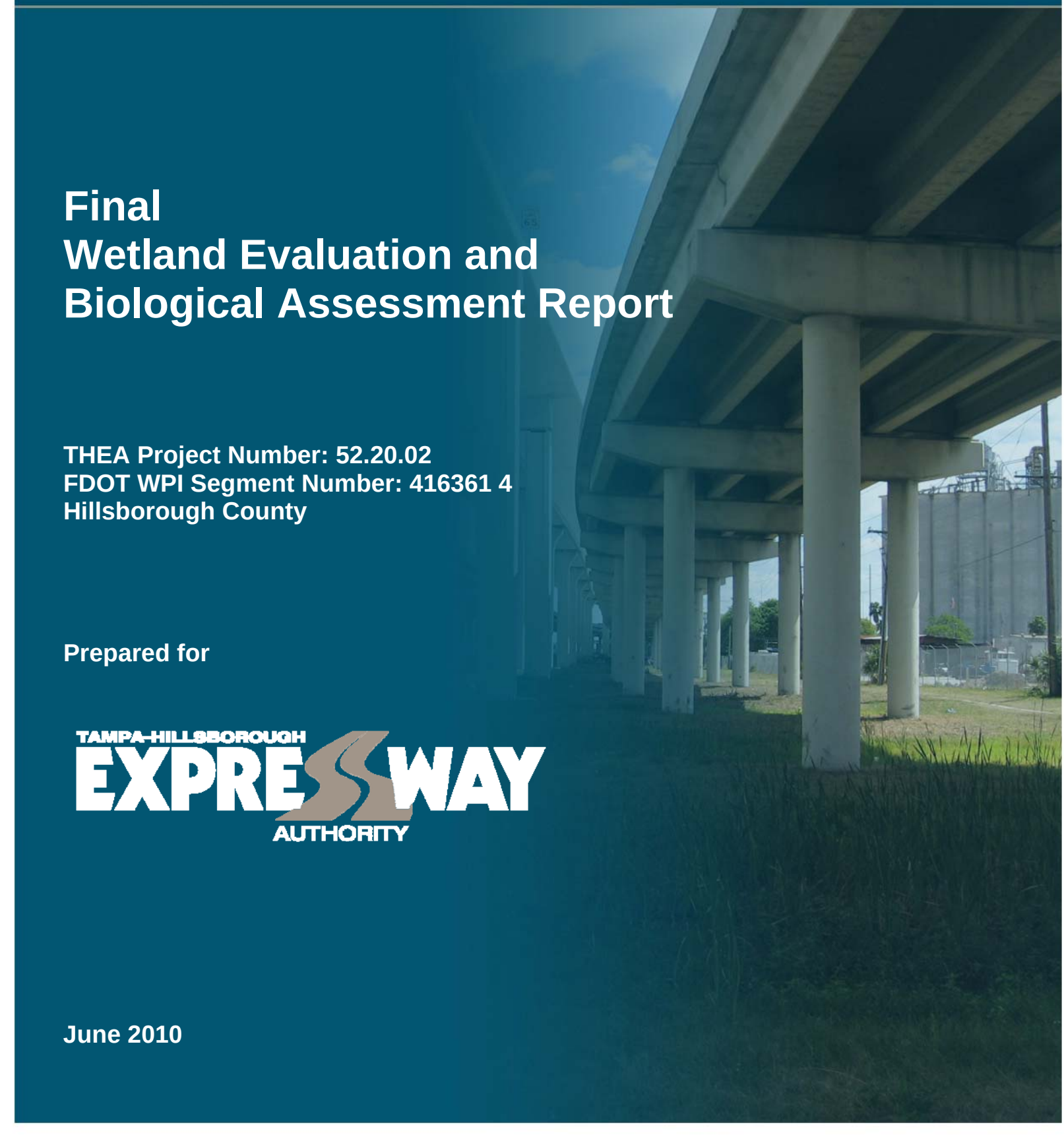
Project Development & Environment Study

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



Final
Wetland Evaluation and Biological Assessment Report

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:
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2818 Cypress Ridge Blvd, Suite 200
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June 2010

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 1-1**). 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.

This PD&E Study was conducted by THEA in cooperation with the FDOT District Seven. The objective of this study was to reach a decision on the type, location and conceptual design for the necessary improvements for the Selmon Expressway to safely and efficiently accommodate future travel demand. This Study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements including elements such as proposed typical sections and preliminary horizontal alignments. The social, physical, and natural environmental effects and costs of these improvements have been identified. The alternatives were evaluated and compared based on a variety of parameters utilizing a matrix format. This process identified the alternative that will best balance the benefits (such as improved traffic operations and safety) with the impacts (such as environmental effects and construction costs). In addition, full consideration was given to a "No-Build" alternative.

In accordance with the FDOT's *PD&E Manual*, a *Wetland Evaluation and Biological Assessment Report (WEBAR)* is being prepared for this PD&E Study. Wetlands and surface waters were identified using the U.S. Army Corps of Engineer's (USACE) *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual:*

Atlantic and Gulf Coastal Plain Region (2008) and the Florida Department of Environmental Protection's (FDEP) *Delineation of the Landward Extent of Wetlands and Surface Waters*, 1995 (Chapter 62-340, F.A.C.).

Methodologies for identifying wetlands and surface waters included aerial interpretation, 2006 National Wetlands Inventory (NWI) data, Natural Resource Conservation Service (NRCS) soil surveys, Southwest Florida Water Management Districts (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 and two surface waters identified along the project corridor. The surface waters are identified as stormwater facilities for the existing roadway. No impacts are anticipated to occur within these other surface waters (OSW's).

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.

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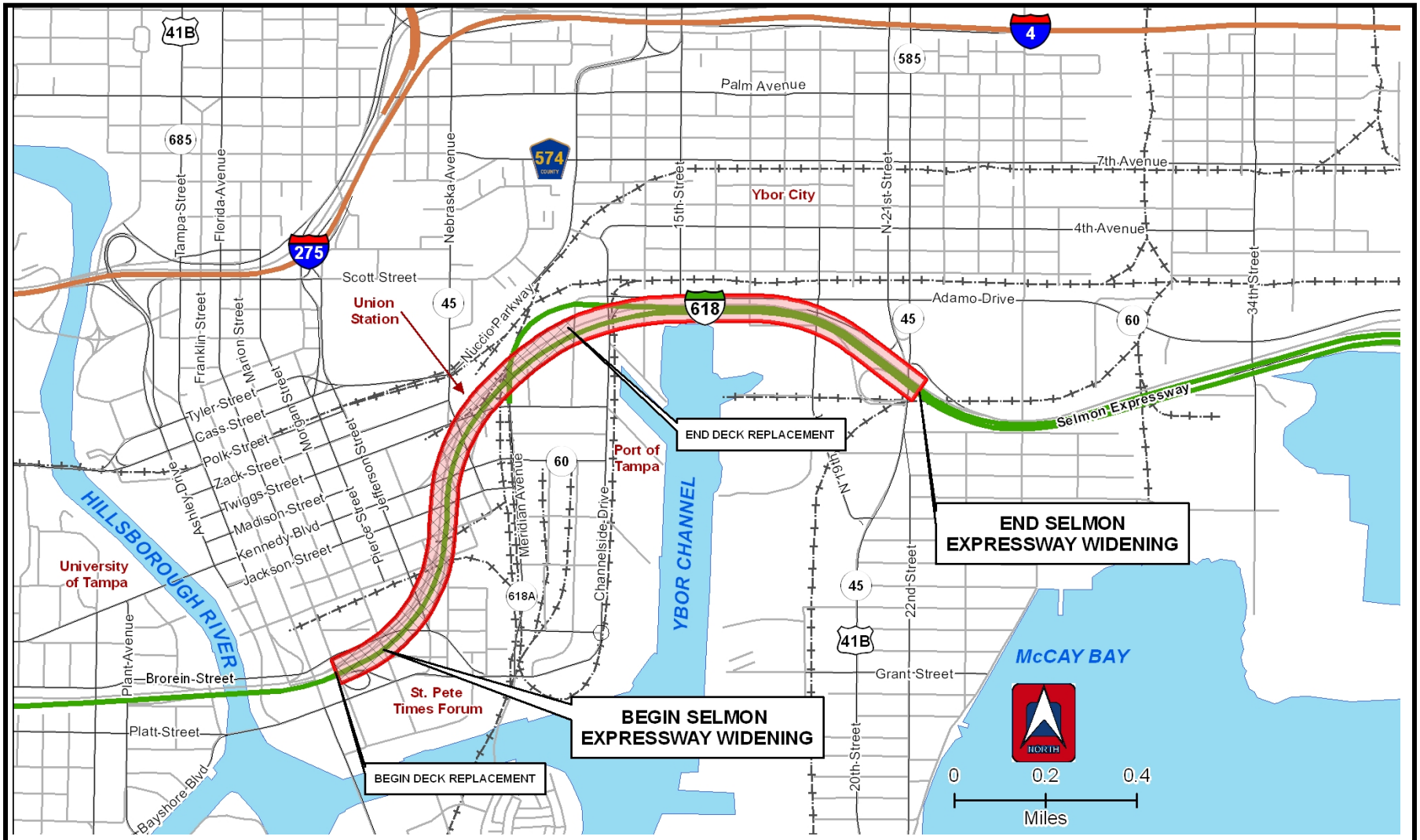
Section 1 - INTRODUCTION

1.1 Project Description

The Tampa Hillsborough County Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate possible capacity improvements along approximately 1.7 miles of the Selmon Expressway (SR 618), currently a four-lane, continuous elevated structure through downtown Tampa. The study limits for this project are from Florida Avenue to South 22nd Street in Hillsborough County, Florida. The design year for the improvements is 2035. A project location map is shown in **Figure 1-1**.

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 westbound, one-lane ramp from the nearby expressway Reversible Express Lanes (REL) structure that will tie to the downtown viaduct. The westbound (WB), one-lane ramp alternative included a one–lane widening of the eastbound (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 Florida Department of Transportation (FDOT). The proposed re-decking will extend from Florida Avenue to North 12th Street.

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.



Selmon Expressway (SR 618)
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Figure 1-1: Project Location Map

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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 1-1 Project Sections, Township, Ranges

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

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

Based on comments received during the preliminary planning for this project through FDOT's Efficient Transportation Decision Making (ETDM) Process (Programming Screen #11840), a *State Environment Impact Report (SEIR)* is the level of environmental documentation established.

1.2 Purpose of Report

In accordance with Part 2, Chapter 18 - Wetlands of the *FDOT PD&E Manual,* two project alternatives were assessed to determine potential wetland impacts associated with construction of each alternative.

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

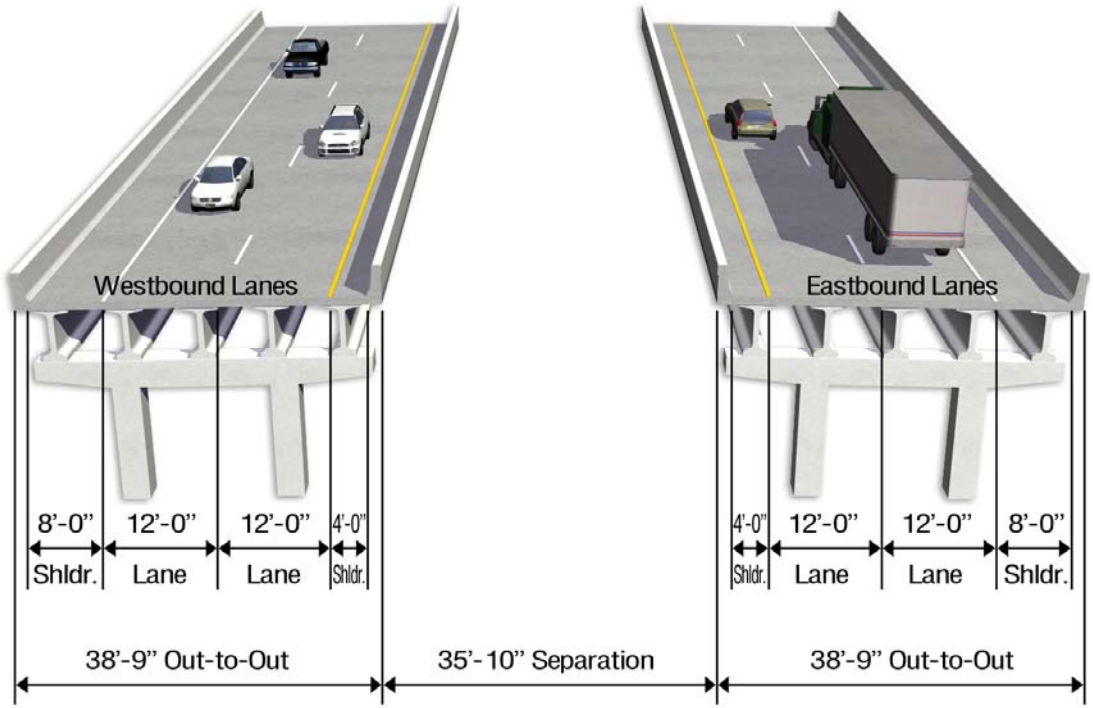
1.3 Existing Facility and Proposed Improvements

The Selmon Expressway is primarily an east/west facility, which in its entirety, extends from a western terminus at Gandy Boulevard (US 92/SR 600) to an eastern terminus at Brandon Parkway in Hillsborough County. The Selmon Expressway corridor is

1.3 Existing Facility and Proposed Improvements

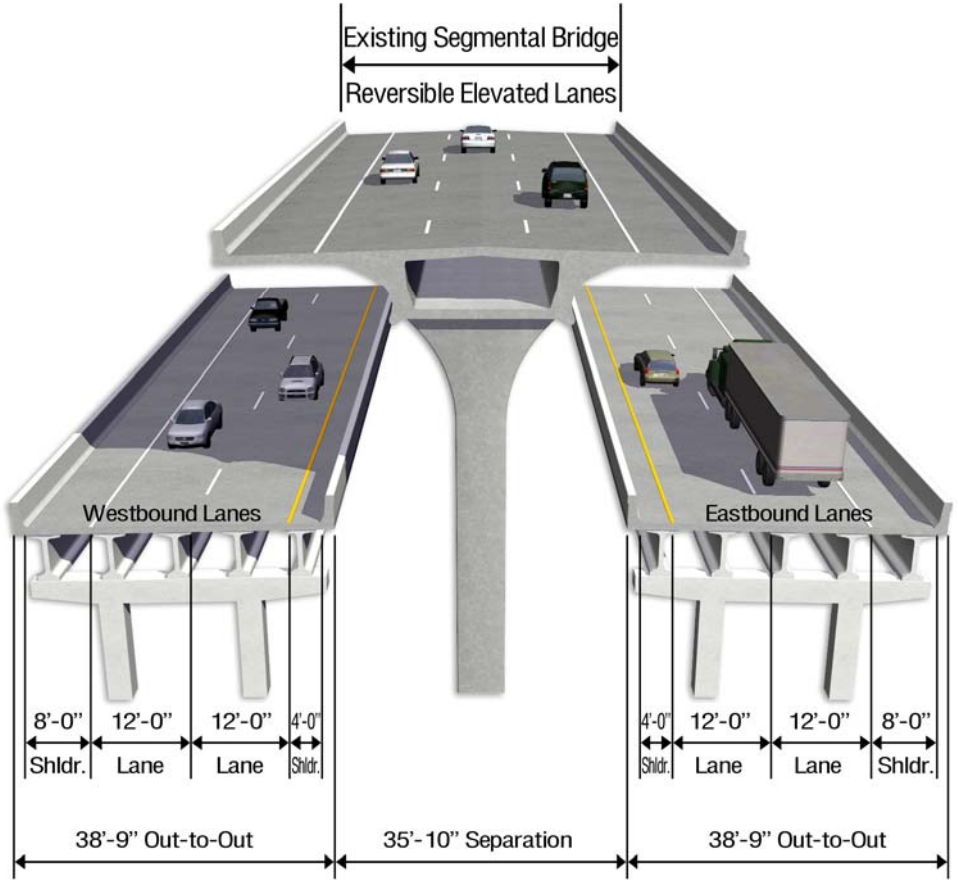
The Selmon Expressway is primarily an east/west facility, which in its entirety, extends from a western terminus at Gandy Boulevard (US 92/SR 600) to an eastern terminus at Brandon Parkway in Hillsborough County. The Selmon Expressway corridor is functionally classified as Urban Arterial – Freeways and Expressways. It is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is 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.

The existing typical section of the Selmon Expressway from Florida Avenue to west of Channelside Drive is currently a set of twin viaduct bridges carrying two elevated lanes in each direction (**Figure 1-2a**). Within the study limits, a separate bridge carrying three RELs from east of Channelside Drive to South 22nd Street is situated north of, or straddled within the viaduct structures, at the east end of the study area (**Figure 1-2b**). The Recommended Alternative includes an additional travel lane in each direction of the viaduct generally to the inside of the existing lanes (**Figures 1-3a-d**).



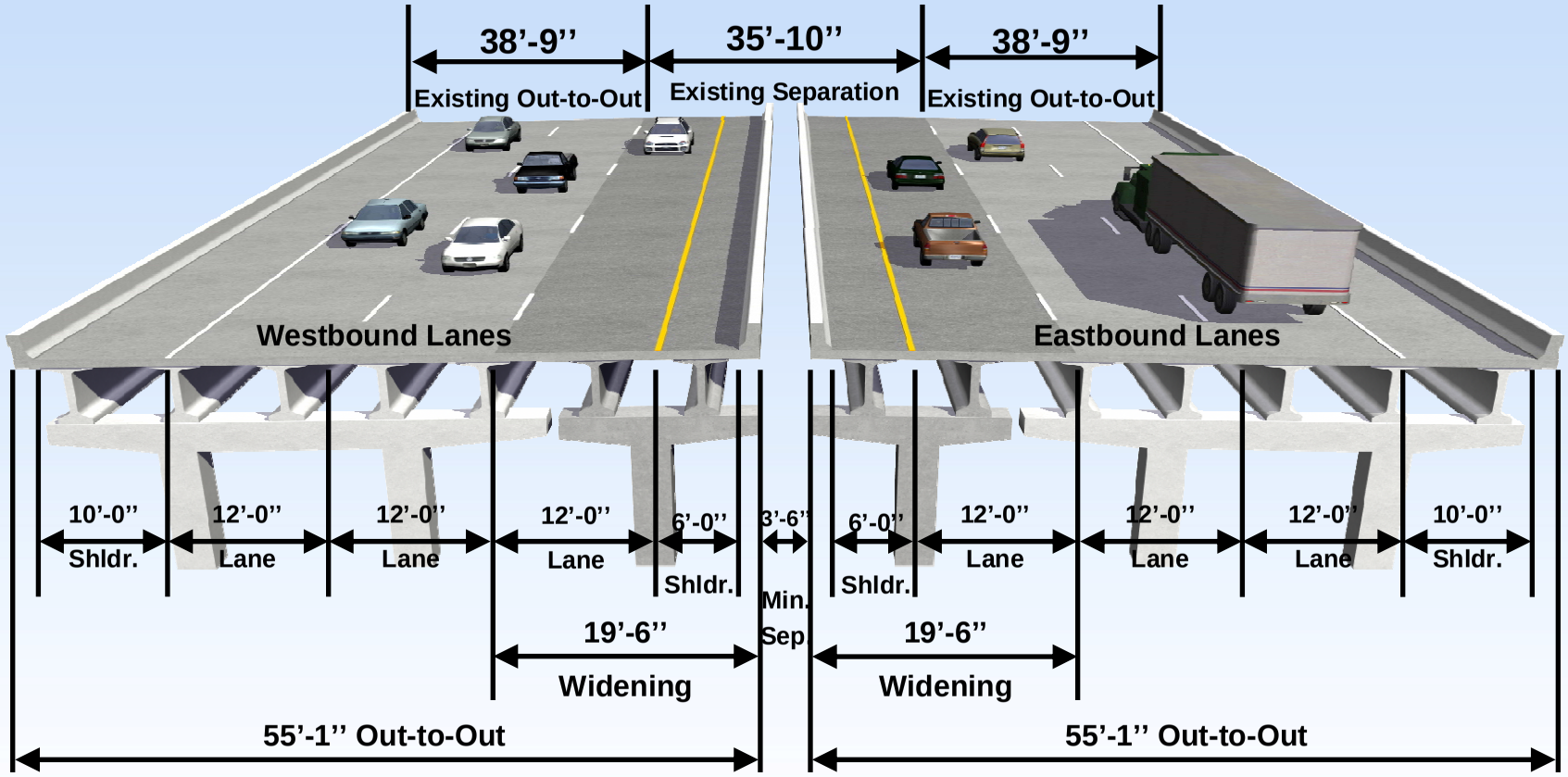
Typical Section I
From Florida Avenue to West of Channelside Drive

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 1-2a: Existing Typical Sections**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



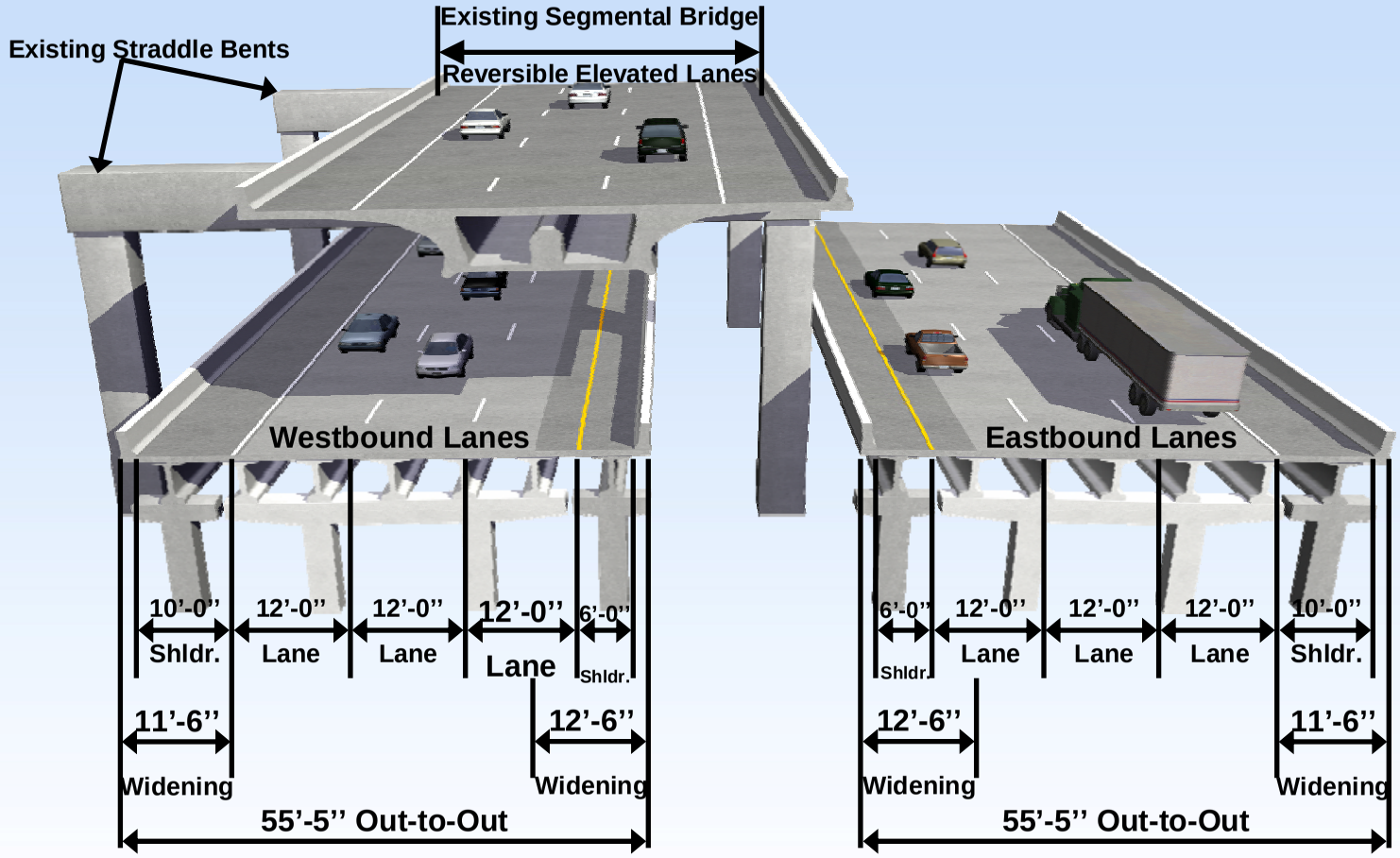
Typical Section II
From East of Channelside Drive to South 22nd Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 1-2b: Existing Typical Sections**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



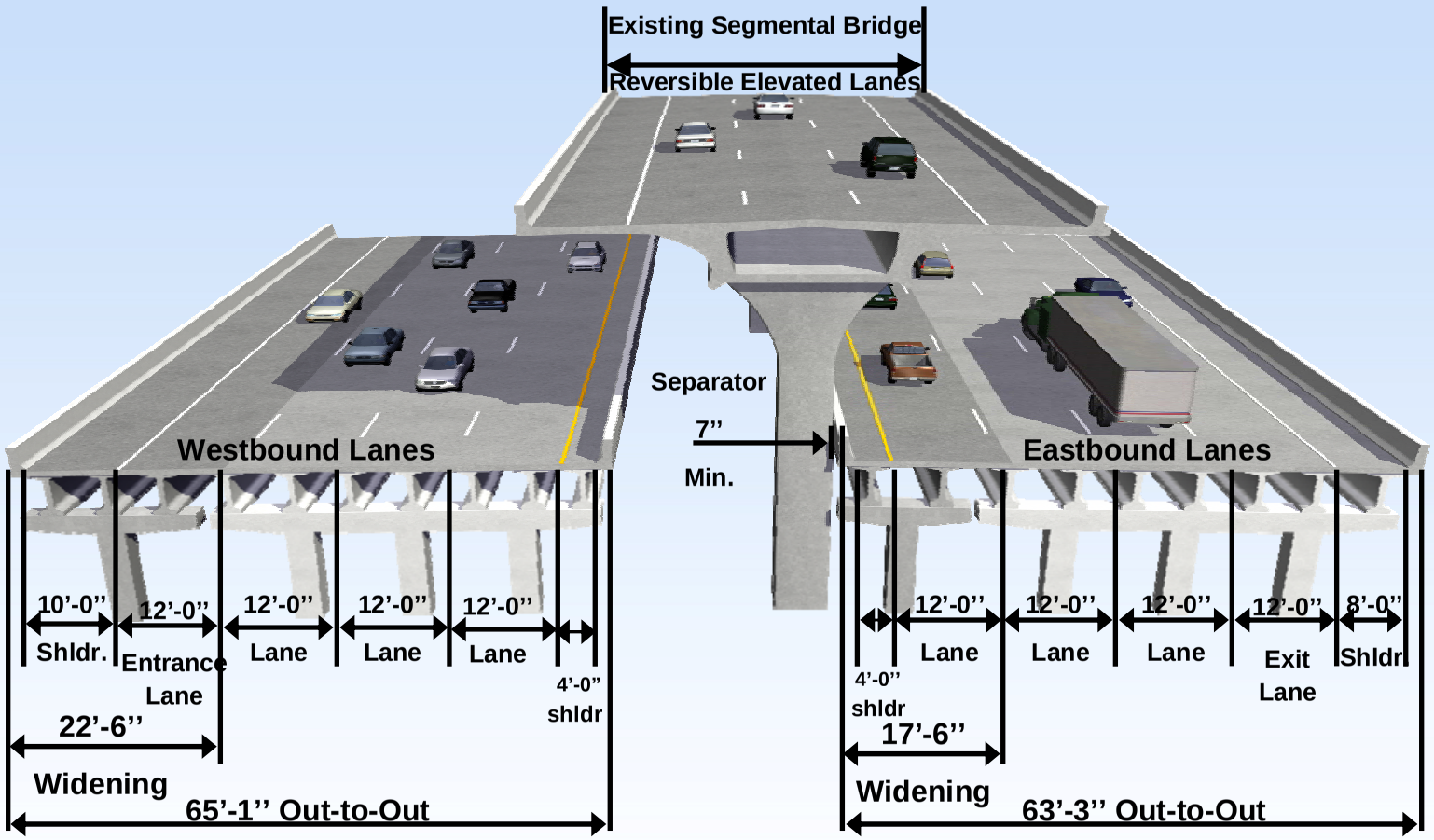
Typical Section I
Inside Bridge Widening
From East of Morgan Street to 12th Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 1-3a: Recommended Typical Section I**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



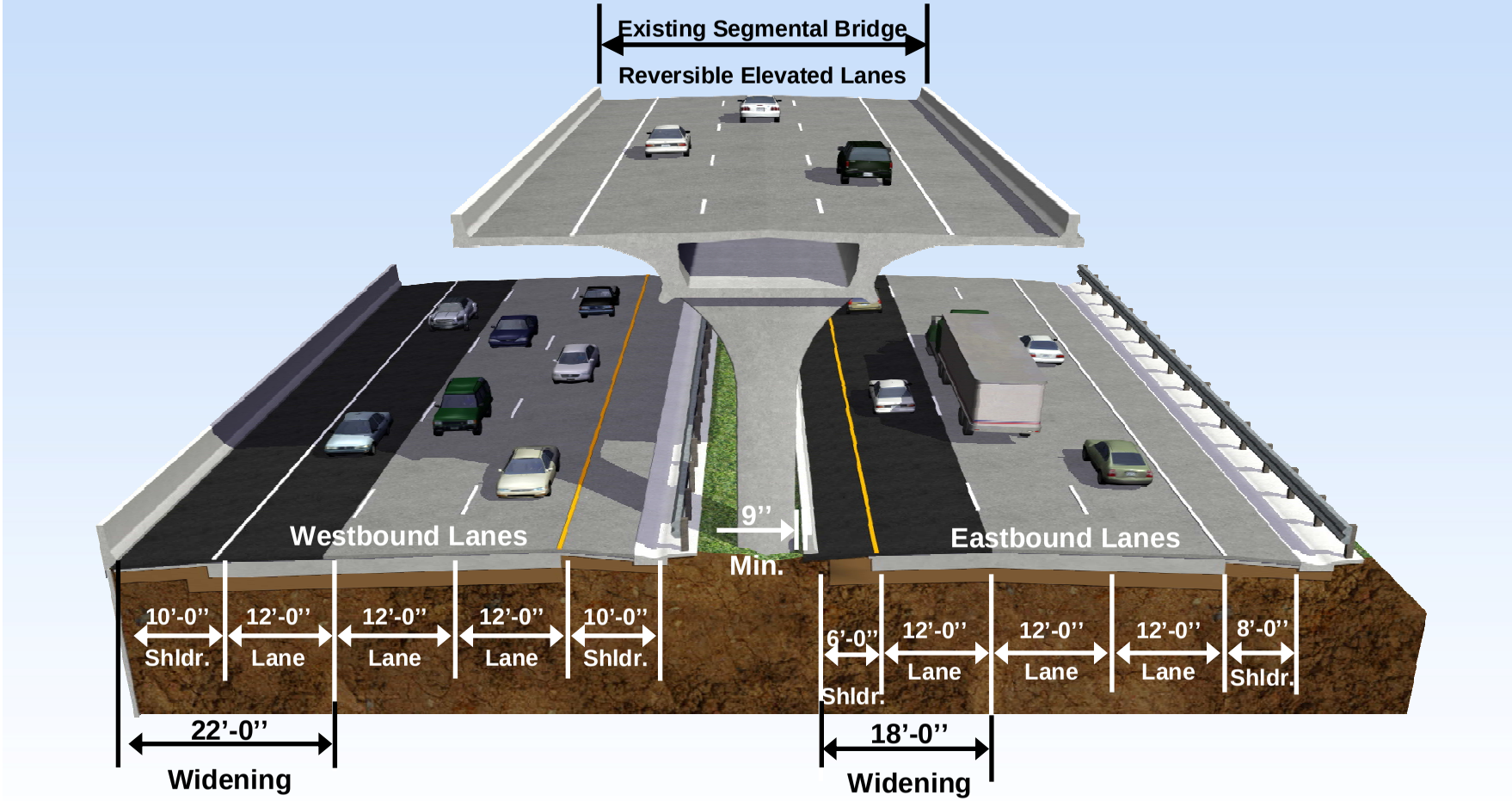
Typical Section II
Inside and Outside Bridge Widening through REL Straddle Bents
From 12th Street to West of 17th Street

Selmon Expressway (SR 618) **Downtown Viaduct** **Improvements PD&E Study** ***from Florida Ave to South 22nd St*** Hillsborough County	**Figure 1-3b: Recommended Typical Section II**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY



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 1-3c: Recommended 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 1-3d: Recommended Typical Section IV**	TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

1.4 Purpose and Need of Proposed Improvements

The Selmon Expressway will need capacity improvements to maintain the required level of service (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.

Section 2 – SOILS AND LAND USE

2.1 Soils

The Soil Survey for Hillsborough County, Florida (1989) provides general descriptions of subsurface conditions of the county. Hillsborough County is located in the Floridian section of the Atlantic Coastal Plain. The project is located in the Coastal Lowlands, which are low, nearly level plains that lie next to the coast. The Soil Survey for Hillsborough County indicates that there is one soil type that exists within and adjacent to the corridor: urban land (56). A description of the soil unit is listed below. A soils map is provided in **Figure 2-1**.

- **Urban Land** – Consists of areas covered by concrete, asphalt, buildings or other impervious surfaces that obscure or alter the soils so that identification is not feasible. Slopes are usually less than 2 percent but can range up to 5 percent. In this map unit, 85 percent of the surface is covered by impervious area (streets, buildings, parking lots, etc.). Most Urban Land map units are artificially drained by some type of manmade conveyance system.

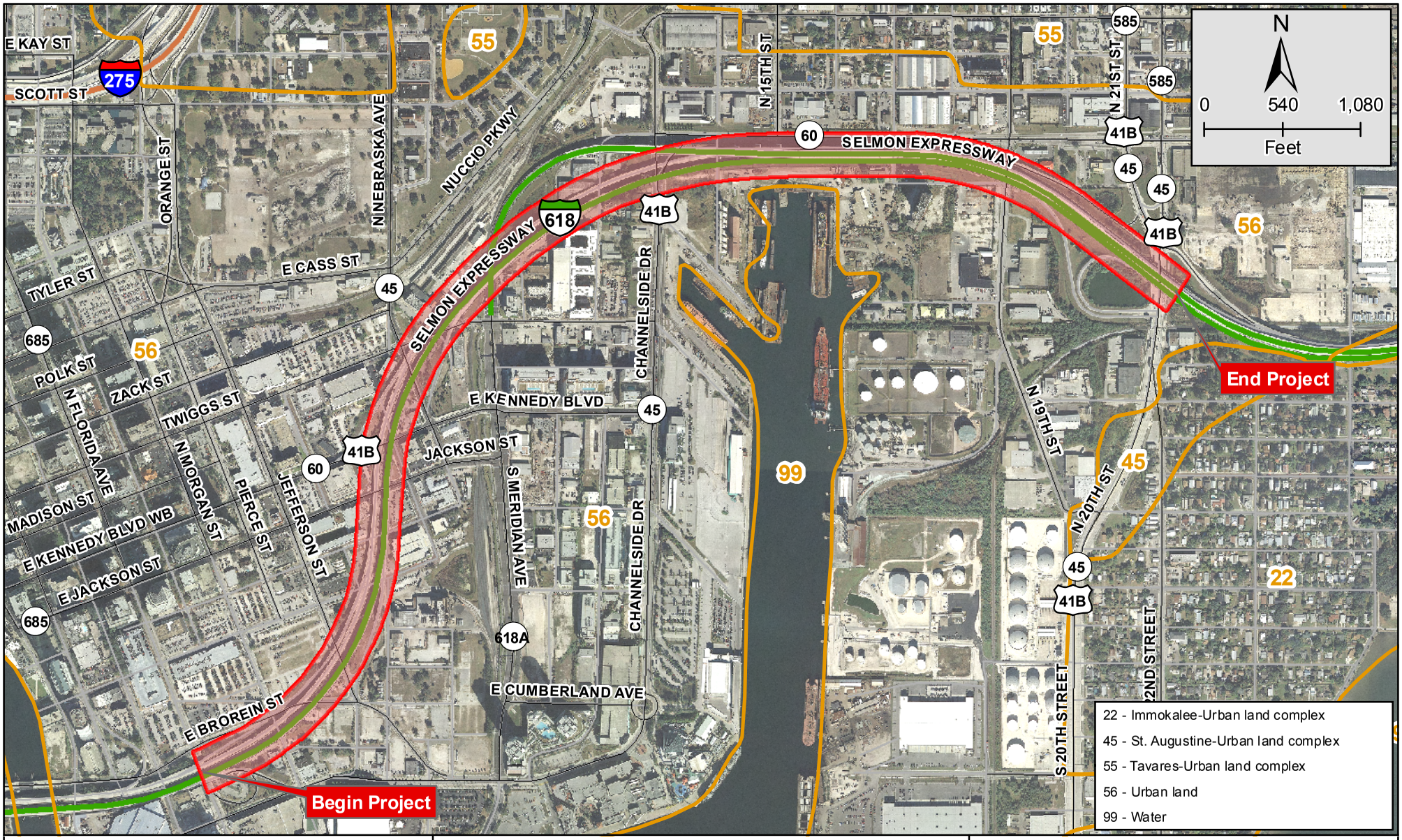


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Figure 2-1: NRCS Soils Map

Source: FGDL, NRCS

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2.2 Existing Land Use

The study corridor, located in the City of Tampa is primarily commercial and industrial with some residential areas. The industrial areas are located mainly near the Port of Tampa on the eastern end of the project. The SWFWMD land use mapping (2004), together with aerial photographs and wetland data from the NWI, were utilized to determine current land use and habitat types within the corridor. These land uses and habitat types were subsequently ground-truthed for verification during field visits in August 2009. **Figure 2-2** shows the existing land uses within the project study corridor and their corresponding FLUCFCS (FDOT 1999) classifications. Due to the large areas of commercial development, industrial sites and residential development, there is little natural landscape found along the project corridor.

According to the 2004 existing FLUCCS land use data, the land uses found along the corridor include:

- Transportation (810) – Includes areas used for interchanges limited access ROW and service facilities. This includes all medians and interchange infields and their associated stormwater treatment facilities. Based on field reviews, parking lots are also found within this mapped category;
- Industrial (150) – Encompasses land uses where manufacturing, assembly or processing of materials and products are accomplished. These areas are found throughout the corridor but are more prevalent south of the Selmon Expressway and west of Channelside Drive as well as along North 20th Street. Based on field reviews, it should also be noted that within this area, there are some high density residential developments intermixed;
- Commercial and Services (140) – This category includes areas predominately associated with the distribution of products and services. The downtown Tampa

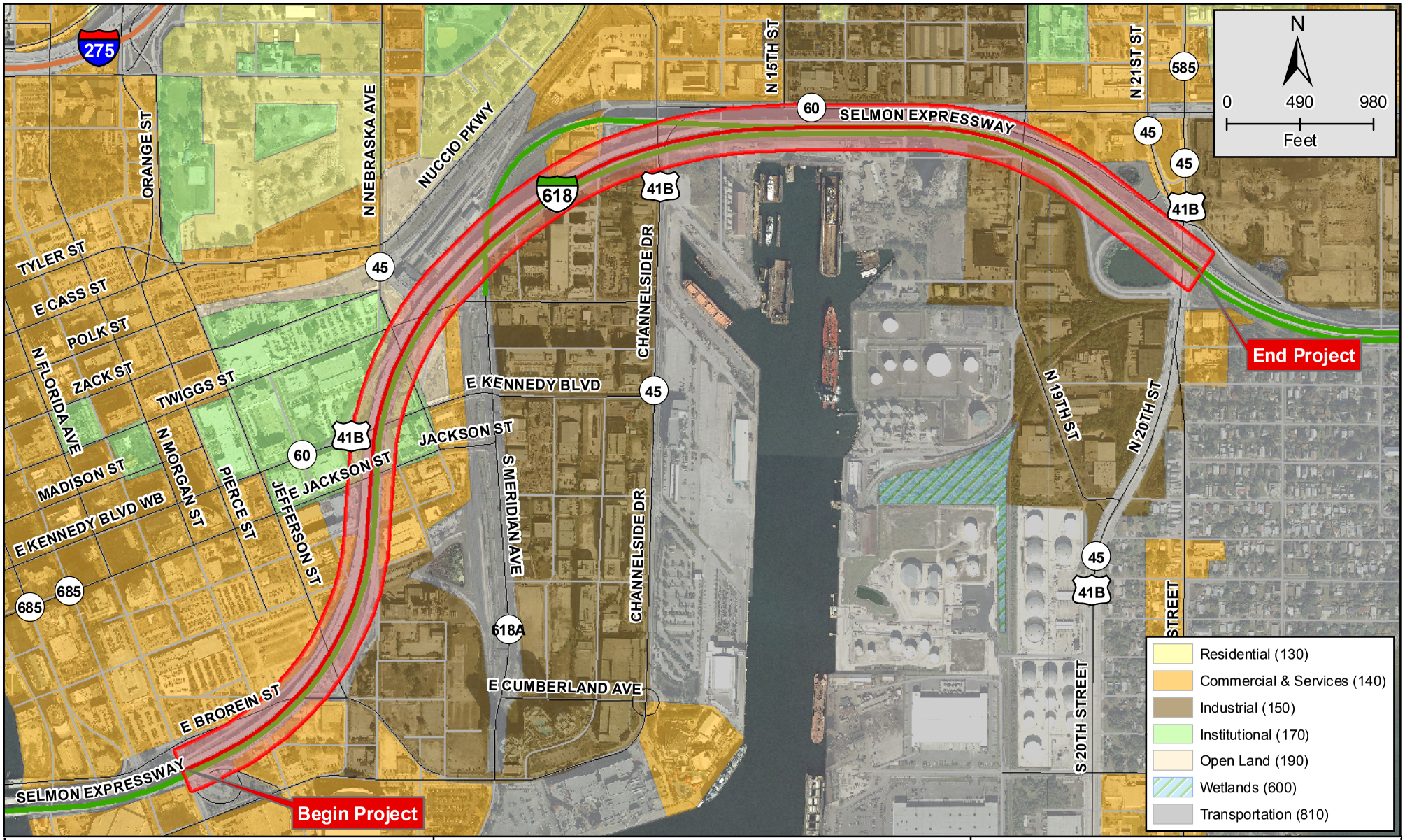

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Figure 2-2: FLUCFCS Existing Land Use Map

Source: FGDL, Hillsborough County

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area is generally dominated by this land use with additional small scatterings throughout the project corridor;

- Institutional (170) – This category includes educational, religious, health and military facilities. These include all buildings, grounds and parking lots that compose the facility. Notably, for the project corridor, this includes the Rampello K-8 Magnet School and the Hillsborough County School District facilities;
- Open Land (190) – This category includes undeveloped land within urban areas and inactive land with street patterns but without structures. Often, urban inactive land may be in a transitional state and ultimately will be developed into one of the typical urban land uses.
- Residential (130) – High density residential developments, typically containing greater than 5 units per acre. These areas are typical of urbanized areas and include multiple dwelling units and high rise units. Based on field reviews, these areas are primarily located north/northwest of Nuccio Parkway.
- Wetlands (600) – Areas where the water table is at, near or above the land surface for a significant portion of most years. A small pocket of forested mixed wetland, located south of the corridor, was mapped in the 2004 SWFMWD land use mapping.

2.3 Future Land Use

According to the City of Tampa future land use data, minimal changes to the existing land use are anticipated along the project corridor (**Figure 2-3**). The corridor will predominately remain transportation, urban business district, and light and heavy industrial. It appears that some new residential areas will be developed within the urban business district.

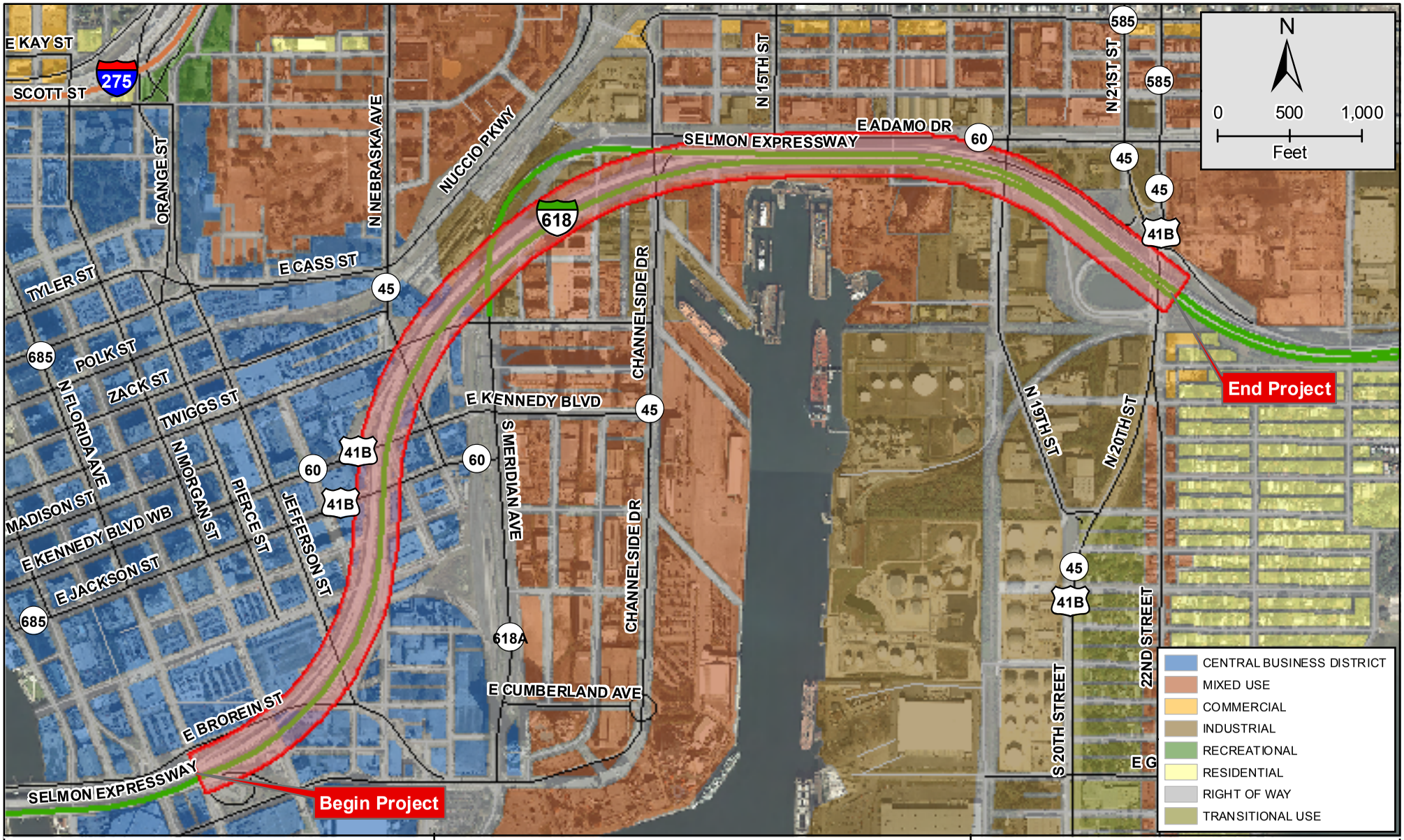

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Figure 2-3: Future Land Use Map

Source: FGDL, The Planning Commission (Tampa)

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Section 3 – WETLANDS

3.1 Methodology

The proposed project has been evaluated for potential impacts to wetlands. Preliminary wetland evaluations were based on information from the U.S. Geological Survey (USGS) topographic maps; *Soil Survey of Hillsborough County*; 2006 NWI data; aerial photography; field verifications; and geographic information systems (GIS) data from Florida Natural Areas Inventory (FNAI), SWFWMD, Hillsborough County, and the Florida Geographic Database Library (FGDL). **Figure 3-1** shows the location of wetlands and surface waters within the project corridor.

Project scientists identified two stormwater management systems located within the project area (see **Figure 3-1**). Wetlands were identified using the USACE's *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (2008),* and the FDEP's *Delineation of the Landward Extent of Wetlands and Surface Waters*, 1995 (Chapter 62-340, F.A.C.).

The Programming Screen of the ETDM Environmental Screening Tool (EST) was also utilized to review comments from various permitting and regulatory agencies. U.S. Fish and Wildlife Service (USFWS), U.S. Environmental Protection Agency (EPA) and National Marine Fisheries Service (NMFS) have provided comments on the ETDM EST. USFWS states that the project is located in the downtown urban area of Tampa and no involvement with natural resources will occur as a result of this action. EPA indicated that there are no impacts. 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. Also, NMFS states that best management practices (BMPs) should be employed during construction to prevent siltation of these habitats. Refer to **Appendix A** for a copy of the *ETDM Programming Screen Summary Report*. The agency comment period for the ETDM Programming Screen was completed on October 20, 2009.

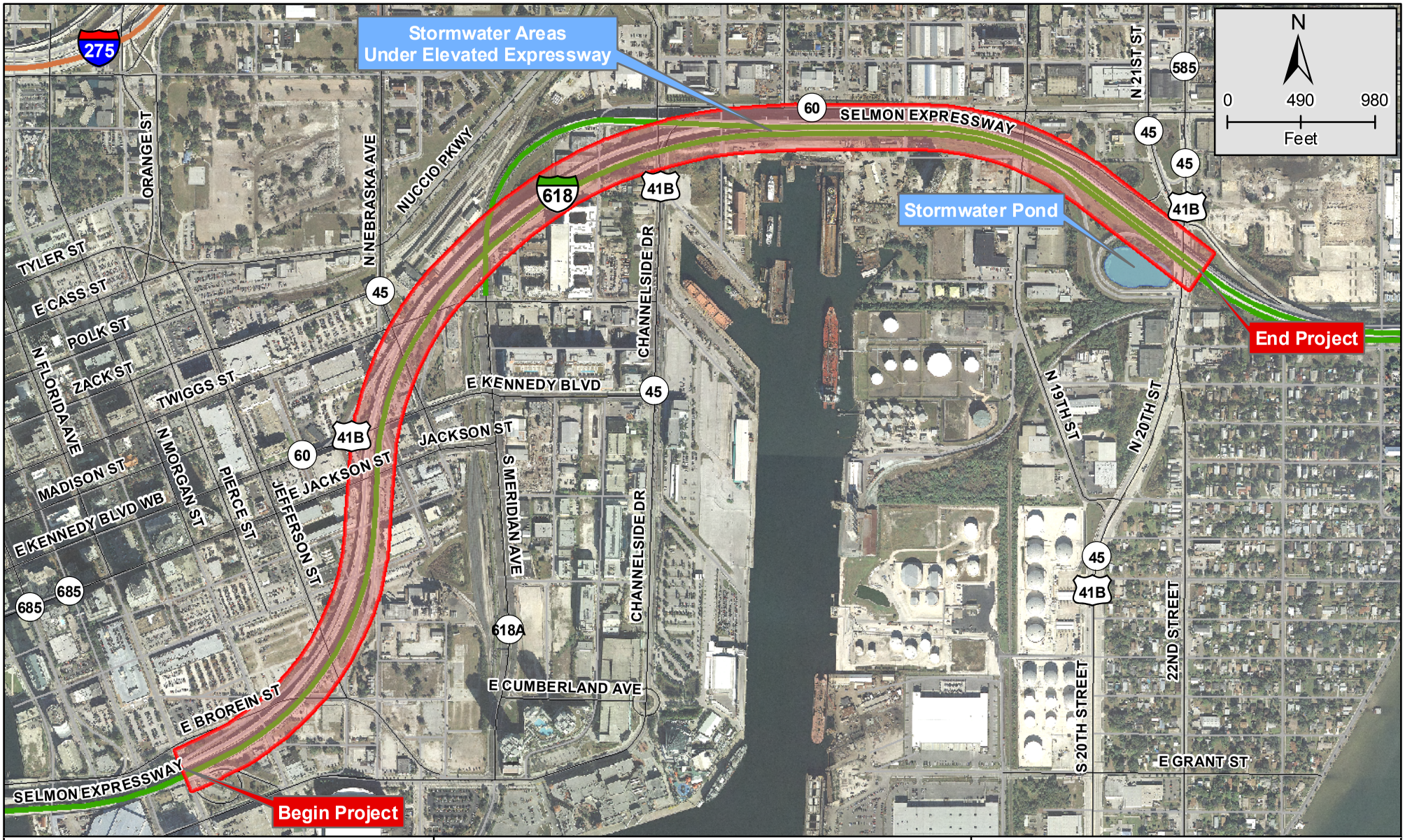

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Figure 3-1: Wetland and Surface Water Location Map

Source: FGDL, NWI

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3.2 Wetland Assessments

No wetland areas were identified within or adjacent to the project corridor. As mentioned above, two stormwater management systems were located along the project corridor. One of the systems is an open water pond located within the ramp loop at South 22nd Street near the eastern end of the project. The second system is located under the elevated highway system just east of North 14th Street. This system consists of a group of shallow swales/depressions that are connected together and controlled by two control structures. Dominant vegetation within this system includes primrose willow (*Ludwigia spp.*) and cattail (*Typha spp.*). This area may provide minimal wading bird habitat, but due to its location under the elevated roadway and near a busy industrial area of the port it is unlikely that many wading bird species utilize this area.

3.3 Wetland Impacts

There are no wetland impacts anticipated as a result of the construction of the proposed project. Temporary impacts and/or modifications to the existing stormwater management facilities may occur during construction, but should have no net adverse impact to wildlife within the area.

3.4 Wetland Impact Mitigation

There are no anticipated impacts to wetlands as a result of the proposed roadway improvements.

If changes are made to the project and wetland impacts due occur, the use of off-site regional mitigation banks, or the transfer of the proper amount of funds for use by the Water Management District, as provided in Florida Statute (FS) 373.4137, are viable options for mitigation of wetland impacts for this project. Also, on-site mitigation, either by creation, enhancement, or conservation of wetlands, is another alternative, although the costs for acquisition of additional right-of-way may make this option less feasible.

3.5 Coordination with Permitting Agencies

Coordination with the proper federal, state and local agencies will be conducted during the design phase of this project. All necessary permits will be acquired. A pre-application meeting was held with SWFWMD on September 3, 2009, and during this meeting SWFWMD determined that no adverse environmental impacts were anticipated from the proposed project. See **Appendix B** for a copy of the meeting minutes. Coordination with the City of Tampa may be required to connect to the existing stormwater system. Environmental permits are anticipated to be required from the following agencies:

* Southwest Florida Water Management District (SWFWMD) – ERP Permit
* Florida Department of Environmental Protection (FDEP) – NPDES Permit

Section 4 – WILDLIFE AND HABITAT

4.1 Introduction and Methodology

Prior to field reviews, literature reviews and agency database searches were conducted to determine the occurrence and status of any federal- and state-listed protected species and/or designated critical habitat. Field surveys were then conducted in August 2009 to identify the presence of or indications of any protected species and/or critical habitat within the project corridor. In addition, random surveys were performed along the corridor to obtain data on resident and transient species. The project corridor was assessed for the presence of suitable habitat for federal- and/or state-listed protected species in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40 and 68A-27 Florida Administrative Code (FAC), and Part 2, Chapter 27 of the FDOT *PD&E Manual: Wildlife and Habitat Impacts*. Species surveys were conducted during evaluation of wetlands along the project corridor.

The ETDM Programming Screen was also utilized to review comments from various permitting and regulatory agencies. USFWS commented that the project is located in the downtown urban area of Tampa and no involvement with natural resources will occur as a result of this action. The Florida Fish and Wildlife Conservation Commission (FFWCC) commented that no significant wildlife resources were indentified in the project area and minimal impacts to wildlife resources are anticipated.

4.2 Federal Listed Species

Protected species surveys were conducted during evaluation of wetlands along the project corridor. No federally protected flora species were observed within the project corridor during field reviews conducted in August 2009. No critical habitat, as defined by the ESA and 50 CFR, is present within the project corridor. Stormwater facilities located along the corridor may provide foraging habitat for the wood stork.

4.2.1 Wood Stork

The wood stork (*Mycteria americana*) is listed as endangered both federally and by the state of Florida. Wood storks usually nest in inundated forested wetlands, such as cypress domes, hardwood swamps, and mangrove fringes and forage in the shallow waters of marshes, swamps, ponds, tidal creeks, wet pastures and ditches, mainly searching for fish. The distribution of the wood stork is throughout Florida, but they are generally rare or lacking in the panhandle and the Florida Keys. This species has a Core Foraging Area (CFA) of 15 miles in central Florida. The project is within the CFA of eight wood stork colonies (611310, 611110-L, Hillsborough River, 615333, Sheldon Rd, East Lake/Bellows Lake, Cypress Creek, and Cross Creek). The nearest wood stork rookery East Lake/Bellows Lake is located approximately 4.5 miles northeast of the project area.

The project corridor has minimal suitable foraging habitat for the wood stork. However, since the project is located within the CFA of eight wood stork rookeries, any impacts to suitable foraging habitat will require mitigation within one of the CFA's or within a USFWS approved mitigation bank whose service area includes the project area. Because wood storks forage over such an extensive area, no colony would be solely dependent on any of the foraging habitat within the project corridor. As a result, it has been determined that the project may affect, but is not likely to adversely affect the wood stork.

4.3 State Listed Species

Protected species surveys were conducted during evaluation of wetlands along the project corridor. No state protected flora species were observed within the project corridor. The wood stork, as previously discussed, is currently listed as endangered by the state of Florida. No additional state listed endangered, threatened, or species of special concern were observed along the project corridor during field reviews.

Based on the location of the project within industrial, commercial and some residential land use, there are no anticipated impacts to state-listed species or species of special concern as a result of the proposed project. Some potential wading bird habitat is

provided by existing stormwater facilities, although any impacts to these areas will be replaced by the project's stormwater facilities.

4.4 Summary

The project has been evaluated for impacts to federal- and/or state- listed protected species. A literature review was conducted to identify any threatened or endangered species which may inhabit the project area. Since there is minimal to no habitat for listed species along the project corridor, no adverse impacts to federal- and/or state-listed species are anticipated by the proposed project. Further consultation and coordination with the appropriate agencies will be conducted during the design phase of this project, as needed.

A copy of this report was submitted to the USFWS for their review and concurrence in October 2009. Concurrence of the findings within this report was received from the USFWS on November 16, 2009 and can be found in **Appendix C**.

Section 5 - REFERENCES

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APPENDIX A

ETDM Programming Screen Summary Report Selected Sections

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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

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APPENDIX B

SWFWMD Pre-Application Minutes

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THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES

FILE NUMBER:

Date:	9/3/09
Time:	11:00
Project Name:	Downtown Crosstown Viaduct
Attendees:	David Kramer, Lynn Miller, Rick Sowers (American Consulting), Chuck Walter (COT), Dan Kelly (HNTB)

County:	Hillsborough	**Sec/Twp/Rge:**	18/29/19
Total Land Acreage:	ROW	**Project Acreage:**	30±

Prior On-Site/Off-Site Permit Activity:
- Crosstown Connector, Crosstown reversible lane project.

Project Overview:
- Addition of additional traffic lanes on the Crosstown Expressway in between Downtown and 22nd Street.
- Lanes will be added to the existing pre-permitting lower deck – mostly to the inside and the decks are elevated.
- Treatment is being provided underneath the existing decks in existing parking lots to be reconstructed using pervious pavement or asphalt.

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)
- N/A

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)
- Old Tampa Bay and possibly McKay Bay Drainage basin.
- Both are impaired.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)
- Majority of the proposed improvements are located above existing impervious.
- Demonstrate that discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)
- Majority of the proposed improvements are located above existing impervious.
- Some of the new lanes will actually be completely shadowed by the reversible lanes which actually receive water quality treatment – would not need to treat areas not generating runoff (not exposed to rainfall and will be subject to street sweeping BMP's)
- Provide water quality treatment consistent with that required for widening existing public highway projects – Section 5.8 of the B.O.R.
- In addition, since the project discharges to an impaired water body, must provide a net environmental improvement.
- Applicant must demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.
- Will allow compensatory treatment for currently untreated runoff – must have an equal or greater area and equivalent pollutant load.
- Providing treatment in parking areas underneath the roadway decks. Will need to provide treatment for contributing parking area runoff and all DCIA associated with contributing existing highway lanes.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)
- N/A

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- Provide proof of ownership in the form of a deed or contract for sale.
- Provide all shared use agreements/operation and maintenance agreements/cross drainage agreements.
- Provide appropriate O&M instructions – will need detailed instructions for maintenance and frequency of maintenance for the pervious pavement treatment areas.

Application Type and Fee Required:

- General Construction ERP - $2912.00 – Sections A, C and E of ERP Application.

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- **Potential contamination issues with construction in heavily industrialized/urban areas.**

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.

APPENDIX C

US Fish & Wildlife Concurrence Letter

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United States Department of the Interior
U. S. FISH AND WILDLIFE SERVICE
7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:
FWS Log No. 41910-2010-I-0062

November 16, 2009

Mr. Martin Stone
Tampa-Hillsborough County Expressway Authority
1104 East Twiggs Street, Suite 300
Tampa, FL 33602

Dear Mr. Stone:

Our office has received your request for information regarding endangered and threatened species and their habitats for the SR 618 Selmon Expressway Downtown Viaduct improvements from Florida Avenue to South 22nd Street, an approximate distance of 1.7 miles. The proposed project is located in Hillsborough County, Florida.

Based on the project description and location, the Fish and Wildlife Service has determined that no impacts to Federally listed species will occur as a result of the proposed action. Should project plans change, or additional information on distribution of listed or proposed species become available, this determination may be reconsidered.

If you have any questions regarding this response, please contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,

David L. Hankla
Field Supervisor

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