Natural Resource Evaluation

Tampa Interstate Study
Supplemental Environmental Impact Statement

I-275 from Howard Frankland Bridge to
North of Dr. Martin Luther King, Jr. Boulevard
and
I-4 from I-275 to East of 50th Street with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive
Work Program Segment # 258337-2

Segments 2B, 3A & 3B

May 2018

EXECUTIVE SUMMARY

The proposed project for the Tampa Interstate Study (TIS) is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of Interstate 275 (I-275) and I-4, an approximate 4.4-mile segment of the Selmon Expressway, and an approximate 0.8-mile segment of the I-4/Selmon Expressway Connector (also known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, 3B and 3C. This report covers Segments 2A, 3A and 3B. Segments 1A and 2A are covered in a separate report and Segment 3C has already been constructed.

The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). The Federal Highway Administration (FHWA) issued the Records of Decision (ROD) in 1997 and 1999. The Florida Department of Transportation (FDOT) and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by others in separate studies.

This Natural Resource Evaluation (NRE) documents the proposed project's wetlands and protected species involvement and provides an update to information from the 1996 FEIS and subsequent RODs in 1997 and 1999. This report also documents existing wildlife resources and habitat types found within the project area for potential occurrences of federal-listed species and designated Critical Habitat. It also includes state-listed protected species and their suitable habitat. Potential impacts to species and habitats are provided in this document.

Protected Species

No Further Action Alternative

The No Further Action Alternative would provide no improvements to I-275 and I-4 within the study limits; therefore, this alternative would result in no effect to protected species and habitat.

1996 TIS FEIS Long-Term Preferred Alternative

The 1996 TIS FEIS concluded that due to the heavily urbanized nature of the study area, significant undeveloped upland areas or significant amounts of suitable habitat for wildlife were not present. U.S. Fish and Wildlife Service (USFWS) Critical Habitat was also not present in the corridor. It was determined that the 1996 TIS FEIS Long-Term Preferred Alternative would have no effect on any threatened or endangered species or affect or modify any designated Critical Habitat in the 1996 TIS FEIS. Based on current review, the potential for the federally-threatened Gulf sturgeon (*Acipenser oxyrinchus desotoi*) and federally-threatened West Indian (Florida) manatee (*Trichechus manatus*) does exist within the study area at the Hillsborough River location. It is anticipated this alternative may affect, not likely to adversely affect the Gulf sturgeon and Florida manatee, although the footprint of this alternative has not changed within the limits of the Hillsborough River from the 1996 TIS FEIS. The eastern indigo snake also has potential to exist within the project area; therefore, this alternative may affect, not likely to adversely affect the eastern indigo snake. No Critical Habitat for these species or other listed species is located within the study area. Therefore, there are no changes in impact potential to protected species from the 1996 TIS FEIS.

2018 Express Lane Alternative (Tolled or Non-Tolled)

The Design Options are located within the proposed TIS right of way. These alternatives are located within a heavily urbanized area and would have no impacts to Critical Habitat or threatened and endangered species. The potential for the federally-threatened Gulf sturgeon and federally-threatened West Indian (Florida) manatee does exist within the study area at the Hillsborough River location. It is anticipated this alternative may affect, not likely to adversely affect the Gulf sturgeon and Florida manatee. The footprints of the Design Options are similar within the limits of the Hillsborough River to that evaluated in the 1996 TIS FEIS. The eastern indigo snake also has potential to exist within the project area; therefore, this alternative may affect, not likely to adversely affect the eastern indigo snake. No designated Critical Habitat for these species or other listed species is located within the study area. Therefore, there are no changes in impact potential to potential species from the 1996 TIS FEIS.

Potential Species Effect Summary

Species	No Further Action Alternative	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lane Alternative*
Federal-Listed			
Gulf sturgeon	No effect	MANLAA	MANLAA
Smalltooth sawfish	No effect	No effect	No effect
Piping plover	No effect	No effect	No effect
Florida scrub-jay	No effect	No effect	No effect
Wood stork	No effect	No effect	No effect
West Indian manatee	No effect	MANLAA	MANLAA
Eastern indigo snake	No effect	MANLAA	MANLAA
State-Listed			
Roseate spoonbill	No effect anticipated	No effect anticipated	No effect anticipated
Little blue heron	No effect anticipated	No effect anticipated	No effect anticipated
Reddish egret	No effect anticipated	No effect anticipated	No effect anticipated
Tricolored heron	No effect anticipated	No effect anticipated	No effect anticipated
Gopher tortoise	No effect anticipated	No effect anticipated	No effect anticipated
Other Protected			
Bald eagle	--	--	--

MANLAA = May Affect, Not Likely to Adversely Affect

***Effect determination for all Design Options.**

Wetlands and Surface Waters

No Further Action Alternative

The No Further Action Alternative would provide no improvements to I-275 and I-4 within the study limits; therefore, this alternative would result in no impacts to wetlands and surface waters.

1996 TIS FEIS Long-Term Preferred Alternative

The footprint of this alternative has not changed; therefore, the 1996 TIS FEIS Long-Term Preferred Alternative would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

2018 Express Lane Alternative (Tolled or Non-Tolled)

The 1996 TIS FEIS identified 0.3 acre impact to Site 1 (Hillsborough River), 0.6 acre impact to Site 3 and 0.1 acre impact to Site 5 within the study area for this document. The impacts to Site 1 in the 1996 TIS FEIS were evaluated as impacts to river bottom. For the purpose of this assessment, the impacts at Site 1 were evaluated based on the footprint over the Hillsborough River and not fill within the river bottom, since the number, size and location of piles is unknown at this time. The impacts for Design Options at Site 1 range from a decrease of approximately 0.4 acre for Downtown Interchange Options A and B to a slight increase of 0.2 acre in footprint for Options C and D over the Hillsborough River. The Design Options are anticipated to have no impact to Site 3, an existing stormwater basin, and Site 5, which were identified as part of the 1996 TIS FEIS. At the locations of Site 3 and Site 5, the proposed improvements are located within the median. Overall, the Design Options would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

Potential Wetland and Surface Water Impact Summary

Wetland/ SW ID	No Further Action Alternative	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lane Alternative			
			Design Option A	Design Option B	Design Option C	Design Option D
Site 1	0.0 acre	Approx. 1.4 acres	Approx. 1.0 acre	Approx. 1.0 acre	Approx. 1.6 acre	Approx. 1.6 acre
Site 3	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre
Site 5	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre

Stormwater Management Facilities

The proposed stormwater management facilities (SMF) for each Design Option have been evaluated for potential wetland impacts and potential effects on listed and protected species. No wetlands were identified within the proposed SMF locations. The potential for federally and state-designated listed species is minimal to none within the locations of the proposed SMFs; therefore, no impacts to wetlands or adverse effects to listed species are anticipated with the proposed SMFs.

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Acronyms

BGEPA	Bald and Golden Eagle Protection Act
BMP	Best Management Practices
CBD	Central Business District
CFA	Core Foraging Area
CFR	Code of Federal Regulations
EIS	Environmental Impact Statement
ESA	Endangered Species Act
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FEIS	Final Environmental Impact Statement
FLUCCS	Florida Land Use Cover and Forms Classification System
FHWA	Federal Highway Administration
FNAI	Florida Natural Areas Inventory
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information Systems
HFB	Howard Frankland Bridge
HOV	High Occupancy Vehicle
I	Interstate
IPaC	Information for Planning and Consultation
LRTP	Long Range Transportation Plan
MANLAA	May Affect, Not Likely to Adversely Affect
MBTA	Migratory Bird Treaty Act
MLK	Martin Luther King
MPO	Metropolitan Planning Organization
MWWP	Marine Wildlife Watch Plan
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NRCS	Natural Resources Conservation Service
NRE	Natural Resource Evaluation
NWI	National Wetlands Inventory
PD&E	Project Development and Environment

ROD	Record of Decision
ROW	Right-of-way
SEIS	Supplemental Environmental Impact Statement
SFH	Suitable Foraging Habitat
SR	State Road
SWFWMD	Southwest Florida Water Management District
TBARTA	Tampa Bay Area Regional Transportation Authority
TBX	Tampa Bay Express
TIA	Tampa International Airport
TIS	Tampa Interstate Study
TIP	Transportation Improvement Program
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

1. INTRODUCTION

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision (ROD) in 1997 and 1999. FDOT and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by FDOT in separate studies. FDOT, in coordination with FHWA, will prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

1.1 Purpose of Report

This Natural Resource Evaluation (NRE) documents the proposed project's wetlands and protected species involvement. This report also documents existing wildlife resources and habitat types found within the project area for potential occurrences of federal- and state-listed protected species and their suitable habitat. Potential impacts to species and habitats are provided in this document.

1.2 Location for the TIS SEIS Project

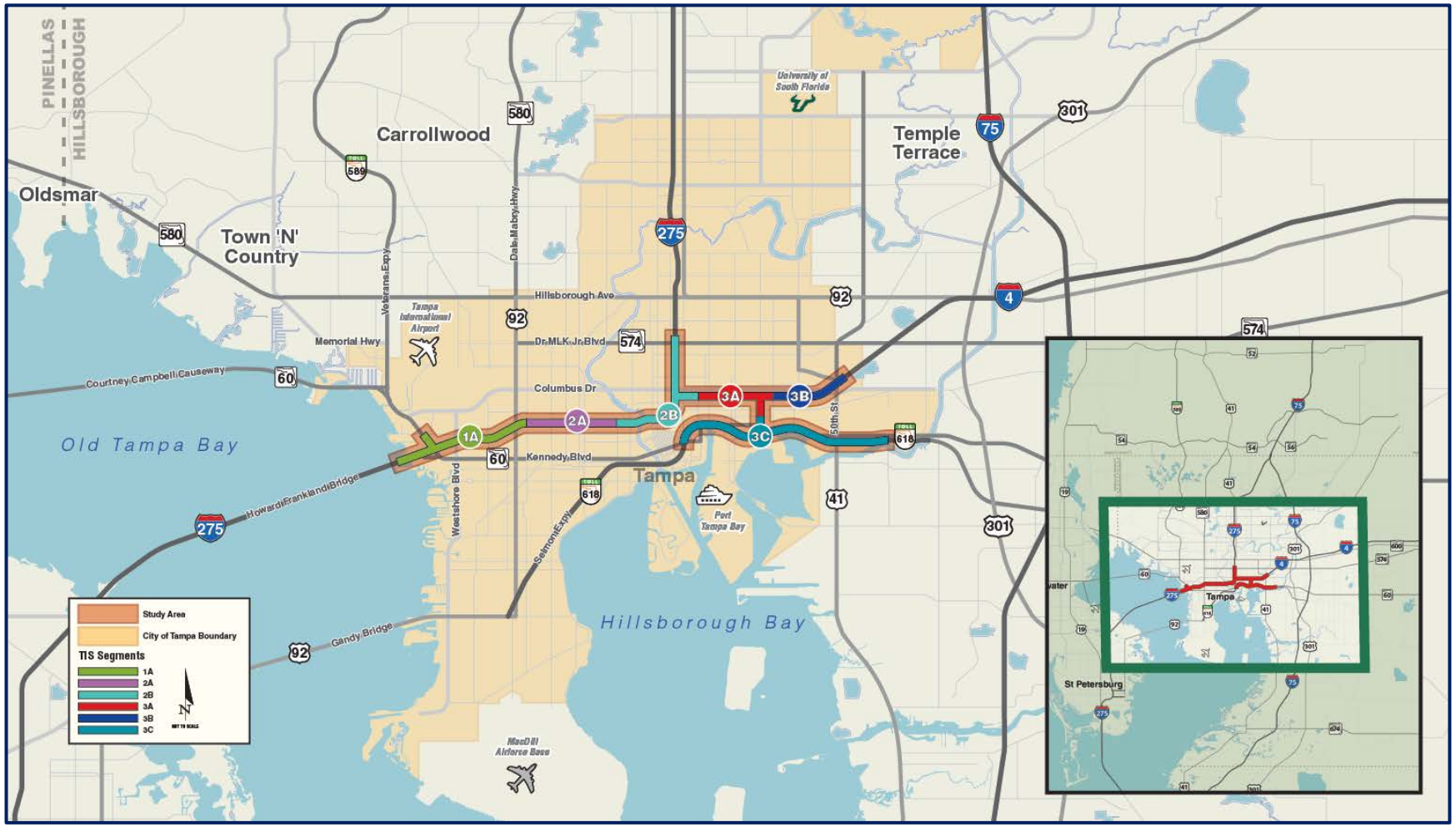
The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of I-275 and I-4, an approximate 4.4-mile segment of the Selmon Expressway, and an approximate 0.8-mile segment of the I-4/Selmon Expressway Connector (previously known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to North of State Road (SR) 574 (Dr. Martin Luther King [MLK] Jr. Boulevard), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B (**Figure 1-1**). Segment 3C is not being considered in the TIS SEIS because it has been constructed.

1.3 Background of the TIS SEIS Project

The TIS Project has been under consideration for many years. The Tampa Interstate system is the cornerstone of the Tampa Bay Region's surface transportation system and improvements to the system have been a priority to the State since the 1980's. The proposed improvements to the interstate system are found in the Hillsborough Metropolitan Planning Organization's (MPO) *2035 Long Range Transportation Plan for Hillsborough County* (LRTP) (2009) and the *Imagine 2040: Hillsborough Long Range Transportation Plan* (2014).

1.4 Purpose of the TIS SEIS Project

In the 1996 TIS FEIS, the purpose for the proposed action was: "…to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community."



SOURCE: FDOT 1996
Note: Segment 3C has been constructed and is not included in this SEIS.

Figure 1-1 Tampa Interstate Study SEIS Project Study Area

The current SEIS Purpose is consistent with the 1996 TIS FEIS Purpose and expands upon the originally identified purpose and need to include congestion relief that improves accessibility, mobility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors.

In 1983, FDOT began to identify potential improvements to the Tampa Interstate system, which was constructed in the early 1960's. These improvements included potential short-term safety solutions and design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a documented base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. Based on the work performed, FDOT published the *TIS Master Plan Report* in 1989. The Hillsborough County MPO adopted the Tampa Interstate Master Plan Concept into the 2010 LRTP in November 1989.

Following completion of the *TIS Master Plan Report*, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) and the supporting documentation necessary for state and federal approvals and subsequent funding of the *TIS Master Plan Report* concepts. The EIS evaluated impacts associated with a Selected Alternative, a Long-Term Preferred Alternative, and a No-Action Alternative, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the EIS in November 1996, issued the ROD for the 1996 TIS FEIS in 1997, and an amended ROD in June 1999. The 1997 and 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 providing a roadway system that includes general use lanes and separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and the FDOT is to ultimately construct the Long-Term Preferred Alternative as funding becomes available through the Hillsborough County MPO. Since issuance of the 1997 and 1999 RODs, FDOT has taken several major steps to advance the Project to full implementation. The TIS Project has been re-evaluated several times to advance various elements of the project, many of which FDOT has already constructed including portions of Segment 1A, Segment 2A, Segment 3A, Segment 3B, and Segment 3C (see **Figure 1-2**). The following describes the projects that FDOT has constructed.

- **I-275 Widening Southbound and Remainder of Northbound from east of SR 60 to Downtown Tampa** – Corridor length: 4.2 miles, Construction Cost: $217.3 million, Start: July 2012 – Completion: Fall 2016. Reconstruction and roadway widening. Improvements included: providing four through lanes in each direction, flattening the profile of the roadway at bridges over the crossroads, aesthetic treatments, improved interchanges, and increased median width for future improvements.

- **I-275 Northbound from Himes Avenue to the Hillsborough River** – Corridor Length: 2 miles, Construction Cost: $109 million, Start: August 2007 – Completion: Spring 2010. Reconstruction of a 3-lane roadway into a 4-lane roadway primarily south of the existing alignment. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.

SOURCE: FDOT 2000-2015

Notes: Green line represents TBX Sections 4, 5, and 6, referred to as Segments1A, 2A, and part of 2B in the 1996 TIS FEIS; Grey line comprises part of TBX Section 5, referred to as Segment 2A in the 1996 TIS FEIS; Dark blue line comprises part of TBX Section 6, referred to as part of Segment 2B in the 1996 TIS FEIS; the light blue line comprises part of TBX Section 6, referred to as Segment 3A and 3C in the 1996 TIS FEIS; the turquoise line comprises part of TBX Section 6, referred to as part of Segment 3B and Segment 3C in the 1996 TIS FEIS.

Figure 1-2 Tampa Interstate Study Completed Improvement Projects

- **I-4/I-275 Interchange Operational Improvements (Downtown Tampa Interchange)** - Corridor Length: 2.7 miles, Construction Cost: $81 million, Start: October 2002 – Completion: December 2006. Capacity and safety improvements to the Downtown Tampa Interchange, which widened both interstates to four lanes in each direction. Improvements also included: extending the Ashley Street entrance ramp, providing a local auxiliary exit ramp system, improving weaving movements related to the I-275 southbound to I-4 eastbound flyover ramp, shoulder-mounted 8-foot noise walls near densely developed residential areas, landscaping within infield area and aesthetic treatments.

- **I-4 from West of 14th Street to East of 50th Street** – Corridor Length: 3.2 miles, Construction Cost: $185 million, Start: February 2004 – Completion: Fall 2007. Reconstruction of a 4-lane roadway into a 6-lane roadway (three lanes in each direction with auxiliary lanes) to tie into the Downtown Tampa Interchange improvement project completed in December 2006. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.

- **I-4/Lee Roy Selmon Expressway Interchange** – Corridor Length: 1 mile, Construction Cost: $425 million, Start: March 2010 – Completion: Spring 2014. Construction of a new north-south toll interchange, which connects I-4 with the Lee Roy Selmon Expressway (SR 618). The elevated roadway with an all-electronic toll collection system links these two, major east-west corridors, and provides "truck-only" lanes for direct access to the Port Tampa Bay to reduce heavy truck traffic from local roads in Ybor City. Aesthetic treatments were also included in this project.

In 2011, FDOT released the *Florida Transportation Vision for the 21st Century*. The vision focused on innovative financing alternatives, advancing projects, and accommodating economic growth. While the 1996 TIS FEIS always included express lanes along the region's interstates, tolling was not a consideration at the time. As a result of the 2011 Vision, FDOT initiated a master plan study in 2012 to determine the feasibility of dynamically tolling the proposed express lanes on the interstate. FDOT's 2015 *Tampa Bay Express (TBX) Master Plan*, which included the TIS Project limits, established a system-wide framework for implementation of dynamically-tolled express lanes within the Tampa Bay Region. As part of the development of the *TBX Master Plan*, FDOT conducted extensive outreach, beginning with focus groups, to better understand public perceptions of the express lanes concept.

Due to funding constraints for the implementation of the ultimate capacity improvements envisioned in the *TBX Master Plan* for the Tampa Bay Region, FDOT identified a series of express lane projects in the five-year work program that could be advanced. FDOT could build each of these smaller-scale projects within a five-year window. FDOT considers these shorter-term improvements the "Starter Projects." The Hillsborough County MPO formally added the Starter Projects to the fiscally-constrained Transportation Improvement Program (TIP) in 2015. The Tampa Bay Regional Transportation Authority (TBARTA) also included the Starter Projects in the *2015 Regional Transportation Master Plan Update*.

2. DEFINITION OF ALTERNATIVES CONSIDERED

The alternatives that will be evaluated in the TIS SEIS are described in the following sections.

2.1 No Further Action Alternative

Portions of the Selected Alternative in the 1996 TIS FEIS have been constructed, so the No-Action Alternative that was evaluated in previous studies is no longer applicable. Therefore, a new No Further Action Alternative will be evaluated for comparison to the 1996 TIS FEIS Long-Term Preferred Alternative and a 2018 Express Lane Alternative. The No Further Action Alternative is defined as the existing transportation system plus projects included in the Hillsborough MPO's *Imagine 2040: Hillsborough Long Range Transportation Plan*. In Segment 1A, the No Further Action Alternative includes construction of the general use lanes (outer roadways) within the I-275/SR 60 Interchange, which was approved under the 1999 ROD. Within the TIS SEIS study area, the remainder of the Imagine 2040 projects have already been built. This alternative provides a baseline against which the Build alternatives can be compared.

2.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Proposed improvements of the 1996 TIS FEIS Long-Term Preferred Alternative consist of a four-roadway system (general use lanes that provide local access and non-tolled express lanes in each direction of travel) on I-275 throughout the study limits and the preservation of a HOV/Transitway corridor within the interstate alignment. Proposed interchange improvements include:

- a fully directional interchange for the I-275 connection to the SR 60/Veterans Expressway;
- modifications to the existing Westshore Boulevard, Lois Avenue, and Dale Mabry Highway interchanges;
- split interchange ramps remaining at Howard and Armenia Avenues;
- a new west bank Central Business District (CBD) interchange with ramps to and from the west on I-275 at North Boulevard;
- a fully directional interchange for the I-4/I-275 connection;
- removal of the existing ramps to and from the north at Floribraska Avenue;
- a full interchange at Dr. MLK, Jr. Boulevard;
- reconfiguration of the split interchange at Columbus Drive and 50th Street;
- removal of the interchange ramps at 40th Street;
- a new directional freeway-to-freeway interchange with the proposed I-4/Selmon Expressway Connector on I-4 near 31st Street; and
- a new Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets (with extension of the ramps at 14th and 15th Streets as parallel frontage roads to 21st and 22nd Streets to replace the existing access from I-4 to these streets).

Other new non-interstate improvements include the following:

- the removal of the 19th Street overpass and the maintenance of the 26th Street overpass;
- the extension of Sherrill Street from Memorial Highway (SR 60) and Kennedy Boulevard under I-275 to Cypress Street;
- the extension of Trask Street under I-275;
- a Lemon Street Connector to Westshore Boulevard from Occident Street;

- park-n-ride lots to provide access to HOV lanes located at the Florida State Fairgrounds, Yukon Street, Sinclair Hills Road, and SR 56;
- overpass width to accommodate pedestrian and bicycle facilities on cross street; and
- a multi-modal terminal/parking garage at the norther end of the Marion Street.

The TIS FEIS Long-Term Preferred Alternative has been reevaluated numerous times throughout the past 20 years as the various segments of interstate have been constructed. Therefore, this alternative consists of the original impacts, as updated by the approved re-evaluations.

2.3 2018 Express Lane Alternative (Tolled or Non-Tolled Build Alternative)

Improvements identified for the segments that will be evaluated in the TIS SEIS include major components of the 1996 TIS FEIS Long-Term Preferred Alternative. There are areas where the design has changed in alignment and configuration. The TIS segments that will be evaluated in the SEIS and the design differences from the 1996 TIS FEIS Long-Term Preferred Alternative are described in the following sections. **Figure 1-1** shows the TIS SEIS segments**.**

2B – I-275 from East of Rome Avenue to North of MLK Jr. Boulevard and I-4 from I-275 to East of 15th Street: Operational improvements at the I-275/I-4 interchange were included in the 1996 TIS FEIS. The design changes include tolled or non-tolled express lanes; changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas.

3A – I-4 from East of 15th Street to East of 34th Street: The general use and express lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 21st Street to 34th Street. The design changes involve tolled or non-tolled express lanes; changes in access to express lanes, which include slip ramp access east of downtown; and ramp access change with I-4 interchanges at 14/15th Street and 21/22nd Street. No additional ROW would be acquired. Land uses adjacent to this section include historic districts and a mix of residential and commercial areas such as Ybor City and East Tampa.

3B – I-4 from East of 34th Street to East of 50th Street: The general use lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 34th Street to 50th Street. Minimal ROW would be acquired in this section just east of 50th Street to accommodate barrier separated express lanes along I-4 while accommodating an eastbound ingress just east of 50th Street. Work in this section would include adding express lanes in the median and adjustments in access between express and general lanes. This would require the mainline and eastbound entrance ramp to shift south of the existing ROW within the limits of the ramp.

3C – I-4/Lee Roy Selmon Expressway Interchange: These improvements were fully constructed in 2014 and are not a part of the SEIS.

2.4 Design Options for the 2018 Express Lane Alternative

Several design options are being considered as part of the Build Alternatives. They are described below.

2.4.1 Downtown Interchange Design Options

Four express lane interchange design options are being considered for the Downtown Interchange in Segment 2B. They represent both tolled and non-tolled options for managed lanes.

- **Options A and B - Reconstructed Interchange -** The proposed improvements under Options A and B would include reconstructing the interchange to provide a fully directional interchange for the I-4/I-275 connection, with express lanes. The design options include changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas. The differences between Options A and B are as follows:
  - **Option A - Reconstructed Interchange with Express Lanes to the North:** Option A includes express lanes along the north leg of I-275 with direct connections to I-275 and I-4.
  - **Option B - Reconstructed Interchange without Express Lanes to the North:** Option B does not include express lanes along the north leg of I-275 and does not include direct connections from the express lanes to the north leg of I-275.
- **Options C and D - Existing Interchange with Elevated Express Lanes -** Proposed improvements under Options C and D would include preserving the existing I-275 and I-4 interstate while adding express lanes on elevated structure from west of the Hillsborough River to I-4. Access would be provided to the downtown street grid from the elevated express lanes. However, like the 1996 Long-Term Preferred Alternative, there would be no access to Floribraska Avenue since the ramps would be eliminated. Other improvements include providing two-lane ramps for connections to I-4 and the north leg of I-275, adding express lane ramp connections from I-4 to the north leg of I-275 and reconfiguring the eastbound I-4 exit to Ybor City, to increase capacity and improve operations between the Selmon Connector and the north leg of I-275. Adding express lane ramp connection from I-4 to the north leg of I-275 would eliminate weaving on I-4 for traffic traveling to and from the Selmon Connector and the north leg of I-275. Reconfiguring the eastbound I-4 exit to Ybor City would eliminate weaving between the southbound I-275 ramp to eastbound I-4 and the exit to Ybor City. This would be accomplished by removing the ramp along eastbound I-4, currently serving only 21st/22nd Street and providing separate exits from northbound I-275 and southbound I-275.

  The exit from northbound I-275 would be located between Palm Avenue and Nebraska Avenue while the exit from southbound I-275 would be located off the two-lane flyover to eastbound I-4. Those two separate ramps would then combine along the south side of the eastbound I-4 mainline east of Nebraska Avenue and would tie into 14th/15th Street, providing a new access point the would serve both the 14th/15th Street and 21st/22nd Street interchanges. The ramp would align with the eastbound frontage road that currently connects 14th/15th Street and 21st/22nd Street. The frontage road would be widened to two lanes to facilitate traffic to 21st/22nd Street. The differences between Options C and D are as follows:
  - **Option C - Existing Interchange with Elevated Express Lanes – South Side of I-275:** Under Option C, the elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the northbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing northbound I-275 lanes from the Hillsborough River to I-4, on the south side of I-275. The elevated express lanes would turn east along I-4 by crossing over to the north side of I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.

- **Option D - Existing Interchange with Elevated Express Lanes – North Side of I-275:** Under Option D, the elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the southbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing southbound I-275 lanes from the Hillsborough River to I-4, on the north side of I-275. The elevated express lanes would turn east along I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.

3. EXISTING ENVIRONMENTAL CONDITIONS

3.1 Existing Land Use

The project is located within an urbanized area of the City of Tampa, Hillsborough County. The land use was evaluated using the Florida Land Use Cover and Forms Classification System (FLUCCS). The majority of the existing land use within the project area (evaluated at approximately 500-feet from centerline) consists of transportation (FLUCCS 810), residential high-density (FLUCCS 130), and commercial and services (FLUCCS 140). A land use map is included in **Appendix A**. Natural communities are limited within the project area. This is an urbanized portion of Hillsborough County with minimal natural habitat. Descriptions of the upland and wetland/surface water communities identified within the project area are described below.

3.2 Natural and Biological Features

A variety of resources including the National Wetlands Inventory (NWI) maps, Natural Resources Conservation Service (NRCS) Soil Surveys for Hillsborough County, U.S. Geological Survey (USGS) topographical maps, Southwest Florida Water Management District (SWFWMD) FLUCCS data, and aerial photographs were utilized to identify the wetland and upland communities that occur within the study area. Field reviews were also conducted in December 2017 to verify information from these resources as well as make any necessary adjustments.

3.3 Upland Communities

There are no natural upland communities identified within the study area. There are some parks identified within the study area; however, these parks provide recreational activities and consist of developed features such as trails, play areas, etc.

3.4 Wetland and Surface Water Communities

There are minimal wetlands and surface waters located within the study area. The largest area located within the project limits is the Hillsborough River, which is lined by seawalls and provides no natural habitat along the shorelines. The majority of the remaining wetlands and surface waters are associated with existing stormwater management facilities. The surface water and wetland communities are identified below.

3.4.1 Surface Waters

Streams and Waterways (FLUCCS 510)
NWI Classification PUBH

This category includes rivers, creeks, canals, and other linear waterbodies. The project corridor traverses the Hillsborough River near the beginning of the project along I-275. The Hillsborough River within the study area has seawalls on both sides and provides little to no habitat. The Hillsborough River was identified as Site 1 in the 1996 TIS FEIS.

Reservoirs (FLUCCS 530)
NWI Classification PUBH

Reservoirs are described as water impoundments that are used for irrigation, flood control, municipal and rural water supplies, recreation and hydro-electric power generation. The reservoirs within the study area are

mostly associated with inundated stormwater ponds within the interchanges and adjacent to the existing roadways. There are also some ponds/small lakes located within adjacent parks.

3.4.2 Wetlands

Wetland Forested Mixed (FLUCCS 630)
NWI Classification PFO3/1

The wetland forested mixed community consists of forested wetlands where there is no dominant species within the wetland system. There is one wetland forested mixed community within the study area and is located to the east of 40th Street and to the north of I-4. This system consists of cypress trees (*Taxodium* spp.), red maple (*Acer rubrum*) and Carolina willow (*Salix caroliniana*), among other species. This site appears to be consistent with the habitat and location of Site 5 identified in the 1996 TIS FEIS (**Figure 3-1**).

Freshwater Marshes and Emergent Aquatic Vegetation (FLUCCS 641 & 644)
NWI Classification PEM1

Freshwater marshes are dominated by emergent aquatic vegetation and are usually inundated and/or saturated throughout the year. The majority of the freshwater marshes within the project area are located within existing stormwater management facilities. Typical vegetation within these areas consists of cattails (*Typha* spp.), fireflag (*Thalia geniculata*), pickerelweed (*Pontederia cordata*) and other emergent wetland vegetation. Site 3 from the 1996 TIS FEIS (**Figure 3-1**) appears to have been included within this habitat type since it was identified as an emergent wetland within a stormwater basin.

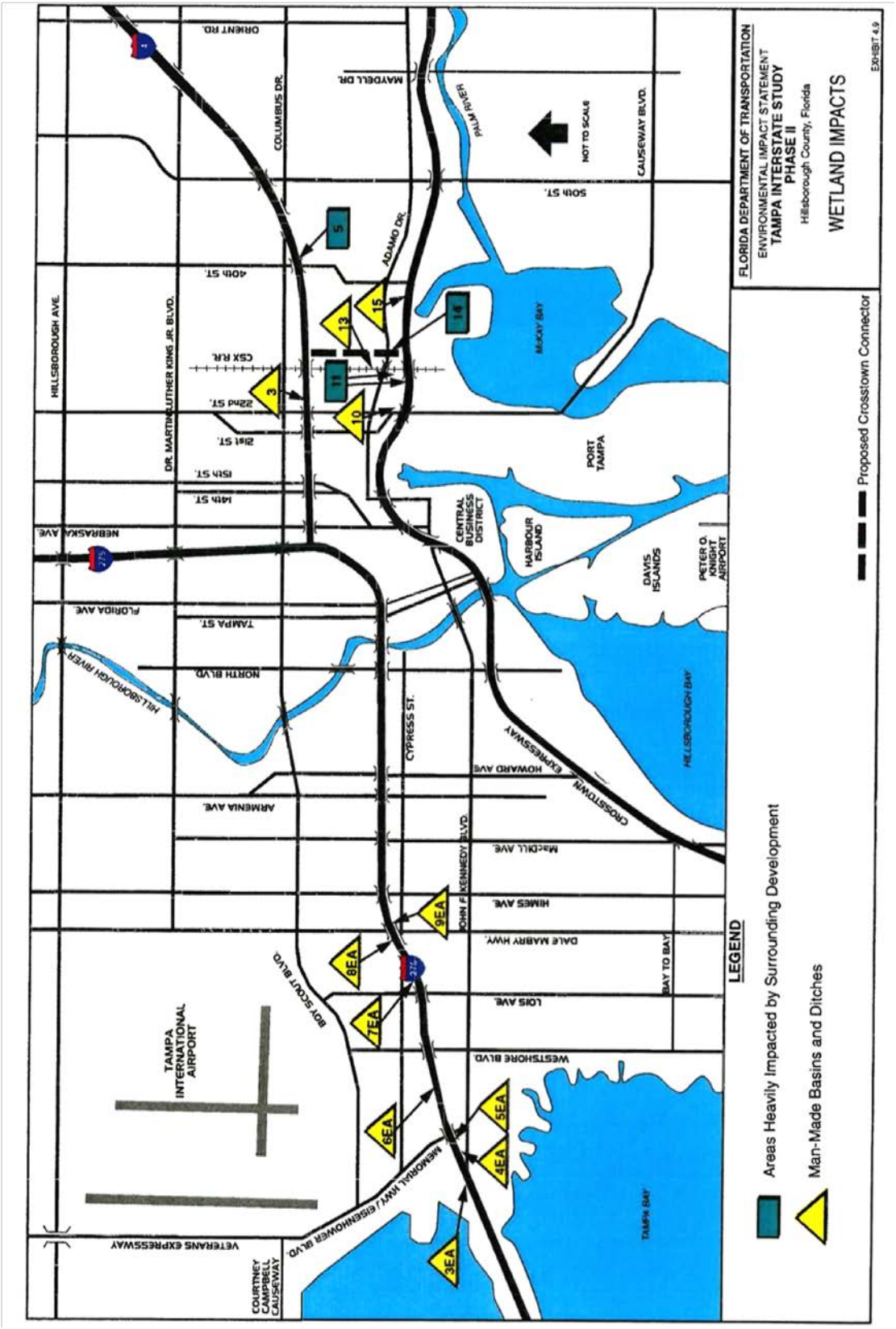


Figure 3-1 Wetland Impacts – 1996 TIS FEIS

4. PROTECTED SPECIES AND HABITAT

4.1 Methodology

The project corridor was assessed for the presence of suitable habitat for federal- and state-listed protected species and U.S. Fish and Wildlife Service (USFWS) Critical Habitat in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: Preservation of Native Flora of Florida and 68A-27 Florida Administrative Code (F.A.C.) Rules Relating to Endangered or Threatened Species, the Migratory Bird Treaty Act (MBTA) of 1918 and Part 2, Chapter 16 - *Protected Species and Habitat* of the FDOT PD&E Manual (June 2017).

The study area was evaluated for potential federal- and state-listed species as well as other protected species that may exist within the project area. Resources to identify potential species included the Florida Natural Areas Inventory (FNAI), several geographic information system (GIS) databases (Florida Fish and Wildlife Conservation Commission [FWC], USFWS and SWFWMD), FWC online Bald Eagle Nest Locator, and USFWS Information for Planning and Consultation (IPaC) website. The evaluated species for the study area are discussed below and are outlined in **Table 4-1**.

As shown in **Table 4-1**, each potentially occurring species was assigned a probability of presence or occurrence within the study area (No, Low, Moderate or High). Descriptions of the probabilities of presence or occurrence of species are described below:

No – Species with no probability of occurrence within the project corridor are defined as those species that are known to occur in Hillsborough County or the bio-region, but preferred habitat is not documented within the study area, or the species is rare or has been extirpated.

Low – Species with a low probability of occurrence within the project corridor are defined as those species that are known to occur in Hillsborough County or the bio-region, but preferred habitat is limited within the study area, or the species is rare or has been extirpated.

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

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

4.2 Federal-Listed Species

In November 2010, the FWC established an imperiled species rule which states that all species listed by the USFWS and National Marine Fisheries Service (NMFS) that occur in Florida are also included on the Florida Endangered and Threatened Species List as Federally-designated Endangered, Federally-designated Threatened, Federally-Designated Due to Similarity of Appearance, or Federally-designated Non-Essential Experimental population species. Thus, all federal-listed species evaluated below are also state-listed species protected by the FWC.

4.2.1 Gulf Sturgeon

The Gulf sturgeon (*Acipenser oxyrinchus desotoi*) is federally threatened. The sturgeon forages in the Gulf of Mexico and spawns in most coastal rivers, specifically in northern Florida. This species is more common in Gulf waters and rivers near the Panhandle over to Mississippi, but has been seen as far south as Florida Bay. No USFWS Critical Habitat is documented within the project area. The FDOT will commit to watching for this species during construction of the project and adhere to the NMFS's *Construction Special Conditions for the Protection of the Gulf Sturgeon* (**Appendix B**). The No Further Action Alternative will have no effect and the build alternatives may affect, not likely to adversely affect the gulf sturgeon.

4.2.2 Smalltooth Sawfish

The smalltooth sawfish (*Pristis pectinate*) is federally endangered. Smalltooth sawfish normally inhabit shallow, tropical coastal waters and estuarine habitats such as seagrass beds, mangroves, and inshore bars. They can be found in sheltered bays, estuaries, and mouths of rivers; some sawfish are even known to go upstream into fresh water in larger riverine systems. This species was historically found throughout most of the Gulf of Mexico and the Atlantic Ocean, but is now confined to peninsular Florida and only relatively common in areas of south Florida near the Everglades. The NMFS has designated coastal waters near Fort Myers and the Everglades as Critical Habitat for the smalltooth sawfish. No Critical Habitat is located near the project area. No mangroves, seagrasses or inshore oyster bars exist in the project area. The project will have no effect on the smalltooth sawfish.

4.2.3 Wood Stork

Wood storks (*Mycteria americana*) are federally threatened. Wood storks utilize freshwater and estuarine habitats for nesting, foraging, and roosting. Wood storks are typically colonial nesters and construct their nests in medium to tall trees located within inundated forested wetlands including cypress swamps, mixed hardwood swamps, mangroves, and sloughs.

No rookeries were observed during field reviews. There are eight wood stork colonies documented within 15.0 miles of the project corridor. Fifteen miles is the core foraging area (CFA) radius for wood stork colonies in central Florida. As defined by the USFWS, suitable foraging habitat (SFH) includes wetlands and surface waters which have areas of water that are relatively calm, uncluttered by dense thickets of aquatic vegetation, and have permanent or seasonal water depth between 2 and 15 inches. Wetlands and surface waters that meet the criteria of SFH generally include herbaceous and saltwater marshes, herbaceous ditches/swales, ponds, and riverine systems. Minimal SFH exists within the project area. The only potential foraging habitat is located within existing stormwater management facilities which will either be replaced or modified as part of the design. No suitable foraging habitat is located within the Hillsborough River. The project may affect, not likely to adversely affect the wood stork.

4.2.4 Piping Plover

The piping plover (*Charadrius melodus*) is federally threatened. This species is found on open, sandy beaches as well as tidalflats and mudflats. They are found on both the Atlantic and Gulf coasts, but are more common on the Gulf coast. This project is located within the USFWS Consultation Area for the piping plover, but no USFWS Critical Habitat is identified within the project study limits. No habitat for the piping plover is located within the study area; therefore, this project will have no effect on the piping plover.

4.2.5 Florida Scrub-Jay

The Florida scrub-jay (*Aphelocoma coerulescens*) is an endemic species which is federally threatened. Scrub-

jays are limited to patches of sand pine scrub, xeric oak scrub, and scrubby flatwoods occurring on well-drained, sandy ridges.

The project corridor is located within the USFWS Consultation Area for the Florida scrub-jay but suitable habitat does not exist within or adjacent to the corridor; therefore, the project will have no effect on the Florida scrub-jay.

4.2.6 West Indian Manatee

The West Indian (Florida) manatee (*Trichechus manatus*) is federally threatened. West Indian manatees utilize coastal waters, bays, estuaries, rivers and occasionally lakes. Portions of the project are located within the USFWS Consultation Area for the West Indian manatee. The USFWS Consultation Area is extensive and covers the entire Hillsborough coastline; however, the portion of the Hillsborough River within the project area is not part of the Consultation Area. Manatees do have the potential to access this portion of the river especially during colder months.

The FWC's *Standard Manatee Conditions for In-Water Work* (**Appendix B**) will be implemented and these guidelines will be utilized when the project is constructed. The most current provisions will be followed during construction. The Standard Manatee Conditions for In-Water Work will be followed during construction, construction impacts will be temporary in nature, and no foraging or other quality habitat for the manatee is located within the project area. The No Further Action Alternative will have no effect and the build alternatives may affect, not likely to adversely affect the West Indian manatee.

4.2.7 Eastern Indigo Snake

Eastern indigo snakes (*Drymarchon couperi*) are federally threatened. No individuals were observed during the field reviews and minimal to no areas of suitable habitat for this species occurs within and adjacent to the project corridor. To assure the protection of this species during construction, the FDOT will implement the USFWS's *Standard Protection Measures for the Eastern Indigo Snake* (**Appendix B**). The No Further Action Alternative will have no effect and the build alternatives may affect, not likely to adversely affect the eastern indigo snake.

Table 4-1 Potentially Occurring Listed Wildlife Species

SPECIES	COMMON NAME	STATE LISTING (FWC)	FEDERAL LISTING (USFWS)	HABITAT	PROBABILITY OF PRESENCE OR OCCURRENCE
FISH					
Acipenser oxyrinchus desotoi	Gulf sturgeon	FT	FT	Marine/Estuarine primarily Spawn in freshwater rivers	Low
Pristis pectinata	Smalltooth sawfish	FE	FE	Marine/Estuarine	Low
BIRDS					
Charadrius melodus	Piping plover	FT	FT	Open, sandy beaches and tidal mudflats and sandflats	No
Aphelocoma coerulescens	Florida scrub-jay	FT	FT	Scrub and scrubby flatwoods with well-drained soils	No
Platalea ajaja	Roseate spoonbill	ST	--	Marine, estuarine, palustrine, mangroves	Low
Egretta caerulea	Little blue heron	ST	--	Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Low
Egretta rufescens	Reddish egret	ST	--	Tidal Marsh, unconsolidated substrate, mangrove island, barren sands, mudflats, estuarine	Low
Egretta tricolor	Tricolored heron	ST	--	Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Low
Haliaeetus leucocephalus	Bald eagle	--	**	Estuarine, lacustrine, riverine, tidal marsh, tidal swamp	Low
Mycteria americana	Wood stork	FT	FT	Estuarine tidal swamps/marshes, lacustrine, seepage stream, ditches, ruderal	Low
MAMMALS					
Trichechus manatus (Trichechus manatus latirostris)	West Indian manatee	FT	FT	Alluvial stream, blackwater stream, spring fed stream, estuarine, marine	Low
REPTILES					
Drymarchon couperi	Eastern indigo snake	FT	FT	Various upland and some wetland habitats, associated with gopher tortoise burrows	Low
Gopherus Polyphemus	Gopher tortoise	ST	C	Xeric upland habitats, roadside grassed areas adjacent to natural habitats	Low

FT = Federally Threatened, FE = Endangered, ST = State Threatened, C = Candidate Species

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

4.3 State-Listed Species

4.3.1 Wetland-Dependent Avian Species

State-listed species which were identified in the vicinity of the corridor or which have potential to occur are a variety of wetland dependent avian species including the roseate spoonbill (*Platalea ajaja*), little blue heron (*Egretta caerulea*), reddish egret (*Egretta refescens*) and tricolored heron (*Egretta tricolor*). These species are state-designated threatened. They utilize a combination of freshwater, brackish and saltwater habitats for feeding, mainly in shallow waters. Nesting occurs in a variety of habitats from freshwater forested wetlands to mangrove islands, with the majority of the listed species utilizing larger trees.

Wetlands and surface waters that provide foraging potential for these species include freshwater marshes, saltwater marshes, herbaceous ditches/swales, tidal flats, shallow estuarine waters, ponds and riverine systems. The only potential foraging habitat is located within existing stormwater management facilities which will either be replaced or modified as part of the design. No suitable foraging habitat is located within the Hillsborough River. There is no effect anticipated on these wetland-dependent avian species.

4.3.2 Gopher Tortoise

The gopher tortoise is state-designated threatened, and is currently a federal candidate species. No gopher tortoise burrows were documented within the study area. Pre-construction surveys for gopher tortoise burrows will be conducted in areas of potential habitat, which include open land areas identified within the study area. The gopher tortoise surveys shall be conducted in accordance with current FWC gopher tortoise survey guidelines. Based on the urbanized nature of the project area, no gopher tortoises are anticipated. There is no effect anticipated on the gopher tortoise.

4.4 Other Protected Wildlife Species

4.4.1 Bald Eagle

Although the bald eagle is no longer afforded protection by the ESA of 1973, protection for the species is provided through the Migratory Birds Program per the MBTA and Bald and Golden Eagle Protection Act (BGEPA). Bald eagles are also no longer listed by the FWC. Bald eagles most commonly inhabit areas near the coast, bays, rivers, lakes or other open bodies of water. They nest in tall trees, typically live pines, which usually have open views to their surroundings. Eagles are also known to utilize artificial structures and other types of tall trees for nesting. There are no documented nests within 660 feet of the project study limits according to the FWC Eagle Nest Locator. No nests were identified within the project study limits during field reviews. Pre-construction surveys will be conducted for the bald eagle.

The USFWS determined that construction activities greater than 660 feet away from bald eagle nests have no documented negative effects that would halt construction activities during the nesting season, as outlined in the USFWS's Bald Eagle Monitoring Guidelines (2007). Monitoring of construction and nesting activities is therefore no longer warranted for projects involving construction beyond 660 feet of an active bald eagle nest during nesting season. Nesting season in Florida is from October 1 through May 15, although nesting may occur earlier or later than this period, especially in areas of south Florida. The USFWS's Bald Eagle Monitoring Guidelines shall be followed if any nests are observed within the project's limits of construction; however, currently no nesting trees or other potential nesting sites are located within 660 feet of the project study limits.

4.5 Protected Plant Species

The project is located within an urbanized area of the City of Tampa, Hillsborough County. Natural communities are limited within the project area and no protected plant species have been identified within the project area and none are anticipated to exist; therefore, there is no effect anticipated for protected plant species.

4.6 Critical Habitat

The project corridor was assessed for Critical Habitat designated by Congress in 17 CFR 35.1532. Review of the USFWS's available GIS data indicates there is no Critical Habitat within the project limits or surrounding areas; therefore, the proposed project will have no involvement with Critical Habitat.

4.7 Agency Coordination

This project was not screened through the Efficient Transportation Decision Making (ETDM) process. The 1996 TIS FEIS was approved prior to the establishment of the ETDM screening tool; therefore, the project was not screened. The NRE will be sent to the wildlife agencies as part of on-going coordination and concurrence for the findings.

Agency coordination has been conducted through the Environmental Screening Tool (EST) as part of Agency Coordination and Public Involvement Plan. The USFWS provided comments regarding Fish and Wildlife Habitat and Wetlands, both of which were assigned a Degree of Effect of Minimal. The species identified by USFWS include the wood stork and eastern indigo snake. USFWS identified that the project is within the CFA of at least one nesting wood stork colony, and impacts to suitable foraging habitat be avoided or at least minimized. Mitigation for wetland impacts will require further coordination with USFWS. For the eastern indigo snake, USFWS stated this species is unlikely to occur in the highly developed area. Implementing the current standard construction conditions and protection measures for the eastern indigo snake will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted. The USFWS comments that were uploaded into the EST are provided in **Appendix C**.

The project has been coordinated with National Marine Fisheries Service (NMFS) and there is no involvement with, or adverse effect on Essential Fish Habitat; therefore, Essential Fish Habitat consultation is not required. The email from NMFS is included in **Appendix C**.

5. WETLAND AND SURFACE WATER EVALUATION

5.1 Methodology

Pursuant to Presidential Executive Order 11990 entitled Protection of Wetlands, (May 1977) the U.S. Department of Transportation (USDOT) has developed a policy, Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally-funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as Part 2, Chapter 9 – Wetlands and Other Surface Waters of the FDOT Project Development and Environment (PD&E) Manual (June 2017), three (3) project alternatives (2 Build and 1 No-Build) were assessed to determine potential impacts to wetlands and other surface waters associated with construction of each alternative.

The study area was evaluated for potential impacts to wetlands and surface waters within the project area. The impacts are described below by alternative.

5.2 Impact Evaluation

5.2.1 No Further Action Alternative

The No Further Action Alternative (No-Build) would provide no improvements to I-275 and I-4 within the study limits; therefore, this alternative would result in no impacts to wetlands and surface waters.

5.2.2 Build Alternatives

The Build alternatives include the 1996 TIS FEIS Long-Term Preferred Alternative and the 2018 Express Lane Alternative Design Options (tolled or non-tolled). Wetland and surface water impacts were evaluated for each build alternative. A summary of the wetland and surface water impacts is provided in **Table 5-1**. The site names referenced below are based on the naming convention from the 1996 TIS FEIS. A location map for these sites from the 1996 TIS FEIS is provided above (**Figure 3-1**).

Table 5-1 Potential Wetland and Surface Water Impacts of the Alternatives

Wetland/ SW ID	No Further Action Alternative	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lane Alternative			
			Design Option A	Design Option B	Design Option C	Design Option D
Site 1	0.0 acre	Approx. 1.4 acres[1]	Approx. 1.0 acre[1]	Approx. 1.0 acre[1]	Approx. 1.6 acre[1]	Approx. 1.6 acre[1]
Site 3	0.0 acre	0.0 acre[2]	0.0 acre	0.0 acre	0.0 acre	0.0 acre
Site 5	0.0 acre	0.0 acre[3]	0.0 acre	0.0 acre	0.0 acre	0.0 acre

NOTES:

(1) The impact identified in the FEIS is impact to Hillsborough River bottom (0.3 acre). Since the number, size and location of piles is unknown at this time, the impacts for the Design Options represent the footprint over the Hillsborough River which would not encompass fill within the river bottom.

(2) There was a 0.6 acre impact to Site 3 in the 1996 TIS FEIS. Based on improvements to I-4, it appears this impact may have already occurred. All work within the area of Site 3 is proposed within the median; therefore, there is no anticipated impact at this time.

(3) There was a 0.1 acre impact to Site 5 in the 1996 TIS FEIS. Based on improvements to I-4, it appears this impact may have already occurred. All work within the area of Site 5 is proposed within the median; therefore, there is no anticipated impact at this time.

1996 TIS FEIS Long-Term Preferred Alternative

The 1996 TIS FEIS concluded that there would be approximately 0.3 acre impact to Site 1, 0.6 acre impact to Site 3 and 0.1 acre impact to Site 5. Site 1 is the Hillsborough River bottom, Site 3 is a stormwater basin and Site 5 is identified as a wetland forested mixed system. The impacts to the Hillsborough River (Site 1) documented in the 1996 TIS FEIS are to the river bottom and not the overall footprint of structures over the waterbody. As mentioned in the footnote in **Table 5-1**, the current impacts (approximately 1.4 acres) shown in the table account for the approximate footprint over the Hillsborough River. The impacts to the river bottom are unknown at this time since the size, location and number of piles is unknown. Site 3 and Site 5 impacts appear to have already occurred as part of I-4 improvements that have already been completed. Wetland impacts associated with the Long-Term Preferred Alternative in the FEIS were proposed to be mitigated by the creation of water quality treatment/flood volume attenuation ponds. The footprint of this alternative has not changed; therefore, the 1996 TIS FEIS Long-Term Alternative would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

2018 Express Lane Alternative Design Options (Tolled or Non-Tolled)

The Design Options for the Downtown Interchange described above in **Section 2.4** have a similar footprint over the Hillsborough River as that from the 1996 TIS FEIS Long-Term Alternative. The actual impacts to the Hillsborough River bottom are unknown, but will be similar for all alternatives. The impacts over the Hillsborough River from the footprints of the structures would result in approximately 1.0-1.6 acres of work over the river.

Design Options A and B

Design Options A and B would result in approximately 1.0 acre of footprint over the Hillsborough River. No mitigation is anticipated for the construction over the Hillsborough River since there are no impacts to wetlands or benthic resources. Design Options A and B are anticipated to have no impact to Site 3, an existing stormwater basin. No impacts to Site 5 are anticipated by the Design Options A and B. The proposed improvements at the locations of Site 3 and Site 5 are located within the median. The impact at the Hillsborough River (based on footprint over the river) results in a decrease of approximately 0.4 acre for Options A and B compared to the 1996 TIS FEIS. There would be a reduction or avoidance of impacts to Site 3 and Site 5; therefore, Design Options A and B would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

Design Options C and D

Design Options C and D would result in approximately 1.6 acres of footprint over the Hillsborough River. No mitigation is anticipated for the construction over the Hillsborough River since there are no impacts to wetlands or benthic resources. Design Options C and D are anticipated to have no impact to Site 3, an existing stormwater basin. No impacts to Site 5 are anticipated by the Design Options. The proposed improvements at the locations of Site 3 and Site 5 are located within the median. The impact at the Hillsborough River (based on footprint over the river) results in an increase of approximately 0.2 acre for Options C and D compared to the 1996 TIS FEIS. There appears to be reduction or avoidance of impacts to Site 3 and Site 5; therefore, Design Options C and D would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

5.2.3 Indirect and Cumulative Effects

No indirect or cumulative impacts are anticipated by the proposed project.

5.3 Avoidance, Minimization and Mitigation

There are no avoidable options for the impacts to the Hillsborough River with the proposed improvements. No other impacts, with the exception of surface waters associated with permitted stormwater management facilities, are anticipated. No mitigation is anticipated for the impacts proposed by this project. Impacts to the stormwater management systems will be offset by the construction of new or modified stormwater management systems. The stormwater management systems will be designed in future project phases. For work within or near the Hillsborough River or other wetlands and surface waters, proper best management practices (BMPs) will be utilized during construction. BMPs will include turbidity curtains for in-water work and silt fence to contain potential erosion or sedimentation for activities that disturb nearby soils.

5.4 Coordination with Regulatory Agencies

Coordination will be required with the SWFWMD for permitting wetland and surface water impacts and stormwater management, and likely the U.S. Army Corps of Engineers (USACE) for permitting associated with any potential impacts to wetlands and surface waters. Coordination may also be required with the U.S. Coast Guard for the proposed bridges over the Hillsborough River. A USCG Bridge Permit may be required.

6. STORMWATER MANAGEMENT FACILITIES

6.1 Proposed Stormwater Management Facilities Analyses

The proposed stormwater management facilities (SMF) were evaluated for the potential presence of and habitat for federal and/or state-listed species, as well as jurisdictional wetlands and surface waters. The existing stormwater management design for Basins 7 through 11 is adequate in the existing condition for the proposed roadway design. The existing condition for Basins 7 through 11 has been permitted in ERP 20690.001 and ERP 20690.007, which designed for the ultimate build-out and sized SMFs for the future improvements; therefore, SMFs within Basin 7 through 11 have not been evaluated as part of this document. Also, it has been determined that the SMFs within Basin 1 will accommodate the proposed improvements for all Design Options. Any final design deviations in required treatment volume are able to be accounted for in SMF 2A within Basin 2. The SMFs evaluated below for the Design Options are for Basins 2 through 6. Maps of the locations of the proposed SMFs are located in **Appendix D**.

6.1.1 Design Option A

There are two stormwater management alternatives for Design Option A (Alternative 1 and Alternative 2). Basins 2 and 3 are the same for both alternatives. For Alternative 1, SMFs 4A and 4B, SMF 5A and SMF 6A and 6B are proposed. SMFs 4A and 4B would both be needed for Basin 4, SMF 5A would be needed for Basin 5 and either SMF 6A or SMF 6B would be needed for Basin 6 to provide treatment and attenuation for the increase in impervious area. For Alternative 2, SMFs 4A, 4B, 4C and 4D would be needed to provide treatment and attenuation for the increase in impervious area for Basins 4, 5 and 6. The evaluation of Alternative 2 focused on eliminating the proposed ponds in Basins 5 and 6 via the construction of a new outfall pipe that would directly discharge to the tidal waters of the Hillsborough River. Direct discharge to tidal waters eliminates the need to attenuate post peak discharge rates to existing discharge rates. A compensatory treatment volume within Basin 4 would be utilized to meet the treatment requirement in Basins 5 and 6. The proposed SMF locations are shown in **Appendix D**.

SMF 2A

The proposed SMF 2A is sited per the 1996 TIS FEIS. SMF 2A is located on property that is owned by the FDOT, just west of the Hillsborough River and between I-275 and Blake High School. This is the former site of the Tampa Presbyterian Village. The location of the proposed SMF is mostly open-grassed area with few trees on-site. There are no wetlands located at this location and minimal to no habitat for listed species exists. Gopher tortoise burrows have the potential to exist in open grass areas similar to this; however, no impacts to listed species are anticipated at this location due to the urban nature of the surrounding area. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 2A.

SMF 3A

The proposed SMF 3A is located at within a portion of an existing SMF and portions of the existing ramps for Ashley Drive/Tampa Street and Doyle Carlton Drive. The existing SMF has large amounts of cattails and is surrounded by planted trees included sabal palms and cypress trees. The SMF provides potential foraging habitat for wading birds. Since this site is a permitted SMF and portion of an existing roadway, no impacts to wetlands or adverse effects to listed species are anticipated.

SMF 3B

The proposed SMF 3B is located to the south of I-275 to the west of Tampa Street. This proposed SMF would be located at the location of an existing SMF, portions of the Ashley Drive ramp to northbound I-275, the

Fussell Learning Academy and a City of Tampa owned parcel. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 3B.

SMF 3C

The proposed SMF 3C is located just to the south of SMF 3B. This proposed SMF is located within existing roadways as well as a vacant building (previous Army Navy surplus supply store). No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 3C.

SMF 3D

The proposed SMF 3D is located to the south of East 7th Avenue near Central Avenue. The majority of the proposed facility would be located under existing I-275 and within a portion of the Mobley Park Apartment Homes. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 3D.

SMF 4A

The proposed SMF 4A is located at the I-4/I-275 interchange within the footprint of the existing interstates, as well as parcels to the northeast of the interchange that are mostly owned by the FDOT. There are existing SMFs at this location that will be reconstructed. The existing SMFs do support some herbaceous wetland vegetation and are also surrounded by planted trees such as oaks, cypress and sabal palms. The SMFs provide potential foraging habitat for wading birds; however, new SMFs will be constructed within this location. Since these are permitted SMFs, no impacts to wetlands are anticipated. The SMFs will be replaced by new SMFs with the proposed project; therefore, no adverse effects to listed species are anticipated.

SMF 4B

The proposed SMF 4B is located at the I-4/I-275 interchange within the footprint of the existing interstates, as well as parcels to the northeast of the interchange that are mostly owned by the FDOT. There are existing SMFs at this location that will be reconstructed. The existing SMFs do support some herbaceous wetland vegetation and are also surrounded by planted trees such as oaks, cypress and sabal palms. The SMFs provide potential foraging habitat for wading birds; however, new SMFs will be constructed within this location. Since these are permitted SMFs, no impacts to wetlands are anticipated. The SMFs will be replaced by new SMFs with the proposed project; therefore, no adverse effects to listed species are anticipated.

SMF 4C

The proposed SMF 4C is located at the southern portion of the I-4/I-275 interchange within the limits of the existing highway. This proposed facility is only part of Option A, Alternative 2. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 4C.

SMF 4D

The proposed SMF 4D is located at the I-4/I-275 interchange within the limits of the existing southbound I-275 ramps to I-4 and to Downtown. This proposed facility is only part of Option A, Alternative 2. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 4D.

SMF 5A

The proposed SMF 5A is sited per the 1996 TIS FEIS. SMF 5A is located to the east of I-275 between Plymouth Street and 26th Avenue. This SMF is only part of Design Option A, Alternative 1. The proposed SMF location is

within an area that is mostly high density residential with pockets of commercial and religious facilities. A portion of the proposed SMF is located within property owned by FDOT. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 5A.

SMF 6A

The proposed SMF 2A is sited per the 1996 TIS FEIS. SMF 6A is located to the northwest of the I-275 and Martin Luther King (MLK) Jr. Boulevard interchange. This SMF is only part of Design Option A, Alternative 1. The proposed SMF location is within an area that is mostly high density residential with commercial land uses in the southern portion of the proposed SMF near MLK Jr. Boulevard. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 6A.

SMF 6B

The proposed SMF 6B is comprised of two proposed locations within the existing limits of I-275, one to the north and one to the south of MLK Jr. Boulevard. This SMF is only part of Design Option A, Alternative 1. Since this SMF is located within the existing limits of I-275, no wetland impacts or adverse effects to listed species are anticipated.

6.1.2 Design Option B

There are two stormwater management alternatives for Design Option B (Alternative 1 and Alternative 2). Basins 2 and 3 are the same for both alternatives. For Alternative 1, SMF 4A, SMF 5A and SMF 6A and 6B are proposed. SMFs 4A would both be needed for Basin 4, SMF 5A would be needed for Basin 5 and either SMF 6A or SMF 6B would be needed for Basin 6 to provide treatment and attenuation for the increase in impervious area. For Alternative 2, SMF 4Awould be sized larger than for Alternative 1 and would be needed to provide treatment and attenuation for the increase in impervious area for Basins 4, 5 and 6. The evaluation of Alternative 2 focused on eliminating the proposed ponds in Basins 5 and 6 via the construction of a new outfall pipe that would directly discharge to the tidal waters of the Hillsborough River. Direct discharge to tidal waters eliminates the need to attenuate post peak discharge rates to existing discharge rates. A compensatory treatment volume within Basin 4 would be utilized to meet the treatment requirement in Basins 5 and 6. The proposed SMF locations are shown in **Appendix D**.

SMF 2A

This proposed SMF is the same as Design Option A.

SMF 3A

This proposed SMF is the same as Design Option A.

SMF 3B

This proposed SMF is the same as Design Option A.

SMF 3C

SMF 3C for Design Option B is located at the same location as Design Option A. There is a slight change in configuration, but there is no change in potential wetland impacts or species effects.

SMF 3D

This proposed SMF is the same as Design Option A.

SMF 4A

SMF 4A is located at the I-4/I-275 interchange within the footprint of the existing interstates, as well as parcels to the northeast of the interchange that are mostly owned by the FDOT. This proposed SMF is in a similar location to that of SMF 4A for Design Option A. For Alternative 1, the footprint is slightly smaller than that for Alternative 2. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 4A.

SMF 5A

SMF 5A is located to the east of I-275 between Plymouth Street and 26th Avenue. This SMF is only part of Design Option B, Alternative 1. The proposed SMF location is within an area that is mostly high density residential with pockets of commercial and religious facilities. The majority of the proposed SMF is located within property owned by FDOT. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 5A.

SMF 6A

This proposed SMF is the same as Design Option A, and is only included as part of Design Option B, Alternative 1.

SMF 6B

This proposed SMF is the same as Design Option A, and is only included as part of Design Option B, Alternative 1.

6.1.3 Design Option C

Design Option C has proposed SMFs in Basins 2, 3 and 4. The SMF options include SMF 2A, 3A, 4A and 4B as shown in **Appendix D**.

SMF 2A

The proposed SMF 2A is located within the same location of SMF 2A for Design Options A and B, although it has a larger footprint. There are no wetlands located at this location and minimal to no habitat for listed species exists. Gopher tortoise burrows have the potential to exist in open grass areas similar to this; however, no impacts to listed species are anticipated at this location due to the urban nature of the surrounding area. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 2A.

SMF 3A

The proposed SMF 3A is located west of I-275 between Lamar Avenue and Central Avenue. The area is developed and surrounded by a mix of residential and commercial land uses. The proposed SMF is located within parcels that are owned by FDOT. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 3A.

SMF 4A

The proposed SMF 4A is located west of the I-4/I-275 interchange within property owned by the FDOT. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 3A.

SMF 4B

The proposed SMF 4B is located to the northeast of the I-4/I-275 interchange within property that is mostly owned by the FDOT. This is the former location of George Washington Junior High School and is currently open grass area surrounded by oak and pine trees. No wetlands are identified at this proposed site and the potential for listed species is minimal to none. Gopher tortoise burrows have the potential to exist in open grass areas similar to this; however, no impacts to listed species are anticipated at this location due to the urban nature of the surrounding area. No impacts to wetlands or adverse effects to listed species are anticipated at the proposed SMF 4B.

6.1.4 Design Option D

Design Option D has proposed SMFs in Basins 2 and 4. The need for an additional SMF within Basin 3 was eliminated based on the proposed improvements. The SMF options include SMF 2A and 4B as shown in **Appendix D**.

SMF 2A

This proposed SMF is the same as Design Option C.

SMF 4B

This proposed SMF is the same as Design Option A.

7. CONCLUSIONS AND COMMITMENTS

7.1 Protected Species and Habitat

No Further Action Alternative

The No Further Action Alternative would provide no improvements to I-275 and I-4 within the study limits; therefore, this alternative would result in no impacts to protected species and habitat.

1996 TIS FEIS Long-Term Preferred Alternative

The 1996 TIS FEIS concluded that due to the heavily urbanized nature of the study area, significant undeveloped upland areas or significant amounts of suitable habitat for wildlife were not present. USFWS Critical Habitat was also not present in the corridor. It was determined that the 1996 TIS FEIS Long-Term Preferred Alternative would have no effect on any threatened or endangered species or affect or modify any designated Critical Habitat in the 1996 TIS FEIS. Based on current review, the potential for the federally-threatened Gulf sturgeon (*Acipenser oxyrinchus desotoi*) and federally-threatened West Indian (Florida) manatee (*Trichechus manatus*) does exist within the study area at the Hillsborough River location. It is anticipated this alternative may affect, not likely to adversely affect the Gulf sturgeon and Florida manatee, although the footprint of this alternative has not changed within the limits of the Hillsborough River from the 1996 TIS FEIS. The eastern indigo snake also has potential to exist within the project area; therefore, this alternative may affect, not likely to adversely affect the eastern indigo snake. No Critical Habitat for these species or other listed species is located within the study area. Therefore, there are no changes in impact potential to protected species from the 1996 TIS FEIS.

2018 Express Lane Alternative (Tolled or Non-Tolled)

The Design Options are located within the proposed TIS right of way. These alternatives are located within a heavily urbanized area and would have no impacts to Critical Habitat or threatened and endangered species. The potential for the federally-threatened Gulf sturgeon and federally-threatened West Indian (Florida) manatee does exist within the study area at the Hillsborough River location. It is anticipated this alternative may affect, not likely to adversely affect the Gulf sturgeon and Florida manatee. The footprints of the Design Options are similar within the limits of the Hillsborough River to that evaluated in the 1996 TIS FEIS. The eastern indigo snake also has potential to exist within the project area; therefore, this alternative may affect, not likely to adversely affect the eastern indigo snake. No designated Critical Habitat for these species or other listed species is located within the study area. Therefore, there are no changes in impact potential to potential species from the 1996 TIS FEIS. A summary of the protected species effect evaluations is provided below in **Table 7-1**:

Table 7-1 Potential Protected Species Impacts Summary

Species	No Further Action Alternative	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lane Alternative*
Federal-Listed			
Gulf sturgeon	No effect	MANLAA	MANLAA
Smalltooth sawfish	No effect	No effect	No effect
Piping plover	No effect	No effect	No effect
Florida scrub-jay	No effect	No effect	No effect
Wood stork	No effect	No effect	No effect
West Indian manatee	No effect	MANLAA	MANLAA
Eastern indigo snake	No effect	MANLAA	MANLAA
State-Listed			
Roseate spoonbill	No effect anticipated	No effect anticipated	No effect anticipated
Little blue heron	No effect anticipated	No effect anticipated	No effect anticipated
Reddish egret	No effect anticipated	No effect anticipated	No effect anticipated
Tricolored heron	No effect anticipated	No effect anticipated	No effect anticipated
Gopher tortoise	No effect anticipated	No effect anticipated	No effect anticipated
Other Protected			
Bald eagle	--	--	--

MANLAA = May Affect, Not Likely to Adversely Affect
*Effect determination for all Design Options.

7.2 Wetlands and Surface Waters

No Further Action Alternative

The No Further Action Alternative would provide no improvements to I-275 and I-4 within the study limits; therefore, this alternative would result in no impacts to wetlands and surface waters or protected species and habitat.

1996 TIS FEIS Long-Term Preferred Alternative

The footprint of this alternative has not changed; therefore, the 1996 TIS FES Long-Term Preferred Alternative would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

2018 Express Lane Alternative (Tolled or Non-Tolled)

The 1996 TIS FEIS identified 0.3 acre impact to Site 1 (Hillsborough River), 0.6 acre impact to Site 3 and 0.1 acre impact to Site 5 within the study area for this document. The impacts to Site 1 in the 1996 TIS FEIS were evaluated as impacts to river bottom. For the purpose of this assessment, the impacts at Site 1 were evaluated based on the footprint over the Hillsborough River and not fill within the river bottom, since the number, size and location of piles is unknown at this time. The impacts for Design Options at Site 1 range from a decrease of approximately 0.4 acre for Downtown Interchange Options A and B to a slight increase of 0.2 acre in footprint

for Options C and D over the Hillsborough River. The Design Options are anticipated to have no impact to Site 3, an existing stormwater basin, and Site 5, which were identified as part of the 1996 TIS FEIS. At the locations of Site 3 and Site 5, the proposed improvements are located within the median. Overall, the Design Options would have no increased adverse impact to wetlands and surface waters from the 1996 TIS FEIS.

A summary of the wetland and surface water impact evaluations is provided below in **Table 7-2** (more detailed information and footnotes are provided above in **Table 5-1**).

Table 7-2 Potential Wetland and Surface Water Impacts Summary

Wetland/ SW ID	No Further Action Alternative	1996 TIS FEIS Long-Term Preferred Alternative	2018 Express Lane Alternative			
			Design Option A	Design Option B	Design Option C	Design Option D
Site 1	0.0 acre	Approx. 1.4 acres	Approx. 1.0 acre	Approx. 1.0 acre	Approx. 1.6 acre	Approx. 1.6 acre
Site 3	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre
Site 5	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre	0.0 acre

7.3 Stormwater Management Facilities

The proposed stormwater management facilities (SMF) for each Design Option have been evaluated for potential wetland impacts and potential effects on listed and protected species. No wetlands were identified within the proposed SMF locations. The potential for federally and state-designated listed species is minimal to none within the locations of the proposed SMFs; therefore, no impacts to wetlands or adverse effects to listed species are anticipated with the proposed SMFs.

7.4 Implementation Measures

- Erosion and sediment controls and other BMPs will be implemented prior to construction, and maintained during and after construction, to prevent adverse impacts to adjacent water resources and properties.
- No dredging is proposed for this project. If dredging is required, Section 7 consultation will be re-initiated with the USFWS for the manatee.

7.5 Commitments

- The FDOT will incorporate the *Construction Special Provisions Gulf Sturgeon Protection Guidelines* (MNFS/USFWS) during construction.
- The FDOT will incorporate the *Standard Protection Measures for the Eastern Indigo Snake* (USFWS) during construction.
- The FDOT will incorporate the *Standard Manatee Conditions for In-Water Work* (FWC) during construction.
- No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.
- Special conditions for manatees will be addressed during construction and include the following:

- Two dedicated (minimum one primary), experienced manatee observers will be present when in-water work is performed. Primary observers should have experience observing manatees in the wild on construction projects similar to this one;
- All siltation barriers or coffer dams should be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site.
- Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. All existing slow speed or no wake zones will apply to all work boats and barges associated with construction; and
- Although culverts are unlikely for this project, any culverts larger than eight inches and less than eight feet in diameter should be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.

8. REFERENCES

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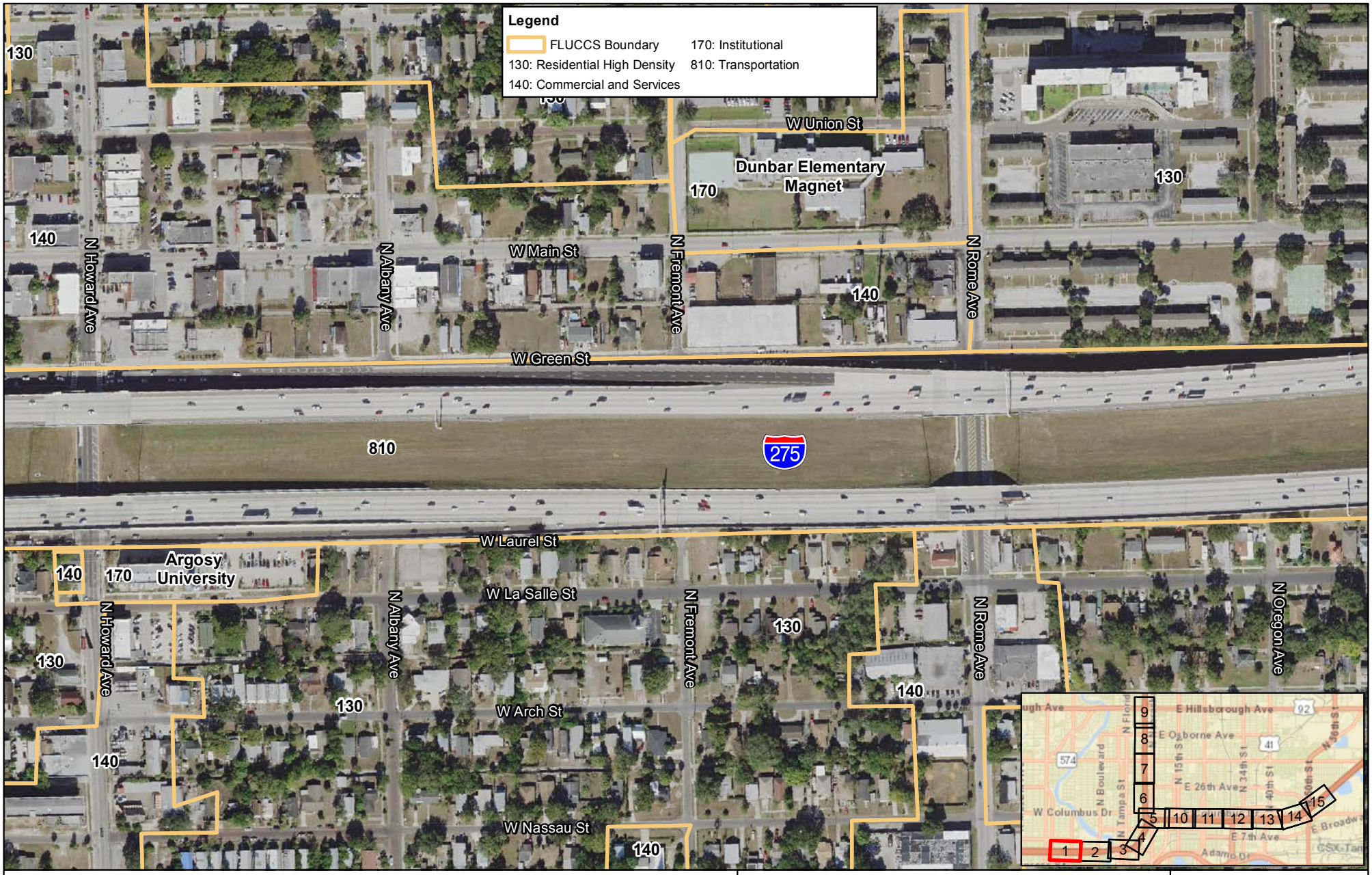
APPENDIX A

Florida Land Use Cover and Forms Classification (FLUCCS) Map



Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 1 of 15

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Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 2 of 15

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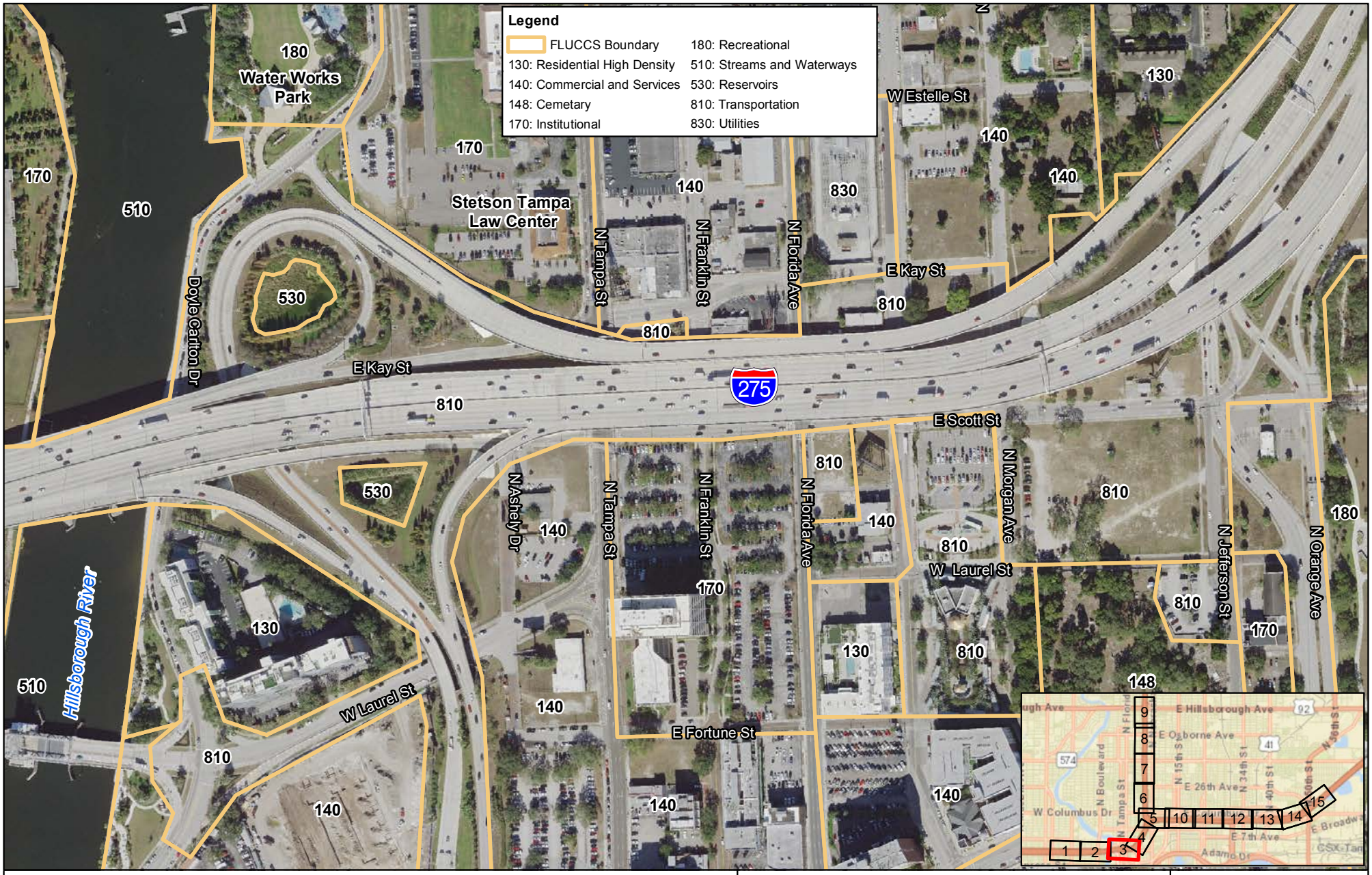

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Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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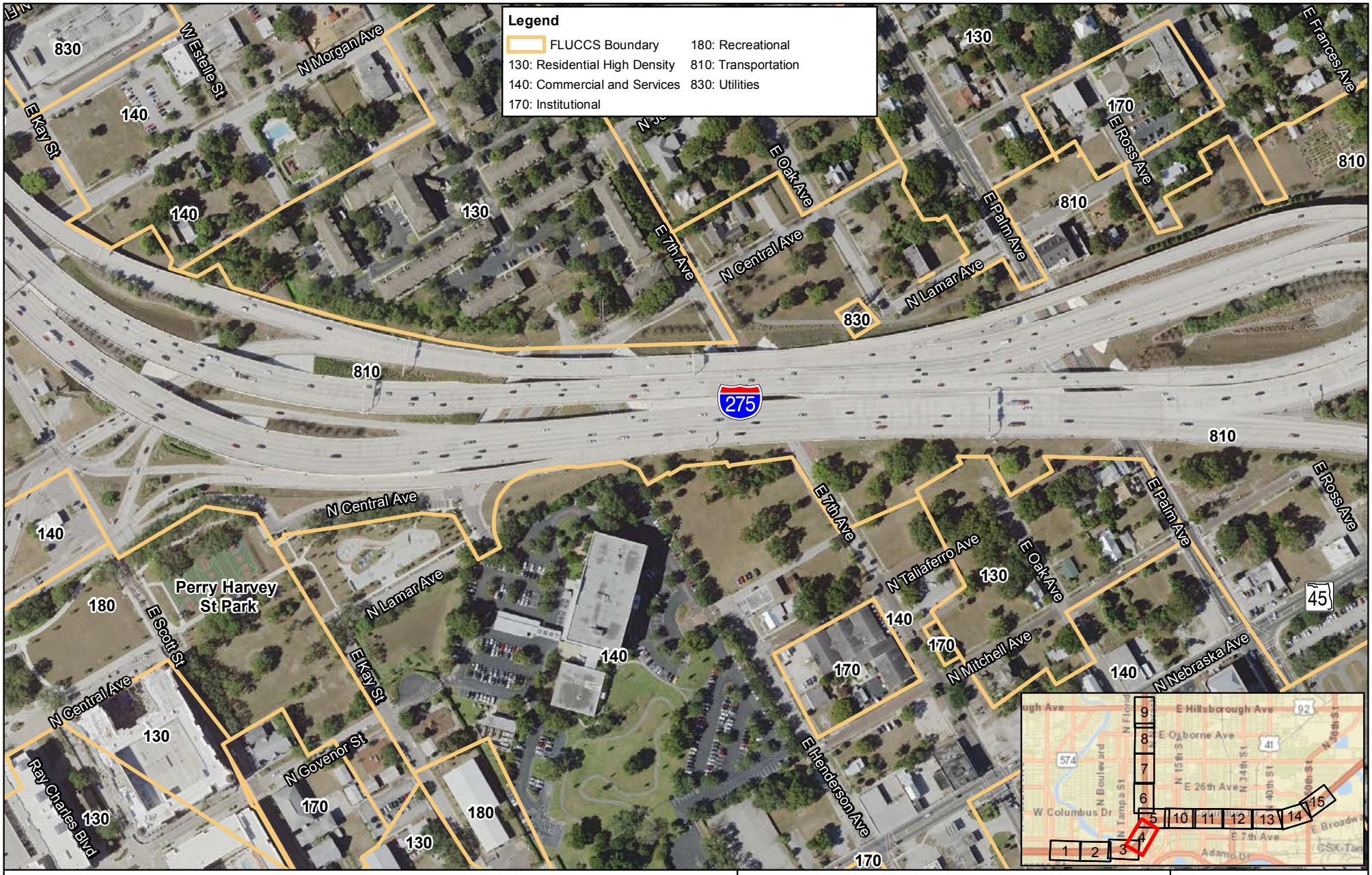

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WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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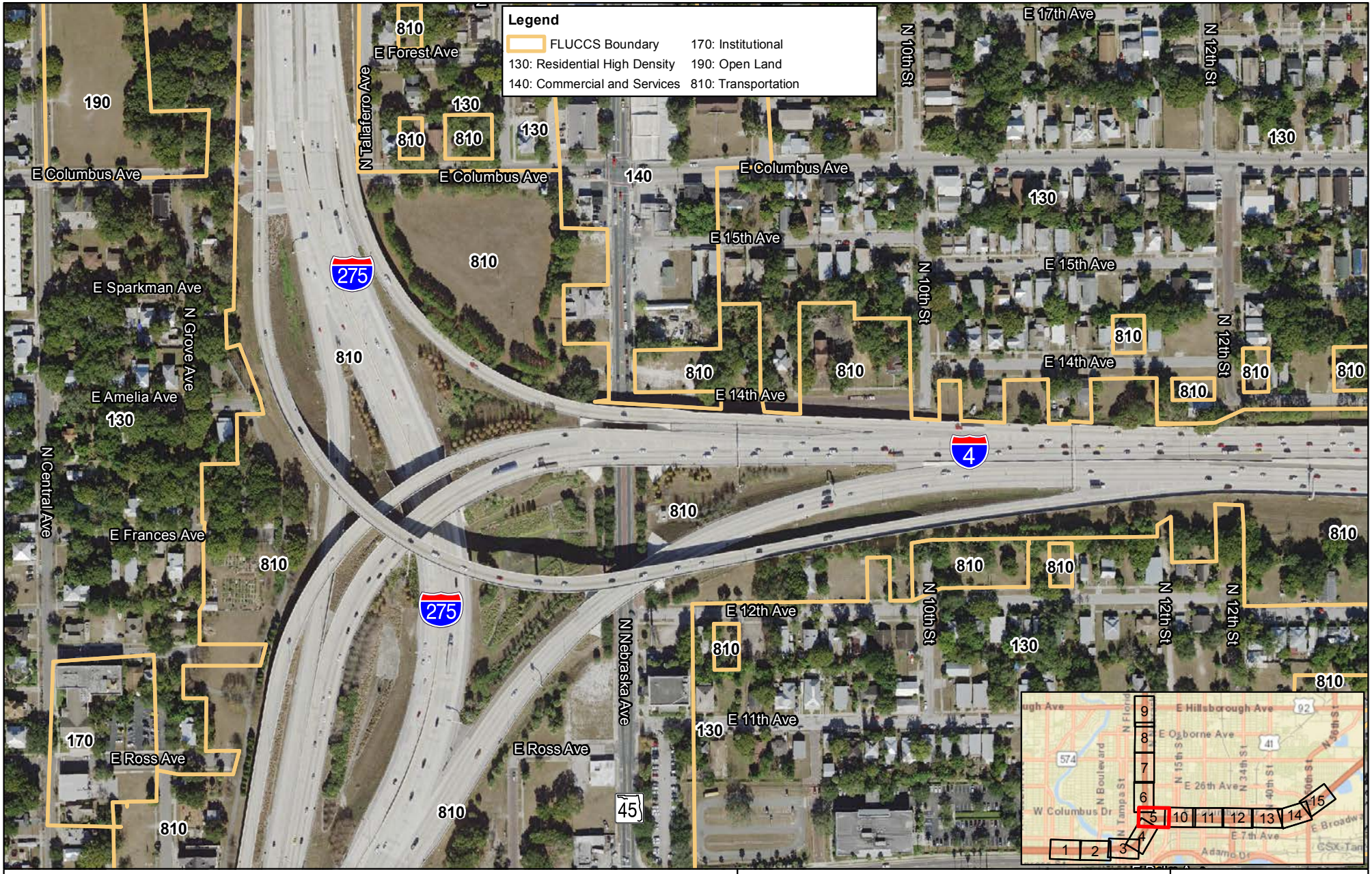

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I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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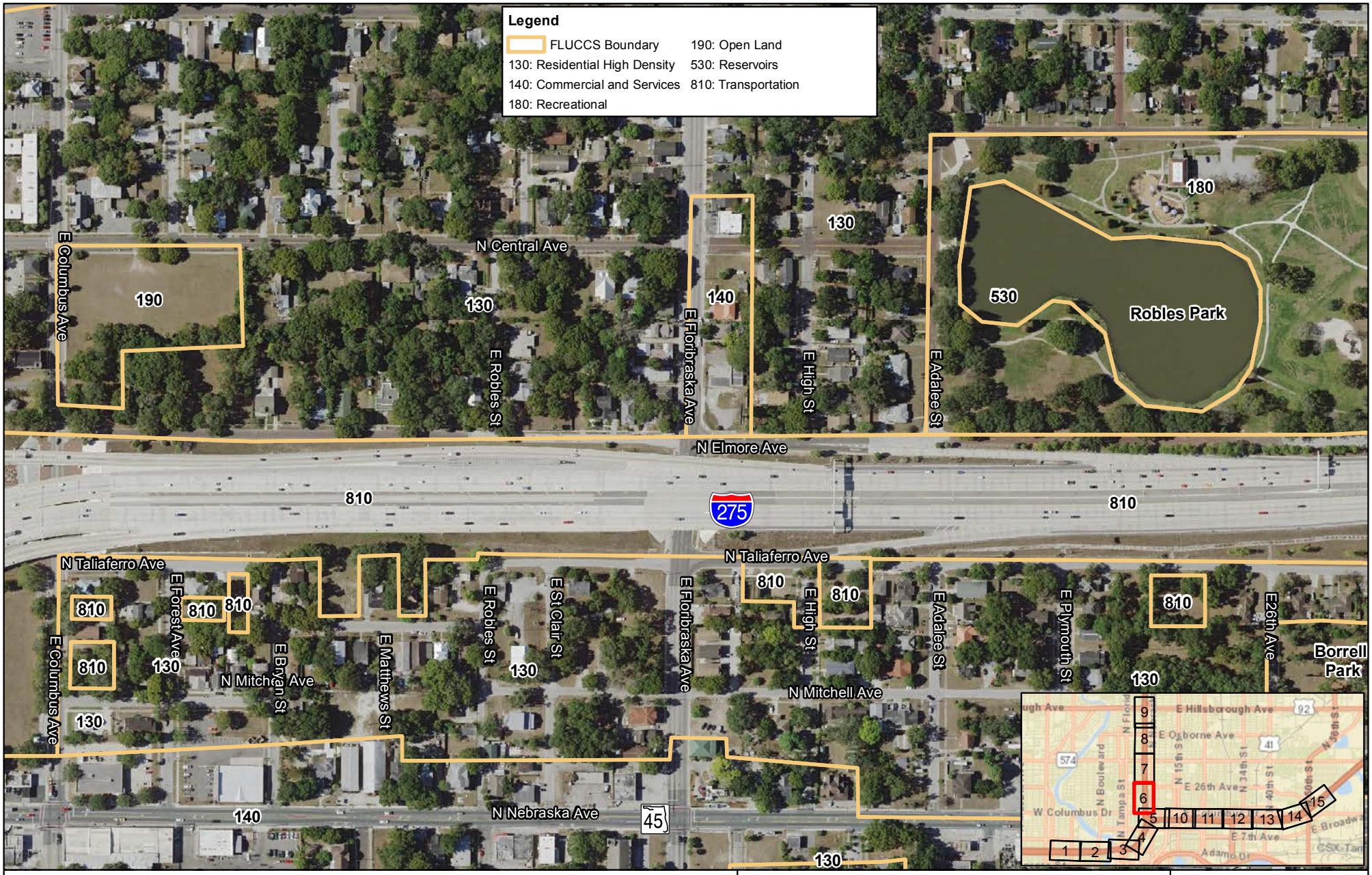

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I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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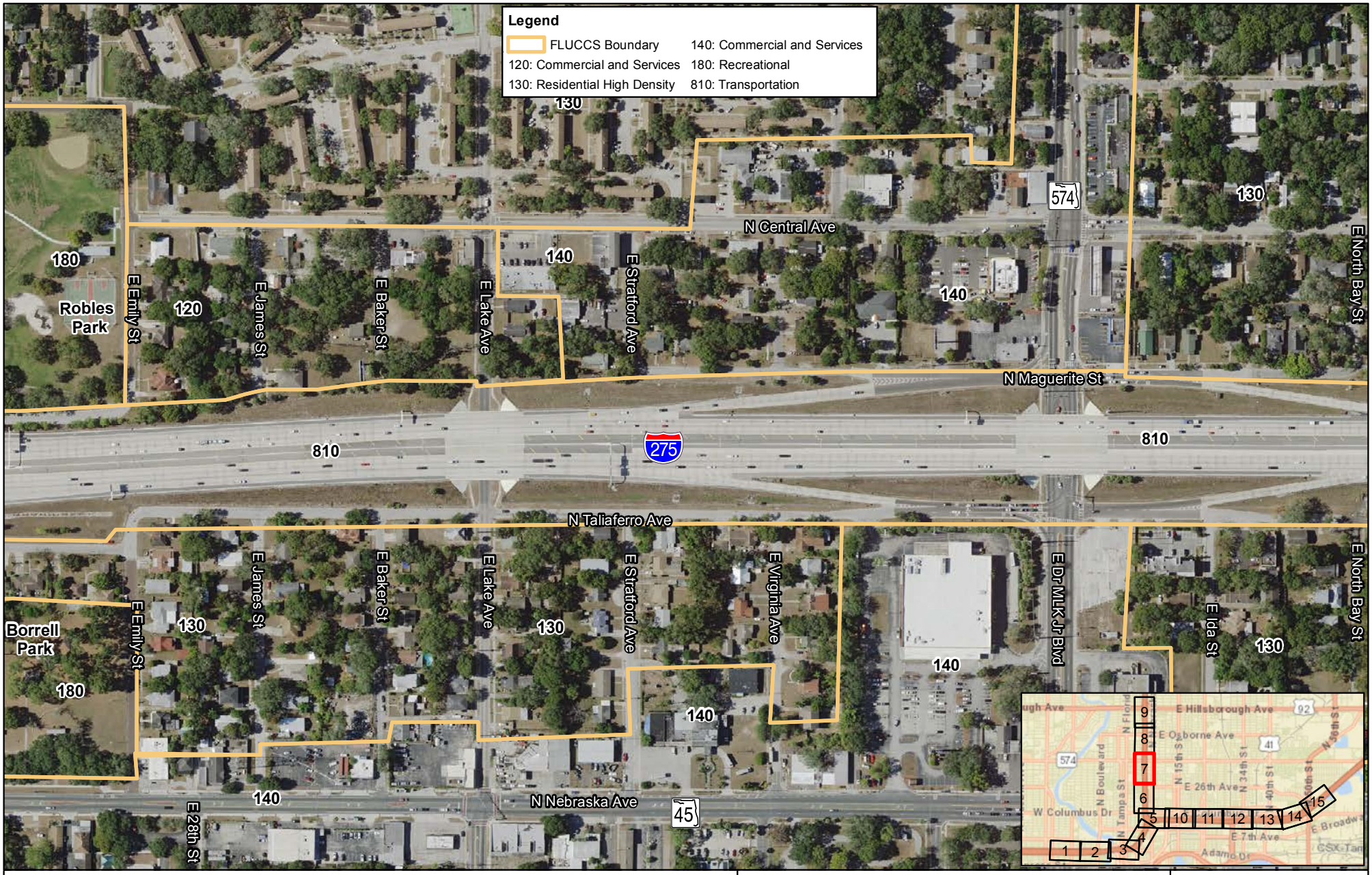

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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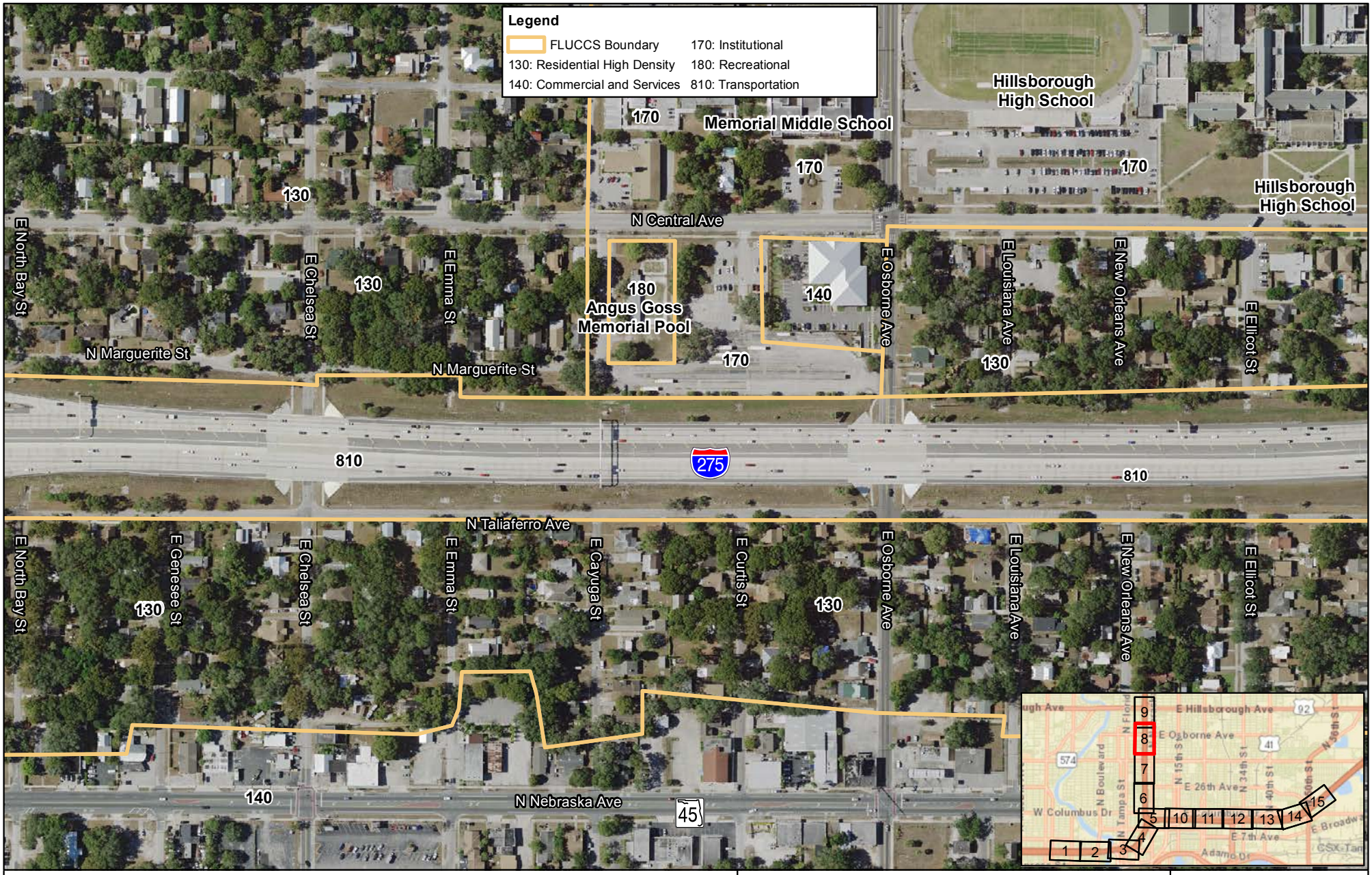

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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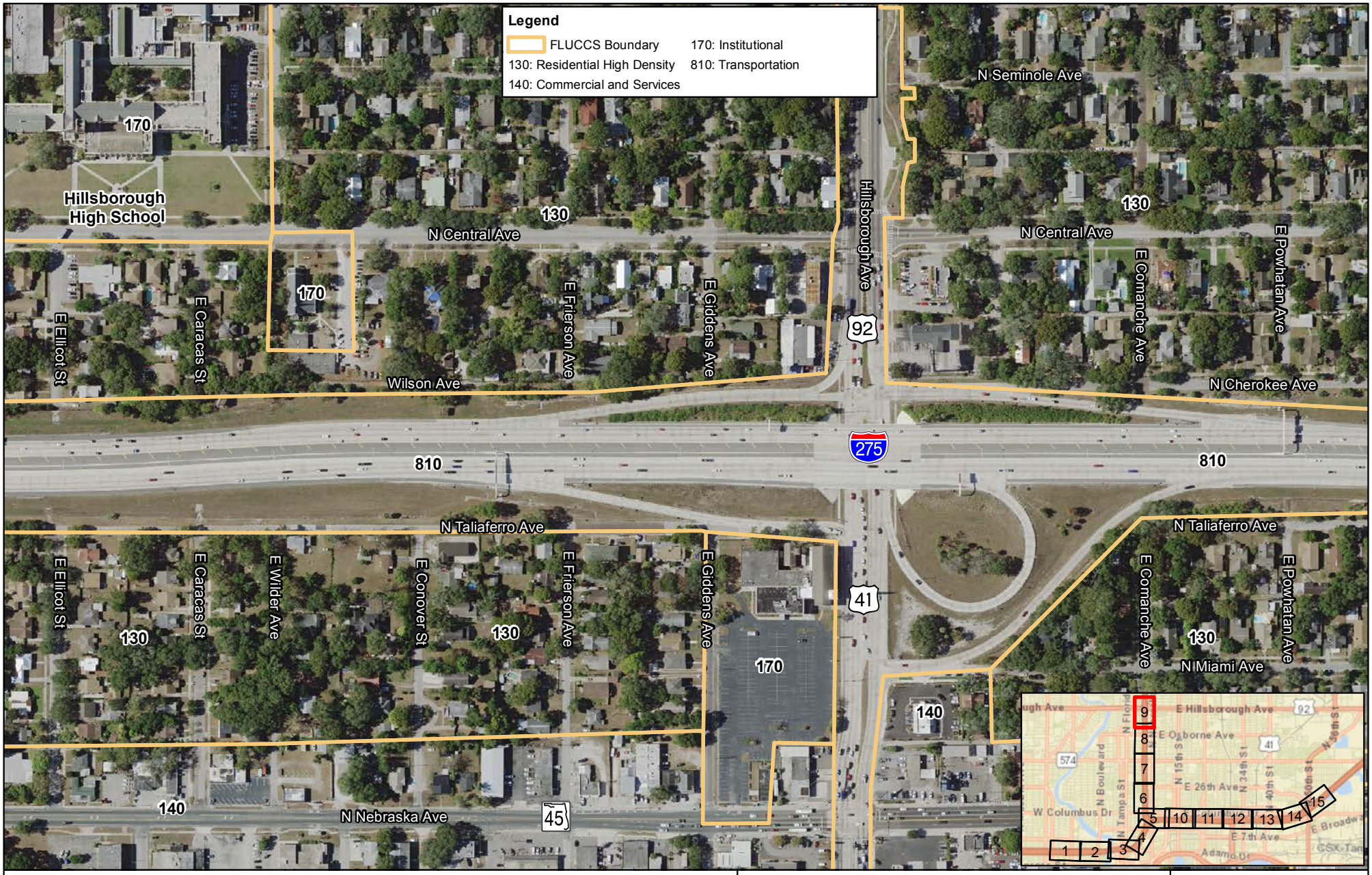

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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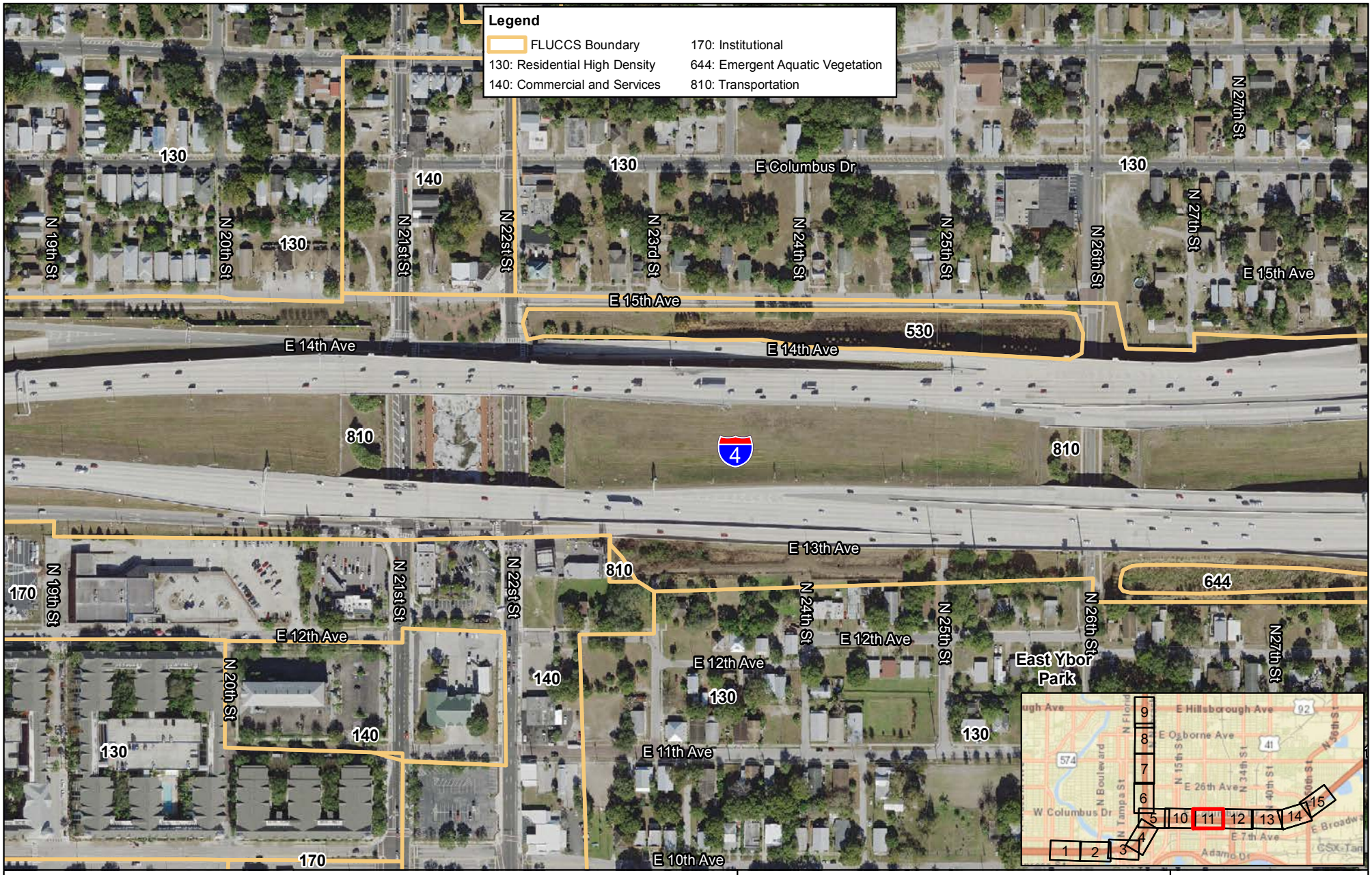

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

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Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 12 of 15

N

0 150 300
Feet

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 13 of 15

N

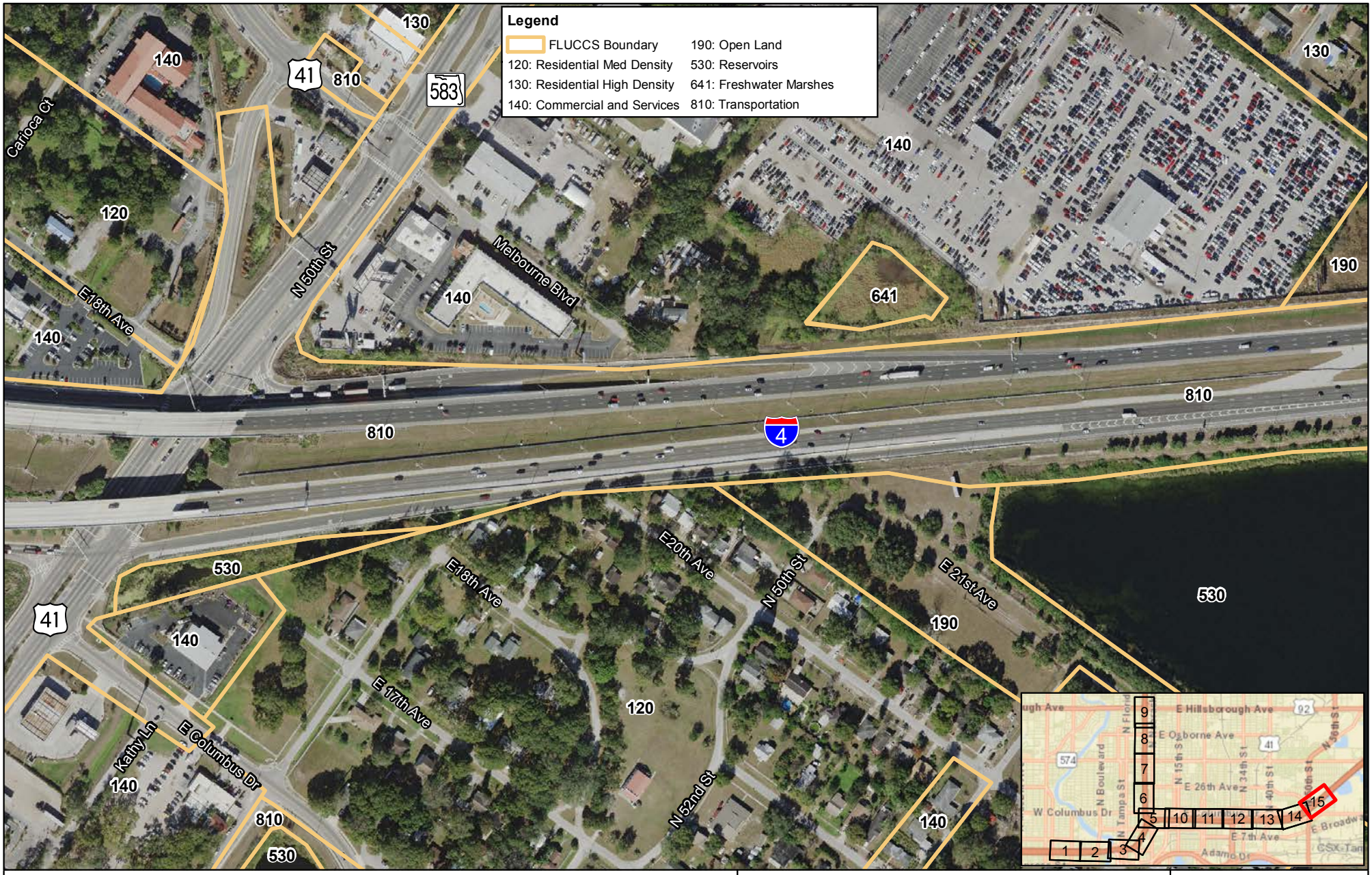
0 150 300
Feet

Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 14 of 15

0 150 300
Feet



Tampa Interstate Study SEIS
I-275 from Rome Avenue to North of Martin Luther King Jr. Boulevard
I-4 from I-275 to East of 50th Street
WPI Segment No. 258337-2

Florida Land Use Cover and Forms Classification System (FLUCCS) Map

Sheet 15 of 15

0 150 300
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APPENDIX B

Agency Wildlife Protection Plans

CONSTRUCTION SPECIAL PROVISIONS
GULF STURGEON PROTECTION GUIDELINES
(PURSUANT TO NMFS AND USFWS)

The Gulf sturgeon (*Acipenser oxyrinchus desotoi*) is listed under the Endangered Species Act as threatened. It is managed under the joint jurisdiction of the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). Potential habitat for the Gulf sturgeon is located within the limits of this project.

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

The FDOT has coordinated with the NMFS and USFWS early in the project development stage. The following provisions are intended to avoid/ protect known spawning habitats, nursery areas, feeding areas and thermal refuges.

1. The Florida Department of Transportation (FDOT) shall advise all FDOT project personnel and Contractor personnel on the project that there are civil and criminal penalties for harming, harassing or killing sturgeon. The FDOT and the Contractor will be held responsible for any sturgeon harmed, harassed, or killed as a result of the project activity.

2. The FDOT shall provide information to all FDOT and Contract personnel for identification of sturgeon.

3. Appropriate work shift personnel will be instructed in the appearance, habits, biology, migratory patterns, and preservation of sturgeon. At least one of these trained personnel will be on site during construction activities to maintain a constant surveillance for these species, assure the cessation of activities (such as dredging, excess turbidity, and construction barge activity), which may endanger these species, and assure that uninhibited passage for the animals is provided.

4. Post signs on site warning of the presence of sturgeon, of their endangered status and federal protection, and precautions needed.

5. Turbidity from construction activity will be adequately controlled to prevent degradation of the quality and transparency of the water. When sturgeon are present, turbidity curtains of appropriate dimension will be used to restrict the animals' access to the work area. Pollution booms or turbidity curtains should use tangle resistant or hemp rope when anchoring, or employ surface anchors' to prevent entangling sturgeon. Continuous surveillance will be maintained in order to free animals which may become trapped in silt or turbidity barriers.

6. No dredging of the river bottom will be conducted for barge access.

STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE
U.S. Fish and Wildlife Service
August 12, 2013

The eastern indigo snake protection/education plan (Plan) below has been developed by the U.S. Fish and Wildlife Service (USFWS) in Florida for use by applicants and their construction personnel. At least **30 days prior** to any clearing/land alteration activities, the applicant shall notify the appropriate USFWS Field Office via e-mail that the Plan will be implemented as described below (North Florida Field Office: jaxregs@fws.gov; South Florida Field Office: verobeach@fws.gov; Panama City Field Office: panamacity@fws.gov). As long as the signatory of the e-mail certifies compliance with the below Plan (including use of the attached poster and brochure), no further written confirmation or "approval" from the USFWS is needed and the applicant may move forward with the project.

If the applicant decides to use an eastern indigo snake protection/education plan other than the approved Plan below, written confirmation or "approval" from the USFWS that the plan is adequate must be obtained. At least 30 days prior to any clearing/land alteration activities, the applicant shall submit their unique plan for review and approval. The USFWS will respond via e-mail, typically within 30 days of receiving the plan, either concurring that the plan is adequate or requesting additional information. A concurrence e-mail from the appropriate USFWS Field Office will fulfill approval requirements.

The Plan materials should consist of: 1) a combination of posters and pamphlets (see **Poster Information** section below); and 2) verbal educational instructions to construction personnel by supervisory or management personnel before any clearing/land alteration activities are initiated (see **Pre-Construction Activities** and **During Construction Activities** sections below).

POSTER INFORMATION

Posters with the following information shall be placed at strategic locations on the construction site and along any proposed access roads (a final poster for Plan compliance, to be printed on 11" x 17" or larger paper and laminated, is attached):

DESCRIPTION: The eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. These snakes are not typically aggressive and will attempt to crawl away when disturbed. Though indigo snakes rarely bite, they should NOT be handled.

SIMILAR SNAKES: The black racer is the only other solid black snake resembling the eastern indigo snake. However, black racers have a white or cream chin, thinner bodies, and WILL BITE if handled.

LIFE HISTORY: The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands

and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and above-ground refugia, such as other animal burrows, stumps, roots, and debris piles. Females may lay from 4 - 12 white eggs as early as April through June, with young hatching in late July through October.

PROTECTION UNDER FEDERAL AND STATE LAW: The eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. "Taking" of eastern indigo snakes is prohibited by the Endangered Species Act without a permit. "Take" is defined by the USFWS as an attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage in any such conduct. Penalties include a maximum fine of $25,000 for civil violations and up to $50,000 and/or imprisonment for criminal offenses, if convicted.

Only individuals currently authorized through an issued Incidental Take Statement in association with a USFWS Biological Opinion, or by a Section 10(a)(1)(A) permit issued by the USFWS, to handle an eastern indigo snake are allowed to do so.

IF YOU SEE A <u>LIVE</u> EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and allow the live eastern indigo snake sufficient time to move away from the site without interference;
- Personnel must NOT attempt to touch or handle snake due to protected status.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- If the snake is located in a vicinity where continuation of the clearing or construction activities will cause harm to the snake, the activities must halt until such time that a representative of the USFWS returns the call (within one day) with further guidance as to when activities may resume.

IF YOU SEE A <u>DEAD</u> EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

Telephone numbers of USFWS Florida Field Offices to be contacted if a live or dead eastern indigo snake is encountered:

North Florida Field Office – (904) 731-3336
Panama City Field Office – (850) 769-0552
South Florida Field Office – (772) 562-3909

PRE-CONSTRUCTION ACTIVITIES

1. The applicant or designated agent will post educational posters in the construction office and throughout the construction site, including any access roads. The posters must be clearly visible to all construction staff. A sample poster is attached.

2. Prior to the onset of construction activities, the applicant/designated agent will conduct a meeting with all construction staff (annually for multi-year projects) to discuss identification of the snake, its protected status, what to do if a snake is observed within the project area, and applicable penalties that may be imposed if state and/or federal regulations are violated. An educational brochure including color photographs of the snake will be given to each staff member in attendance and additional copies will be provided to the construction superintendent to make available in the onsite construction office (a final brochure for Plan compliance, to be printed double-sided on 8.5" x 11" paper and then properly folded, is attached). Photos of eastern indigo snakes may be accessed on USFWS and/or FWC websites.

3. Construction staff will be informed that in the event that an eastern indigo snake (live or dead) is observed on the project site during construction activities, all such activities are to cease until the established procedures are implemented according to the Plan, which includes notification of the appropriate USFWS Field Office. The contact information for the USFWS is provided on the referenced posters and brochures.

DURING CONSTRUCTION ACTIVITIES

1. During initial site clearing activities, an onsite observer may be utilized to determine whether habitat conditions suggest a reasonable probability of an eastern indigo snake sighting (example: discovery of snake sheds, tracks, lots of refugia and cavities present in the area of clearing activities, and presence of gopher tortoises and burrows).

2. If an eastern indigo snake is discovered during gopher tortoise relocation activities (i.e. burrow excavation), the USFWS shall be contacted within one business day to obtain further guidance which may result in further project consultation.

3. Periodically during construction activities, the applicant's designated agent should visit the project area to observe the condition of the posters and Plan materials, and replace them as needed. Construction personnel should be reminded of the instructions (above) as to what is expected if any eastern indigo snakes are seen.

POST CONSTRUCTION ACTIVITIES

Whether or not eastern indigo snakes are observed during construction activities, a monitoring report should be submitted to the appropriate USFWS Field Office within 60 days of project completion. The report can be sent electronically to the appropriate USFWS e-mail address listed on page one of this Plan.

STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.

b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.

d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.

e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or in Vero Beach (1-772-562-3909) for south Florida, and emailed to FWC at ImperiledSpecies@myFWC.com.

f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8½ " by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at http://www.myfwc.com/WILDLIFEHABITATS/manatee_sign_vendors.htm. Questions concerning these signs can be forwarded to the email address listed above.

CAUTION: MANATEE HABITAT

All project vessels

IDLE SPEED / NO WAKE

When a manatee is within 50 feet of work
all in-water activities must

SHUT DOWN

Report any collision with or injury to a manatee:

Wildlife Alert:

1-888-404-FWCC(3922)

cell *FWC or #FWC

APPENDIX C

Agency Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE

North Florida Field Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517
Phone: 904.731.3336
Fax: 904.731.3045

August 25, 2017

Florida Department of Transportation
Efficient Transportation Decision Making (ETDM) Process
Environmental Technical Advisory Team (ETAT) Review
Project Name: Tampa Interstate Study (TIS) SEIS
District: District 7
County: Hillsborough
Planning Organization: FDOT District 7
Phase: Programming Screen
FWS # 2017-TA-0581

Purpose and Need:
The purpose of this project is to produce a Master Plan, conceptual design and environmental impact database for improvements to I-4, I-275 and I-75.

The need for the project is to improve travel, operational and safety issues on the road.

Fish and Wildlife Habitat

Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project as being located in an area where there is a mix of urban, commercial and residential developments. Species of concern that have the potential to occur in this area is the wood stork and the eastern indigo snake.

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect federally listed species and/or their habitat, the Department will initiate informal consultation with FWS during the Project Development process.

Wood Stork *(Mycteria americana)*

The surrounding area is mainly a mix of urban, commercial and residential developments. The action area falls within a Core Foraging Area (CFA) of at least one nesting colony of the endangered wood stork (East Lake – Bellows Lake). Direct impacts should be avoided.

The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other

wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. http://www.fws.gov/northflorida

Eastern Indigo Snakes *(Drymarchon corais couperi)*

It is very unlikely that this species may occur in the highly developed area within the action area. The addition of a new roads and the widening of roads will likely increase the risks to this species from direct mortality and indirectly from habitat fragmentation and noise disturbance. Individual snakes may have large home ranges of 200 to 250 acres. Direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted. Protection guidelines can be found on the North Florida Ecological Services website: http://www.fws.gov/northflorida. Surveys for gopher tortoise burrows will also facilitate the use of the EIS Effect determination key utilized by the Army COE.

Coordination with the Office of Migratory birds will be needed for an eagle nest located within 200 feet of corridor.

Surveys for all federally listed plants found in Hillsborough County (the list can be found on our website northflorida.fws.gov) should be conducted by a trained botanist during the appropriate time of year.

Wetlands

Degree of Effect: Minimal

Wetlands provide important habitat for fish and wildlife. Best Management Practices (BMPs) should be used to prevent degradation of wetland and other aquatic resources from erosion, siltation, and nutrient discharges associated with the project site. We recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect and federally listed species and/or their habitat, the Department will initiate consultation with FWS during the Project Development process.

Submitted by ETAT Member: Zakia Williams

From:	Selly, Nicole
To:	Salicco, Christopher
Cc:	Rhinesmith, Robin
Subject:	FW: TIS SEIS NRE for Downtown Interchange (Section 6)
Date:	Thursday, February 22, 2018 9:54:23 AM
Attachments:	image001.png

From: David Rydene - NOAA Federal [mailto:david.rydene@noaa.gov]
Sent: Thursday, February 22, 2018 9:08 AM
To: Selly, Nicole <Nicole.Selly@dot.state.fl.us>
Subject: Re: TIS SEIS NRE for Downtown Interchange (Section 6)

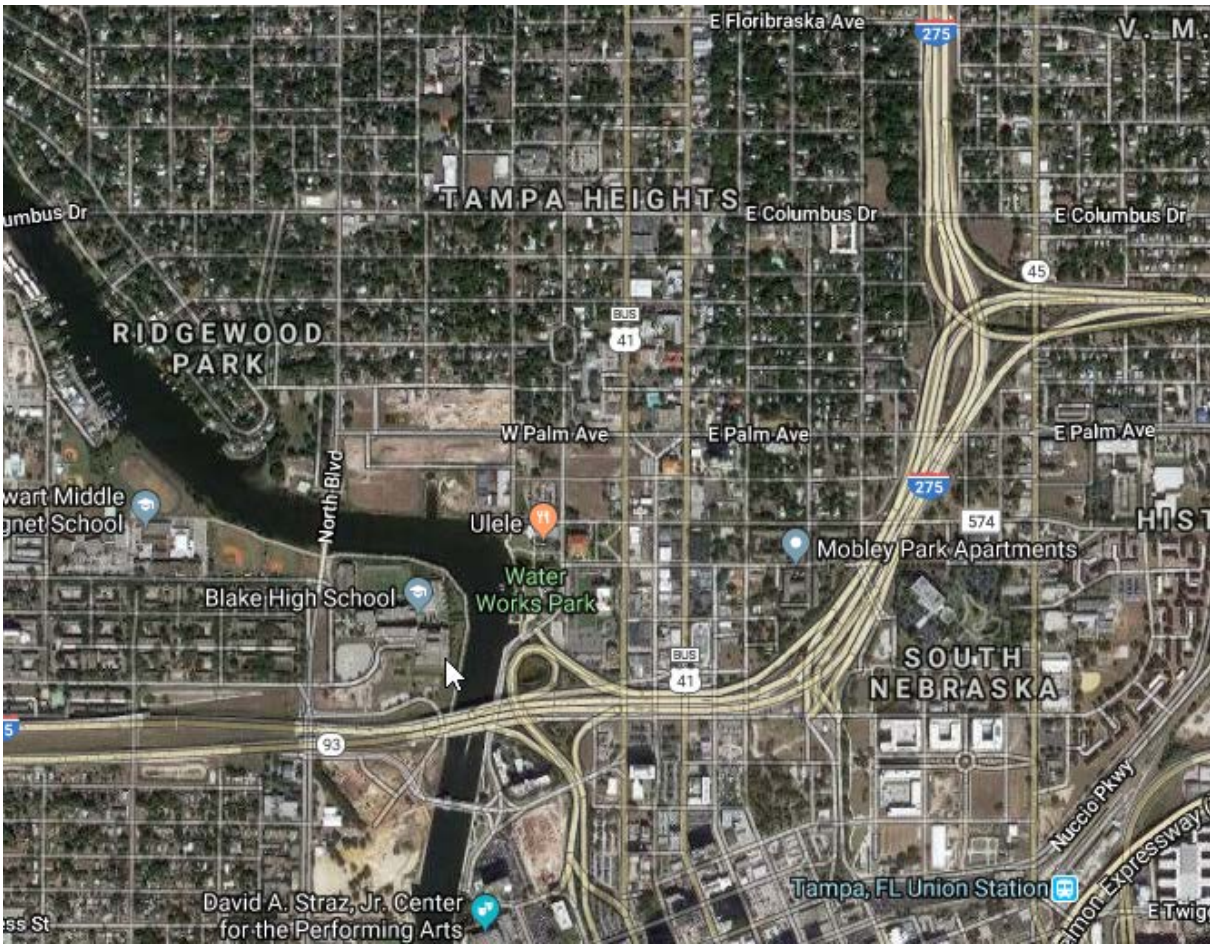
Hi Nicole,

I am familiar with the area where the highway crosses the Hillsborough River and there will not be any direct impacts to EFH. Our comments would be our standard ones regarding using BMPs and appropriate stormwater management. I think the statement you proposed for the NRE is fine.

- Dave

On Wed, Feb 21, 2018 at 3:46 PM, Selly, Nicole <Nicole.Selly@dot.state.fl.us> wrote:

> Hi Dave,
>
> We are finishing up the NREs (there are 2) for the TIS SEIS. You will receive them both for review, however, we do not anticipate EFH involvement for the Downtown Interchange portion. Per the PD&E Manual, Chapter 17, for an EIS with no EFH, the statement below is added to the NRE.
>
> *This project has been coordinated with NMFS and there is no involvement with, or adverse effect on Essential Fish Habitat; therefore, Essential Fish Habitat consultation is not required.*
>
> We did not screen this project in ETDM, and the original study did not show impacts. So, I would like to talk with you to confirm no EFH consultation is required for this portion of I-275 that crosses the Hillsborough River.



Please call me if you have any questions.

Thanks,
Nicole

Nicole Selly
Environmental Specialist III
District Seven - PLEMO
(813) 975-6455 phone
(813) 975-6443 fax
nicole.selly@dot.state.fl.us

--
David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division

263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300

Document Reviews and Responses

Event Details

Event: 258337-2 Tampa Interstate Study (TIS) SEIS - Agency Coordination and Public Involvement Plan
Managing Organization: FDOT District 7
Start Date: 07/26/2017
End Date: 08/25/2017
Description:

Please provide comments for the Agency Coordination and Public Involvement Plan for the Tampa Interstate Study (TIS)Supplemental Environmental Impact Statement (SEIS).

The proposed improvements would involve the reconstruction of I-275 from east of Howard Frankland Bridge to North of SR 574 (Martin Luther King Jr. Boulevard) and I-4 from I-275 to east of 50th Street.

Please feel free to forward the EST submittal to other staff members in your agency who are interested in reviewing this document.

Related Document Review Event(s):
Related ETDM Project(s): There are no ETDM projects related to this event.

Event Documents

Document (PDF)	Size	Description
TIS-SEIS Project Coordination and Public Involvement Plan	5.63 MB	This Project Coordination and Public Involvement Plan (Plan) establishes an approach for coordinating agency (Federal Lead, State Joint Lead, Cooperating, and Participating) outreach efforts that the FHWA and FDOT will undertake during the environmental review process for the TIS SEIS. A key focus of the Plan is to facilitate an understanding with the governmental agencies regarding the study process, key milestones, and decision points. It will also serve to solicit ideas, input, and comments on the study, as well as seek feedback on the potential transportation, social, and environmental consequences. The Plan describes the overall approach and coordination methods that the TIS Project Team will use to obtain agency insights and satisfy Federal coordination requirements of 23 CFR 139 during the environmental review process.

Document Reviews

TIS-SEIS Project Coordination and Public Involvement Plan

Official Reviews

Section(s)	Page(s)	Paragraph(s)	Global	Reviewing Organization	Comments	Reviewer Document	Response	Responding Organization
6.2	16	2	No	US Army Corps of Engineers	Wetlands: The information provided indicates that the 1996 TIS FEIS identified 15 wetlands that the TIS Project would affect. Additionally, the 2008 reevaluation for Section 3C identified nine additional wetlands that the TIS Project would affect, and one that the TIS Project would no longer affect. The information also includes that the wetlands consist of man-made brackish ponds, man-made freshwater ponds, man-made drainage channels, man-made herbaceous wetlands, scrub/shrub wetlands, and			

					forested wetlands. The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) classification for wetlands found in the TIS Project study area include: E1UB3Lx, PUBHx, R2UBHx, PEMIFx, PEMIC, PF03/IA, PUBFx, and PSS3J. The document includes that avoidance of wetland impacts will be evaluated during the project evaluation process. The information also indicates that the TIS Project Team will avoid wetlands, if possible. However, given the locations of the wetlands, filling activities would be necessary to widen the existing roadway and construct new roadway. Therefore, if complete avoidance is not possible, minimization efforts would be evaluated. The document also includes that mitigation would be provided for unavoidable wetland impacts. According to a review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), there is one federally-approved mitigation bank (Tampa Bay Mitigation Bank) with a service area which encompasses the proposed roadway project. The Tampa Bay Mitigation Bank utilizes two functional assessment methods: WRAP for palustrine credits and EWRAP for estuarine credits. In accordance with the mitigation hierarchy, as identified within the 2008 Mitigation Rule, the use of a federally-approved mitigation bank should first be evaluated. Second, an in-lieu fee program; however, there are currently no in-lieu fee programs with service areas which encompass the project area. Finally, permittee-responsible mitigation may be evaluated; however, information must be provided which justifies how the permittee-responsible mitigation option would be the			

					environmentally preferred option to offset unavoidable impacts to waters of the United States. The Corps recommends that the RIBITS site be evaluated during the project evaluation, as the RIBITS database is updated regularly and would identify the current federally-approved mitigation options. The Corps also understands that an alternatives wetlands impact analysis will be prepared.			
			Yes	FL Department of State	SHPO staff have reviewed the Public Involvement Plan and Survey Methodology. At this time, we concur with the plan and methodology as presented. As the project evolves, there may need to be some adjustments in area of potential effect, depending on what alternative(s) move forward in the planning process.			
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Project Coordination and Public Involvement Plan for the Tampa Interstate Study (I-275 from Howard Frankland Bridge to north of Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to east of 50th Street) and finds the plan acceptable.			
			Yes	US Fish and Wildlife Service	Please see the attached document for comments	20170825_fws_ltr_Tampa Interstate Study.pdf		

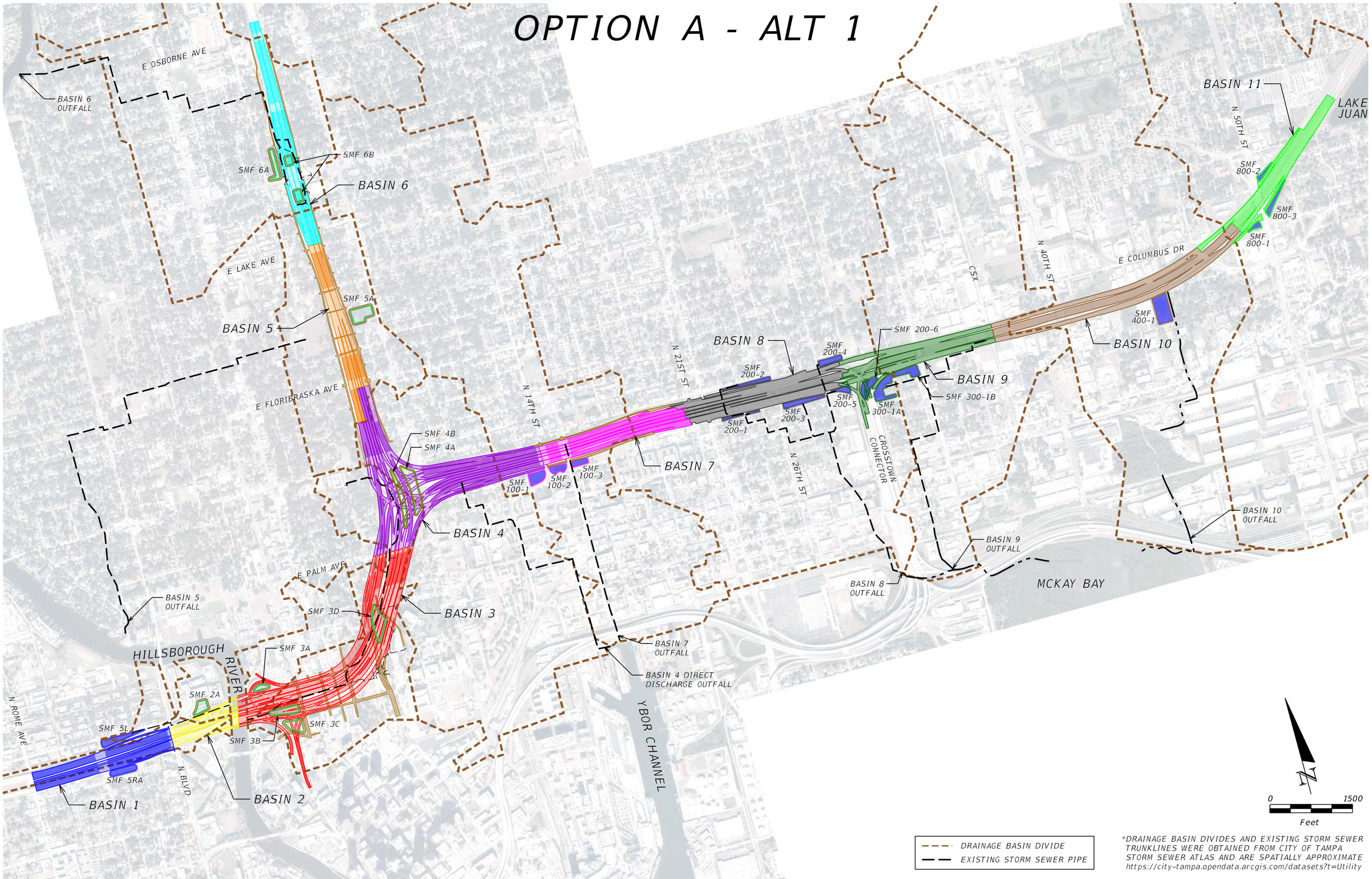
DocReview Document Reviews and Responses for TIS SEIS Alternatives Screening Evaluation - Final Draft

Sections	Pages	Paragraphs	Global	Reviewing Organization	Comments	Reviewer Document	Response	Responding Organization
			Yes	FL Department of State	Thank you for informing us of the Alternatives that have been eliminated. We look forward to further consultation.			
			Yes	National Marine Fisheries Service	NMFS staff has reviewed the Tampa Interstate Study SEIS Alternatives Screening Evaluation (dated November 2017). NMFS believes that the document adequately describes the methodology used to determine which of the 5 alternatives under consideration meet the project's purpose and need criteria. NMFS also finds that the alternatives selected for further study are reasonable in terms of fulfilling the project's purpose and need requirements.			
			Yes	US Army Corps of Engineers	The Corps has no comments in regard to specific locations within the document. The Corps continues to recommend avoidance and minimization efforts, and mitigation would be necessary if effects to resources would be unavoidable.			
			Yes	US Coast Guard	I am unable to open the attached document (TIS SEIS Alternatives Screening Evaluation - Final Draft) for the Tampa Interstate Study (TIS) due to our organizations cyber security measures (Firewall block). The Coast Guard is required to issue permits to authorize the constructions, replacement or modification of any bridge which crosses navigable waters of the United States. The Coast Guard typically adopts the lead federal agency's environmental document (the portions related to our permit action "the bridges") to fulfill our NEPA requirements during our permitting process. In order for the Coast Guard to adopt the environmental document, all environmental control laws outlined in our Bridge Permit Application Guide (BPAG) must be addressed in the environmental document (or documents supporting the environment document). The Coast Guard's BPAG (which covers all Coast Guard requisite environmental control laws) can be found at http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/ Thank you - Randall Overton	BPAG COMDTPUB P16591 3D 19 July 2016.pdf		
			Yes	US Fish and Wildlife Service	Fish and Wildlife Habitat Degree of Effect: Minimal The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project as being located in an area where there is a mix of urban, commercial and residential developments. Species of concern that have the potential to occur in this area is the wood stork and the eastern indigo snake. Dependent upon the alternative(s) selected, the proposed project is expected to result in minimal to moderate involvement with wildlife and habitat resources. If it is determined the project will affect federally listed species and/or their habitat, the Department will initiate informal consultation with FWS during the Project Development process. Wood Stork (Mycteria americana) The surrounding area is mainly a mix of urban, commercial and residential developments. The action area falls within a Core Foraging Area (CFA) of at least one nesting colony of the endangered wood stork (East Lake - Bellows Lake). Direct impacts should be avoided. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. http://www.fws.gov/northflorida Eastern Indigo Snakes (Drymarchon corais couperi) It is very unlikely that this species may occur in the highly developed area within the action area. The addition of a new roads and the widening of			

APPENDIX D

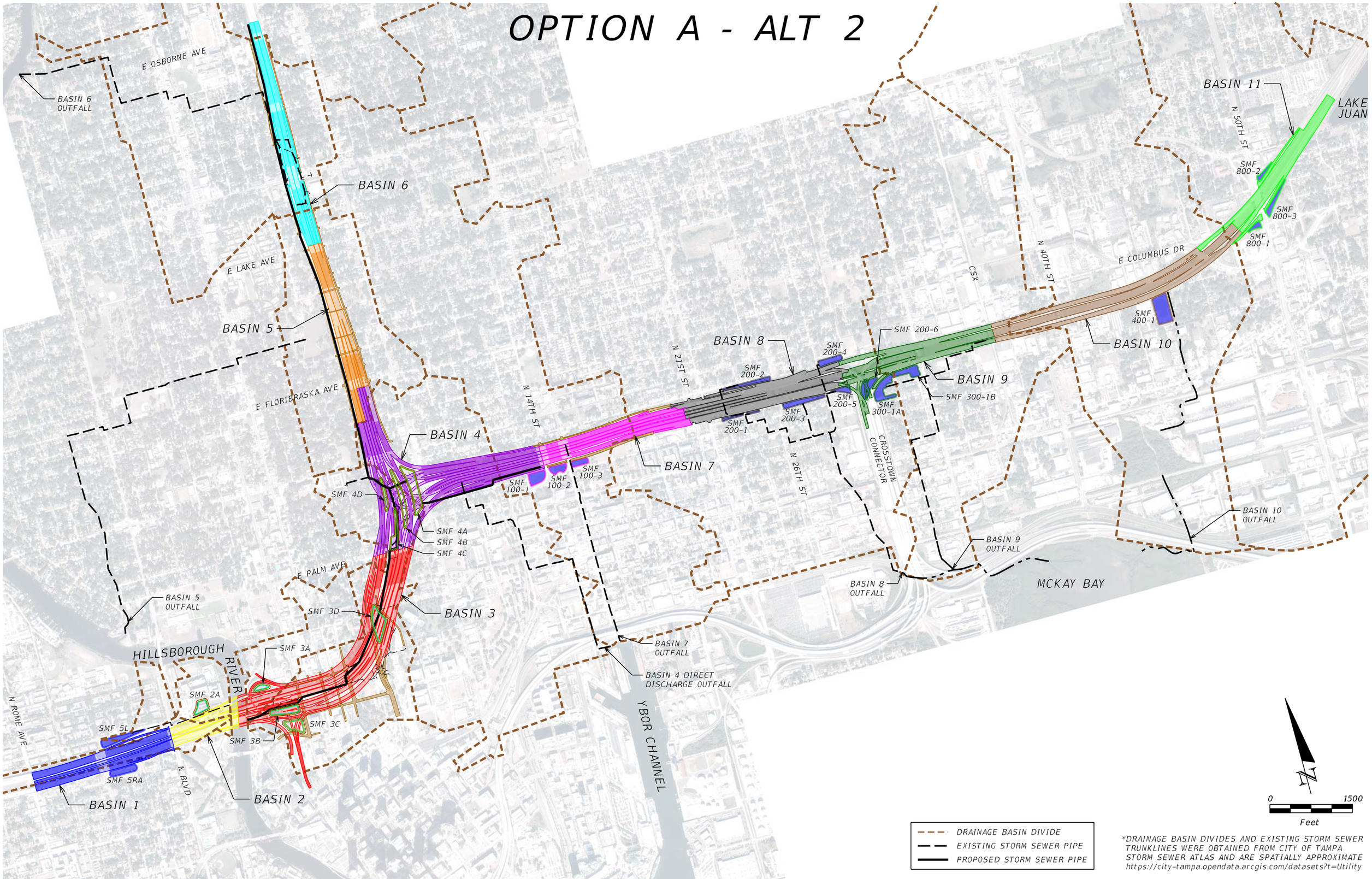
Proposed Stormwater Management Facility Locations

OPTION A - ALT 1



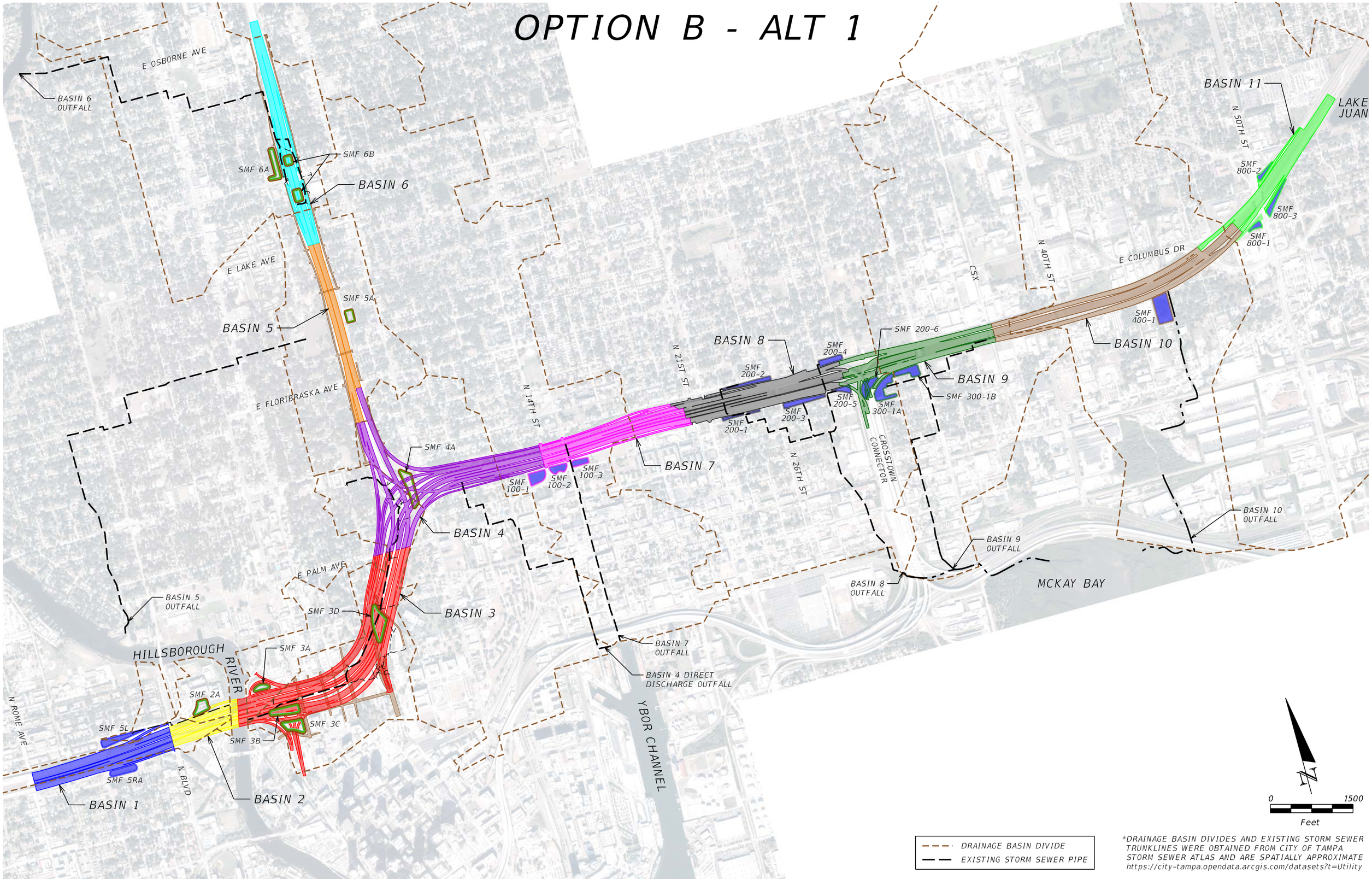
*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility

OPTION A - ALT 2



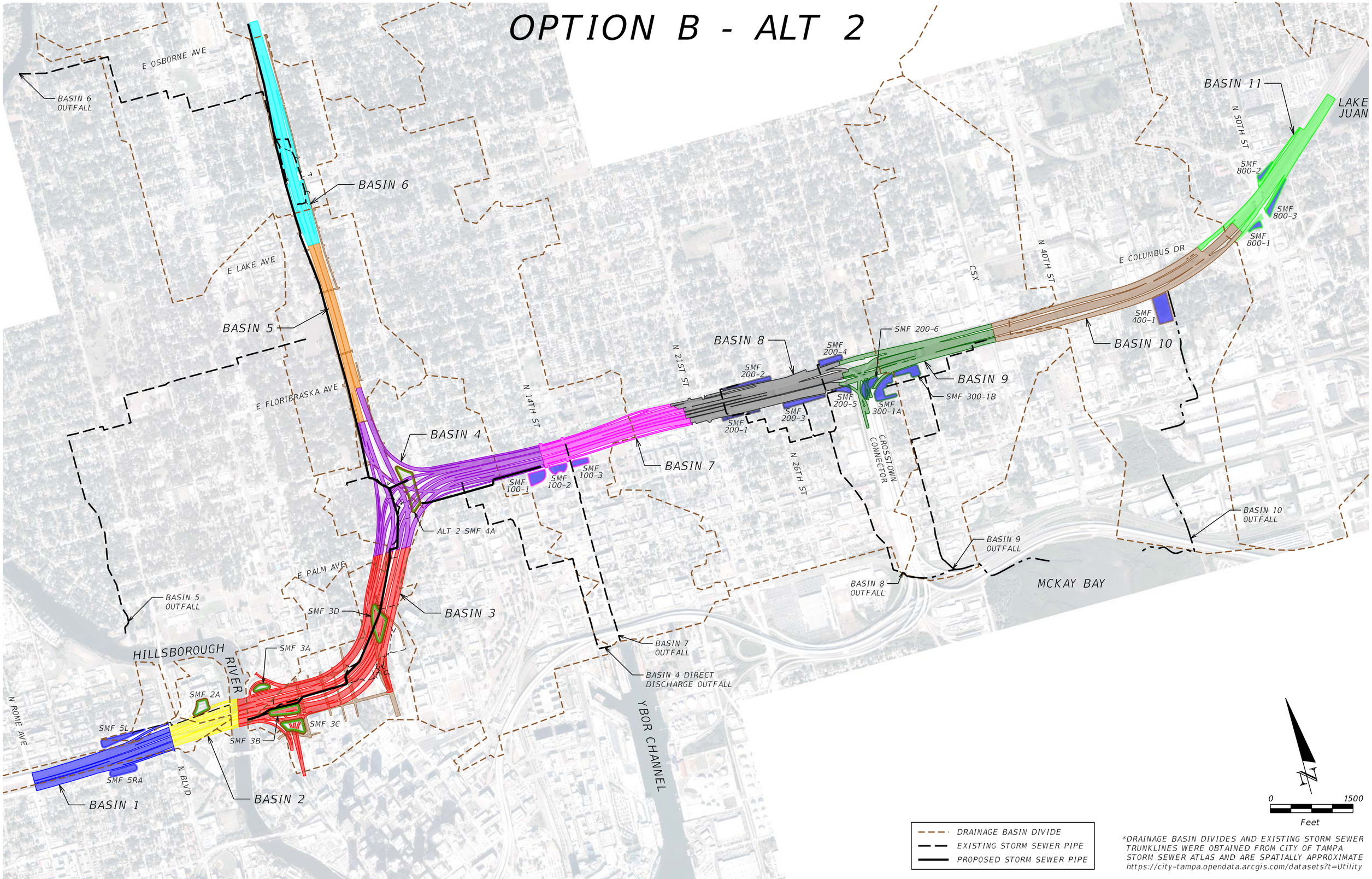
*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility

OPTION B - ALT 1



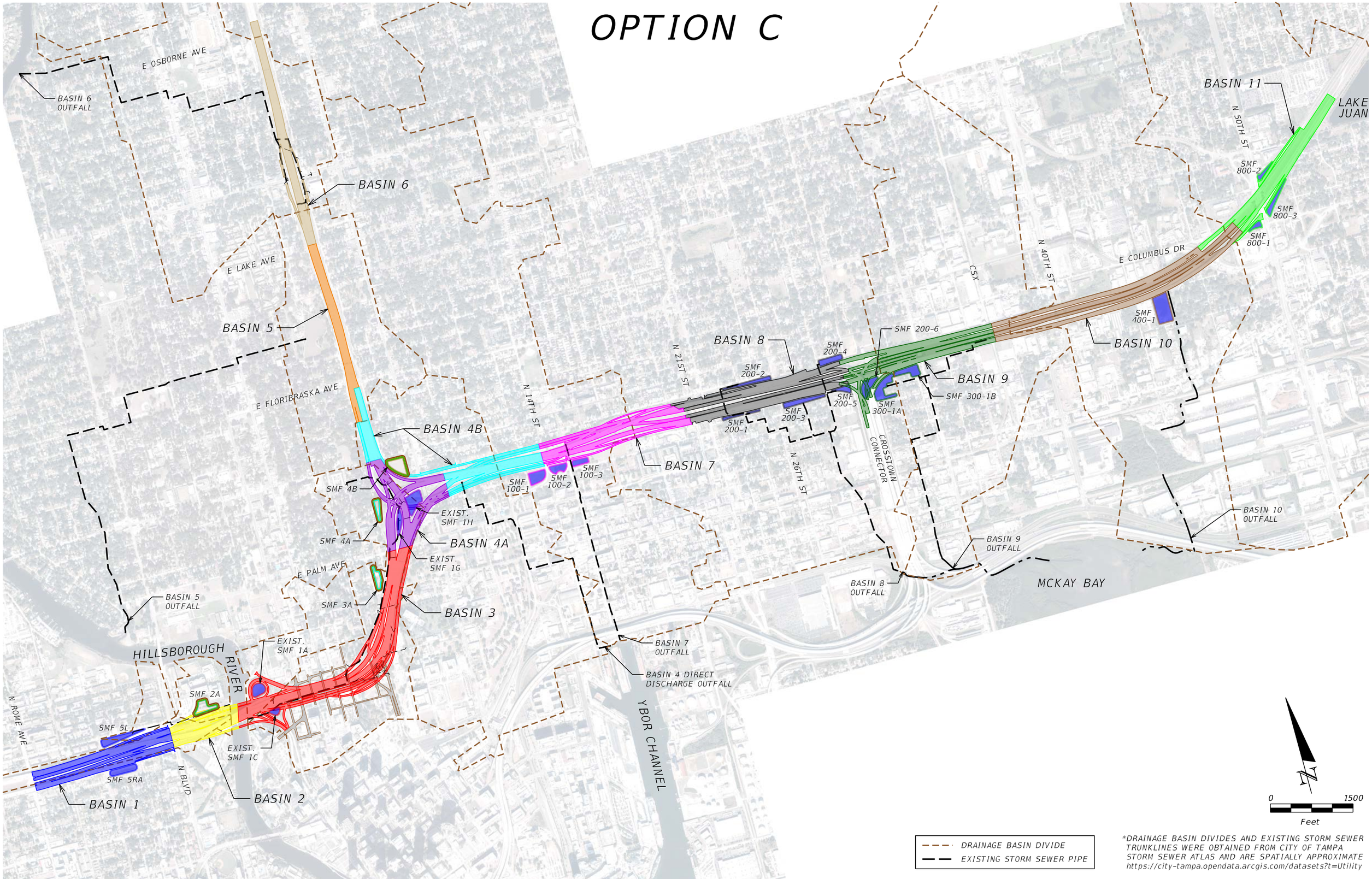
*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility

OPTION B - ALT 2



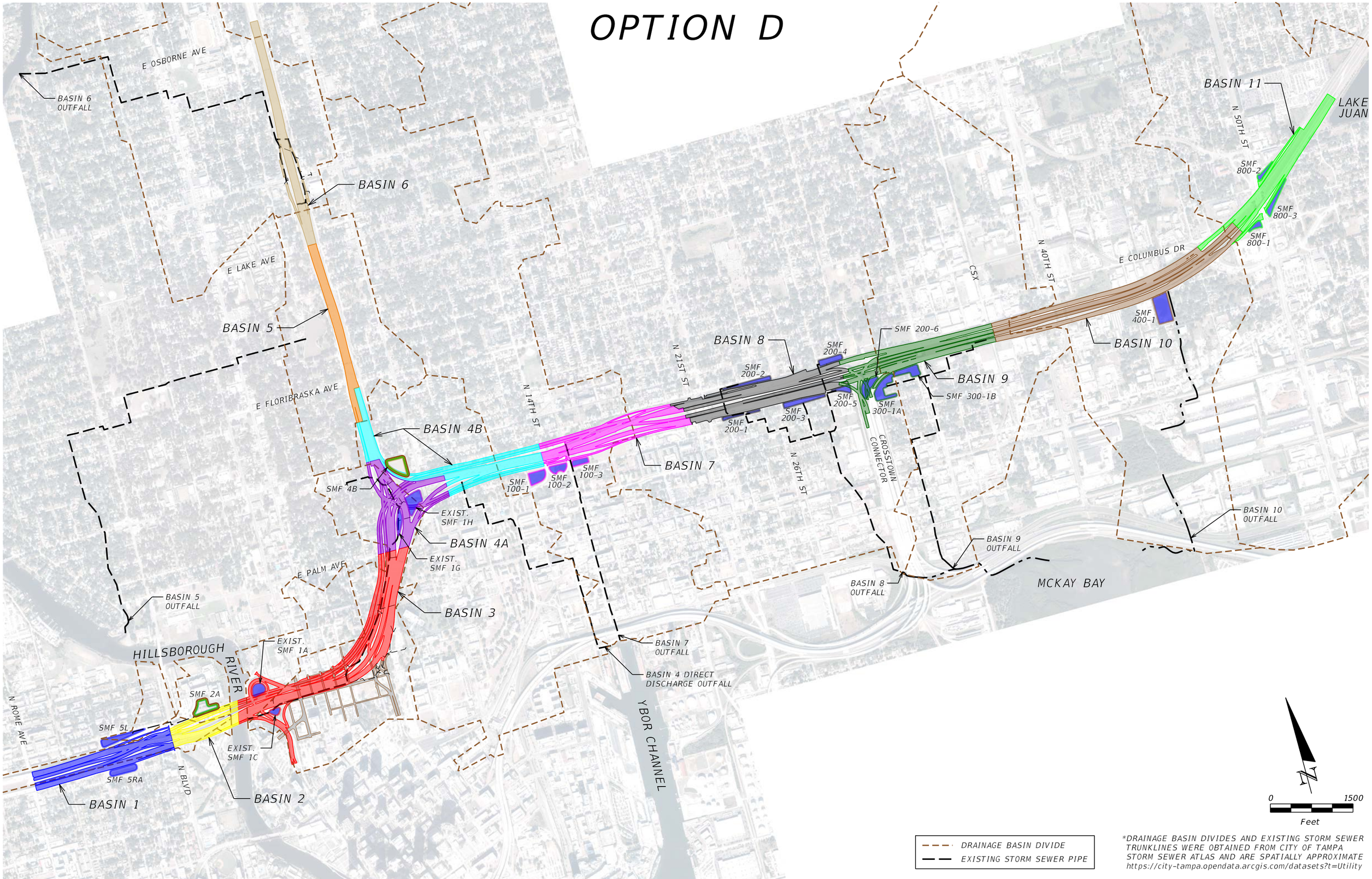
*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility

OPTION C



*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility

OPTION D



*DRAINAGE BASIN DIVIDES AND EXISTING STORM SEWER TRUNKLINES WERE OBTAINED FROM CITY OF TAMPA STORM SEWER ATLAS AND ARE SPATIALLY APPROXIMATE
https://city-tampa.opendata.arcgis.com/datasets?t=Utility