

23

Florida Department of Transportation
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County: Hillsborough
Project Name: Westshore Boulevard (CR 527) (See Figure 1)
Project Limits: From Kennedy Boulevard north to Boy Scout Boulevard
Project Numbers: 10500-1648 M-1765(2) 7123576
State Federal WPA

2. PROJECT DESCRIPTION

See Exhibit A

3. CLASS OF ACTION

a. Class of Action

- ☐ Environmental Assessment
☐ Environmental Impact
☒ Type 2 Categorical Exclusion

b. Other Actions

- ☐ Section 4(f) Statement
☐ Section 106 Consultation
☐ Endangered Species Assessment

c. Public Involvement

1. ☐ A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. ☒ A public hearing was held on August 19, 1993 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
☐ An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of the Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
3. ☐ A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
☐ An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.

4. REVIEWER'S SIGNATURE

Donald J. Skelton
FDOT Project Engineer

6/12/94
Date

Rick Adair
FDOT Project Environ. Specialist

6/12/94
Date

Mayer, J. K.
FHWA Area Engineer

6/10/94
Date

5. FHWA CONCURRENCE

M. J. Ruden
(For) Division Administrator

6/10/94
Date

6. IMPACT EVALUATION

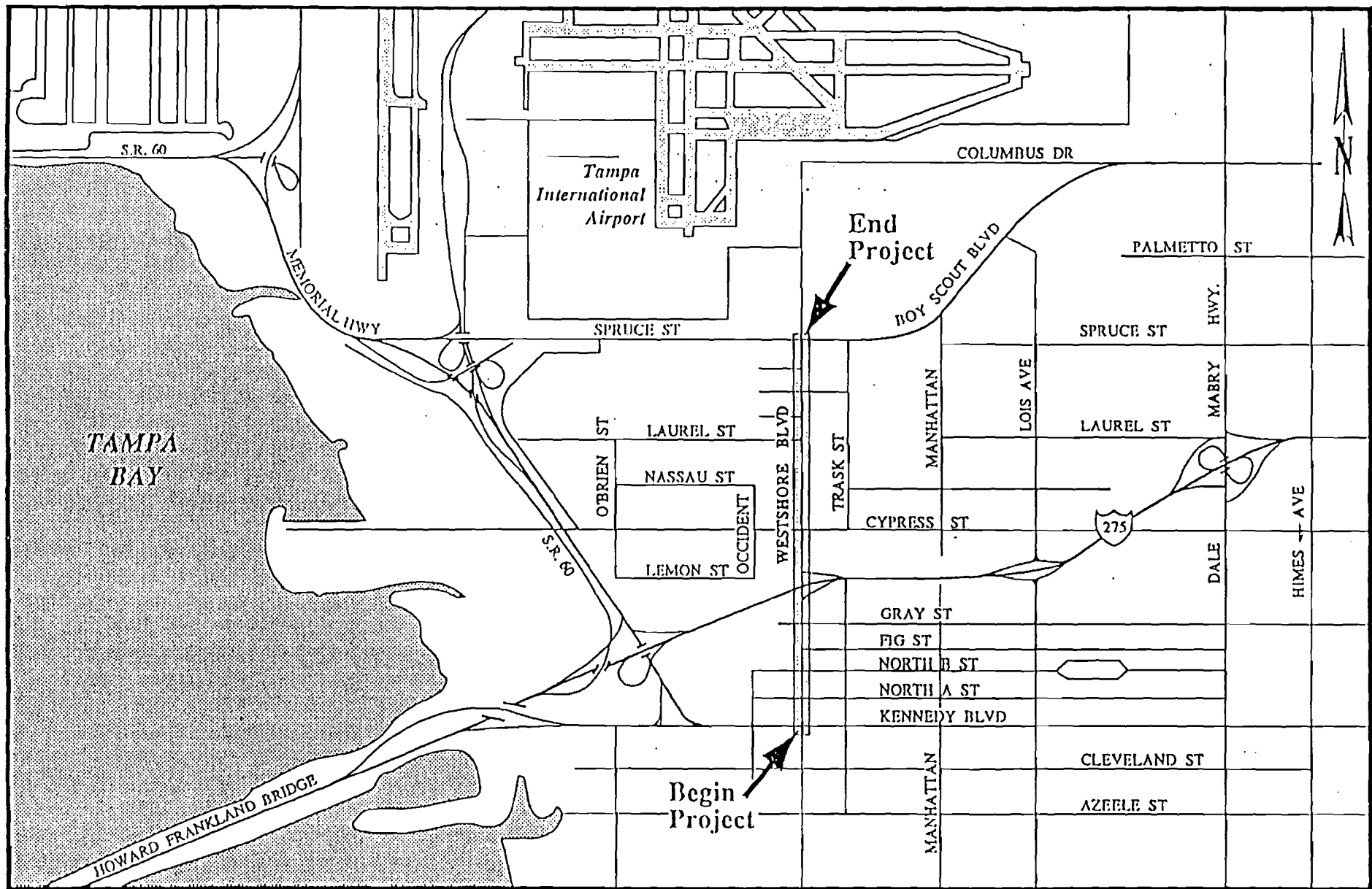
		IMPACT EVALUATION				
Topical Categories		S	M	N	N	
		i	i	o	o	
		g	n	n	l	
		n		e	n	REMARKS
					v	
A. SOCIAL IMPACTS						
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment A
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment A
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment A
4. Churches and Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment A
5. Title IV Consideration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment A
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment A
7. Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment A
8. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment A
B. CULTURAL IMPACTS						
1. Section 4(f) Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment B
2. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment B (SHPO letter dated 12/13/91)
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment B (SHPO letter dated 12/13/91)
4. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
C. NATURAL ENVIRONMENT						
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment C
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment C
4. Outstanding Fl. Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment C
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment C (Office of the Governor letter dated 1/17/92)
8. Coastal Barrier Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
9. Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment C
10. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
D. PHYSICAL IMPACTS						
1. Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See Attachment D
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Passed Screening Test (See Attachment D)
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment D
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		See Attachment D
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
a. <input checked="" type="checkbox"/>	FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.					
b. <input type="checkbox"/>	FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.					

E. PERMITS REQUIRED MSSW (SWFWMD); DREDGE & FILL (SWFWMD)

7. WETLANDS FINDING (Applies to Type 2 Categorical Exclusions Only)

See Wetlands discussion in Section C.

Based on the above considerations, it was determined that there is no practical alternative to the proposed construction in wetlands, and that the proposed action includes as practicable measures to minimize harm to wetlands which may result from such use.



Parrsons
Brinckerhoff

100

PROJECT LOCATION MAP

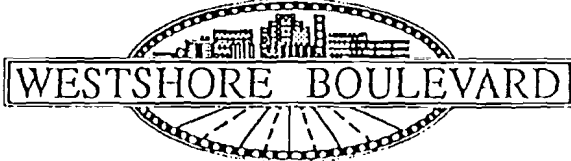
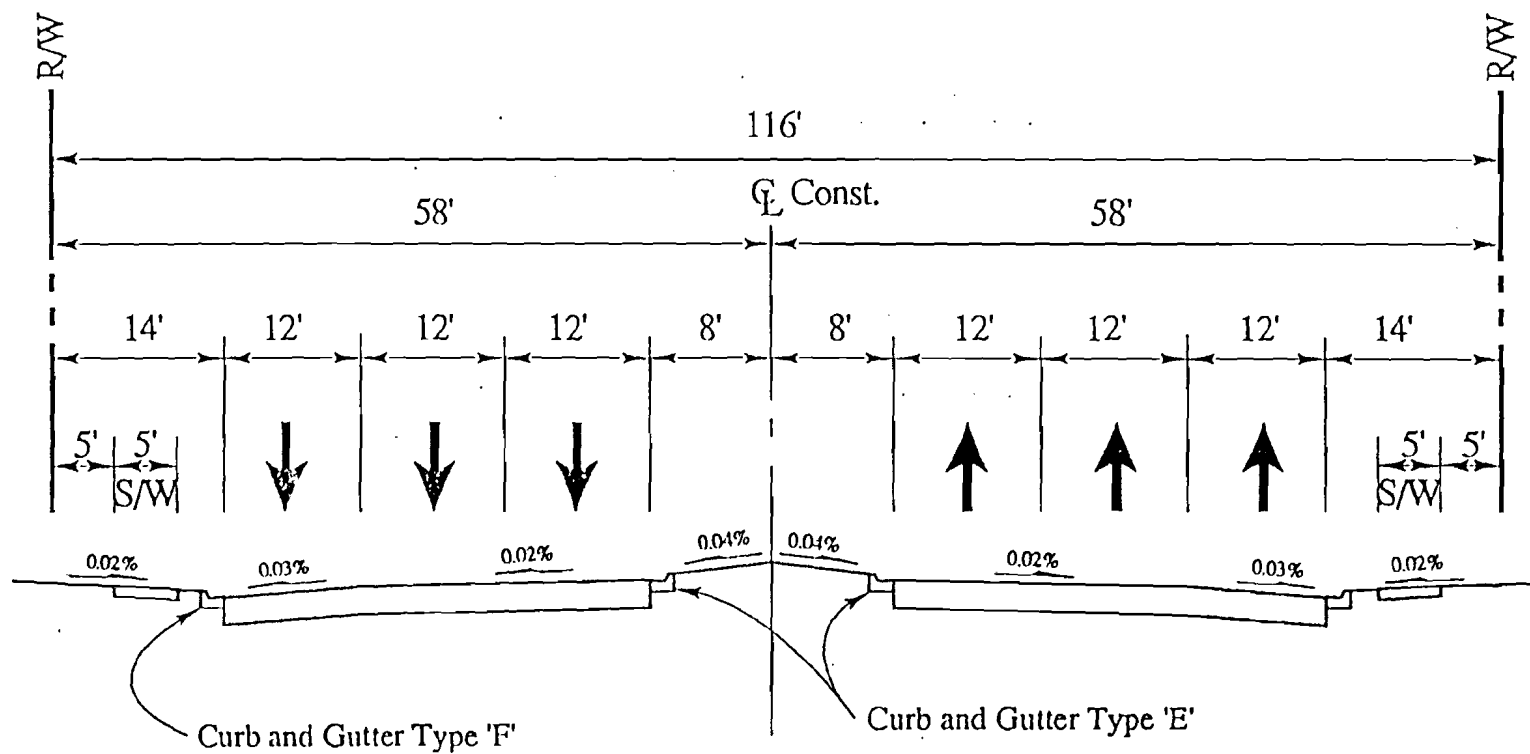


FIGURE 1



6 LANE URBAN - REQUIRING 116' OF R/W
DESIGN SPEED = 40 M.P.H.

Parsons
Brinckerhoff 100
years

FIGURE 2

PREFERRED ALTERNATIVE

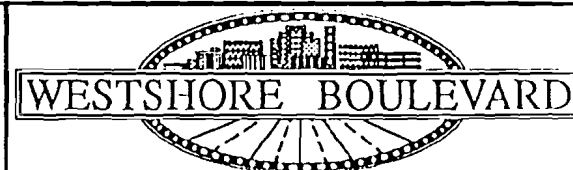


EXHIBIT A

Proposed Improvements

a. Existing:

The existing typical section from Kennedy Boulevard to I-275 is urban and consists of three, 3.4-meter (11-foot) lanes in each direction of travel. A 4.9-meter (16-foot) raised median separates opposing travel lanes. A 1.5-meter (five-foot) sidewalk is provided along both sides of the roadway separated from the back of curb by a 0.6-meter (two-foot) grassed strip.

The roadway transitions through the I-275 interchange area to Cypress Street. South of the interchange, in the northbound direction there are two through lanes and an exclusive right-turn lane. The configuration of the lanes in the southbound direction transitions from two through lanes and an exclusive left-turn lane to three through lanes. At the Cypress Street intersection two left-turn lanes, a through lane, and a through/right-turn lane are provided. North of the interchange, in the southbound direction a left-turn lane is added as the roadway approaches the interchange for access to the eastbound on-ramp of I-275.

From Cypress Street north, the urban typical section consists of two, 3.7-meter (12-foot) lanes for each direction of travel. Opposing left-turn lanes are separated by a 1.2-meter (four-foot) traffic separator. A continuous 1.5-meter (five-foot) sidewalk is provided along the east side of the roadway. On the west side, a sidewalk is provided for 274.3 meters (900 feet) from Cypress Street north.

From Kennedy Boulevard to Gray Street the existing right-of-way is 32 meters (105 feet) wide. The existing right-of-way width varies throughout the I-275 interchange area and the Cypress Street intersection. From Cypress Street north to Boy Scout Boulevard, the existing right-of-way is 30.5 meters (100 feet) wide. The alignment of Westshore Boulevard is generally tangent. All horizontal deflections are less than 1°. In general, the vertical alignment of Westshore Boulevard is flat.

b. Proposed Improvements:

The preferred alternative will have three, 3.7-meter (12-foot) lanes for each direction of travel (see Figure 2). Opposing lanes will be separated by a 4.9-meter (16-foot) raised median. The median width would be adequate for the storage of vehicles crossing the median. Sidewalks 1.5 meters (five feet) in width will be provided along both sides of the roadway separated from the curb by a 0.6-meter (two-foot) grassed strip. A 1.5-meter (five-foot) landscape buffer would be provided at the back of the sidewalk. This typical section would require an additional 3.4 meters (11 feet) of right-of-way along the mainline south of Cypress Street and an additional 4.9 meters (16 feet) of right-of-way along the mainline north of Cypress Street. Additional right-of-way for intersection improvements will also be necessary. The proposed improvements would be developed with an alignment shift to the west south of Cypress Street and an alignment shift to the west north of Cypress Street.

No bicycle facilities would be provided under the preferred alternative. The Department, in coordination with the staffs of the City of Tampa and Hillsborough County, reached a decision internally that bicycle facilities are not suitable for this corridor. Issues of concern in providing bicycle facilities on this roadway includes the safety of the bicyclist due to numerous driveway openings, high traffic volumes, and the availability to use Trask Street and other parallel facilities to access properties along Westshore Boulevard. The decision not to provide bicycle facilities was supported by the Westshore Alliance and the Hillsborough County Metropolitan Planning Organization (MPO). There is a detailed discussion of this issue in the Preliminary Engineering Report in Sections 8.1.2, 8.1.3, 8.10.2, and throughout Section 9.

ATTACHMENT A-SOCIAL IMPACTS

Land Use Changes

All of the land uses adjoining Westshore Boulevard are commercial in nature. The one exception is a single-family residence at the corner of Westshore Boulevard and Union Street. Access to the home is from Union Street.

The Westshore Business District is a major commercial center in the Tampa Bay Area. The City of Tampa and the Westshore Development Association (WDA) jointly produced an Areawide Master Plan for Westshore and an Areawide Development of Regional Impact (DRI) for a portion of that planning area. The project limits straddle two planning areas identified by the master plan, Westshore North and Westshore South.

The Westshore North Planning Area is bounded by Tampa International Airport to the north, I-275 to the south, Lois Avenue on the east, and Memorial Highway on the west. This area is developed with intense office uses and hotels along Westshore Boulevard and Cypress Street. Less intense office, retail, and industrial uses exist between Westshore and Memorial Highway.

The Westshore South Planning Area is located south of I-275, north of Cleveland Street, and extends from Lois Avenue to Old Tampa Bay. This area is currently developed with a wide range of commercial, office, and residential uses. Westshore Plaza Mall and the Urban Center are two principal retail and office/hotel complexes in the area. This area is designated Regional Mixed-Use, Low to Medium Density Residential, and Urban Mixed-Use on the City of Tampa's 2010 Future Land Use Plan.

There are no anticipated changes to land use as a result of the improvements. The project is consistent with the future land use plan for the City of Tampa.

The project has been coordinated with the Hillsborough County Metropolitan Planning Organization (MPO). The recommended improvements are consistent with the Hillsborough County Adopted 2010 Long Range Transportation Plan.

Community Cohesion

The proposed project will involve the widening of the roadway along the existing alignment. Surrounding neighborhoods will not be affected. Travel patterns and access will remain unchanged. The provision of continuous sidewalks throughout the project limits and pedestrian features may enhance community cohesion.

Relocation Potential

A Conceptual Stage Relocation Plan has been prepared for the project (July 1993). The plan determined that the preferred alternative will require the relocation of two business owners, three business tenants, three personal property displacements and 32 on-premise I.D. signs. The business owners consist of Parker Ventures (4720 Cypress Street) and Rex & Bryant King (1502 North Westshore Boulevard). The business tenants consists of Parker Communications and a vacant office (both at 4720 Cypress Street) and Mansour's Shell Station (1002 North Westshore Boulevard). The personal property displacements include: a concrete block wall and decorative waterfall at the Embassy Suites Hotel (555 North Westshore Boulevard), a portion of an outdoor fountain at the Sun Bank Building (500 North Westshore Boulevard), and an office trailer at Intercontinental Rent-A-Car (1802 North Westshore Boulevard).

No businesses that will be relocated are major employers. The businesses which will be relocated employ a total of 42 individuals. No relocations of residences or non-profit agencies will be required by the project. Sufficient commercial, office and retail space exists to easily accommodate all the business relocations associated with the preferred alternative. All displaced businesses should be able to relocate within the Westshore area if so desired.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646). Relocation assistance is provided without regard to race, color, religion, sex or national origin.

The Florida Department of Transportation provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payment program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase or replacement housing; (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. provide reimbursement of expenses, such as legal fees and other eligible closing costs incurred in buying a replacement dwelling;
4. make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payment, increased interest payments, and closing costs are limited to \$22,500 combined total.

Churches and Schools

There are three public schools near the project. Jefferson High School is located on Cypress Street one block east of Westshore Boulevard. Lavoy Elementary and Roland Park Elementary are both located immediately north of Jefferson High School.

There are three churches in close proximity to the project. The Abundant Life Church of God in Christ is located on the northeast corner of Lois Avenue and Nassau Street. The Pilgrim's Rest Missionary Baptist Church is located on the southwest corner of the same intersection. The Friendship Missionary Baptist Church is located on Cypress Street, east of Manhattan Avenue.

None of the churches or schools will be affected by the preferred alternative, nor will they be impacted by temporary noise or air impacts during construction.

Title VI Considerations

This project has been developed consistent with Title VI of the Civil Rights Act of 1964, as amended by the Civil Rights Act 1968.

Controversy Potential

The Advanced Notification Package was distributed on September 12, 1991. Comments were received from three agencies. Their comments were as follows:

Office of the Governor, State Clearinghouse

"...The project will be in accord with State plans, programs, procedures and objectives;..." and "funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advance notification stage".

Department of Environmental Regulation

DER concerns related to these road improvements are stormwater treatment, wetland impacts, and maintenance of adequate drainage. The wetland areas within the alignment are urbanized wetlands providing some function as stormwater treatment and wildlife habitat. The maintenance of these wetland functions must be addressed in the final design of the road improvements.

Florida Department of State, Division of Historical Resources

"It is the opinion of this office that the proposed project will have no effect on any sites listed, or eligible for listing in the National Register of Historic Places. The project may proceed without any further involvement with this agency.

A Public Involvement Program was developed and implemented as an integral part of this project. A project kick-off meeting was held on December 11, 1991 in the County Commission chambers of Hillsborough County. Invitational letters were sent to elected and appointed officials of the City of Tampa and Hillsborough County. A total of 11 individuals attended the meeting.

A public workshop was held at Jefferson High School in Tampa. The workshop was held on Thursday, January 14, 1993, from 4:00 to 7:00 p.m. Notification was accomplished by direct mail to elected and appointed officials representing the area and to property owners whose properties were in whole or in part within 300 feet from the centerline of any alternative presented. Legal display advertisements were published in the Tampa Tribune on December 25, 1992 and January 4, 1993. A news release was sent to the area media. A total of 32 persons attended the workshop. Five individuals provided written comments. These written comments were provided by

either property owners or business operators who were concerned about project impacts to their respective properties or locations. Another concern was the safety of pedestrians with regards to having to cross an additional two lanes of traffic. Several individuals provided verbal comments to Department representatives. Most of these comments stated a preference for one alternative or another. Representatives from the Westshore Alliance, which represents over 160 business/property owners in the Westshore Area, stated their support of the project.

A formal public hearing was held on Thursday, August 26, 1993 at 4 p.m. at Lavoy Exceptional Center in Tampa, Florida. The hearing was held to inform the public of the preliminary results of the study and to give the public an opportunity to express their views regarding specific locations, design, socio-economic effects and environmental impacts associated with the project.

Notification was accomplished by direct mail to elected and appointed officials representing the areas and to property owners whose properties were in whole or in part within 300 feet from the centerline of any alternative presented. Legal display advertisements were published in the Tampa Tribune on August 5 and August 19, 1993. News releases were sent to the area media. An advertisement for the public hearing was published in the Florida Administrative Weekly (FAW) on July 30, 1993. Aerial photographs depicting the proposed project's location and design concepts were displayed for 21 days prior to the hearing in the Peninsula Branch Library, 3909 West Neptune Drive, Tampa, Florida.

Specific questions and comments raised at the public hearing were answered at the hearing, during informal discussions with concerned individuals or by letter following the hearing. About 41 persons attended the hearing. A court reporter was present to produce an official transcript of the proceedings. Five persons spoke for the public record. A total of five written statements were made during the 11-day comment period following the hearing. Two persons who spoke for the public record also provided written statements. Of the comments received, two businesses were in favor of the no-build alternative and the remaining statements were in favor of the project including the Westshore Alliance.

Based on public comment received, there is minimal potential for controversy.

Energy

The proposed widening of Westshore Boulevard will improve traffic flow by reducing congestion and increasing average travel speed. This will lead to lower fuel consumption by vehicles within the project limits.

Utilities and Railroads

There are five utility providers that have facilities along the project corridor that could be affected by the project. These providers are: Tampa Electric Company (TECO), General Telephone and Electric (GTE), Jones Intercable, Intermedia Communications, and the City of Tampa.

Coordination with these utility providers in the project area has determined that utility relocations will be necessary for the preferred alternative. Relocations are not expected to substantially impact area residents, nor the utility companies. No railroad crossings are located within the project corridor.

ATTACHMENT B - CULTURAL IMPACTS

Coordination was conducted with the State Historical Preservation Officer (SHPO) to determine impacts to historic and archaeological sites. A letter was received from the SHPO dated December 13, 1991 which stated the following:

A review of the Florida Master Site File indicates that no significant archaeological or historical sites are recorded for or considered likely to be present within the project area. Furthermore, it is the opinion of this agency that because of the project location and/or nature it is considered unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on any sites listed, or eligible for listing in the National Register of Historic Places. This project may proceed without further involvement with this agency.

Follow-up coordination with the SHPO included a telephone conversation on October 9, 1992 which determined that no further investigation was necessary for this project.

ATTACHMENT C - NATURAL ENVIRONMENT

Wetlands

In accordance with Executive Order 11990, Protection of Wetlands, this proposed project has been evaluated for potential impacts to wetland areas.

There are no natural wetlands as per Federal criteria within the project limits. However, there is one conveyance ditch within the project corridor. The ditch runs parallel to I-275, where it crosses Westshore Boulevard. This small canal is a maintained upland ditch that drains the adjacent urban area. Obligate wetland species are uncommon and the ditch bottom is sandy and free of aquatic vegetation. There is no tidal influence in the ditch. Further details and analysis are contained in the Permit Coordination/Wetland Evaluation Report (June 1993).

A WET 2.1 analysis was conducted for the one wetland on the project, the man-made conveyance ditch. The results indicate that the ditch does not rate high for any of the 14 wetland values analyzed. The lack of vegetation resulted in the low rating for the ditch, as without vegetation habitat and water quality values are predictably low. The maximum area of proposed impact is 20.2 square meters (220 square feet).

Based on the above considerations, it was determined that there is no practical alternative to the proposed construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. All reasonable measures will be used to reduce water quality impacts. Short term construction effects will be reduced by strict adherence to provisions set forth in Section 104 of the FDOT's Standard Specifications for Road and Bridge Construction.

The impacts of the proposed project on surface water quality will essentially be limited to the adverse effects of erosion and some negligible vegetation loss during construction. These potentially adverse effects of construction are considered temporary and minimal. This will be controlled by adherence to Chapters 17-3 and 17-25, F.A.C. and Section 104 of the FDOT Standard Specifications for Road and Bridge Construction. Planting downstream may be required to mitigate loss of water quality function.

Water Quality

Water resources within the project region consist of the Floridan Aquifer and the northern section of Old Tampa Bay. Water quality in the bay has improved over the last several years, but is still considered only fair. There are no Aquatic Preserves or Outstanding Florida Waters (OFW) within the proposed project vicinity, as per Chapter 17-302 Florida Administrative Code (FAC).

The proposed improvements will include a closed drainage system. The FDOT has coordinated with the Southwest Florida Water Management District and the Florida Department of Environmental Protection and will provide them with a preliminary coordination package describing the conceptual stormwater management system for this project. The Department will develop a stormwater system in accordance with Chapters 17-25, 40E-4 and 40E-40 FAC. The proposed stormwater system will meet the criteria of retaining the first 1" of runoff over the total right-of-way from the increased impervious areas. During the development of design plans, the Department will continue coordination with permitting agencies and will adhere to all applicable regulations and permitting conditions. Coordination does not relieve the Department of the necessity to acquire permits, nor does the preliminary review ensure a favorable permitting result.

The projected ADT will increase through the design year for this project. To mitigate these impacts, this project proposes to plant emergent vegetation upstream and downstream. Therefore, project implementation should not impact the water quality of surface or groundwater resources per coordination with FDEP and SWFWMD. No

additional retention/detention capacity is anticipated. Avoidance and minimization of impacts for all wetlands and water bodies have been conducted and reviewed during the PD&E phase.

The impacts of the proposed project on surface water quality will essentially be limited to the adverse effects of erosion and minor vegetation loss during construction. These potentially adverse effects of construction are considered temporary and minimal. Preventive measures will be taken during construction to preclude any potential impacts to the ditch, the bay and the groundwater. All oil, chemicals, fuels, etc., used during construction must be disposed of in an acceptable manner and consistent with local, state and federal regulations, and must not be dumped on the ground, storm sewer or into any waterbody. Best Management Practices (BMP) will be used during construction to reduce and contain turbidity, sediment transport and run-off. This project is not located within a sole source aquifer area and is not expected to have any affect on groundwater, recharge areas, or public water supplies. This will be controlled by adherence to Chapters 17-3 and 17-25, F.A.C. and Section 104 of FDOT's Standard Specifications for Road and Bridge Construction.

The impacts of this discharge on Old Tampa Bay have been determined as per the guidelines contained in the FHWA Publications, Constituents of Highway Runoff (1987), Effects of Highway Runoff on Receiving Waters (1987), and Pollutant Loadings and Impacts from Highway Stormwater Runoff (1990). The primary affect to the water quality of the bay is by nonpoint sources, such as stormwater runoff. Nonpoint source pollution is a problem regardless of the proposed improvements, with the constant increase in impervious surface throughout the project area. The increase in quantity and decrease in quality of the stormwater runoff, as a result of urbanization is a major concern. Historically, anthropogenic impacts to the bay include vegetative denudation; habitat loss; alteration of circulation patterns; attenuation of freshwater flow due to consumptive use; and increased pollutant loading. The bay also serves the Port of Tampa and is subject to oil and grease discharges, phosphate and fuel spills. The port itself is a source of pollutants, due to spills and waste, of fertilizers, pesticides, oil, concrete and fuel.

The appropriate stormwater management practices contained in FHWA Publications, Management Practices for Mitigation of Highway Stormwater Runoff Pollution (1985), and Retention, Detention, and Overland Flow for Pollutant Removal from Highway Stormwater Runoff: Interim Guidelines for Management Measures (1988) and measures required for obtaining permits will be used to mitigate stormwater runoff impacts.

Floodplains

In accordance with Executive Order 11988, Floodplain Management, the project was studied to identify potential floodway and floodplain impacts. The watershed contains sections of three flood zones as established by FEMA.

The drainage improvements associated with this project will be limited to necessary inlet construction for the curb and gutter section (which will be relocated as a result of roadway widening), and lengthening of existing cross drains to accommodate the increased pavement width. No retention areas are available in the general vicinity of this project.

Several of the existing cross drains are undersized for the 100-year event, and should be upsized concurrently with the proposed roadway widening, as further described in the Location Hydraulic Report.

Since the existing roadway and adjacent right-of-way are predominantly impervious in the existing condition, the proposed improvements will not significantly impact the existing drainage conveyance or capacity. Most of the right-of-way adjacent to the roadway (except for small areas west of Westshore Boulevard and north of Laurel Street), and the offsite areas bordering the roadway, are either sidewalks, parking lots or other impervious areas, and therefore provide little drainage or floodplain storage. No additional floodplain development is anticipated because areas adjacent to the existing facility are already developed.

The preferred alternative does not result in a significant increase in runoff and will involve cross drain modifications/replacements to bring the capacity up to current design standards.

In accordance with the directives set forth in the Federal Aid Policy Guide, 650, Part A and the FDOT Drainage Manual 1987, encroachments to the floodplain created as a result of this project are to be located and categorized. The analysis performed in the Location Hydraulic Report demonstrated that the proposed improvements will not affect flood stages in the project area or in Old Tampa Bay due to the tidal nature of the water bodies and the negligible increase in impervious area.

The encroachment into the flood-prone areas involves the construction of additional laneage on the roadway. Areas outside of the existing right-of-way will be affected by this proposed construction, but, from strictly a drainage perspective, no effects to either floodplain storage or peak runoff from the area are anticipated.

The areas of the existing roadway which encroach into the 100-year floodplain do so under the effect of Old Tampa Bay. Therefore, no increase in runoff is anticipated.

For this proposed project, the areas are referenced with encroachment category numbers, from Federal Aid Policy Guide, 650, Part A, and described below:

- 1) The northerly end of the project south to approximately 164 meters (500 feet) south of Union Street, the encroachment is a category 1.
- 2) From 164 meters (500 feet) south of Union Street to the northerly side of I-275 (and excluding two small areas north of I-275), the encroachment is a category 4.
- 3) The area south of the northerly side of I-275 to the southern terminus of the project at Kennedy Boulevard (and including the areas excluded in Item 2), is a category 5.

As described above, the majority of the area proposed for roadway widening is currently impervious, and therefore the impact to the floodplain stage elevations will be negligible (even for the Category 5 area described above) and no compensation is warranted. Additional right-of-way will be required, but the roadway will remain at the existing elevation. No areas within the project area are economically feasible for floodplain compensation. There will be no impact to proposed development.

Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are the result of other outside contributing sources, there is no practical alternative to totally eradicate flood impacts or reduce them in any significant amount. Existing flooding will continue within the project area, but will not be increased.

This project involves the lengthening of the existing storm drains culverts crossing the width of the road. This will increase the friction loss in each culvert causing the head-water to rise. All storm drain culverts were analyzed for the increase in the friction loss resulting from their extension. To maintain the existing head-water at each culvert, it was determined that some of them would have to be upgraded. Actually, there will be a very minor increase in the discharge rate in the post condition since the area being affected by the widening is already impervious. Therefore, the small increase in the head-water is solely due to the lengthening of the pipes. The upgrading of these pipes will reduce the head-water to pre-development conditions.

The proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. The project will not result in any new or increased adverse environmental impacts. There will

be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The project does not involve a regulated floodway.

Coastal Zone Consistency

The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Program. A letter dated January 17, 1992, substantiates this finding.

Wildlife and Habitat

No threatened or endangered species were sighted or observed during field surveys of the project corridor, and no critical habitats exist within the project corridor.

There will be no impacts to endangered and threatened species, or their critical habitats as a result of this project. A United States Fish and Wildlife Service (USFWS) letter dated January 28, 1992 concurs with the FHWA determination of "no effect".

ATTACHMENT D - PHYSICAL IMPACTS

Noise

The project is located in a highly urbanized area comprised of commercial, professional and some light industrial facilities. There was one noise sensitive receptor on the project corridor; a single family residence near on the northwest corner of Union Street and Westshore Boulevard. Noise isopleths were calculated using FLAMOD Noise Program.

The one receptor, a single-family residence, was found to be outside the 65 dBA "approach" criteria for the existing, no-build and build alternative. Therefore, no noise abatement measures are necessary.

Based on the noise analysis performed, there appears to be no noise impact on the residence. This receptor would not be affected and therefore, no noise impacts would occur as a result of the project. A separate Noise Report (June 1993) was prepared and is available at the FDOT District Seven Office in Tampa.

Air

The preferred alternative was subjected to an air screening test for urban areas. The test was conducted on the worst intersection of the proposed project: Kennedy Boulevard and Westshore Boulevard. The intersection passed the screening test and the project will require no further evaluation. Therefore, it was concluded there will be no air quality impacts as a result of the improvements. An Air Quality Technical Memorandum for the project (June 1993) has been prepared and is available for reference.

This is an area which has been designated as nonattainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is in conformance with the SIP because it will not cause violations of any of the National Ambient Air Quality Standards. This project is included in the urban area's current approved conforming TIP which was signed by the Secretary of the Florida Department of Transportation on September 17, 1993. This project is included in the Hillsborough County MPO's Long Range Transportation Plan which was last revised September 10, 1991. This project is included in the area's Conformity Determination report which was approved by FHWA/FTA on September 3, 1993.

Construction

Project implementation will have minimal impacts to air quality, noise levels, water quality, traffic flow and visual impacts during construction.

Air impacts will be temporary and will primarily be in the form of emissions and dust from the operation of heavy equipment associated with the construction of the project.

Noise and vibration impacts will result from the heavy equipment construction activities. Noise control measures will include those contained in FDOT Standard Specifications for Road and Bridge Construction.

Turbidity screens and floating booms should be used to control silt and sediments in areas adjacent to the ditch. Haybales and silt screens will be used to control erosion and sedimentation. These impacts will be minimized by adherence to all state and local regulations, use of Best Management Practices and to the FDOT's Standard Specifications for Road and Bridge Construction.

The following methods will be used to control or minimize construction related impacts:

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure eight pattern when dumping, spreading, or compacting materials.
3. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
4. Coordination with the local community and law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Access for pedestrians will be maintained as feasible and as the phasing of construction will allow.

For business owners along Westshore Boulevard, some of the materials stored for the project may be displeasing visually, however, this is a temporary condition and should pose no substantial problem in the long term.

Construction impacts are temporary and will pose no substantial problems in the long term.

Contamination

A Contamination Screening Evaluation Report has been prepared to assess the impact to the project due to any contaminated sites.

There are 23 hazardous materials and petroleum products facilities within the project corridor. Seventeen of these sites are petroleum product facilities with above or underground storage fuel tanks and five of these are in the FDER Early Detection Incentive (EDI) Program.

The majority of the sites surveyed are facilities with underground storage tanks for petroleum products (gasoline stations or rental car businesses). Seven of the 23 have been identified as being "risk concerns". All seven are petroleum facilities: five are rated as medium risks, the remaining two as high.

Further investigations are recommended for all seven of these facilities. All seven sites have petroleum contamination and are in various degrees of remediation. The additional work should include subsurface sampling, both soil and groundwater. It should also include an updated review of Florida Department of Environmental Regulation (FDER) and Hillsborough County Environmental Protection Commission (EPC) files. A review of agency files should be conducted prior to conducting any field sampling. Investigation work may also include visual inspections, monitoring of any ongoing cleanups and possibly subsurface investigations. At known contamination sites, estimated areas of contamination will be marked on the design drawings. During right-of-way acquisition phase, any necessary clean-up plans will be implemented and completed. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.

A Contamination Screening Evaluation Report (July 1993) for the project has been prepared and is available for reference.

The proposed project contains no known significant contamination involvement.