Railroad Station, three Multi-use Trails Priorities and one Paddling Trails Property within the 100-foot buffer area. In addition, the FHWA identified the Fort Brooke building remains and the Expressway End Artifact Scatter within the 100-foot buffer area.

Potential Section 4(f) resources are described in the Historic and Archaeological and the Recreational Areas Degree of Effects, respectively.

The FHWA noted that regarding the Multi-Use and Paddling Trails Priorities, the requirements of Section 4(f) may apply to publicly-owned properties planned for park, recreation area, wildlife refuge or waterfowl refuge purposes if the public agency owning the property has formally designated and determined it to be significant for those 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.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

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

3 *Moderate* assigned 10/01/2009 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 100' buffer:

1. 10 Florida Site Files Historic Standing Structures.
2. 1 Resource Group: Seaboard Railway - Welcome to Edison.
3. Union Railroad Station, which is on NRHP.
4. Fort Brooke building remains from 1821-1899 and the Expressway End Artifact Scatter, both of which are potentially eligible but have not been evaluated by SHPO.
5. Multi-use Trail and Paddling Trail Priorities locations.

Comments on Effects to Resources: Will need results of CRAS for items 1-4 above to know whether historic structures/archaeological sites are NRHP eligible or impacted by project.

For item #5, the requirements of Section 4(f) apply to publicly owned properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife refuge, or waterfowl refuge. 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. Will need this information plus info re whether impacted by project.

Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue

2 *Minimal* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and maps indicated that existing industrial (72.5 acres), commercial and services (87.8 acres), institutional (24.5 acres) and transportation (110.8 acres) lands, high density residential communities (5.0 acres) and open lands (14.2 acres) are located within the 500-foot project buffer area.

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

Coordinator Summary: Economic Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and maps indicated that the existing land use has 5.0 acres (1.54%) of high density residential use within the 500-foot project buffer area.

The proposed roadway improvements would not result in any businesses being bypassed or result in any business impacts due to Right of Way acquisition. There are two approved Developments of Regional Impact (DRIs) in varying stages of implementation: Tampa Downtown and The Quad Block. Two block groups, 120570039002 and 120570040002, with a median income of below \$25,000 and four minority populations over 40% are located within the project 500-foot buffer area.

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) or the Hillsborough County Metropolitan Planning Organization (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

Coordinator Summary: Land Use Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Agriculture and Consumer Services and the Florida Department of Community Affairs (DCA) and recommends a Degree of Effect of Moderate.

According to land use data from Florida Geographic Data Library (FGDL), the majority of the land use within the project 500-foot buffer area consists of: industrial (72.5 acres), commercial and services (87.8 acres), institutional (24.5 acres) and transportation (110.8 acres) lands.

The DCA noted that based on current information, this project is not addressed in the local government's comprehensive plan. If this project advances further or receives a funding source, it will be necessary to amend the comprehensive plan to identify the project on the Future Transportation Map and in the capital improvements element.

The widening of the SR 618 (Downtown Viaduct) is being included in the current update of the Hillsborough County Metropolitan Planning Organization's (MPO's) Cost-Feasible Long Range Transportation Plan that will be adopted in November 2009, and will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

No comments were received from the Federal Highway Administration (FHWA) or the Hillsborough County MPO.

ETAT Reviews: Land Use Issue: 2 found

3 *Moderate* assigned 10/09/2009 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: The Department of Community Affairs (DCA) has reviewed the referenced project and, based on current information, this project is not addressed in the local governments' comprehensive plan. If this project advances further or receives a funding source, it will be necessary to amend the comprehensive plan to identify the project on the Future Transportation Map and in the capital improvements element.

It is understood, by the ETDM Project Description, that this is a potential Long Range Transportation Plan (LRTP) project and that coordination with the local government comprehensive plan is necessary subsequent to adoption of the LRTP. Department of Community Affairs staff will be available to assist in amending the Transportation Element of the local government comprehensive plan if necessary.

Pursuant to Section 163.3177 (6)(a)(b), F.S., the Department also supports the use of congestion management techniques in lieu of widening where appropriate. This initiative supports alternative modes of transportation such as bicycles, walking and transit. The State of Florida is placing a greater emphasis on multi-modal opportunities as the Department seeks to promote greater mobility while reducing greenhouse gas emissions.

Comments on Effects to Resources: see above

Coordinator Feedback: None

N/A *N/A / No Involvement* assigned 09/16/2009 by Vince Morris, FL Department of Agriculture and Consumer Services

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: No apparent impact on DOF managed lands.

CLC Commitments and Recommendations: 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

Coordinator Summary: Mobility Issue

2 *Minimal* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and maps indicated that there is 16 Bus Transit Routes located within the 500-foot buffer area.

Mobility resources associated with Infrastructure and Recreation Areas are identified in their respective Degree of Effects.

The FDOT recommends that the implementing agency coordinate with transit and local government officials to determine what multi-modal accommodations will be considered during the project's design phase.

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

ETAT Reviews: Mobility Issue: None found

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

Coordinator Summary: Relocation Issue

2 *Minimal* assigned 10/20/2009 by FDOT District 7

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

A review of the Geographical Information Systems (GIS) analysis data and maps indicated that 5.0 acres (1.54%) of high density residential land use and 199.56 acres (61.63%) of the Tampa Enterprise Zone is within the 500-foot buffer area. In addition, there are two approved Developments of Regional Impact (DRIs) in varying stages of implementation: Tampa Downtown and The Quad Block and one Planned Unit Development located within the project 500-foot buffer area. According to data from Florida Geographic Data Library (FGDL), the majority of land use in the project 500-foot buffer area consists of: industrial (72.5 acres), commercial and services (87.8 acres), institutional (24.5 acres) and transportation (110.8 acres).

The FDOT recommends that the implementing agency consider impacts to these land uses and to develop alternatives to avoid or minimize relocations during project development. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

No comments were received from the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews: Relocation Issue: 1 found

2 *Minimal* assigned 10/01/2009 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 100' buffer:

72 acres of Enterprise Zone.

Two DRI's: The Quad Block and Tampa Downtown.

45 acres of Planned Unit Development (Tampa Central Business District).

Comments on Effects to Resources: Not clear from GIS layers and hard copy maps whether there are commercial buildings within this Zone which would be impacted. Nor is nature of the two DRIs or the PUD clear.

Project Description states that all project activities will occur in existing Expressway ROW, so it is anticipated that there would be none or minimal relocations.

Coordinator Feedback: None

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

Coordinator Summary: Social Issue

3 *Moderate* assigned 10/20/2009 by FDOT District 7

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

Social resources associated with air quality, land use, contamination, infrastructure, economic, mobility, relocations, recreation areas, section 4(f), and historic and archaeological are identified in their respective Degree of Effects. Additional social resources can be identified in the GIS summary.

The USEPA recommends that a Public Involvement Plan be developed and implemented for this project.

The FDOT recommends that the implementing agency consider impacts to these land uses and resources, and develop alternatives to avoid or minimize harm to these resources during the project's design phase.

No comments were received from the Hillsborough County Metropolitan Planning Organization (MPO).

ETAT Reviews: Social Issue: 3 found

2 *Minimal* assigned 10/09/2009 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Pursuant to Section 163.3177 (6)(a)(b), F.S., the Department also supports the use of congestion management techniques in lieu of widening where appropriate. This initiative supports alternative modes of transportation such as bicycles, walking and transit. The State of Florida is placing a greater emphasis on multi-modal opportunities as the Department seeks to promote greater mobility while reducing greenhouse gas emissions.

Comments on Effects to Resources: see above

Coordinator Feedback: None

2 *Minimal* assigned 10/02/2009 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance: Resources: Residential communities and properties, commercial businesses and properties, social

service facilities, religious facilities or centers, schools, healthcare facilities, public parks and recreation areas, etc.

Level of Importance: These resources are of a high level of importance. There are several social features within proximity of the proposed roadway project. A minimal degree of effect is being assigned to this issue at this time. EPA does, however, recommend that a public involvement plan be developed and implemented.

Comments on Effects to Resources: This proposed project is located in an urbanized area of downtown Tampa. According to the project description, both build alternatives will be within existing expressway right-of-way. The degree of direct impact to social features and/or structures is dependent upon the amount of additional right-of-way needed for the project, if any. FDOT should consider the impact to any social features along the existing roadway. Widening of the roadway or other capacity improvements in the area (such as the nearby I-4 Connector project) could require the acquisition of right-of-way from adjacent land owners, increase traffic volumes and congestion, increase noise, impact businesses during construction, impact traffic flow during construction, etc. Efforts should be made to avoid or minimize social impacts and negative community impacts to the greatest extent practicable. Additional consideration should also be given to low income populations and elderly or special needs populations within the project area. A public involvement plan should be developed and implemented.

Coordinator Feedback: None

3 *Moderate* assigned 10/01/2009 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 100' buffer:

1. Tampa Central Business District PUD.
2. Quad Block and Tampa Downtown DRI's.
3. 72 acres Enterprise Zone.
4. 0.4 acres of residential.
5. Embassy Suites, St. Pete Times Forum, The Children's Museum, Post Office, Hillsborough County Medical Examiner, Sacred Heart Church, Contagious Diseases Health Care Facility, Hillsborough County Mediation and Diversion Administration, and Assisted Living Products Incorp.
6. At least 10 Florida Site Files Historic Standing Structures.
7. Portion of Census Block # 120570039002 in which incomes are at .85 of poverty index, 41% are disabled, 90% are African American, and 8% are Hispanic.

Comments on Effects to Resources: Increased noise, exhaust and other particulate matter, vibration, and proximity to traffic from increase in VPD (vehicles per day).

Any environmental justice issues given makeup of population in Census Block # 120570039002?

Coordinator Feedback: None

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

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects Issue

2 *Minimal* assigned 10/20/2009 by FDOT District 7

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

The project is proposed in response to existing and projected traffic increases resulting from previously approved developments located primarily within the eastern section of Hillsborough County, as well as Pasco, Polk, and Manatee Counties. In addition, all required permits and approvals will be obtained prior to project construction and all permit conditions will be adhered to during the construction and operation phases of the project.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT recommends that the implementing agency consider this issue further when these necessary tools and guidance are in place.

ETAT Reviews: Secondary and Cumulative Effects Issue: 1 found

2 *Minimal* assigned 10/02/2009 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Dispute Information:N/A

At-Risk Resource: Water Quality and Quantity

Comments on Effects: The project has the potential to generate stormwater runoff and increased sedimentation that may contribute to a delay in recovery of McKay Bay and the Lower Hillsborough River and to the further deterioration of Ybor Drain and East Bay.

Recommended Avoidance, Minimization, and Mitigation Measures: It is recommended that the placement of stormwater ponds and treatment facilities be done to avoid potential impacts to storm water facilities associated with existing ERP permits.

Recommended Actions to Improve At-Risk Resources: As the existing structure predates the Environmental Resource Permitting program, treatment of pre-existing, directly-connected, impervious areas and the proposed new pavement areas may improve the existing water quality discharge from the project area and result in a reduction of total pollutants discharged to receiving waters.

At-Risk Resource: Wetlands

Comments on Effects: Surface water discharges during construction could contribute to pollutant loading to the receiving waters and thereby impact downstream wetlands.

Recommended Avoidance, Minimization, and Mitigation Measures: Potential wetland impacts can be reduced by the (1) implementation of strict controls over sediment transport to wetlands during construction and (2) elimination of construction and/or staging activities in wetlands.

Recommended Actions to Improve At-Risk Resources: As the existing structure predates the Environmental Resource Permitting program, treatment of pre-existing, directly-connected, impervious areas and the proposed new pavement areas may improve the existing water quality discharge from the project area and result in a reduction of total pollutants discharged to receiving waters.

Coordinator Feedback: None

Eliminated Alternatives

No eliminated alternatives present.

Project Scope

General Project Commitments

Date	Description
4/5/2010	The Class of Action has been changed from a Type II Categorical Exclusion to a State Environmental Impact Report (SEIR) because the Tampa Hillsborough Expressway Authority (THEA) did not receive any federal funding as part of the Transportation Investment Generating Economic Recovery (TIGER) grant, therefore the project is no longer a Federal Action and federal funds will not be used. The FDOT is now assigned as the lead agency.

Required Permits

Permit Name	Type	Review Date
Environmental Resource Permit	Water	08/04/09
FDEP NPDES General Permit	Other	08/04/09

Required Technical Studies

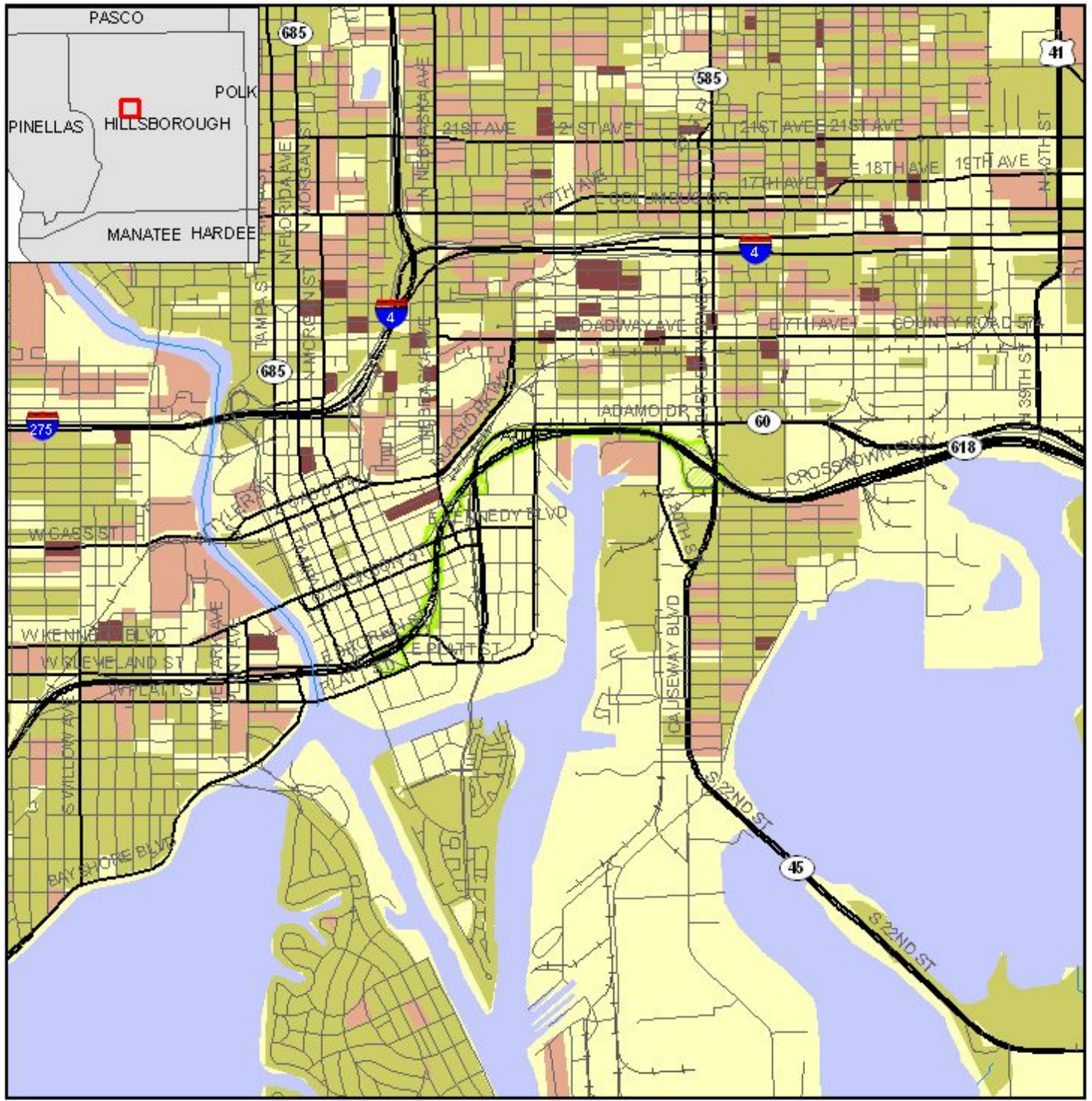
Technical Study Name	Type	Review Date
Location Hydraulics Report	ENGINEERING	08/04/09
Typical Section Package	ENGINEERING	08/04/09
Noise Study Report	ENVIRONMENTAL	08/04/09
Contamination Screening Evaluation Report	ENVIRONMENTAL	08/04/09
Endangered Species Biological Assessment	ENVIRONMENTAL	08/04/09
Wetlands Evaluation Report	ENVIRONMENTAL	08/04/09
Cultural Resource Assessment	ENVIRONMENTAL	08/04/09
Type 2 CE	ENVIRONMENTAL	08/04/09
Project Development Summary Report (PDSR)	ENGINEERING	08/04/09
Utility Package	Other	08/04/09
Pond Siting Report	Other	08/04/09

Dispute Resolution Activity Log

No Dispute Actions Found.

Project-Level Hardcopy Maps

11840 SR 681 Widening Florida Avenue to 22nd Street

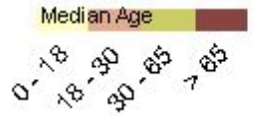


Data Sources:
 US Geological Survey
 FL Department of Transportation
 Geographic Data Technology, Inc.
 US Census Bureau

0 1 Miles

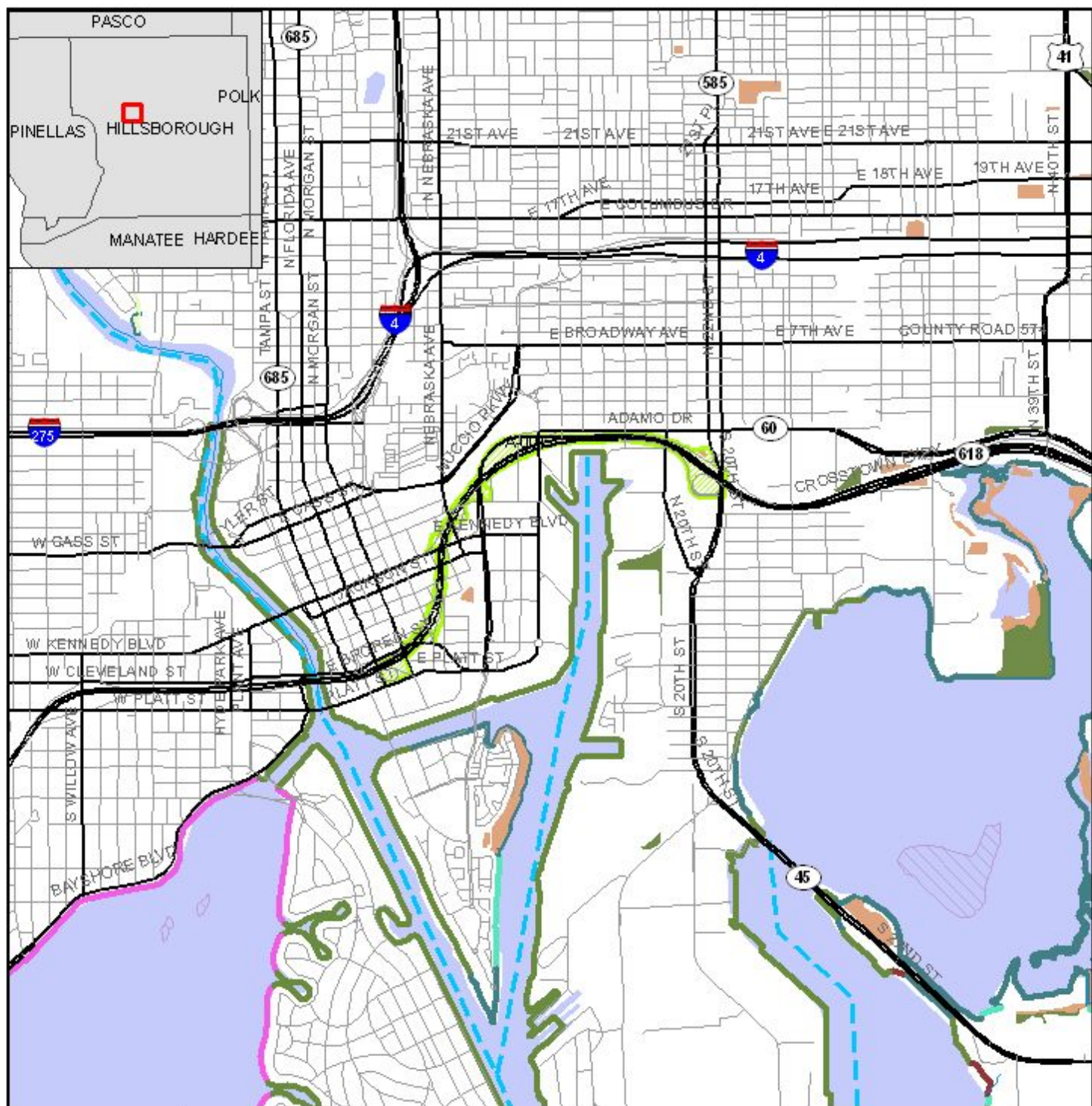
Population Age Distribution Map

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



Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



0 0.6 Miles

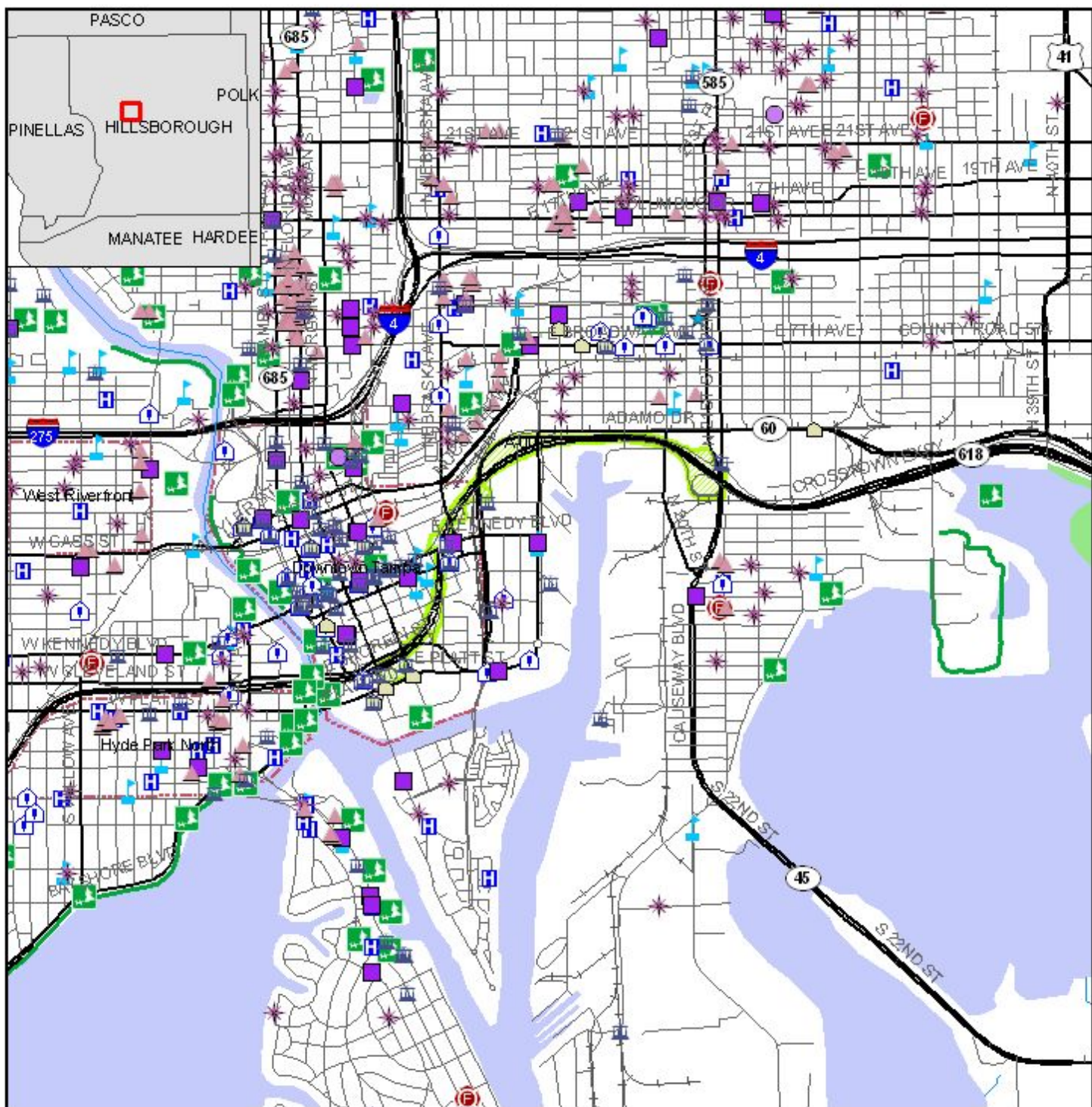
Coastal and Marine Resource Map

- | | | | |
|---------------------------|------------------------|-------------------------------|--------------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Continuous Seagrass | Gravel Beach/Riprap |
| ETDM Alternative Terminus | Water Body | Discontinuous Seagrass | Exposed Tidal Flat |
| ETDM Alternative Segment | Aquatic Preserve | Coastal Barrier Resource Area | Sheltered Tidal Flat |
| ETDM Alternative Polygon | Navigable Water Way | Swamp or Marsh | Mixed Sand And Gravel Beach |
| Major Road | Exposed Rocky Platform | Sand Beach | Sheltered Rock/Seawall/Vegetated |
| Local Road or Trail | | | 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

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street

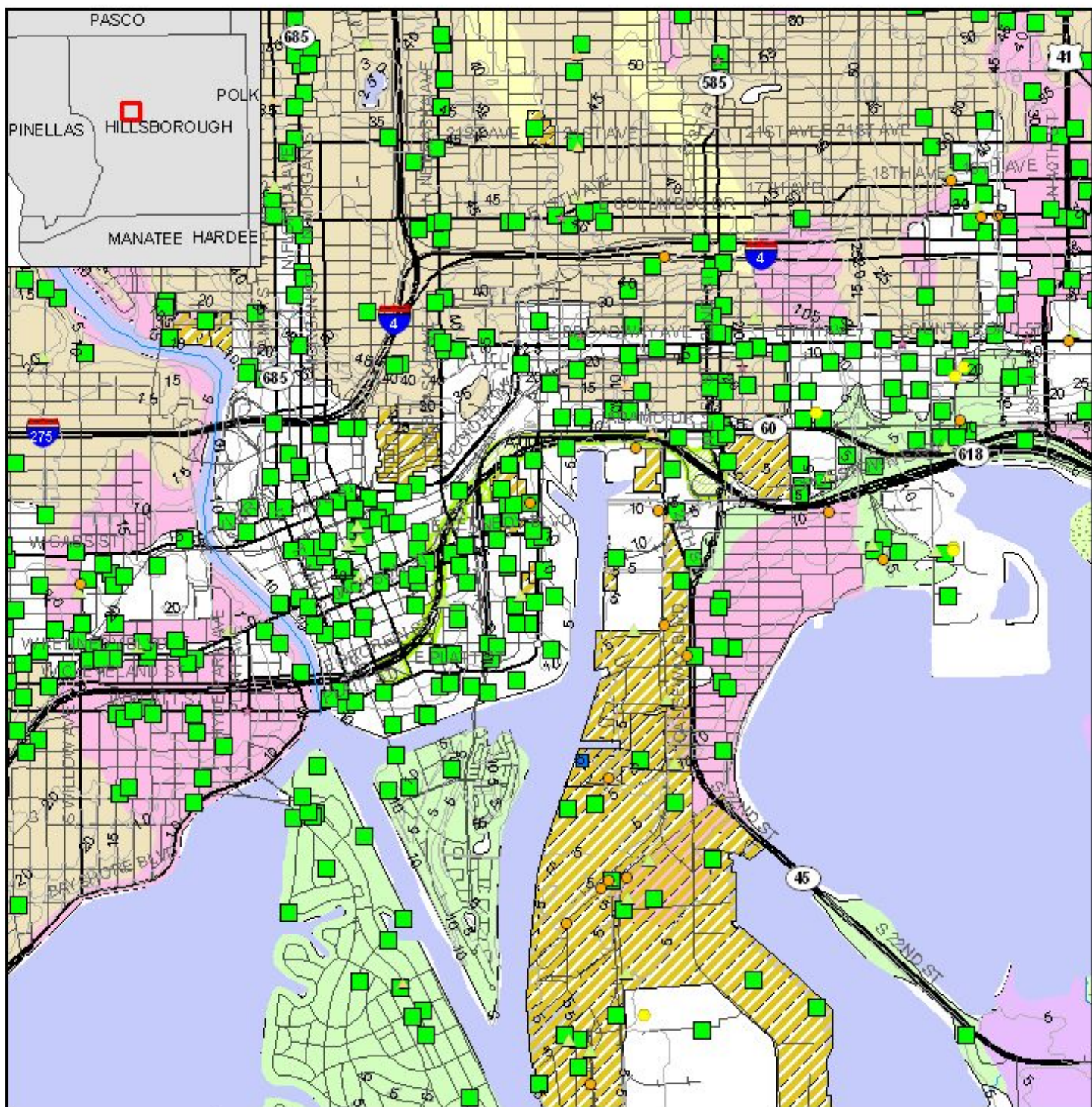


- 0 0.75 Miles
- | | | | |
|---------------------------|------------------|------------------------|---------------------------------|
| ETDM Alternative Point | Cemetery | Fire Station | Major Road |
| ETDM Alternative Terminus | Social Service | Health Care | Local Road or Trail |
| ETDM Alternative 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

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



0 0.75 Miles

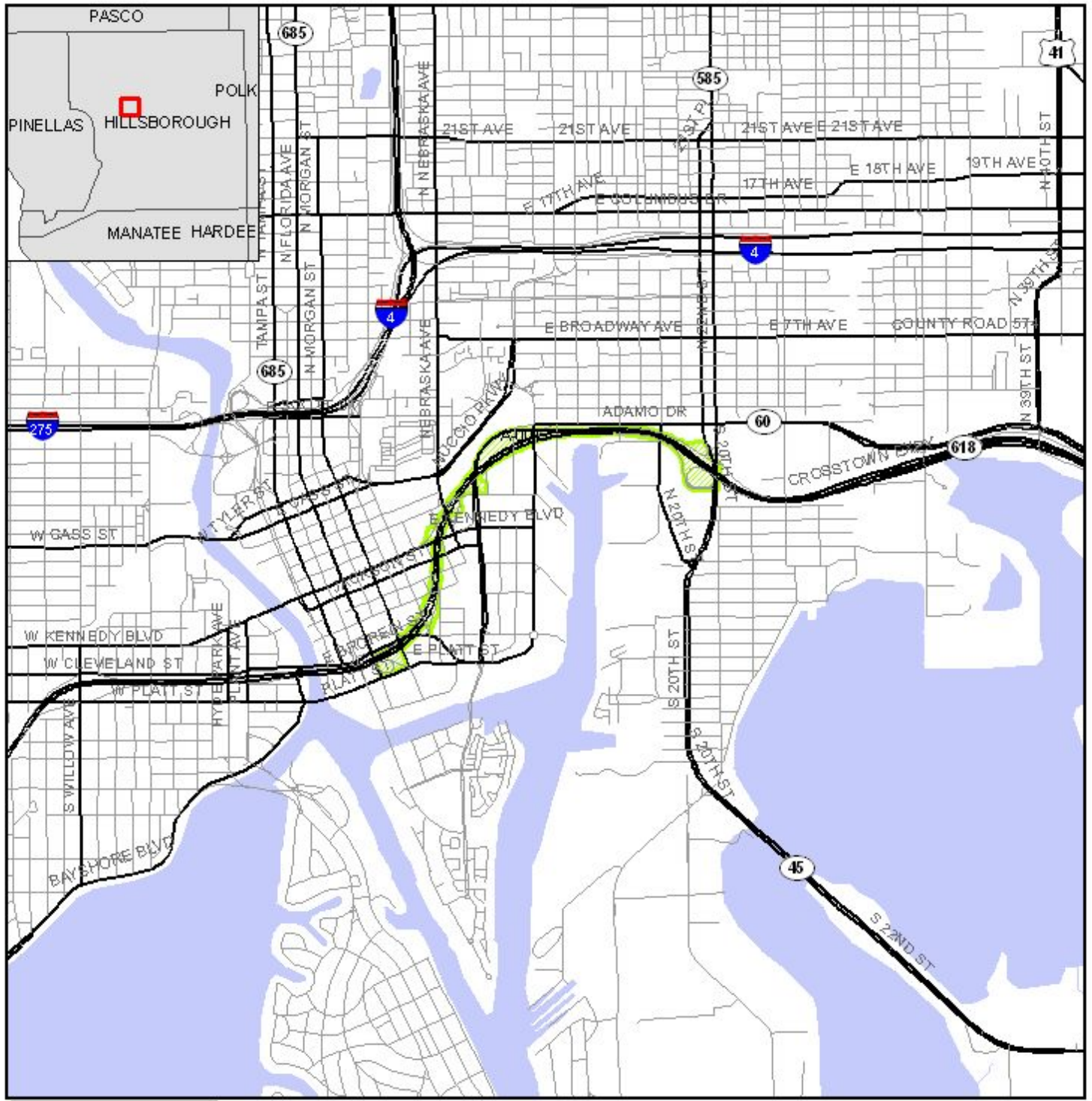
Potential Contamination Assessment Map

- | | | | |
|---------------------------|--------------------------|-------------------------|-----------------|
| 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 | Gasoline Service Station | Nuclear Site | Swamp/Marsh |
| Local Road or Trail | Solid Waste Facility | | |

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

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Farmlands Resource Map

0 0.75 Miles

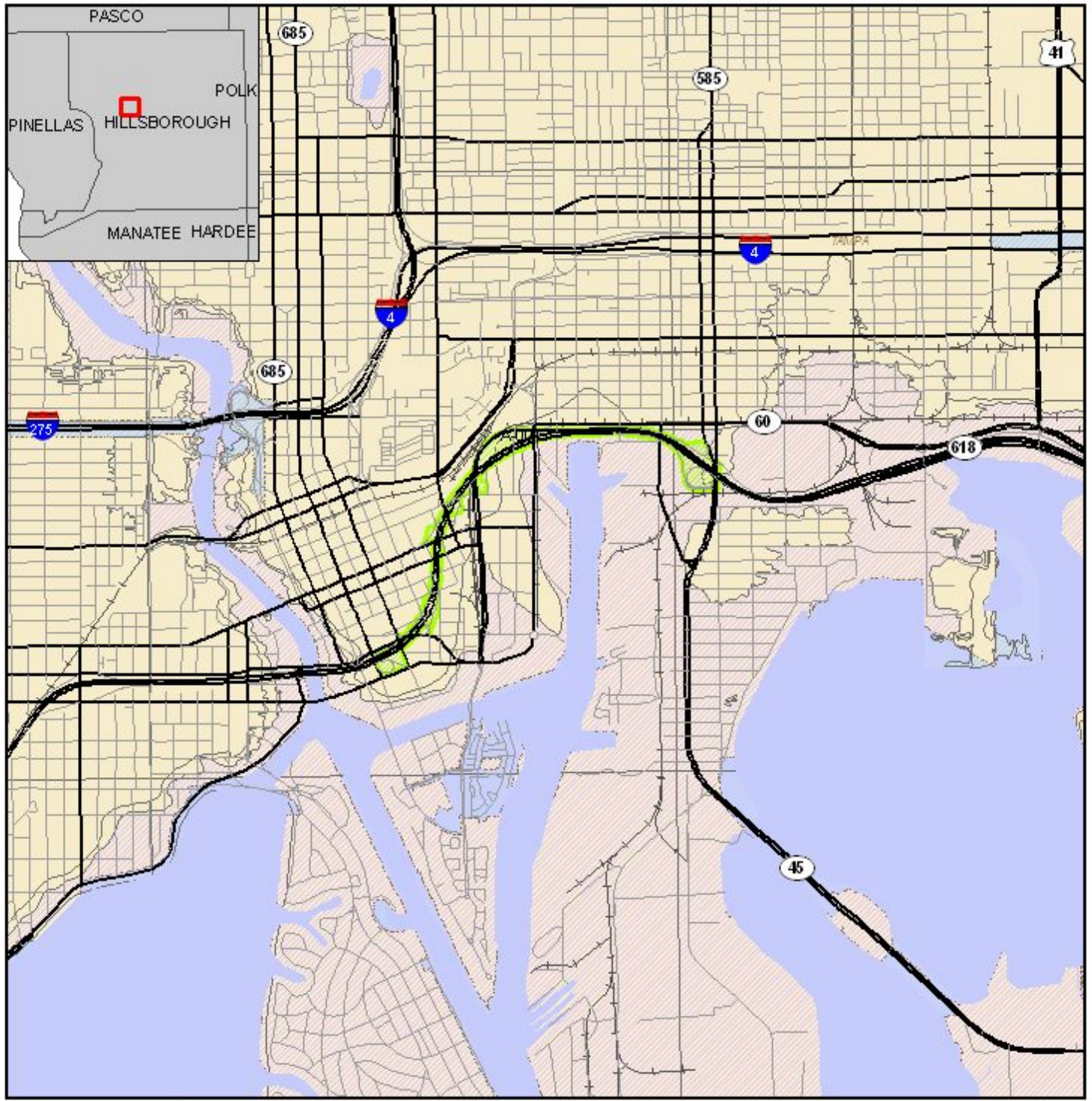


- | | | |
|--|--|--|
| ■ ETDM Alternative Point | — Major Road | ■ Nurseries/Vineyards |
| ● ETDM Alternative Terminus | — Local Road or Trail | ■ Specialty Farms |
| — ETDM Alternative Segment | ■ Water Body | ■ Tree Crops |
| ■ ETDM Alternative Polygon | ■ Prime Farmland Soils | ■ Rural Open Lands |
| — River, Stream or Canal | ■ Cropland/Pastureland | |

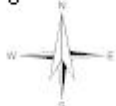
Data Sources: Geographic Data Technology, Inc., Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



0 0.6 Miles



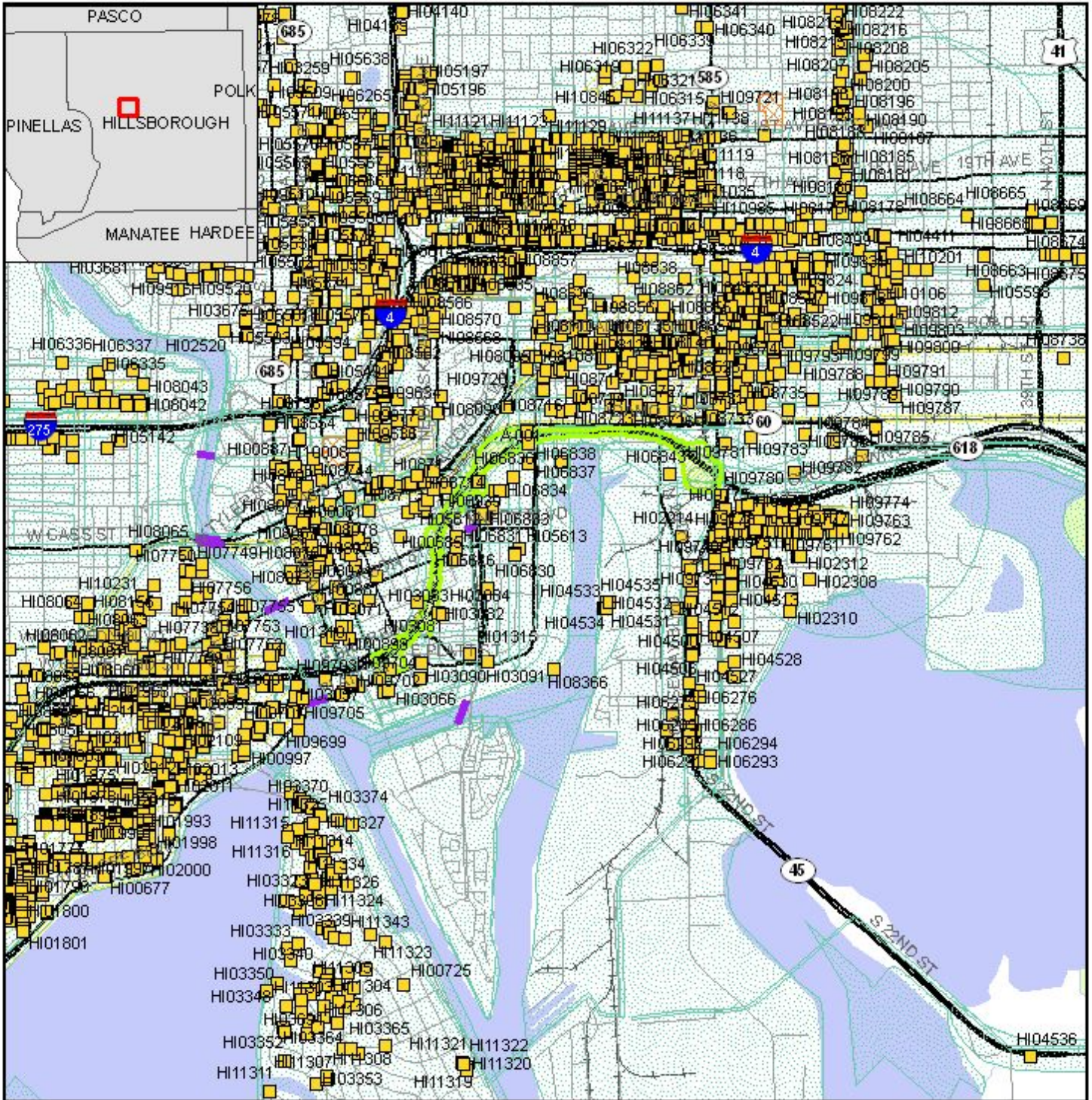
Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Federal Emergency Management Agency

- ETD M Alternative Point
- ETD M Alternative Terminus
- ▬ ETD M Alternative Segment
- ▨ ETD M Alternative Polygon
- Major Road
- - - Local Road or Trail
- |— Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Inside Special Flood Hazard Area
- Outside Special Flood Hazard Area

Floodplain Resource Map

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Historic Resources Map

0 1 Miles

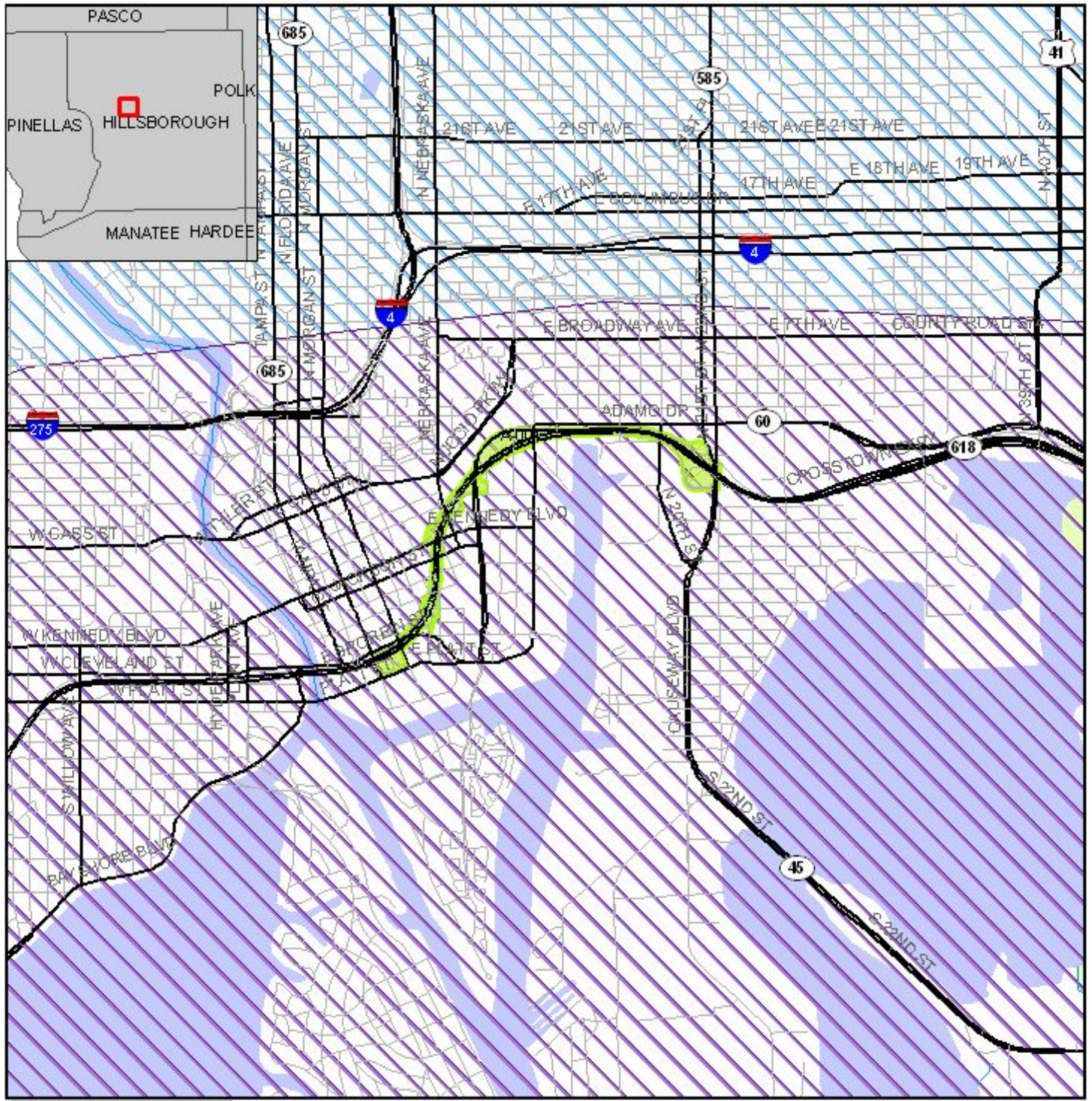


Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

- 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.

11840 SR 681 Widening Florida Avenue to 22nd Street



Hydrogeology Resource Map

0 0.8 Miles

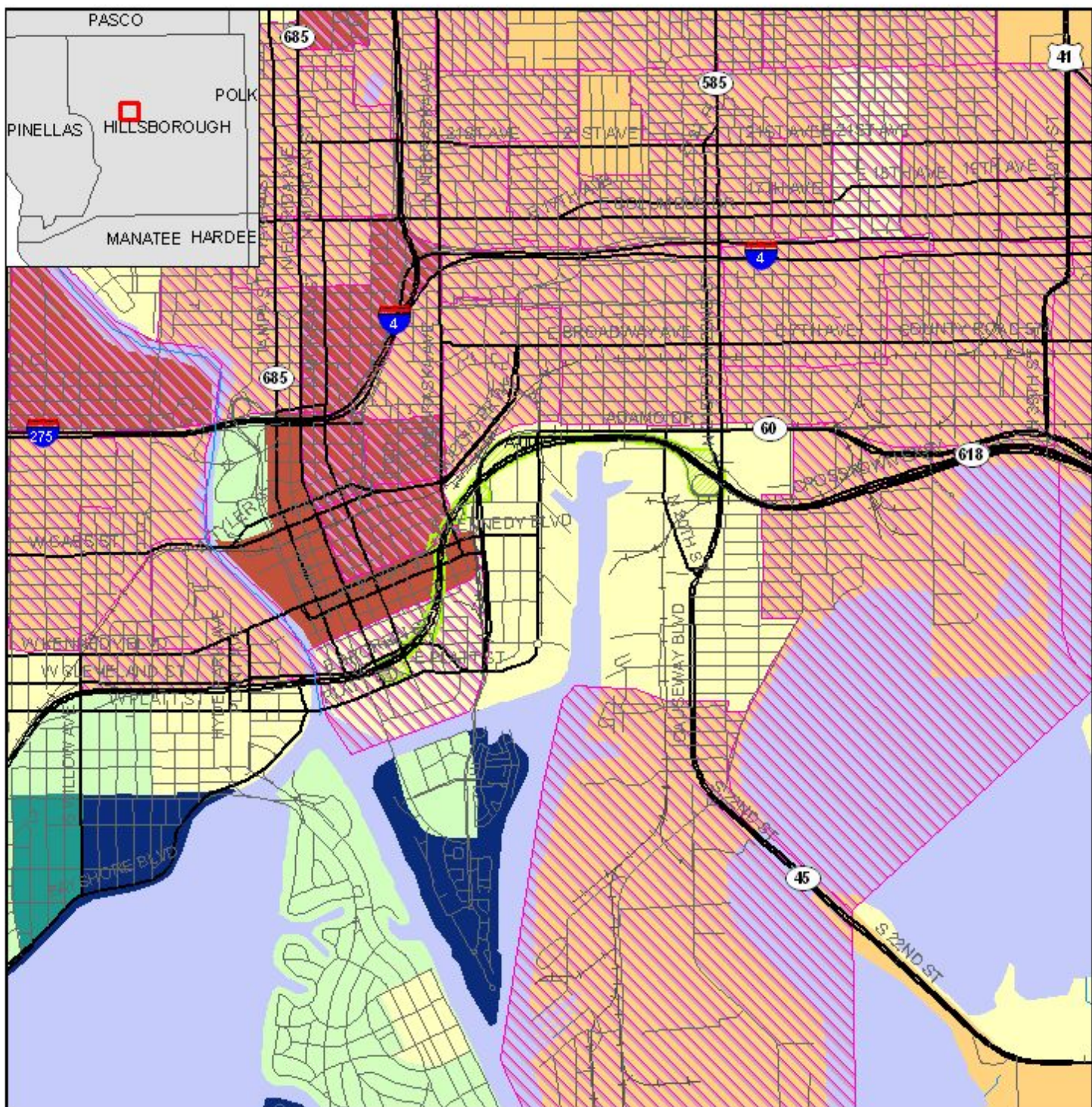


- | | | | | |
|---|---|---|---|---|
| <ul style="list-style-type: none"> ETD M Alternative Point ETD M Alternative Terminus ETD M Alternative Segment ETD M Alternative Polygon | <ul style="list-style-type: none"> Major Road Local Road or Trail River, Stream or Canal Other Water Body Swamp/Marsh | <p>Recharge Areas of the Floridan Aquifer</p> <ul style="list-style-type: none"> Discharge 1 TO 5 Discharge > 5 Discharge < 1 Recharge 1 TO 10 Recharge > 10 Recharge < 1 | <p>Geological Epoch</p> <ul style="list-style-type: none"> Eocene Holocene Miocene Miocene/Pliocene Oligocene | <ul style="list-style-type: none"> 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

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



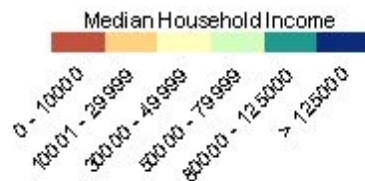
0 0.9 Miles



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

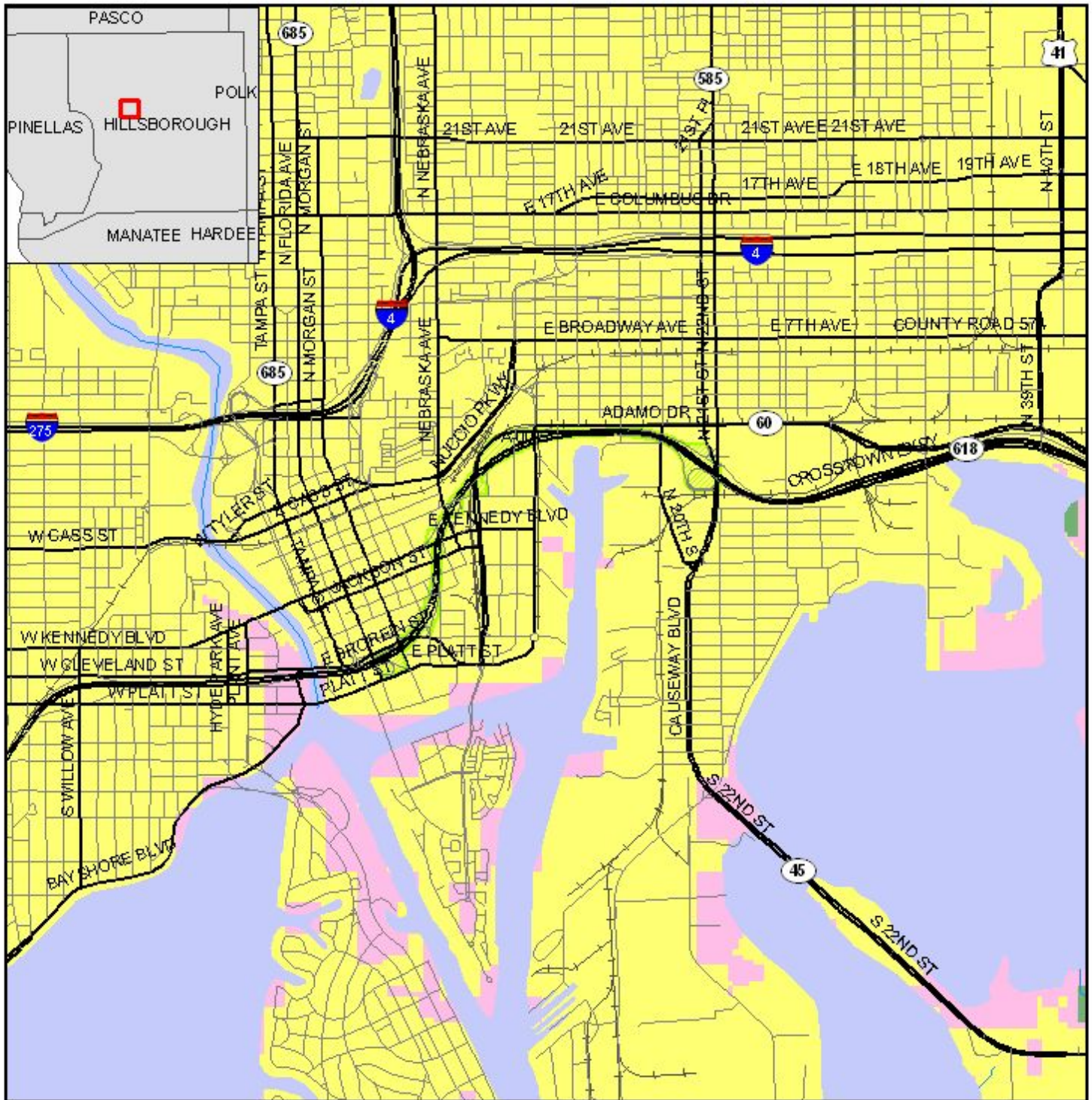
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- > 20% Below Poverty

Income Distribution Map



Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



0 0.9 Miles

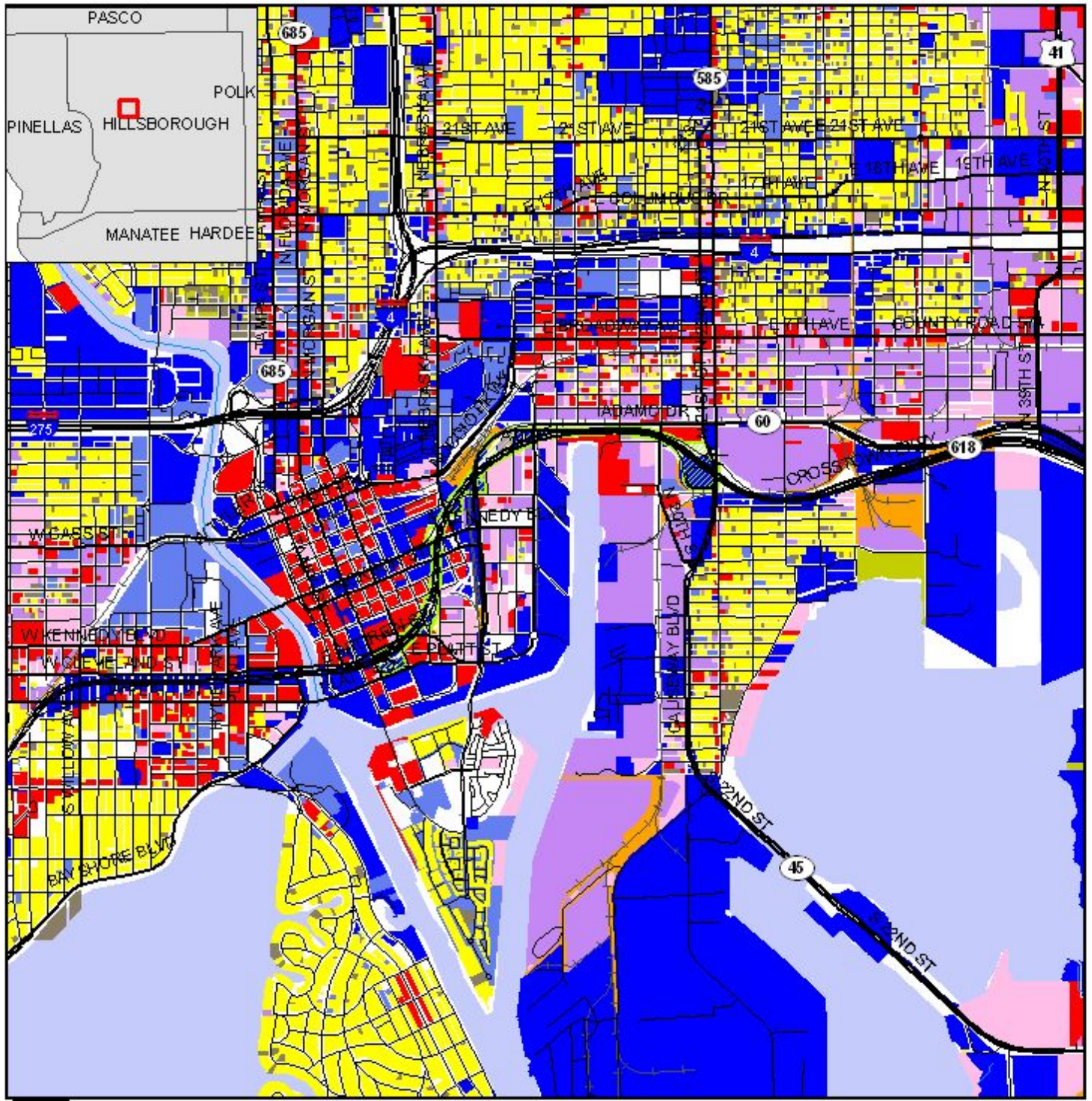
Integrated Wildlife Habitat Ranking System Map

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



0 0.2 Miles



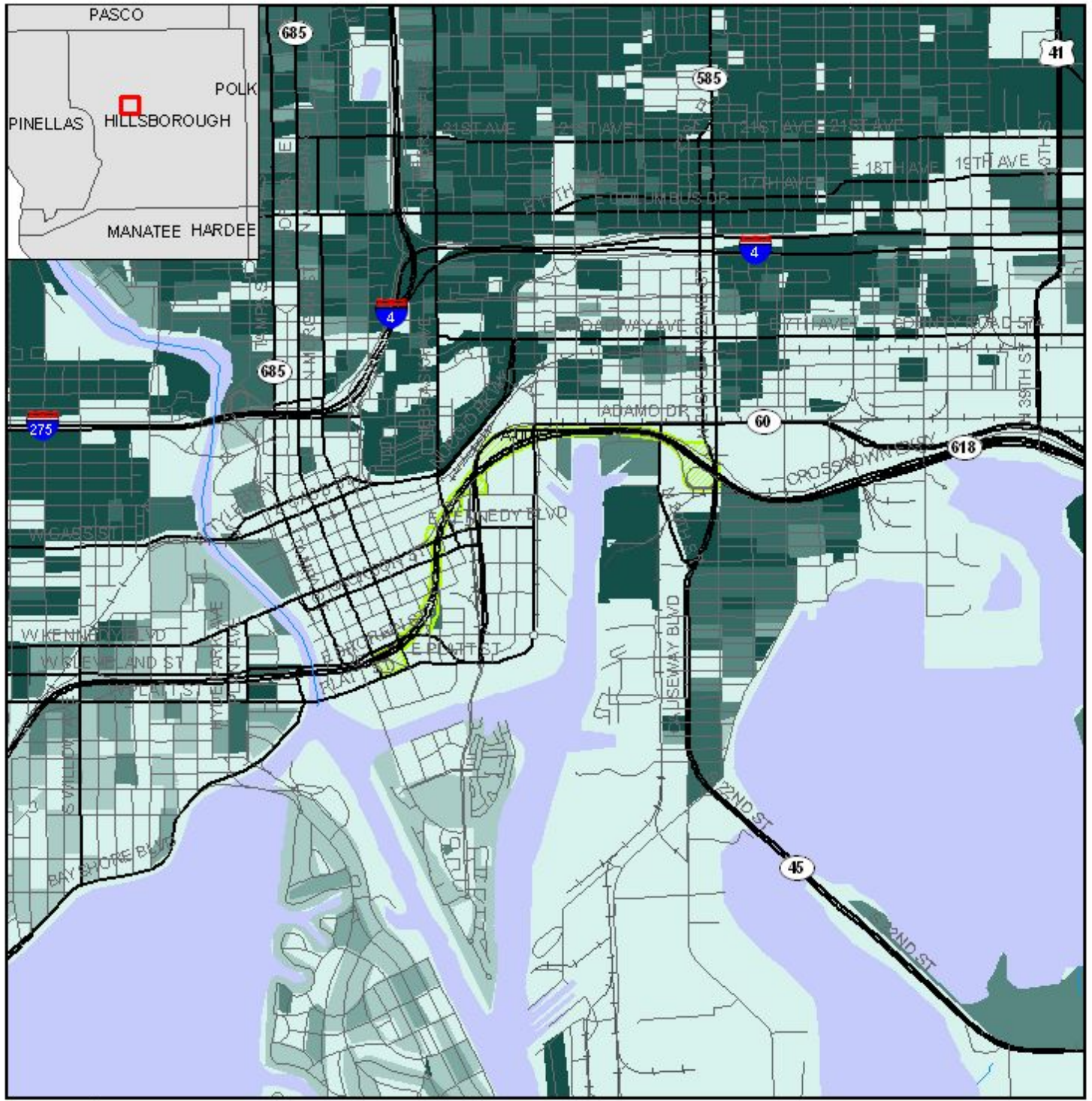
Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

- | | | | |
|--|---|--|--|
| ● 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 | No Data | |
| Local Road or Trail | Mining | Recreational | |
| | | Residential | |

Land Use Map

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



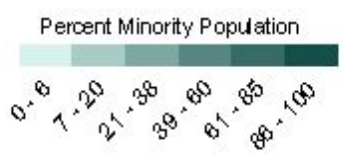
0 0.3 Miles



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

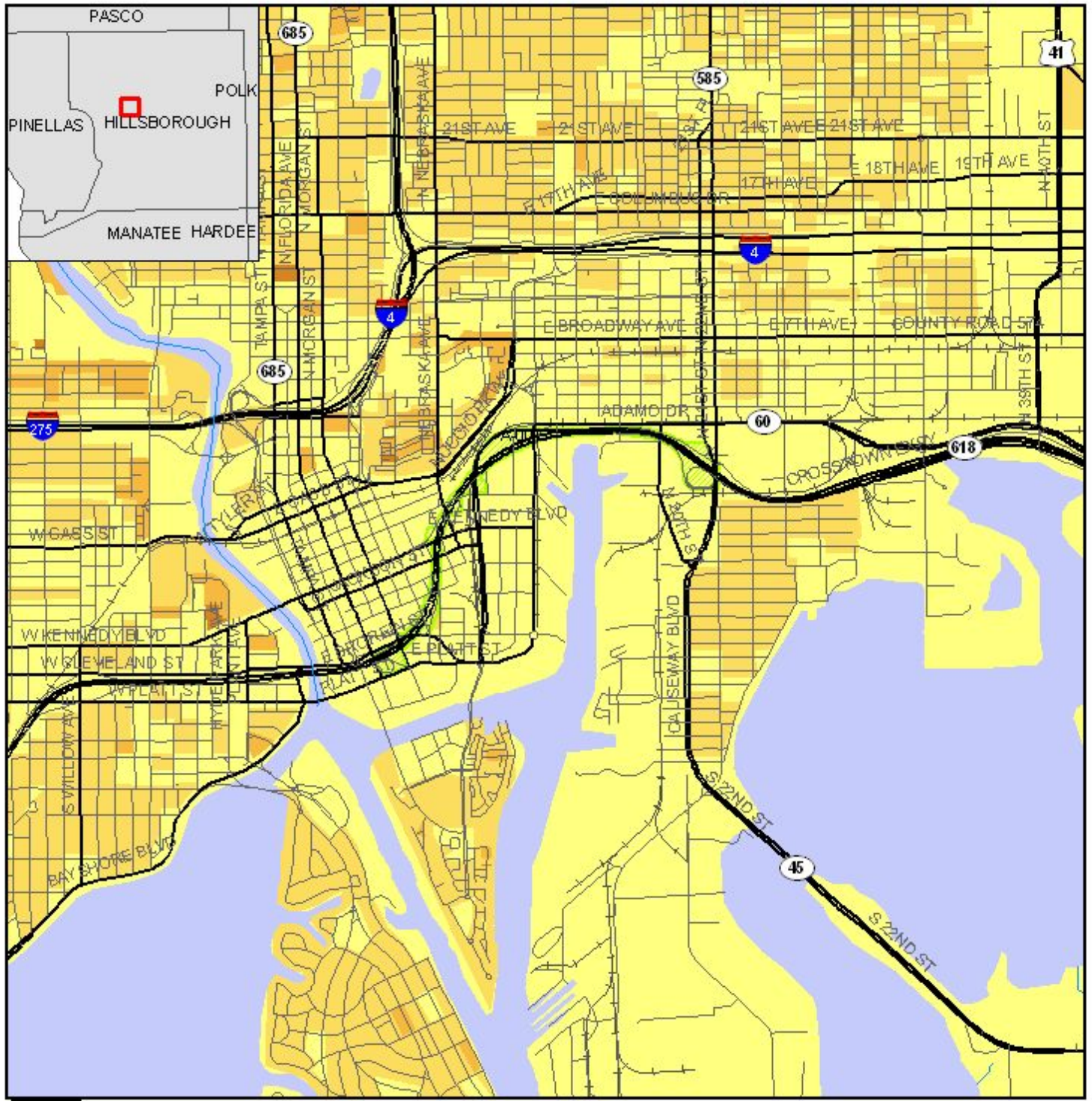
Minority Population Distribution Map

- 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



Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street

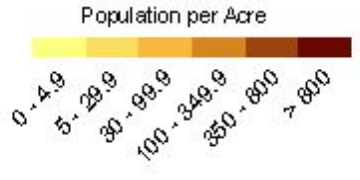


0 0.25 Miles



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

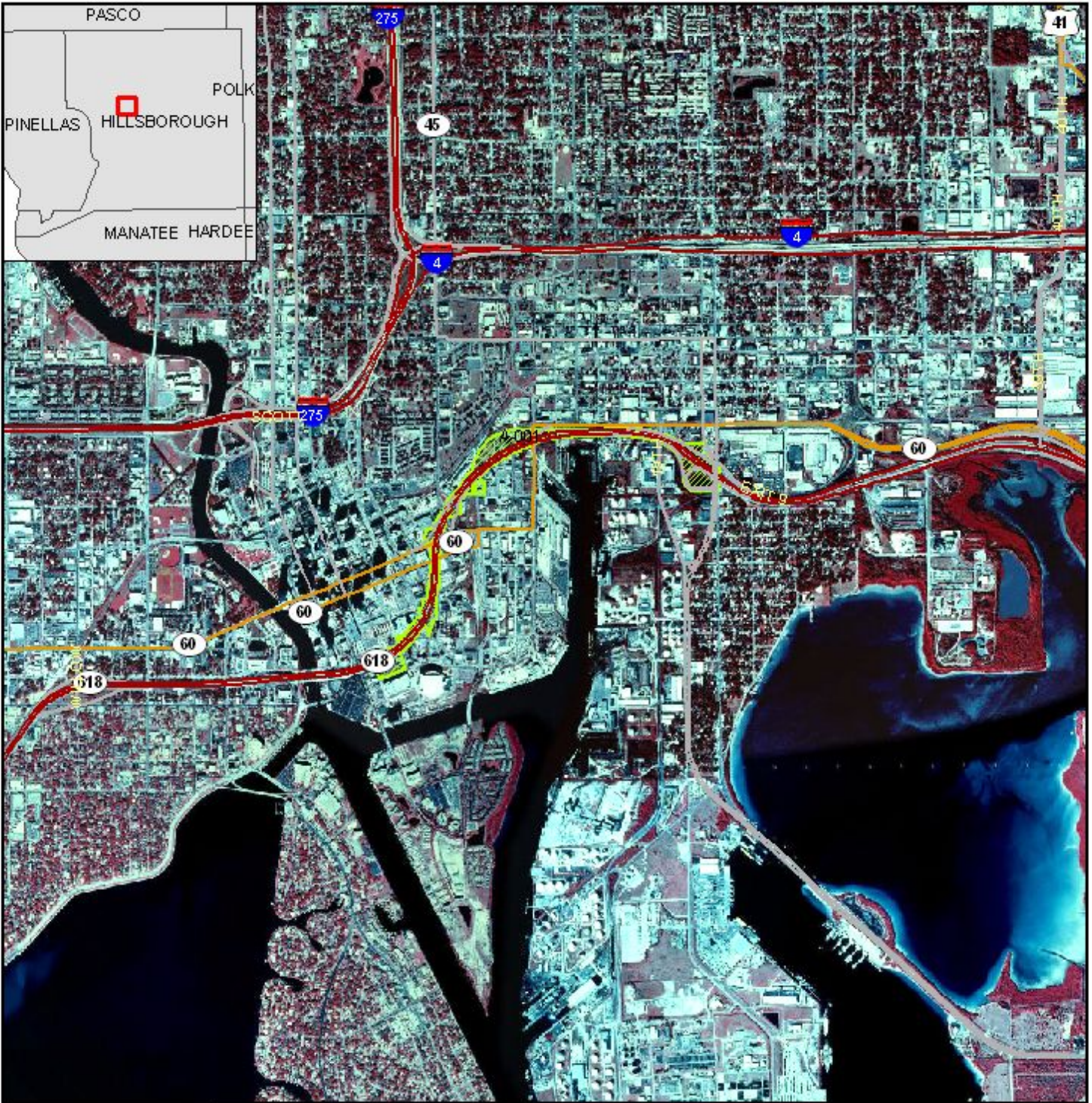
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



Population Density Map

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Project Aerial Map

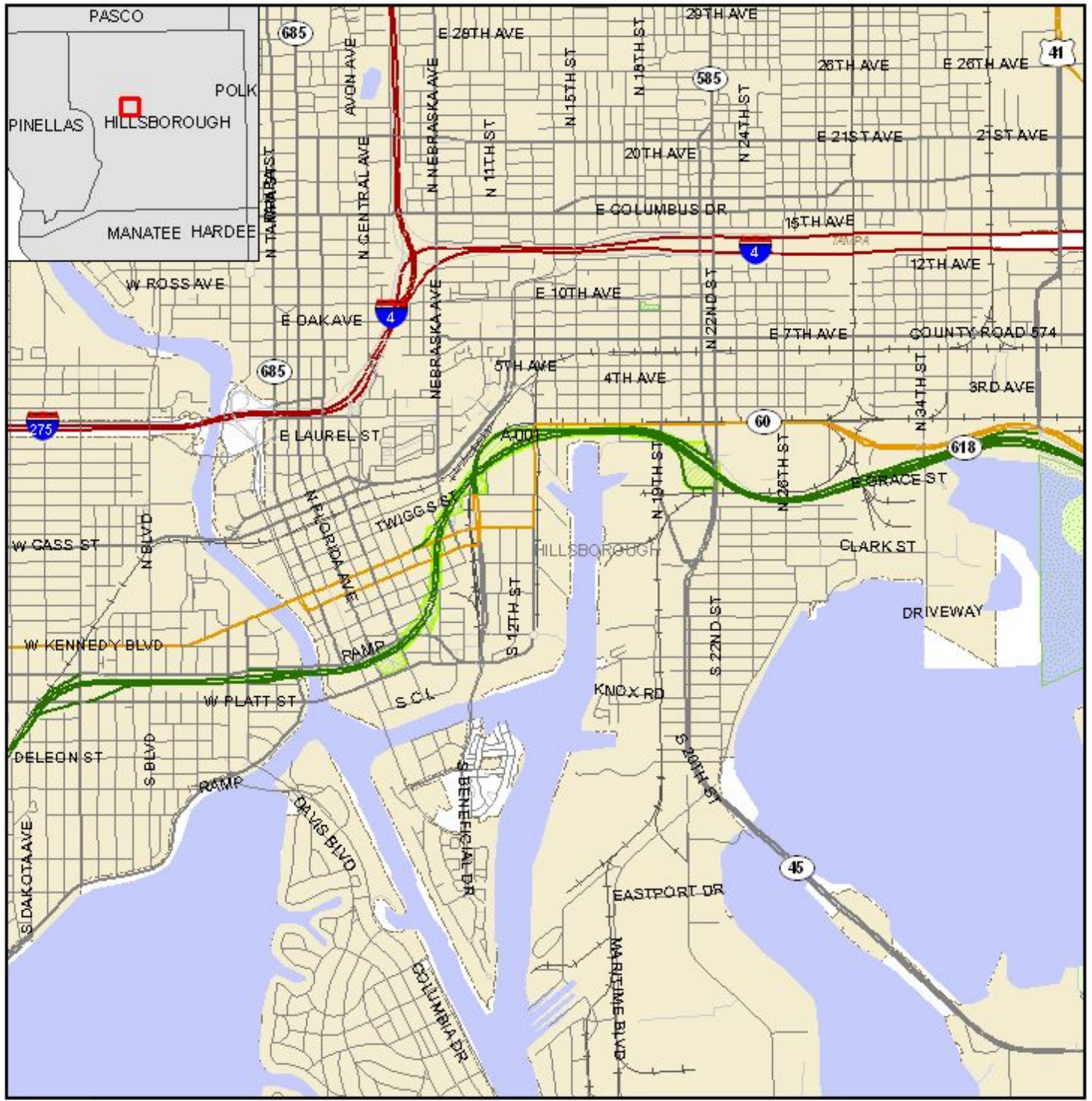
0 0.75 Miles



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

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

11840 SR 681 Widening Florida Avenue to 22nd Street



Project Location Map

0 0.3 Miles

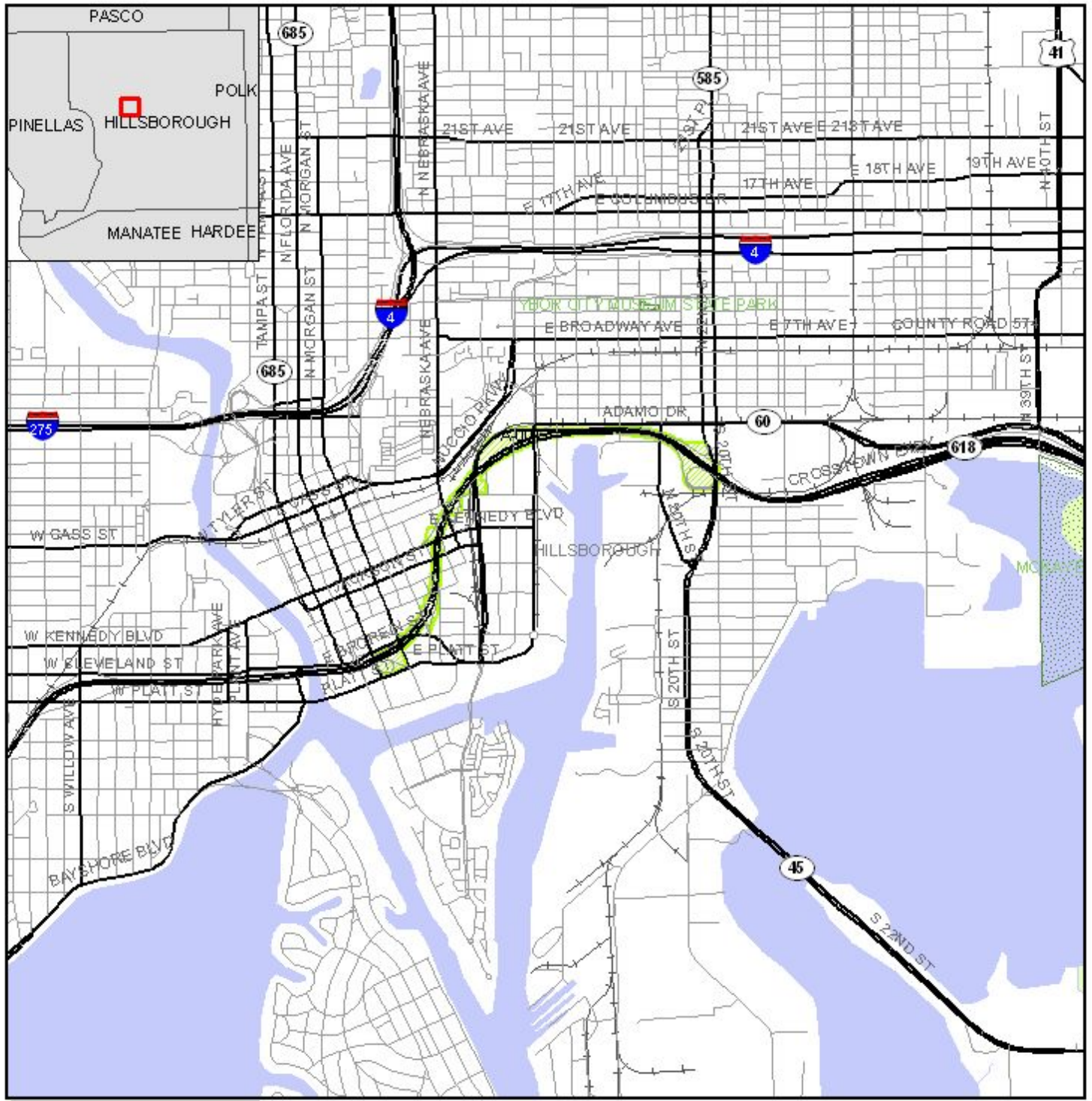


Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|---|---|--|
| ● 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 | | |

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Conservation and Recreation Area Map



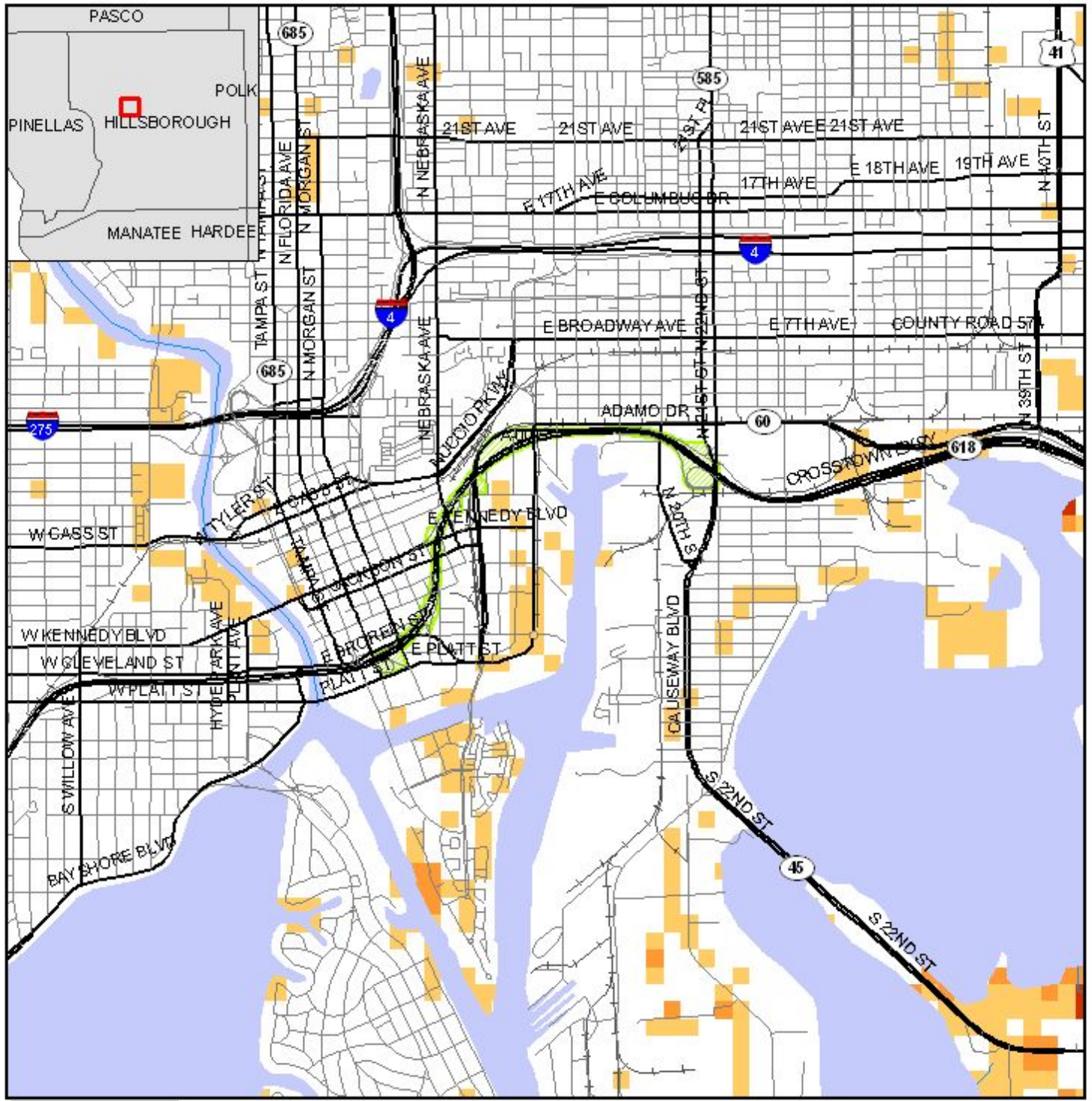
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Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Natural Areas Inventory

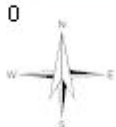
- | | | |
|---|--|--|
| ■ ETDM Alternative Point | — River, Stream or Canal | Conservation or Recreation Area |
| — ETDM Alternative Segment | Water Body | — Major Road |
| ETDM Alternative Polygon | Swamp/Marsh | — Local Road or Trail |
| ● ETDM Alternative Terminus | | — Railroad |
| | | County Boundary |

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Species Potential Habitat Model Map



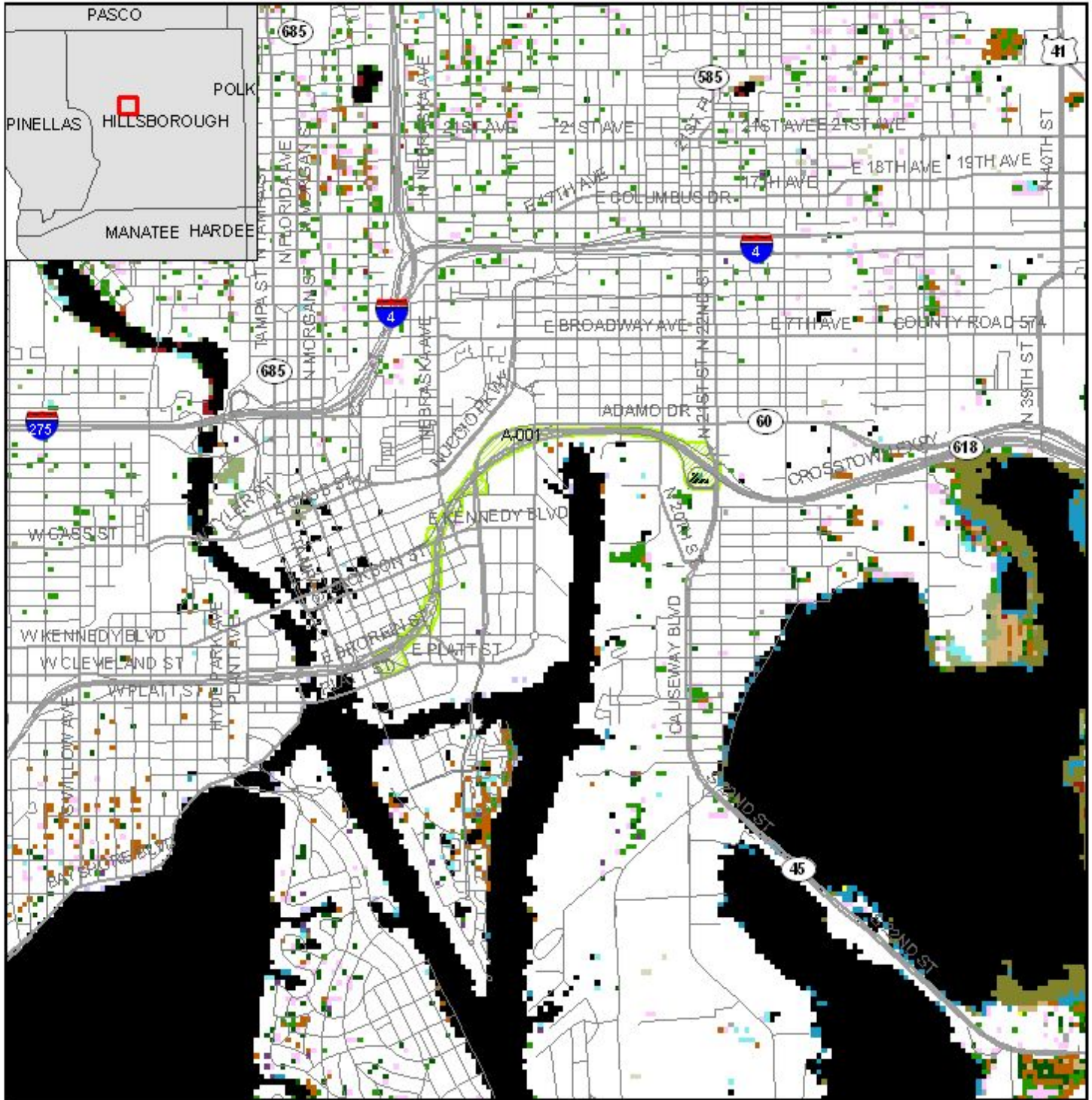
0 0.6 Miles

- | | | |
|---|--------------------------|---|
| ■ ETDM Alternative Point | — Major Road | ■ Water Body |
| ● ETDM Alternative Terminus | — Local Road or Trail | Potential Habitat for Focal Species |
| — ETDM Alternative Segment | — Railroad | ■ 1 - 6 Species |
| ■ ETDM Alternative Polygon | — River, Stream or Canal | ■ 7 - 12 Species |
| | | ■ 13 - 18 Species |
| | | ■ > 18 Species |

Data Sources:
 Geographic Data Technology, Inc.
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



Vegetation and Land Cover Map

0 0.9 Miles

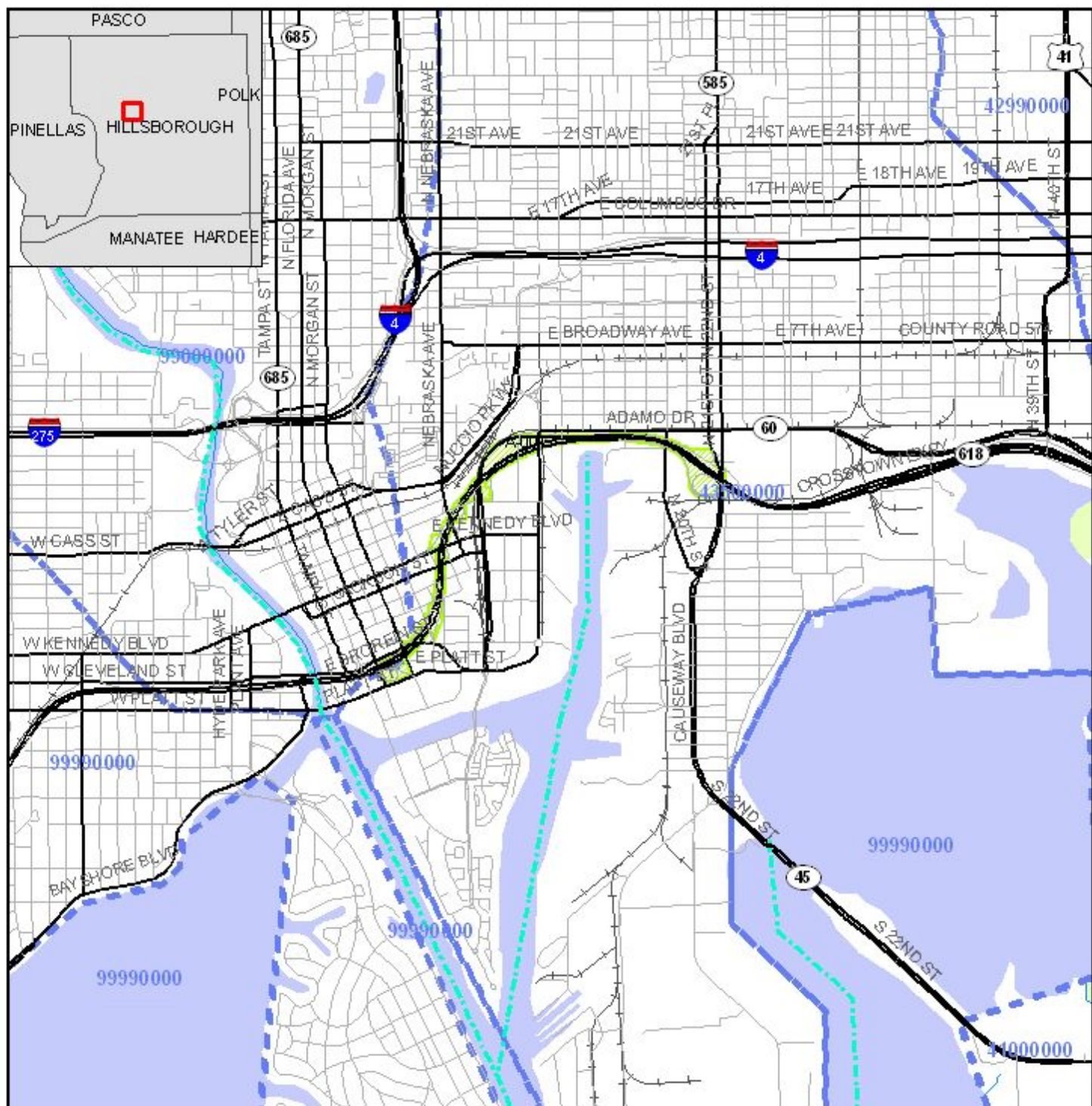
- | | | | | | | |
|----------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDMA Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDMA Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| ETDMA Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDMA 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 | Exotic Plants |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Australian Pine | Melaleuca |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Improved Pasture | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | | | |

Data Sources:

Geographic Data Technology, Inc.; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

Map Generated on: 7/31/2009

11840 SR 681 Widening Florida Avenue to 22nd Street



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon

- Major Road
- Local Road or Trail
- Railroad

- ▲ 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- Drainage Basin
- Outstanding Florida Water

- Surface Water Class I
- Surface Water Class II
- Other Water Body
- Swamp/Marsh

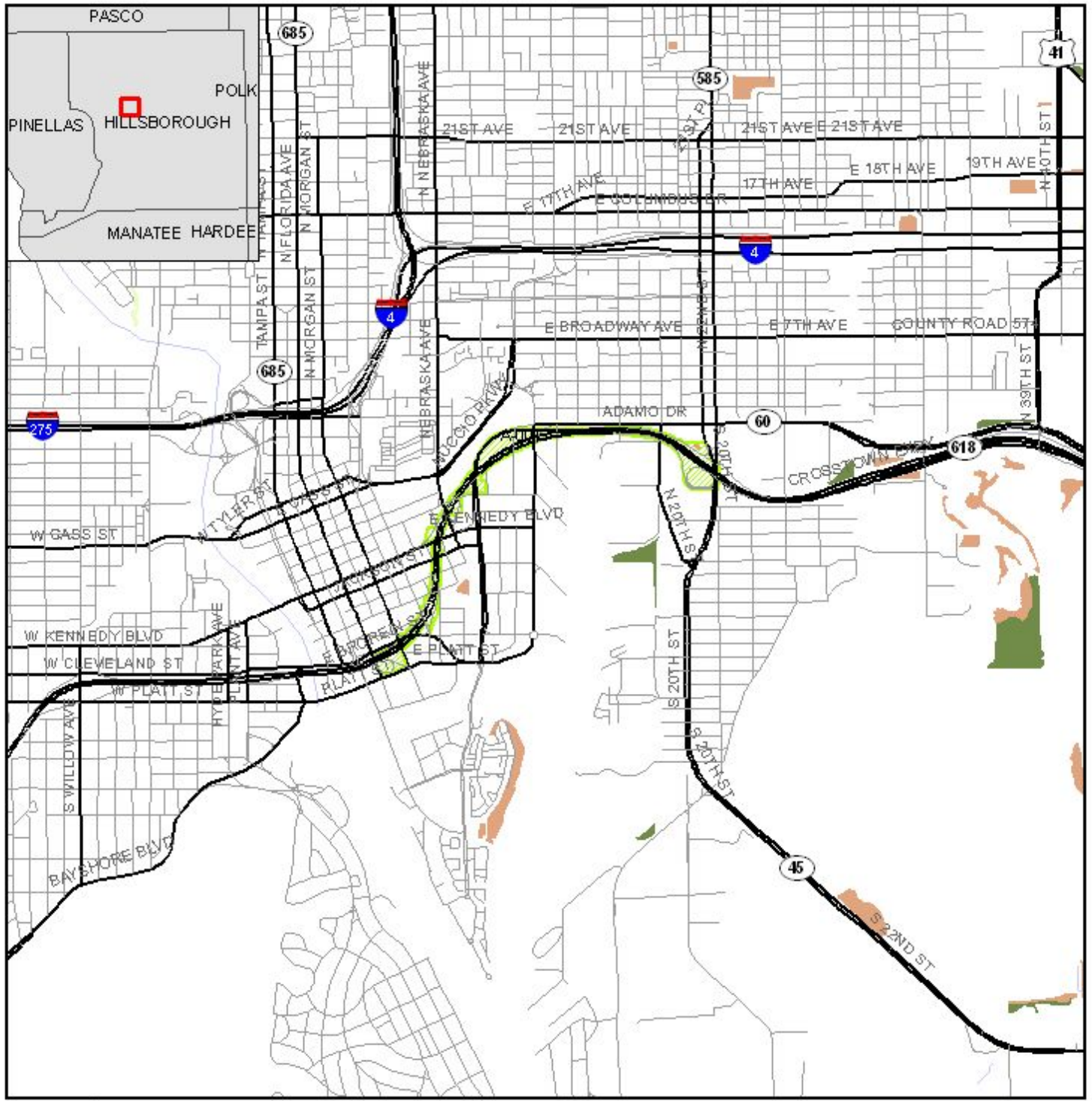
Data Sources:

Geographic Data Technology, Inc.
US Geological Survey

Florida Department of Transportation
Florida Department of Environmental Protection

Florida Geological Survey
US Bureau of Transportation Statistics

11840 SR 681 Widening Florida Avenue to 22nd Street



Wetland Resource Map

- | | | |
|--|--|--|
| <p>0 0.3 Miles</p> <p> North arrow</p> | <ul style="list-style-type: none"> ETDM Alternative Polygon ETDM Alternative Segment ETDM Alternative Terminus ETDM Alternative Point Major Road Local Road or Trail | <ul style="list-style-type: none"> River, Stream or Canal Water Body Non-vegetated Wetland Vegetated Non-forested Wetland Wetland Forested Mixed Wetland Coniferous Forest Wetland Hardwood Forest |
|--|--|--|

Data Sources: Geographic Data Technology, Inc.; Florida Water Management Districts; US Geological Survey

Map Generated on: 7/31/2009

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 #11840 - SR 618 Widening , 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=11840&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 04/13/2010 by Steve Love Milestone** is selected. GIS Analyses snapshots have been taken for Project #11840 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

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APPENDIX D

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August 5, 2009

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

Dear Ms. Milligan:

**SUBJECT: Advance Notification
SR 618 (Selmon Crosstown Expressway)
(from Florida Avenue to 22nd Street)
Project Development and Environment Study
Project Number 52.20.02
Hillsborough County, Florida**

We are sending this Advance Notification (AN) package to your office for distribution to state agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. We also are distributing the AN package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as # **11840 – SR 618 Widening**. ETAT members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: <http://etdmpub.fl.a-etat.org/>.

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

In addition, please review this project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

Consistency reviewers have 45 days from this notification to provide their comments. Once you have received their comments, please supply a summary and consistency determination for your agency within 60 days of the notification. If you need more review time, please send a written request for an extension to our office within the initial 60 day comment period.

Ms. Lauren P. Milligan
August 5, 2009
Page Two

Your comments should be addressed to:

Martin Stone, AICP
Planning Director
Tampa-Hillsborough Expressway Authority
1104 East Twiggs, Suite 300
Tampa, Florida 33602

Your expeditious handling of this notice will be appreciated.

Sincerely,



Joseph Waggoner
Executive Director

Attachment

cc:

Federal Highway Administration, Division Administrator
Federal Highway Administration
Federal Emergency Management Agency - Mitigation Division, Chief
Federal Railroad Administration - Director
Federal Railroad Administration
US Department of Interior - Bureau of Land Management, Eastern States Office
US Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior - U.S. Geological Survey
U.S. Environmental Protection Agency
U.S. Department of Interior – U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers - Regulatory Branch
U.S. Department of Commerce - National Marine Fisheries Service - Southeast
U.S. Department of Commerce - National Marine Fisheries Service - Habitat
U.S. Department of Agriculture - Southern Region
U.S. Department of Interior - National Park Service - Southeast Regional Office
Federal Aviation Administration - Airports District Office
U.S. Department of Health and Human Services – National Center for Environmental Health
U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities
U.S. Coast Guard - Commander (obr) - Eighth District
U.S. Coast Guard - Commander (oan) - Seventh District
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Mississippi Band of Choctaw Indians
Florida Fish and Wildlife Conservation Commission
Florida Department of Environmental Protection
Florida Department of Environmental Protection- State Clearinghouse
Florida Department of State

Florida Department of Community Affairs
Florida Department of Elder Affairs (FDEA)
Florida Department of Agriculture and Consumer Services
Florida Department of Transportation District 7 – District Secretary Donald Skelton
Florida Department of Transportation District 7 – Director of Transportation Development Scott Collister
Florida Department of Transportation District 7 – Director of Transportation Operations Jim Moulton, Jr.
Florida Department of Transportation District 7 – Director of Transportation Support Gloria Harmony
Florida Department of Transportation District 7 – Public Information Director Marian Scorza
Federal Transit Administrator
Tampa Bay Area Regional Transportation Authority
Hillsborough Metropolitan Planning Organization
Tampa Bay Regional Planning Council
Southwest Florida Water Management District
Hillsborough County – Planning & Growth Management – Director Peter Aluotto
Hillsborough County – Environmental Protection Commission - Executive Director Richard D. Garrity, Ph.D.
Hillsborough County - Soil & Water Conservation District – Chairman Mr. Hugh Gramling
Hillsborough County – Fire Rescue – Fire Chief William L. Nesmith
Hillsborough County – Sheriff's Office – Sheriff David Gee
Hillsborough County – Neighborhood Relations – Neighborhood Relations Officer Shelley Blood
Hillsborough County – Public Works – Director Bob Gordon
Hillsborough County – Traffic Services Division of Public Works – Division Director Michael B. McCarthy
Hillsborough County – Office of Planning & Infrastructure – Assistant County Administrator Kenneth C. Griffin, PE, Ph.D.
Hillsborough County –County Administrator Patricia G. Bean
Hillsborough County – Historic Preservation Program – Staff Representative Elaine Lund
Hillsborough County – Board of County Commissioners – County Commissioner, District 1 Rose Ferlita
Hillsborough County - Board of County Commissioners - County Commissioner, District 3 Kevin White
Hillsborough County – Board of County Commissioners– Chairman Jim Norman
Hillsborough County – Emergency Management – Director Larry Gispert
Hillsborough County Aviation Authority – Executive Director Louis Miller
Hillsborough County Courthouse – Clerk Pat Collier Frank
Hillsborough County MPO – Hillsborough County MPO Chair – Mayor Joe Affronti
Hillsborough County Public Schools – Chair Jennifer Faliero
Hillsborough Department of Planning and Zoning – Assistant Director Planning Mr. Subrata Basu
Hillsborough Area Regional Transit – Chief Mary Shavalier
Hillsborough Water Resource Services – Director Paul Vanderploog
Hillsborough Solid Waste Management Department – Director Barry M. Boldissar
Environmental Protection Commission of Hillsborough County - Executive Director Richard D. Garrity, Ph.D.
Florida Senate - Senator - District 18 - The Honorable Arthenia Joyner
Florida Senate – Senator – District 16 - The Honorable Charlie Justice
Florida Senate –Hillsborough County Legislative Delegation – Executive Director Candace Hundley
Florida House of Representatives – District 56 State Representative Rachel Burgin
City of Tampa – Mayor's Office - Mayor Pam Iorio
City of Tampa – City Council – District 5 Councilman Thomas Scott
City of Tampa – Chief of Staff Darrell Smith
City of Tampa – Department of Water– Director Brad L. Baird, P.E.
City of Tampa – Department of Solid Waste – Director Tonja M. Brickhouse
City of Tampa – Department of Wastewater – Director Ralph L. Metcalf, II
City of Tampa - Department of Community Affairs – Manager Kenneth Perry
City of Tampa - Department of Economic and Urban Development - Administrator Mark Huey
City of Tampa - Department of Growth Management and Development Services – Director Cynthia Miller
City of Tampa - Department of Neighborhood and Community Relations - Director Shannon Edge
City of Tampa - Department of Public Affairs– Director Liana Lopez
City of Tampa - Department of Public Works Department – Director Irvin Lee
City of Tampa - Police Department – Police Chief Stephen Hogue
City of Tampa - Department of Fire Rescue – Fire Chief Dennis Jones
Tampa Port Authority – Director/CEO Richard Wainio
The Children's Board of Hillsborough County – Chair Ms. Valerie Hubbard-Goddard
TECO – Peoples Gas – West Region General Manager Keith Martin
TECO Tampa Electric - Vice President Customer Service and Regulatory Affairs Deirdre A. Brown

Transmittal List

Official Transmittal List		
	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	Federal Aviation Administration	* Airports District Office
3.	Federal Highway Administration	Anderson, Linda
4.	Federal Highway Administration	Kendall, Cathy
5.	Federal Highway Administration	Williams, Marvin L.
6.	Federal Transit Administration	Lashore, Tajsha
7.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
8.	FL Department of Agriculture and Consumer Services	Morris, Vince
9.	FL Department of Community Affairs	Donaldson, Gary
10.	FL Department of Environmental Protection	Milligan, Lauren P.
11.	FL Department of Environmental Protection	Stahl, Chris
12.	FL Department of State	McManus, Alyssa
13.	FL Department of State	Ross, Jennifer R.
14.	FL Department of State	Yates, Brian
15.	FL Department of Transportation	Bixby, Marjorie
16.	FL Department of Transportation	Jobe, James B.
17.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
18.	FL Fish and Wildlife Conservation Commission	Poole, MaryAnn
19.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
20.	FL Senate	Storms, Ronda
21.	Florida Inland Navigation District	* Mr. David Roach
22.	Hillsborough County MPO	Blain, Wally
23.	Miccosukee Tribe of Indians of Florida	Terry, Steve
24.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Billy Cypress, Chairman
25.	Mississippi Band of Choctaw Indians	* The Honorable Mr. Beasley Denson
26.	Muscogee (Creek) Nation	* The Honorable Mr. A.D. Ellis, Principal Chief
27.	National Marine Fisheries Service	Rydene, David A.
28.	National Marine Fisheries Service	Sramek, Mark
29.	National Park Service	Barnett, Anita
30.	Natural Resources Conservation Service	Robbins, Rick A.
31.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
32.	Seminole Nation of Oklahoma	* The Honorable Mr. Enoch Kelly Haney, Principal Chief
33.	Seminole Tribe of Florida	Steele, Willard
34.	Seminole Tribe of Florida	* The Honorable Mr. Mitchell Cypress, Chairman
35.	Southwest Florida Water Management District	Miller, C. L.
36.	Southwest Florida Water Management District	O'Neil, Paul W.

37.	Tampa Bay Regional Planning Council	Cooper, Suzanne T.
38.	Tampa Bay Regional Planning Council	Meyer, John M.
39.	US Army Corps of Engineers	Fellows, John
40.	US Coast Guard	Overton, Randy
41.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
42.	US Department of Housing and Urban Development	* Regional Environmental Officer
43.	US Department of Interior	* Bureau of Land Management, Eastern States Office
44.	US Department of Interior	Director, USGS-FISC
45.	US Environmental Protection Agency	Dominy, Madolyn
46.	US Fish and Wildlife Service	Mecklenborg, Todd S.

* Hardcopy recipient

Advance Notification Package (abridged)

**Project #11840 - SR 618 Widening
Programming Screen - Published on 08/05/2009
Printed on: 8/18/2009**

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Application for Federal Assistance SF-424		Version 02
*1. Type of Submission:		*2. Type of Application * If Revision, select appropriate letter(s)
<input type="checkbox"/> Preapplication	<input checked="" type="checkbox"/> New	
<input checked="" type="checkbox"/> Application	<input type="checkbox"/> Continuation	*Other (Specify) _____
<input type="checkbox"/> Changed/Corrected Application	<input type="checkbox"/> Revision	
3. Date Received:		4. Applicant Identifier:
		THEA Project Number 52.20.02
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
*a. Legal Name: Tampa Hillsborough Expressway Authority		
*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-1022982		*c. Organizational DUNS: 111514092
d. Address:		
*Street 1:	1104 East Twiggs Street	
Street 2:	Suite 300	
*City:	Tampa	
County:	Hillsborough	
*State:	Florida	
Province:		
*Country:	USA	
*Zip / Postal Code	33602	
e. Organizational Unit:		
Department Name: Tampa Hillsborough Expressway Authority		Division Name:
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix:	Mr.	*First Name: Joseph
Middle Name:		
*Last Name:	Waggoner	
Suffix:		
Title:	Executive Director	
Organizational Affiliation:		

*Telephone Number: 813.272.6740

Fax Number: 813.273.3730

*Email: JOEW@tampa-xway.com

OMB Number: 4040-0004
Expiration Date: 01/31/2009

Application for Federal Assistance SF-424

Version 02

***9. Type of Applicant 1: Select Applicant Type:**

D. Special District Government

Type of Applicant 2: Select Applicant Type:

A. State Government

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20.205 _____

CFDA Title:

***12 Funding Opportunity Number:**

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):


Tampa, Hillsborough County, Florida

***15. Descriptive Title of Applicant's Project:**

SR 618 (Selmon Crosstown Expressway) Viaduct Widening
 (from Florida Avenue to 22nd Street)

OMB Number: 4040-0004
 Expiration Date: 01/31/2009

Application for Federal Assistance SF-424	Version 02
16. Congressional Districts Of:	
*a. Applicant: FL-011	*b. Program/Project: FL-005, 009, 010, 011, 012, 013
17. Proposed Project:	
*a. Start Date: May 2010	*b. End Date: May 2012
18. Estimated Funding (\$):	
*a. Federal	\$96,000,000.00
*b. Applicant	\$24,000,000.00
*c. State	_____
*d. Local	_____
*e. Other	_____
*f. Program Income	_____
*g. TOTAL	\$120,000,000.00
*19. Is Application Subject to Review By State Under Executive Order 12372 Process?	
<input checked="checked" type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <u>May 2010</u> <input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review. <input type="checkbox"/> c. Program is not covered by E. O. 12372	
*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)	
<input type="checkbox"/> Yes <input checked="checked" type="checkbox"/> No	
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001) <input checked="checked" type="checkbox"/> ** I AGREE ** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions	
Authorized Representative:	
Prefix: Mr. _____	*First Name: Joseph _____

Middle Name: _____	
*Last Name: <u>Waggoner</u>	
Suffix: _____	
*Title: Executive Director	
*Telephone Number: 813.272.6740	Fax Number: 813.273.3730
* Email: JOEW@tampa-xway.com	
*Signature of Authorized Representative 	*Date Signed: <u>8/13/09</u>

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)

Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424

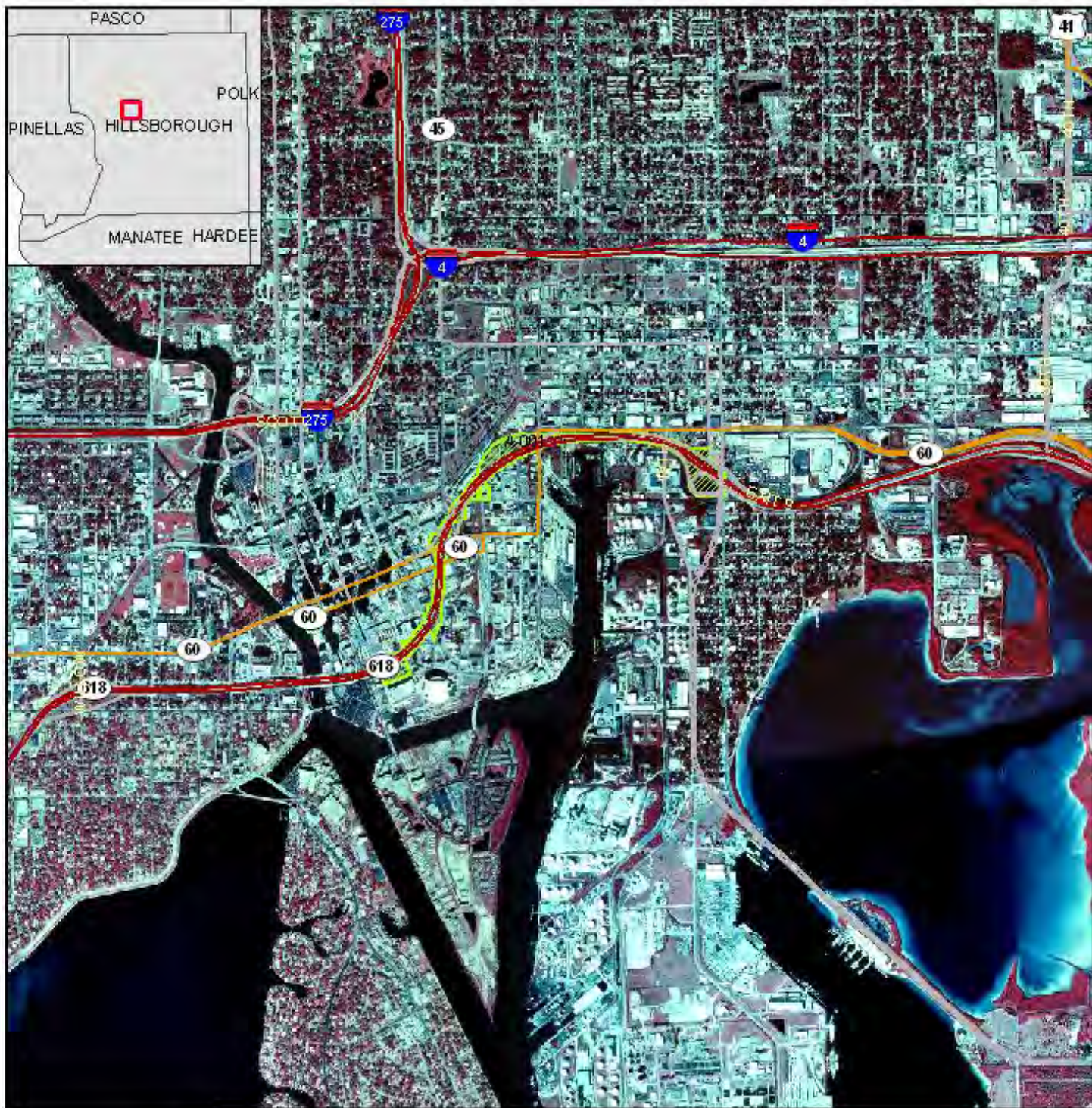
Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

Location Maps

11840 SR 681 Widening Florida Avenue to 22nd Street



Project Aerial Map

0 0.75 Miles



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

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

11840 SR 681 Widening Florida Avenue to 22nd Street



Project Location Map

0 0.3 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 | Primary and Limited Access Highway | Toll Road |
| ETDM Alternative Terminus | Primary and Limited Access Highway | Secondary, Unlimited Access Highway | Railroad |
| ETDM Alternative Segment | Managed Conservation Lands | Connecting Road | Airport |
| ETDM Alternative Polygon | Primary and Limited Access Highway | Local Road or Trail | City Limits |
| River, Stream or Canal | Secondary, Unlimited Access Highway | Other Roadway Feature | County Boundaries |
| Water Body | Connecting Road | | |
| Swamp/Marsh | Local Road or Trail | | |

Map Generated on: 7/31/2009

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fla-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #11840 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Project Description			
11840 - SR 618 Widening			
District	District 7	Phase	Programming Screen
County	Hillsborough County	From	Florida Avenue
Planning Organization	FDOT District 7	To	22nd Street
Plan ID	52.20.02	Financial Management No.	
Federal Involvement	Potential Future Federal Funding Federal Action		
Contact Name / Phone	Steve Love (813) 975-6410	Contact Email	steve.love@dot.state.fl.us

Project Description Data
<p>Description Statement</p> <p>Project Description Summary</p> <p>A Project Development and Environment (PD&E) Study is being initiated to evaluate capacity improvements to the Selmon Expressway (expressway) downtown viaduct, currently a divided four-lane, continuous elevated structure through downtown Tampa. Capacity improvements to be evaluated include; 1) widening the existing structures to the inside to provide a divided 6-lane roadway, and 2) constructing a westbound, one-lane ramp from the nearby expressway Reversible Expressway Lanes (REL) structure that will tie to the downtown viaduct. The westbound, one-lane ramp alternative will also include a one lane widening of the eastbound viaduct structure to the outside for a total of three eastbound lanes. Both build alternatives will be within existing expressway right-of-way. Also included in this project is the proposed re-decking of an approximately one mile segment of the existing viaduct structure located within the project area. The proposed re-decking will extend from Florida Avenue to North 12th Street. The project area is within the Tampa city limits for the entire study length.</p> <p>The PD&E Study is being prepared and funded by the Tampa Hillsborough Expressway Authority (THEA) in close coordination with the Florida Department of Transportation (FDOT) District 7 and the Federal Highway Administration (FHWA); therefore, it is not in the FDOT Work Program. The length of the study corridor, from Florida Avenue to 22nd Street, is approximately 1.7 miles.</p> <p>Estimated construction cost of the overall project is approximately 120 million dollars. Of this total cost, approximately 50 million dollars will be for the viaduct widening from Morgan Street to South 22nd Street, including transitions westward of Morgan Street to meet the existing viaduct section This will provide six travel lanes (three east and three west bound) in the viaduct segment that contains major downtown ramps. The remaining 70 million dollars will be for the deck replacement from Florida Ave to North 12th Street. The deck within this segment of the viaduct is being replaced due to high maintenance and public safety concerns resulting from the original construction technique. This technique utilized stay-in-place pre-stressed concrete deck forms, and FDOT has replaced this type of deck throughout the state due to the occurrence of delamination and "punch-throughs." This construction technique is no longer used by the FDOT. Segments of the existing viaduct located west of the proposed deck replacement utilized a different construction technique, which does not have the same high maintenance and public safety concerns.</p> <p>The western terminus of the project is Florida Avenue; this terminus was selected because it incorporates the deck replacement limits, and enables the four high volume, downtown exit and entrance ramps of the expressway to be contained within the project limits. These four ramps receive and apply approximately 33% of the total am and pm peak hour traffic along the viaduct. Downtown ramps that are located west of the project limits experience relatively low traffic volumes.</p> <p>The majority of downtown traffic on the expressway enters and leaves from the east. This volume will increase with the opening of the I-4 Connector. Previous THEA traffic studies have determined that if traffic significantly increases from the west, then an alternative entrance from the expressway system to the downtown business district would be needed. This alternative entrance would be via a northern extension of the expressway that would be located west of the Hillsborough River, and would cross the river at a new location. For these reasons, consideration of capacity improvements on the existing expressway, westward of the proposed logical terminus is unnecessary and would not affect the purpose and need of the project.</p> <p>The eastern project terminus meets the 4-lane to 6-lane transition that will be constructed as part of the I-4 Connector. This will allow for a continuous 6-lane section for the expressway in this area, and is thus the logical terminus both geometrically and for traffic. The existing viaduct structure ends at 19th Street, so the continuation of the widening to South 22nd Street in a build alternative would be by embankment and asphalt pavement.</p> <p>Additional Project Information</p> <p>- The project will cost \$120 million. The phases this cost includes are Project Development and Environment (PD&E) and Design-Build. The</p>

funding will be \$70 million for the deck replacement from the FDOT and \$50 million for the widening from THEA.

- This project is in an Urban Service Area and is not in a Transportation Concurrency Exception Area (TCEA).
- The facility is part of the Strategic Intermodal System.
- The project is in the FDOT jurisdiction and the functional classification is an Urban Highway (Freeway).
- The traffic data for 2008 is 51,300 AADT for 4-lanes divided and in 2025 is 59,500 AADT for 6-lanes divided.

Purpose and Need Statement

Purpose and Need

The downtown viaduct of the Selmon Expressway will need capacity improvements to maintain the required level-of-service based on projected traffic volumes, particularly as a result of the FDOT's nearby I-4 Connector project. The purpose of the PD&E study is therefore to develop and evaluate build alternatives that will accomplish this need, by expanding this divided four lane facility into the equivalent of a divided six lane facility.

The expressway also experienced higher than anticipated traffic growth after the Reversible Expressway Lanes (REL) project was opened to traffic in August 2006, and the original Tampa Interstate Study (TIS) and LRTP planning for the capacity improvement on the expressway's downtown viaduct did not anticipate construction of the I-4 Connector until approximately 2025. By constructing the connector more than 10-years earlier than planned, the need for additional capacity on the viaduct into downtown Tampa has also been accelerated.

Regional Connectivity

The I-4 Connector project being implemented by FDOT, which will link I-4 to the expressway east of 22nd Street, is scheduled to begin construction in early 2010. System linkage, notably between the I-4 Connector that will serve the Port of Tampa and the Cruise Ship Terminal, the downtown exits into Tampa's Central Business District, and MacDill Air Force Base near the southern end of the expressway, would be enhanced by a capacity improvement to the downtown viaduct. This improvement should also provide some congestion relief as a traffic alternative to the I-4 / I-275 interchange and I-275 downtown ramps. The importance of the expressway to regional connectivity is also demonstrated by the designation as a highway corridor within the Strategic Intermodal System (SIS). This designation is included in the Regional 2025 LRTP adopted by the West Central Florida MPO's Chairs Coordinating Committee (CCC). The SIS is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic, and the expressway is connected to this statewide network by its ramp connections to I-75, US 41, and US 301, and its future direct connection to I-4 via the connector project.

Plan Consistency

The widening of the downtown viaduct is being included in the current update of the MPO's Cost-Feasible Long Range Transportation Plan that will be adopted in November 2009, and will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

Emergency Evacuation

The expressway is an evacuation route designated by the Hillsborough County Emergency Management Office. This office also submitted an emergency plan to FDOT's Central Office for the expressway to operate in a contraflow condition, which will provide four lanes for evacuation purposes from Gandy Boulevard eastward to 50th Street when necessary.

Future Population and Employment Growth in the Corridor

Since the expressway is mainly a commuter facility, the traffic is expected to grow correspondingly with the increase in population and employment of the Tampa area. However, the greatest impact on future traffic growth is the I-4 Connector project mentioned previously. The population of Hillsborough County, according to the 2000 Census, was 998,948. This reflected an average annual increase of 16,489 persons, or about 2 percent per year, since the 1990 Census. The Hillsborough MPO's 2025 LRTP is based on a future population estimate of 1,532,000. Based on the 2000 Census, employment was 672,400 and is projected to be 1,120,000 in 2025. This represents an increase in employment of approximately 67%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Future Traffic

Current peak hour traffic volumes system-wide on the expressway range from 2,322 VPH on weekends to 5,628 VPH on weekdays. On the viaduct, peak hour traffic volumes range from 2,350 VPH on weekends to 3,400 VPH during weekdays, for a level of service (LOS) of C and D, respectively. Projected peak hour traffic volumes on the viaduct with incorporation of the I-4 Connector are 3,661 VPH in 2015 and 4,176 VPH in 2020. These volumes result in a LOS E at the Kennedy Boulevard entrance and exit ramps and a LOS D at the Morgan Street entrance and exit ramps in 2015, and LOS F and LOS E respectively in 2025.

Safety / Crash Rates

Crash data was collected from the FDOT Crash Data Management System for the expressway from January 2004 through April 2009, and a total of 166-traffic crashes were reported for an average of 32-crashes per year along the study corridor. 80% of the crashes occurred at the approach and departure, and ramps, of the 22nd Street interchange area, and 17% occurred at the approach and departure, and ramps, of the Kennedy Boulevard interchange area. The highest type of crash was rear end for 34% of all crashes, followed by angle at 14%. Statewide crash rates averaged 0.636 crashes per million-vehicle-miles along urban toll roads, and 0.0.304 at urban toll interchanges. While the 0.115 average crash rate for the expressway is below the statewide average, the 0.877 crash rate at the 22nd Street interchange is well above the statewide average and needs to be fully evaluated as part of the PD&E study. A thorough crash analysis will be performed as part of the PD&E Study to more specifically identify areas and problems.

Transit

Currently there are six express bus routes that utilize the expressway for the Hillsborough Area Regional Transit (HART), and one for the Pinellas Suncoast Transit Authority (PSTA). Areas served by these routes include Pinellas County, downtown Tampa, Brandon, Dover, Fishhawk, Riverview, MacDill AFB, Southshore, South Brandon and East County.

Access to Intermodal Facilities and Freight Activity Centers

The expressway is connected to the Port of Tampa and Cruise Terminal via 22nd Street, which will become more important when the I-4 Connector is completed. As previously mentioned, the expressway also has direct ramp connections to I-75, US 41 and US 301 that benefit freight movements.

Relief to Parallel Facilities

Improving the capacity of the viaduct should provide some congestion relief to the I-4 / I-275 interchange and I-275 downtown ramps, which are parallel facilities to the expressway.

Bikeways and Sidewalks

Bicycle and pedestrian facilities cannot be accommodated on the expressway due to high vehicle speeds and limited access, though at-grade trails are planned by the City of Tampa along the less urbanized areas adjacent to the expressway. Along the limits of this project the expressway is elevated and standard sidewalks and other amenities are provided by others along the urban streets below.

Summary of Public Comments

(None available)

Summary of Public Comments not available at this time

Justification:

Opportunity for public comment to date has been at regular Metropolitan Planning Organizations (MPO) meetings - MPO Board typically meets the 1st Tuesday of each month; MPO Community Advisory Committee (CAC), typically meets the 2nd Wednesday of each month; MPO Technical Advisory Committee (TAC), typically meets the 3rd Monday of each month. Also at the Tampa Hillsborough Expressway Authority (THEA) Board meetings, who typically meets the 4th Monday of each month.

Consistency

- Consistent with Air Quality Conformity.
- Consistency information for Coastal Zone Management Program is not available.
- Not consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Potential Lead Agencies

- Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
National Park Service	The project is not in the proximity to a National Park.	8/04/2009
US Coast Guard	There are no structures over waters. This project does not affect navigable waters.	8/04/2009
US Forest Service	The project is not in the proximity to a National Forest.	8/04/2009

Project Attachments

Date	Type	Size	Link	Name / Description
8/18/2009	Ancillary Project Documentation	34 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=8252	Response to FHWA Purpose and Need Comments: Responses to comments received from FHWA on initial review of the P&N Statement
8/17/2009	Form SF-424: Application for Federal Assistance	438 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=8232	SF 424: SF 424
8/12/2009	Ancillary Project Documentation	826 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=8208	Project Location Map: Project Location Map

Alternative #1

Alternative Description

Name	Alternative was not named.
From	Florida Avenue
To	22nd Street
Type	Widening
Status	ETDM QA/QC
Total Length	1.7 mi.
Cost	\$120,000,000.00
Modes	Roadway Transit

Polygon Description(s)

Location and Length							
Polygon No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Polygon #1							
Jurisdiction and Class							
Polygon No.	Jurisdiction		Urban Service Area		Functional Class		
Polygon #1							
Base Conditions							
Polygon No.	Year	AADT		Lanes	Config		
Polygon #1							
Interim Plan							
Polygon No.	Year	AADT		Lanes	Config		
Polygon #1							
Needs Plan							
Polygon No.	Year	AADT		Lanes	Config		
Polygon #1							
Cost Feasible Plan							
Polygon No.	Year	AADT		Lanes	Config		
Polygon #1							
Funding Sources							
No funding sources found.							

Eliminated Alternatives

No eliminated alternatives present.

Community-Desired Features

No Data Available

Screening Summary Overview

Environmental Information

The following tables show results of standard data analyses that compare the locations of the project alternatives with locations of various environmental resources, as recorded in the ETDM Geographic Information System database. This report provides results for various resources within 500 feet from the center of the planned corridor. Results for additional types of resources and buffer distances may be viewed on the ETDM Environmental Screening Tool web site, or may be requested from the project contact as indicated on the Advance Notification cover letter. Public access to the ETDM Environmental Screening Tool is provided by the Florida Department of Transportation at the following web address: <http://etdmpub.fl-a-etat.org>

Coastal Zone Consistency Review Is Required?

YES

Potential Navigable Waterway Crossing Features Found?

NO

Alternative #1

Alternative #1 Summary						
Analysis Type	Date Run	0 ft.	500 ft.		1320 ft.	
		Count	Count	Acres	Count	Acres
Land Uses						
District 7 Generalized Landuse	--	--	--	--	--	--
Wetlands						
National Wetlands Inventory	7/30/2009	--	3	7.33	--	--
SWFWMD Wetlands 2007	7/30/2009	--	3	1.04	--	--
Floodplains						
DFIRM FLOOD HAZARD ZONES	7/30/2009	--	3	323.77	--	--
FEMA Flood Insurance Rate Maps 1996	7/30/2009	--	7	323.77	--	--
Wildlife and Habitat						
2003 FFWCC Habitat and Landcover GRID	7/30/2009	--	--	323.76	--	--
2007 SWFWMD FL Land Use and Land Cover	7/30/2009	--	27	323.77	--	--
Florida Managed Areas	7/30/2009	--	0	0.0	--	--
Florida Natural Areas Inventory Managed Lands	--	--	--	--	--	--
Strategic Habitat and Conservation Areas 2000	7/30/2009	--	0	0.0	--	--
Outstanding Florida Waters						
Other Outstanding Florida Waters	7/30/2009	--	0	0.0	--	--
Aquatic Preserves						
List of Aquatic Preserves	7/30/2009	--	0	0.0	--	--
Cultural Resources						
Field Survey Project Boundaries	7/30/2009	--	25	1078.81	--	--
Florida Site File Cemeteries	7/30/2009	--	0	0.0	--	--
Florida Site File Historic Bridges	7/30/2009	--	1	0.0	--	--
Florida Site File Historic Standing Structures	7/30/2009	--	70	0.0	--	--
Resource Groups	7/30/2009	--	4	17.85	--	--
Coastal Barrier Resources						
Coastal Barrier Resource System	7/30/2009	--	0	0.0	--	--
Contamination						
Brownfield Location Boundaries	7/30/2009	--	4	19.59	--	--
FDEP Off Site Contamination Notices	7/30/2009	--	0	0.0	--	--
National Priority List Sites	7/30/2009	--	0	0.0	--	--
Solid Waste Facilities	7/30/2009	--	0	0.0	--	--

Superfund Hazardous Waste Sites	7/30/2009	--	0	0.0	--
Toxic Release Inventory Sites	7/30/2009	--	1	0.0	--
Sole Source Aquifer					
Sole Source Aquifers	7/30/2009	--	0	0.0	--
Noise Sensitive Facilities					
Geocoded Health Care Facilities	7/30/2009	--	1	0.0	--
Geocoded Laser Facilities	7/30/2009	--	0	0.0	--
Geocoded Schools	7/30/2009	--	4	0.0	--
Essential Fish Habitat Potential					
Environmentally Sensitive Shorelines	7/30/2009	--	2	0.0	--
Florida Artificial Reefs	7/30/2009	--	0	0.0	--
Florida Reef Locations and Names	7/30/2009	--	0	0.0	--
Florida Sea Grass Bed Scar Damage	7/30/2009	--	0	0.0	--
Mangroves	7/30/2009	--	0	0.0	--
Seagrass Beds (Showing Continuous/Discontinuous)	7/30/2009	--	0	0.0	--
Submerged Lands Act	7/30/2009	--	0	0.0	--
Farmlands					
Generalized Agricultural Land Use	7/30/2009	--	0	0.0	--
Prime Farm Land	7/30/2009	--	0	0.0	--
Communities					
Census Data	7/30/2009	--	138	323.77	--
Census data Block Groups - Indicators	7/30/2009	--	7	323.77	--
County Demographics	7/30/2009	--	1	320.41	--
Recreation Areas					
Existing Recreational Trails 2005	7/30/2009	--	0	0.0	--
Florida State Parks	7/30/2009	--	0	0.0	--
Geocoded Parks	7/30/2009	--	0	0.0	--
Parcel Derived Parks	7/30/2009	--	0	0.0	--
Wild and Scenic Rivers					
Wild and Scenic Rivers	7/30/2009	--	--	0	0.0
Navigable Waterway Crossing?					
Potential Navigable Waterway Crossings	--	--	--	--	--

National Wetlands Inventory <http://www.fla-etat.org/est/metadata/nwip.htm>

Wetland areas from the National Wetlands Inventory summarized by wetland system type. - analysis run on 7/30/2009

System	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
ESTUARINE	0.1	0.11%	1.2	0.72%	4.7	1.45%
PALUSTRINE	2.4	2.18%	2.4	1.49%	2.6	0.82%

SWFWMD Wetlands 2007 http://www.fla-etat.org/est/metadata/lu_sw_wtInds_07.htm

SWFWMD Wetlands 2007 - analysis run on 7/30/2009

Land Use Classification	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
EMERGENT AQUATIC VEGETATION					0.1	0.03%
FRESHWATER MARSHES	0.3	0.25%	0.3	0.17%	0.9	0.29%

DFIRM FLOOD HAZARD ZONES http://www.fla-etat.org/est/metadata/dfirm_fldhaz.htm

FLOOD HAZARD ZONES OF THE DIGITAL FLOOD INSURANCE RATE MAP (DFIRM) - analysis run on 7/30/2009

Flood Zone	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
0.2 PCT ANNUAL CHANCE FLOOD HAZARD					0.2	0.05%

Flood Zone	Acr	Pct	Acr	Pct	Acr	Pct
AE	22.8	20.38%	33.6	20.53%	72.2	22.31%
X	89.1	79.62%	130.0	79.47%	251.4	77.64%

FEMA Flood Insurance Rate Maps 1996 <http://www.fla-etat.org/est/metadata/fema96.htm>

FEMA Flood Insurance Rate Maps 1996 summarized by zone. See metadata for descriptions of zones. - analysis run on 7/30/2009

Zone	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
AE	31.8	28.41%	44.9	27.47%	85.2	26.33%
X	61.6	55.05%	92.9	56.78%	184.6	57.01%
X500	18.5	16.54%	25.8	15.75%	53.9	16.66%

2003 FFWCC Habitat and Landcover GRID http://www.fla-etat.org/est/metadata/gfchab_03.htm

2003 Habitat and Landcover Grid from the Florida Fish and Wildlife Conservation Commission summarized by type. Data is currently not displayed in maps. - analysis run on 7/30/2009

Description	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
DRY PRAIRIES			0.2	0.13%	0.7	0.21%
HARDWOOD HAMMOCKS AND FORESTS			0.2	0.13%	0.4	0.14%
HIGH IMPACT URBAN	107.9	96.47%	156.7	95.83%	309.6	95.62%
LOW IMPACT URBAN	2.4	2.16%	3.7	2.28%	5.1	1.58%
MIXED HARDWOOD-PINE FORESTS					0.4	0.14%
OPEN WATER	1.1	0.98%	1.3	0.81%	4.7	1.44%
PINELANDS	0.2	0.20%	0.9	0.54%	2.0	0.62%
SALT MARSH	0.2	0.20%	0.4	0.27%	0.7	0.21%
SHRUB AND BRUSHLAND					0.2	0.07%

2007 SWFWMD FL Land Use and Land Cover http://www.fla-etat.org/est/metadata/lu_swfwmd_2007.htm

2007 SWFWMD FL Land Use and Land Cover - analysis run on 7/30/2009

Land Use Classification	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
BAYS AND ESTUARIES			0.2	0.13%	4.3	1.33%
COMMERCIAL AND SERVICES	16.5	14.75%	32.4	19.83%	87.8	27.1%
COMMUNICATIONS	0.9	0.81%	1.5	0.91%	1.6	0.48%
EMERGENT AQUATIC VEGETATION					0.1	0.03%
FRESHWATER MARSHES	0.3	0.25%	0.3	0.17%	0.9	0.29%
INDUSTRIAL	11.5	10.27%	25.8	15.81%	72.5	22.4%
INSTITUTIONAL	7.0	6.29%	11.9	7.28%	24.5	7.56%
OPEN LAND	2.3	2.02%	4.7	2.89%	14.2	4.4%
RESERVOIRS	2.1	1.88%	2.1	1.28%	2.1	0.65%
RESIDENTIAL HIGH DENSITY					5.0	1.54%
TRANSPORTATION	71.3	63.73%	84.5	51.69%	110.8	34.21%

Field Survey Project Boundaries http://www.fla-etat.org/est/metadata/shpo_surveys.htm

Field Survey Project Boundaries - analysis run on 7/30/2009

Title	100 Ft.	200 Ft.	500 Ft.
AN ARCHAEOLOGICAL SURVEY OF THE TAMPA SOUTH CROSSTOWN EXPRESSWAY EASTERN EXTENSION	✓	✓	✓
ARCHAEOLOGICAL SURVEY IN THE CORRIDOR OF THE TAMPA CROSSTOWN EXPRESSWAY, EASTERN SECTION	✓	✓	✓
ARCHAEOLOGICAL TESTING FOR THE FORT BROOKE			✓

Title	100 Ft.	200 Ft.	500 Ft.
HOSPITAL/KITCHEN COMPLEX IN THE IMPACT AREA OF THE CITY OF TAMPA PARKING GARAGE			
A PRELIMINARY ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE TAMPA-HILLSBOROUGH 201 PLAN	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT OF THE U.S. CUSTOMS HOUSE PROPERTY, TAMPA, FLORIDA			✓
HISTORIC RESOURCES SURVEY: TAMPA.	✓	✓	✓
TAMPA URBAN DESIGN PRESRVATION PLAN	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE MOORE-TAGGART DEVELOPMENT SITE, TAMPA, FLORIDA		✓	✓
SOUTH YBOR CITY RESEARCH AND URBAN DESIGN STUDY.			✓
AN ARCHAEOLOGICAL AND HISTORICAL RESOURCE ASSESSMENT OF THE 22ND STREET/22ND STREET CAUSEWAY BOULEVARD (S.R. 676) PD & E CORRIDOR (FROM U.S. 301 TO S.R. 60), CITY OF TAMPA AND HILLSBOROUGH COUNTY, FLORIDA [3 VOLUMES]	✓	✓	✓
ARCHAEOLOGICAL INVESTIGATIONS AT THE SITE OF THE TAMPA CONVENTION CENTER, TAMPA, FLORIDA	✓	✓	✓
A CULTURAL RESOURCE ASSESSEMENT SURVEY OF LAFAYETTE STREET VIADUCT FROM BRUSH STREET TO 12TH STREET IN TAMPA, HILLSBOUROUGH COUNTY, FLORIDA	✓	✓	✓
A CULTURAL RESOURCE ASSESSMENT SURVEY OF THE TAMPA BAY LIGHTNING ARENA DEVELOPMENT SITE, FINAL REPORT	✓	✓	✓
CULTURAL RESOURCES ASSESSMENT UPDATES SURVEY MEMORANDUM SR 45 (US 41/CAUSEWAY BLVD.) FROM NORTH OF LICATA BRIDGE TO SR 60 HILLSBOROUGH COUNT 20TH STREET HISTORIC STRUCTURES RE-SURVEY	✓	✓	✓
HILLSBOROUGH COUNTY HISTORIC RESOURCES SURVEY REPORT	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE LEE ROY SELMON CROSSTOWN EXPRESSWAY CAPACITY IMPROVEMENT PROJECT	✓	✓	✓
TAMPA RAIL PROJECT, CULTURAL RESOURCE RECONNAISSANCE STUDY	✓	✓	✓
HISTORIC INVESTIGATION AND REMOTE SENSING SURVEY AT GARRISON CHANNEL AND ARCHAEOLOGICAL DIVER IDENTIFICATION AND EVALUATION OF FIVE TARGETS AT THE ALAFIA RIVER AND YBOR CHANNEL, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE TAMPA RAIL PROJECT	✓	✓	✓
PROPOSED CELLULAR TOWER SITE:MCKAY BAY (FL-2405) 2815 LONG STREET, TAMPA, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓
PROPOSED CELLULAR TOWER SITE: ICE PALACE (FL-3423-G) 109 MERIDIAN AVE. SOUTH, TAMPA, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY RE-EVALUATION OF THE I-4/LEE ROY SELMON EXPRESSWAY INTERCHANGE, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE PLATT STREET (CHANNELSIDE) BRIDGE PD&E STUDY, TAMPA, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY REPORT FLORIDA HIGH SPEED RAIL AUTHORITY PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FROM TAMPA TO ORLANDO HILLSBOROUGH, POLK, OSEOLA, AND ORANGE COUNTIES, FLORIDA	✓	✓	✓
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE NORTH YBOR CHANNEL PRELIMINARY DEVELOPMENT AGREEMENT AREA, HILLSBOROUGH COUNTY, FLORIDA	✓	✓	✓

Florida Site File Historic Bridges

http://www.fl-a-etat.org/est/metadata/shpo_bridges.htm

Historic Bridges recorded in the Florida State Historic Preservation Office Master Site File - analysis run on 7/30/2009

Site ID	Bridge Name	100 Ft.	200 Ft.	500 Ft.
HI06832	LAFAYETTE STREET VIADUCT			✓

Florida Site File Historic Standing Structures http://www.fla-etat.org/est/metadata/shpo_structures.htm

Historic Standing Structures recorded in the Florida State Historic Preservation Office Master Site File - analysis run on 7/30/2009

Site ID	Structure Name	100 Ft.	200 Ft.	500 Ft.
HI00167	GRAVES BROTHERS REFIGERATION SUPPLI			✓
HI00170	BENTLEY-GRAY DRY GOODS COMPANY			✓
HI00890	A D JOHNSTON GROCERY			✓
HI00891	ALBERTUS HOTEL			✓
HI00899	902-910 E WHITING ST	✓	✓	✓
HI00906	JACKSON ROOMING HOUSE			✓
HI00298	UNION RAILROAD STATION		✓	✓
HI00363	ORANGE GROVE HOTEL			✓
HI00685	PERRY PAINT AND GLASS			✓
HI01312	207 PLATT ST			✓
HI01313	418 PLATT ST	✓	✓	✓
HI01314	420 PLATT ST	✓	✓	✓
HI02241	501 N 22ND STREET		✓	✓
HI02244	2204 E DURHAM ST			✓
HI03060	HAMNER BLDG			✓
HI03064	FRUIT WINES OF FLORIDA	✓	✓	✓
HI03065	COLUMBIA JOBBING CO			✓
HI03066	MARY BROCKMAN BLDG			✓
HI03081	301 S NEBRASKA AVE	✓	✓	✓
HI03082	303 S NEBRASKA AVE	✓	✓	✓
HI03083	305 S NEBRASKA AVE	✓	✓	✓
HI03084	310 S NEBRASKA AVE		✓	✓
HI03090	7-UP BLDG			✓
HI04498	2207 DURHAM ST			✓
HI05609	1121 E. TWIGGS STREET			✓
HI05610	DESK AND CHAIR WAREHOUSE			✓
HI05611	1219-1225 EAST MADISON STREET			✓
HI05612	1208 KENNEDY BOULEVARD			✓
HI05616	1201 EAST JACKSON STREET			✓
HI06726	TAMPA TERMINALS			✓
HI06831	313 N.NEBRASKA AVE			✓
HI06833	YELLOW BUILDING			✓
HI06834	1110 E.TWIGGS STREET			✓
HI06835	611 N. MERIDIAN AVE	✓	✓	✓
HI06836	629 N.12TH STREET			✓
HI06837	622 N.13TH STREET			✓
HI06838	704 N.13TH STREET	✓	✓	✓
HI06839	1318 CHANNELSIDE DRIVE	✓	✓	✓
HI06840	1405-1411 E.2ND AVENUE			✓
HI06841	1807 E.2ND AVE.			✓
HI06842	1821 E.2ND AVE.			✓
HI06843	603-605 N.19TH STREET			✓
HI06844	1206 N. 20TH STREET			✓
HI06845	407 N.22ND STREET			✓
HI06846	2211 E.LONG STREET			✓

Site ID	Structure Name	100 Ft.	200 Ft.	500 Ft.
HI06939	UNION DEPOT HOTEL, OLD			✓
HI08090	BRICK BUILDING AT 1400 NORTH 13TH STREET			✓
HI08506	1304 NORTH SEVENTEENTH STREET			✓
HI08507	1306 NORTH SEVENTEENTH STREET			✓
HI08508	1308 NORTH SEVENTEENTH STREET			✓
HI08715	1307 E. 2ND AVE			✓
HI08716	1415-17 E. 2ND AVE			✓
HI08718	1304 N 17TH ST			✓
HI08719	1306 N. 17TH ST			✓
HI08720	1308 N. 17TH ST			✓
HI08722	1717 E. 3RD AVE			✓
HI08723	1728 E. 2ND AVE			✓
HI08724	1701 E. 2ND AVE			✓
HI08725	1809 E. 2ND AVE			✓
HI08726	1811 E. 2ND AVE			✓
HI08727	1901 E 2ND AVE			✓
HI08732	1103 N 22ND ST			✓
HI08374	1728 EAST 2ND AVENUE			✓
HI08375	1807 EAST SECOND AVENUE			✓
HI08376	1809 EAST SECOND AVENUE			✓
HI08377	1811 EAST SECOND AVENUE			✓
HI08378	1821 EAST SECOND AVENUE			✓
HI08380	1514 EAST THIRD AVENUE			✓
HI09768	401 N 22ND ST			✓
HI09780	BRISK COFFEE COMPANY		✓	✓

Resource Groups http://www.fla-etat.org/est/metadata/shpo_res_groups.htm

Resource Groups - analysis run on 7/30/2009

Site Name	100 Ft.	200 Ft.	500 Ft.
YBOR CITY HISTORIC DISTRICT			✓
PALMETTO BEACH HISTORIC DISTRICT			✓
CSX RAILROAD SEGMENT		✓	✓
SEABOARD RAILWAY - WELCOME TO EDISON	✓	✓	✓

Brownfield Location Boundaries http://www.fla-etat.org/est/metadata/brownfields_areas.htm

Brownfield Location Boundaries - analysis run on 7/30/2009

Area Name	100 Ft.		200 Ft.		500 Ft.	
	Acr	Pct	Acr	Pct	Acr	Pct
1010-1026 NORTH 19TH STREET	0.2	0.14%	0.8	0.5%	3.0	0.93%
12TH STREET OPERATIONS YARD	1.9	1.74%	3.9	2.4%	7.9	2.45%
GRAND CENTRAL AT KENNEDY PROPERTY BROWNFIELD AREA					1.0	0.32%
TAMPA INTERNATIONAL CENTER BROWNFIELD AREA	0.3	0.28%	1.2	0.73%	7.6	2.35%

Toxic Release Inventory Sites <http://www.fla-etat.org/est/metadata/epatri.htm>

U.S. EPA Toxic Release Inventory - analysis run on 7/30/2009

Facility Name	100 Ft.	200 Ft.	500 Ft.
INTERNATIONAL SHIP REPAIR & MARINE		✓	✓

Geocoded Health Care Facilities http://www.fla-etat.org/est/metadata/gc_health.htm

Geocoded Health Care Facilities - analysis run on 7/30/2009

Name	Description	100 Ft.	200 Ft.	500 Ft.
MEDICAL SERVICES CONTAGIOUS DISEASES	MEDICAL CENTERS	✓	✓	✓

Geocoded Schools http://www.fla-etat.org/est/metadata/gc_schools.htm

Geocoded Schools - analysis run on 7/30/2009

Name	Operating Entity Class	Enrollment	Educational Level	Title 1 School	Number of Free Lunches	Number of Reduced Lunches	100 Ft.	200 Ft.	500 Ft.
ATOSS PROGRAMS	PUBLIC	0	EDUCATIONAL PROGRAM		0	0			✓
HILLSBOROUGH COUNTY SUPERINTENDENT'S OFFICE	PUBLIC	0	SUPERINTENDENT'S OFFICE	NO	0	0			✓
RAMPELLO DOWNTOWN ELEMENTARY SCHOOL	PUBLIC	738	COMBINATION ELEMENTARY & MIDDLE	NO	205	87			✓
RAMPELLO DOWNTOWN MIDDLE	PUBLIC	0	MIDDLE/JR. HIGH		0	0		✓	✓

Environmentally Sensitive Shorelines <http://www.fla-etat.org/est/metadata/senshr.htm>

Environmentally Sensitive Shorelines from FWRI, summarized by type. - analysis run on 7/30/2009

Type	200 Ft.	500 Ft.
8B: SHELTERED SOLID MAN-MADE STRUCTURES		215.7295
8C: SHELTERED RIPRAP	495.0642	1017.7073

Census Data <http://www.fla-etat.org/est/metadata/cenblk.htm>

US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area. - analysis run on 7/30/2009

	Native Hawaiian and Other Pacific Islander Alone	Females	Males	# Other Race	# Hispanic	# Asian	# Native American	# Black	# White	# Households	2000 Population
Totals	0	259	252	47	148	12	8	277	146	184	511

Census data Block Groups - Indicators <http://www.fla-etat.org/est/metadata/blkgrp.htm>

Census data Block Groups - Indicators - analysis run on 7/30/2009

	Speak English "Not At All"	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles

							Available
Totals	159	646	601	164	124	6	0

County Demographics <http://www.fla-etat.org/est/metadata/cntdem.htm>

2000 Census General Demographic Profile by County - analysis run on 7/30/2009

Description	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or ...	# Asian	# Native Hawaiian and Other P ...	# Some Other Race	# Hispanic or Latino (of any r...	Total Number of Households	Average Household Size	100 Ft.	200 Ft.	500 Ft.
998948	4887 72	5101 76	35.1	7509 03	1494 23	3879	2194 7	727	4653 9	1796 92	3913 57	2.51			✓

Additional Information

More information about this project can be found on the Public ETDM website at <http://etdmpub.fla-etat.org>

A hardcopy map series for this project is available on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view a listing of the hardcopy maps available for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tpID=11840&startPageName=Hardcopy%20Maps>

Special Note: Please be sure that when the Hardcopy Maps page loads, the **Project Milestone Date** corresponding to this Advance Notification is selected. Hardcopy map snapshots have been taken for Project #11840 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

APPENDIX E

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CHARLIE CRIST
GOVERNOR

JOSEPH WAGGONER
EXECUTIVE DIRECTOR

Tampa-Hillsborough Expressway Authority
1104 E. Twiggs, Suite 300 Tampa, FL 33602
P (813) 272-6740 • Fax (813) 273-3730

November 13, 2009

The Honorable **XX XX**
356 Russell Senate Office Building
Washington DC 20510

Reference: Project Name: Selmon Expressway Downtown Viaduct Project Development & Environment Study
Project Limits: Florida Avenue to South 22nd Street
County/State: Hillsborough County, Florida
Project Number: 52.20.02
WPI Segment Number: 416361 4

Public Hearing Announcement

Dear **XX XX**:

You are invited to attend and participate in a public hearing held by the Tampa-Hillsborough Expressway Authority (THEA) regarding the proposed improvements to the Selmon Expressway (SR 618) from Florida Avenue to South 22nd Street. The hearing is being held to give the public an opportunity to provide comments concerning the conceptual design of the proposed improvements to the Selmon Expressway within the project limits. The hearing will be:

Date: December 15, 2009
Time: Open House 5 to 7 p.m.
Formal Hearing at 6 p.m.
Place: Tampa-Hillsborough Expressway Authority
1104 East Twiggs Street
Tampa, Fla.

The hearing is being held as part of a current project development and environment study being conducted to evaluate possible user-financed improvements to the downtown viaduct from Florida Avenue to South 22nd Street, a distance of approximately 1.7 miles in Tampa, Fla. The preferred build alternative includes widening the existing roadway and bridge to add an additional lane in each direction, making the expressway a six-lane roadway.

If you have any questions about the project or scheduled public hearing contact Sue Chrzan at 813-272-6740 or sue@tampa-xway.com.

Sincerely,

Joe Waggoner
Executive Director

Enclosure



**CHARLIE CRIST
GOVERNOR**

**JOSEPH WAGGONER
EXECUTIVE DIRECTOR**

**Tampa-Hillsborough Expressway Authority
1104 E. Twiggs, Suite 300 Tampa, FL 33602
P (813) 272-6740 • Fax (813) 273-3730**

November 18, 2009

XXX
XXX
Tampa, Florida XXX

Reference: Project Name: Selmon Expressway Downtown Viaduct Project Development & Environment Study
Project Limits: Florida Avenue to South 22nd Street
County/State: Hillsborough County, Florida
Project Number: 52.20.02
WPI Segment Number: 416361 4

Public Hearing Announcement

Dear **XXX**:

You are invited to attend and participate in a public hearing held by the Tampa-Hillsborough Expressway Authority (THEA) regarding the proposed improvements to the Selmon Expressway (SR 618) from Florida Avenue to South 22nd Street. The hearing is being held to give the public an opportunity to provide comments concerning the conceptual design of the proposed improvements to the Selmon Expressway within the project limits. The hearing will be:

Date: December 15, 2009
Time: Open House 5 to 7 p.m.
Formal Hearing at 6 p.m.
Place: Tampa-Hillsborough Expressway Authority
1104 East Twiggs Street
Tampa, Fla.

Maps, drawings and other pertinent information depicting the project's alignment and proposed improvements will be available for public review from November 24, 2009, to December 29, 2009 at the John F. German Regional Library, 900 North Ashley Drive, Tampa, FL. The library hours are Monday through Wednesday 10 a.m. to 9 p.m., Thursday 12 to 8 p.m., Friday and Saturday 10 a.m. to 6 p.m. and Sunday 12:30 to 5 p.m.

These materials also will be available at the hearing site from 5 to 7 p.m. on the day of the hearing. Persons who wish to submit written or oral comments may do so at the hearing or they may mail comments to Sue Chrzan, communications manager, Tampa Hillsborough Expressway Authority, 1104 East Twiggs Street, Suite 300, Tampa, FL 33602. All comments must be postmarked by December 29, 2009, to be included as part of the official public hearing record.

Representatives from THEA will be on hand at the hearing, beginning at 5 p.m. to answer questions and discuss the project informally. Exhibits and other project related materials will be displayed showing the proposed improvements.


A court reporter will be available to receive comments in a one-on-one setting. The formal portion of the hearing will begin at 6 p.m. to provide an opportunity to make formal public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7 p.m.

The hearing is part of a current project development and environment study being conducted to evaluate possible user-financed improvements to the downtown viaduct from Florida Avenue to South 22nd Street, a distance of approximately 1.7 miles in Tampa, Fla. The preferred build alternative includes widening the existing roadway and bridge to add an additional lane in each direction, making the expressway a six-lane roadway.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Sue Chrzan at 813-272-6740 at least seven days prior to the meeting.

If you have any questions about the projects or scheduled public hearing contact Sue Chrzan at 813-272-6740 or sue@tampa-xway.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Waggoner", is centered below the closing. The signature is fluid and cursive.

Joe Waggoner
Executive Director

Enclosure

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APPENDIX F

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Selmon Expressway (SR 618) Downtown Viaduct

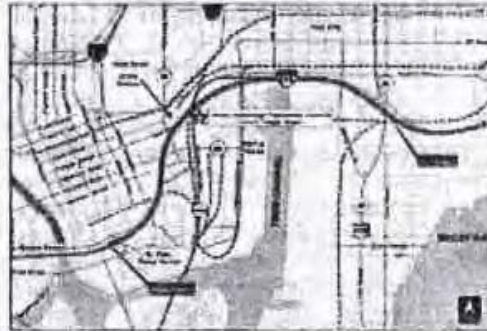
From Florida Avenue to South 22nd Street in Hillsborough County

Project Development and Environment (PD&E) Study

Public Hearing

WPI Segment No: 416361 4, Hillsborough County

The Tampa Hillsborough Expressway Authority (THEA) invites you to attend and participate in a public hearing regarding improvements being considered for the Selmon Expressway Downtown Viaduct from Florida Avenue to South 22nd Street. The project limits and public hearing location are shown on the map below.



WHAT: Selmon Expressway Downtown Viaduct Improvements - PD&E Study - Public Hearing

WHERE: Tampa Hillsborough ★ Expressway Authority
1104 E. Twiggs Street
Tampa, FL 33602

WHEN: Tuesday, December 15, 2009
5 to 7 p.m.
Formal Portion: 6:00 p.m.

This hearing is being held to give the public an opportunity to express their views and provide comments concerning the location, conceptual design, and social, economic and environmental effects of the proposed improvements. Representatives from THEA will be on hand to answer questions and receive your comments. Exhibits and other project related materials will be displayed showing the proposed improvements. A court reporter will be available to receive comments in a one-on-one setting. The formal portion of the hearing will begin at 6 p.m. to provide an opportunity to make formal public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7 p.m.

The preferred build alternative includes widening the existing roadway and bridge to add an additional lane in each direction, making the expressway a six-lane roadway.

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APPENDIX G

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Downtown Viaduct Improvements Project Comment Sheet Public Hearing 12-15-09

Name: _____ Email _____

Address: _____ City _____ Zip _____

Phone _____

How do you prefer to be contacted:
 Mail Email Phone

Comments: _____

How to get your thoughts to THEA:
Hand it in today or:
Mail: THEA, 1104 E. Twiggs Street, Suite 300, Tampa, FL 33608
email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3730 ■ phone: 813.272.6740
Contact Information
Sue Chrzan, Communications Manager

Speaker Request Card

Number _____

To be completed prior to making a recorded statement

Public Hearing – December 15, 2009

Downtown Viaduct PD&E Study
(Florida Avenue to South 22nd Street)

PLEASE PRINT

NAME:

First Middle Last

ADDRESS:

Street

City State Zip Code

TELEPHONE:

REPRESENTING: Self _____ Firm/Agency: _____

Government Agency: _____

Civic Organization: _____

Home Owners Association: _____

Other: _____

Speaker Request Card

Number _____

To be completed prior to making a recorded statement

Public Hearing – December 15, 2009

Downtown Viaduct PD&E Study
(Florida Avenue to South 22nd Street)

PLEASE PRINT

NAME:

First Middle Last

ADDRESS:

Street

City State Zip Code

TELEPHONE:

REPRESENTING: Self _____ Firm/Agency: _____

Government Agency: _____

Civic Organization: _____

Home Owners Association: _____

Other: _____

APPENDIX H

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Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
PUBLIC HEARING SIGN-IN SHEET
Please Print

Name	Company and/or Address	Phone	E-Mail
JEFF NOVOTNY	AMERICAN CONSULTING ENGINEERS 2815 GIPRESS RD WEEKLY CLERK # 35544	813-435-2646	JNovotny@ace-fla.com
SCOTT KOSEPI	"	"	813-435-2642 skosepi@ace-fla.com
Erin Browning	HNTB	407-212-2165	ebrowning@hntb.com
MARIS PERAZA	Blackman Roberts		mperaza@blackmanroberts.com
Lee Brunson	Blackman Roberts		Lee.Brunson@yaho.com
Corey Carter	American Consulting Eng.	813-927-5736	ccarter@ace-fla.com
Mark Eastley	Kisinger, Camp & Assoc.	813.874.5331	MEastley@kisingercamp.com
DEAN JOHNSON	AMERICAN CONSULTING ENGINEERS	813-435-2629	djohnson@ace-fla.com
J.A. RAMKISSAN	"	"	813-435-2647 jramkissan@ace-fla.com
Kirk Bogen	FDOT		
Robin Rhinesmith	FDOT	975-6496	robin.rhinesmith@dot.state.fl.us
Sue Chazan	THEA		
SCOTT COCLUSTER	FDOT	975-6133	SCOTT.COCLUSTER@DOT.STATE.FL.US
Den Kelly			

Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
PUBLIC HEARING SIGN-IN SHEET
Please Print

Name	Company and/or Address	Phone	E-Mail
ION WALKER	ARCHER WESTERN	904/739-7600	jwalker@walshgroup.com
ADRIAN MEXEL	HILLOCHNER	727/572-7111	ADRIAN@HILLOCHNER.COM
TOM SHAW	KCA	813-871-5331	tshaw@kcaeng.com
ANNA VASQUEZ	HOK	727/424-9992	anna.vasquez@hok.com
Steve Bird	New World Brewery	248.4969	NBIRD3@AOL.com
David Gillett	HNTB	813-892-6164	dgillett@hntb.com
Arun Khatri	PBS&J	800 597 7275	apkhatri@pbsj.com
Nico Stearley	HOK	813 229 0300	NICO.STEARLEY@HOK
PEG BORS	City of Tampa	813-274-5177	peg.bors@tampagov.net
HENRY SMITH	KCI TECHNOLOGIES	813-740-2300	HENRY.SMITH@KCI.CO
JAMES ENGLERT	E.C. DRIVER: ASSOC.	813-282-9886	jim-englert@ecdriver.com
SCOTT PASSMORE	KCI TECHNOLOGIES	813-740-2300	SCOTT.PASSMORE@KCI.COM
Tom Davidson	Sema 157 Biscayne Ave	407-702-6732	thomas.e.davidson@parsons.com
Ted Davidson	Parsons	407-702-6732	thomas.e.davidson@parsons.com
MIKE HILL	SEMA CONSTRUCTION	407-563-7900	mike@semaconstruction.com
John McShaffery	AECOM	813-233-3837	john.mcshaffery@aecom.com
Ann Venables	EC Driver	813-282-9886	ann-venables@ecdriver.com
Jarrett Seal	TPD.	813-276-5413	Jarrett.Seal@tampagov.net

Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
PUBLIC HEARING SIGN-IN SHEET
Please Print

Name	Company and/or Address	Phone	E-Mail
HEATH BUNN	ARCHER WESTERN CONTRACTORS	904-739-7600	hbunne@walsgroup.com
Bill McCall	Hills, Co. PA GUMPERT	813-276-8375	mccallw@hillsboroughcounty.org
FRWIN PRESOTT	F.B.S.I.J	813-281-8241	imprescott@bjsj.com
Ruth Betty Reed	2109 E. Balin Ave	813-241-8024	bettyreed@myflhouse.gov
Joe Di Stefano	MC2 Geotech (mat) Inc.	813 623-3399	clstefano@mc2engineers.com
Christine Burdick	Tampa DT Partnership	221-3686	
CHRIS ROBERTS	Wilsonmiller	223-9500	christrobertse@wilsonmiller.com
Jaime Deese	FDOT	813-233-3825	jaime.deese@dot.state.fl.us
Peter Varovsky	TY Lin International	813 434-5990	pvarovm@TYLIN.COM
Lew HERRINGTON	HDR	813-262-2709	LEW.HERRINGTON@HDRINC.COM
LYNDA CRESCENTINI	FDOT	813,975.6171	lynda.crescentini@FDOT.STATE.FL.US
Jim Phillips	EC Driver	813-252-9996	jim-phillips@ecdriver.com
Paul Smalley	TAMPA P.D	813-276-3465	PAUL.SMALLEY@TAMPA.GOV.NET
TONY NGUYEN	RS & H	813-636-2658	anthony.nguyen@rsandh.com
DAVID GUYAN	Volkert	407-496-0411	david.guyan@volkert.com



Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
 PUBLIC HEARING SIGN-IN SHEET
 Please Print

Name	Company and/or Address	Phone	E-Mail
KEVIN MCGILVER	ARRENER WESTERN	904-789-7600	Kmcgilver@arrener.com
TERRY JENNINGS	F-DOT	813-233-3821	terence.jennings@fdot.state.fl.us
Shari Hoybitz	Johnsons Assoc.	813-283-4960	
BOB SZATYRSKI	PBS	813-207-2926	SZATYRSKI@PBWORLD.COM
Michon Reine	Toppl	813-277-3767	micaron@toppl.com
Lisa Propps	PB	813-299-9726	lisa propps@pbworld.com
ALAN STEINBECK	RENTASANCE	813-254-7741	asteinbeck@citiesthatwork.com
Bill Howell	Lochner	727-572-7111	bhowell@hwllochner.com
Joe Zambito	Hillsb. IMPO	813 272-5940	zambitoj@ploncon.com
RICHARD FRANK	FDOT OAK PARK	813-233-3832	RICHARD.FRANK@DOT.STATE.FL.US
Karen Kress	Tampa Downtown P-ship	221 3686	
AL STEWART	ANALYTIC ENGINEERING (DBE)	813-209-0202	ASTEWART@ANALYTIC-ENGINEERING.COM
IGN BOYLE	GRANITE CONSTRUCTION	813-623-5877	tomboyle@grinc.com
Alan Messick	ConAgua Feeds	223-4741	alan.messick@conaguafeeds.com
Paul Bredahl	American	435-2701	pbredahl@ace-fla.com
DR. T. VAUGHAN BUCHANAN	TBD	813-276-3000	

Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
PUBLIC HEARING SIGN-IN SHEET

Please Print

Name	Company and/or Address	Phone	E-Mail
Chuck Richards	JRC Ricketts LTD	813 486 8922	I have no e mail
ERIC SAGGINS	HNTB 10210 HIGHWAY MANOR	813/675-3724	ESAGGINS@HNTB.COM
Lee Dowden	RS#H 1715 N. Westshore Blvd.	516-500-6666	RDowden@RSANDTHE.COM

Selmon Expressway (SR 618) Downtown Viaducts PD&E Study - FACT SHEET

From Florida Avenue to South 22nd Street

in Hillsborough County

THEA Project Number: 52.20.02

Work Program Item Segment No: 416361 4; FAP No: N/A

November 2009



Fact Sheet

Contacts

Martin Stone, Planning Director

813-272-6740

Marty@tampa-xway.com

Sue Chrzan, Communications Manager

Sue@tampa-xway.com

Project Description

The Tampa Hillsborough County Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study for the Selmon Expressway (SR 618) Downtown Viaducts in Hillsborough County. The study limits are from Florida Avenue to South 22nd Street. The total length of the project is approximately 1.7 miles.

The purpose of this study is to:

- Identify and analyze alternative design concepts to meet the future traffic needs, and
- Evaluate environmental effects of the alternatives

The Selmon Expressway will need capacity improvements to maintain the required level-of-service based on projected traffic volumes. The purpose of the PD&E study is to develop and evaluate build alternatives that will accomplish this need, by expanding this divided four-lane facility into the equivalent of a divided six-lane facility.

Motorists experience traffic congestion along portions of the Selmon Expressway and traffic will continue to increase into the future. Improvements are necessary to ensure that the Selmon Expressway operates efficiently and meets regional mobility needs. The proposed improvements will relieve present and future traffic congestion on the Selmon Expressway, improve safety and emergency evacuation and reduce emergency response time.

This project was screened through the Florida Department of Transportation (FDOT's) Efficient Transportation Decision Making (ETDM) process (project #11840). The *Programming Screen Summary Report* documents comments received from several public and permitting agencies. The Federal Highway Administration determined that this project qualifies as a Type 2 Categorical Exclusion.

Existing Facility

Classification	Urban Arterial – Freeways & Expressways
Number of Lanes	2 lanes in each direction
Lane Width	12 feet
Inside/Outside Shoulder Width	4 feet inside/8 feet outside
Posted Speed Limit	55 miles per hour
Minimum Right-of-Way Width	Approximately 150 feet
Interchanges	Westbound exits at Kennedy Boulevard and Morgan Street. Eastbound entrances at Jefferson Street and Nebraska Avenue.

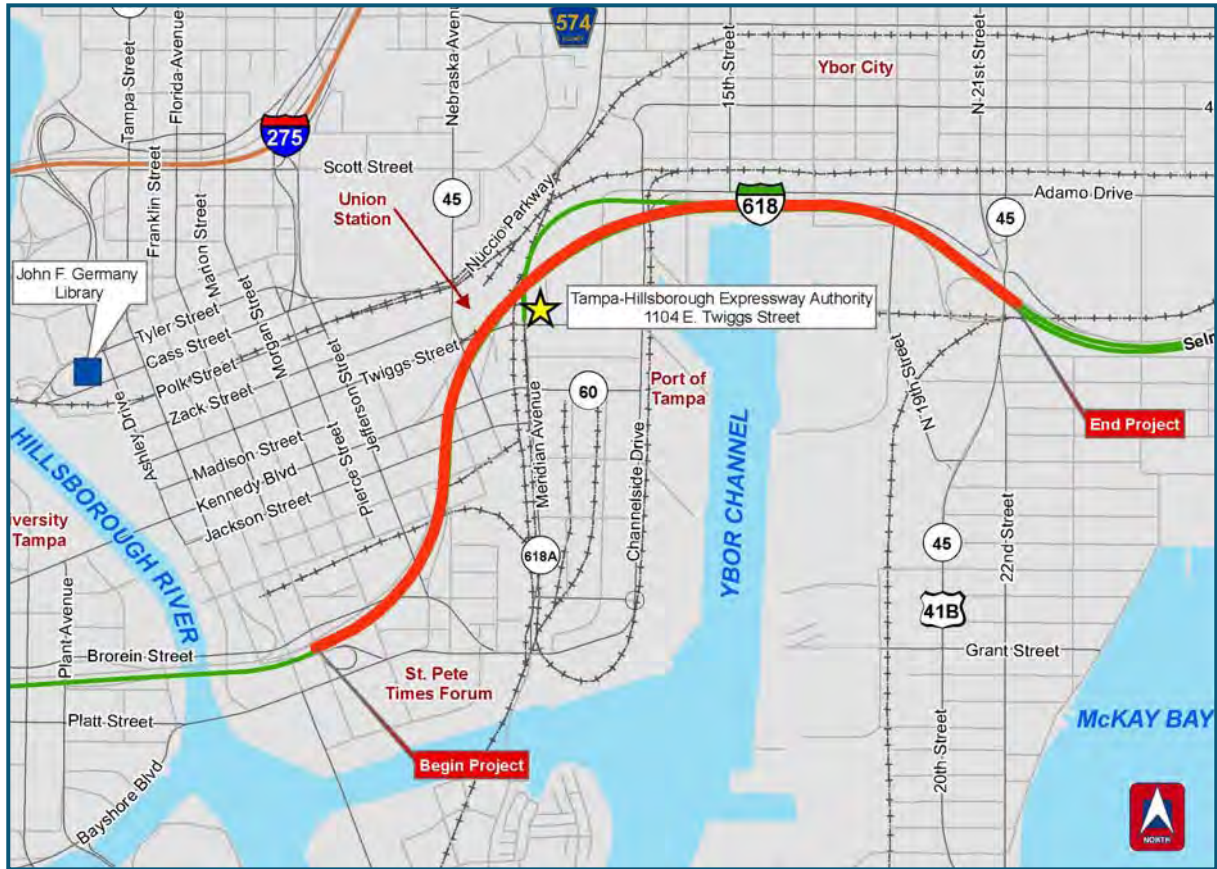
Proposed Improvements

The Preferred Build Alternative involves widening the existing roadway and bridge structures to add an additional lane in each direction, making the expressway a six-lane roadway. A no-build alternative is also being considered.

Recommended Alternative

The THEA will present a recommended alternative after evaluating public input received during the formal public hearing.

Project Location Map




Adjacent Projects Underway by FDOT

FDOT WPI Segment Number	Project Limits
416361-2	Re-Decking – from Florida Avenue to 19 th Street
258415-1	I-4 Connector – from south of the Selmon Expressway to I-4

Project Schedule

PD&E Study Initiated	May 11, 2009
Public Hearing	December 15, 2009
Complete PD&E Study	Spring 2010

Display of Study Documents

Copies of the projects study documents will be available for public review from Tuesday, November 17 through Tuesday, December 29, 2009, at the John F. Germany Public Library, 900 North Ashley Drive, Tampa, FL 33602-3788. The library hours are: Monday through Wednesday 10 a.m. to 9 p.m., Thursday 12 p.m. to 8 p.m. Friday and Saturday 10 a.m. to 6 p.m. and Sunday 12:30 p.m. to 5 p.m. The documents will also be on display on the same dates at the THEA office  located at 1104 East Twigg Street, Suite 200, Tampa, FL 33602, Monday through Friday from 8 a.m. to 5 p.m. These documents will also be on display at the public hearing.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Selmon Expressway (SR 618) Downtown Viaduct Improvements Project Development & Environment (PD&E) Study

EVALUATION MATRIX

From Florida Avenue to South 22nd Street

EVALUATION CRITERIA	NO-BUILD ALTERNATIVE	PREFERRED BUILD ALTERNATIVE
CAPACITY		
2035 Projected Traffic (LOS)	F	D
BUSINESS IMPACTS		
Number of Potential Business Relocations	0	0
RESIDENTIAL IMPACTS		
Number of Potential Residential Relocations	0	0
RIGHT OF WAY (ROW) IMPACTS (Acres)		
Area of ROW Anticipated to be Aquired	0	0
ENVIRONMENTAL IMPACTS		
Archaeological/Historical Sites (Impacted)	None	None
Potential Section 4(f) Involvement	None	None
Noise (Potential Noise Sensitive Areas Affected)	None	3
Wetlands (Acres)	0	0
Floodplains (Acres)	0	0
Surface Waters (Acres)	0	0
Threatened & Endangered Species (Potential)	None	Low
Petroleum or Hazardous Materials Sites	0	18
ESTIMATED TOTAL PROJECT COSTS (In Millions)		
ROW Acquisition Costs	\$0.0	\$0.0
Wetland Mitigation Costs	\$0.0	\$0.0
Roadway & Bridge Construction Costs	\$0.0	\$53.7
Design and CEI Costs (20% of Construction)	\$0.0	\$10.7
TOTAL COSTS	\$0.0	\$64.4*

* These costs are independent of the Deck Replacement Project by the Florida Department of Transportation. Combining the Deck Replacement and this widening project, the estimated cost is approximately \$131,950,000.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status

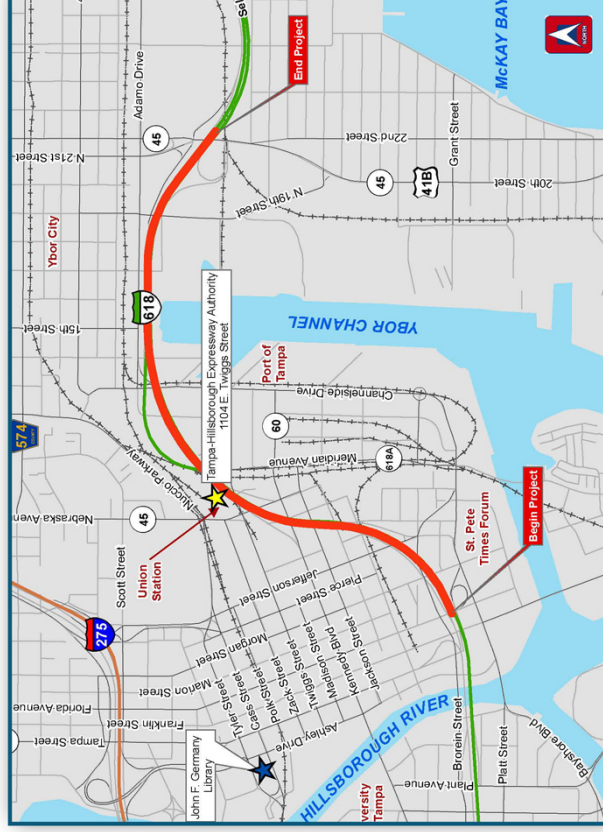
Welcome

to the Public Hearing for the

Selmon Expressway (SR 618) Downtown Viaduct Improvements (PD&E) Study

FROM FLORIDA AVENUE TO SOUTH 22ND STREET

THEA PROJECT NUMBER: 52.20.02
FDOT WPI SEGMENT NUMBER: 416361 4
HILLSBOROUGH COUNTY



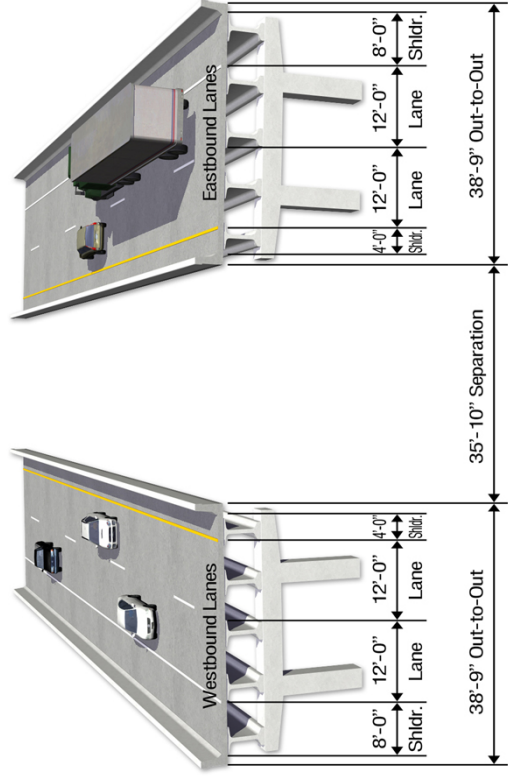
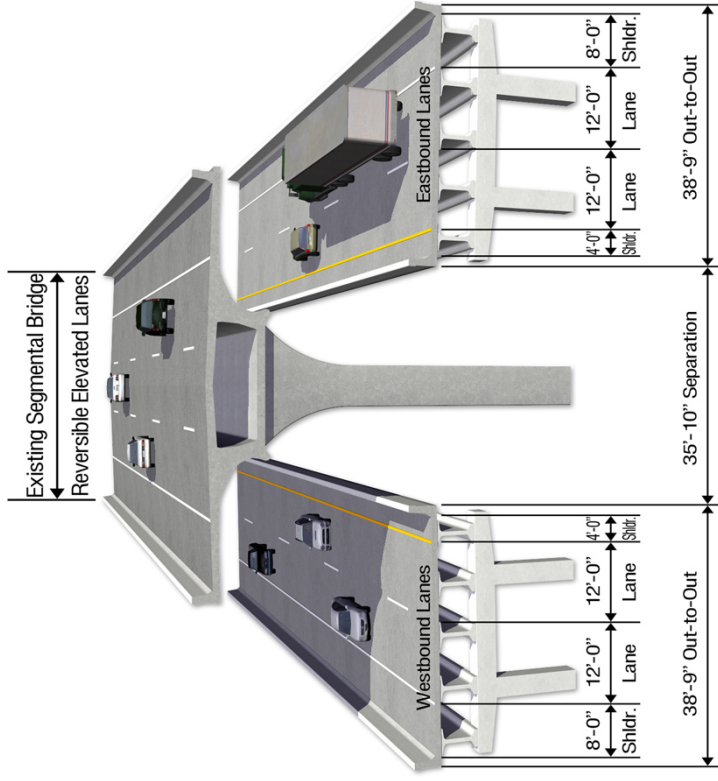
Citations

FEDERAL AND STATE REQUIREMENTS

REQUIREMENT	DESCRIPTION
FEDERAL REQUIREMENTS	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - August 25, 2005
ISTEA	Intermodal Surface Transportation Efficiency Act - 1991
TEA-21	Transportation Equity Act for the 21st Century - June 9, 1998
23 CFR, Chapter 1, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter 1, Part 93.105	Environmental Protection Agency, Transportation Conformity Rule Amendment - Consultation
40 CFR, Volume 31, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 USC, Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
42, USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
42 USC, Subchapter V, Sections 2000d-2000d-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving access to services for persons with limited English proficiency (LEP)
Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f) documents - October 30, 1987
STATE REQUIREMENTS	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amended - HB 273	Outdoor Advertising Signs / Noise-Attenuation Barrier
LOCAL REQUIREMENTS	
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution

This Public Hearing was advertised in the Tampa edition of the St. Petersburg Times on November 23, 2009 and December 7, 2009.

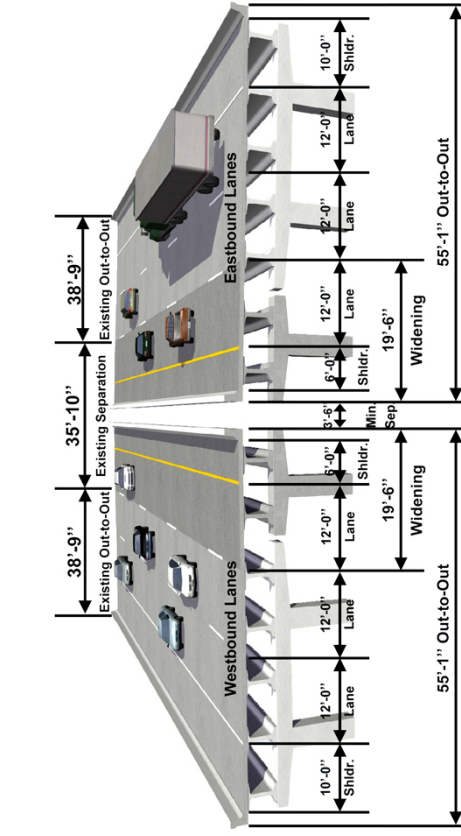
Existing Typical Sections



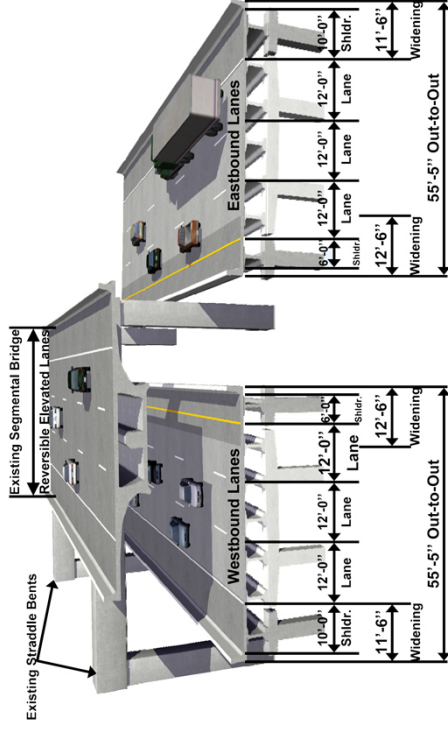
Typical Section
From Florida Avenue to West of Channelside

Typical Section II
From East of Channelside Drive to South 22nd Street

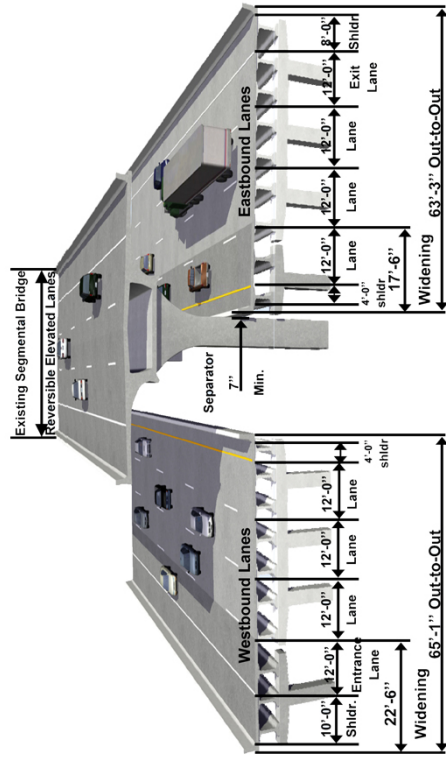
Proposed Typical Sections



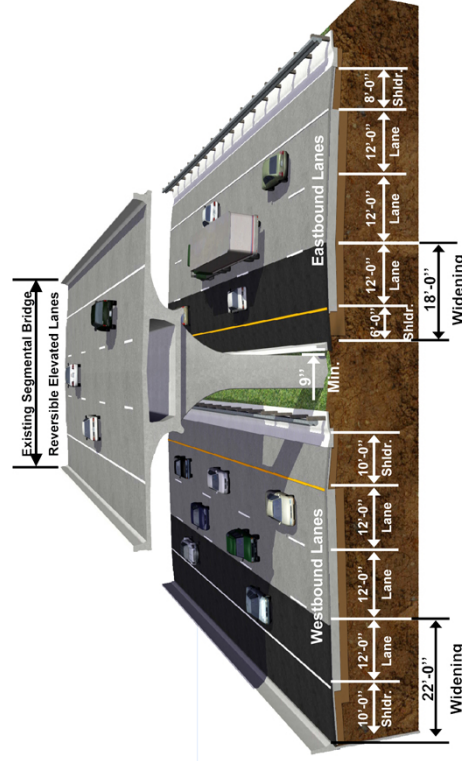
Typical Section I
Inside Bridge Widening From East of Morgan Street to 12th Street



Typical Section II
Inside and Outside Bridge Widening through REL Straddle Bents From 12th Street to West of 17th Street

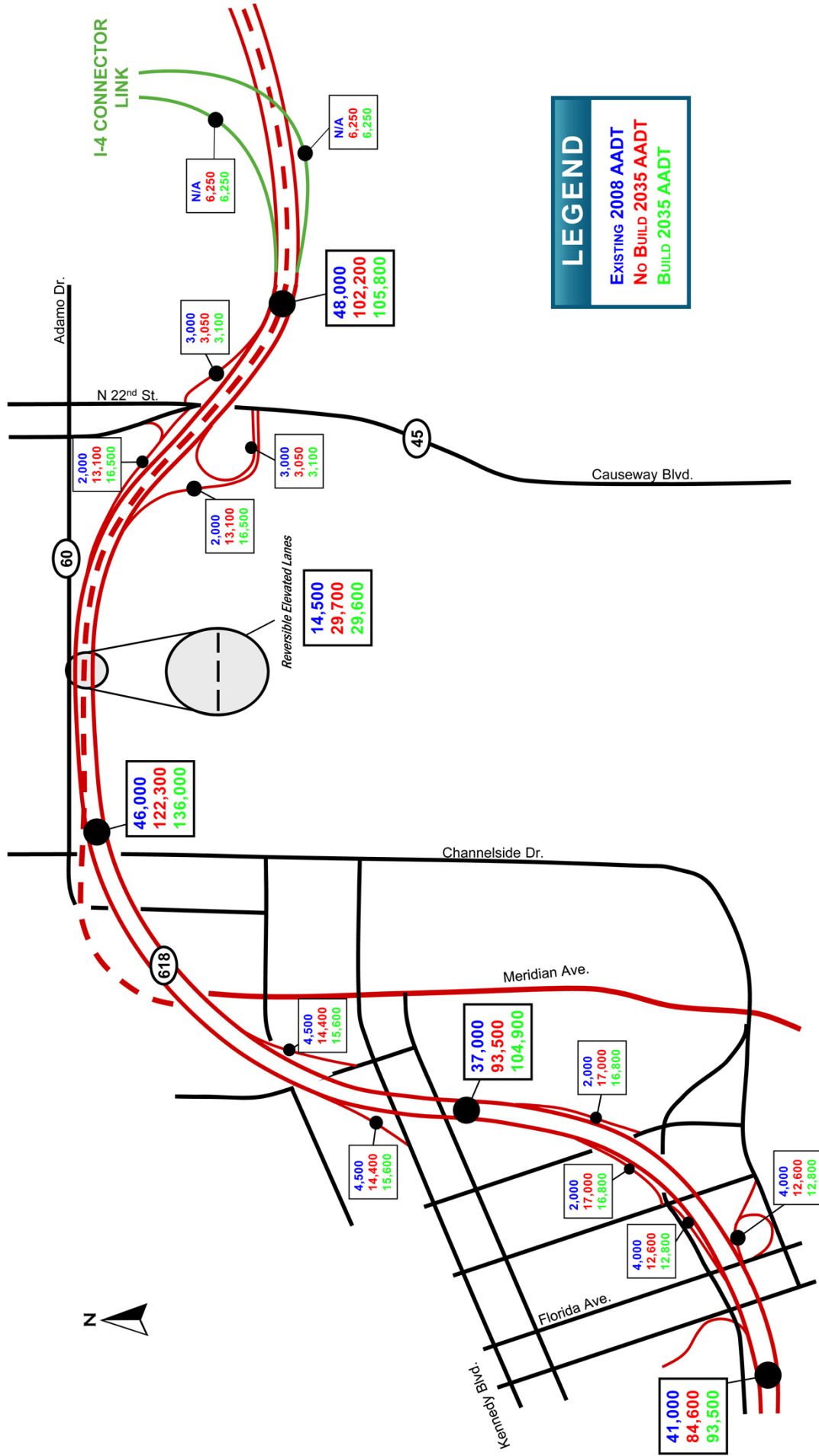


Typical Section III
Inside and Outside Bridge Widening From West of 17th Street to 19th Street



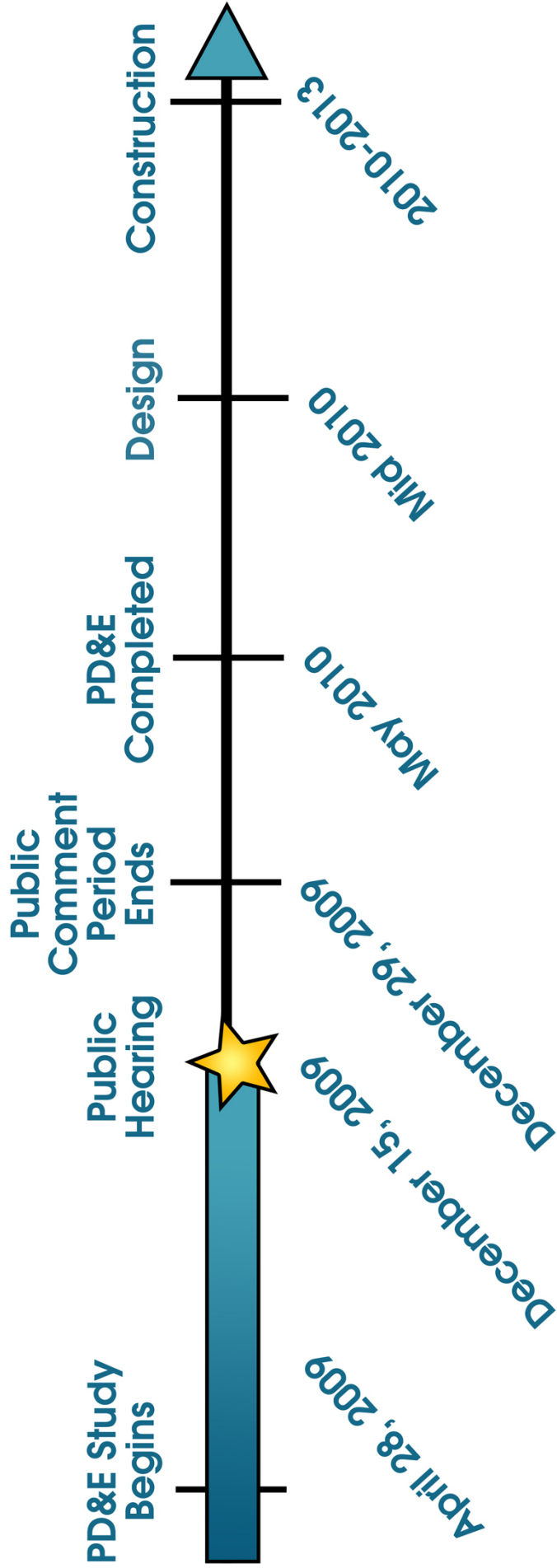
Typical Section IV Roadway Widening From 19th Street to South 22nd Street

Traffic



Project Schedule

Study Schedule Key Milestones

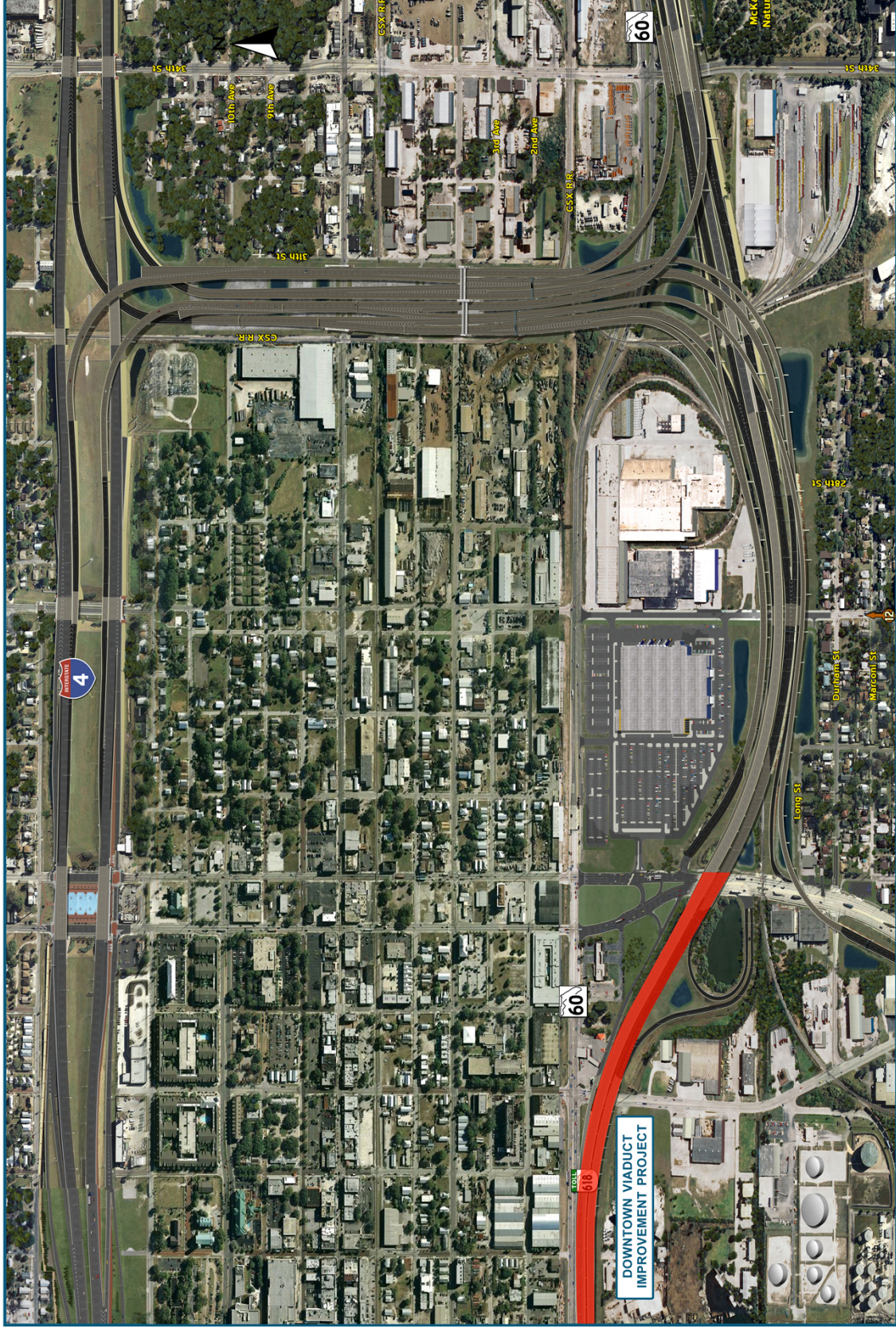


Draft Overall Summary

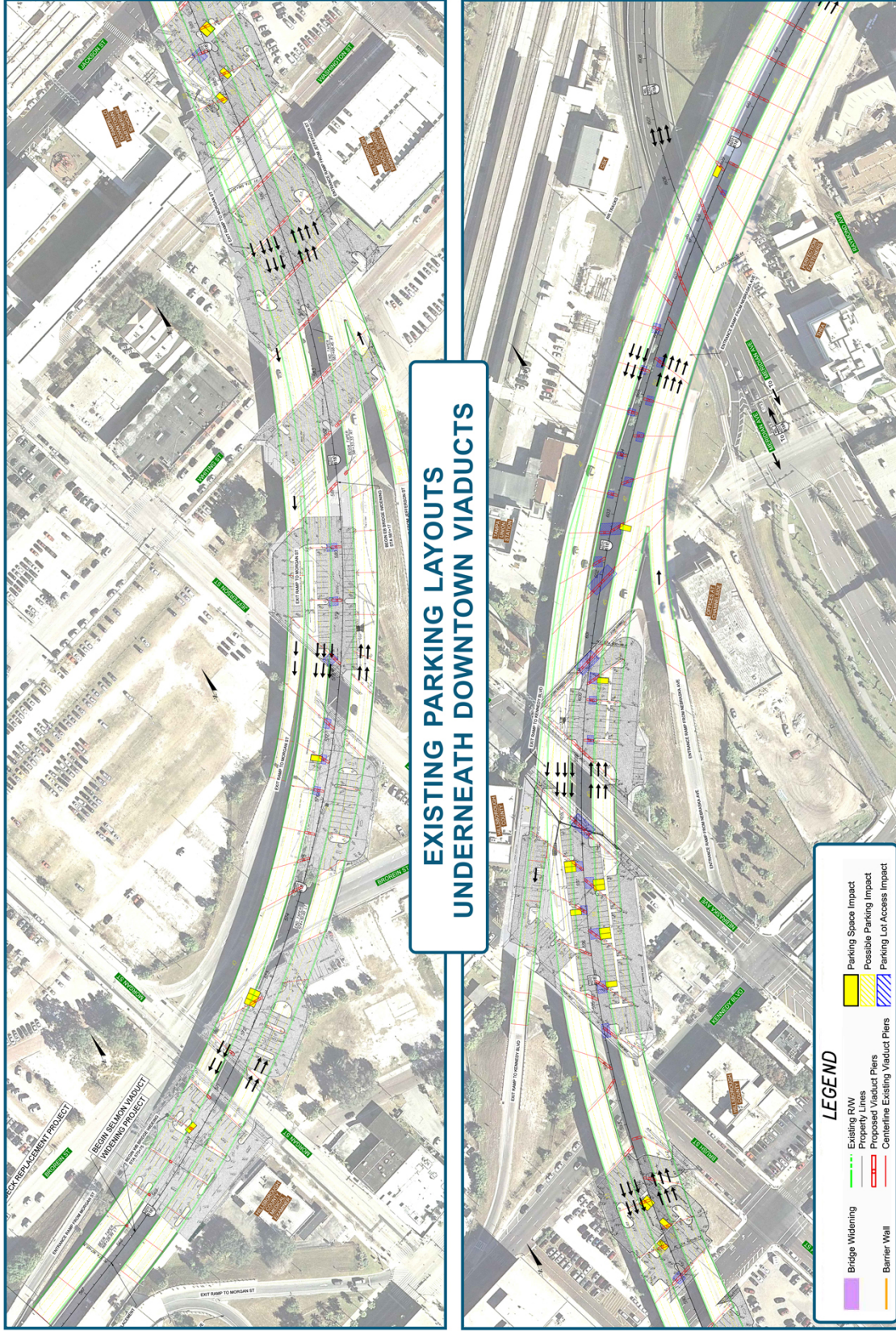
EVALUATION CRITERIA		NO-BUILD ALTERNATIVE	PREFERRED BUILD ALTERNATIVE
CAPACITY			
2035 Projected Traffic (LOS)	F	D	
BUSINESS IMPACTS			
Number of Potential Business Relocations	0	0	
RESIDENTIAL IMPACTS			
Number of Potential Residential Relocations	0	0	
RIGHT OF WAY (ROW) IMPACTS (Acres)			
Area of ROW Anticipated to be Acquired	0	0	
ENVIRONMENTAL IMPACTS			
Archaeological/Historical Sites (Impacted)	None	None	
Potential Section 4(f) Involvement	None	None	
Noise (Potential Noise Sensitive Areas Affected)	None	3	
Wetlands (Acres)	0	0	
Floodplains (Acres)	0	0	
Surface Waters (Acres)	0	0	
Threatened & Endangered Species (Potential)	None	Low	
Petroleum or Hazardous Materials Sites	0	18	
ESTIMATED TOTAL PROJECT COSTS (in Millions)			
ROW Acquisition Costs	\$0.0	\$0.0	
Wetland Mitigation Costs	\$0.0	\$0.0	
Roadway & Bridge Construction Costs	\$0.0	\$53.7	
Design and CEI Costs (20% of Construction)	\$0.0	\$10.7	
TOTAL COSTS	\$0.0	\$64.4*	

* These costs are independent of the Deck Replacement Project by the Florida Department of Transportation. Combining the Deck Replacement and this widening project, the estimated cost is approximately \$131,950,000.

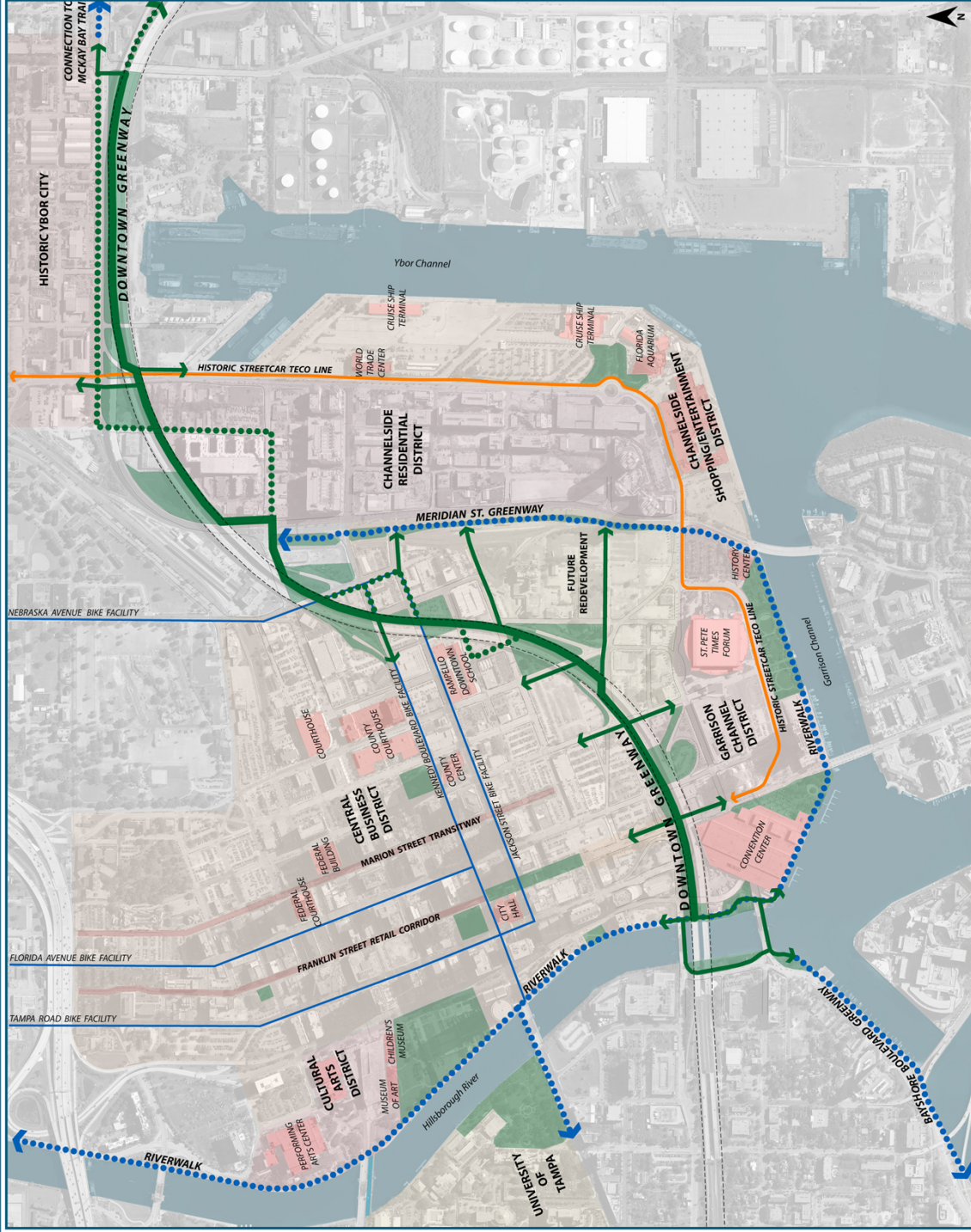
I-4 Connector Project



Parking Area



Downtown Greenway Project

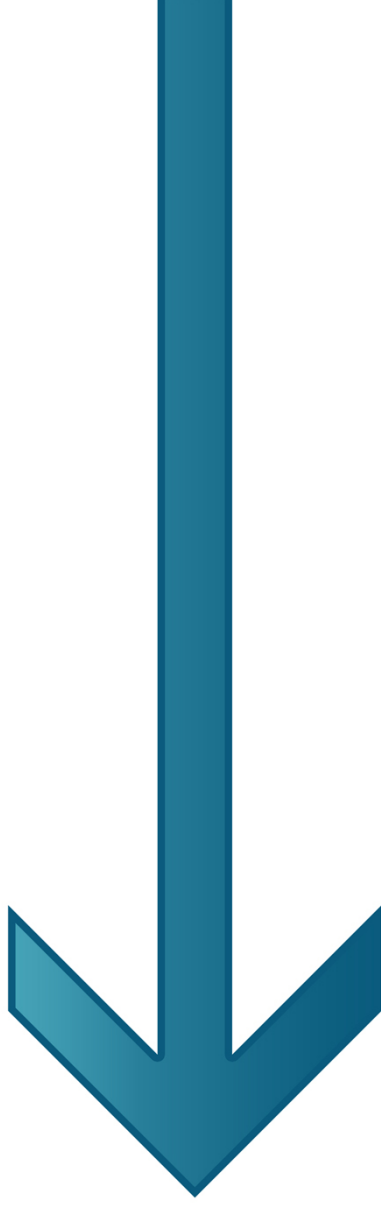


RESTROOMS

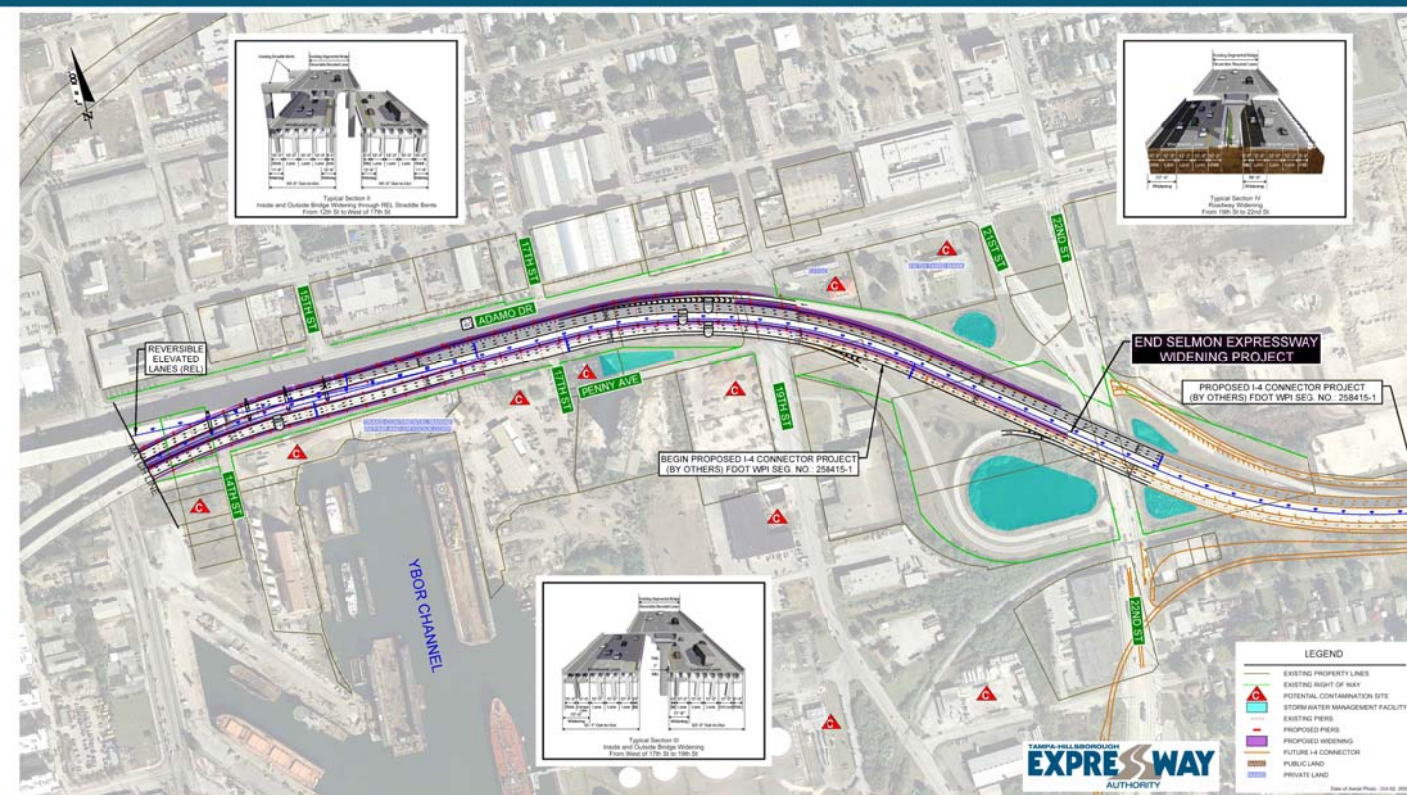
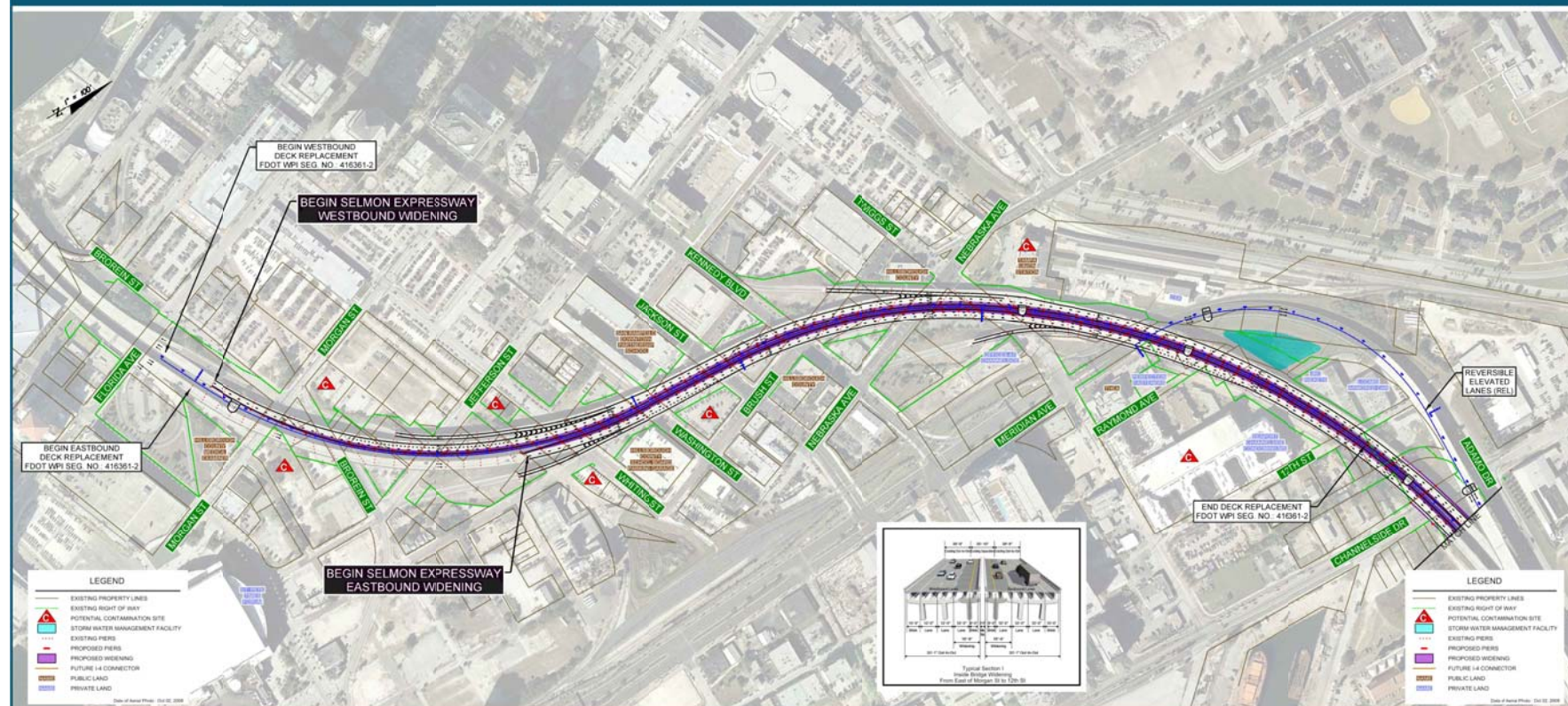


Welcome

**Formal Hearing
&
Presentation
Begins at 6:00 PM**



Selmon Expressway (SR 618) Improvements Preferred Build Alternative



Selmon Expressway (SR 618)
Downtown Viaduct Improvements PD&E Study

Public Hearing

Tampa-Hillsborough County Expressway Authority
December 15, 2009

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FORMAL PUBLIC HEARING SCRIPT
Selmon Expressway Downtown Viaduct Improvements PD&E Study
Hearing Date: Tuesday, December 15, 2009

OPENING

Good evening. My name is Joseph Waggoner and I am the Executive Director of the Tampa-Hillsborough County Expressway Authority. Welcome to the Public Hearing for the **Selmon Expressway Downtown Viaduct Improvements** Project Development and Environment Study. This Public Hearing concerns the proposed improvements **on the Selmon Expressway Downtown Viaduct from Florida Avenue to South 22nd Street in Hillsborough County**. The Expressway Authority's project number is 52.20.02 and the Florida Department of Transportation's Work Program Segment Identification Number is 416361 4.

Today is Tuesday, December 15, 2009 and it is approximately 6:00 p.m. We are assembled in the Board Room of the Tampa Hillsborough County Expressway Authority Office in Tampa, Florida. This is your opportunity to receive information on the project and officially comment on the proposed "Build" Alternative and other documents available here tonight. The proposed "Build" Alternative is based on comprehensive environmental and engineering analyses completed to date, as well as on public comments that have been received.

This Project Development and Environment, or PD&E study, and Public Hearing are being conducted under applicable Federal and State laws. Those citations are listed on the board next to the sign-in table.

At this time I would like to invite Jeff Novotny of American Consulting Engineers to discuss the details of the project and the preferred build alternative.

(PowerPoint Presentation Starts)

When you arrived this evening you should have received an information packet containing an informational fact sheet and a comment form. If you weren't able to sign in or did not receive an information packet, please stop by our sign-in table before leaving this evening.

(Staff has handouts available)

Those who wish to provide comments during this portion of the public hearing should complete a speaker's card and submit it to one of our staff members. If you did not receive a card, please raise your hand and a staff member will be happy to provide you with one.

In addition to making oral statements, you may also submit your comments to the Authority in writing. Comment forms may be placed in one of the comment boxes this evening or you may complete the form at a later date and mail it to us at the pre-printed address located on the bottom of the sheet. Please keep in mind that written comments must be postmarked by Tuesday, December 29, 2009 to be included in the official public hearing record.

Before I continue, I would like to recognize any elected officials, their representatives, or Expressway Board members who are here tonight. I would ask them to please stand and introduce themselves for the record.

(Pause for any Elected Officials)

At this time, we will begin taking public comments. I will call each speaker in the order in which their request is received. In an effort to accommodate all requests to speak, we ask that each speaker keep their comments to 3 minutes. Those who wish to provide additional comments may return to the microphone following the last speaker or you may present your additional comments directly to the court reporter at the end of tonight's hearing.

As I call your name, please step to the microphone and state your name and address before making your comment. If you have questions, please see one of the Project representatives following this portion of the hearing.

CALL THE FIRST SPEAKER

The first speaker is _____.

LAST SPEAKER

Is there anyone else who would like to make a statement?

The public hearing transcript, written statements, exhibits, and reference materials will be available for public inspection at the Tampa-Hillsborough County Expressway Authority office, 1104 East Twiggs Street, Suite 300, Tampa, Florida, within three weeks.

It is approximately (STATE THE TIME). I hereby officially close the formal portion of the Public hearing for the Selmon Expressway Downtown Viaduct Improvements PD&E Study.

The Tampa-Hillsborough County Expressway Authority thanks you for attending. Good night.

Slide 1

This Public Hearing is being conducted, in ► partnership with the Florida Department of Transportation and the Federal Highway Administration. This presentation will give you a brief overview of this study and the proposed improvements along the Selmon Expressway.

Slide 2

The Tampa-Hillsborough County Expressway Authority, or THEA, was created in 1963 as an Agency of the State to construct, improve, extend, maintain and operate an expressway system in Hillsborough County. ► THEA is currently comprised of a seven member governing board. These members include four appointed by the Governor, the Chair of the Tampa City Council, one member of the Hillsborough County Board of County Commissioners, and the Florida Department of Transportation's District Seven Secretary.

Slide 3

The THEA projects have been 100 percent self financed through revenue bonds supported by user tolls. All annual costs of operations and maintenance are paid from toll revenue. And all major projects meet rigid tests of financial feasibility.

Slide 4

The P D and E process is used to develop feasible alternatives for roadway improvement projects. It includes a detailed traffic and engineering study. Environmental effects are evaluated. The study evaluates viable alternatives and design concepts including a "No-Build" Alternative. Once the recommended alternative is selected, it will be submitted to the Federal Highway Administration for acceptance. The Federal Highway Administration has agreed that this study can be processed as a Type 2 Categorical Exclusion class of action. This means this project will have no significant environmental impacts.

Slide 5

The limits of this PD&E study on the Selmon Expressway are from Florida Avenue to south 22nd Street. This project is approximately 1.7 miles long.

Slide 6

The purpose and need for this proposed project includes the following items:

- Provide additional capacity improvements to maintain the required level-of-service based on projected traffic growth,
- Provide improved emergency evacuation,
- Reduce future traffic congestion which may decrease the likelihood for congestion related crashes,
- Make commuter and freight movements more efficient; and
- Provide improvements consistent with local transportation plans while minimizing community effects. This project is contained in Hillsborough Metropolitan Planning Organization's adopted 2035 cost affordable long range transportation plan.

Slide 7

This PD&E study began in May of 2009. ► The purpose of today's hearing is to present the preferred alternative and to receive comments for the record on the proposed project and its expected effects. ► This hearing is being held in accordance with all federal, state and local executive requirements including the Civil Rights Act and the National Environmental Policy Act of 1969. A listing of these requirements is on display near the sign-in table.

Slide 8

Today, this portion of the Selmon Expressway is currently a set of twin bridges or viaducts carrying two lanes in each direction. Within the study limits, ► a separate bridge carrying three Reversible Elevated Lanes from the Meridian Street intersection with Twiggs Street to east of 22nd Street is situated north of, or straddled over the viaduct structures, at the east end of the study area.

Slide 9

Within the study limits there are several entrance and exit ramps to get on and off of the Selmon Expressway. Heading westbound there are exits at Kennedy Boulevard and Morgan Street. In the eastbound direction there are entrance ramps from Jefferson Street and Nebraska Avenue.

Slide 10

The Annual Average Daily Traffic is the amount of traffic that crosses a given point in a 24 hour period. In 2008, the Annual Average Daily Traffic for this portion of the Selmon Expressway ranged from 37,000 to 48,000 vehicles per day.

Slide 11

We have determined that traffic will continue to increase. By year 2035, the traffic along the Selmon Expressway is projected to grow by over 150% to range from about 93,500 vehicles per day at the west end to 136,000 vehicles per day at the east end. With no improvements, the 4-lane road will be highly congested and operate at an unacceptable level of service. The widening of the Selmon Expressway is needed primarily to relieve current and future congestion.

Slide 12

There are two projects that will be under construction within the next year or so in close proximity to this project. One upcoming project is the re-decking of an approximately one mile segment of the existing viaduct structures which will extend from Florida Avenue to North 12th Street. FDOT plans on letting this design-build project in the middle of year 2010.

Slide 13

The I-4/Selmon Expressway Connector will be a new limited-access connection that extends from the Selmon Expressway north along the west side of 31st Street to I-4. This project is expected to begin in 2010. This new facility is an elevated roadway that includes a series of separate ramps intended to improve the regional movement of traffic throughout the Ybor City area and to and from the Port of Tampa. One of the connections will link this downtown portion of the Selmon Expressway to I-4.

Slide 14

During the PD&E process, several alternatives were considered. One of the build alternatives ► considered a connection of a Reversible Elevated Lane to the westbound of the Selmon Expressway local lanes with an added eastbound lane. This alternative ► was dropped due to high relative costs, low projected traffic usage and potential effects to the historic Union Station.

Slide 15

The other build alternative is to widen the Selmon Expressway in both directions. Based on the future traffic we have determined that widening the Selmon Expressway to 6 lanes may be needed in most places for the entire study. This is considered the preferred alternative. We have divided the study limits into 3 different segments for showing differences in where the bridge widening will take place based on adjacent land uses and other constraints. ► From east of Morgan Street to 12th Street, in red, we proposed to widen the bridge to the inside of the existing expressway. The Expressway will then consist of 3 – 12-foot lanes in each direction, with a 6-foot inside shoulder. ► From 12th Street to near 17th Street, in green, due to the bridge piers straddling the Reversible Lanes over the Selmon Expressway, the widening is proposed to both the inside and outside of the existing bridge. ► East of 17th Street, in yellow, the widening will take place to the north side of each of the existing lanes to align with new lanes feeding to and from the I-4 Connector project.

Slide 16

This rendering shows where the ► inside widening in red will take place in Segment 1 from Morgan to 12th Streets.

Slide 17

The upper left picture ► shows the inside and outside widening in green in Segment 2 up to 17th Street. The lower right picture ► shows the widening to the north side east of 17th Street.

Slide 18

There is no additional right of way needed to build these improvements and as such, there will be no residential nor business relocations.

Slide 19

However if during the design and/or construction phase of the project it is determined that relocations would be necessary, a Conceptual Stage Relocation Plan will be completed at that time. If you are required to make any type of move as a result of this project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. You would be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You would be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution ► – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

The relocation specialist who is supervising this program is the Expressway Authority's General Counsel, Patrick McGuire.

Slide 20

To streamline construction of the proposed widening, if approved, this project could be included with the FDOT's Redecking project. Doing so would minimize disruption and maintenance needs, allow 2-Lanes in each direction during construction between Morgan and 12th Street than with the redecking project alone, and save construction costs as a combined project.

Slide 21

There are ► differences between the "Build" and the "No-Build", or do nothing alternative. Some of the ► advantages of the build alternative include a reduction in future traffic congestion, ► an increase to capacity and system linkage, ► improved emergency evacuation times, ► consistency with the local MPO long range transportation plan. ► The Build Alternative has minimal environmental effects. ► There are capital costs to the build alternative that may be financed through bonds repaid by tolls or federal sources as will be noted later.

Slide 22

Agency coordination, including the City of Tampa and the Southwest Florida Water Management District concerning the environment has been on-going throughout the course of the PD&E study. All necessary environmental reports were prepared detailing the environmental resources and expected effects. These reports have been on display at the John F. Germany library and at the Expressway's office since November 24th and will remain on display there until December 29, 2009. These reports are also available for your review at the hearing tonight.

Slide 23

The Tampa-Hillsborough Expressway Authority has been in close coordination with the City of Tampa regarding parking under the Selmon Expressway, making related improvements to the downtown drainage system and a possible downtown Greenway Enhancement project, if Federal funds are available.

Slide 24

An evaluation matrix showing a comparison of the Build and No Build Alternative is on display at this hearing. This matrix identifies potential environmental effects and estimated costs.

Slide 25

The cost estimate of the Selmon Expressway Redecking project alone is approximately 71 million dollars. The cost estimate for the Redecking and this Widening projects combined is approximately 132 million dollars if the two projects are performed simultaneously. These costs include both design and construction. As noted earlier, there are no funds needed for acquiring land.

Slide 26

Today's hearing is an opportunity for you to comment on this project. ► Project representatives are on-hand for anyone who wishes to ask questions. Project representatives are also available to address questions concerning environmental effects such as noise.

Slide 27

There are several ways to make a comment as part of the public hearing record. ► You can speak directly the court reporter that is on-hand at this hearing.

Slide 28

The court reporter will also record comments stated at the public forum that will begin shortly. The Expressway Authority will moderate this formal public comment session. Please complete a speaker card to indicate your interest to speak publicly and either drop it into the box at the sign-in table or hand it to a Project representative.

Slide 29

You can complete the Comment Form provided in the brochure and drop it in one of the “Comment” boxes today; or

Slide 30

You can mail written comments to the address listed on the bottom of the Form. All comments received, regardless of how they are submitted, will be reviewed and considered in the study analysis. We ask that you return this form by December 29, 2009 so they can become part of the public hearing record.

Slide 31

Following the Hearing, the public comment period will remain open until December 29, 2009. The Project Team will then review and consider all public input received. They will then document the recommended alternative and finalize the PD&E documents. The PD&E Study is expected to be completed in the ► next few months, when and if approval is received from the Federal Highway Administration. ► The project can then move forward to the next phase and possibly be incorporated into the design-build contract for the Selmon Expressway Downtown Redecking project.

Slide 32

The Expressway Authority has programmed funding for design and construction of the proposed widening improvements to the Selmon Expressway. The re-decking project is being funded by the FDOT. ► The Tampa-Hillsborough Expressway Authority has submitted a request for federal stimulus or (ARRA) funds through the TIGER discretionary grant program which could partially fund this project if awarded by the US Department of Transportation.

Slide 33

This concludes our brief presentation. The Tampa-Hillsborough County Expressway Authority ► thanks you for participating in today’s Public Hearing and for your interest in this project.

Public Hearing

Project Development & Environment (PD&E) Study



- THEA Project 52.20.02
- FDOT WPI Segment No.: 416361-4



The **Tampa-Hillsborough Expressway Authority (THEA)** was created in 1963 as an Agency of the State to construct, improve, extend, maintain and operate an expressway system in Hillsborough County.



Seven Member Governing Board

- Four appointed by the Governor
- The Chair of the Tampa City Council
- One member of the Hillsborough County BOCC
- FDOT District VII Secretary

Who & What is THEA?

- THEA projects have been 100% self financed through revenue bonds supported by user tolls
- All annual costs of operations & maintenance paid from toll revenue
- All major projects meet rigid tests of financial feasibility



PD&E Study Evaluations

- Traffic & Engineering
- Environmental Effects Evaluated
- Type 2 Categorical Exclusion Class of Action (no significant impacts)

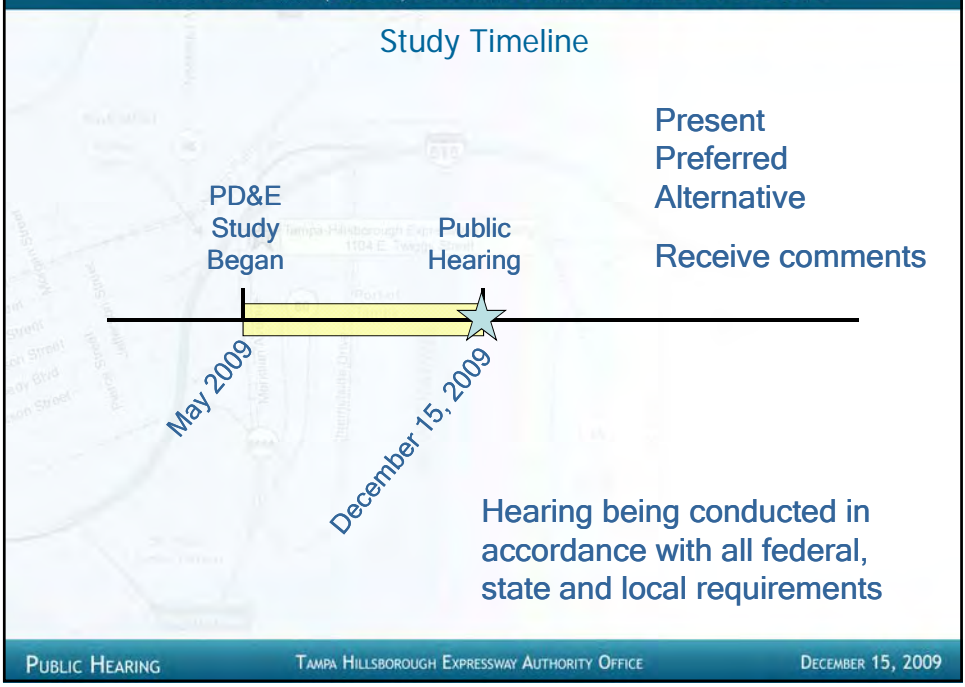




Project Need

- **Capacity**
 - Traffic Growth
- **Evacuation**
- **Safety**
- **Commuter and Freight Movements**
- **Consistent with Local Transportation Plans**

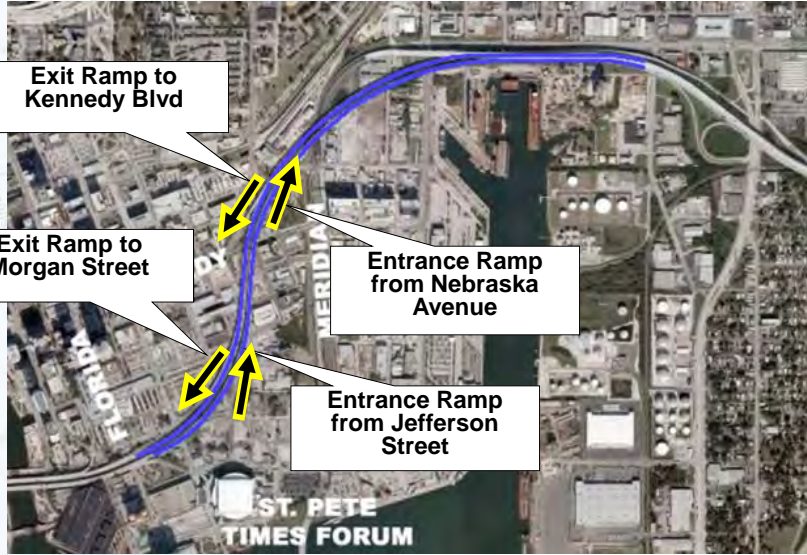
Study Timeline



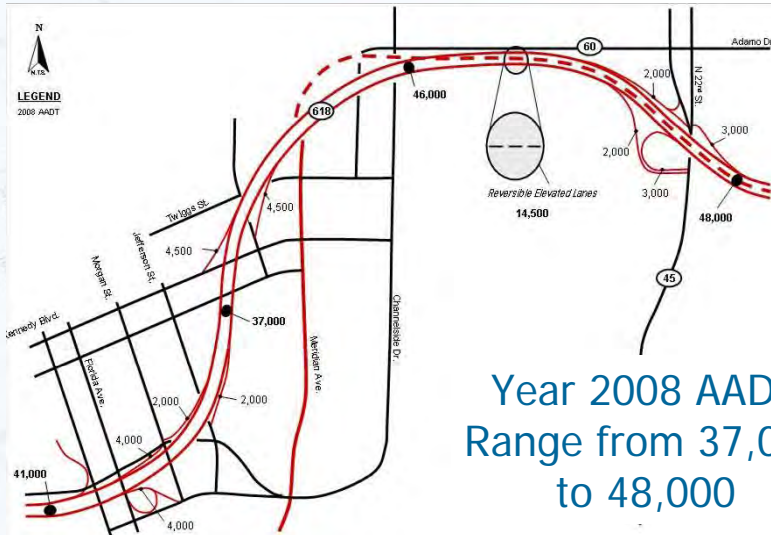
Existing Conditions



Existing Conditions

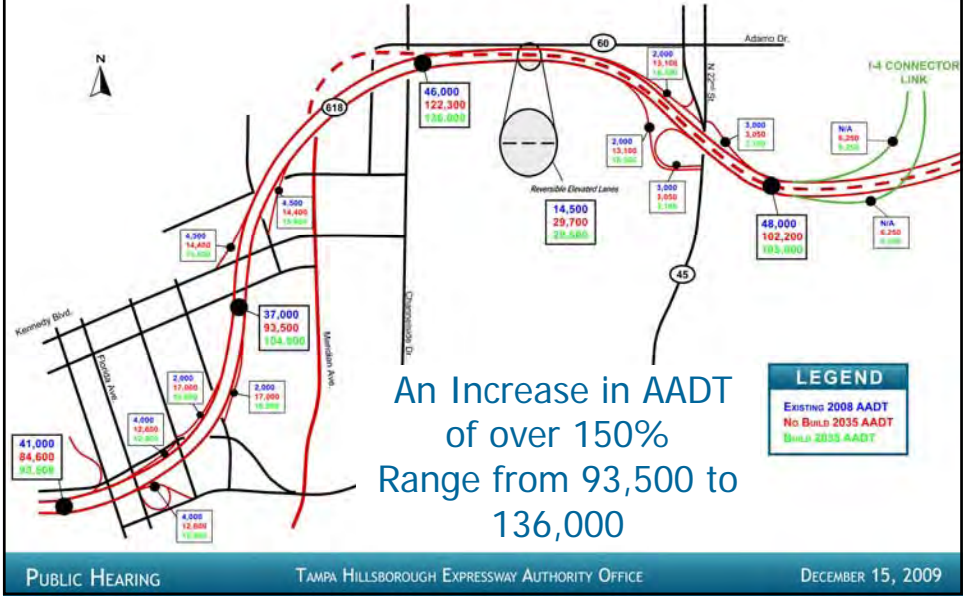


Annual Average Daily Traffic – Year 2008



Year 2008 AADT
Range from 37,000
to 48,000

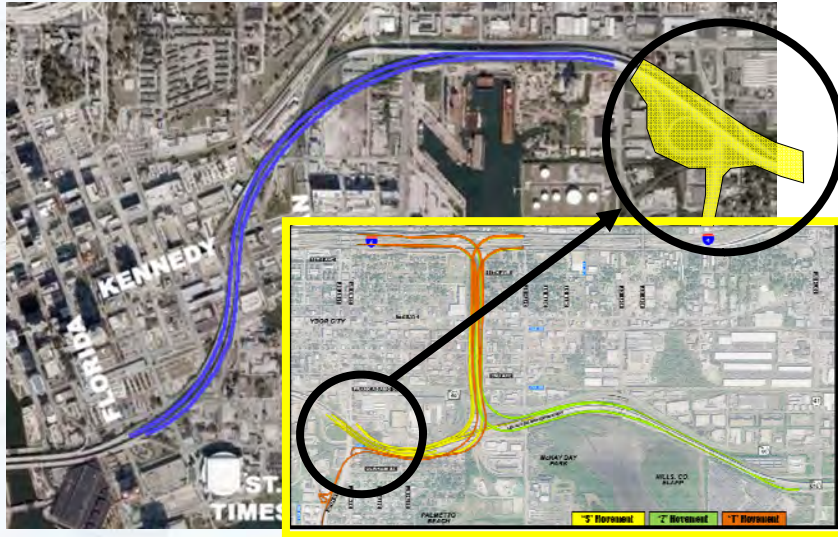
Future Traffic Projections – Year 2035



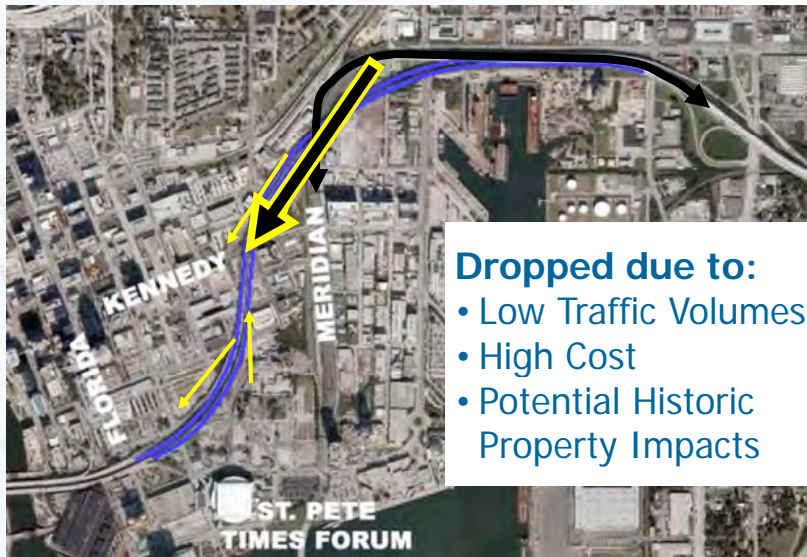
Other Projects – Re-decking Project



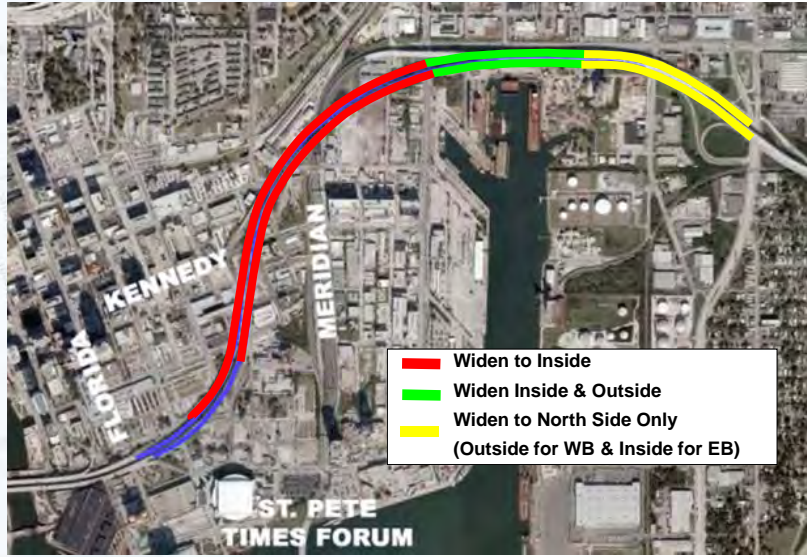
Other Projects - I-4 Connector



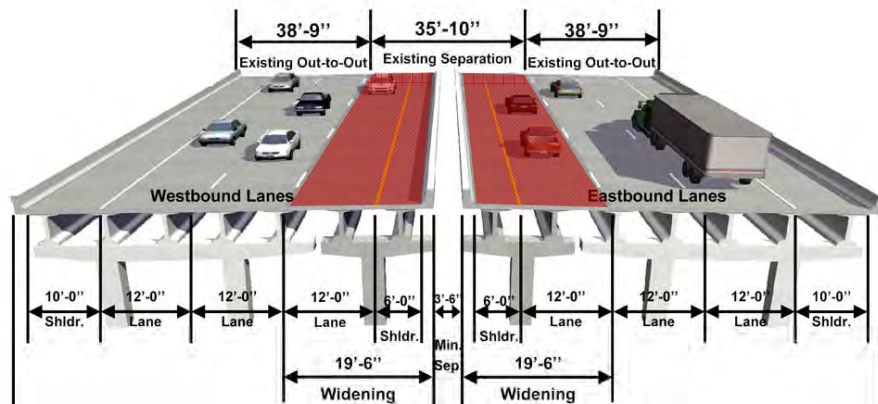
Build Alternatives Considered – REL Ramp



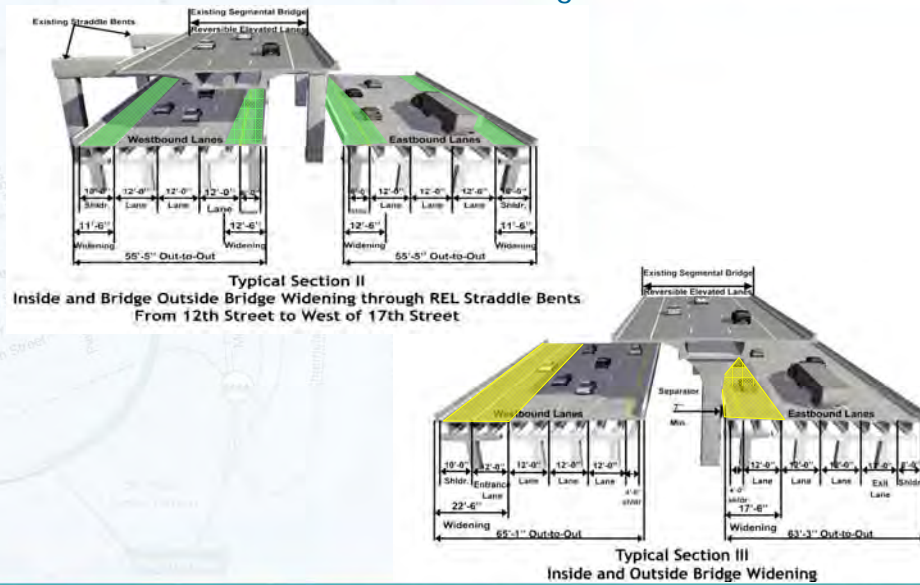
Preferred Build Alternative



Preferred Build Alternative – Segment 1
from Morgan Street to 12th Street



Preferred Build Alternative Segments 2 and 3



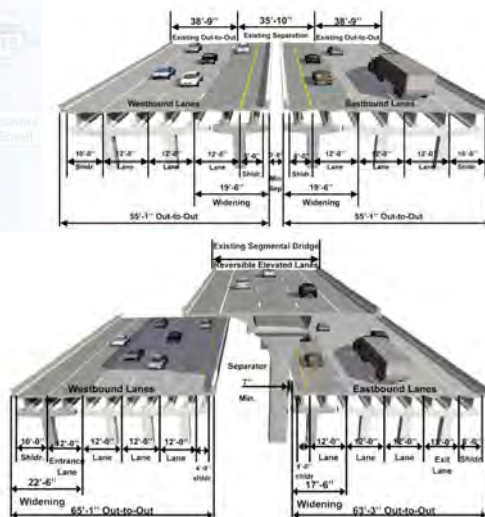
PUBLIC HEARING

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY OFFICE

DECEMBER 15, 2009

Preferred Build Alternative – Right of Way needs

- **No Additional Right-of-Way Needed**
- **No residential relocations**
- **No business relocations**



PUBLIC HEARING

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY OFFICE

DECEMBER 15, 2009

Should Relocations be Needed at a Later Time

- **Conceptual Stage Relocation Plan would be prepared at that time**
- **If move is required, fair treatment in accordance with the Uniform Relocation Assistance Act**
- **Appraiser to inspect property**
- **Encouraged to be present during inspection**
- **May be eligible for relocation advisory services and benefits**
- **May appeal determination or amount**
- **Benefits could be jeopardized if you move before receiving notification of relocation benefits**
- **Expressway Authority's General Counsel will supervise program**

Possible inclusion with Re-decking Project

- ✦ **Minimum Disruption & Maintenance**
- ✦ **Allow 2-Lanes in each Direction from Morgan to 12th Street**
- ✦ **Save Costs**



No-Build vs. Build Alternative

	<u>No-Build</u>	<u>Build</u>
✦ Future Traffic Congestion	Increasing	Reduced
✦ Capacity & Linkage	No Change	Increased
✦ Hurricane Evacuations Times	Reduced	Improved
✦ Consistency with MPO's L RTP	Not Consistent	Consistent
✦ Environmental impacts & additional right of way	No Direct impacts	Minimal Impacts
✦ Capital Costs	None	User funded (tolls)

Preferred Alternative – Environmental Issues



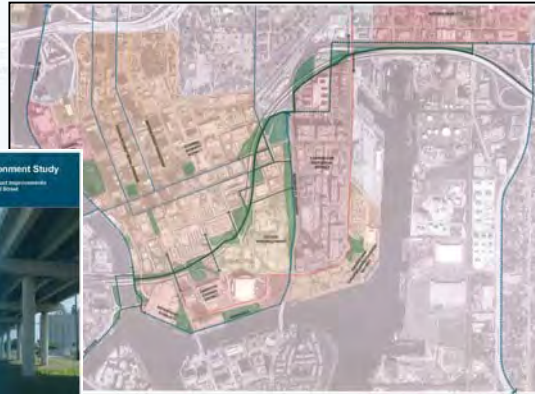
Environmental Documents

- ✦ Cultural Resources Assessment Survey
- ✦ Contamination Screening Evaluation Report
- ✦ Air Quality Memo
- ✦ Wetland Evaluation & Biological Assessment Report
- ✦ Location Hydraulic Report
- ✦ Noise Study Report
- ✦ Project Development Summary Report/Type 2 Categorical Exclusion

Coordination with City of Tampa



- Parking Under Selmon Expressway
- Downtown Drainage System
- Greenway Enhancement if Federally Funded



Evaluation Matrix

EVALUATION CRITERIA	NO-BUILD ALTERNATIVE	PREFERRED BUILD ALTERNATIVE
CAPACITY		
2035 Projected Traffic (LOS)	F	D
BUSINESS IMPACTS		
Number of Potential Business Relocations	0	0
RESIDENTIAL IMPACTS		
Number of Potential Residential Relocations	0	0
RIGHT OF WAY (ROW) IMPACTS (Acres)		
Area of ROW Anticipated to be Acquired	0	0
ENVIRONMENTAL IMPACTS		
Archaeological/Historical Sites (Impacted)	None	None
Potential Section 4(f) Involvement	None	None
Noise (Potential Noise Sensitive Areas Affected)	None	3
Wetlands (Acres)	0	0
Floodplains (Acres)	0	0
Surface Waters (Acres)	0	0
Threatened & Endangered Species (Potential)	None	Low
Petroleum or Hazardous Materials Sites	0	16
ESTIMATED TOTAL PROJECT COSTS (in Millions)		
ROW Acquisition Costs	\$0.0	\$0.0
Wetland Mitigation Costs	\$0.0	\$0.0
Roadway & Bridge Construction Costs	\$0.0	\$53.7
Design and CEI Costs (20% of Construction)	\$0.0	\$10.7
TOTAL COSTS	\$0.0	\$64.4*

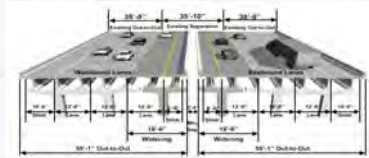
* These costs are independent of the Deck Replacement Project by the Florida Department of Transportation. Combining the Deck Replacement and this widening project, the estimated cost is approximately \$131,950,000.

Preferred Build Alternative

Estimated Cost of Selmon Redecking Project
Approx. \$71 Million*

Estimated Cost of Selmon Redecking AND
Widening Projects Combined
Approx. \$132 Million*

These costs include Design and Construction
No Land Acquisition Anticipated



*Construction estimates prepared in September 2009

Opportunities for Input

Ask Questions to Staff



Noise - Traffic - Engineering

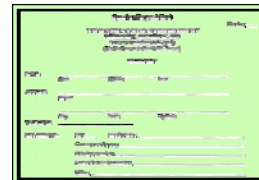
Opportunities for Input

Provide Verbal Comment to Court Reporter



Opportunities for Input

Provide Comment During Public Forum



Opportunities for Input Complete a Form - Drop it in the Box

Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09

Name: _____ Email: _____
Address: _____ City: _____ Zip: _____
Phone: _____ How do you prefer to be contacted:
 Mail Email Phone

Comments:

How to get your thoughts to THEA:
Hand it in today at:
Mail: THEA, 1104 E. Twiggs Street, Suite 300, Tampa, FL 33608
email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3730 ■ phone: 813.272.6740
Contact Information
Sue Chrzan, Communications Manager



Opportunities for Input Complete a Form - Mail it by December 29, 2009

Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09

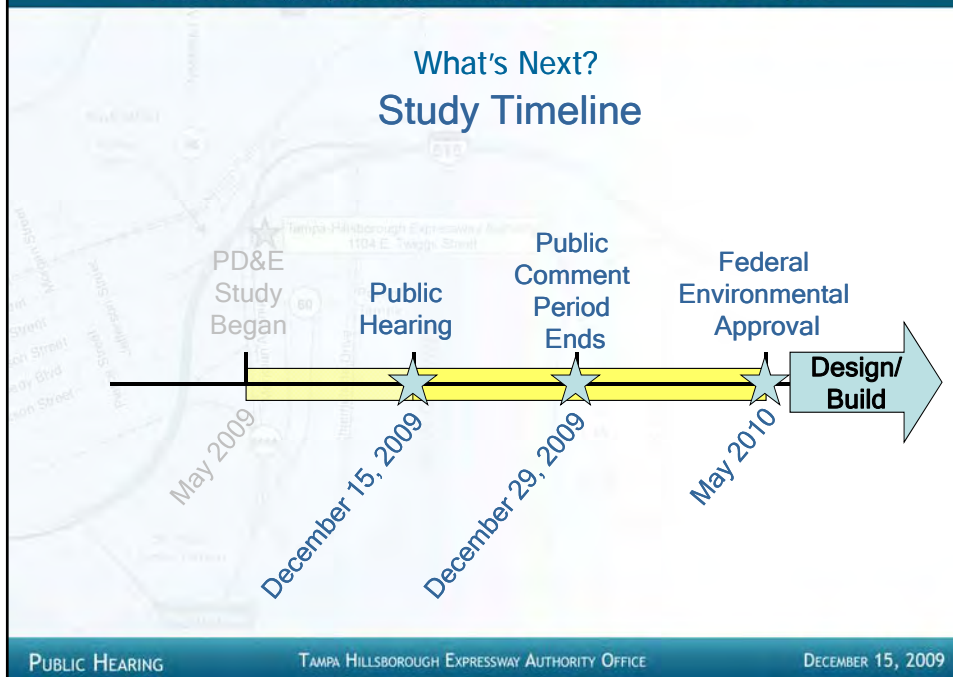
Name: _____ Email: _____
Address: _____ City: _____ Zip: _____
Phone: _____ How do you prefer to be contacted:
 Mail Email Phone

Comments:

How to get your thoughts to THEA:
Hand it in today at:
Mail: THEA, 1104 E. Twiggs Street, Suite 300, Tampa, FL 33608
email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3730 ■ phone: 813.272.6740
Contact Information
Sue Chrzan, Communications Manager

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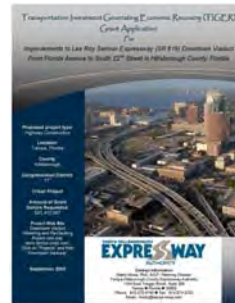
What's Next? Study Timeline



Project Funding

- Widening project is planned to be funded in through bonds repaid through the collection of tolls on the Selmon Expressway.
- Re-Decking Project is being funded by the FDOT.
- The Tampa-Hillsborough County Expressway Authority has submitted a request for federal stimulus (ARRA*) funds through the TIGER** discretionary grant program which could partially fund this project if awarded by the US Department of Transportation.

*ARRA = American Recovery and Reinvestment Act of 2009
**TIGER = Transportation Investment Generating Economic Recovery



Public Hearing

Project Development & Environment (PD&E) Study



- THEA Project 52.20.02
- FDOT WPI Segment No.: 416361-4



Thank you for participating!

Speaker Request Card

Number 1

To be completed prior to making a recorded statement

Public Hearing – December 15, 2009

Downtown Viaduct PD&E Study
(Florida Avenue to South 22nd Street)

PLEASE PRINT

NAME: Linda Saul-Sene
First Middle Last

ADDRESS: 157 Biscayne Ave.
Street

Tampa FL 33606
City State Zip Code

TELEPHONE: (813) 503-1919

REPRESENTING: Self Firm/Agency: _____
Government Agency: _____
Civic Organization: _____
Home Owners Association: _____
Other: _____

APPENDIX I

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Downtown Viaduct Improvements Project Comment Sheet

Public Hearing 12-15-09

Name: Nicole Stearley Email nico.stearley@nok.com
Address: 2109 BAYSHORE BVD City TAMPA Zip 33606
Phone 813.229.0300 How do you prefer to be contacted:
 Mail Email Phone

Comments: I STRONGLY AGREE W/ COUNCIL
WOMAN SAUL-SENA IN HER COMMENT
TO ACKNOWLEDGE THE GREEN SPACES
UNDER & AROUND THE PD & E STUDY.
THEY MUST BE CONSIDERED AND
INCORPORATED INTO THE DESIGN.
A PEDESTRIAN ASPECT WILL GREATLY
IMPROVE THE EXISTING CONDITIONS
AND IS NEEDED AS A PART OF
THIS EXPANSION.

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■ fax: 813.273.3730 ■ phone: 813.272.6740

Contact Information

Sue Chrzan, Communications Manager

Downtown Viaduct Improvements Project Comment Sheet

Public Hearing 12-15-09

Name: ANNA VASQUEZ Email anna.vasquez@hdk.com

Address: 101 N 12TH ST #402 City TAMPA Zip 33602

Phone 813.229.0300

How do you prefer to be contacted:

Mail Email Phone

Comments: I STRONGLY AGREE W/ COUNCIL WOMAN SALL-GENA

THAT THE PD & ESTUDY SHOULD INCORPORATE THE GREENWAY
THROUGH DOWNTOWN TO ENHANCE THE USIBILITY, LIVEABILITY
& SUSTAINABILITY IMPACT ON THE RESIDENTS, VISITORS &
BUSINESSES ADJACENT TO THE EXPRESSWAY. INTEGRATING
THE COMPONENTS OF THE PROJECT WITH THE GREENWAY
WILL IMPROVE THE FUTURE USE OF THE UNDERSIDE &
ADJACENT SPACES. INCORPORATING SUSTAINABLE COMPONENTS
IS ESSENTIAL & A HUGE OPPORTUNITY TO MAKE LOCAL,
REGIONAL & NATIONAL IMPACT.

INCORPORATE THE GREENWAY REGARDLESS OF FUNDING
RECEIVED FROM THE TIER GRANT.

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■ fax: 813.273.3730 ■ phone: 813.272.6740

Contact Information

Sue Chrzan, Communications Manager

**Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09**

Name: Karen Kress Email kkresse@tampadowntown.com

Address: _____ City _____ Zip _____

Phone _____

How do you prefer to be contacted:

Mail Email Phone

Comments: Glad to see the Crosstown Greenway concept included.
We look forward to working closely on the MOT plan
communication

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email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3730 ■ phone: 813.272.6740
Contact Information
Sue Chrzan, Communications Manager

Downtown Viaduct Improvements Project Comment Sheet

Public Hearing 12-15-09

Name: Christine Burdick Email: cburdick@tampadowntown.com
Address: Tampa Downtown Partnership City: Tampa Zip: 33602
601 N. Ashley Dr Suite 1100
Phone: 813 221 3686 How do you prefer to be contacted:
 Mail Email Phone

Comments: Greenway/Trail system project is solid addition
to the project and to area affected otherwise
downtown. (May even somewhat mitigate some of
potential increase in noise)

Please, please, please keep public informed
as work is planned and scheduled. Coordinate
with cooperating entities to get information
to potentially affected areas and individuals ahead
of time.

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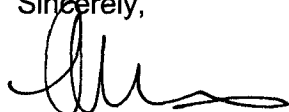
3415 West Gables Ct.
Tampa, FL, 33609

Ms. Sue Chrzan
Tampa-Hillsborough County Expressway Authority
1104 E. Twiggs St., Suite 300
Tampa, FL 33602

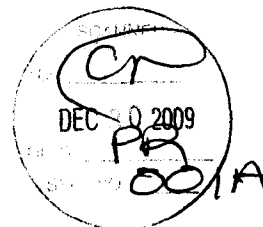
Re: Lee Roy Selmon Expressway Viaduct and Greenway

I am in support of the viaduct project and particularly the Greenway portion. The Greenway would serve as a vital linkage for the pedestrian and bicycle trail network. This also allows for less dependence on the automobile and promotion of multi-modal transportation corridors.

Sincerely,



Lea Del Tosto, ASLA



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