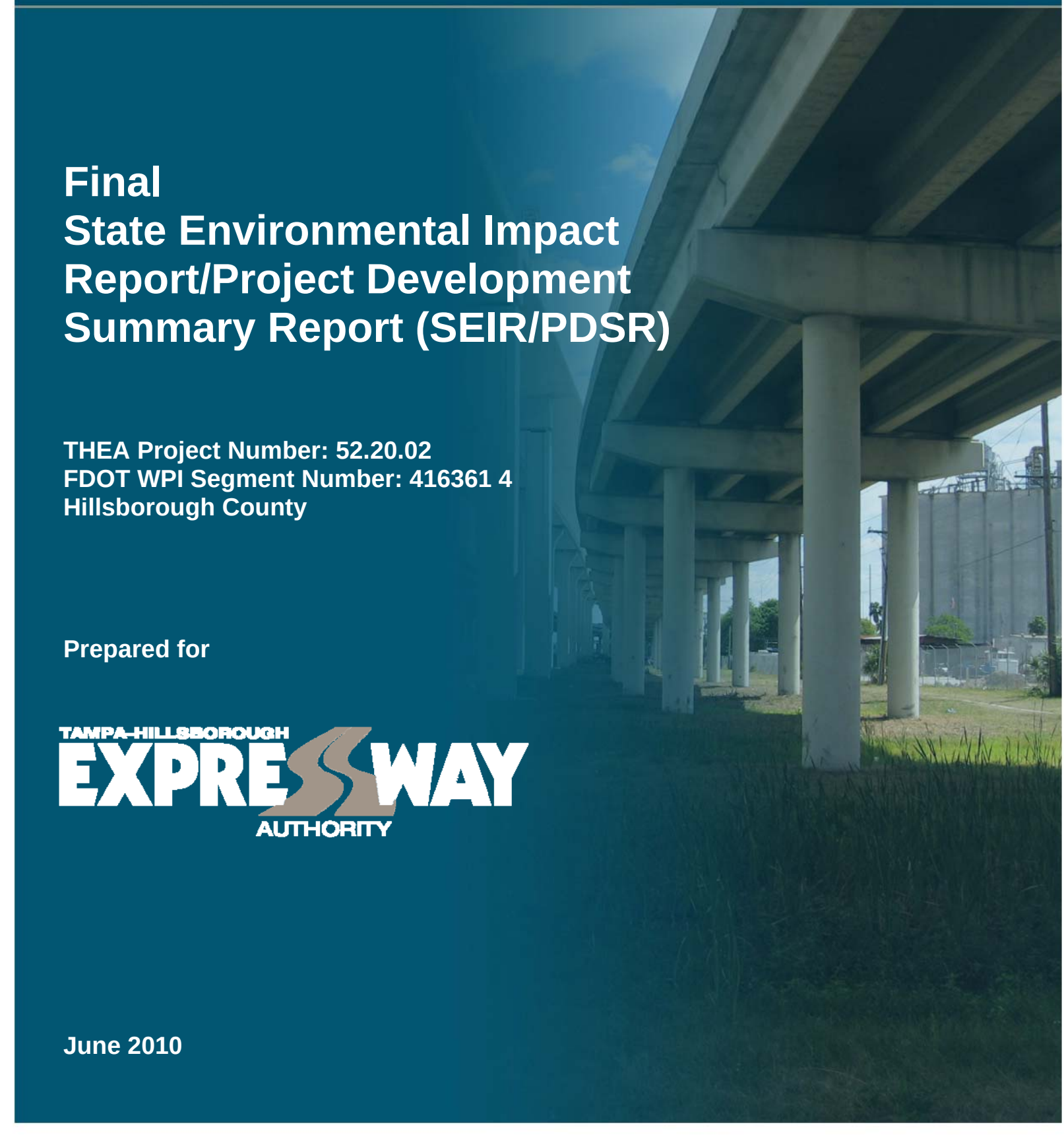
Project Development & Environment Study

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



Final
State Environmental Impact Report/Project Development Summary Report (SEIR/PDSR)

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

Prepared for

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

June 2010

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Prepared by:
American Consulting Engineers of Florida, LLC

American

2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, FL 33544

June 2010

Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name:	Selmon Expressway (SR 618) Downtown Viaduct Improvements Project Development and Environment (PD&E) Study
Project Limits:	Florida Avenue to South 22nd Street
WPI Segment No.:	416361-4

2. PROJECT DESCRIPTION

a. Existing Conditions:
The Selmon Expressway (SR 618) is currently a 4-lane, continuous elevated structure through Downtown Tampa (**Figure 2-1**). In its entirety, the Selmon Expressway is functionally classified as Urban Arterial – Freeways and Expressways. The existing roadway has 12-ft travel lanes, 4-ft paved inside and 8-ft paved outside shoulders, and a Reversible Elevated Lane from east of Channelside Drive to South 22nd Street. The posted speed limit is 55 miles per hour (mph)

b. Proposed Improvements:
Expected improvements include an additional travel lane in each direction of the viaduct generally to the inside. Preliminary recommended roadway typical sections are shown in **Figures 1-3a-d**. A "No-Build" Alternative was also considered. Current funding source is by Tampa-Hillsborough County Expressway Authority.

3. APPROVED FOR PUBLIC AVAILABILITY (Prior to Public Hearing)

N/A

Responsible Officer _____ Date _____

A Public Hearing was held on 12/15/2009.

4. APPROVAL OF FINAL DOCUMENT (After Public Hearing)

By Tampa-Hillsborough County Expressway Authority _____ Date 7/26/10

Commissioner White moved approval of the following action, seconded by Councilman Scott:

Action: **Authorization to exercise the option to renew Rivero, Gordimer & Company's contract for one year (July 1, 2010 – June 30, 2011) in the amount of $38,000.**

The motion passed unanimously.

Chairman Diaco introduced the next item to come before the Board which was being presented by the Planning Committee. He congratulated Mr. Stokes on his recent appointment to the Tampa City Council.

D. Planning Committee – *Curtis Stokes, Chair / Marty Stone*

1. Viaduct Widening Project

a. PD&E

Purpose: Acceptance of the final documents identifying the general location, conceptual design recommendations and potential environmental impacts of the proposed Viaduct deck rehabilitation and widening as meeting the requirements of a State Environmental Impact Report (SEIR).

Mr. Stone introduced the item being presented for approval, informing the Board that a public hearing had been conducted and that all documents had been reviewed and accepted by THEA's General Engineering Consultant and by FDOT District 7.

Councilman Stokes indicated that he and Mr. Stone had discussed the Viaduct Widening PD&E study, complimenting Mr. Stone on a job well done.

Councilman Stokes made the following motion, seconded by Councilman Scott:

Action: **Acceptance of the Viaduct State Environmental Impact Report (SEIR) final documents.**

The motion passed unanimously.

b. TIGER II Grant Application *(Attachment)*

Purpose: To join the City of Tampa in a cooperative application for a TIGER II Federal Grant to fund portions of the Viaduct widening, Selmon Downtown Greenway, and associated City of Tampa mobility projects; and to supplement the existing contract with Renaissance Planning Group to support the application process.

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

August 9, 2010

Mr. Joseph Waggoner, Executive Director
Tampa-Hillsborough Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, Florida 33602

Re: Selmon Expressway (S.R. 618) Downtown Viaduct Project Development and Environment (PD&E) Study from Florida Avenue to South 22nd Street
WPI Segment No: 416361-4

Dear Mr. Waggoner:

The department has been participating in the technical review of the study documents prepared by a consultant for the Tampa-Hillsborough Expressway Authority (THEA) for the referenced project. In accordance with the department's PD&E Manual, this PD&E Study was prepared as a State Environmental Impact Report (SEIR).

The department has completed its review of the final SEIR and supporting documentation. This letter serves as notice that the PD&E Study documents meet the technical requirements under the department's PD&E Manual and we have no further technical comments on the study. When the THEA Board accepts and its designee signs the SEIR, please forward three copies to the department for our files. Since the improvements are being made within the footprint of the THEA's Selmon Expressway, only THEA's signature is required for approval of the PD&E Study documents.

Please contact Ming Gao, P.E., Intermodal Systems Development Manager, if you have any additional questions or comments at ming.gao@dot.state.fl.us or 975-6454.

Sincerely,

Donald J. Skelton

Donald J. Skelton, P.E.
District Seven Secretary

DJS/SWC/DA

cc: Ming Gao, P.E.

Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

PROFESSIONAL ENGINEERING CERTIFICATE

I hereby certify that I an a registered professional engineer in the State of Florida practicing with American Consulting Engineers of Florida, LLC, a Florida Corporation, authorized to operate as an engineering business, Certificate of Authorization No. 9302, by the State of Florida Department of Professional Regulation, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advise hereby reported for:

THEA Project Number:	**52.20.02**
FDOT WPI Segment Number:	**416361 4**
FAP Project Number:	**N/A**
Project:	**Selmon Expressway (SR 618)** **Downtown Viaduct Improvements** **PD&E Study**
County:	**Hillsborough**
THEA Project Manager:	**Martin Stone**

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

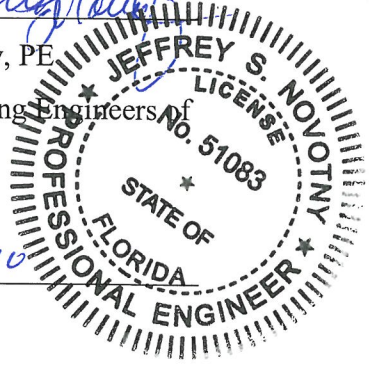
SIGNATURE: _____

NAME: Jeffrey S. Novotny, PE

FIRM: American Consulting Engineers of Florida, LLC

P.E. No.: 51083

DATE: 7-9-2010



Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

5. IMPACT EVALUATION

Topical Categories	Sign	MIn	None	NoInv	Remarks
A. SOCIAL IMPACTS					
1. Land Use Changes	[ ]	[X]	[ ]	[ ]	*See Section 6.3.3 of PDSR*
2. Community Cohesion	[ ]	[ ]	[X]	[ ]	*See Section 6.3.6*
3. Relocation Potential	[ ]	[ ]	[X]	[ ]	*See Section 6.3.5*
4. Community Services	[ ]	[ ]	[X]	[ ]	*See Section 6.3.4*
5. Title VI Consideration	[ ]	[ ]	[X]	[ ]	*See Section 6.3.6*
6. Controversy Potential	[ ]	[ ]	[X]	[ ]	*See Section 8.5*
7. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]	*See Section 6.3.4*
8. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	*See Section 6.1.6*
B. CULTURAL IMPACTS					
1. Historical Sites / Districts	[ ]	[X]	[ ]	[ ]	*See Section 6.2.1*
2. Archaeological Sites	[ ]	[X]	[ ]	[ ]	*See Section 6.2.1*
3. Recreation Sites	[ ]	[ ]	[X]	[ ]	*See Section 6.2.2*
C. NATURAL ENVIRONMENT					
1. Wetlands	[ ]	[ ]	[X]	[ ]	*See Section 6.1.10*
2. Aquatic Preserves	[ ]	[ ]	[ ]	[X]	
3. Water Quality	[ ]	[X]	[ ]	[ ]	*See Section 6.1.9*
4. Outstanding Fla. Waters	[ ]	[ ]	[ ]	[X]	
5. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	
6. Floodplains	[ ]	[X]	[ ]	[ ]	*See Section 6.1.5*
7. Coastal and Marine	[ ]	[X]	[ ]	[ ]	*See Section 6.1.2*
8. Wildlife and Habitat	[ ]	[ ]	[X]	[ ]	*See Section 6.1.11*
9. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]	
10. Farmlands	[ ]	[ ]	[ ]	[X]	*See Section 6.1.4*
D. PHYSICAL IMPACTS					
1. Noise	[ ]	[X]	[ ]	[ ]	*See Section 6.4.1*
2. Air	[ ]	[X]	[ ]	[ ]	*See Section 6.1.1*
3. Construction	[ ]	[X]	[ ]	[ ]	*See Section 6.4.2*
4. Contamination	[ ]	[X]	[ ]	[ ]	*See Section 6.1.3*
5. Navigation	[ ]	[ ]	[ ]	[X]	*See Section 6.1.7*
E. PERMITS REQUIRED					

6. COMMITMENTS AND RECOMMENDATIONS

Commitments

1. Additional soil and groundwater testing will be conducted at four sites ranked “medium”. These assessments will be conducted during the project's design phase to determine potential impact the sites may have on construction.
2. During the construction phase, the contractor will be required to maintain access to all businesses during normal business hours.
3. During the construction phase, the contractor will coordinate with the contractor constructing the I-4/Crosstown Connector project for FDOT to minimize and coordinate lane closures along the Selmon Expressway.
4. During the construction phase, the contractor will not close successive entrance ramps or successive exit ramps simultaneously. Ramp closures will be coordinated with the City of Tampa’s Traffic division for traffic signal operations.
5. If bridge downspouts are rebuilt as part of this project, 45^{o} bends will be considered instead of 90^{o} bends.
6. During the construction phase, the contractor will monitor construction vibration for the Union Station historic site in accordance with FDOT specifications.
7. Coordination will continue during design and construction with the City of Tampa on the proposed drainage concepts.

Recommendations

It is recommended that the proposed improvements as described in Section 5 of this document be approved for advancement to future phases of project development (i.e. design, ROW acquisition, and construction) as funding becomes available.

Table of Contents

Section **Page**

List of Figures

List of Tables

List of Acronyms

A

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACI	Archaeological Consultants, Inc.
ADA	Americans with Disabilities Act
AN	Advance Notification
APE	Area of Potential Effect

C

CCC	Chairs Coordinating Committee
CEI	Construction Engineering and Inspection
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRAS	Cultural Resource Assessment Survey
CSER	Contamination Screening Evaluation Report

D

dBA	Decibels A-Weighted Scale
DDHV	Directional Design Hourly Volumes
DRI	Developments of Regional Impact
DTTM	Design Traffic Technical Memorandum

E

EFH	Essential Fish Habitat
EPA	U.S. Environmental Protection Agency
ERM	Environmental Resources Management Department
ERP	Environmental Resource Permit
EST	Environmental Screening Tool
ETAT	Efficient Technical Advisory Team
ETDM	Efficient Transportation Decision Making

EMA	Ecosystem Management Area

F

FAC	Florida Administrative Code
FCREPA	Florida Committee on Rare and Endangered Plants and Animals
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FFWCC	Florida Fish and Wildlife Conservation Commission
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use, Cover and Forms Classification System
FMSF	Florida Master Site File
FNAI	Florida Natural Areas Inventory
FS	Florida Statutes

G

GIS	Geographical Information Systems

H

HART	Hillsborough Area Regional Transit
HCEMO	Hillsborough County Emergency Management Office

I

ITS	Intelligent Transportation System

L

LOS	Level of Service
LRE	Long Range Estimate
LRTP	Long Range Transportation Plan

M

MOT	Maintenance of Traffic
mph	miles per hour
MPO	Metropolitan Planning Organization

N

NAAQS	National Ambient Air Quality Standards
NAC	National Abatement Criteria
NAVD 88	North American Vertical Datum, 1988
NEPA	National Environmental Policy Act
NGVD 29	National Geodetic Vertical Datum of 1929
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NSR	Noise Study Report

O

OSW	Other Surface Waters

P

PD&E	Project Development and Environment
PDR	Project Development Report
PDSR	Project Development Summary Report
PIP	Public Involvement Plan
PPM	Plans Preparation Manual
PSTA	Pinellas Suncoast Transit Authority

R

REL	Reversible Express Lane

ROW	Right-of-Way

S

SEIR	State Environmental Impact Report
SHPO	State Historic Preservation Officer
SHS	State Highway System
SINA	Snook Islands Natural Area
SIS	Strategic Intermodal System
SMF	Stormwater Management Facility
SWFWMD	Southwest Florida Water Management District
SWIM	Surface Water Improvement and Management

T

TBRPM	Tampa Bay Regional Planning Model
THEA	Tampa Hillsborough County Expressway Authority
TIS	Tampa Interstate Study
TNM	Traffic Noise Model
TSM	Transportation Systems Management

U

USDOT	U.S. Department of Transportation
UMAM	Uniform Mitigation Assessment Methodology
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USFWS	U.S. Fish & Wildlife Service

V

vpd	vehicles per day
vph	vehicles per hour

W

WEBAR	Wetland Evaluation and Biological Assessment Report

Section 1 - EXECUTIVE SUMMARY

The Tampa Hillsborough County Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to identify and analyze various alternative design concepts to meet the future traffic needs on the Selmon Expressway (SR 618) from Florida Avenue to South 22nd Street in Hillsborough County (**Figure 2-1**). The total project length is approximately 1.7 miles and is located within the Tampa city limits. Proposed improvements include the widening of the existing structures to the inside to provide a divided 6-lane roadway. The build alternative and any related stormwater improvements will be situated within the existing right-of-way (ROW). The design year for this project is 2035. A separate project within the limits of this study is the proposed re-decking of an approximately one mile segment 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.

Section 2 explains the Efficient Transportation Decision Making (ETDM) process and the PD&E Study process; the purpose of this report, and the scope of the proposed improvements. The Selmon Expressway will need capacity improvements to maintain the required level-of-service (LOS) based on projected traffic volumes. 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 proposed project is included in the Hillsborough County Metropolitan Planning Organization's (MPO) Year 2035 Cost Affordable Long Range Transportation Plan for construction within the period from the Plan's adoption in 2009 to 2015, as a six-lane divided facility.

Section 3 lists the recommendations and commitments that are being developed throughout the PD&E Study. The recommendations section will describe the reasoning for the selection of the Recommended Alternative while the commitments section lists items that will be addressed or adhered to during the project's design/construction phases.

Section 4 describes the No-Build and Build Alternatives considered. Access management is presented. By examining the existing typical sections throughout the project limits, which includes the Selmon Expressway Reversible Express Lanes (REL), several proposed typical section options were developed for the ultimate year. Basic typical sections include generally inside widening for Alternative 1. Alternative 2 involved widening the EB Selmon Expressway by adding one lane and adding ramp connection to westbound (WB) Selmon Expressway. This WB connection consists of inside widening of the WB local lane by providing a 12-foot lane with 6-foot shoulders separated from the two 12-foot WB lanes by a 2-foot barrier wall.

Section 5 describes the Recommended Alternative relative to engineering requirements for geometric design, drainage requirements, traffic, access management, ROW requirements and utilities. The recommended build alternative is Alternative 1. The current (preliminary) cost estimate includes:

Construction	$55.1M
Design & CEI (20 %)	$11.0M
TOTAL	$66.1M

The preliminary engineering (design) phase and construction phase are funded as a design-build project in fiscal year 2009/10 of the current 5-year FDOT work program (FY 2009/10 to FY 2013/14). No ROW acquisition is required. Current funding source is by THEA.

Section 6 summarizes the environmental impacts including those related to the natural environment, cultural environment and community effects of construction of the Recommended Alternative. Background research indicated that seven previously recorded historic resources were located within the historical project area of potential

effect (APE), which was defined, in consultation with the Division of Historical Resources, as the property within approximately 200 feet from the centerline of the existing ROW. The *Cultural Resource Assessment Survey (CRAS)* concluded that project improvements should have no involvement with any cultural resources, including archaeological sites and historic resources which are listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (NRHP). Portions of the ground level areas below the existing Selmon Expressway are located within the 100-year (base) floodplain. There were no wetlands and two surface waters identified along the project corridor. Other impact areas discussed include noise, contamination, land use and mobility. Although 272 noise-sensitive sites are expected to experience small increases in noise due to the proposed project, it was determined that construction of noise barriers for these sites is not a feasible and cost-reasonable method of reducing predicted traffic noise impacts. Regarding contamination, of the 15 sites evaluated in the *Contamination Screening Evaluation Report (CSER)*, no sites were assigned "High" risk rating, four sites were assigned "Medium" risk ratings, 11 sites were assigned "Low" risk rating.

Section 7 lists the anticipated permits that will be required for the project. The following permits are expected to be required:

- Environmental Resource Permit from the Southwest Florida Water Management District (SWFWMD)
- National Pollutant Discharge Elimination System (NPDES) Permit from the Florida Department of Environmental Protection (FDEP).

Section 8 summarizes the agency and public involvement activities undertaken to date. These have included the ETDM screening process, the Advance Notification, and agency coordination. In addition, a Public Hearing was held on December 15, 2009.

Section 2 - INTRODUCTION

2.1 Study Purpose and PD&E Process

The objective of this PD&E Study process is to provide the documentation necessary to reach a decision on the type, conceptual design, and specific location of the improvements identified as being needed. Factors considered include transportation needs, socioeconomic and environmental impacts, and engineering requirements. In general terms, the process involves the following steps:

(1) the establishment of project need
(2) the gathering and analysis of detailed information regarding the natural and cultural features of the study area
(3) the development of a number of alternatives for meeting the project need
(4) the selection of a Recommended Alternative, and
(5) documenting the entire process in a series of reports (List of Reports as per **Appendix A**)

During the process, communication with the affected public is accomplished directly, through public meetings, and indirectly, through interaction with elected officials and agency representatives.

The FDOT's ETDM Process provides agencies and the public access to project planning information, as well as potentially affected environmental resources through use of the internet via the Environmental Screening Tool (EST). The tool allows interaction among transportation planners, regulatory agencies and affected communities to provide input on projects. The agency representatives involved in the interaction are referred to as the Environmental Technical Advisory Team, or ETAT members. The team provides a review of the projects on a variety of areas such as environmental and community impacts. Key features of the ETDM Process include:

- early agency and community involvement

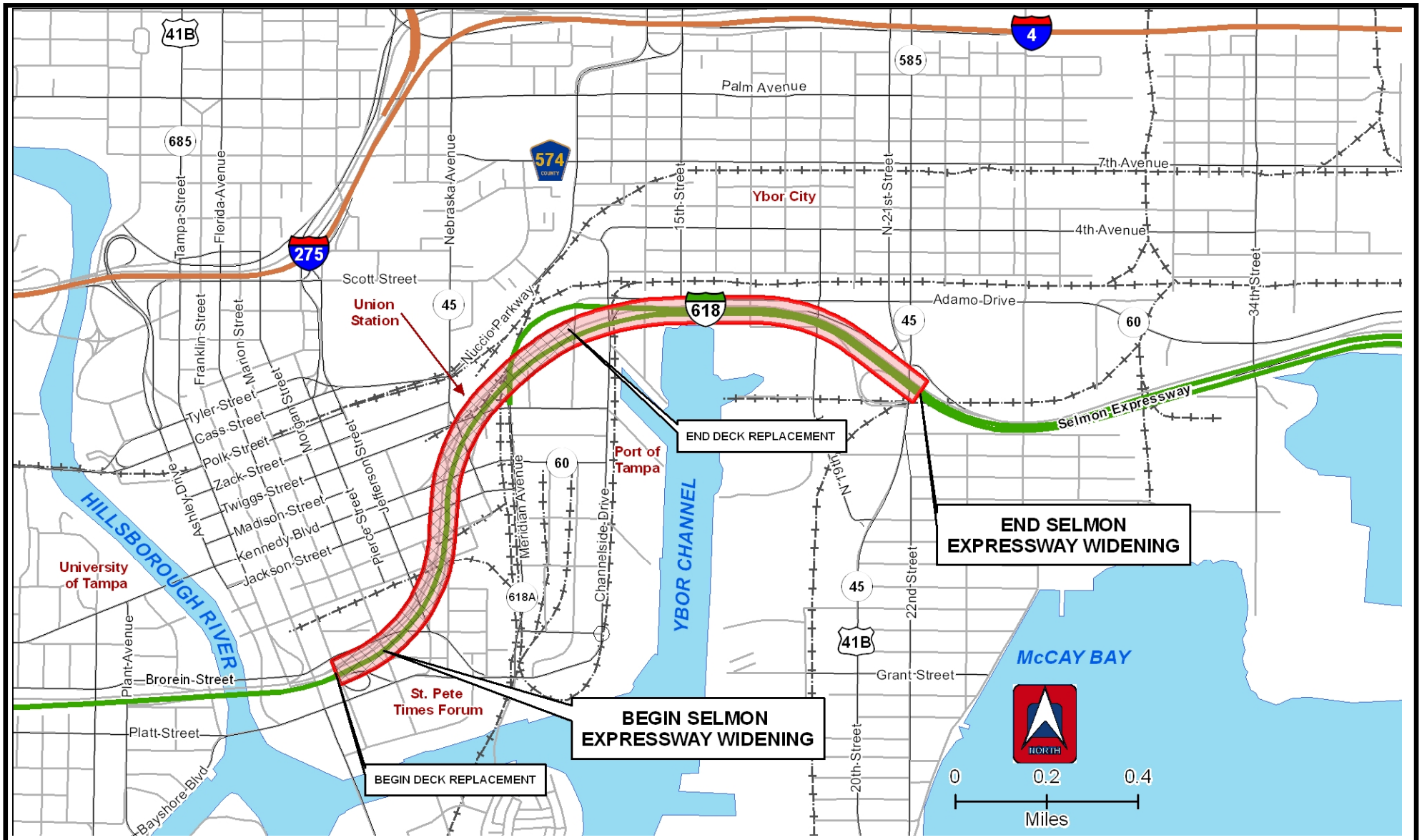
- early identification of avoidance and mitigation strategies
- access to comprehensive data in standardized formats
- reviews and studies focused on key issues
- maximized use of technology for coordination, project scoping and communication

ETDM provides the ability for early agency interaction and coordination during project development, which can improve the quality of decisions and reduce cost and time delays during the PD&E study.

2.2 Project Description

The THEA conducted a 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. A project location map is shown in **Figure 2-1**.

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 WB, one-lane ramp from the nearby expressway Reversible Express Lanes (REL) structure that will tie to the downtown viaduct. The WB, one-lane ramp alternative included a one–lane widening of the EB viaduct structure to the outside for a total of three EB lanes. A separate project within the limits of this study is the proposed re-decking of an approximately one mile segment of the existing viaduct structures, to be constructed by the FDOT. The proposed re-decking will extend from Florida Avenue to North 12th Street. A Value Engineering Report was prepared for this "design-build" Bridge Deck Replacement project dated June 3, 2009.



Selmon Expressway (SR 618)
Downtown Viaduct
Improvements PD&E Study
from Florida Ave to South 22nd St
Hillsborough County

Figure 2-1: Project Location Map

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

This 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 (WPI) 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 that are 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 was adopted on December 9, 2009. This project will also be included in the transportation element of the Hillsborough County Comprehensive Plan for consistency.

Table 2-1 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, 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 ETDM Process (Programming Screen #11840), a *State Environmental Impact Report (SEIR)* is the class of action established for this project.

2.3 Project Purpose and Need

The Selmon Expressway will need capacity improvements to maintain the required LOS based on projected traffic volumes, particularly as a result of the FDOT's nearby I-4 Connector Project. The purpose of this PD&E Study was 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 Selmon Expressway experienced higher than anticipated traffic growth after the REL Project was opened to traffic in August 2006. The original Tampa Interstate Study (TIS) and LRTP planning for the capacity improvement on the Selmon Expressway within the downtown area did not anticipate construction of the I-4 Connector until approximately 2025. However, the FDOT will be constructing the I-4 Connector Project (WPI Segment No.: 258415-1) starting in year 2010. Based on the *Design Traffic Technical Memo*

(DTTM) the I-4 Connector will contribute approximately 10 percent of the total volume to the study area of the Selmon Expressway. Thus, additional capacity on the downtown portion of the Selmon Expressway is being evaluated sooner than originally planned.

The Selmon Expressway is an evacuation route designated by the Hillsborough County Emergency Management Office (HCEMO). The HCEMO submitted an emergency plan to FDOT's Central Office for the Selmon Expressway to operate in a contraflow condition, providing four-lanes for evacuation purposes from Gandy Boulevard eastward to 50th Street when necessary.

Since the Selmon Expressway is mainly a commuter facility, the traffic is expected to grow correspondingly with the increase in population and employment of the Tampa area. 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 County 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 percent. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Current (2008) Directional Design Hourly Volumes (DDHV) on the Selmon Expressway range from 1,490 vehicles per hour (VPH) to 2,380 VPH. Projected DDHV on the Selmon Expressway with the implementation of the I-4 Connector range from 2,250 VPH to 3,580 VPH in 2015; from 3,270 VPH to 5,260 VPH in 2025; and from 4,290 VPH to 6,980 VPH in 2035. These volumes result in a LOS E of the Selmon Expressway at the WB off ramp to Kennedy Boulevard in 2025 PM peak period and LOS F in 2035 PM peak period with the No-Build alternative. The Selmon Expressway at the WB off ramp to Morgan Street is LOS D and LOS E for 2025 and 2035 PM peak period, respectively.

A critical crash rate analysis and a safety ratio were analyzed for this project from 2004 to 2009. The critical crash rate is a function of roadway segment length, traffic volume, and the average crash rate for the category of highway being tested. The critical crash rate was obtained from the Statewide Average Crash Rates for Urban Segments (toll roads) received from the FDOT. The critical and actual crash rates are measured in number of crashes per million vehicle miles traveled. The safety ratio is the ratio between the actual and critical crash rates for a given segment for a given year. It identifies safety issues or high crash segments along roads. A safety ratio greater than 1.0 indicates that the segment is experiencing more crashes than would be expected for this type of a segment in other parts of the state. From the crash analysis, the safety ratio for the study segment of SR 618 is 1.446, 2.133, 1.326 and 1.021 during the years 2005 to 2008 respectively. For the year 2004 it is 0.756, and year 2009 it is 0.518 (only for 4 months). The construction of the Selmon Expressway REL took place from 2003 to 2007 with two realigned sections of the EB lanes opened in spring 2005. The construction and phased opening of the Selmon Expressway REL may have contributed to some of the crashes during that period. The Selmon Expressway within the study segment did exhibit a greater than average crash rate during the years 2005 to 2008.

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 Air Force Base, Southshore, South Brandon and Eastern Hillsborough County.

The Selmon Expressway is connected to the Port of Tampa and Cruise Terminal via South 22nd Street. As previously mentioned, the expressway also has direct ramp connections to I-75, US 41, and US 301 that benefit freight movements.

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 area 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.

2.4 Consistency with Transportation Plan

Based on long-range planning, projected population and employment growth, and projected traffic volumes, the Hillsborough County MPO has included this project in the Hillsborough County MPO's 2035 Cost Feasible LRTP adopted on December 9, 2010.

Section 3 – COMMITMENTS & RECOMMENDATIONS

3.1 Commitments

1. Additional soil and groundwater testing will be conducted at three sites ranked "medium" and one ranked "high" for contamination. These assessments will be conducted during the project's design phase to determine potential impact the sites may have on construction.

2. During the construction phase, the contractor will be required to maintain access to all businesses during normal business hours.

3. During the construction phase, the contractor will coordinate with the contractor constructing the I-4/Crosstown Connector project for FDOT to minimize and coordinate lane closures along the Selmon Expressway.

4. During the construction phase, the contractor will not close successive entrance ramps or successive exit ramps simultaneously. Ramp closures will be coordinated with the City of Tampa's Traffic division for traffic signal operations.

5. If bridge downspouts are rebuilt as part of this project, 45^{o} bends will be considered instead of 90^{o} bends.

6. During the construction phase, the contractor will monitor construction vibration for the Union Station historic site in accordance with FDOT specifications.

7. Coordination will continue during design and construction with the City of Tampa on the proposed drainage concepts.

3.2 Recommendations

It is recommended that the proposed improvements as described in Section 5 of this document be approved for advancement to future phases of project development (i.e. design, ROW acquisition, and construction) as funding becomes available.

Section 4 – ALTERNATIVES CONSIDERED

4.1 No-Build Alternative

The No-Build Alternative assumes that the existing conditions would remain within the project limits for Selmon Expressway (SR 618) beyond the design year 2035, with only routine maintenance activities being conducted.

The No-Build projected year 2035 Annual Average Daily Traffic (AADT) volumes on SR 618 from Florida Avenue to South 22nd Street range from 93,500 VPD to 122,300 VPD.

Design hour traffic operational analysis was performed for the No-Build and Build alternatives along the Lee Roy Selmon Expressway corridor. Overall mainline freeways 2035 LOS for the No-Build were found to be F (EB and WB). For the Build alternatives, these changed to LOS D with the exception of the segment between Kennedy Boulevard and 22nd Street which is LOS F.

4.2 Transportation System Management

Transportation Systems Management (TSM) alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSM options generally include traffic signal and intersection improvements, Information Transportation System (ITS) implementation/improvement and transit improvements. The additional capacity required to meet the projected traffic volumes along Selmon Expressway in the design year cannot be provided solely through the implementation of TSM improvements.

4.3 Build Alternatives

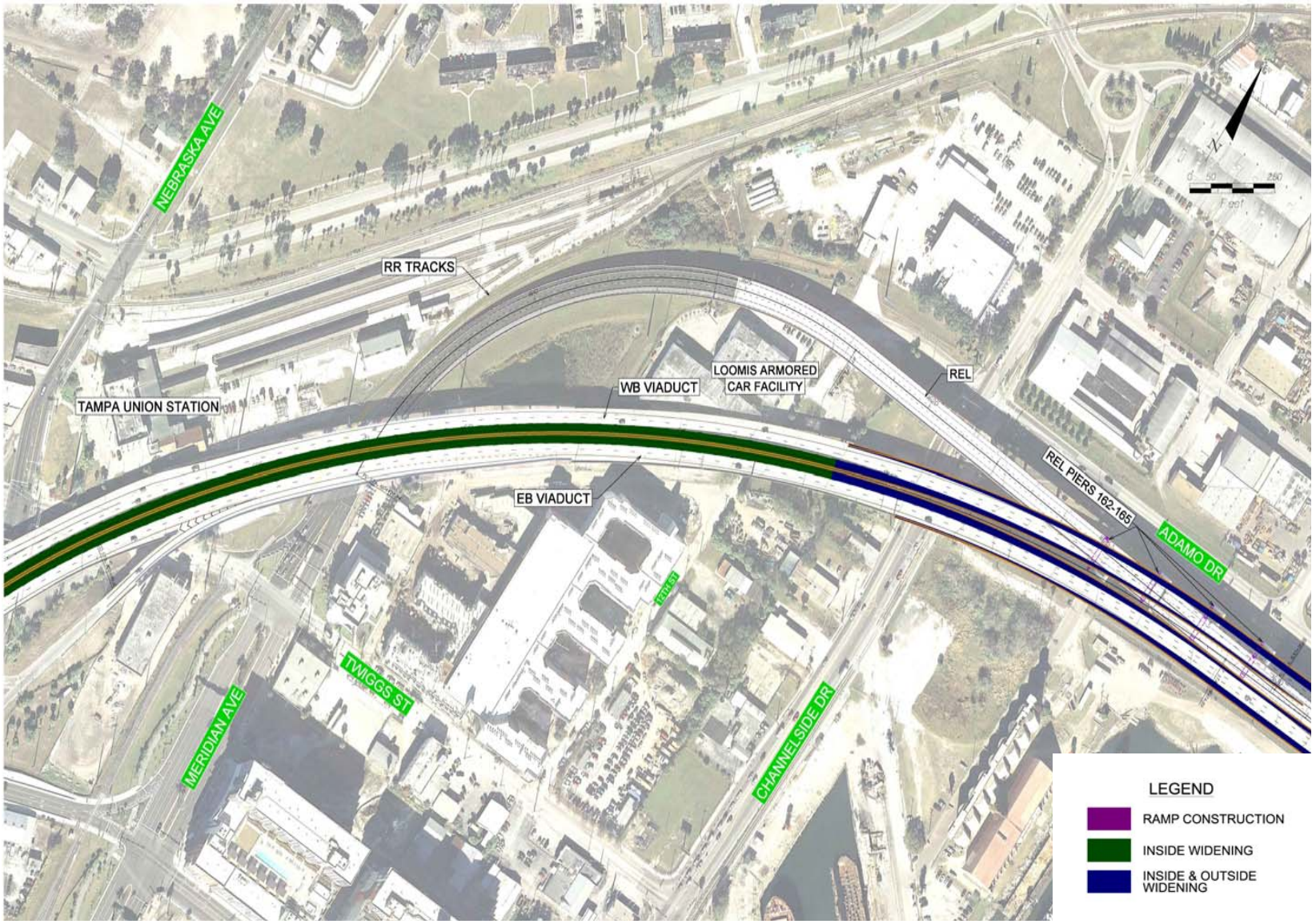
In addition to the No-Build and TSM alternatives, various build alternatives to improve Selmon Expressway from Florida Avenue to South 22nd Street were developed. The basic philosophy followed in developing alternative design concepts is to provide capacity improvements to maintain the required LOS based on projected traffic volumes.

Build Alternatives evaluated include Alternatives 1, 2A, 2B and 2C and are described as follows:

Alternative 1 consists of widening the Selmon Expressway from west of Morgan Street to South of 22nd Street from two to three lanes in each direction (**Figure 4-1** shows a segment of proposed widening). Most of the widening would be done to the inside, while inside and outside widening would be required in the vicinity of the straddle bent piers for the REL.

Alternative 2 consists of three ramp locations (**Figures 4-2, 4-3** and **4-4**) that would provide a WB ramp connection from the REL to the WB Selmon Expressway viaduct bridge. This single lane, structure-to-structure connection will be a complex bridge with moderately long spans, tight radii of curvature, and significant width variations.

The new ramp could be a separate structure or be connected to the existing REL; each option poses its own challenges. If the new ramp is constructed as a separate structure, a longitudinal joint would be required running the entire length where the ramp is adjacent to the REL. This joint would need to be designed for both longitudinal and transverse movement due to the difference in ages of the concrete and the tendency for newer concrete to “creep” and “shrink” at a faster rate in the first few years after construction



Selmon Expressway (SR 618)
Downtown Viaduct
Improvements PD&E Study
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Hillsborough County

Figure 4-1: Segment of Alternative 1

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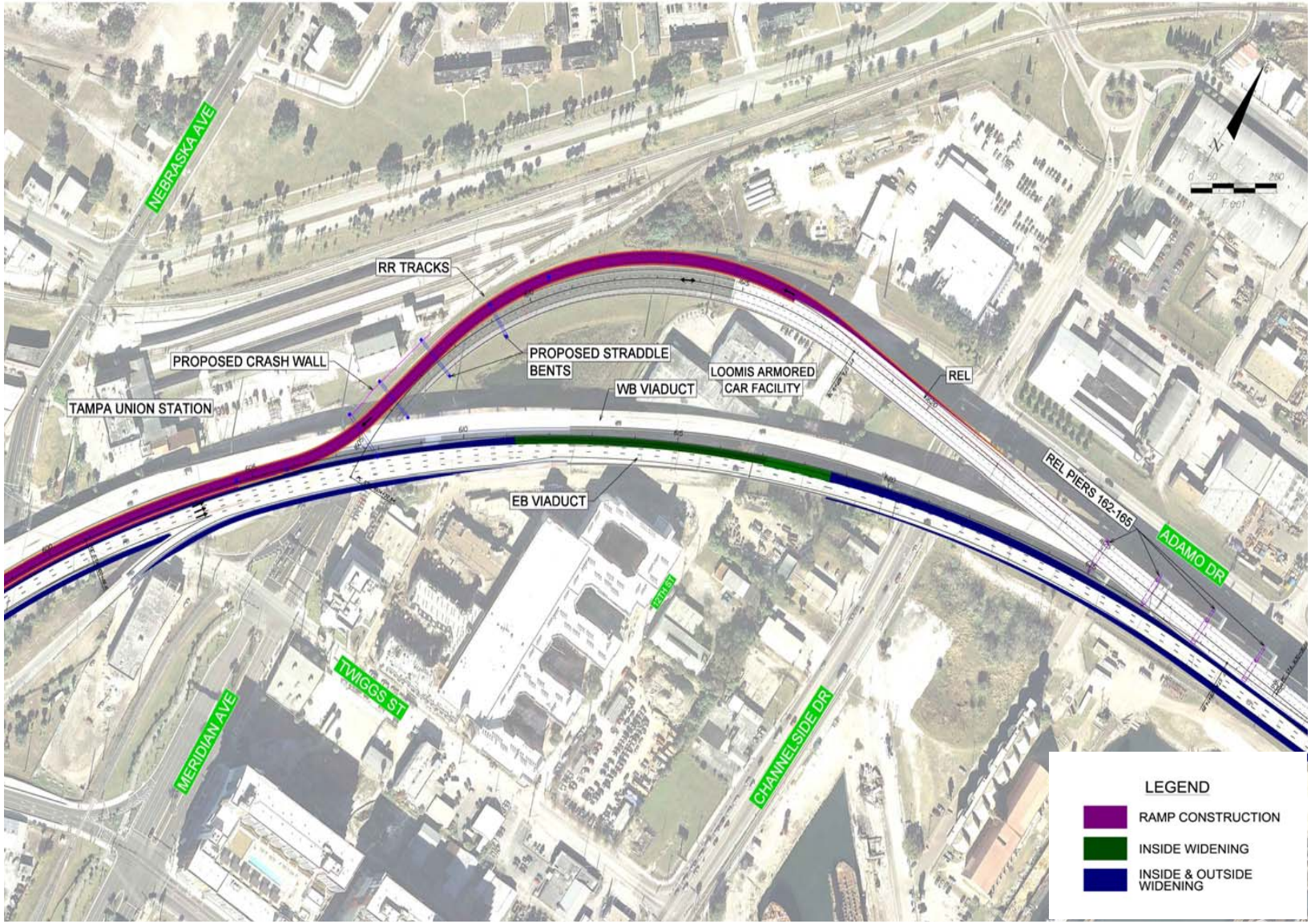

Selmon Expressway (SR 618)
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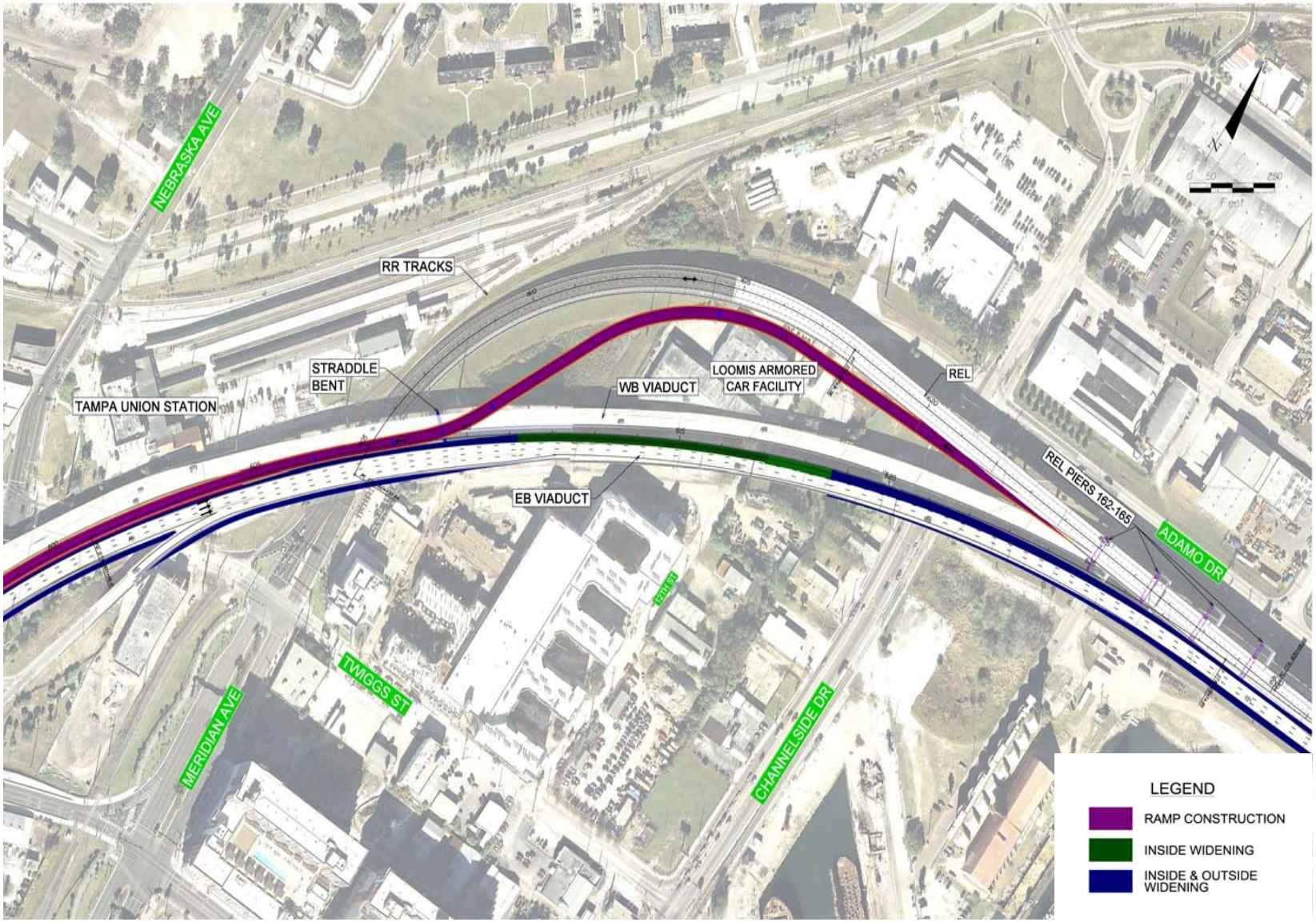
Hillsborough County

Figure 4-2: Alternative 2A

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



Selmon Expressway (SR 618)
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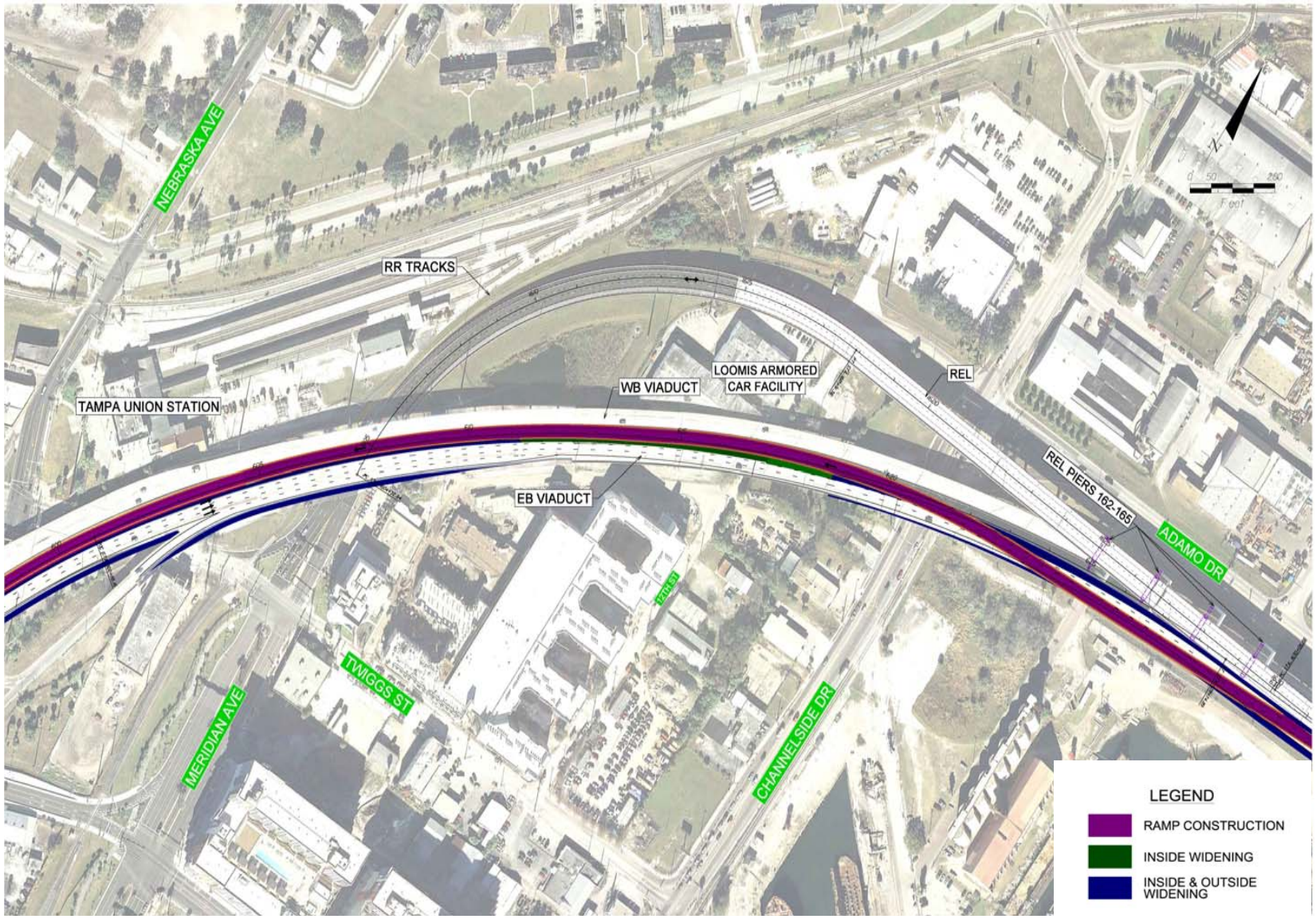
Hillsborough County

Figure 4-3: Alternative 2B

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



Selmon Expressway (SR 618)
Downtown Viaduct
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from Florida Ave to South 22nd St
Hillsborough County

Figure 4-4: Alternative 2C

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

than older concrete. The new structure would also require expansion joint locations in the same location as the REL so that the REL is not subject to additional longitudinal movement and load.

Connecting to the REL offers another challenge in that the existing transverse post tensioning in the segmental units cannot be impacted; therefore the actual connection to the unit will be difficult. There will also be a multitude of new/different forces in the units themselves if they are widened which were likely not accounted for in the original design. The "creep" and "shrinkage" rate of the new and existing concrete will also present forces that will need to be accommodated.

The combination of span lengths, tight curvature and width variations limits the alternative superstructure types for the proposed ramp. The most appropriate location for a connection from the REL to the viaduct is where the REL straddle bent piers are located. Due to the complexity of modifying the REL straddle bents (piers 162-165), it was considered infeasible to widen the REL in this area and as a result, this option was dropped from further consideration.

This alternative was not considered for further analysis also due to low traffic volumes projected to use this ramp. More detailed traffic data is included a *Design Traffic Technical Memorandum* dated *November 2009.*

The following alternatives address connecting a ramp to the east and west of these straddle bents:

Alternative 2A – Western exit from the REL on the north side of the REL, beginning west of REL straddle bents (Figure 4-2):

For Alternative 2A, the ramp connects to the REL west of the straddle bents and on the northern side of the REL. The horizontal alignment of the ramp follows the curve of the reversible lanes as they tie to Meridian Street. The ramp would be between the reversible lanes and the adjacent north/south railroad tracks.

To avoid directly impacting the Tampa Union Train Station (historic site), a radius of 477 feet was used to connect to the viaduct with a 9.8 percent superelevation, utilizing a 40 mph design speed.

As the alignments of Meridian Avenue, the elevated Selmon Expressway, and the railroad track converge, four straddle bents are required to carry the proposed ramp over the existing expressway. Two of the straddle bents have one column inside of the railroad property. A crash wall at these straddle bent locations running parallel to the railroad and continuing north until the clearance between the centerline of the railroad and face of the piers reached 25 feet would be required. The ramp curves back to the right after the straddle bents to follow the alignment of the Selmon Expressway.

Alternative 2B- Western exit from the REL on the south side of the REL, beginning west of REL straddle bents (Figure 4-3):

Alternative 2B provides a WB left exit off the REL, to the west of the REL straddle bents. Since the ramp can only depart the REL lanes when the western most straddle bent is cleared, there is inadequate distance to provide an appropriate radius in order to maintain a 50-55 mph design speed. As a result, a 40 mph design speed is provided by utilizing two 477-foot radii at 9.8 percent superelevation. This ramp would have to pass over a corner of the Loomis Armored Car Facility building.

Horizontally, this alternate poses less severe challenges than Alternative 2A. Pier locations are relatively unencumbered until the ramp reaches the crossing of the WB lanes of the Selmon Expressway and Meridian Avenue. One straddle bent is required to carry the ramp over the existing expressway at this location. A span length of 185 feet is required to cross Meridian Avenue.

Alternative 2C - Western exit from the REL on the south side of the REL, and beginning east of REL straddle bents (Figure 4-4):

Alternative 2C connects to the REL east of the REL straddle bents providing a left exit off the REL. This option would allow for curves with a 55 mph design speed. The easterly beginning location of this ramp requires that the ramp be at the third level directly over the existing EB lanes of the Selmon Expressway. Ten straddle bents will be required in this area.

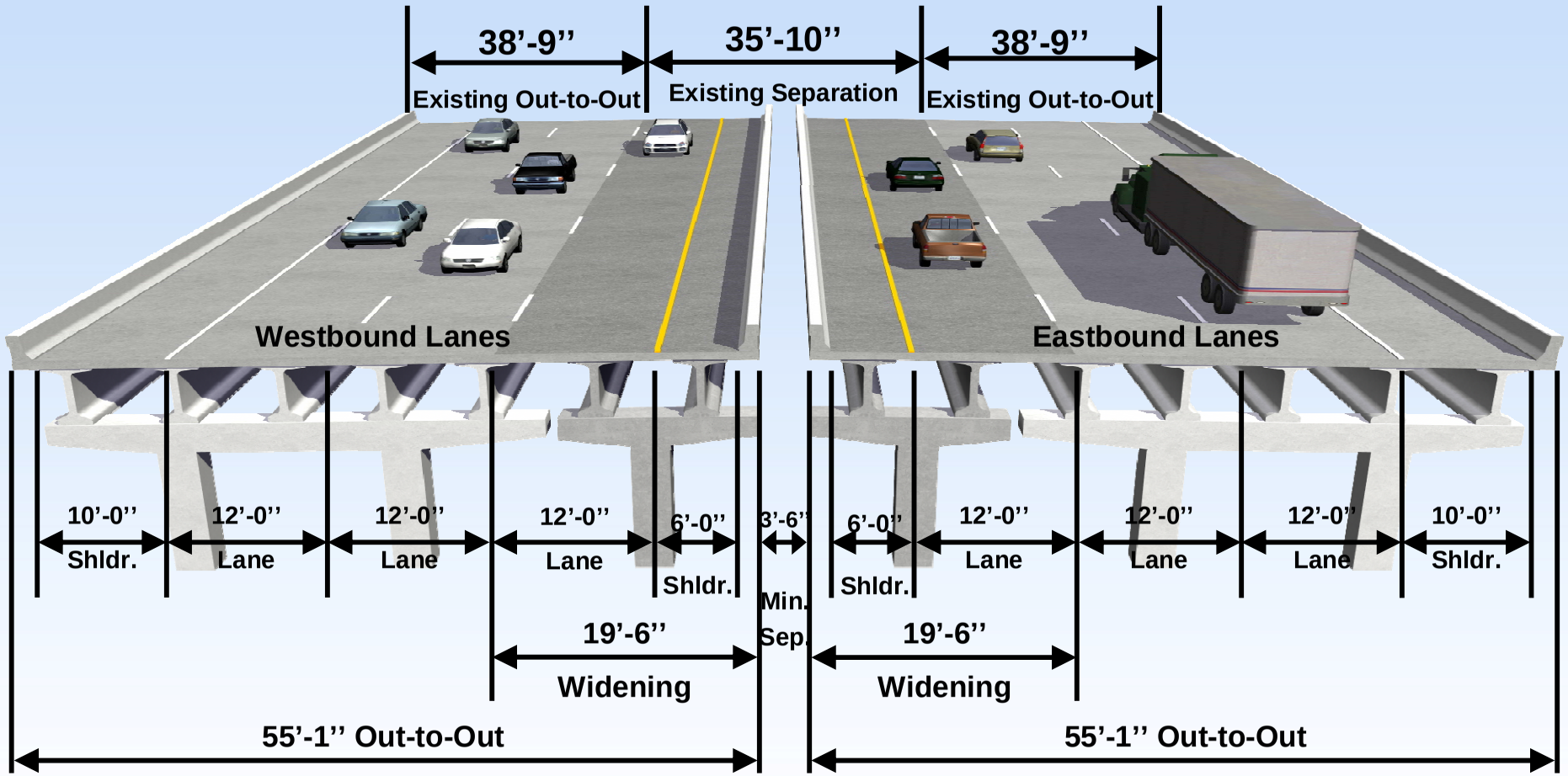
4.3.1 Typical Sections

Alternative Typical Sections

By examining the existing typical sections throughout the project limits, which includes the REL, several proposed typical section options were developed for the ultimate year (2035). Factors included utilizing the existing viaduct structures only and a combination of the existing viaduct structures and ramp locations that would provide a WB ramp connection from the REL to the WB viaduct bridge.

Alternative 1, Typical I (Figure 4-5)

Typical I consists of inside bridge widening within the proposed Re-decking Project limits from east of Morgan Street to 12th Street. It includes three 12-foot lanes with a 6-foot inside shoulder and a 10-foot outside shoulder for both the EB and WB lanes with a minimum separation of 3’- 6”.



Typical Section I
Inside Bridge Widening
From East of Morgan Street to 12th Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 4-5: Alternative 1, Typical Section I**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

Alternative 1, Typical II (Figure 4-6)

Typical II consists of inside and outside bridge widening through the REL straddle bents from 12th Street to west of 17th Street. It also includes three 12-foot lanes with a 6-foot inside shoulder and a 10-foot outside shoulder.

Alternative 1, Typical III (Figure 4-7)

Typical III consists of inside and outside bridge widening from west of 17th Street to 19th Street. The existing EB typical is widened by 17'-6" to provide three 12-foot lanes (including an exit lane) with a 4-foot inside shoulder and an 8-foot outside shoulder. The existing WB typical is widened by 22'-6" to provide three 12-foot lanes (including an entrance lane), a 4-foot inside shoulder and a 10-foot outside shoulder.

Alternative 1, Typical IV (Figure 4-8)

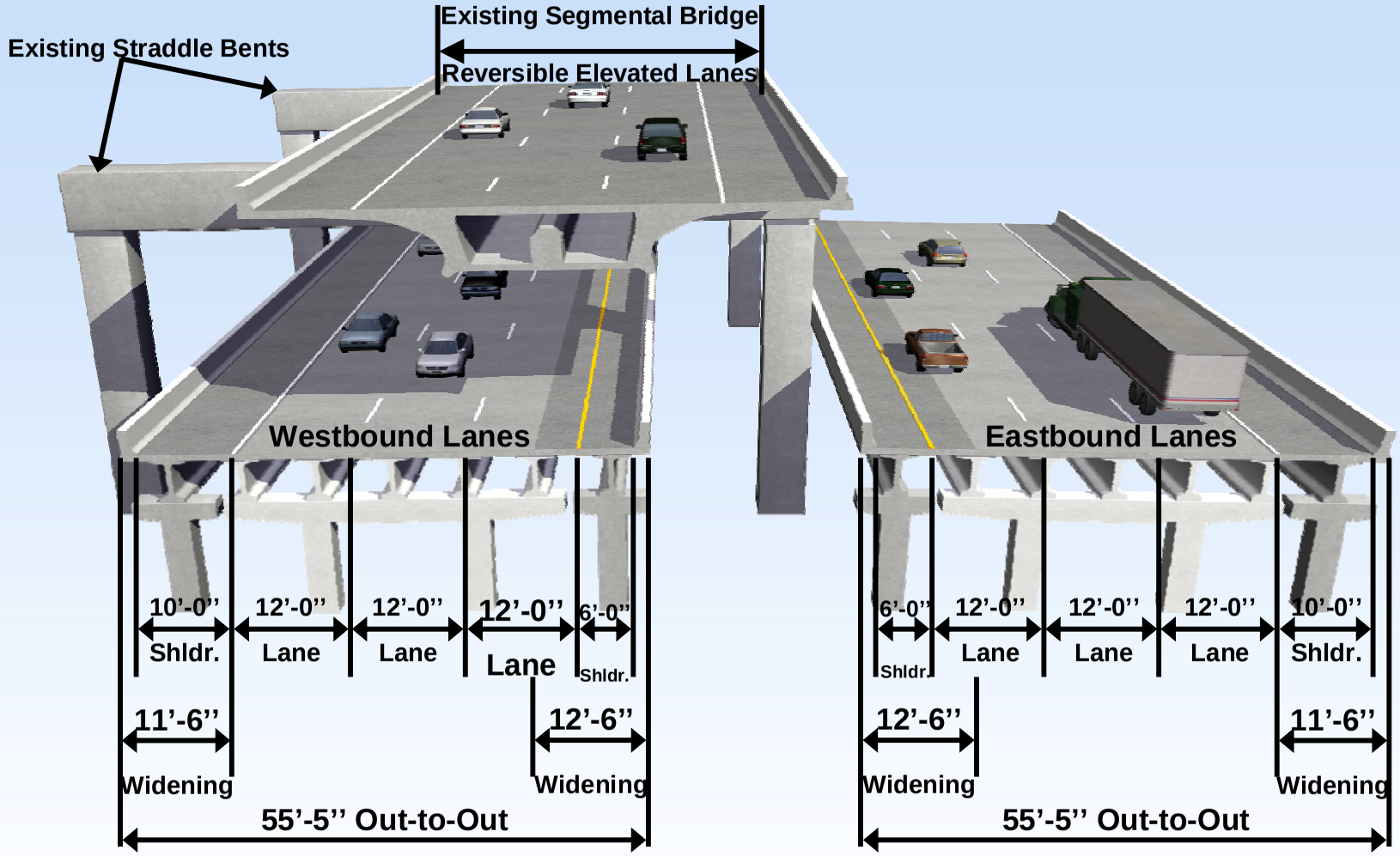
Typical IV consists of the roadway portion widening from 19th Street to South 22nd Street. The existing EB typical is widened by 18' to provide three 12-foot lanes with a 6-foot inside shoulder and an 8-foot outside shoulder. The existing WB typical, however, is widened by 22' to provide three 12-foot lanes with 10-foot inside and outside shoulders.

Alternative 2, Typical V (Figure 4-9)

Typical V is at the ramp connection from the REL to the WB viaduct and consists of inside widening of the WB lane providing a 12-foot ramp lane with 6-foot shoulders separated from the two 12-foot WB lanes by a 2-foot barrier wall.

Alternative 2: Typical VI (Figure 4-9)

Typical VI consists of a 15-foot ramp lane and 6-foot shoulders.



Typical Section II
Inside and Outside Bridge Widening through REL Straddle Bents
From 12th Street to West of 17th Street

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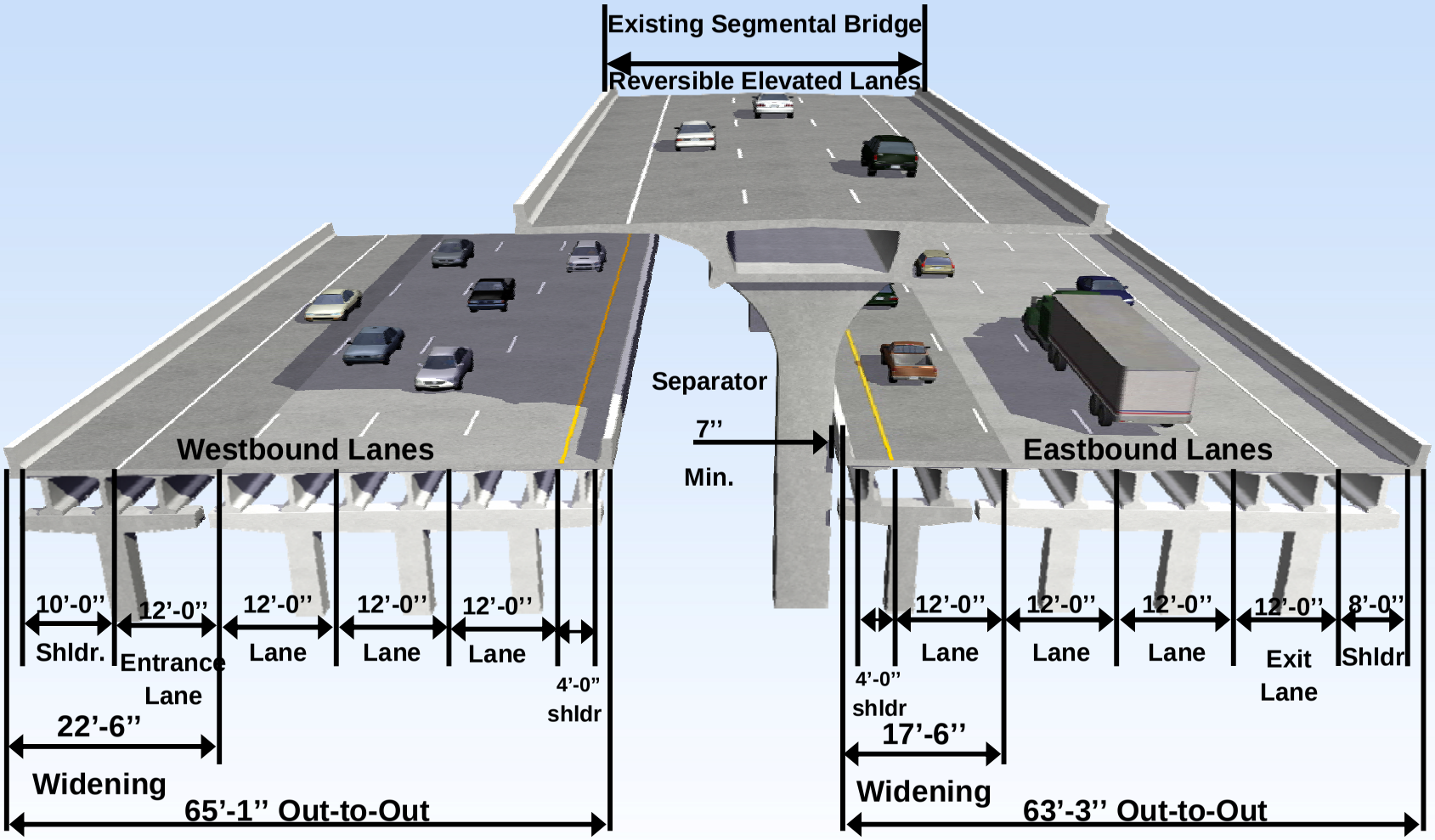
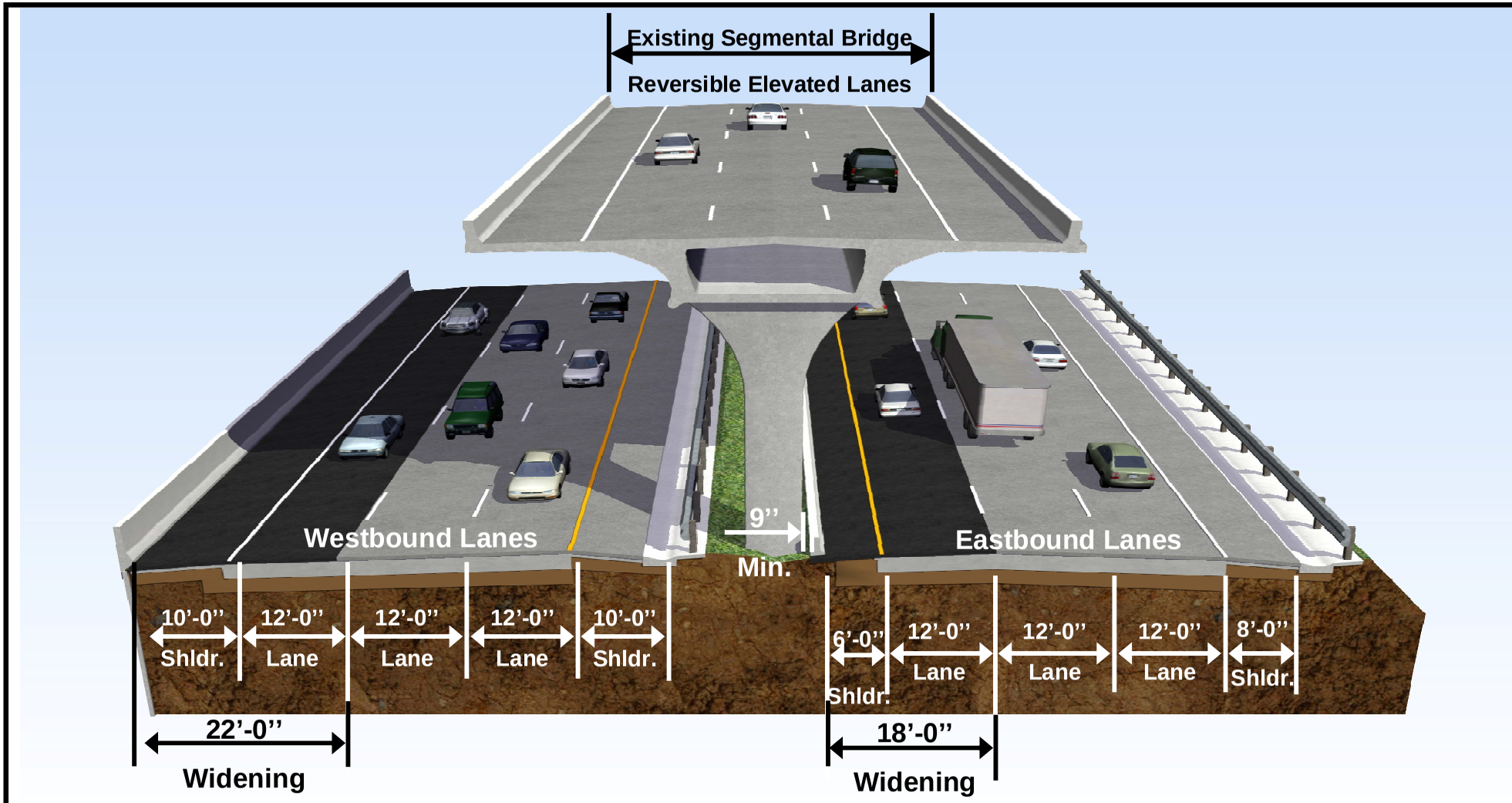


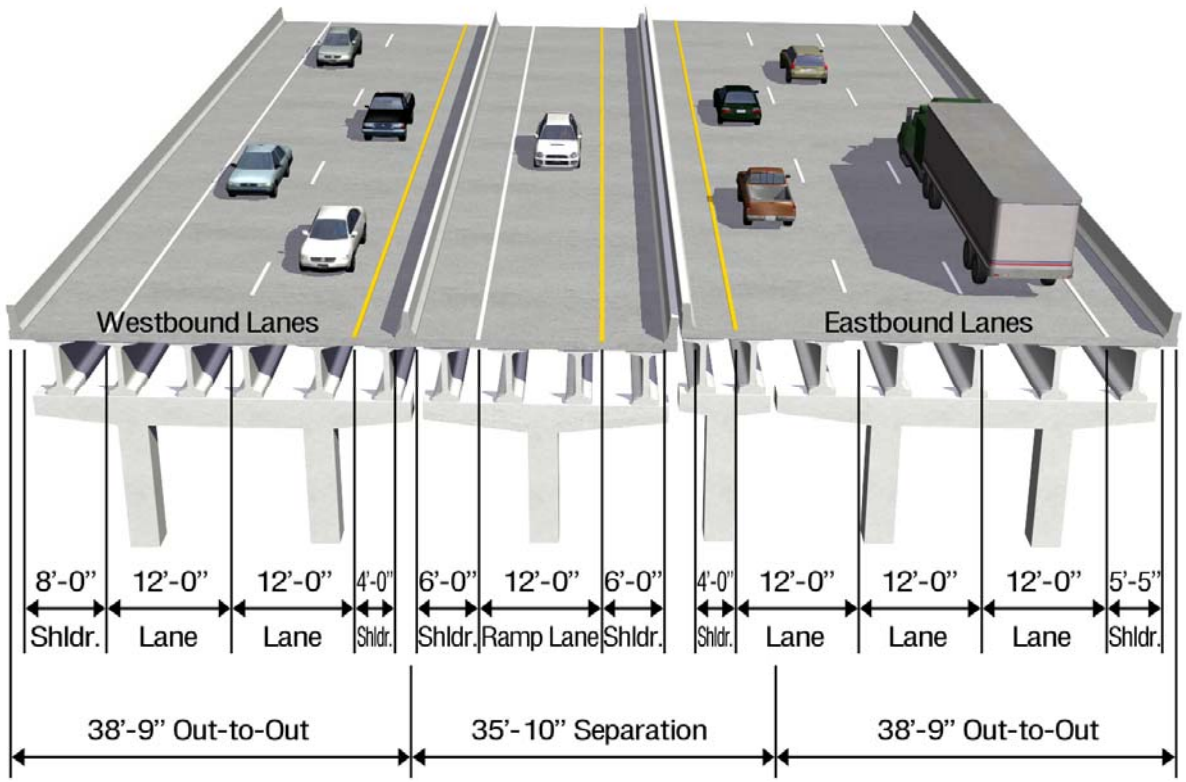
Typical Section III
Inside and Outside Bridge Widening
From West of 17th Street to 19th Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 4-7: Alternative 1, Typical Section III**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



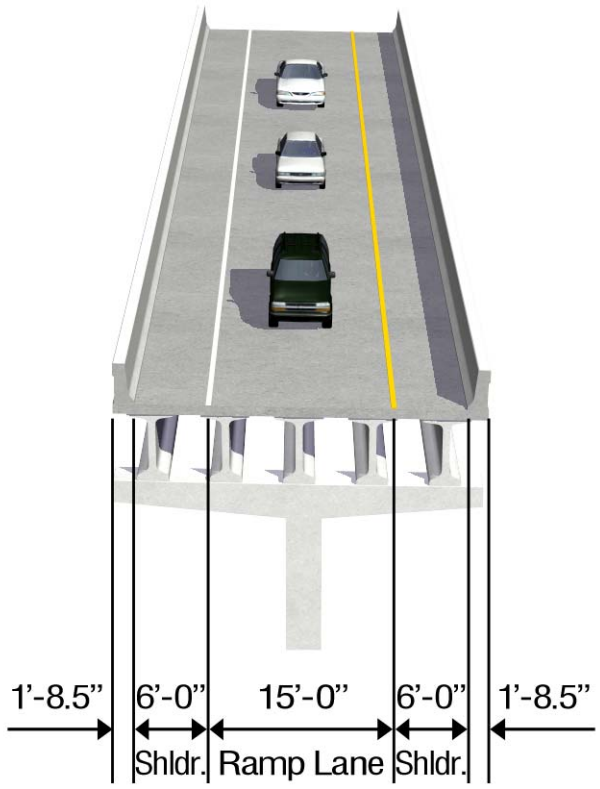
Typical Section IV Roadway Widening
From 19th Street to South 22nd Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 4-8: Alternative 1, Typical Section IV**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



Typical Section V

From Kennedy Blvd. to Meridian Avenue



Typical Section VI

From Meridian Avenue to

Reversible Elevated Lanes

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from Florida Ave to South 22nd St
Hillsborough County

Figure 4-9: Alternative 2, Typical Sections V & VI

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4.3.2 Alternatives Evaluation (Matrix)

An evaluation matrix was developed for each alternative. The results are summarized in **Table 4-1**.

4.3.3 Selection of Preferred Alternative

The following is a comparison of key factors among the Alternatives:

- Based on traffic analyses, the proposed WB ramp from the REL to the Selmon Expressway is projected to carry approximately 1,500 vehicles per day (vpd) in the year 2035, of which 450 are expected to use this ramp during the AM peak period. Of the 450 vehicles, approximately 180 vehicles are expected to complete a weave maneuver across the three lanes of traffic between the left access REL ramp and the right exit on to Morgan Street. Therefore, Alternatives 2A, 2B & 2C are less desirable than Alternative 1 from a capacity improvement standpoint since low volumes are projected to use this ramp.
- *Alternatives 2A, 2B & 2C* connect to WB expressway from the left, and require a merge movement to the right. *Alternatives 2B & 2C* also have left hand exits from the REL. Left hand entrance and exit ramps are contrary to driver expectancy and creates a weaving problem to downstream ramps, hence, they are not usually recommended for high-speed free-flow ramp terminals per American Association of State Highway and Transportation Officials *(AASHTO) (2004, page 841).*
- *Alternatives 2A, 2B & 2C* would require widening to the inside and outside for approximately 430 feet of the EB expressway, including the adjustment of two EB on ramps. The existing separation between the east and WB expressway is 35’-10” and does not provide adequate room for the ramp typical section with barrier walls and the addition of a travel lane in the EB direction. This increases

Table 4-1: Summary Evaluation Matrix					
EVALUATION CRITERIA	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVES			
		ALTERNATIVE 1	ALTERNATIVE 2A	ALTERNATIVE 2B	ALTERNATIVE 2C
CAPACITY					
2035 Projected Traffic (LOS)	F	D	No Effective Relief	No Effective Relief	No Effective Relief
BUSINESS IMPACTS					
Number of Potential Business Relocations	0	0	0	0	0
RESIDENTIAL IMPACTS					
Number of Potential Residential Relocations	0	0	0	0	0
RIGHT OF WAY (ROW) IMPACTS (Acres)					
Area of ROW Anticipated to be Aquired	0	0	0.97 AC	.60 AC	0
ENVIRONMENTAL IMPACTS					
Archaeological/Historical Sites (Potential)	None	Low	Low	Low	Low
Section 4(f) (Potential)	None	None	Low	Low	Low
Noise (Potential Sites Affected)	None	3	2	2	2
Wetlands (Acres)	0	0	0	0	0
Floodplains (Acres)	0	0	0	0	0
Surface Waters (Acres)	0	0	0	0	0
Threatened & Endangered Species (Potential)	None	Low	Low	Low	Low
Petroleum of Hazardous Materials Sites	0	18	8	8	11
ESTIMATED TOTAL PROJECT COSTS (In Millions)					
ROW Acquisition Costs	$0.0	$0.0	$0.3	$0.1	$0.0
Wetland Mitigation Costs	$0.0	$0.0	$0.0	$0.0	$0.0
Roadway & Bridge Construction Costs	$0.0	$55.1	$67.1	$67.7	$77.6
Engineering Design Costs (10% of Construction)	$0.0	$5.5	$6.7	$6.8	$7.8
Construction Engineering & Inspection Costs (10% of Construction)	$0.0	$5.5	$6.7	$6.8	$7.8
TOTAL COSTS	$0.0	$66.1	$80.8	$81.3	$93.1

Maintenance of Traffic (MOT) costs due to additional construction phases, driver impacts (time, delays etc.).

- *Alternative 2A* has a less desirable design speed of 40 mph, requires four straddle bents and has potential right-of-way impacts to the existing railroad property which is contiguous to the historic Union Station Facility building. It also requires a crash wall to protect the proposed piers at an additional cost of approximately $295,000.00. *Alternative 2A* results in a cost that is nearly 24% higher than *Alternative 1*.

- *Alternative 2B* has a less desirable design speed of 40 mph, and passes over the Loomis Armored Car Facility building, thus requiring acquisition of air-rights. *Alternative 2B* results in a cost that is over 25% higher than *Alternative 1*.

- *Alternative 2C* has a desirable design speed of 55 mph; however it requires 10 straddle bents with very challenging foundation requirements. The southern foundations of these straddle bents lie between the existing viaduct structures. Restricted horizontal clearances and the need to maintain the integrity of existing foundations will greatly complicate these straddle bent foundations. The northern foundations of these straddle bents lie directly below the existing reversible lanes. Low overhead clearances and proximity to the reversible lane foundations adds significant complexity to foundation construction. A cast-in-place beam for the new bents would need to be constructed over the existing REL which generate several challenges related to the maintenance of traffic. The new ramp will require long spans resulting in a large beam with transverse post tensioning for the piers. The beam will need to be constructed in a single phase over the existing expressway since a joint cannot be present with the post tensioning. This will require traffic to be shut down on the EB viaduct during this process. *Alternative 2C* results in a cost that is over 44% higher than *Alternative 1*.

From the Summary Evaluation Matrix:

- Alternatives 2A & 2B has some right-of-way acquisition while Alternative 1 do not have any right-of-way acquisition
- Alternative 1 have more potential Hazardous sites that all the other Alternatives
- *Alternatives 2A, 2B & 2C* have substantially higher (24% to 44%) overall construction costs and constructability challenges than *Alternative 1*.

Based on the above comparisons, Alternative 1 is the Recommended Alternative.

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Section 5 – RECOMMENDED ALTERNATIVE

Through consideration of factors identified in the Summary Evaluation Matrix (**Table 4-1**), Public Hearing comments and coordination with FDOT, the Recommended Build Alternative is Alternative 1. Alternative 1 consists of widening the Selmon Expressway from west of Morgan Street to South 22nd Street from two to three lanes in each direction (refer to Preferred Concept Plans attached as **Appendix B**). Most of the widening would be done to the inside, while inside and outside widening would be required in the vicinity of the straddle bent piers for the REL's.

5.1 Typical Section

Figures 4-5 through **4-8** show the Typical Sections for the Preferred Alternative (that was presented at the public hearing) as broken into four segments:

Segment 1: From east of Morgan Street to 12th Street (Figure 4-5)

- **Typical I** consists of inside bridge widening within the proposed Re-decking Project limits from east of Morgan Street to 12th Street. It includes three 12-foot lanes with a 6-foot inside shoulder and a 10-foot outside shoulder for both the EB and WB lanes with a minimum separation of 3'- 6".

Segment 2: From 12th Street to west of 17th Street (Figure 4-6)

- **Typical II** consists of inside and outside bridge widening through the REL straddle bents from 12th Street to west of 17th Street. It also includes three 12-foot lanes with a 6-foot inside shoulder and a 10-foot outside shoulder.

Segment 1: From west of 17th Street to 19th Street (Figure 4-7)

- **Typical III** consists of inside and outside bridge widening from west of 17th Street to 19th Street. The existing EB typical is widened by 17'-6" to provide three 12-foot lanes (including an exit lane) with a 4-foot inside shoulder and an 8-foot outside shoulder. The existing WB typical is widened by 22'-6" to provide

three 12-foot lanes (including an entrance lane), a 4-foot inside shoulder and a 10-foot outside shoulder.

Segment 1: From 19th Street to South of 22nd Street (Figure 4-8)

- **Typical IV** consists of the roadway portion widening from 19th Street to South 22nd Street. The existing EB typical is widened by 18' to provide three 12-foot lanes with a 6-foot inside shoulder and an 8-foot outside shoulder. The existing WB typical, however, is widened by 22' to provide three 12-foot lanes with 10-foot inside and outside shoulders.

5.2 Horizontal Alignment

The existing horizontal alignment meets current FDOT and AASHTO minimum standards. For this bridge widening project, all of the proposed construction would take place within existing ROW; therefore, alternative horizontal alignments are not applicable.

5.3 Vertical Alignment

One of the existing vertical curves (SA 608+00.00) does not meet current FDOT minimum standards for 50 mph design speed and another vertical curve (STA 567+94.00) does not meet current FDOT and AASHTO minimum standards for 50 mph design speed. The vertical clearances of the existing viaduct structures generally meet current requirements (16'-6") over roadways with one exception, the WB viaduct over Brorein Street (16'-1 ¼" (±)). The existing EB and WB clearances range from 16'-6" (±) over Brush Avenue/Kennedy Boulevard to 27'-6" over the SCLRR Railroad (23'-6" required). For the proposed condition, there are two potential locations where vertical clearance may be violated if using same beams. These locations are WB over Nebraska Avenue and WB over Twiggs Street. Within these areas, shorter or modified beams will be used to meet clearance requirements.

5.4 Drainage

The proposed stormwater management and criteria for the proposed improvements have been evaluated as part of this study. Of the seven basins present in the area of the proposed project and described in the existing drainage conditions under Section 2.7, stormwater management facility options were evaluated for the first four. These four basins have been labeled as the Brorein (East/S) and Whiting Street, Meridian/R.R., Jackson, and the 14th Street Basins. This is due to the highly urbanized nature of these sub-basins and their location being within the area of downtown Tampa. The surrounding areas are developed and even the land under the existing viaduct is used for parking. For the remaining three sub-basins, the surrounding land uses are still urbanized; however, the areas under the Selmon Expressway are vacant/grassed, where stormwater management either exists or is adequate for proposed stormwater treatment purposes. Existing stormwater management facilities function within the Selmon Expressway's or REL's shadow is to remain.

Based on meetings with the SWFWMD, water quality treatment for the first ½-inch of runoff over the project's new impervious area will be required pursuant to *Section 5.8* of *the Basis of Review* for Environmental Resource Permit Applications. Depending on the type of system proposed, the required treatment volume may be greater. Therefore, for this analysis, the entire directly connected impervious area contributing to each proposed treatment system was used. Areas where the proposed viaduct widening is completely "shadowed" by the existing REL structure were not included within this analysis as stormwater runoff from the REL is presently treated in existing stormwater management systems.

As the project is anticipated to be permitted prior to the new statewide rule being placed in effect, it was also noted that "a net improvement for the parameters of concern" must be demonstrated "by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use." The project discharges to an impaired water body; therefore, a "net environmental improvement" will need to be demonstrated.

Compensatory treatment for currently untreated runoff will be allowed. The impaired receiving water bodies are the Hillsborough River and Ybor Channel (City Drain). The constituents are dissolved oxygen/nutrients and nutrients/fecal coliform respectively. The FDEP back-up information is included in **Appendix E** of the *Final Project Development Engineering Report (PDER).*

Water quantity attenuation requirements will require demonstration that discharges from the proposed project will not adversely impact off-site areas for a 25-year/24-hour storm event. It was noted by the SWFWMD that for the majority of the proposed Selmon Expressway improvements, the existing ground surface below is impervious, which would minimize the need for attenuation

The City of Tampa's Stormwater Department's LOS criteria requires that there is no adverse impact to their storm drain systems for a 5-year storm event. In areas where the City reported existing drainage issues, as noted in *Section 2* of the *PDER*, consideration of the "head" being introduced to the existing storm drain systems due to the elevation of the Selmon Expressway will also need to be considered during the design phase. Further coordination with the City of Tampa's Stormwater Department will be needed to address potential hydraulic grade-line issues.

Two options were evaluated to provide the water quality treatment required for the proposed viaduct improvements; (a) the use of traditional stormwater management facilities, and (b) reconstruction of existing parking areas located under the viaduct using a porous pavement system to provide the required treatment volumes.

(a) For the traditional Stormwater Management Facility (SMF) option (A), it was assumed that one facility would be needed that would require 3.16 acres of land for open dry retention and wet detention, which together would comprise a "treatment train" approach. This SMF area accounts for the required treatment volume for the proposed

improvements per SWFWMD criteria. The estimated cost of this option was based on the cost per square foot over the area required. Given that this is a typical system, the existing land use would need to be revised, appropriate drainage easements acquired, and operation and maintenance activities be accommodated by the THEA. This change in existing land use would result in the loss of existing parking area and the associated revenues. In addition, where other existing parking areas would require revised layouts to accommodate proposed piers for the median widening, it is anticipated that the surface of the proposed parking area would be similar to the existing condition, which maintains a similar less desirable appearance. If this option is carried forward into design, the actual number of stormwater ponds would be determined by the design-build team, the sum area of which could be different than the one area that was noted above for comparison purposes only.

(b) For the porous pavement option (B), it was assumed that existing parking facilities located directly under the existing viaduct's alignment would be redeveloped by constructing a porous pavement storage and infiltration system in the same areas. The locations noted allow the existing land use to remain as is, as well as make aesthetic improvements to the parking lots. Other benefits may include the improvement in hydrology as compared to an existing impervious surface, thereby allowing percolation into the underlying soils and therefore reducing runoff and discharge and benefitting groundwater recharge. Also, industry literature cites that properly constructed pervious concrete parking areas will last 20-40 years with minimal maintenance and is "widely recognized as the lowest life cycle option available for paving." Pervious pavements have been recognized by the United States Environmental Protection Agency (EPA) as a best management practice (BMP) for stormwater management. The following is a summary of the design considerations that would need to be addressed in the final design of these porous pavement areas:

- Applicable criteria are being developed by the SWFWMD and the University of Central Florida's "Stormwater Management Academy". A significant benefit of these systems is to be able to retain the entire water quality volume in the proposed parking areas under the viaduct, while still being able to use the same

areas for parking. Another benefit of this retention is the reduction in runoff discharge (lower CN and "C" coefficient of runoff), which can be used to address the attenuation required, if needed.

- The preliminary analysis performed for this study was done using the following assumptions:
    - 2-inch thick "Flexi-pave" (available in colors for aesthetic consideration)
    - 1 ft – 4 inch thick "Reservoir Layer" assumed to be No. 57 Stone
    - 2 ft depth of "Parent Soil" (Max. compaction of 92-95% Modified Proctor Density per ASTM D-1557) providing a 3.5 ft depth to the Seasonal High Water Table.

Option B (Porous Pavement) is recommended based on the desire to maintain the existing parking/facility land uses. Also, the City of Tampa and SWFWMD are in support of this option.

5.5 Structures

The Recommended Alternative consists of widening the existing structures to accommodate the proposed typical sections. The superstructure widening will use similar AASHTO Beams, the new Florida I-Beams or steel beams as required to achieve similar span lengths and provide a uniform look between the existing and widened structures.

The number of beams required to be added varies from one to three depending on the taper locations for the beginning or end of the widening, and locations where both inside and outside widening occur simultaneously. Bridge deck over-build may also be required in some areas (primarily in the taper locations) where more than one beam is required with a tight spacing.

The widened portion of the Viaduct substructure should have similar geometry as the existing. Column sizes and pier shapes should be the same at each pier location.

Prestressed concrete piles, similar to the existing piles, will likely be used for the proposed foundations.

5.6 Design Traffic Volumes

5.6.1 Traffic Projections

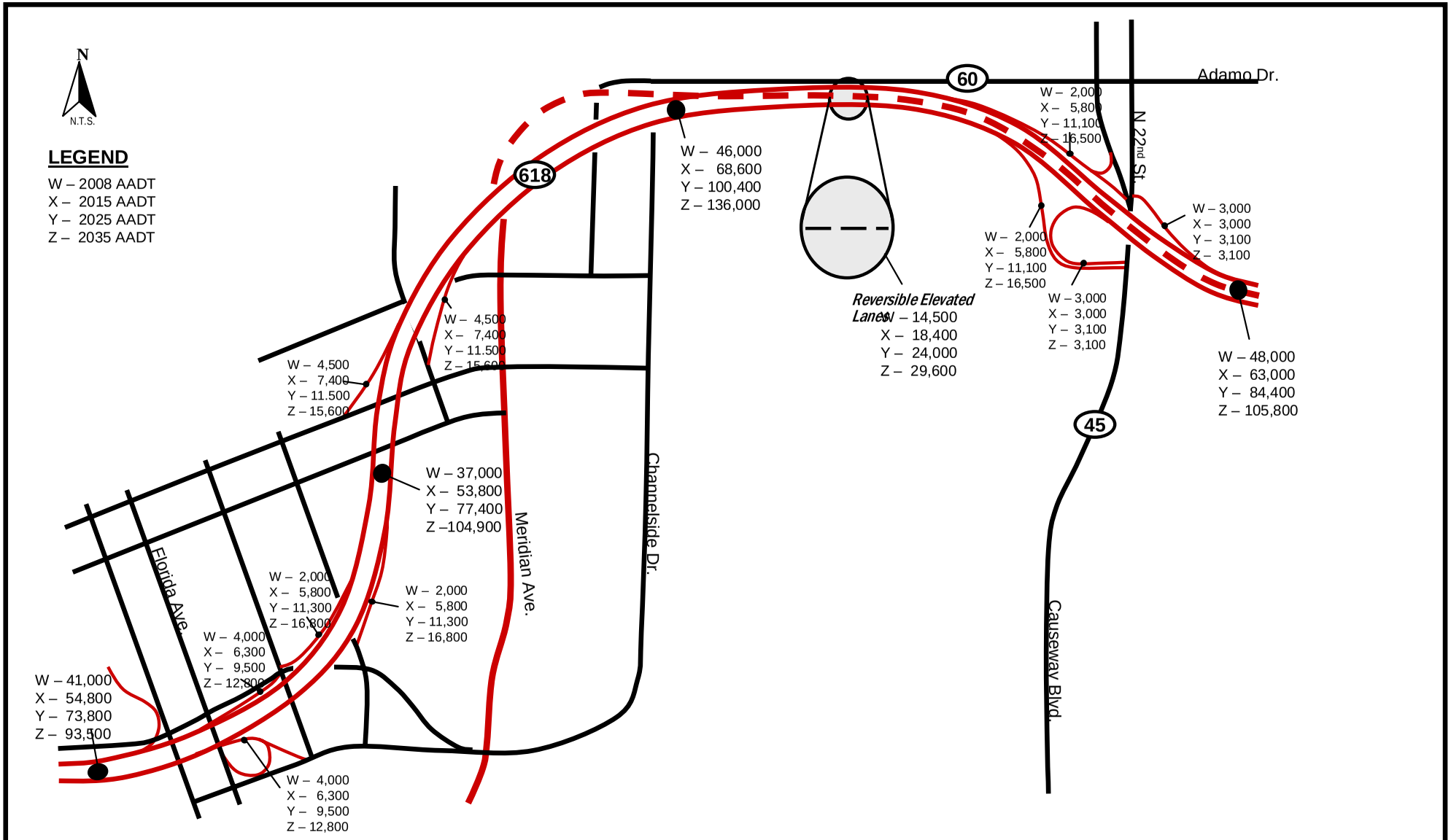
Recommended traffic "design factors" are summarized in **Table 5-1.**

Table 5-1 Recommended Traffic Factors

Factor	Recommended Value
K_{30} (Mainline)	9.4 %
K_{30} (ramp)	10.0 %
D_{30}	55.29 %
T_{24}	8.10 %

The development of traffic projections for the proposed Selmon Expressway downtown viaduct improvements requires the examination of historical growth, proposed development levels within the corridor vicinity, and a basic understanding of local traffic circulation patterns and travel characteristics of the corridor.

The traffic model applied for this study was based on the latest Tampa Bay Regional Planning Model Version 6.1 (TBRPM) released in March 2008. The TBRPM is the tool that the Regional Transportation Analysis uses in forecasting future travel demand. This model represents the latest adopted Year 2025 LRTP projects lists in the Tampa Bay/FDOT District 7 study area, which includes Hillsborough County, Pinellas County, Pasco County, Hernando County and Citrus County. The TBRPM was validated to match 2008 traffic volumes in the study area. Design year (2035) AADT were developed utilizing the TBRPM (25A) with 2035 socio-economic data provided by FDOT (**Figure 5-1**). The design year peak hour turning movement volumes were developed using the 2008 Florida Traffic Information CD.



Selmon Expressway (SR 618)
Downtown Viaduct
Improvements PD&E Study
from Florida Ave to South 22nd St
Hillsborough County

Figure 5-1: Build AADT

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

5.6.2 Future Levels of Service

Mainline LOS analyses along the Selmon Expressway were conducted using the Freeways module of the HCS software program that performs LOS analyses. For the mainline LOS analysis, the freeway segment boundaries were selected from one interchange to the next and extending to the sections east and west of the project limits. Therefore, the Selmon Expressway was divided into four freeway segments. The results are summarized in **Table 5-2**.

Table 5-2 Future Build Mainline Peak Hour Levels of Service (LOS)

	2015		2025		2035	
SEGEMENT	DENSITY[(1)] (PC/MI/LN)	LOS	DENSITY[(1)] (PC/MI/LN)	LOS	DENSITY[(1)] (PC/MI/LN)	LOS
34th Street to 22nd Street	19.3	C	25.9	C	34.1	D
22nd Street to Kennedy Boulevard.	21.3	C	32.6	D	N/A	F
Kennedy Boulevard to Florida Avenue.	16.8	B	24.5	C	33.6	D
Florida Avenue to Tampa Street	16.8	B	22.7	C	28.9	D

(1) Densities greater than 45 pc/mi/ln are noted as "N/A".

The freeways LOS analysis indicates that with the proposed improvements, in the year 2035, the majority of the Selmon Expressway corridor, would operate at an overall average LOS D with the exception of the segment between 22nd Street and Kennedy Boulevard that can be expected to operate at LOS F.

5.7 Access Management

Access Management standards for Interstate and other state highways are defined in Florida Statute 335.18, Florida Administrative Code FDOT Rule 14-97, in addition to the FDOT's adopted Median Opening and Access Management Decision Process (Topic No. 625-010-021). Selmon Expressway is functionally classified as Urban Arterial-Freeways and Expressways and is part of the FIHS. The FIHS is the highway component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic. It is classified as "Access Classification 1, Area Type 1" (refer to **Table 5-3**).

Table 5-3 FDOT's Access Classifications and Standards for Limited Access Facilities

ACCESS CLASSIFICATION AND STANDARDS
LIMITED ACCESS FACILITIES
INTERCHANGES

Access Class	Segment Location	Applicable Interchange Spacing Standard
1	AREA TYPE 1 CBD & CBD FRINGE FOR CITIES IN URBANIZED AREAS	1 MILE
1	AREA TYPE 2 EXISTING URBANIZED AREAS OTHER THAN AREA TYPE 1	2 MILES
1	AREA TYPE 3 TRANSITIONING URBANIZED AREAS AND URBAN AREAS OTHER THAN AREA TYPE 1 OR 2.	3 MILES
1	AREA TYPE 4 RURAL AREAS	6 MILES

14-97.003 Access Management Classification System and Standards

5.8 Pedestrian and Bicycle Facilities

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

5.9 Right Of Way Requirements/Relocations

All proposed improvements will be constructed within existing ROW; therefore neither ROW acquisition nor any business, residential, or personal property relocations will be required.

5.10 Utilities and Lighting

The following utility companies have facilities located near or within the study limits:

- AT&T COMM., Inc.
- Bright House Networks
- Verizon Florida Inc
- Teco Peoples Gas
- City of Tampa Water & Sewer
- Deltacom
- FPL Fibernet
- Fiberlight, LLC
- Global Crossing Telecom., Inc
- Hillsborough County ITS
- Hillsborough County Traffic
- Kinder Morgan / Central Florida Pipeline
- Level 3 Communications, LLC
- Verizon Business
- Nuvox Communications
- Sprint Nextel
- TECO
- Tampa Port Authority
- Time Warner Telecom
- XO Communications
- City of Tampa Traffic Department (fiber optic lines)

Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. The project is expected to have minimal impacts to utilities

The existing conditions within the project limits consist of a separated raised concrete roadway deck generally running east and WB, and lies within an urbanized area with both sections currently having conventional roadway lighting.

The existing lighting mounting height varies throughout the project between 35 and 45 feet. The luminaires are consistent at 250 watts with a 480 volt service to them. The light pole spacing along the main corridor is approximately 198 feet. The pole spacing for the on and off ramps at the toll plazas is approximately 219 feet. The luminaire is a GE Cobra Head mounted on an aluminum davit arm. The pole is Aluminum Bridge mounted on pilasters.

Roadway lighting along the viaduct will be replaced by the FDOT design-builder to match the lighting that will be installed in the separate FDOT I-4 Connector project to the east. Lighting for cross streets is to be replaced with specialty / aesthetic lighting instead of standard FDOT underdeck lighting, and aesthetic / specialty lighting is also to be applied in parking areas beneath the viaduct that do not have sufficient lumination.

5.11 Traffic Control Plan

The following paragraphs illustrate a potential basic construction phasing option assuming both the widening and deck replacement projects occur under the same contract:

Phase 1 - Widen the WB viaduct structure, including installing a fiber optic system to replace the existing system that is mounted on the EB viaduct structure.

Phase 2 - Shift traffic to widened viaduct structure and begin deck replacement, and place the new fiber optic system into service.

Phase 3 - Widen the EB structure, including removing the old fiber optic system on the WB viaduct structure.

Phase 4 - Shift traffic and begin EB deck replacement and place new fiber optic system in service

The following is to be noted:

- No more than one ramp will be closed at a time in either direction, during the deck replacement
- Work will be staged to minimized the duration of the ramp closures
- User cost provision and/or incentives will be arranged with FDOT for the design-build contract to influence ramp closure durations

5.12 Production Schedule

The objective of the Selmon Expressway widening project and the deck replacement project schedules is to bid both projects together. This will result in significant cost savings and fewer disruptions to the travelling public. The Selmon Expressway PD&E Study (widening project) was completed as a *SEIR* with a Public Hearing held on December 15, 2009. After the Public Hearing and in January 2010, both projects were advertised as a design-build project. Construction is planned to begin later in 2010 and end in 2012 (refer to **Table 5-4**).

Table 5-4 Work Program Schedule

Activity	Fiscal Year
PD&E Study	2009 / 2010
Award Design/Build with Re-Decking Project*	2010
Construction	2010 / 2011

* This Selmon Expressway widening project may be incorporated in the design-build to re-deck the Selmon Expressway by FDOT.

5.13 Project Cost Estimates

The project construction cost estimate for the recommended alternative of the widening project is approximately 55 million dollars. This includes the section within the re-decking limits and a roadway section from 19th Street to South of 22nd Street. The total cost estimate is approximately 66.1 million dollars including design and construction inspection efforts.

Table 5-5 Recommended Alternative Project Costs*

Category	Cost (Millions in 2010 dollars)
Construction	$55.1
Design & CEI (20%)	$11.0
Right-of-Way Acquisitions	$ 0
TOTAL	**$66.1**

* This project could be implemented as a design-build project where the design costs are included with the costs for construction.

5.14 Design Exceptions/Variations

The FDOT's roadway design criteria and standards are contained in Volume 1 of the *Plans Preparation Manual (PPM)*, and are usually within the desirable ranges established by AASHTO. The values usually given in this volume have been accepted by FHWA and govern the design process. When the FDOT's criteria are not met, a Design Exception, Utility Exception or Design Variation is required. Design Exceptions are required when the proposed design elements (other than utility elements) are below both the FDOT's governing criteria and AASHTO's new construction criteria for the 13 controlling design elements as stated under Chapter 23 of Volume 1 of the *PPM*. Design

Variations are required when proposed design elements are below the FDOT's criteria and where a Design Exception or Utility Exception is not required.

For this Study, one Design Exception and six Design Variations are required. The Design Exception and Variations have been prepared by the FDOT. The stopping sight distance (SSD) Design Exception and the design speed Design Variation must be approved by FDOT District Design Engineer and Central Office while the others are approved by the FDOT District Design Engineer.

During the review process of these variations and Exception, it was decided to make the following revisions to the concept plans:

- The EB widening was originally all to the inside from east of the straddle bents to 19th Street. The vertical clearance in this case did not meet the minimum required 16' 6" to the bottom edge of the REL piers from Sta. 1636+37 to Sta. 1644+89 (REL piers 151 to 157).
- The EB widening was subsequently adjusted from the radius that passes by the straddle bents to 19th Street, resulting in 8' 6" maximum inside widening and 12' maximum outside widening.
- This new alignment now provides the minimum vertical clearance from inside the shoulder to the REL piers and bridge located in the median of the viaducts.
- This change occurred after the Public Hearing was held.

The approved Design Exception and Variations are included in **Appendix C – Design Exception and Variations**. The attachments for the individual Design Exception and Variations packages are in the project file.

Section 6 – ENVIRONMENTAL IMPACTS SUMMARY

6.1 Natural Environment

6.1.1 Air Quality

The above referenced proposed project is located in Hillsborough County and is currently designated as Attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. The Recommended Alternative was subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards (NAAQS) for the pollutant with either the No-Build or Recommended Alternative. As such, the project "passes" the screening test. The project is located in an area that has been designated as Attainment for the 8-hour NAAQS for ozone under the criteria provided in the Clean Air Act and therefore, transportation conformity does not apply.

6.1.2 Coastal and Marine

The project will not result in adverse impacts to the coastal and marine resources. No project construction will occur within any coastal and marine resource. While the project will discharge to tidal waters, all stormwater will be treated pursuant to state water quality requirements prior to discharge. In accordance with Part 2, Chapter 26 of the PD&E Manual, the project is not located in any coastal barrier resource as defined by the Governor's Executive Order 81-105 and the Federal Coastal Barrier Resource Act. No essential fish habitat (EFH) is located within the study limits.

6.1.3 Contaminated Sites

In accordance with the FDOT policy and the FHWA requirements, a *Contamination Screening Evaluation Report (CSER)* was prepared. The *CSER* was prepared pursuant to the FHWA's Technical Advisory 6640.8a, dated October 30, 1987 and Part 2, Chapter 22 - Contamination Impacts of the FDOT's *PD&E Manual*. Risk rankings were assigned to each potential contamination site after reviewing regulatory site lists, existing contamination reports, and historical land use data, and conducting on-site field reviews.

The data collection effort involved all potential contamination sites within the vicinity of the proposed project. Of the 15 sites evaluated in the CSER, no sites were assigned "High" risk rating, four sites were assigned "Medium" risk ratings and 11 sites were assigned "Low" risk rating. These sites are listed in **Table 6-1** and shown in **Figure 6-1**.

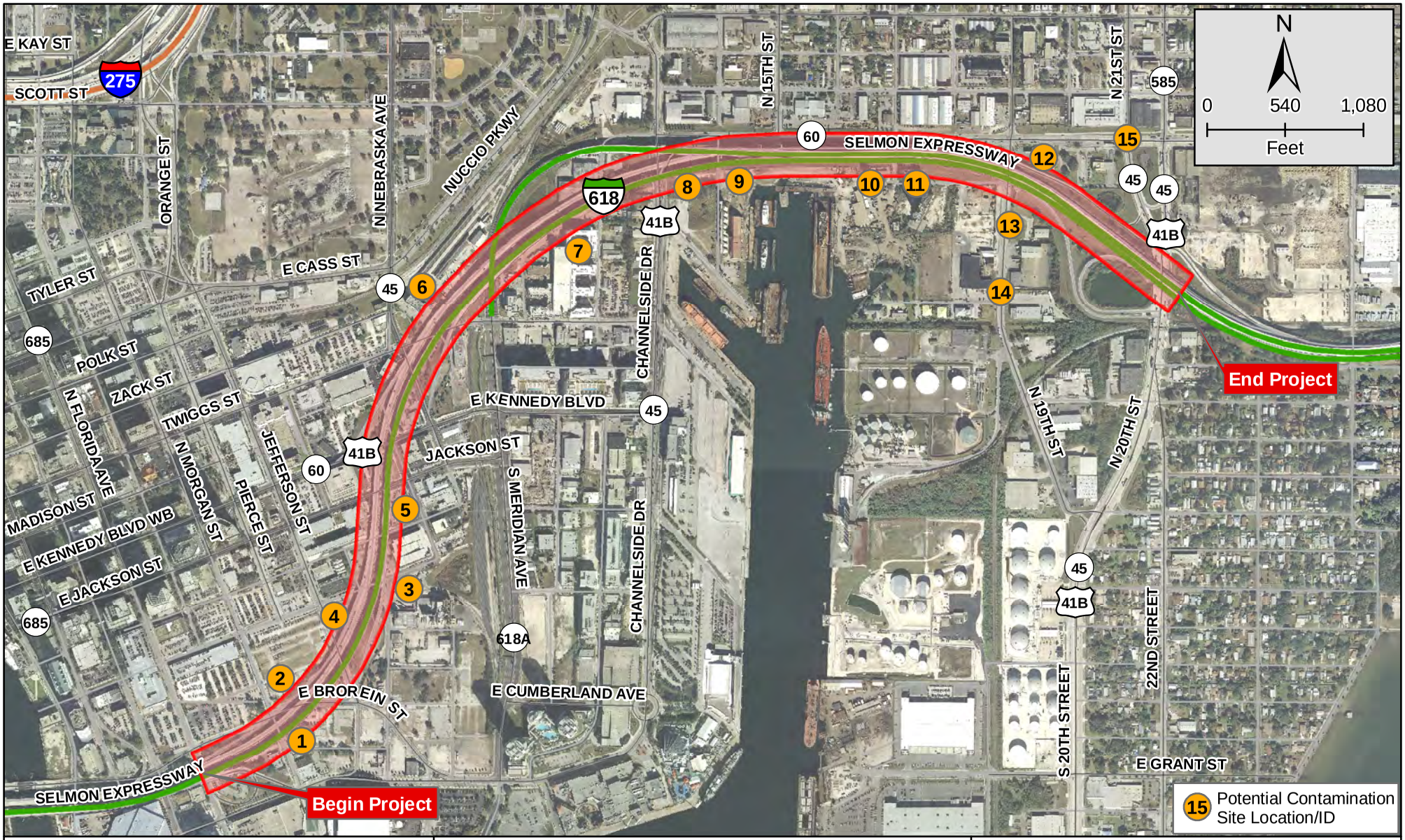
At the three facilities ranked "medium" risk due to potential contamination near the project areas, additional environmental assessment may be warranted. A more detailed assessment of these sites should be conducted prior to starting the construction phase.

In addition, an asbestos survey was completed on the Selmon Expressway structures from Morgan Street to North 12th Street. This survey did not identify any asbestos containing materials. A paint coating sampling survey was also conducted and the results of this survey show the presence of lead and chromium at levels which exceed the maximum contaminant levels.

Proper precautions will be taken during the renovation and/or demolition of these structures as outlined within the paint coating sampling survey report found in Appendix G. These precautions include: complying with the Occupational Safety and Health Administrations (OSHA) Construction Standard contained in 29 CFR 1926 for personnel health and safety; and containerize all paint related waste in US Department Of Transportation (USDOT) approved containers, properly labeled, stored and disposed of.

Table 6-1 Summary of Potential Contamination Sites Located along the Selmon Expressway Project Corridor

Map ID (Site No.)	Site Name	Site Address	Risk Rating	Government Database
1	Eli Whit Co.	Intersection of E. Eunice Ave. and Morgan St.	Medium	UST/LUST/SPILL
2	Unknown Name	Intersection of E. Bell St. & Morgan St.	Low	ERNS
3	Con Agra, Inc.	110 S. Nebraska Ave.	Low	UST/LUST/SPILLS/FIND
4	Bayshore Four Seasons	102 Jefferson St.	Low	UST/LUST
5	Alley and Alley Chartered	205 N. Brush St.	Low	UST/LUST
6	CSX Transportation Union Station	601 Nebraska Ave.	Low	UST/LUST/SPILLS
7	City of Tampa Maintenance Yard	616 N. 12th St.	Low	UST/LUST/SPILLS
8	Channelside Drive Spill	Intersection of Channelside and Adamo Dr.	Low	CERCLIS/FINDS
9	Detsco Terminal	739 N. 14th St.	Low	UST/LUST/SPILLS/FINDS/ CERCLIS
10	International Ship Repair	1616 Penny Ave.	Medium	UST/LUST/SPILLS/TRIS/FINDS/RCRAGN
11	JH Williams Oil CO-Bulk Lube Facility	Penny Ave. and N. 17th St.	Medium	UST
12	CITGO (Adamo Drive Inc.)	1909 Adamo Dr.	Medium	UST/LUST
13	ICI Paints	1010 N. 19th St.	Low	UST/LUST/TRIS/ SPILLS/FINDS
14	Sun Bank	605 N. 19th St.	Low	UST/LUST
15	FDOT Right of Way/Exxon 4-9121	2105 Adamo Dr.	Low	UST/LUST/FINDS/ RCRAGN



Selmon Expressway (SR 618)
Downtown Viaduct
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from Florida Avenue to South 22nd Street
Hillsborough County

Figure 6-1: Potential Contamination Sites Map

Source: FGDL, FirstSearch, REA

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

6.1.4 Farmlands

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. In addition, it was determined that the project is located within the FHWA Urbanized Area for Tampa Bay and thus coordination with the NRCS is not required.

6.1.5 Floodplains

In accordance with Executive Order 11988, 'Floodplain Management," USDOT Order 5650.2, "Floodplain Management and Protection," Chapter 23, Code of Federal Regulations, part 650A, and Part 2, Chapter 24 - Floodplains of the FDOT's *PD&E Manual*, effects to floodplains from the construction of the proposed improvements to the Selmon Expressway were considered. The effects of the proposed improvements on the floodplains were presented in the *Location Hydraulics Report.*

The 100-year (base) floodplain within the project area is directly connected to Tampa Bay via Hillsborough Bay. The tidally influenced discharge points for the project area are generally to the Hillsborough River, Garrison Channel, or Ybor Channel. The topography along the Selmon Expressway viaduct and around the bay is a low-lying urban coastal zone and has elevations ranging from sea level to approximately 20 feet NGVD. Within the majority of the project limits, the existing Selmon Expressway is an elevated limited access viaduct. Portions of the ground level areas below the existing viaduct are located within the 100-year (base) floodplain

The proposed project will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain

volumes. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes.

6.1.6 Infrastructure

The CSX Rail Road runs under the viaduct structures and parallels the REL where it exits onto Meridian Avenue. Close coordination with CSX will be required during the design-build phase.

Underneath the viaduct structures of the Selmon Expressway there are approximately 22 parking lots within the project limits. Seventeen (17) of these are owned by THEA, three are owned by Hillsborough County, one is owned by the City of Tampa, and one is owned by Channelside Development, LLC. These parking lots are designed around the existing piers and have access along the side streets.

Based on a Sunshine One Call design ticket (updated August 2009), current owners of utilities in the corridor include:

- AT&T COMM., Inc.
- Bright House Networks
- Verizon Florida Inc
- Teco Peoples Gas
- City of Tampa Water & Sewer
- Deltacom
- FPL Fibernet
- Fiberlight, LLC
- Global Crossing Telecom., Inc
- Hillsborough County ITS
- Hillsborough County Traffic
- Kinder Morgan / Central Florida Pipeline
- Level 3 Communications, LLC

- Verizon Business
- Nuvox Communications
- Sprint Nextel
- TECO
- Tampa Port Authority
- Time Warner Telecom
- XO Communications
- City of Tampa Traffic Department (fiber optic lines)

Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. The project is expected to have minimal impacts to utilities

6.1.7 Navigation

No navigable waters will be affected by this proposed project. There will be no United States Coast Guard (USCG) involvement with this proposed project.

6.1.8 Special Designations

A review of the GIS analysis data indicated that there is one Planned Unit Development within the 100-foot buffer area. Tampa Bay is one of the Priorities 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). As noted in Section 6.1.9, the project discharges to an impaired water body, hence, a net environmental improvement in water quality will need to be demonstrated. Compensatory treatment for currently untreated runoff to obtain this net water quality improvement may be utilized and will be allowed by the SWFWMD.

6.1.9 Water Quality/Quantity

Consistent with Section 5.8 of the SWFWMD Basis of Review for Environmental Resource Permit Applications, provision will be made for the treatment of the first ½-inch of runoff over the new impervious area resulting from the proposed widening of the viaduct structures.

As the project is anticipated to be permitted prior to the new statewide stormwater treatment rules being placed in effect, the SWFWMD has stated that a net improvement for water quality parameters of concern must be demonstrated by performing a pre/post pollutant loading analysis based on existing and proposed land uses. In addition, because the project discharges to an impaired water body, a net environmental improvement in water quality will need to be demonstrated. Compensatory treatment for currently untreated runoff to obtain this net water quality improvement may be utilized and will be allowed by the SWFWMD.

Water quantity attenuation requirements will require demonstration that discharges from the proposed project will not adversely impact off-site areas for a 25-year/24-hour storm event. It was noted by the SWFWMD that the majority of the proposed Selmon Expressway improvements will discharge to tidal waters which would minimize the need for attenuation of the 25-year, 24-hour storm event.

6.1.10 Wetlands

In accordance with Part 2, Chapter 18 - Wetlands and Chapter 27 - Wildlife and Habitat Impacts of the FDOT's *PD&E Manual*, a *Wetland Evaluation and Biological Assessment Report (WEBAR)* was prepared for this proposed project. Wetlands and surface waters were identified using the U.S. Army Corps of Engineer's *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (2008)* and the Florida Department of Environmental Protection's *Delineation of the Landward Extent of Wetlands and Surface Waters*, 1995 (Chapter 62-340, F.A.C.).

Methodologies for identifying wetlands and surface waters included aerial interpretation, 2006 National Wetlands Inventory (NWI) data, Natural Resource Conservation Service (NRCS) soil surveys, SWFWMD Florida Land Use, Cover and Forms Classification System (FLUCFCS) maps, and field observation (ground truthing). Wetlands were evaluated for size, quality, contiguity with other wetlands and surface waters, community structure, adjacent land uses, hydrologic function, and ability to support wildlife.

There were no wetlands identified along the project corridor. However, two other surface waters (OSW) were identified as stormwater facilities for the existing roadway. No impacts are anticipated to occur within these OSWs.

6.1.11 Wildlife and Habitat

As noted in Section 6.1.10, a *WEBAR* was prepared for this project Field observations, literature reviews, and agency database searches were conducted to identify federal- and state-listed species and to identify potential critical habitat for these species in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended, Chapters 5B-40 and 68A-27 FAC, and Part 2, Chapter 27 of the FDOT's *PD&E Manual: Wildlife and Habitat Impacts*. This project has also been subject to the FDOT's Efficient Transportation Decision Making (ETDM) process (project #11840). The proposed roadway improvements are not anticipated to adversely impact any federal or state-listed species or their critical habitat.

6.2 Cultural Impacts

6.2.1 Historical/Archaeological

A *Cultural Resource Assessment Survey (CRAS)* has been prepared for the proposed project. This study was undertaken to assist in complying with NEPA; Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 (Protection of Historic Properties, revised January 2001),

and in accordance with Chapter 267 of the Florida Statutes, and Part 2, Chapter 12 - Archaeological and Historical Resources of the FDOT's *PD&E Manual*. The purpose of the *CRAS* was to locate and identify any cultural resources within the APE and to assess their significance in terms of eligibility for listing in the NRHP. The historical/architectural field survey was conducted in September 2009. No archaeological fieldwork was necessary since the existing ROW has been previously surveyed for archaeological resources. Thus, the methodology for the archaeological survey included background research only, consisting largely of a check of the Florida Master Site File (FMSF) digital database as well as examination of unpublished cultural resource management reports for projects within and proximate to the project (e.g., ACI/Piper Archaeology 1981; Baker 1978; Janus Research 2000; Janus Research/Piper Archaeology 1993). Background research indicated that seven archaeological sites are located within 200 feet of the existing viaduct ROW. The *CRAS* was submitted to FHWA on October 16, 2009 for review and coordination with the State Historic Preservation Officer (SHPO).

Background research indicated that seven previously recorded historic resources were located within the historical project APE, which was defined, in consultation with the Division of Historical Resources, as the property within approximately 200 feet from the centerline of the existing ROW. The APE was drawn to take into account the potential visual, noise, and secondary impacts. These recorded resources include the NRHP-listed Tampa Union Station (8HI298), the Seaboard Railway corridor (8HI11335), and five commercial and industrial-related historic structures built between ca. 1912 and 1948 (8HI6835, 8HI6838 through 8HI6841). The five historic structures were determined ineligible for listing in the NRHP by the SHPO, and the Seaboard Railway (8HI11335) was not evaluated by the SHPO due to insufficient information.

As a result of the field survey, two previously recorded resources, the Seaboard Railway (8HI11335) and historic structure (8HI6835), are no longer extant within the APE. The other five previously recorded historic resources (8HI298 and 8HI6838 through 8HI6841)

have not been significantly altered since they were last recorded. Field survey did not result in the identification of any newly historic resources (now 50 years of age or older).

Of the five extant historic resources located within the project APE, the SHPO previously evaluated 8HI6838 through 8HI6841 as ineligible for listing in the NRHP. On the other hand, 8HI298, Tampa Union Station, 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 at-grade RELs, and less than 100 feet northwest of the existing elevated Selmon Expressway. The Recommended Alternative proposed for this study is within the existing ROW. No changes in the elevation of the existing structure, nor any new structures (e.g., off ramps) are planned. However, should any new ROW or structural changes be needed, 8HI298 may 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 resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Concurrence of findings from the SHPO was given on December 2, 2009.

6.2.2 Recreation Sites

A review of the GIS analysis data indicated that three schools, three Multi-Use Trails Priorities, one Paddling Trails Priority are located within the 500-foot buffer area. No recreational areas will be impacted by the proposed project. As discussed in Section 6.2.1, the proposed improvements should have no involvement with Section 4(f) properties.

6.3 Community Impacts

6.3.1 Aesthetics

A review of the 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. Since the viaduct structures are proposed to be widened generally to the inside and within the existing right-of-way, there will not be any significant change in terms of aesthetics.

6.3.2 Economic

The majority of land surrounding the project area consists of industrial, commercial and services, institutional and transportation land uses. In addition, there are two approved Developments of Regional Impact (DRIs) in varying stages of implementation: Tampa Downtown and The Quad Block. The proposed viaduct improvements will not result in any businesses being bypassed or any business impacts due to Right of Way acquisition.

Two block groups, 120570039002 and 120570040002, with a median income of below $25,000 and four minority populations over 40% are located within 500 feet of the project area. The proposed viaduct improvements will not result in any impacts to low income or minority populations.

6.3.3 Land Use

The study corridor is mostly urban. A review of the GIS analysis data and maps indicated that existing land use within 500-feet of the project area includes; 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).

Based on long-range planning, projected population and employment growth, and projected traffic volumes, the Hillsborough County MPO has included this project in the

Hillsborough County MPO's 2035 Cost Feasible LRTP that was adopted on December 9, 2009.

Although the project is not specifically mentioned in the City of Tampa Comprehensive Plan, its adoption in the 2035 LRTP will make it eligible for being added to the Tampa Comprehensive Plan at a future plan amendment cycle.

6.3.4 Community Services

Currently there are six express bus routes that utilize the Selmon Expressway (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 Eastern Hillsborough County.

The expressway is connected to the Port of Tampa and Cruise Terminal via South 22nd Street, which will become more important when the I-4 Connector is completed. The expressway also has direct ramp connections to I-75, US 41, and US 301 that benefit freight movements. Improving the capacity of SR 618 should provide some congestion relief to the I-4/I-275 interchange and I-275 downtown ramps, which are parallel facilities to the expressway.

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 area adjacent to the expressway. Along the limits of this project the expressway is elevated. Standard sidewalks and other amenities are provided by others along the urban streets below.

6.3.5 Relocation

The proposed project will not require any Right of Way acquisition to widen the viaduct structures or for construction of the project's stormwater treatment system. As a result, no relocations will occur as a result of the construction of the project.

6.3.6 Community Cohesion

Proposed viaduct improvements will not divide any current, or planned future communities. The proposed project does not traverse neighborhoods consisting primarily of minority groups, nor is it routed through primarily low property value neighborhoods.

The proposed project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Additionally, the project is in compliance with Executive Order 12898, Environmental Justice, issued on February 11, 1994. The project is not expected to cause harm to elderly, physically challenged, non-driving, transit dependent, or minority individuals.

6.4 Other Impacts

6.4.1 Noise

A *Noise Study Report (NSR)* was prepared for the proposed project in accordance with Part 2, Chapter 17 - Noise of the FDOT's *PD&E Manual*. The analysis was performed following FDOT procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772 (*Procedures for Abatement of Highway Traffic Noise and Construction Noise*). The prediction of future traffic noise levels with the proposed roadway improvements was performed using the FHWA's Traffic Noise Model (TNM Version 2.5). The TNM propagates sound energy, in one-third octave bands, between highways and nearby receivers, taking into account the intervening ground's acoustical characteristics and topography, and rows of buildings.

Fifty-two (52) receivers were modeled representing 272 noise sensitive sites along the project corridor. Two hundred and seventy (270) sites, represented by 45 receivers within TNM, are associated with the Seaport Channelside apartment community. Two additional sites represent the Rampello K-8 Magnet School (interior noise levels) and playground (exterior noise levels). The Rampello K-8 Magnet School playground was represented by one receiver within TNM, while the Rampello K-8 Magnet School was represented by six receivers at varying distances from the Selmon Expressway. The results of the analysis indicate that existing (2008) exterior noise levels are predicted to range from 51.1 to 68.0 dBA with levels predicted to approach, meet, or exceed the NAC at 28 sites (six receivers in TNM). The no-build (2035) exterior traffic noise levels are predicted to range from 54.1 to 70.7 dBA with levels predicted to approach, meet, or exceed the NAC at 120 sites (22 receivers in TNM). In the future (2035), with the proposed improvements to the Selmon Expressway, exterior traffic noise levels are predicted to range from 54.8 to 71.5 dBA, with levels predicted to approach, meet, or exceed the NAC at 136 sites (26 receivers in TNM). For the Rampello K-8 Magnet School, interior noise levels were all predicted to be below the NAC for the existing, no-build and build scenarios.

When compared to the existing condition, interior and exterior traffic noise levels are predicted to increase 2.3 to 3.8 dBA with the improvements to the Selmon Expressway. As such, none of the sites are predicted to experience a substantial increase (15.0 dBA or more) in traffic noise as a result of the project.

Noise abatement measures were evaluated for the noise sensitive areas predicted to be affected by the proposed improvements to the expressway. The measures were traffic management, alignment modifications, property acquisition, land use controls, and noise barriers. Although feasible, traffic management, alignment modifications, property acquisitions, and land use controls were determined to be unreasonable methods to reduce the predicted traffic noise impacts for the affected sites.

Based on the results of the analysis, the construction of noise barriers for the sites predicted to be affected by the project along the Selmon Expressway is not a feasible method of reducing predicted traffic noise impacts. Barriers could not be designed to effectively reduce noise levels by at least 5.0 dBA.

6.4.2 Construction

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department's *Standard Specifications for Road and Bridge Construction* and Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities so that motorists, residents, and business persons can make other accommodations. The contractor will be required to maintain access to all businesses during normal business hours.

Construction of roadway improvements will have a temporary impact on noise-sensitive sites adjacent to the project corridor due to the use of stationary and mobile construction equipment. Construction noise could be controlled by the adherence to the most recent edition of the FDOT's *Standard Specifications for Road and Bridge Construction.*

Section 7 – PERMITS & MITIGATION SUMMARY

7.1 Permits

The following permits are expected to be required for this proposed project:

- SWFWMD Environmental Resource Permit
- FDEP NPDES Construction General Permit

7.2 Avoidance/Minimization/Mitigation

Other than the No-Build Alternative, it is not possible to completely avoid impacts. The Recommended Alternative will result in impacts to surface waters. Opportunities to avoid and minimize impacts to surface waters will continue to be evaluated during the project's design phase.

THEA will incorporate all practicable measures to further avoid or minimize surface waters impacts during design, and all unavoidable impacts will be appropriately mitigated.

Due to potential contamination near the project area, additional environmental assessment may be warranted at four facilities ranked "medium" risk. Additional assessment activities associated with these sites should consist of soil and groundwater testing. To determine the potential impact the sites may have on construction, additional assessments are recommended to occur during the project's design phase.

Section 8 – PUBLIC INVOLVEMENT SUMMARY

8.1 Public Involvement Program

A Public Involvement Program was developed for the project in accordance with Part 1, Chapter 11- Public Involvement of the FDOT's *PD&E Manual*, Section 399.155, Florida Statutes, Executive Order 11990 and 11988 and CEQ Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act and 23 CFR 771. The program identified federal, state, regional and local agencies that have involvement with the project due to jurisdictional review or expressed interest. The program also included coordination with those on the ETDM's Environmental Technical Advisory Team (ETAT), the formal review committee.

The following sections summarize the public involvement activities that have taken place throughout the study.

8.2 ETDM Screening

The project was subjected to the ETDM Screening tool under the following elements:

ETDM Project No.:	11840
Planning Organization:	FDOT District 7
ETDM Stage:	Programming Screen
Project Status:	ETAT Review Complete
Project Type:	Widening
Project County:	Hillsborough
District No.:	7

The following information was included for review under the screening process:

- Project Description
- Purpose and Need Statement
- Required Technical Studies
- Class of Action Determination
- Segment Details

- Project Effects
- Agency-Assigned Degrees of Effect and FDOT Feedback

The *Final Programming Screen Summary Report* was published on October 20, 2009 and is included in **Appendix D**.

8.3 Advance Notification

The Advance Notification (AN) Package was forwarded to the Florida State Clearinghouse – Florida Department of Environmental Protection on August 5, 2009 in accordance with Executive Order 95-359. The package specified that the project had been screened through the ETDM process and that the Class of Action was determined to be a *State Environmental Impact Report (SEIR)* based upon in-house environmental evaluations and comments received through coordination with other agencies through the ETDM Environmental Screening Tool (EST). The AN package consisted of:

- AN Transmittal Letter
- Mailing List
- ETDM Programming Screen Information
- Project Location Map
- Application for Federal Assistance

8.4 Small Group Meetings

No small group meetings were conducted for this project.

8.5 Public Hearing

A public hearing was held on Tuesday, December 15, 2009 from 5:00 p.m. to 7:00 p.m. at the Tampa-Hillsborough Expressway Authority Office in Tampa Florida. Prior to the hearing, a notice was published in the Florida Administrative Weekly on November 20, 2009. A legal display ad was published in two separate issues of the *St. Petersburg Times* (Tampa Edition) on November 22 and December 6, 2009. The Public Hearing Transcript is included in **Appendix E**.

Two mailing lists were developed as part of the public involvement program. 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 informal session of the public hearing was held in the lobby of THEA's office and also in the board room from 5:00 p.m. to 6:00 p.m. The format was "open-house", during which citizens were given an opportunity to review a handout, various exhibits, and the study documents. THEA and their representatives were available for one-on-one questions and answers. A court reporter was present throughout the evening to record verbal comments as well. The following project related information was on display:

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

The formal portion of the hearing began at approximately 6:00 p.m. in the board room. Joe Waggoner, THEA Executive Director, gave introductory remarks at the beginning of the formal hearing presentation. Jeff Novotny, American Consulting Engineers of Florida, presented the appropriate legal statements required for a public hearing followed by a presentation that discussed study objectives and the preferred alternative. Following the presentation, the public testimony period began.

Fifty two (52) people (excluding staff) attended the hearing. One citizen gave an oral statement during the public testimony period. Four written comments forms were submitted at the hearing. One written comment was received during the 10-day comment period following the hearing. All five comments were in support of the build alternative and the incorporation of the downtown Greenway Project. Additional information from the public hearing can be found in **Appendix F**.

Section 9 – APPENDICES

A. List of Supporting Documents

B. Conceptual Design Plans – Recommended Alternative*

C. Design Exception & Variations Package

D. ETDM Programming Screen Summary Report

E. Public Hearing Transcript

F. Public Hearing Documents

* Separately Bound Volume

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APPENDIX A

List of Supporting Documents

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Appendix A: List of Supporting Documents

Separate reports prepared include:

Project Development Engineering Report (PDER)
Location Hydraulic Report (LHR)
Traffic Technical Memorandums and Reports
Wetland Evaluation and Biological Assessment Report (WEBAR)
Contamination Screening Evaluation Report (CSER)
Cultural Resource Assessment Survey (CRAS)
Noise Study Report (NSR)
Air Quality Technical Memorandum (AQM)
Comments and Coordination Report

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APPENDIX B

Conceptual Design Plans – Recommended Alternative*

* Separately Bound Volume

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APPENDIX C

Design Exception and Variations Package

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MEMORANDUM

FLORIDA DEPARTMENT OF TRANSPORTATION
Roadway Design - MS 7-810 - (813) 975-6033

DATE: February 18, 2010

TO: Lynda Crescentini, FDOT Project Manager

FROM: Ronald A. Chin, P.E., District Design Engineer
BY: G. Britton Hardy, P.E., District Roadway Design Engineer

COPIES: File

SUBJECT:	Work Program Item Segment:	416361-3-52-01
	County:	Hillsborough Co.
	Project Description:	S.R. 618 (Selmon XPWY) from begin of Bridge @ W of Morgan to W of 22nd Street

Approved Design Variation (Bridge Widths)

Transmitted herewith is the approved design variation for the above subject project. Please file the originals in the project management file system and provide a hard copy to the Engineer of Record for records. Thank you for your continued support and cooperation. 2/18/10

District 7 Roadway
FEB 15 2010
Design Department

TO: Ronald A. Chin, P.E.
District Design Engineer

Date: February 15, 2010

Financial Project ID: 416361-3-52-01 New Const. ( ) RRR: (✓)
Federal Aid Number: N/A
Project Name: SR 618 (Lee Roy Selmon Expressway) Widening from W. of S. Morgan Street to W. of 22nd Street
State Road Number: 618 Co./Sec.Sub. 10 002 000
Begin Project MP: 5.240 End Project MP: 6.947
Full Federal Oversight: Yes ( ) No (✓)
Request for Design Exception ( ), Design Variation (✓)

Requested for the following elements(s):

( ) Design Speed	( ) Lane Widths	( ) Shoulder Widths	(✓) Bridge Widths
( ) Structural Capacity	( ) Vertical Clearance	( ) Grades	( ) Cross Slope
( ) Superelevation	( ) Horizontal Alignment	( ) Vertical Alignment	( ) Stopping Sight Distance
( ) Horizontal Clearance			

A Design Variation is requested for bridge widths of the mainline and ramp bridges at multiple locations. The proposed bridge clear widths do not meet the FDOT PPM criteria.

Project Description:
S.R. 618 (Lee Roy Selmon Expressway) is an elevated 4-lane divided major east-west arterial running through the City of Tampa in Hillsborough County. The facility is classified as an urban principal arterial – other freeways and expressways with limited access. It is a Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) facility.

The expressway mainline will be widened from 4-lane to 6-lane from west of S. Morgan Street (MP 5.240) to west of 22nd Street (MP 6.947). Meanwhile, the viaduct bridge deck for the mainline and ramps from S. Morgan Street to 12th Street is damaged and in need of replacement. The mainline viaduct in need of deck replacement includes the westbound bridge structure (Bridge #100332) from MP 5.240 to MP 6.206, and the eastbound bridge structure (Bridge #100333) from MP 5.266 to MP 6.200. The ramp bridges in need of deck replacement are on the S. Morgan Street off ramp, N. Jefferson St. on ramp, E. Kennedy Blvd. off ramp, and N. Nebraska Avenue on ramp.

Recommended by:

2/16/10 Date

G. Britton Hardy, P.E., #45234

Approvals:

Ronald A. Chin, P.E. Date 2/17/10
District Design Engineer

Scott Arnold, P.E. Date 2/15/10
District Structures Design Engineer

N/A Date
State Roadway Design Engineer

N/A Date
State Structures Design Engineer

N/A Date
State Chief Engineer

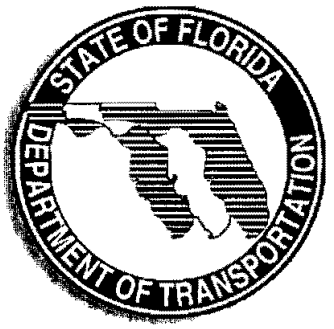
N/A Date
FHWA Division Administrator

Design variation Report

(Bridge Width)

S.R. 618 (Lee Roy Selmon Expressway) Widening
From West of Morgan Street to West of 22nd Street
Hillsborough County, Florida

FPN 416361-3-52-01



FLORIDA DEPARTMENT OF TRANSPORTATION
District Seven
Tampa, Florida

January 2010

Table of Contents

1. Project Description

S.R. 618 (Lee Roy Selmon Expressway) is an elevated 4-lane divided major east-west arterial running through the City of Tampa in Hillsborough County. The facility is classified as an urban principal arterial – other freeways and expressways with limited access. It is a Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) facility.

The expressway mainline will be widened from 4-lane to 6-lane from west of S. Morgan Street (MP 5.240) to west of 22nd Street (MP 6.947). Meanwhile, the viaduct bridge deck for the mainline and ramps from S. Morgan Street to 12th Street is damaged and in need of replacement. The mainline viaduct in need of deck replacement includes the westbound bridge structure (Bridge #100332) from MP 5.240 to MP 6.206, and the eastbound bridge structure (Bridge #100333) from MP 5.266 to MP 6.200. The ramp bridges in need of deck replacement are on the S. Morgan Street off ramp, N. Jefferson St. on ramp, E. Kennedy Blvd. off ramp, and N. Nebraska Avenue on ramp. The project length is approximately 1.707 mile.

2. Requested Design Variation

A Design Variation for bridge widths is requested for mainline and ramp bridges at multiple locations. The proposed bridge widths do not meet the Department's criteria.

3. FDOT Plans Preparation Manual (PPM) Criteria

Figure 2.0.1 of the 2009 FDOT PPM Vol I sets forth the required bridge clear width,

Bridge clear width for 6-lane freeway (partial)	56'
Bridge clear width for 1-lane ramp	27'

4. Proposed Bridge Clear Widths

Mainline Viaduct: From S. Morgan Street to West of 17th Street,

Proposed bridge clear width 52'-0"

The bridge typical section (partial) consists of three 12 foot travel lanes, a 10 foot right shoulder, a substandard 6 foot inside shoulder, and bridge railings.

Mainline Viaduct: From West of 17th Street to 19th Street,

Proposed bridge clear width 62'-0" (WB) / 60'-0" (EB)

The WB bridge typical section consists of three 12 foot travel lanes, a 12 foot acceleration lane, a 10 foot right shoulder, a substandard 4 foot inside shoulder, and bridge railings. The EB bridge typical section consists of three 12 foot travel lanes, a 12 foot deceleration lane, an 8 foot right shoulder, a substandard 4 foot inside shoulder, and bridge railings.

All Ramp Bridges

Proposed ramp bridge clear width 24'-8"

The existing ramp bridge out-to-out width is 27 feet-9 inches with a clear width of 25 feet, which includes a 15 feet travel lane, a 4 feet left shoulder, and a 6 feet right shoulder. The bridge deck will be replaced with the out-to-out width preserved. With the bridge deck replacement, the existing 1 foot-3 inch wide traffic railings will also be replaced with the standard 1 foot-6½ inch TL-4 traffic railings. Consequently, the bridge clear width will be reduced to 24 feet 8 inches

5. Justification

1973 AASHTO Criteria

The facility was originally designed and constructed meeting the 1973 AASHTO criteria in effect back then. The 1973 AASHTO required a minimum 4-foot left shoulder and a minimum 8-foot right shoulder on long span bridges for 4-lane freeway (p. 354), a minimum 4-foot left shoulder and a minimum 6-foot right shoulder on ramp bridges (p.552).

Reasons the Current Design Criteria Are Not Met

The substandard bridge clear widths on the mainline viaduct and ramps exist as a result of proposed shoulder widths being substandard.

The constrained right of way, ramp connections, presence of bridge piers and bents of the overhead Crosstown Reversible Lanes, and construction costs are the primary controlling factors in the mainline widening.

From Begin Project to East of 12th Street, the existing bridge separation between WB and EB viaduct bridges is 35 feet-10 inches. With 19 foot-6 inch of widening to provide three 12 foot travel lanes, a 6 foot inside shoulder, and a 10 foot outside shoulder in each direction, it will leave a 3 feet-6 inches bridge separation for maintenance purpose. In order to provide standard 10' inside bridge shoulders, the bridges would need to be widened to the outside as well. The existing right of way is constrained and widening to the outside would require additional widening or reconstruction of all ramp terminals and connections within this segment. It then becomes cost prohibitive to widen an additional 4 feet to bring the shoulder width up to standard.

From East of 12th Street to 17th Street, the presence of the bridge piers and straddle bents of the Crosstown Reversible Lanes within the median plays an important role in laying out the proposed typical sections. The available space within the existing straddle bents of Crosstown Reversible Lanes prohibits bringing the proposed shoulder width up to standard.

From 17th Street to End Project, the project transitions to tie into the widened expressway under FPID 258415-1. Increasing shoulder width to meet standard would require additional right of way and reconstruction of ramps at 21st/22nd Street. It appears to be cost prohibitive to meet the criteria.

On all ramp bridges, the existing outside shoulder is 6-foot wide, and the existing left shoulder is 4-foot wide. The bridge deck will be replaced with the out-to-out width preserved. With the bridge deck replacement, the existing 1 foot-3 inch wide bridge railings will also be replaced with the standard 1 foot- 6½ inch TL-4 traffic railings. Consequently, the current ramp shoulder width criteria are not met.

Character of Traffic

Existing and future year projected traffic volume (AADT) and factors were provided by the FDOT and are shown as follows. The percentage of heavy vehicles during both the design hour and 24 hours is relatively low.

Year	West of Morgan	12th Street
	AADT	AADT
2007	35,400	51,500
2010	38,700	54,800
2023	52,800	69,300
2035	65,900	82,700
K=9.52%; D=56.78%; 24 Hr T = 5.00%; Design Hr T =2.50%		

5-Year Crash History

The accident data for the five-year period from April 2004 to November 2008 was reviewed and summarized as shown in Appendix B. There were 78 crashes within the project limits during the reporting period. 41 injuries and three fatalities involved. There were 27 rear-end/hit-concrete-wall/sideswipe crashes. Majority of the crashes occurred in the day time with dry conditions. The roadway and ramps are illuminated with roadway lighting. The predominant contributing cause recorded was careless driving.

Impact on Operations

Inside shoulder width has a measurable effect on traffic operations and highway capacity. According to 2000 Highway Capacity Manual (HCM), drivers in the median lane appear to be unaffected by lateral clearance when minimum clearance is 2 feet. The proposed inside shoulder width ranges 4 to 6 feet within the project limits. There is no impact on the Free Flow Speed (FFS) of the facility.

Substandard shoulder widths can adversely affect traffic operations when shoulders can not accommodate stopped vehicles. The proposed inside shoulders will not be able to accommodate stopped vehicles. The outside shoulders are wide enough to provide this function.

Impact on Level of Service (LOS)

The proposed inside shoulder widths provide sufficient lateral clearances and won't affect the LOS of the facility. The freeway capacity methodology described in 2000 HCM assumes that base lateral clearance is 2 feet or greater on the median side. When the available lateral clearances exceed these values, no reduction of base FFS is needed.

Benefit/Cost ratio of Additional Widening

Increasing the bridge widths to meet the Department's current standard would require additional widening of all mainline and ramp bridges.

For the mainline viaduct, to widen the bridge shoulders to meet the Department's standards the construction cost alone is estimated to be over $15,372,000. Assume all 27 rear-end and hit-barrier-wall crashes are related to substandard shoulder width, the calculated benefit/cost ratio of widening is 0.44. See Appendix C.

Since there were no crashes reported on the ramps, no benefit/cost ratios are calculated.

Operational and Safety Improvements

The proposed widening and deck replacement will provide a facility with wider shoulders and smoother riding surfaces.

The improved bridge railing will be crashworthy and redirect traffic safely reducing vehicle damage and possible severity of accidents. Reflectors will be installed to delineate the bridge railings.

Pavement marking and lane delineation increase driver comfort and help drivers see and stay within the lane. New pavement markings will be placed on the newly replaced and widened bridge decks to provide better delineation.

The facility is a toll expressway and road ranger service is available to users. Expedited response to incidents and removal of break-down vehicles will keep the interruption of traffic flow to the minimum.

6. Conclusions

The proposed bridge clear widths do not affect the operation, capacity or LOS of the facility.

Substandard shoulder widths may contribute to the occurrence of rear-end, hit-barrier-wall, or sideswipe crashes. But none of the crashes can be conclusively attributed to the deficiency.

In order to meet the standard, additional widening would be needed. The calculated benefit/cost ratio of widening to improve safety is 0.44 for the mainline. There were no reported crashes on the ramps.

In summary, widening the mainline and ramps additionally to bring the bridge widths up to standard is not warranted.

Approval of the requested bridge width variation is recommended.

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APPENDIX D

ETDM Programming Screen Summary Report

* Republished as a SEIR to be included in Final Document

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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

Table of Contents

Introduction to Programming Screen Summary Report

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

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

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

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

#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

Legend

- 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)

	Evaluation of Direct Effects																					
	Natural											Cultural			Community							
	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
ETAT Review Period: 8/18/2009 - 10/2/2009. Re-Published: 4/13/2010																						
Alternative #1 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

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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 Scrubjay 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, Layfayette 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 likes 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 likes 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:
8HI13, 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 disproportionably 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

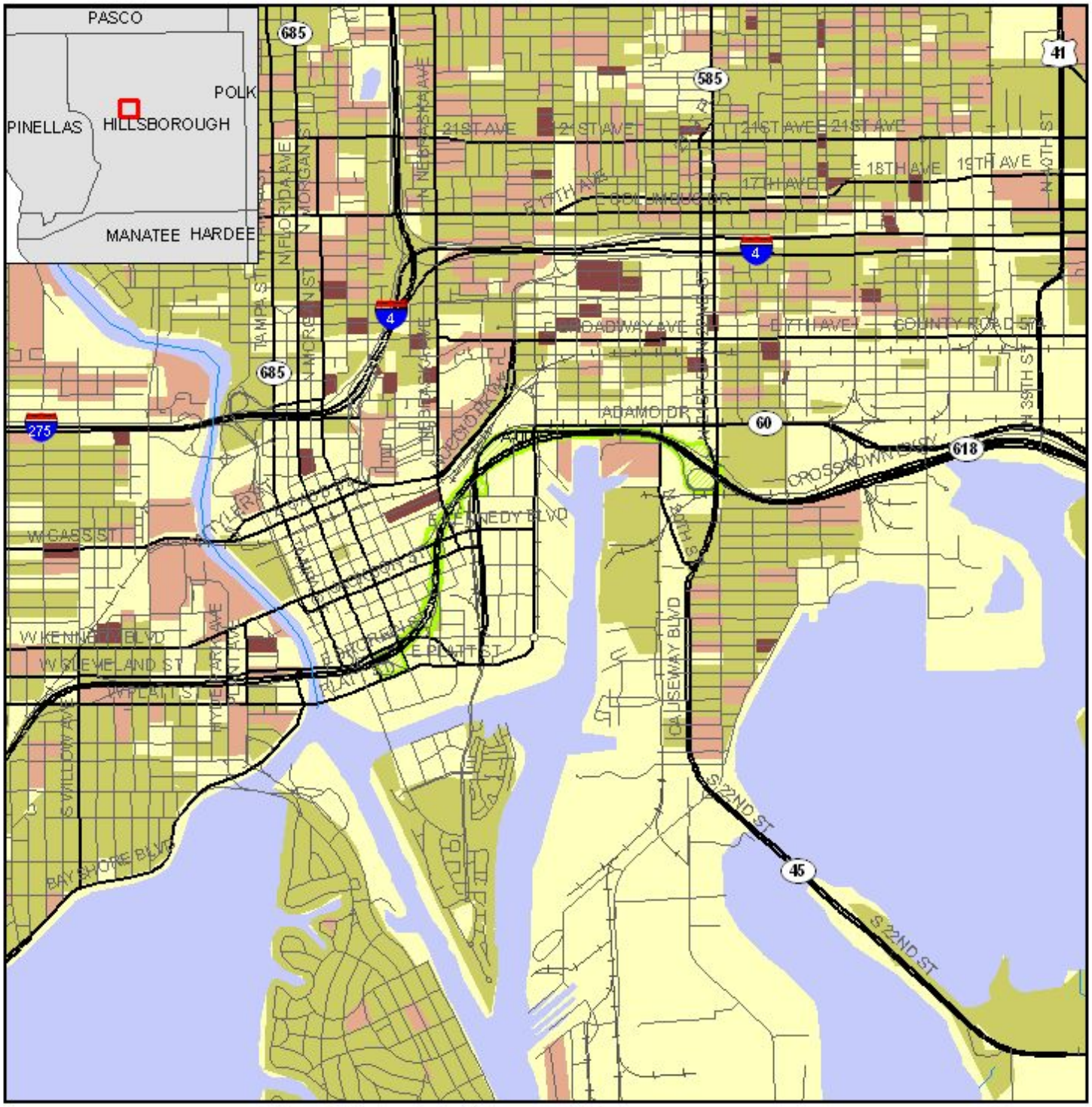
Technical Study Name	Type	Review Date
Location Hydraulics Report	ENGINEERING	08/04/09
Typical Section Package	ENGINEERING	08/04/09
Noise Study Report	ENVIRONMENTAL	08/04/09
Contamination Screening Evaluation Report	ENVIRONMENTAL	08/04/09
Endangered Species Biological Assessment	ENVIRONMENTAL	08/04/09
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



0 1 Miles

Population Age Distribution Map

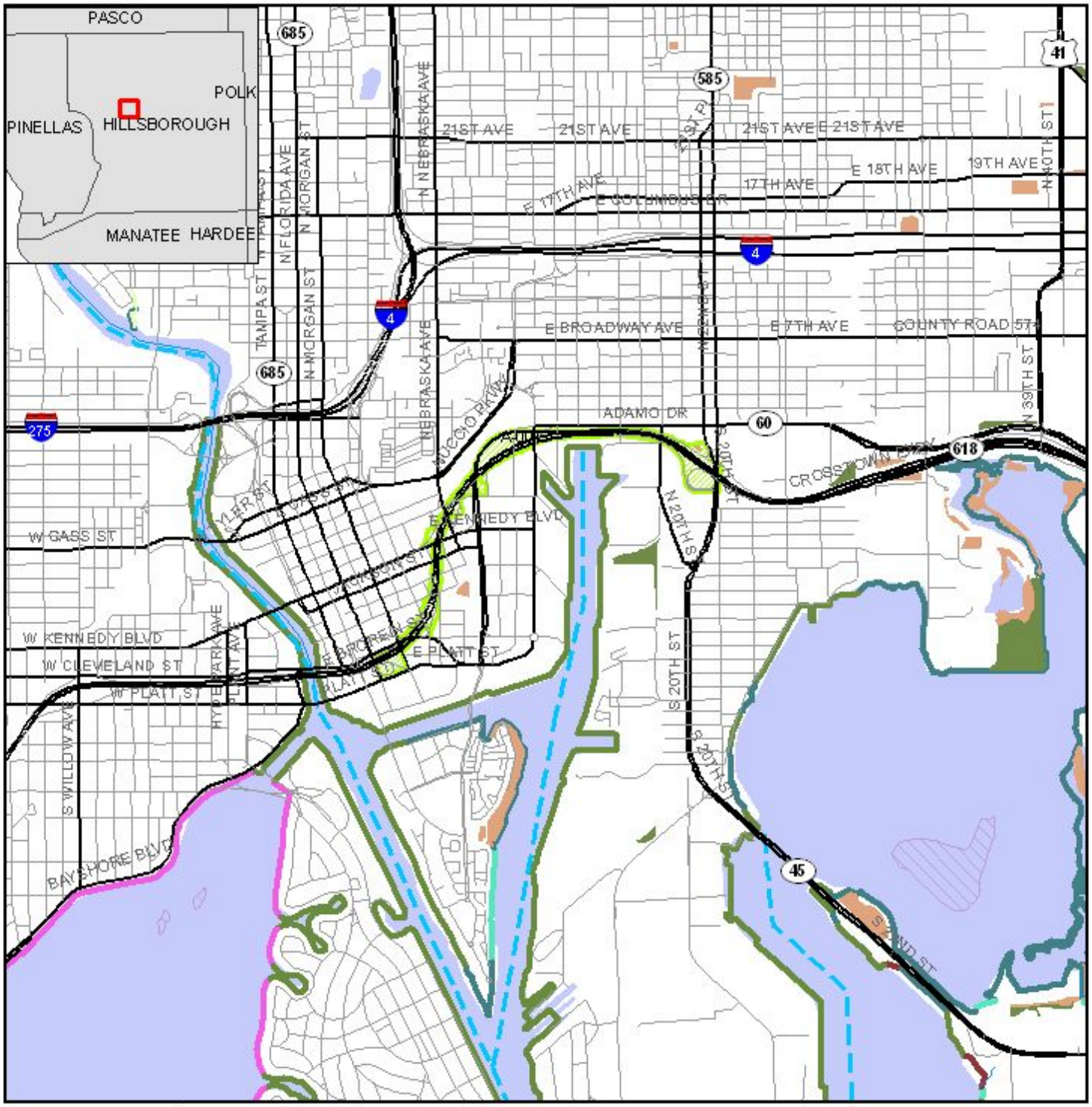
Median Age
0 - 18
18 - 30
30 - 65
> 65

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

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.6 Miles

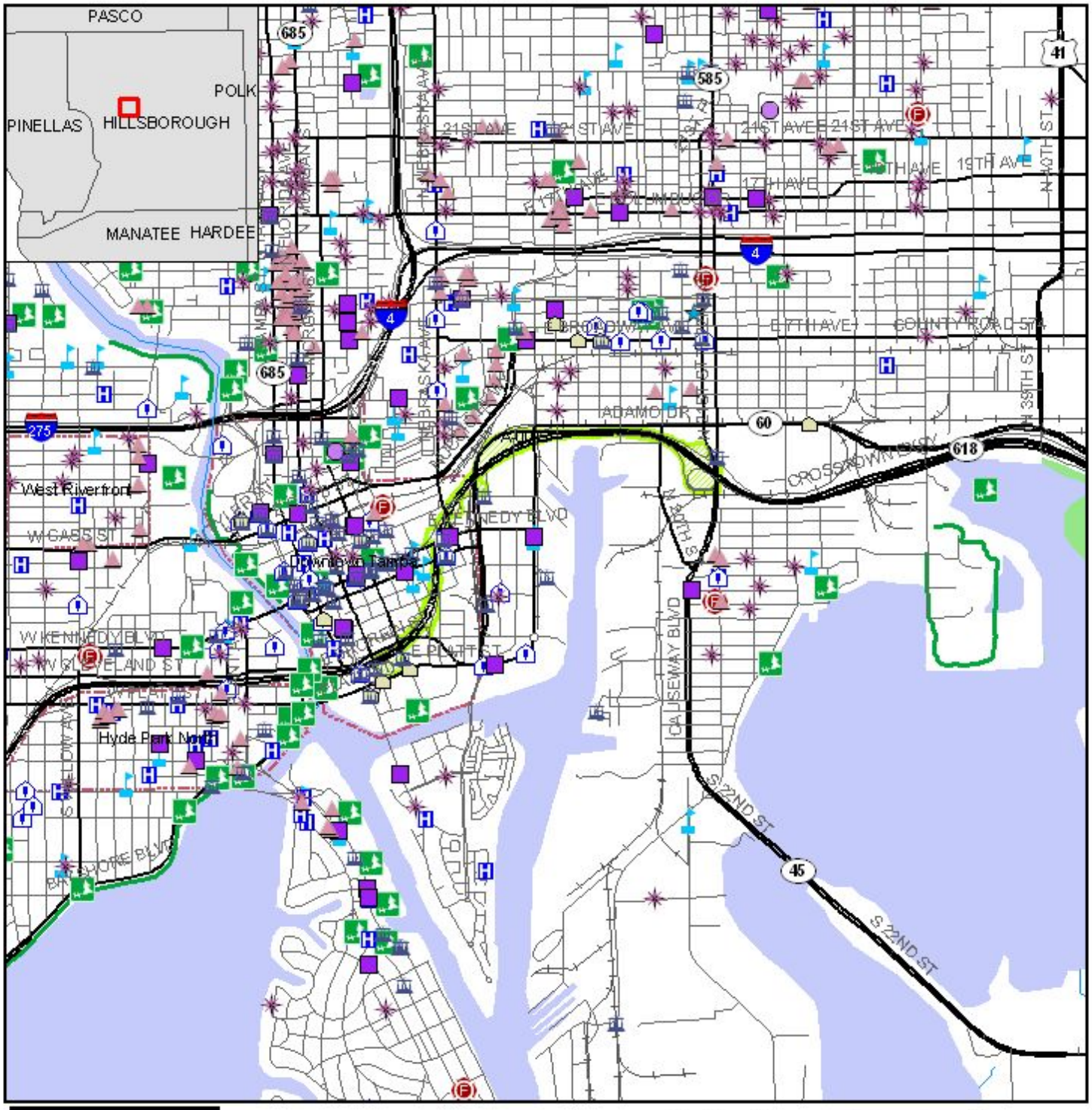
Coastal and Marine Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Aquatic Preserve
- Navigable Water Way
- Continuous Seagrass
- Discontinuous Seagrass
- Coastal Barrier Resource Area
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall

Data Sources: 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

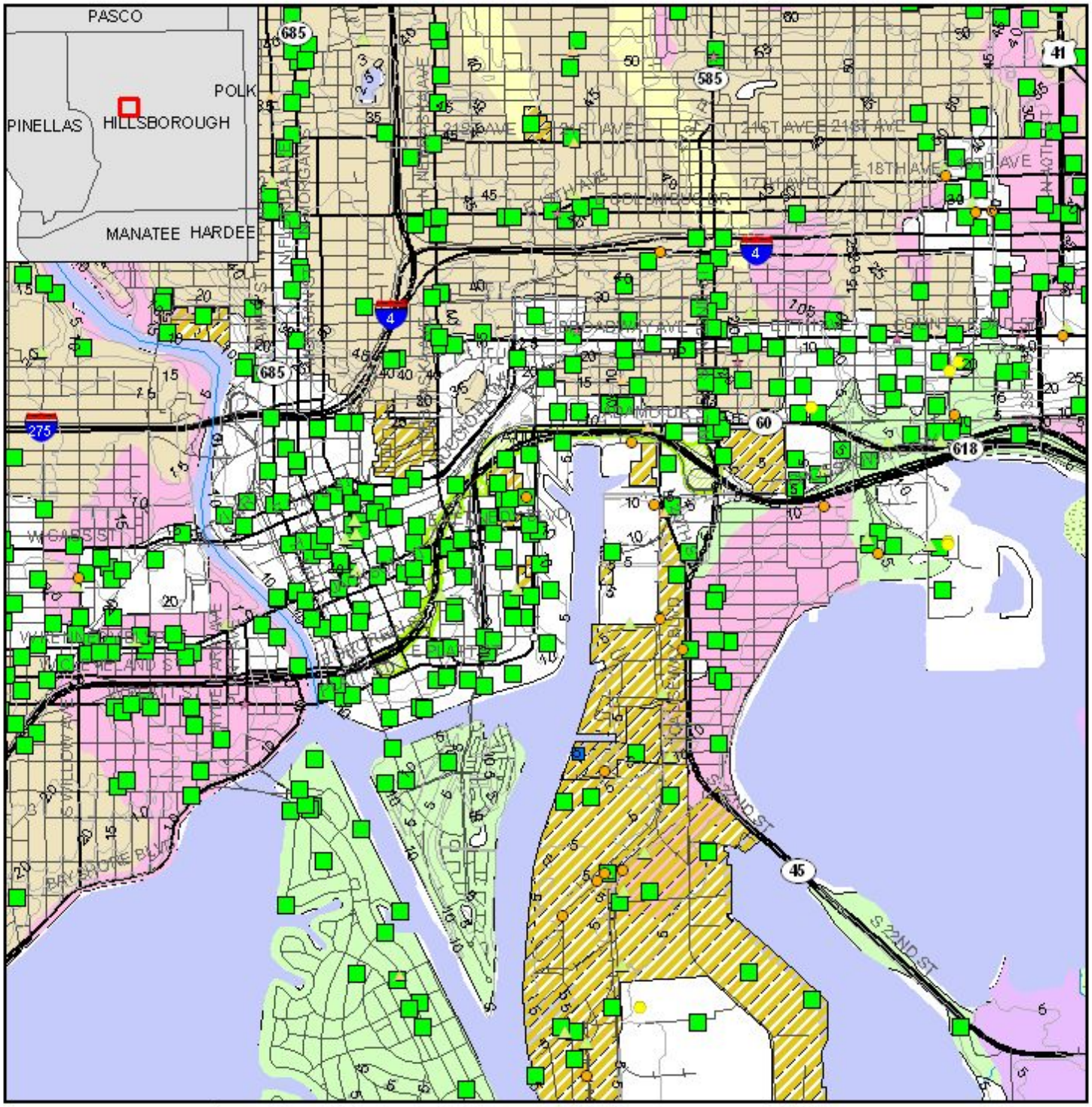
Community Facilities and Services Map

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



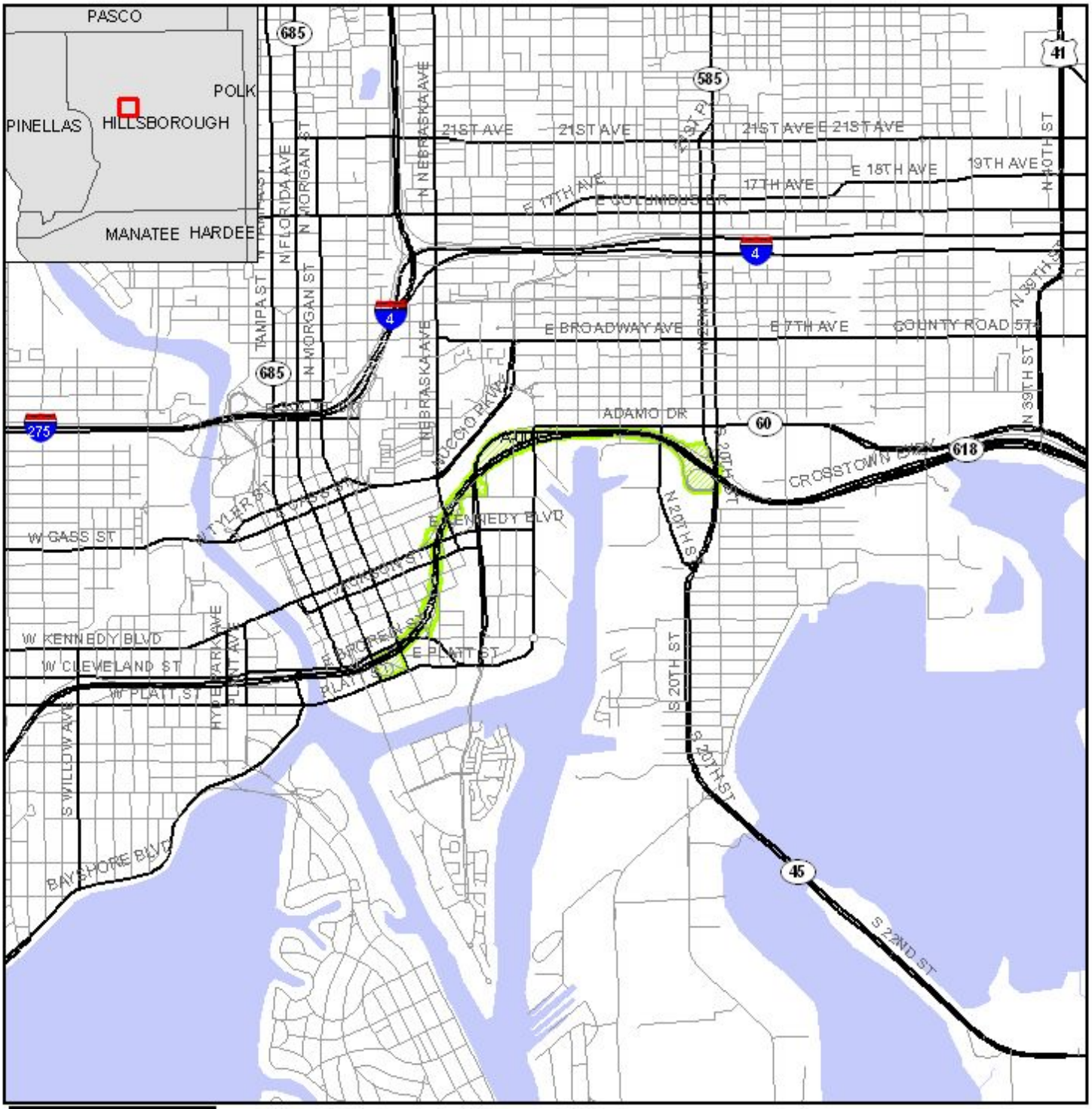
Potential Contamination Assessment Map

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

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.75 Miles

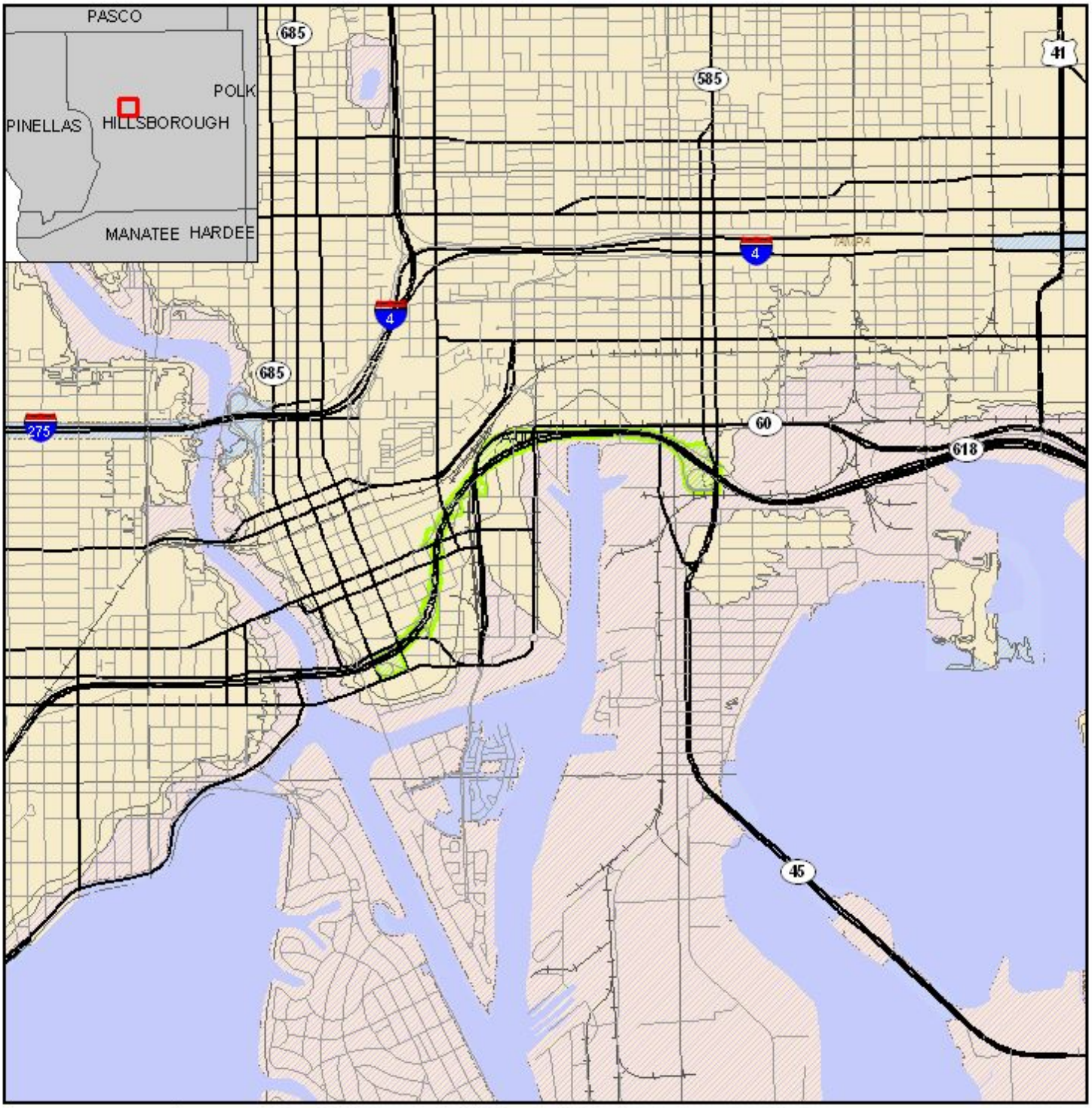
Farmlands Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Major Road
- Local Road or Trail
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

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



Floodplain Resource Map

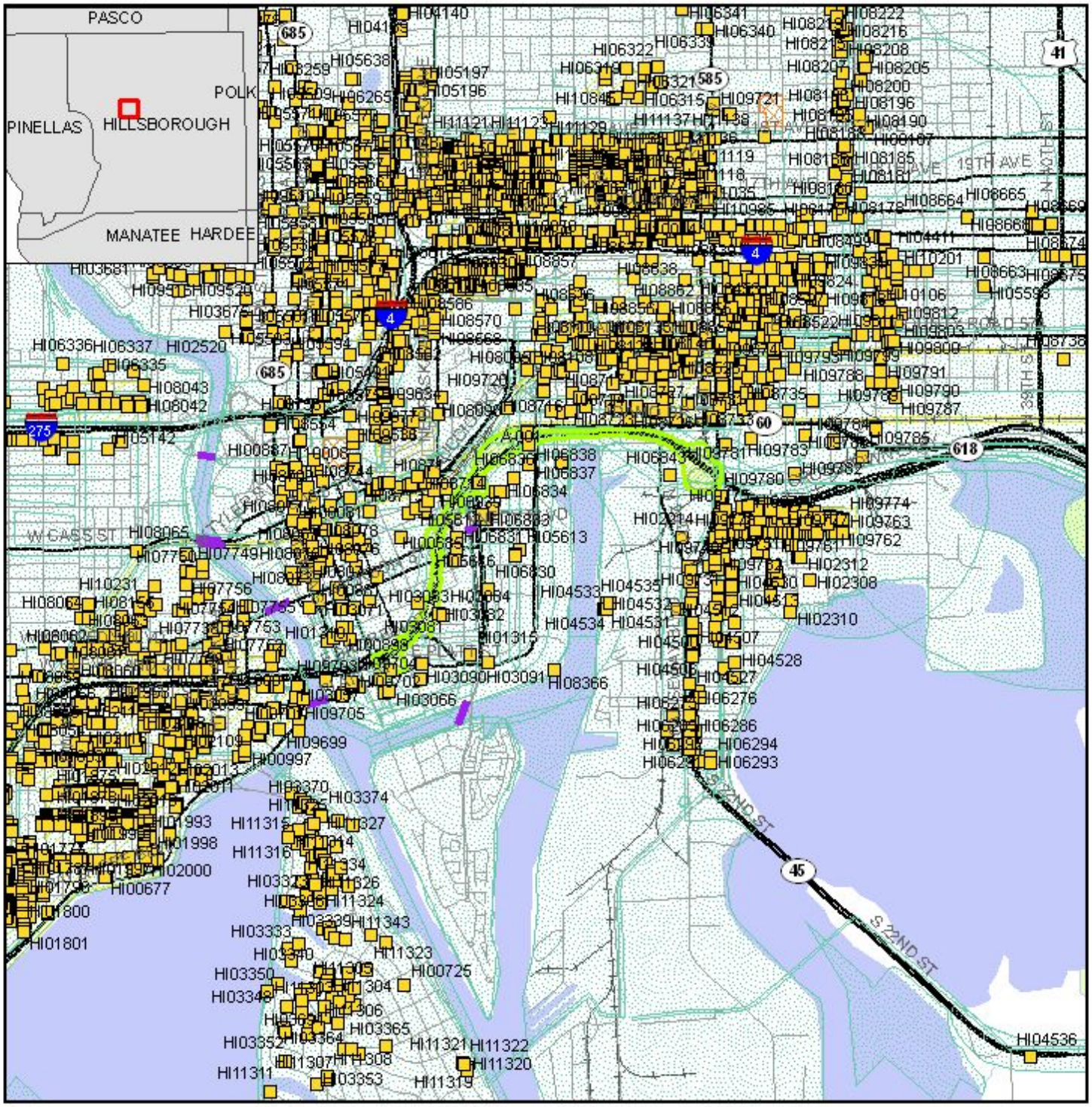
0 0.6 Miles

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Federal Emergency Management Agency

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Inside Special Flood Hazard Area
- Outside Special Flood Hazard Area

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 1 Miles

Historic Resources Map

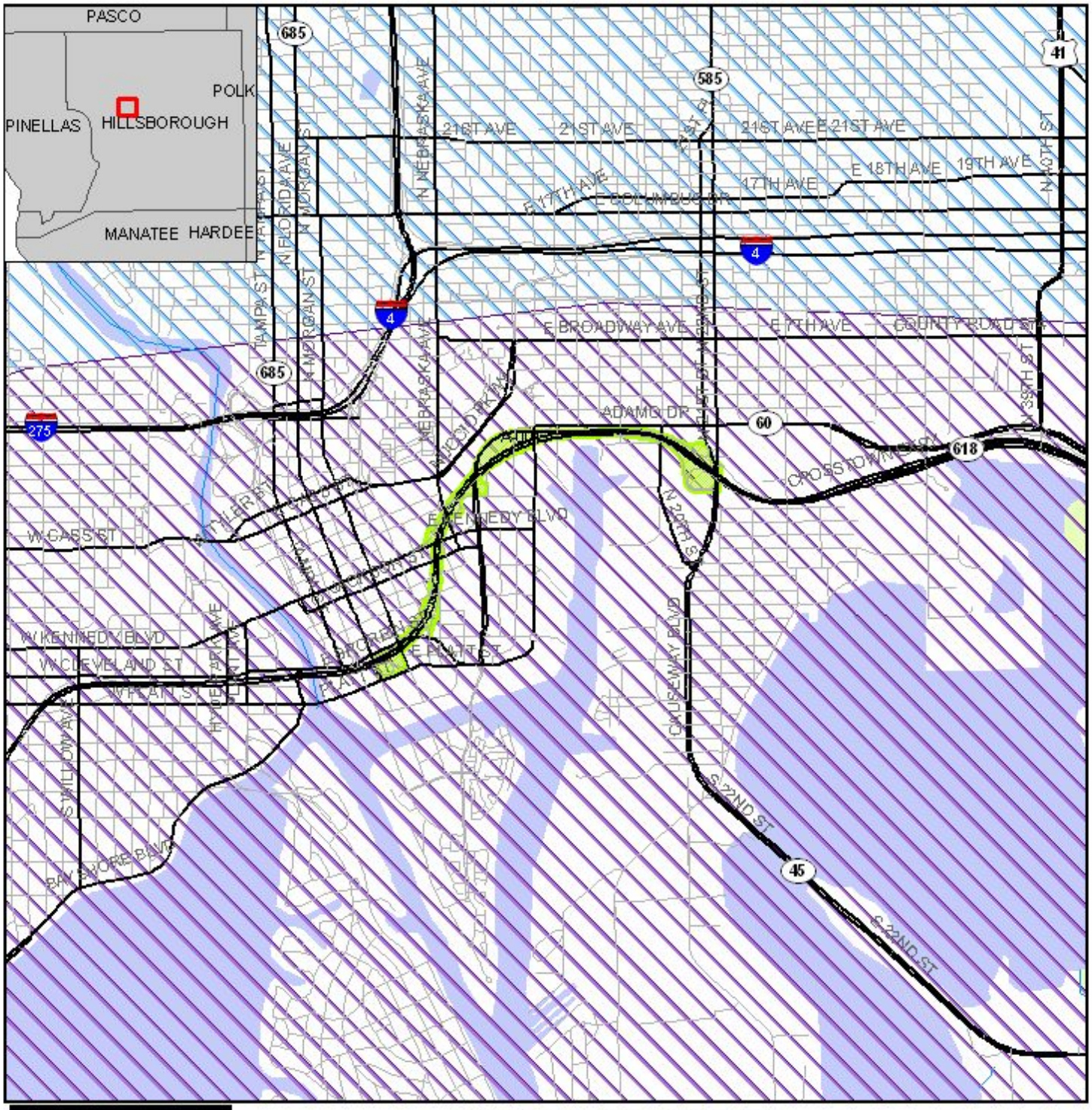
Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Major Road
- Local Road or Trail
- Railroad
- Historic Structure
- Historic Cemetery
- Historic Bridge
- Historic Resource Group
- Cultural Resource Field Survey Area
- State Historic Highway

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.8 Miles

Hydrogeology Resource Map

ETD MAlternative Point
ETD MAlternative Terminus
ETD MAlternative Segment
ETD MAlternative Polygon

Major Road
Local Road or Trail
River, Stream or Canal
Other Water Body
Swamp/Marsh

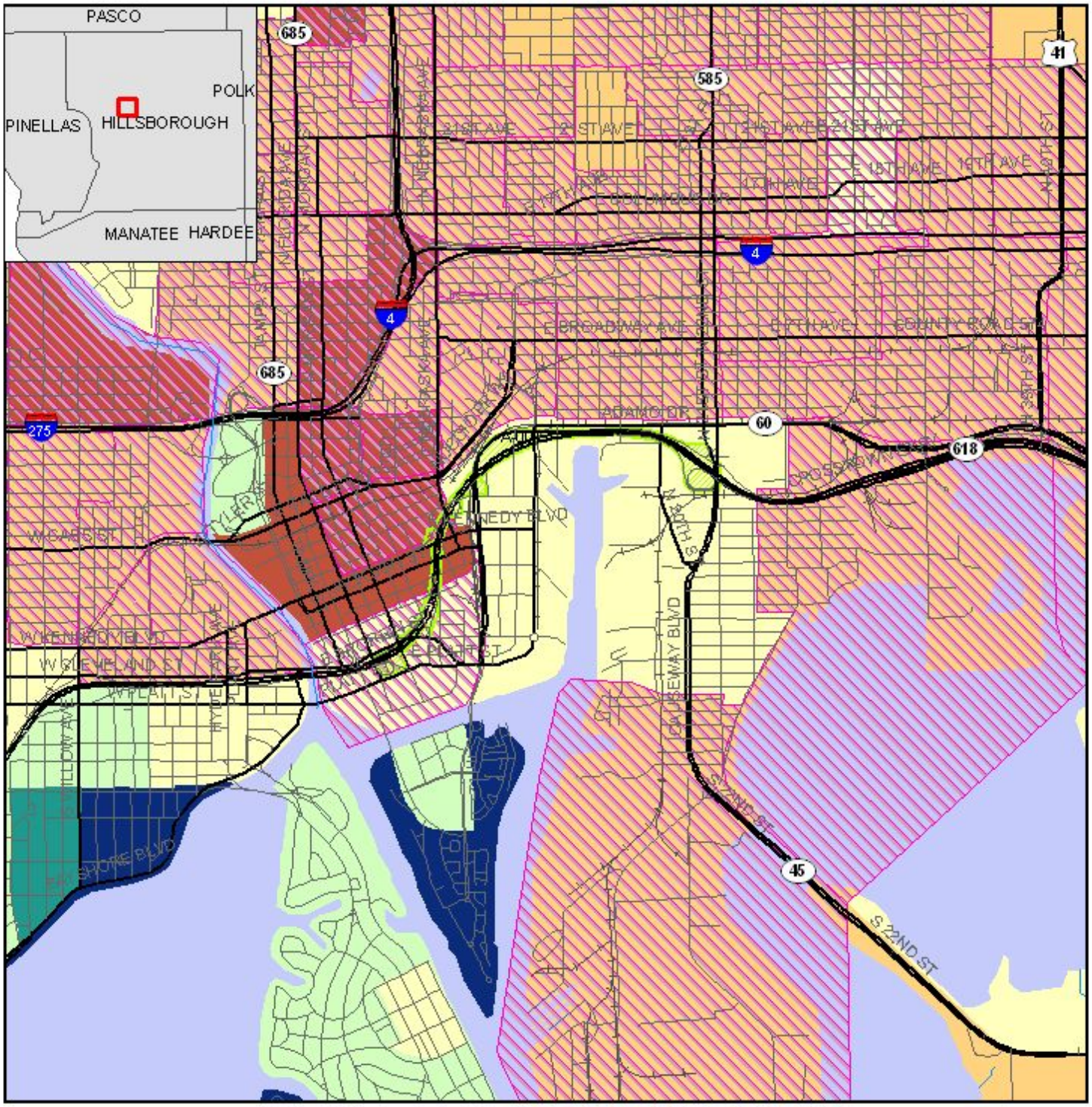
Recharge Areas of the Floridan Aquifer
Discharge 1 TO 5
Discharge > 5
Disharge < 1
Recharge 1 TO 10
Recharge > 10
Recharge < 1

Geological Epoch
Eocene
Holocene
Miocene
Miocene/Pliocene
Oligocene
Oligocene/Miocene
Pleistocene
Pleistocene & Holocene
Pliocene
Pliocene/Pleistocene

Data Sources: 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



Income Distribution Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body

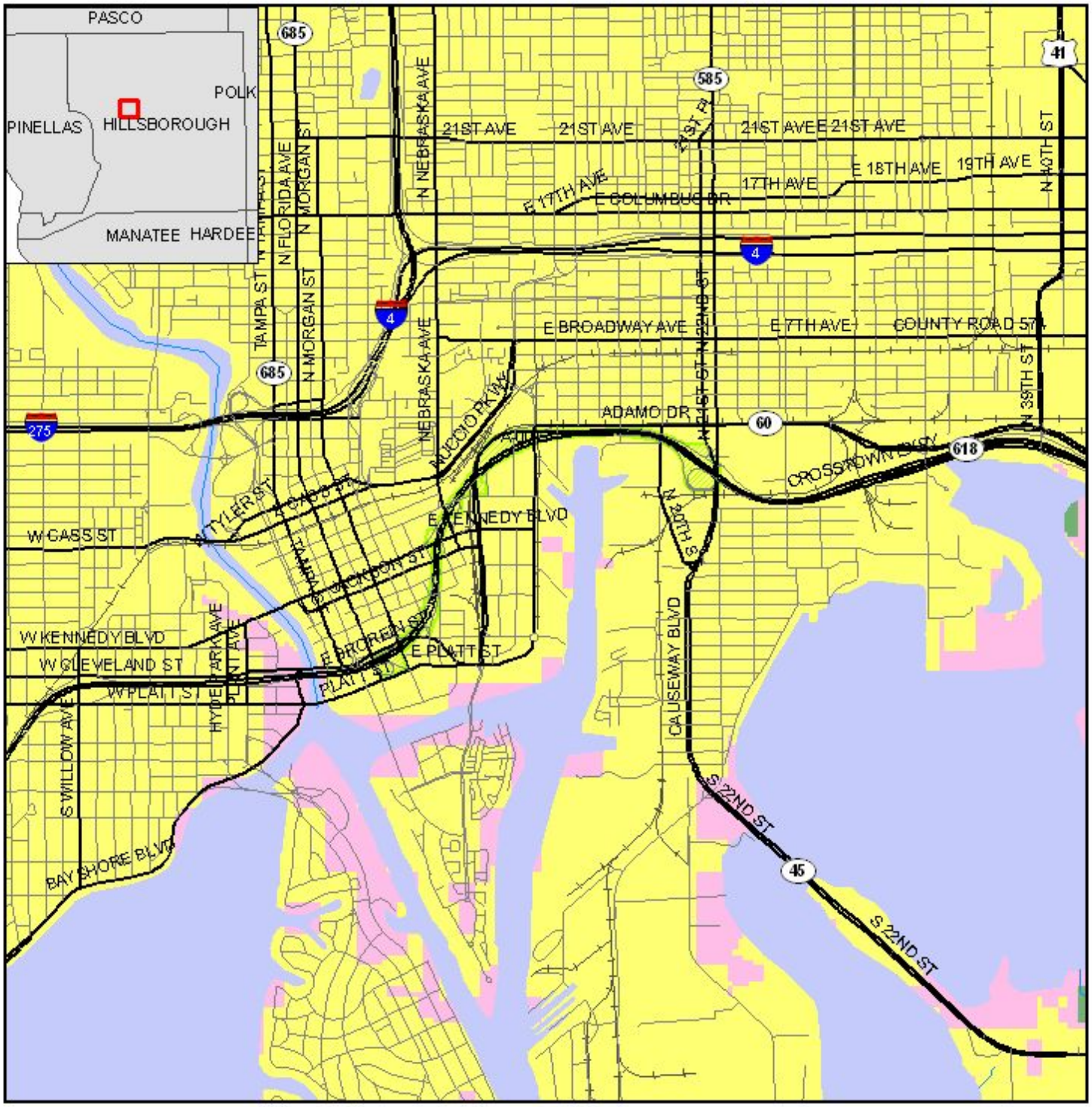
Median Household Income

0 - 10000 | 10001 - 29999 | 30000 - 49999 | 50000 - 79999 | 80000 - 125000 | > 125000

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.9 Miles

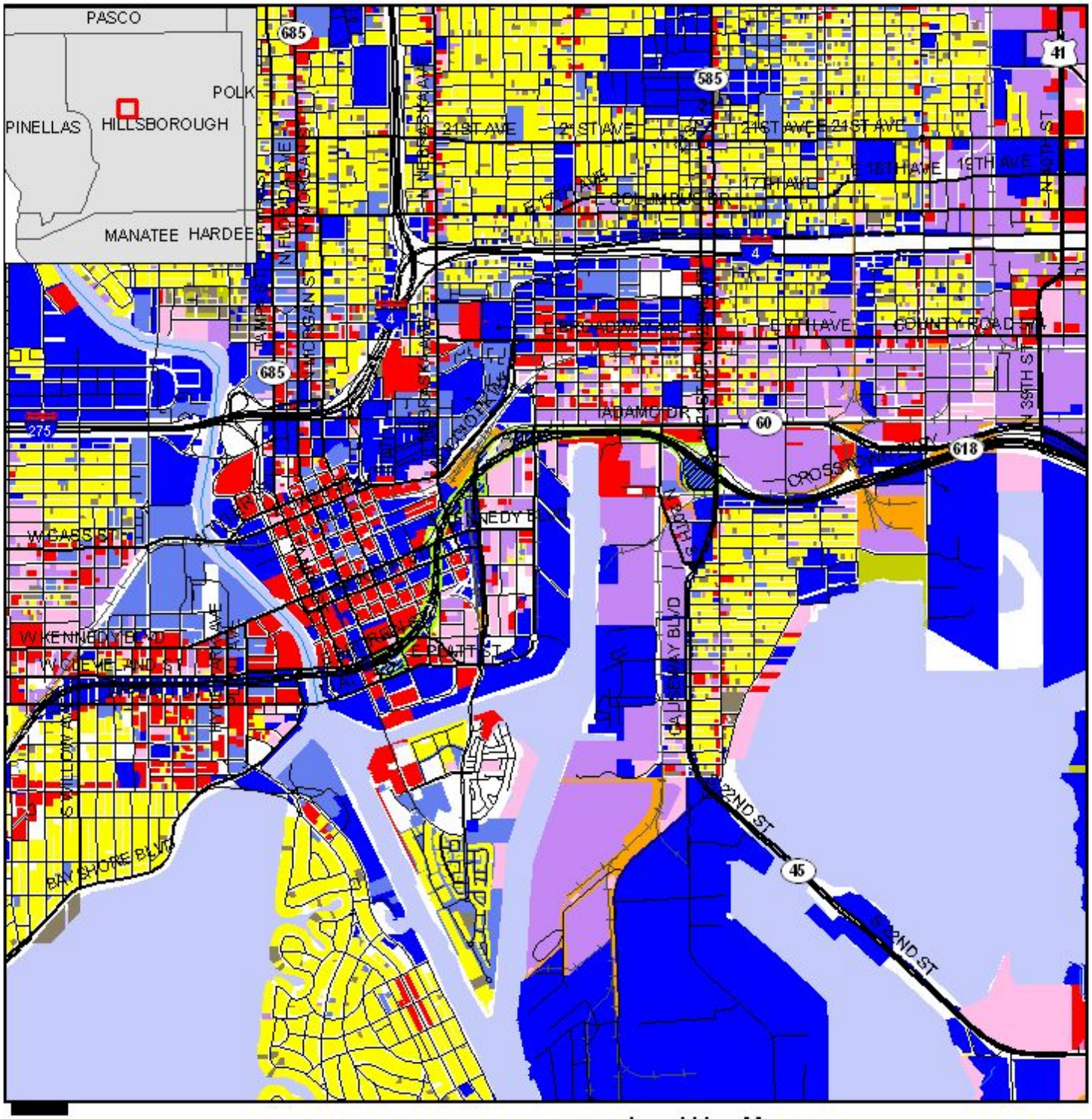
Integrated Wildlife Habitat Ranking System Map

- 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

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



0 0.2 Miles

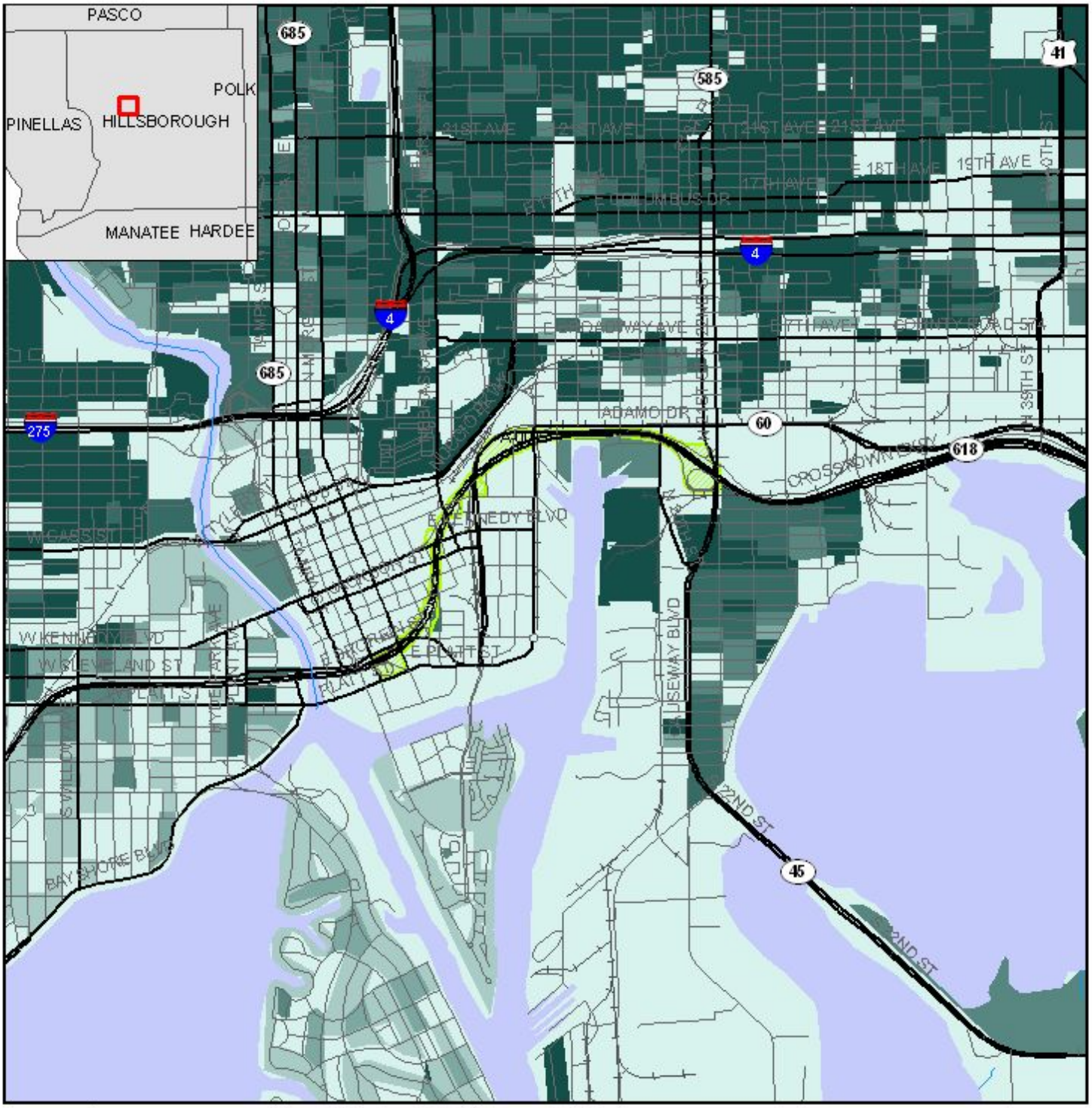
Land Use Map

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

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.3 Miles

Minority Population Distribution Map

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

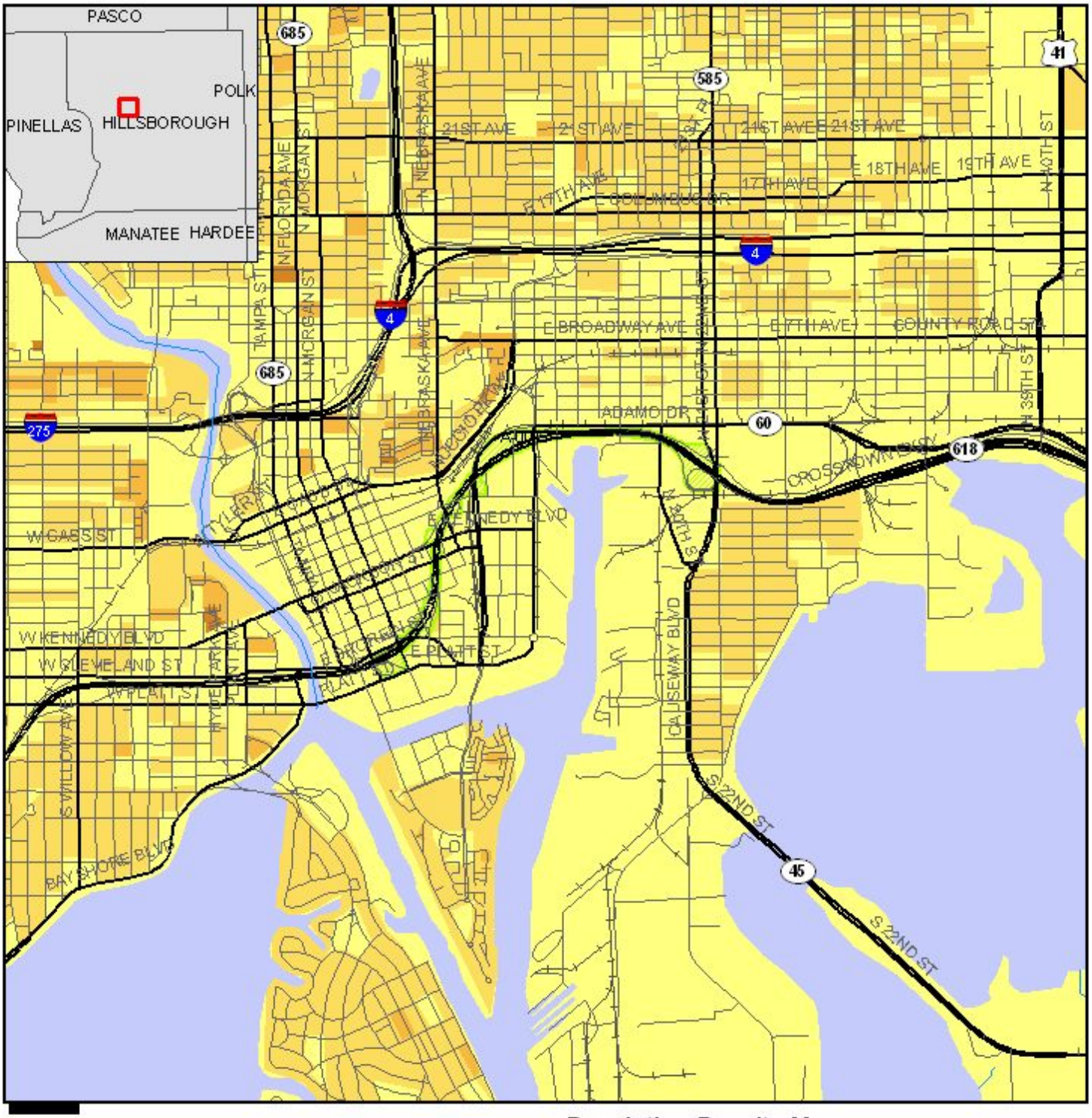
Percent Minority Population

0 - 6 | 7 - 20 | 21 - 38 | 39 - 60 | 61 - 85 | 86 - 100

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.25 Miles

Population Density Map

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

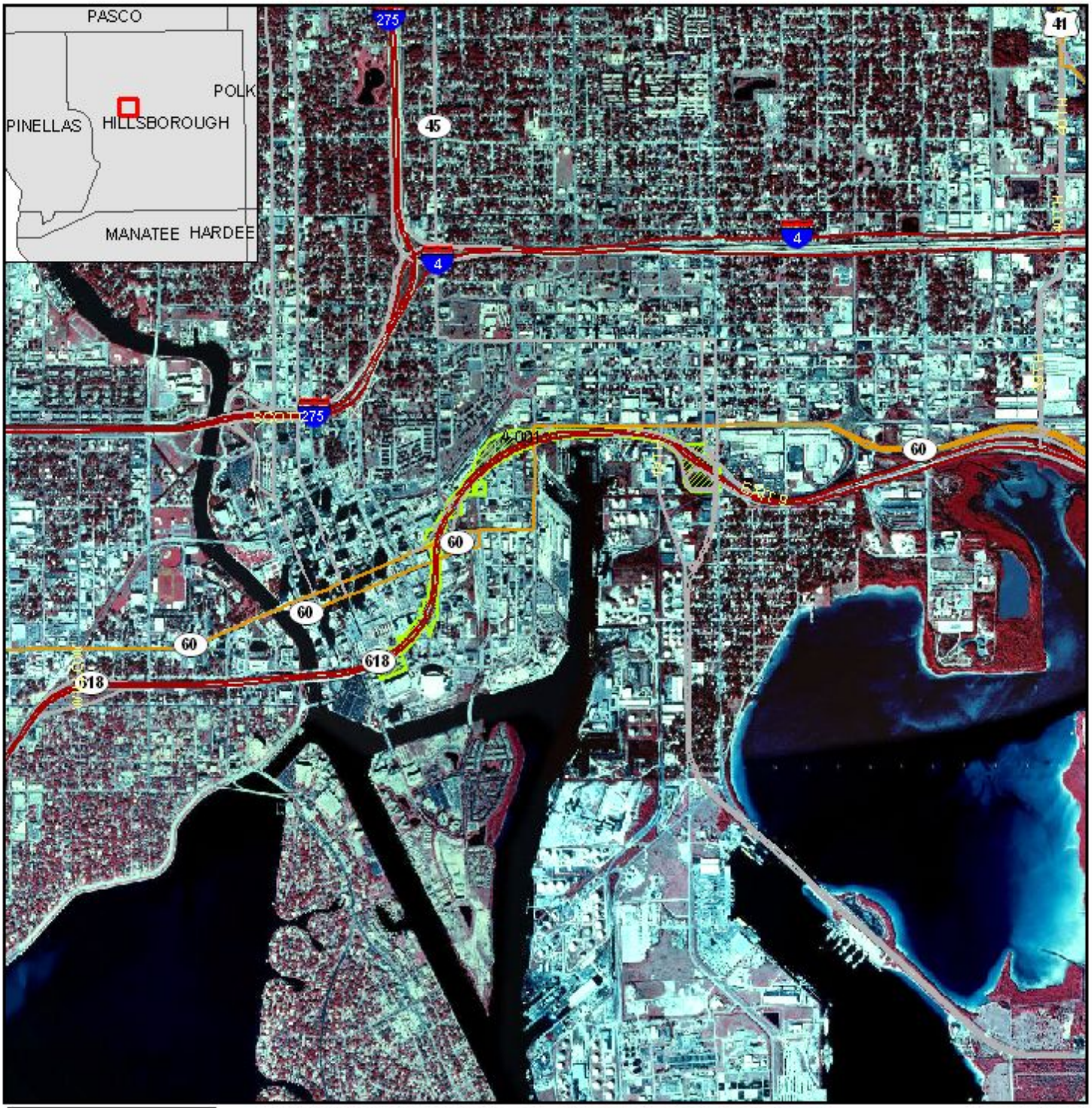
Population per Acre

0 - 4.9 | 5 - 29.9 | 30 - 99.9 | 100 - 349.9 | 350 - 800 | > 800

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.75 Miles

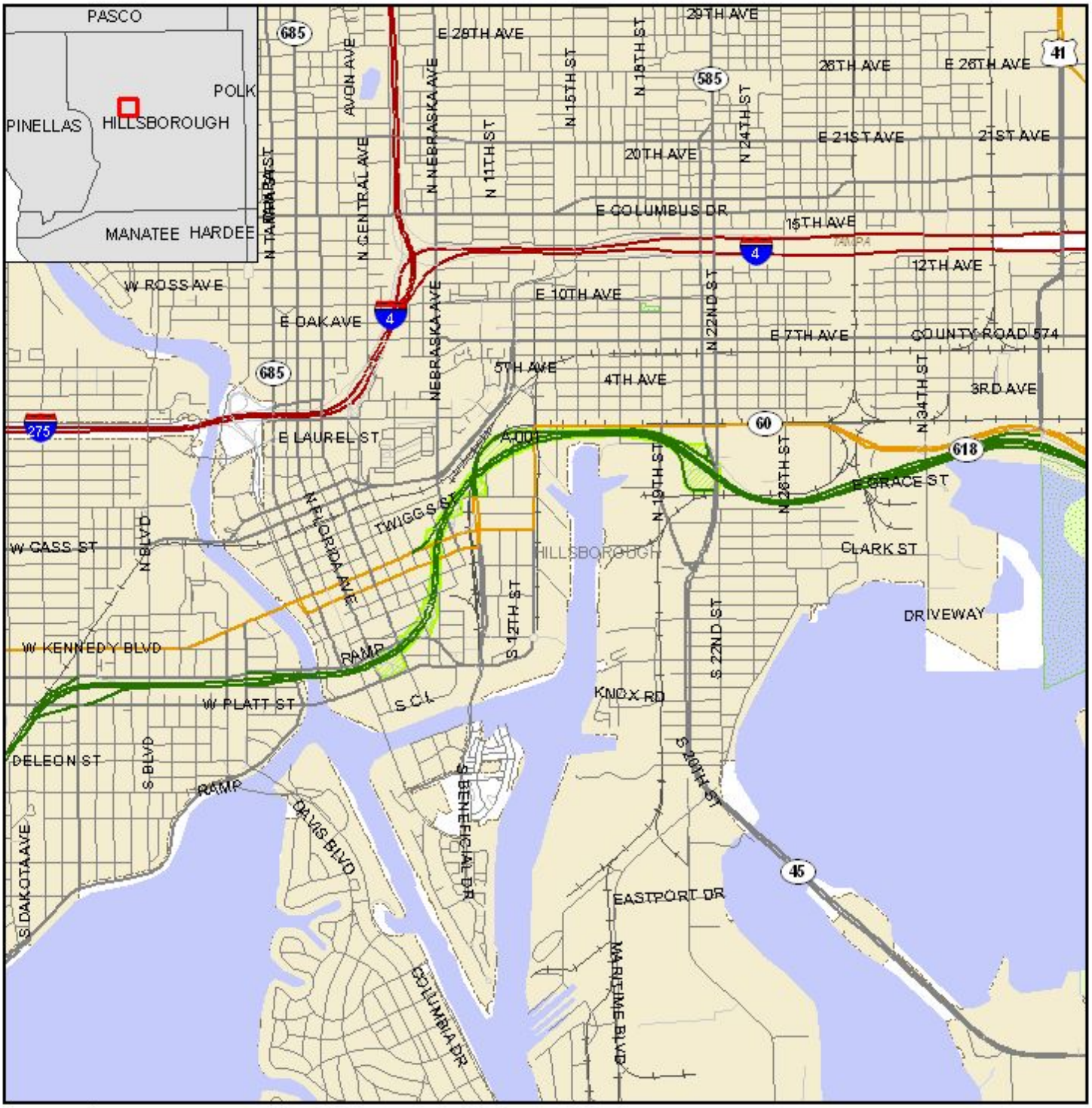
Project Aerial Map

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

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



Project Location Map

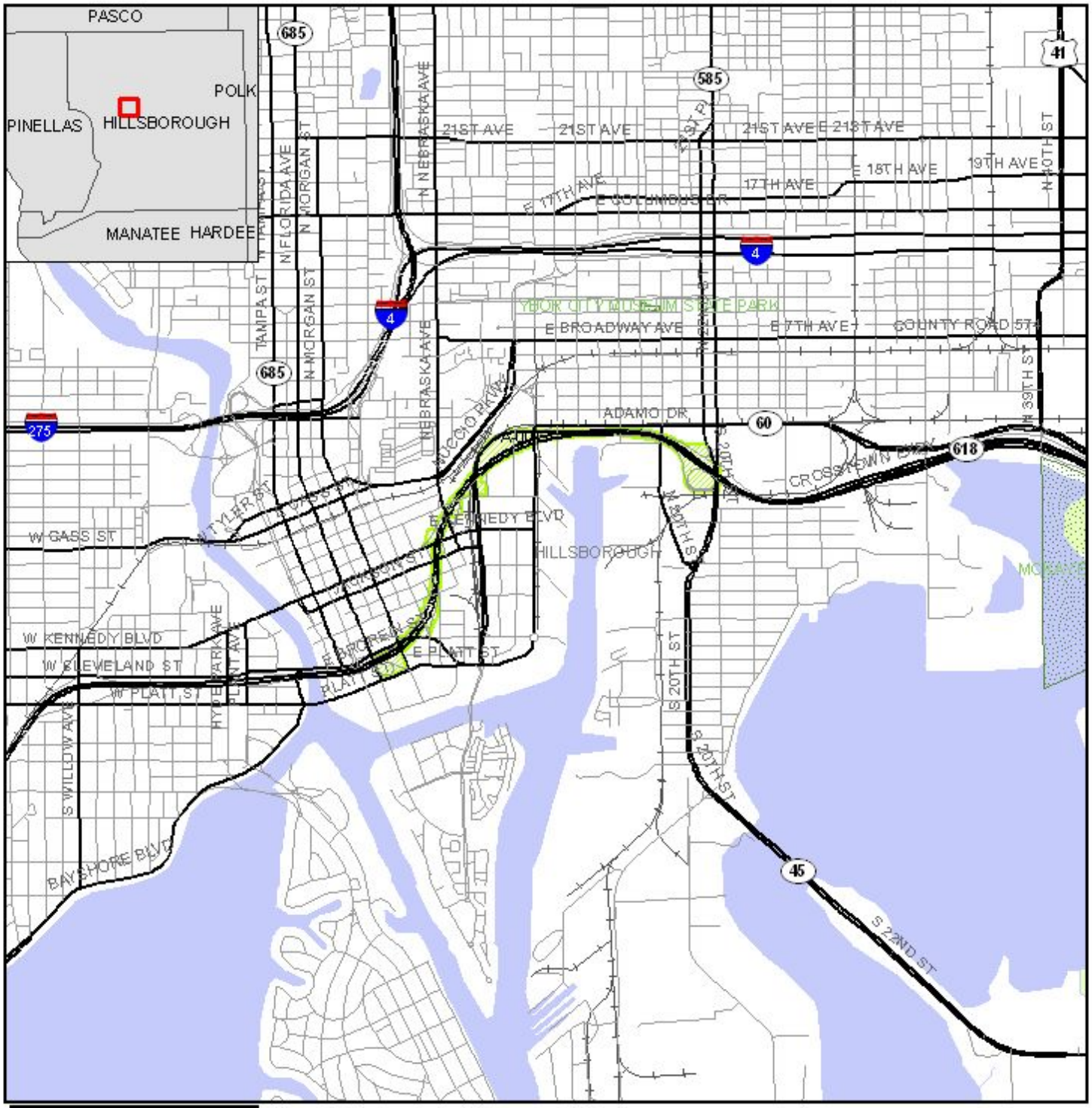
0 0.3 Miles

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

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

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.9 Miles

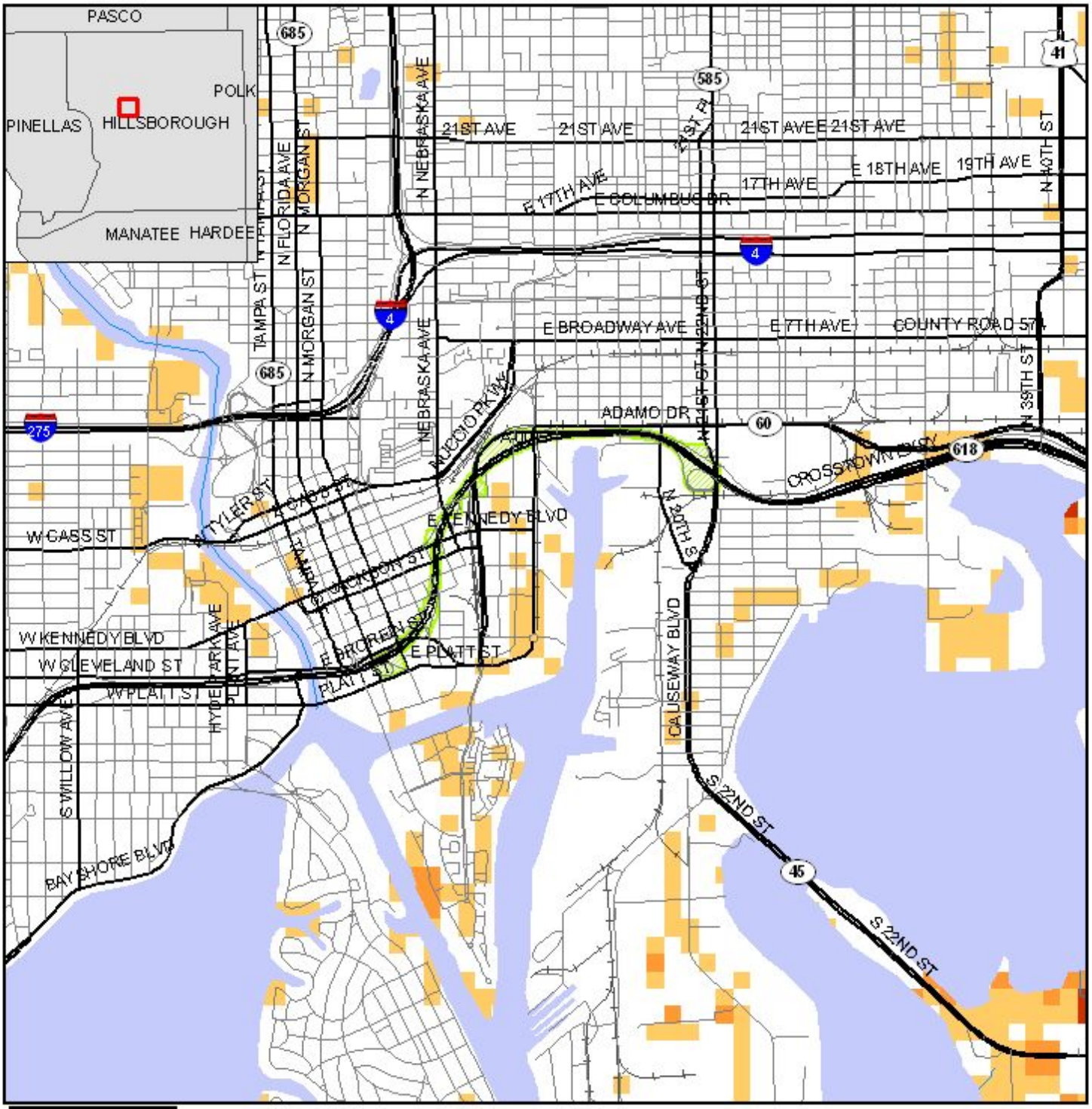
Conservation and Recreation Area Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Major Road
- Local Road or Trail
- Railroad
- County Boundary

Data Sources:
Geographic Data Technology, Inc.
US Geological Survey
Florida Natural Areas Inventory

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



0 0.6 Miles

Species Potential Habitat Model Map

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

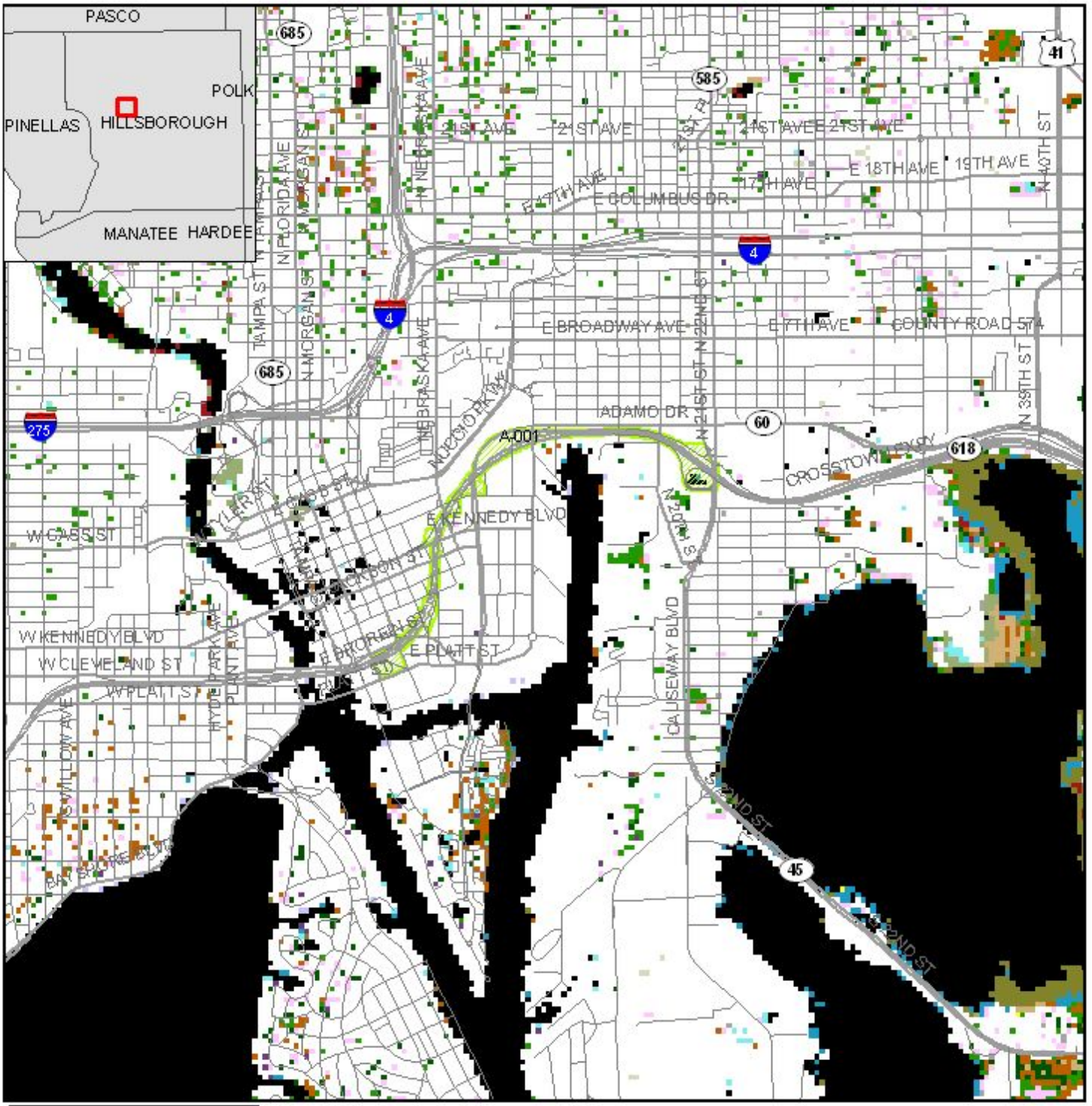
Potential Habitat for Focal Species

- 1 - 6 Species
- 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

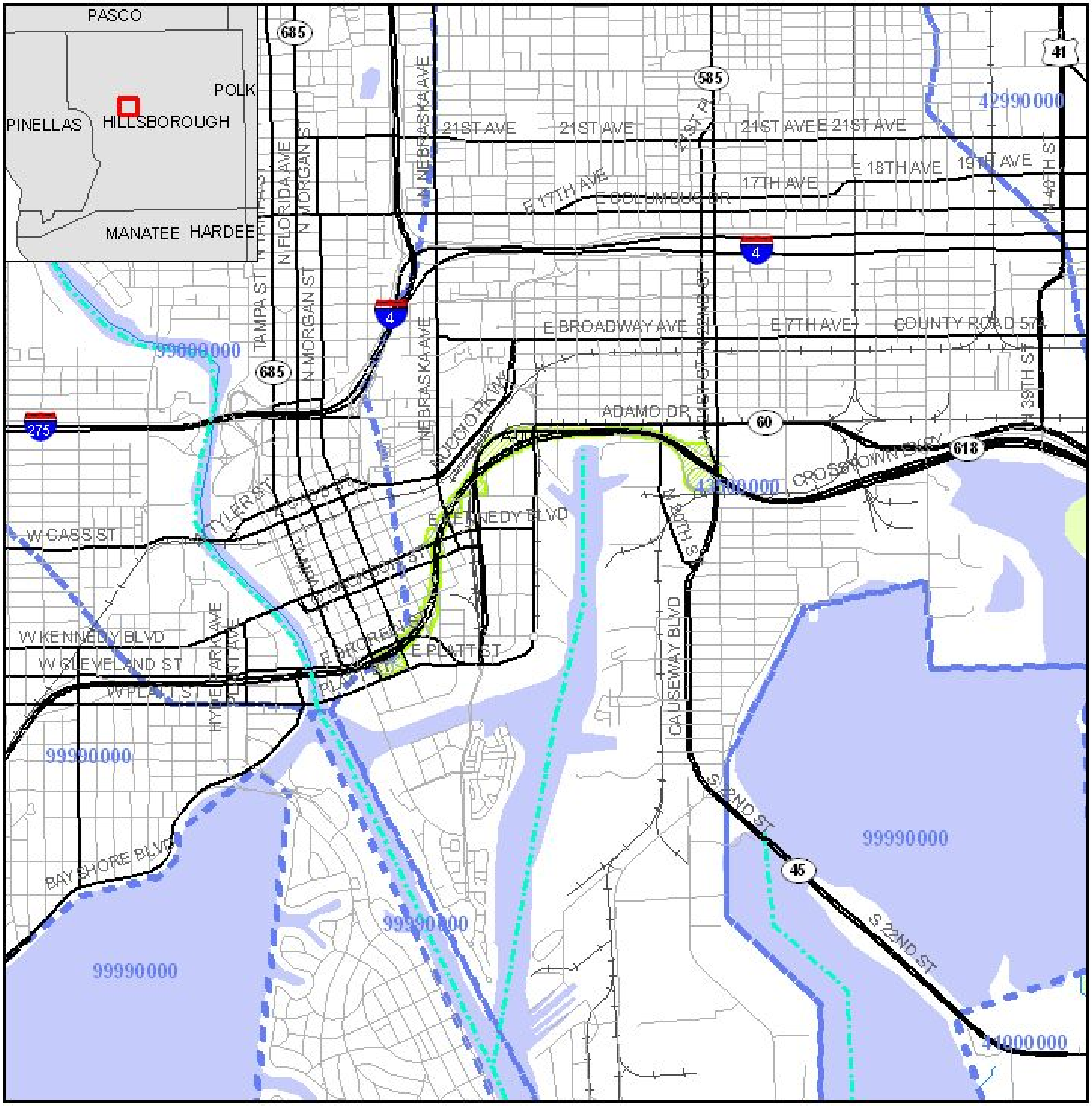
- ETDM Alternative Polygon
- ETDM Alternative Segment
- ETDM Alternative Terminus
- ETDM Alternative Point
- Major Road
- Local Road or Trail

- Not Classified
- Coastal Strand
- Sand/Beach
- Xeric Oak Scrub
- Sand Pine Scrub
- Sandhill
- Dry Prairie
- Mixed Hardwood-pine Forest
- Hardwood Hammocks and Forests
- Pinelands
- Cabbage Palm-live Oak Hammock
- Tropical Hardwood Hammock
- Freshwater Marsh and Wet Prairie
- Sawgrass Marsh
- Cattail Marsh
- Shrub Swamp
- Bay Swamp
- Cypress Swamp
- Cypress/Pine/Cabbage Palm
- Mixed Wetland Forest
- Hardwood Swamp
- Hydric Hammock
- Bottomland Hardwood Forest
- Salt Marsh
- Mangrove Swamp
- Scrub Mangrove
- Tidal Flats
- Open Water
- Shrub and Brushland
- Grassland
- Bare Soil/Clearcut
- Improved Pasture
- Unimproved Pasture
- Sugarcane
- Citrus
- Row and Field Crops
- Other Agriculture
- Exotic Plants
- Australian Pine
- Melaleuca
- Brazilian Pepper
- High Impact Urban
- Low Impact Urban
- Extractive

Data Sources:
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



0 — 0.9 Miles

Water Resources Map

ETDM Alternative Point	Major Road	1st Magnitude Spring	Surface Water Class I
ETDM Alternative Terminus	Local Road or Trail	River, Stream or Canal	Surface Water Class II
ETDM Alternative Segment	Railroad	Navigable Water Way	Other Water Body
ETDM Alternative Polygon		Drainage Basin	Swamp/Marsh
		Outstanding Florida Water	

Data Sources:

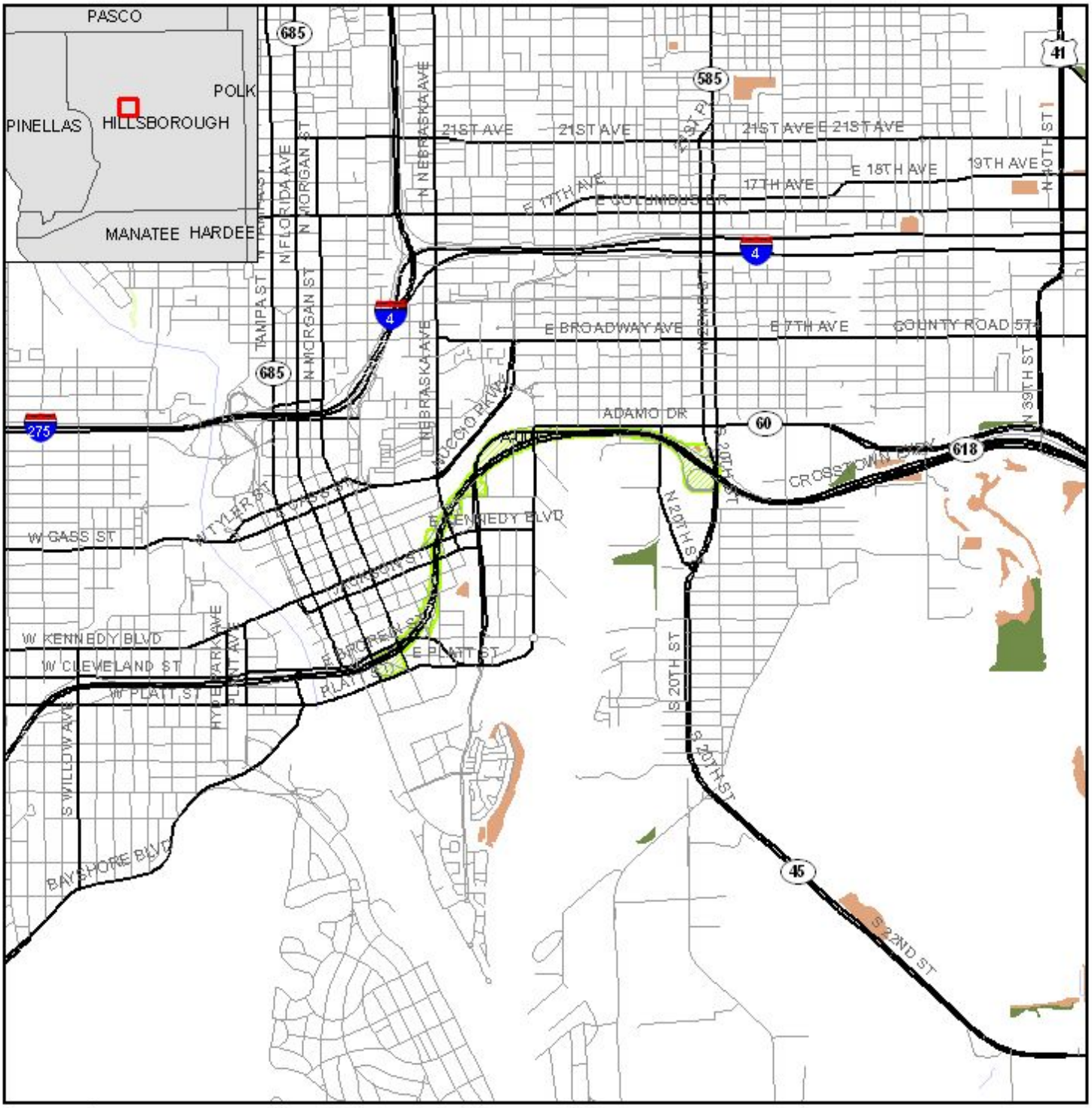
Geographic Data Technology, Inc.
US Geological Survey

Florida Department of Transportation
Florida Department of Environmental Protection

Florida Geological Survey
US Bureau of Transportation Statistics

Map Generated on: 7/31/2009

11840 SR 681 Widening
Florida Avenue to 22nd Street



Wetland Resource Map

- ETDM Alternative Polygon
- ETDM Alternative Segment
- ETDM Alternative Terminus
- ETDM Alternative Point
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources: 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 *None* degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

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.fla-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 E

Public Hearing Transcript

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PUBLIC HEARING
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
THEA PROJECT 52.20.02
FDOT WPI SEGMENT NO.: 416361-4

DATE: Tuesday, December 15, 2009

TIME: 5 p.m. to 7 p.m.

PLACE: Tampa-Hillsborough
Expressway Authority
1104 East Twiggs Street
Tampa, Florida 33602

REPORTED BY: SHARON A. HARBITZ
NOTARY PUBLIC
STATE OF FLORIDA AT LARGE

I N D E X

Computer-Aided Transcription

MR. WAGGONER: 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.

This is the Environmental Project Planning Study for this project. The 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 o'clock. 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 Study and the Public Hearing are being conducted under applicable federal and state laws. Those citations are listed on the board next to the sign-in table in the back of the room here.

At this time I would like to invite Mr. Jeff Novotny of American Consulting Engineers to discuss the details of the project and the preferred "Build" Alternative. Thank you.

MR. NOVOTNY: 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 the study and the proposed improvements along the Selmon Expressway.

The Tampa-Hillsborough County Expressway Authority, or THEA, was created in 1963 as an agency of the state of 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.

The THEA projects have been 100 percent self-financed through revenue bonds support 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.

The PD&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.

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.

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.

This PD&E study began in May of 2009. The purpose of today's Hearing 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.

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.

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 directions there are entrance ramps from Jefferson Street and Nebraska Avenue.

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.

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 percent to range from about 93,5000 vehicles per day at the west end to 136,000 per day at the east end.

With no improvements the four-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.

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 redecking 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.

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.

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.

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 six lanes may be needed in most

places for the entire study. This is considered the preferred alternative.

We have divided the study limits into three 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 propose to widen the bridge to the inside of the existing expressway. The Expressway will then consist of three 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.

This rendering shows where the inside widening in red will take place in Segment 1 from Morgan to 12th Streets.

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.

There is no additional right-of-way needed to build these improvements; and as such, there will be no residential, nor business relocations.

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.

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.

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 two 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.

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, and 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.

Agency coordination, including the City of Tampa and the Southwest Florida Water Management District, concerning the environment has ben ongoing 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 29th, 2009. These reports are also available for your review at the Hearing tonight.

The Tampa-Hillsborough County 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.

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.

The cost estimate of the Selmon Expressway redecking project alone is approximately $71 million. The cost estimate for the redecking and this widening project combined is approximately $132 million if the two projects are performed simultaneously. These costs include both design and constructions. As noted earlier,

there are no funds needed for acquiring land.

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.

There are several ways to make a comment as part of the Public Hearing record. You can speak directly to the court reporter that is on hand at this Hearing.

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 in speaking publicly and either drop it into the box at the sign-in table or hand it to a project representative. Erin, in the back, has extra speaker cards if anyone wants one.

You can complete a comment form provided in the handouts when you walked in and drop it one of the comment boxes that are here today in the back of the room.

You can mail written comments to the address listed on the bottom of the form. All comments received, regardless off 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.

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.

The Expressway Authority has programmed funding for design and construction of the proposed widening improvements to the Selmon Expressway. The redecking project is being funded by the FDOT.

The Tampa-Hillsborough County 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 U.S. Department of Transportation.

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.

MR. WAGGONER: I think we talked about in addition to oral statements you can make here you can also provide brief comment.

Before I continue I would like to recognize any elected officials that I see in the audience. Representative Reed is here tonight, as well as Councilwoman Saul-Sena. Are there any other elected officials in the room tonight? I would like you to stand up and be recognized if you are.

Okay. I don't see anybody else here. Oh, thank you. Sorry, Rebecca, if you'd like to be recognized? Okay.

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 you keep your comments to three 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. The court reporter is over here and is taking notes right now.

As I call your name, please step up to the

microphone and state your name and address before making any comment. If you have any questions, please see one of the project representatives following this portion of the Hearing or you may speak to one of the Authority's representatives following this portion of the Hearing.

Right now I would like to ask Councilwoman Saul-Sena to step up to the microphone, please.

MS. SAUL-SENA: Thank you. Thank you for this opportunity to speak with you tonight. First of all, thank you for not selecting the option that would have impacted Tampa Union Station.

As an MPO board member years back, I worked hard to get state money to restore the building and it's a wonderful building and hopefully in the future we'll have more trains using it, but I think that that was a wise decision.

What I am here to ask you to do tonight is to consider including the Greenway improvements, the bicycling and walking opportunities, in the downtown portion irregardless of whether you receive the federal stimulus money, the TIGER money.

I know that budgets are tight, but your project is all about cars except for this very small part of the overall project.

And I want you to seriously consider that in your

other projects you have not had the opportunity or have not taken the opportunity necessarily to expand the walkability and bike-ability of your project. It's not necessarily your mandate; but it's something that as you work in conjunction with the community, the community really lacks.

So this is my pitch to please include the Green aspect through downtown irregardless of the federal money; but on the other hand, I will work to my utmost to make sure you get the federal money so that that is part of the project. Thank you.

MR. WAGGONER: Thank you. Erin, do I have any more cards?

MS. BROWNING: No.

MR. WAGGONER: Okay. Right now that's the only speaker we have that's signed up for tonight. I'm not going to beg for more speakers, but now is the time and one of your last chances to address us here tonight.

With that said, I'm going to go ahead and start to close the process down here. The Public Hearing transcript, written statements, exhibits, and reference materials will be available for public inspection at the Tampa-Hillsborough County Expressway Authority's office here at 1104 East Twiggs Street, Suite 300, in this building. They will be there within three weeks.

It is approximately 6:20. 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 and I thank you for attending tonight. Please be careful driving home, and I hope you have a great holiday coming up. Thank you very much.

(The Public Hearing was closed at 7 p.m.)

STATE OF FLORIDA)

COUNTY OF HILLSBOROUGH)

I, SHARON A. HARBITZ, Notary Public, State of Florida, do hereby certify that I was authorized to and did stenographically report the Public Hearing; and that the foregoing transcript, pages 3 through 18, is a true record of my stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee, or attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the Public Hearing, nor am I financially interested in the Public Hearing.

DATED this 22nd day of December, 2009, at Tampa, Hillsborough County, Florida.

_____

Sharon A. Harbitz
Notary Public, State of Florida

TRANSCRIPT ORDERED: 12/15/09

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APPENDIX F

Public Hearing Documentation

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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-Sena
First Middle Last

ADDRESS: 157 Biscayne Ave.
Street

Tampa FL 33606
City State Zip Code

TELEPHONE: (813) 503-1919

REPRESENTING: Self X Firm/Agency: _____

Government Agency: _____

Civic Organization: _____

Home Owners Association: _____

Other: _____

03149994

The Times
Published Daily
Tampa, Hillsborough County, Florida

STATE OF FLORIDA
COUNTIES OF HILLSBOROUGH } S.S.

Before the undersigned authority personally appeared **B. Harr** who on oath says that he/she is **Legal Clerk** of the The Times, an edition of the ***St. Petersburg Times*** a daily newspaper published at Tampa, in Hillsborough County, Florida; that the attached copy of advertisement, being a **Legal Notice** in the matter **RE: SELMON DOWNTOWN VIADUCT PUBLIC HEARING** was published in said newspaper in the issues of **Tampa & State , 11/22/2009 12/6/2009 .**

Affiant further says the said **The Times, an edition of the St. Petersburg Times** is a newspaper published at Tampa, in said Hillsborough County, Florida: and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida:, each day and has been entered as second class mail matter at the post office in Tampa, in said Hillsborough County, Florida:, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he /she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

B. Harr

Signature of Affiant

Sworn to and subscribed before me
this **8th** day of **December A.D.2009**

Signature of Notary Public

Personally known X or produced indentification ___

Type of indentification produced _____

LEGAL NOTICE LEGAL NOTICE

Selmon Expressway (SR 618) Downtown Viaduct

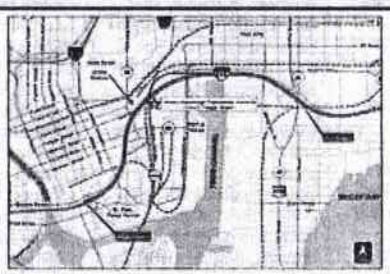
From Florida Avenue to South 22nd Street in Hillsborough County

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

WHEN: Tuesday, December 15, 2009
5 to 7 p.m.
Formal Portion: 6:00 p.m.

WHERE: Tampa Hillsborough ★ Expressway Authority
1104 E. Twiggs Street
Tampa, FL 33602

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.

The Times
Published Daily
Hillsborough County, Florida

RIDA
HILLSBOROUGH } S.S.

gned authority personally appeared **B. Harr** hat he/she is **Legal Clerk** of the The Times, an *Petersburg Times* a daily newspaper published lsborough County, Florida; that the attached nent, being a **Legal Notice** in the matter **RE: NTOWN VIADUCT PUBLIC HEARING** uid newspaper in the issues of **Tampa & State /2009 .**

says the said **The Times, an edition of the mes** is a newspaper published at Tampa, in County, Florida: and that the said newspaper n continuously published in said Hillsborough each day and has been entered as second class post office in Tampa, in said Hillsborough or a period of one year next preceding the first attached copy of advertisement, and affiant he /she has neither paid nor promised any rporation any discount, rebate, commission or urpose of securing this advertisement for aid newspaper.

B. Harr

int

cribed before me
ember A.D.2009

e of Notary Public

X or produced indentification ___

on produced _____

JOSEPH F. FISH
MY COMMISSION #DD537714
EXPIRES JUN 23, 2010
Bonded through 1st State Insurance

LEGAL NOTICE LEGAL NOTICE

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

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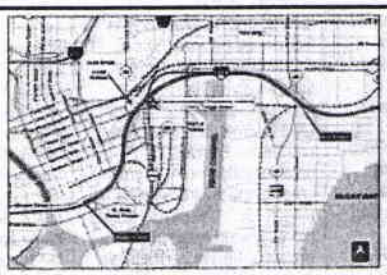

WHAT: Selmon Expressway Downtown Viaduct Improvements - PD&E Study - Public Hearing

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.

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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.

The project reports and conceptual design plans developed by THEA 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.

In accordance with Title VI of the Civil Rights Act of 1964 and other non-discrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation service (free of charge) should contact Mary Hall, chief administrative officer, at (813) 272-6740 at

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

HNTB

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 Cons Eng 2815 Cypress Ridge Blvd Wesley Chapel FL 33544	813-435-2646	JNovotny@ace-fla.com
SCOTT KOSPI	" "	" "	813-435-2612 SKOSPI@ace-fla.com
Erin Browning	HNTB	407-212-2165	ebrowning@hntb.com
Moises Peraza	Blackman Roberts		mperaza@blackmanroberts.com
Lee Brunson	Blackman Roberts		Lee.Brunson@yahoo.com
Corey Carter	American Consulting Eng.	813-927-5736	ccarter@ace-fla.com
Mark Easley	Kisinger, Campo + Assoc.	813.87H.5331	MEasley@kisingercampo.com
DEWI JOHNSON	AMERICAN CONSULTING & ENGINEERS	813.435.2629	djohnson@ace-fla.com
JAI RAMKISSOON	" "	813-435-2647	jramkissoon@ace-fla.com
Kirk Bogen	FDOT		
Robin Rhinesmith	FDOT	975-6496	robin.rhinesmith@dot.state.fl.us
Sue Chrzan	THEA		
Scott COCLUSTER	FDOT	975-6133	SCOTT.COCLUSTER@DOT.STATE.FL.US
Don Kelly			

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

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TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

HNTB

Selmon Expressway Downtown Viaduct PD&E - December 15, 2009
PUBLIC HEARING SIGN-IN SHEET
Please Print

Name	Company and/or Address	Phone	E-Mail
JON WALKER	ARCHER WESTERN	904/739-7600	jwalker@walshgroup.com
[illegible]	HW LOCHNER	727/572-7111	DKILE@HWLOCHNER.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.com
PEG BORS	City of Tampa	813-274-5177	peg.bors@tampagov.net
HENRY SMITH	KCI TECHNOLOGIES	813-740-2300	HENRY.SMITH@KCI.COM
JAMES ENGLERT	E.C. DRIVER & ASSOC.	813.282.9886	jim_englert@ecdriver.com
SCOTT PASSMORE	KCI TECHNOLOGIES	813-740-2300	scott.passmore@kci.com
Lindy Sayd- Sena	57 Biscayne ave	254-6275	
Ted Davidson	Parsons	407-702-6832	thomas.e.davidson@parsons.com
MIKE HILL	SEMA CONSTRUCTION	407.563.7900	mhill@semaconstruction.com
JOHN McSHAFFREY	AECOM	813-233-3837	john.mcshaffrey@aecom.com
ANN VENABLES	EC DRIVER	813-282-9886	ann_venables@ecdriver.com
JARRETT SEAL	TPD.	813-276-3413	Jarrett.Seal@Tampagov.net

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TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

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Name	Company and/or Address	Phone	E-Mail
HEATH BUNN	ARCHER WESTERN CONTRACTORS	904-739-7600	hbunn@walshgroup.com
Bill McCall	Hills. Co. PAGM Dept	813-276-8375	mccallw@hillsboroughcounty.org
IRWIN PRESCOTT	P.B.S&J	813-281-8241	imprescott@pbsj.com
Rep Betty Reed	2109 E. Palm Ave	813-241-8024	betty.reed@myfloridahouse.gov
Joe DiStefano	MC² Geotech/mat Tstg	813 623-3399	distefano@mc2engineers.com
Christine Burdick	Tampa DT Partnership	221-3686	
CHRIS ROBERTS	WILSONMILLER	223-9500	chrisrobertse@wilsonmiller.com
Jaime Deese	FDOT	813-233-3825	jaime.deese@dot.state.fl.us
Peter VanRoekel	TY Lin International	813 434-5990	pvanroekel@TYLIN.com
LEW HERRINGTON	HDR	813-262-2709	LEW.HERRINGTON@HDRINC.COM
LYNDA CROSSCUNTHWAITE	FDOT	813,975.6171	LYNDA.CROSSCUNTHWAITE@DOT.STATE.FL.US
Jim Phillips	ECDriver	813-252-9996	jim_phillips@ecdriver.com
Paul Smalley	TAMPA P.D	813-276-3465	PAUL.SMALLEY@TAMPAGOV.NET
TONY NGUYEN	RS&H	813-636-2658	anthony.nguyen@rsandh.com
DAVID GUYNN	Volkert	407-496-0411	david.guynn@volkert.com

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TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

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Name	Company and/or Address	Phone	E-Mail
KEVIN McGLINCHEY	ARCHER WESTERN	904-739-7600	kmcglinchey@walshgroup.com
Terry Jennings	FDOT	813-233-3821	terence.jennings@dot.state.fl.us
Shari Haubitz	Johnson Assoc.	813-223-4960	
Bob Szatynski	PB	813.207 2926	SZATYNSKI@PBWORLD.COM
McNiven Rosario	Tampa	813-251-3767	mcnivenbros@yahoo.com
Lisa Propps	PB	813-299-9726	~~lisa~~ propps@pbworld.com
ALAN STEINBECK	RENAISSANCE	813-254-7741	asteinbeck@citiesthatwork.com
Bill Howell	Lochner	727-572-7111	bhowell@hwlochner.com
Joe Zambito	Hillsb. MPO	813 272-5940	zambitoj@plancom.org
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
Tom BOYLE	GRANITE CONSTRUCTION	813.623-5877	tom.boyle@gcinc.com
Alan Mersnick	ConAgra Foods	223-4741	alan.mersnick@conagrafoods.com
David Bredahl	American	435-2701	dbredahl@ace-fla.com
OFC T. Vaughan-Buchanan	TPD	813-276-3020	

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TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

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Name	Company and/or Address	Phone	E-Mail
Chuck Ricketts	JRC Ricketts LTD	8134868922	I have no e mail
ERIC SAGGARS	HNTB 10210 HIGHLAND MANOR	813/675-3724	ESAGGARS@HNTB.COM
Lee Dowden	RS&H 1715 N. Westshore Blvd. Ste 500	lee.dowden@RSANDH.com	

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Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09

Name: Nicole Stearley Email nico.stearley@hok.com

Address: 2109 BAYSHORE BLVD City TAMPA Zip 33606

Phone 813.229.0300

How do your 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.

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

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 your prefer to be contacted:
☐ Mail ☒ Email ☐ Phone

Comments: I STRONGLY AGREE W/ COUNCIL WOMAN SALL-SENA THAT THE FD&E STUDY SHOULD INCORPORATE THE GREENWAY THROUGH DOWNTOWN TO ENHANCE THE VISIBILITY, 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 TIGER GRANT.

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

Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09

Name: Karen Kress Email KKress@tampasdowntown.com

Address: _____ City _____ Zip _____

Phone _____

How do your 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.

How to get your thoughts to THEA:
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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

Downtown Viaduct Improvements Project Comment Sheet
Public Hearing 12-15-09

Name: Christine Burdick Email cburdick@tampasdowntown.com

Address: Tampa Downtown Partnership 601 N. Ashley Dr Suite 1100 City Tampa Zip 33602

Phone 813 221 3686

How do your 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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email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3730 ■ phone: 813.272.6740
Contact Information
Sue Chrzan, Communications Manager