

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. GENERAL INFORMATION

County: Pinellas and Hillsborough Counties
Project Name: I-275/Northbound Howard Frankland Bridge (HFB) Replacement
Project Limits: From 1 mile south of the bridge to 1 mile north of the 3-mile bridge
Project Numbers: 12539 422799 1 Not yet assigned
ETDM (if applicable) WPI Segment No. Federal-Aid

2. PROJECT PURPOSE AND NEED

a. Project Location

The proposed project involves the replacement of the four-lane northbound Interstate 275 (I-275) Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the Project Development and Environment (PD&E) study extend approximately one mile beyond either end of the three-mile bridge to include portions of the existing causeway. The project limits fall within Township 29S, Range 17E, Section 32; Township 29S, Range 18E and Section 19; and Township 31S, Range 19E, and Section 21. The project limits are shown on **Figure 1**.

b. Purpose and Need:

I-275 is a vital link in the local and regional transportation network as well as a critical emergency evacuation route for portions of Pinellas County. In addition to being an Interstate highway and part of the National Highway System, I-275 is part of the Florida Intrastate Highway System (FIHS) that provides for the high-speed movement of people and goods at high traffic volumes. The FIHS is the highway component of the Strategic Intermodal System (SIS), a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

The Howard Frankland Bridge is one of only three crossings between Pinellas and Hillsborough Counties over Old Tampa Bay and the crossing which carries the most traffic. In 2012, the Annual Average Daily Traffic (AADT) was 142,500 vehicles per day (VPD) total for both directions. The Tampa Bay Regional Planning Model for Managed Lanes (TBRPM-ML) indicates that the bi-directional AADT in 2035 is expected to increase to 219,600 VPD. The design year 2040 AADT has been estimated to be 236,400 VPD. The existing peak-hour level of service (LOS) is estimated to be "D/C" (AM/PM). Based on the latest traffic projections, the design year 2040 LOS is projected to be LOS "F" if the new bridge remains four lanes as called for in the future

long-range transportation plans. Because of this projected future LOS, the Department is studying the feasibility of adding additional highway capacity as express lanes within this bridge corridor. In addition, various exclusive transit options are also being evaluated in concert with this PD&E study. The FDOT will work with their MPO partners to program improvements needed to attain an acceptable level of service in the design year.

Prior to repairs performed in 2011, the existing northbound bridge (built in late 1950's) was classified as *structurally deficient*. Presently, the existing northbound bridge is no longer classified as *structurally deficient*; the latest sufficiency rating is 81.3 based on a September 2012 inspection. An earlier inspection conducted in September 2010 resulted in a sufficiency rating of 61.8. The 2011 repairs improved the rating for the 2012 inspection. Based on a life-cycle cost analysis conducted by the Florida Department of Transportation (FDOT) in September 2011, it was determined that over an 80-year analysis period, replacing the existing bridge rather than rehabilitating and maintaining it would cost approximately 25 percent less, based on a present-worth analysis, with a present-worth savings of approximately \$65 million in today's dollars.

c. Proposed Improvements:

The Recommended Alternative for the proposed northbound Howard Frankland Bridge replacement would be located between the two existing bridges, as shown in **Figure 2**. Demolition of the existing northbound bridge is included as part of the proposed construction. Envelopes for potential future transit are also included on each side as part of the new Howard Frankland Bridge. The proposed northbound replacement bridge includes an additional 4 feet of width which will provide buffer space should the Department decide to operate the new bridge with one express lane and three general use lanes at some point in the future without having to expand the bridge width or reduce lanes or shoulders to substandard widths. The new northbound bridge would have longer vertical curves than the existing near the center of the bridge to meet current design standards and be more consistent with the southbound bridge, and the overall profile would be constructed several feet higher than the existing bridge to avoid wave forces during extreme storm events (at least one foot above wave crest elevation). In addition to the Build Alternative, the No-Build or Rehabilitation option is also being considered as part of the study process.

The provision for additional transportation capacity along I-275 within the Howard Frankland Bridge corridor is being considered by two different, but related means. One is by setting aside an envelope for future premium transit, and the other is the establishment of tolled express lanes. Decisions on actual implementation of these two means will be made outside the realm of this PD&E study by the FDOT in association with other local, state and federal agencies.

In the case of future express lanes, or a future structure with an integrated fixed Light Rail Transit (LRT) guideway, the new northbound bridge could be designed with consideration of future widening to the east in terms of how the superstructure and substructure elements are designed and constructed. However, this PD&E study is only evaluating the replacement of the existing northbound bridge to carry four-lanes of highway traffic. Outside of considering an extra 4 feet of bridge width and provision to allow the structure to be widened in the future, this study is not considering the environmental impacts of an even wider structure or of a separate fixed-guideway transit structure across Old Tampa Bay.

d. Project Planning Consistency:

Pinellas County

Currently Adopted CFP-LRTP	COMMENTS				
Yes	The replacement of the 4-lane northbound Howard Frankland Bridge is consistent with the Pinellas County MPO's 2035 Cost Feasible Long Range Transportation Plan (LRTP) Table 56 for construction in years 2026-2030 for \$235,790,000 (present day) and for PE/PDE in 2021-2025 for \$3,090,000 (see Attachment B).				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE (Final Design)	-	-	-	-	Not currently programmed.
ROW	n/a	n/a	n/a	n/a	No ROW acquisition required.
Construction	-	-	-	-	Not currently programmed.

Hillsborough County

Currently Adopted CFP-LRTP	COMMENTS				
Yes	The replacement of the 4-lane northbound Howard Frankland Bridge is consistent with the Hillsborough County MPO's 2035 Cost Feasible Long Range Transportation Plan (LRTP) Appendix B, Table B-1, Page 3 for construction in years 2026-2030 for \$259,050,000 (present day) and PE/PDE cost is committed (see Attachment B).				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE (Final Design)	-	-	-	-	Not currently programmed.
ROW	n/a	n/a	n/a	n/a	No ROW acquisition required.
Construction	-	-	-	-	Not currently programmed.

3. CLASS OF ACTION

- a. Class of Action:
- Type 2 Categorical Exclusion
- b. Other Actions:
- Section 4(f) Evaluation
 - Section 106 Consultation
 - Endangered Species Biological Assessment
- c. Public Involvement:
1. A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
 2. A public hearing was held on (insert date of the hearing) and a transcript is included as **Attachment C**. Approval of this determination constitutes location and design concept acceptance for this project.
 - An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
 3. A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
 - An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
- e. Cooperating Agency: COE USCG FWS EPA NMFS NONE

4. REVIEWER'S SIGNATURES

FDOT Project Manager

Date

FDOT Environmental Administrator or Designee

Date

5. FHWA CONCURRENCE

(For) Division Administrator or Designee

Date

6. IMPACT EVALUATION

Topical Categories	Impact Determination*				Basis for Decision*
	Sig	Not Sig	None	No Inv	
A. SOCIAL & ECONOMIC					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part A1</u>
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part A2</u>
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part A3</u>
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part A4</u>
5. Nondiscrimination Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part A5</u>
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part A6</u>
7. Scenic Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part A7</u>
8. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part A8</u>
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part B1</u>
2. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part B2</u>
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part B3</u>
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part B4</u>
C. NATURAL					
1. Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C1</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C2</u>
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C3</u>
4. Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C4</u>
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part C5</u>
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C6</u>
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C7</u>
8. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part C8</u>
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C9</u>
10. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part C10</u>
D. PHYSICAL					
1. Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part D1</u>
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part D2</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part D3</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part D4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part D5</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A, Part D6</u>
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part D7</u>
8. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A, Part D8</u>
<p>a. <input type="checkbox"/> FHWA has determined that a USCG Permit IS NOT required in accordance with 23 CFR 650, Subpart H.</p> <p>b. <input checked="" type="checkbox"/> FHWA has determined that a USCG Permit IS required in accordance with 23 CFR 650, Subpart H.</p>					

*Impact Determination: Sig = Significant; Not Sig = Not significant; None = Issue present, no impact; No Inv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

E. PERMITS REQUIRED

- US Coast Guard – Bridge Permit
- Southwest Florida Water Management District – Environmental Resource Permit
- US Army Corps of Engineers – Section 404 Permit
- Tampa Port Authority – TPA Standard Work Permit

7. COMMITMENTS AND RECOMMENDATIONS

a. Commitments:

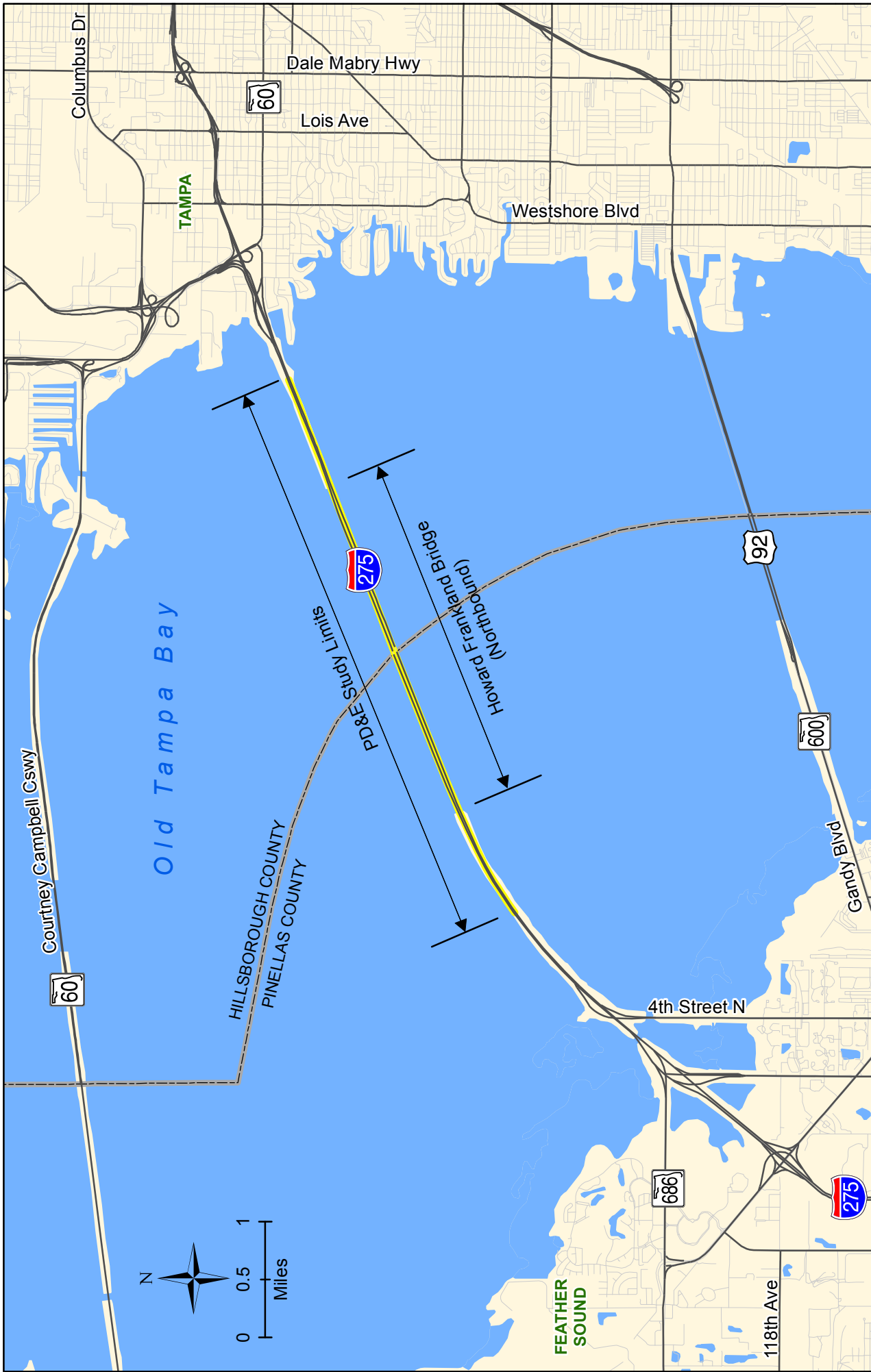
In order to assure that adverse impacts to listed species and suitable habitat within the vicinity of the project corridor will not occur, the FDOT will abide by standard protection measures in addition to the following commitments:

- The FDOT will conduct a seagrass survey during the growing season (June-August), and estimate impacts to seagrasses and submerged aquatic vegetation (SAV) within no more than two years of the construction start date.
- Informal Endangered Species Action (ESA) Section 7 consultation will continue with National Marine Fisheries Service (NMFS) for Gulf sturgeon, smalltooth sawfish, and swimming sea turtles during design of the project and prior to construction.
- To assure the protection of wildlife during construction, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which includes the FFWCC *Standard Manatee Conditions for In-Water Work*. The FDOT will require the construction contractor to abide by these guidelines during construction.
- Per direction from USFWS during ETDM and previous coordination, special conditions for manatees will need to be addressed during construction and include the following: no nighttime work in areas with high manatee use, dedicated manatee observers, fenders between work barges to prevent crushing, and proper siltation or exclusion barriers that will not entrap manatees in the work site.
- The FDOT will adhere to the NMFS's *Sea Turtle and Smalltooth Sawfish Construction Conditions* during construction of the project.
- The FDOT will commit to watching for Gulf Sturgeon during construction of the proposed bridges. FDOT will incorporate the *Construction Special Conditions for the protection of the Gulf Sturgeon*.
- The FDOT will coordinate with the appropriate regulatory and permitting agencies during the design phase of the project. Permits will be obtained prior to commencement of construction and the contractor will adhere to all conditions set forth in the permits.

- If blasting is required, informal consultation will be undertaken with USFWS for the manatee. Blasting should be performed during specific times of the year, if possible. An extensive blast plan and Marine Wildlife Watch Plan would need to be developed and submitted to the USFWS and FFWCC for approval as early as possible prior to construction.

b. Recommendations:

It is recommended that the proposed improvements as described in **Section 2 c.** above and **Section 8.5** of the **Preliminary Engineering Report** be approved for advancement to design and construction as funding becomes available.

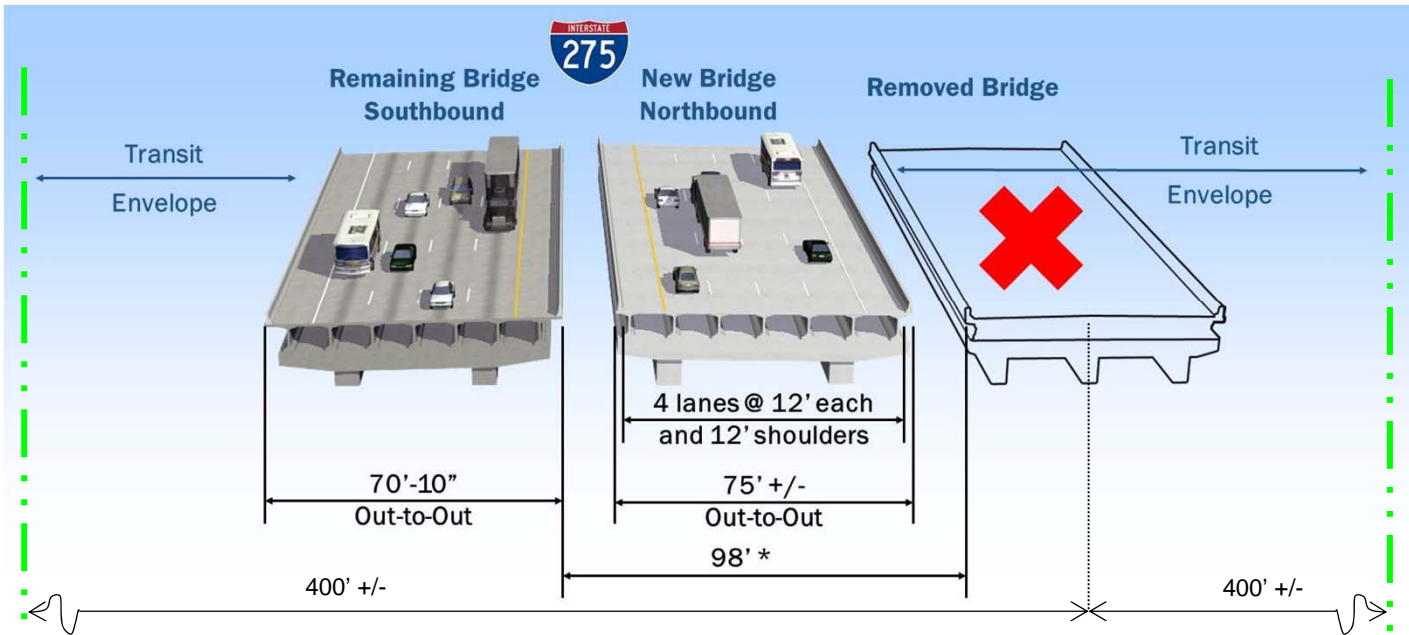


**Northbound Howard Frankland Bridge
(I-275/SR 93) Replacement PD&E Study**
 WPI Segment No. 422799 1
 Pinellas & Hillsborough Counties

Source:FGDL

Project Study Area Map

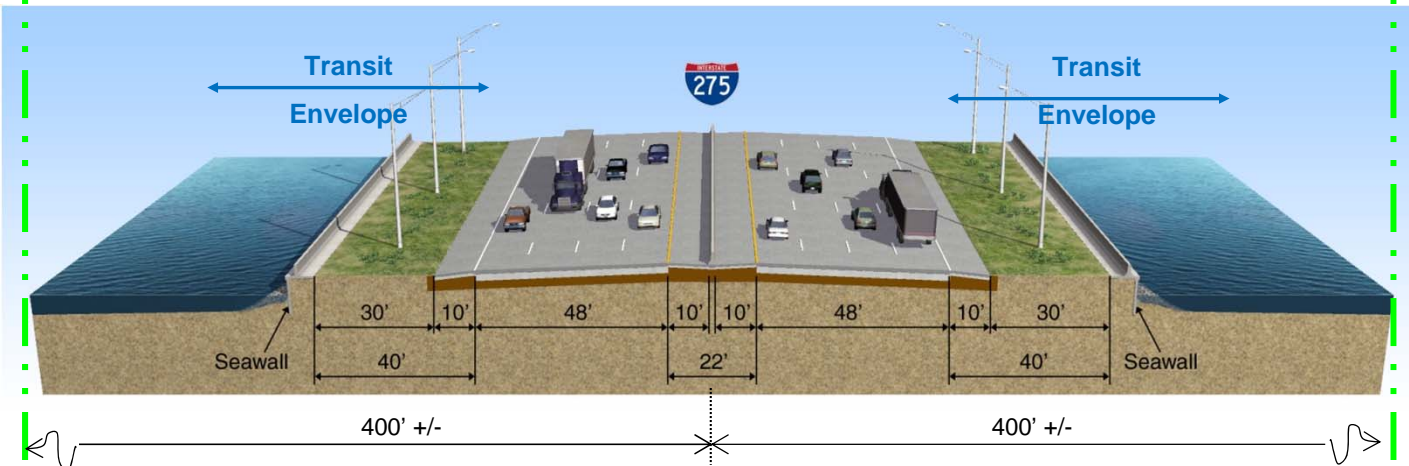
Figure 1



Recommended Alternative

Howard Frankland Bridge Northbound Replacement Bridge

*Distance between existing bridges narrows at bridge ends



Recommended Alternative

Causeway Approaches to/from Howard Frankland Bridge Northbound Replacement

Configurations shown include four lanes in each direction (three general through lanes and one auxiliary lane). Should an express lane system be implemented for I-275, the auxiliary lane would be converted to an express lane and presumed to be situated as the inside lane. The 12' shoulder widths on the bridge would be reduced to the standard 10' widths and a 4' buffer area added separating the express lane and general lanes.

Rev. 8/8/13



ATTACHMENT A
SECTION A – SOCIAL AND ECONOMIC

A1. LAND USE CHANGES

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: N/A - No Involvement

FDEO DOE: N/A – No Involvement

Existing land use along the project corridor was determined utilizing a variety of resources including the National Wetlands Inventory (NWI), the Natural Resources Conservation Service’s (NRCS) Soil Surveys for Pinellas and Hillsborough Counties, U.S. Geological Survey (USGS) topographical maps, recent aerial photographs, land use mapping from the Southwest Florida Water Management District (SWFWMD, 2006), and field verification during site visits conducted within the project corridor. According to the Florida Land Use, Cover and Forms Classification System (FLUCCS) data from SWFWMD (2006), the entire causeway area on either end of the bridge is identified as Transportation (8100) with the exception of a small area on the north end identified as Beaches other than Swimming Beaches (7100). The areas beneath the bridge and adjacent to the causeway are classified as Bays and Estuaries (5400) – Old Tampa Bay. There are also areas classified as Seagrasses (9110). The seagrass areas are separated into two classifications, Seagrass – Patchy (9113) and Seagrass – Continuous (9116).

The project is located within open waters of Old Tampa Bay and FDOT transportation right of way. No changes in land use are planned within or near the project corridor. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

A2. COMMUNITY COHESION

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate for “Social”

USEPA DOE: Minimal

FHWA DOE: Moderate

FLDEO DOE: N/A- No Involvement

There are no communities documented within the study limits. The northbound Howard Frankland Bridge will be replaced in-kind. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

A3. RELOCATION POTENTIAL

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: N/A - No Involvement

FHWA DOE: N/A - No Involvement

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there are no residences, businesses, or schools within the project area. No business or residential relocations are expected with the construction of the proposed bridge replacement. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

A.4 COMMUNITY SERVICES

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate for “Social”

USEPA DOE: Minimal

FHWA DOE: Moderate

FLDEO DOE: N/A- No Involvement

There are no services provided within the study limits. Four lanes of traffic are planned to remain open during construction, so access to services across the bridge are not anticipated to be impacted. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

A5. NONDISCRIMINATION CONSIDERATIONS

There are no minority communities located within the study limits. To solicit participation from both Pinellas and Hillsborough County residents, the Public Hearing will be held at two (2) separate locations (one in Pinellas County and one in Hillsborough County) on two (2) different days. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

A6. CONTROVERSY POTENTIAL

The results of a future public hearing will be summarized in this section prior to submittal of this document to the FHWA.

A7. SCENIC HIGHWAYS

I-275 is not designated as a federal or state scenic highway. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

A8. FARMLANDS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: None

NRCS DOE: None

A review of the GIS data from the EST indicates there are no Prime, Unique, or Locally Important Farmland soils within the 500-foot buffer distance. The proposed replacement of the Howard Frankland Bridge will be constructed within the existing FDOT right-of-way and is located over Old Tampa Bay, with no land adjacent to the project area. This project will not result in any impacts to farmlands. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

SECTION B – CULTURAL IMPACTS

B1. SECTION 4(f)

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

FHWA DOE: Moderate

A review of the GIS data from the EST indicates the potential Section 4(f) resources adjacent to the project study limits include the Pinellas County Aquatic Preserve/Outstanding Florida Waters (AP/OFW) and the Tampa Bay – Howard Frankland Causeway Recreational Trail. The project would be entirely constructed and maintained within the existing transportation right-of-way (ROW) that the State of Florida owns and manages for transportation purposes. The project would not cause any proximity impacts that would permanently impair or diminish the Pinellas County AP resources' attributes which qualify them for protection under the provisions of Section 4(f). The Tampa Bay – Howard Frankland Causeway Recreational Trail could not be identified within the project area. This recreational trail does not exist in any records or databases or trail plans for the Tampa Bay area. Since the I-275 corridor is a limited access ROW, it is anticipated that a trail would not be located within the existing ROW. There are statewide (typically land-based) Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that could be associated with the proposed project.

The ETDM dataset also contains prioritized paddling trail opportunities from the Office of Greenways and Trails Prioritization Project. These corridors are four (4) kilometers (approx. 2.5 miles) wide to reflect the variability of actual trail location after planning and design is completed. There is one identified trail at each end of the Howard Frankland Bridge within the project area that is unmarked/unsigned. Recreational opportunities within these resources will not be temporarily or permanently affected by either the construction of the project or operation of the facility for its intended purpose. Access to navigational activities within the AP/OFW will be maintained during the project's construction. Since the construction and maintenance of the proposed project will occur within the existing interstate limited access ROW, this project would not involve or have any adverse impacts on any Section 4(f) uses or resources. Should the relationship of this project or the construction related activities of the project change in relation to the resources previously identified, FDOT will inform the FHWA of this fact in case the project's Section 4(f) applicability needs to be reassessed. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

B2. HISTORIC SITES / DISTRICTS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

FHWA DOE: Moderate

SHPO DOE: Minimal

SWFWMD DOE N/A – No Involvement

A review of the GIS analysis data from the EST indicates there are no identified significant properties located within this project area. However, this particular project corridor should be subjected to a desktop cultural resources survey and the results of this survey submitted to this office for comment. There are some residential historic structures in the area, which have been identified as ineligible, but, as time has elapsed since the survey of those structures, it is necessary to revisit these structures and their potential significance and the impact this project will have on them. Because of the location of the roadway/bridges and the type of construction used to build them, it is highly unlikely that there are unrecorded cultural resources.

A Cultural Resources Assessment Survey (CRAS) Report was prepared for the study and approved by the SHPO's office on October 4, 2012. The initial review of the Florida Master Site File (FMSF), NRHP, and the Efficient Transportation Decision Making (ETDM) Planning Screen Summary Reports for both the Gateway to Hillsborough County Line (Project #12256) (FDOT 2010a) and for the Westshore to Pinellas Rail Corridor (Project #12736) (FDOT 2010b) indicated a substantial and moderate summary degree of effect, respectively. In the ETDM Programming Screen (Project #12539) (FDOT 2012), FHWA and FDOT recommended a moderate degree of effect. The presence of unrecorded historic resources is considered unlikely. Submerged sites are likely, and noted their preference that these be identified within a desktop

review. No archaeological field survey was conducted because the project APE is comprised of manmade land and the bridge proper. However, a predictive model for underwater archaeological sites was prepared as part of this effort.

The historical field survey, conducted in January 2012, focused on the historical significance of Bridge No. 150107. Background research indicated an absence of previously recorded historic resources within the project APE, defined as the 800-foot wide existing limited access right-of-way, plus the immediate viewshed in the case of historical resources. Historical/architectural field survey resulted in the identification and evaluation of the Northbound Howard Frankland Bridge (No. 150107; FMSF No. 8PI12006/8HI11663). Built in 1959 and opened in 1960, the Howard Frankland Bridge was the last of three bridges built to span Tampa Bay and connect Pinellas and Hillsborough Counties. It is neither distinguished by its significant historical associations nor by its engineering or architectural design. As a result, 8PI12006/8HI11663 is considered ineligible for listing in the NRHP.

Thus, project development will have no involvement with any archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

B3. ARCHAEOLOGICAL SITES

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

FHWA DOE: Moderate

SHPO DOE: Minimal

SWFWMD DOE N/A – No Involvement

(See Section B2 above for more information.) On the Impact Determination Checklist, this category has been designated as NONE.

B4. RECREATION AREAS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

USEPA DOE: None

FHWA DOE: Moderate

SWFWMD DOE: N/A – No Involvement

FDEP DOE: None

NPS DOE: N/A – No Involvement

There are no designated recreational areas on either the bridge or on the causeway approaches. However, both Pinellas and Hillsborough Counties have designated but unmarked paddle trails (blueways) which skirt along the shoreline of Old Tampa Bay and run underneath the west and east ends of the existing bridges. No impacts to these blueways are expected as the new bridge would have approach spans with span lengths that meet or exceed existing bridge span lengths. Temporary impacts to vessels will be addressed through coordination with USCG during permitting. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

SECTION C – NATURAL IMPACTS

C1. WETLANDS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Substantial

USEPA DOE: Substantial

USACE DOE: Substantial

SWFWMD DOE: Substantial

FDEP DOE: Substantial

USFWS DOE: Moderate

NMFS DOE: Substantial

A review of the GIS analysis data from the EST indicates there are approximately 77, 174 and 542 acres of estuarine wetlands within the 100, 200, and 500-foot buffer distances. GIS data indicates there are 0.4 acre of continuous seagrass within the 100-foot buffer distance and 32.6 acres of continuous and 7.8 acres of discontinuous seagrass within the 200-foot buffer distance. Seagrasses were identified in shallow water adjacent to the existing causeway. No seagrasses or submerged aquatic vegetation (SAV) was identified in the deep water habitat under or between the existing Howard Frankland Bridges. Vegetation along the causeways consists of mangroves, seagrapes, buttonwood, shoreline seapurslane, and seaside oxeeye.

The construction of the proposed bridge is anticipated to result in no impacts to wetlands. The project involves open waters of Old Tampa Bay in Pinellas and Hillsborough Counties. No wetlands were identified within the project limits. Seagrass surveys were conducted in June 2011 and July 2013. No seagrasses are anticipated to be impacted by the Recommended Alternative. Surface water impacts will result to waters of Old Tampa Bay; however, since this is a bridge replacement project, no adverse impacts are anticipated. Since there are no impacts to wetlands or seagrasses anticipated with the Recommended Alternative for the replacement of the Howard Frankland Bridge, no mitigation is proposed for this project. If any changes are made to the design prior to construction, potential impacts would need to be reevaluated and appropriate mitigation provided. Permitting will be conducted with the U.S. Army Corps of Engineers, Southwest Florida Water Management District, Hillsborough County

Environmental Protection Commission and Tampa Port Authority during the design/permitting phase. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

C2. AQUATIC PRESERVES

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate for “Special Designations”

USEPA DOE: Moderate

FHWA DOE: Substantial

SWFWMD DOE: Substantial

FDEP DOE: Moderate

A review of the GIS analysis data from the EST indicates that the project is located adjacent to portions of the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW). The FDOT will implement proper best management practices (BMPs) during construction to ensure there are no violations to water quality standards. The project will be located within the existing FDOT right-of-way. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

C3. WATER QUALITY

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

SWFWMD DOE: Substantial

FDEP DOE: Moderate

A review of the GIS data from the EST indicates that the project is located within portions of the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW). The current list of 303(d) Verified List of Impaired Waters states that surrounding waters are listed for nutrients, fecal coliforms/bacteria, and mercury in fish.

Tampa Bay is designated as a Category 4b waterbody (impaired, but no TMDL required) rather than a Category 5 (impaired, needing a TMDL), based on the Integrated Reporting Classification of waterbodies. Based on the determination that Tampa Bay does not currently meet water quality standards, net improvement is required. The new bridge will be constructed on adjacent to the existing alignment and will be replaced in-kind; however, the bridge will be slightly wider to meet current standards and accommodate potential express lanes. The bridge replacement project has the potential to result in water quality impacts to OFWs and to delay recovery of Impaired Waters as a result of untreated or undertreated stormwater runoff during and after construction.

The FDOT will implement proper best management practice (BMPs) during construction to ensure there are no violations to water quality standards. There are no anticipated stormwater quantity concerns since this project is located completely within Old Tampa Bay. Permitting will be conducted with the Southwest Florida Water Management District during the design/permitting phase. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

C4. OUTSTANDING FLORIDA WATERS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate for “Special Designations”

USEPA DOE: Moderate

FHWA DOE: Substantial

SWFWMD DOE: Substantial

FDEP DOE: Moderate

A review of the GIS data from the EST indicates that the project is located adjacent to portions of the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW). The FDOT will implement proper best management practices (BMPs) during construction to ensure there are no violations to water quality standards. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

C5. WILD AND SCENIC RIVERS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate for “Special Designations”

USEPA DOE: Moderate

FHWA DOE: Substantial

SWFWMD DOE: Substantial

FDEP DOE: Moderate

There are no wild and scenic rivers located within the study area. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

C6. FLOODPLAINS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Minimal

USEPA DOE: Minimal

SWFWMD DOE: None

A review of the GIS data from the EST indicates that the project is located within Coastal Flood Zone VE, which is tidally influenced and is a Special Flood Hazard Area. The USEPA indicated that northbound Howard Frankland Bridge has approximately 50 percent of the acreage surrounding the bridge within the 100-year floodplain. General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent.

This bridge replacement project is located in FEMA floodzone areas Zone A and Zone VE, a special flood hazard area inundated by 100-year flooding with velocity hazard (wave action) and where the base flood elevation has been determined to be 9 feet North American Vertical Datum (NAVD-1988). The only flooding that occurs now is due to infrequent tropical storms and hurricanes, due to the low elevation of the causeway approaches to the bridge. Based on the FDOT's floodplain categories, this project falls under Category 5: "projects on existing alignment involving replacement of drainage structures in heavily urbanized floodplains." The replacement bridge will be hydraulically equivalent or greater than the existing bridge. An alternative encroachment location is not feasible since it defeats the project purpose. Since flooding conditions in the project area are inherent in the topography, existing flooding will continue, but not be increased. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Permitting will be conducted with the Southwest Florida Water Management District during the design/permitting phase. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

C7. COASTAL ZONE CONSISTENCY

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Substantial for "Coastal and Marine"

SWFWMD DOE: Minimal

NMFS DOE: Substantial

According to the ETDM Programming Screen Summary Report, the State of Florida has determined that this project is consistent with the Florida Coastal Zone Management Plan (FCMP). Furthermore, the state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process in accordance with Section 373.428, Florida Statutes. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

C8. COASTAL BARRIER RESOURCES

Not Applicable.

C9. WILDLIFE AND HABITAT

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

FLFWC DOE: Moderate

SWFWMD DOE: Moderate

USFWS DOE: Moderate

GIS data from the EST indicates that 122 acres and 245 acres of the Greater Tampa Bay Ecosystem Management Area are located within the 100 and 200-foot buffer distances. There are also approximately 122 acres and 245 acres of West Indian Manatee US Fish and Wildlife (USFWS) Consultation Area within the 100 and 200-foot buffer distances. The project is also located within the USFWS Consultation Area for the piping plover and within the core foraging area for three wood stork colonies. The majority of this bridge replacement will occur over open salt water, which is providing habitat and feeding areas for several birds and aquatic life forms.

Species assessed for this project include, but were not limited to, the following: Gulf sturgeon, smalltooth sawfish, West Indian manatee, swimming sea turtles, piping plover, wood stork, snowy plover, American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, reddish egret, roseate spoonbill, smalltooth sawfish, snowy egret, tricolored heron, white ibis, and osprey. Additionally, review for the de-listed bald eagle was also conducted.

Field reviews for protected species and their suitable habitat were conducted within the project corridor. Based on the findings obtained during corridor field survey efforts, four protected faunal species and no protected floral species were observed within the project corridor. Twenty-two protected species have potential habitat within or adjacent to the project corridor based on database and literature research, and field observations of available habitat.

A finding of no effect was assigned for the wood stork, piping plover, Gulf sturgeon, smalltooth sawfish, the bald eagle and USFWS Critical Habitat. A finding of not likely to adversely affect was assigned for the American oystercatcher, black skimmer, brown pelican, least tern, West Indian manatee, little blue heron, snowy egret, reddish egret, tricolored heron, white ibis, roseate spoonbill, American oystercatcher, black skimmer, brown pelican, least tern, snowy plover, and osprey. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

C10. ESSENTIAL FISH HABITAT

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Substantial for “Coastal and Marine”

SWFWMD DOE: Minimal

NMFS DOE: Substantial

Estuarine and marine habitats of Old Tampa Bay exist within and adjacent to the project corridor on the east and west side of the Causeway and below the existing bridges. These habitats include seagrasses located at various areas on the east and west side of the Causeway on both the south and north end of the Howard Frankland Bridge. No impacts to seagrasses are anticipated by the construction of the Recommended Alternative. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

SECTION D – PHYSICAL IMPACTS

D1. NOISE

There are no noise-sensitive sites or noise-sensitive areas located near the project corridor. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

D2. AIR QUALITY

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Minimal

USEPA DOE: Minimal

This project involves the replacement of an existing bridge with no capacity improvements; however, the alignment of bridge may shift some based on the final selected alternative. No air quality evaluation is planned as part of the PD&E study for the proposed northbound Howard Frankland Bridge replacement project. Therefore, on the Impact Determination Checklist, this category has been designated as NONE.

D3. CONSTRUCTION

A USCG permit is anticipated for the new bridge structure which will address construction activities related to Tampa Bay boaters. Navigational access under the proposed bridge is anticipated to remain open at all times. Further coordination will be conducted with USFWS and NMFS during permitting to determine specific requirements for protection of marine species during construction. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

D4. CONTAMINATION

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Minimal

USEPA DOE: None

SWFWMD DOE: Minimal

FDEP DOE: None

After reviewing data obtained from Environmental Data Resources (EDR), regulatory site lists, land uses and an on-site field review conducted within the project area, there were no facilities of concern identified within 500 feet of the proposed Howard Frankland Bridge Replacement project, which include Brownfield Locations, Hazardous Waste Facilities, Petroleum Contamination Monitoring Sites, Storage Tank Contamination Monitoring, Super Act Risk Sources, Super Act Wells and Toxic Release Inventory Sites.

The existing northbound Howard Frankland Bridge was constructed in the late 1950's and was open to traffic in early 1960. The original bridge plans indicate the beams were to be set on resilient pads, but the plans did not indicate that the resilient pads included asbestos-containing materials (ACMs); however, based on the date the bridge was constructed, it is likely that ACMs were used. Prior to demolition of the existing northbound bridge, an asbestos assessment will be conducted using the services of a Licensed Asbestos Consultant (LAC) in accordance with FDOT Directive 625-020-020-c, dated July 21, 2009. If ACMs are found, an abatement plan will be prepared and incorporated into the final plans/documents. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

D5. AESTHETIC EFFECTS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: None

No businesses, residences or other potential affected sites are located within the project corridor. The bridge will be replaced with similar vertical and horizontal clearances as the existing southbound bridge. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

D6. BICYCLES AND PEDESTRIANS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

Not Applicable for this limited access, Interstate Highway Bridge. Therefore, on the Impact Determination Checklist, this category has been designated as NO INVOLVEMENT.

D7. UTILITIES AND RAILROADS

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Minimal

Numerous utilities are located within the Study Area, as listed below. A small house-like electric load center structure is located on the south side of the causeway, near each end of the bridge. In addition to the utilities mentioned below, there is currently full Intelligent Transportation Systems (ITS) coverage in the bridge corridor. This includes dynamic message signs (DMS), closed-circuit television (CCTV) and detectors, in addition to related conduit, fiber and power. CCTV's are installed at approximately one-mile intervals, DMS as required, usually before every interchange and detectors at ½-mile intervals. Additional ITS projects are planned near the Kennedy/Airport off ramp and the Memorial on-ramp and on I-275 southbound from Ashley (approximately) to the Airport interchange. In addition, "Highway advisory radio (HAR) is to be installed in the next two years or so", according to the ITS Operations Manager for FDOT District Seven. The listed utilities are provided below:

- Progress Energy – St. Petersburg
- Verizon Florida
- Knology Broadband of Florida
- Pinellas County South Water
- Fiberlight LLC
- TW Telecom Tampa
- AT&T
- Level 3 Communications
- MCI
- TECO Peoples Gas – Tampa

- City of Tampa Transportation Division
- Tampa Electric Co.
- Bright House Networks
- XO Communication – Tampa

Additional information on utilities is included in Sections 4.1.12 and 9.13 of the Preliminary Engineering Report (PER). Depending on the location and depth of the utilities, implementation of the recommended improvements for the project may require adjustment of some of these facilities. Costs for utility adjustments are not included in the total estimated project costs presented in Section 9.7 of the PER, since they will be incurred by the utility owners. Since the project will require the relocation of some utilities, the project is expected to have minimal involvement with utilities. Therefore on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

D8. NAVIGATION

The ETDM Programming Screen Summary Report documented the following Degrees of Effect assigned by agencies along with a Summary Degree of Effect assigned by FDOT:

ETDM Summary DOE: Moderate

FHWA DOE: Moderate

USACE DOE: Moderate

The project is located within waters that are considered to be navigable, tidal, Section 10 waters of the United States. The project is located within Old Tampa Bay, which is bridged by the Howard Frankland Bridge and is a navigable waterway. The project is located within tidal waters accessible by commercial and recreational vessels. A USCG permit is anticipated for the bridge structure which will address construction activities related to Tampa Bay boaters. Navigational access under the proposed bridge is anticipated to remain open at all times. Further coordination will be conducted with USCG during the project's design/permitting phase. Therefore, on the Impact Determination Checklist, this category has been designated as NOT SIGNIFICANT.

ATTACHMENT B
PROJECT PLANNING CONSISTENCY DOCUMENTS

April 11, 2012 Amendment to Pinellas County MPO's 2035 LRTP (Adopted 12/2009)
 From Table 56. "Committed, Cost Feasible and Policy Plan Roadway Projects"

Project #	Facility	From	To	Existing or Committed Lanes	2035 Need	Map #	PD&E/PE ²		ROW ¹		CST ¹		Total Project Cost ² (PDC)	Committed 2009-2014 ³			2015 ⁴			2016-2020 ⁴			2021-2025 ⁴			2026-2030 ⁴			2031-2035 ⁴			Source			
							Cost (PDC)	Time Period	Cost (PDC)	Time Period	Cost (PDC)	Time Period		PE/PDE	ROW	CST	PE/PDE	ROW	CST	PE/PDE	ROW	CST	PE/PDE	ROW	CST	PE/PDE	ROW	CST	PE/PDE	ROW	CST		PE/PDE	ROW	CST
	SR 686 (Roosevelt Blvd.)	SR 688 (Ulmerton Road)	28th St. N.	4D	6D	C24						\$10.46	2016-2020							\$14.33	\$21.71											TMA			
2569981	SR 686 (Roosevelt Boulevard) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th Street	4D	6D	C25			Underway			\$0.88	Committed																			OA			
2569981	SR 686 (Roosevelt Boulevard) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th Street	4D	6D	C25						\$88.90	2016-2020												\$121.79							OA			
2569981	SR 686 (Roosevelt Boulevard) Stage 3 of 6	W. of I-275 Interchange	SR 686 (Roosevelt Blvd.) W. of 9th Street	4D	6D	C25						\$12.00	2016-2020												\$16.44							TMA			
4091551	SR 688 (Ulmerton Road) Stage 5	Lake Seminole Bypass Canal	East of Wild Acres Road	4D	6D	C26			Underway			\$8.54	Committed													\$21.62						TMA			
	Starkey Road	East Bay Drive	SR 688 (Ulmerton Road)	4D	5D/6D	C27			Committed			\$20.87	2016-2020													\$28.59						PFP			
	Starkey Road	SR 688 (Ulmerton Road)	Bryan Dairy Road	4D	6D	C28			2015			\$21.00	2015				\$0.00	\$0.00		\$25.62												PFP			
2569312	SR 694 (Gandy Blvd.)	West of 9th St. N.	East of 4th St. N.	4D	4P	C29			Underway			\$126.40	Committed												\$20.55					\$279.03	Other Federal Funds				
	Belcher Road (71st Street)	38th Av N	54th Av N	2U	2D	C30						\$7.91	2015												\$9.65							PFP			
	62nd Avenue North	49th Street	66th Street	2U	2D	C31	\$0.47	2016-2020		\$0.43	Committed	\$12.81	2016-2020												\$0.64	\$0.59	\$17.55					PFP			
	Haines Road	US 19 (SR 55)	I-275	2U	2E	C32						\$14.77	2016-2020														\$20.23					PFP			
	58th Street South	11th Avenue S.	22nd Avenue S.	2U	2E	C33						\$2.52	2016-2020														\$3.45					PFP			
	22nd Avenue South	58th Street South	34th Street South	4U	4E	C34						\$7.77	2016-2020													\$10.64						PFP			
	SR 682, Bayway Bridge	East of SR 699 (Gulf Blvd)	West of SR 679	2D	4D	C35			Underway	\$0.00		\$60.96	2015							\$74.37												TOLL			
	I-275 PD&E Study	Sunshine Skyway Bridge	SR 694 (Gandy Blvd.)	4F/6F/8F	2SU	C36	\$14.77	2021-2025					Unfunded													\$23.78						SIS			
	SR 694 (Gandy Blvd.)	US 19 (SR 55)	West of Grand Avenue	6D	ROW only	C37	\$2.40	2026-2030	\$34.58	2031-2035		\$43.49	Unfunded													\$4.54			\$76.77			OA			
	102nd Avenue North	137th Street North	125th Street North	2U	2E	C38						\$3.46	2016-2020													\$4.74						PFP			
	102nd Avenue North	125th Street North	113th Street North	2U	2E	C39						\$5.70	2016-2020													\$7.81						PFP			
	102nd Avenue North	113th Street North	Seminole Blvd.	4D	4E	C40						\$1.50	2016-2020													\$2.06						PFP			
	62nd Avenue North	40th Street North	34th Street North	2U	4D	C41						\$12.70	2016-2020													\$17.40						PFP			
	I-275 Replacement of Northbound Bridge	SR 687 (4th St)	Pinellas County Line	4F	4F replacement	C42	\$1.92	2021-2025				\$235.79	2026-2030							\$3.09						\$445.64						BR			
	Congestion Management Projects																																	TMA	
	Congestion Management Projects																																	OA	
	Systems Planning																			\$0.40						\$2.00		\$6.00		\$3.50	\$10.00			TMA	
PID TBD FPN TBD	SR 693 (66th St)	SR 699 (Gulf Blvd)	US 19 (SR 55)									\$4.50	2015														\$5.49						TRIP		
	ITS- Fiber Optic Trunk Line in Loop of 3 corridors/ SR 595 (Alt US 19), SR 55 (US 19), SR 586																											\$4.11					TRIP		
PID TBD FPN TBD	SR 694 (Park Blvd)	SR 699 (Gulf Blvd)	SR 687 (4th St)									\$3.50	2016-2020														\$4.80						TRIP		
	US 19 (SR 55)	North of CR 95 N. of Nebraska Ave.	S. of Timberlane Rd.	6D+2AUX	Interchange	P1	\$17.80	Unfunded	\$40.94	Unfunded		\$119.27	Unfunded																						
	US 19 (SR 55)	South of Lake Street	Pinellas Trail Pasco County Line	6D+2AUX	Interchange	P2	\$17.93	Unfunded	\$31.90	Unfunded		\$120.12	Unfunded																						
	US 19 (SR 55)	South of Lake Street	Pinellas Trail Pasco County Line	6D+2AUX	Interchange	P3	\$15.73	Unfunded	\$41.24	Unfunded		\$105.42	Unfunded																						
	US 19 (SR 55)	Pinellas Trail	Pinellas Trail Pasco County Line	6D	Interchange	P4	\$12.81	Unfunded	\$36.19	Unfunded		\$85.81	Unfunded																						
	Alt US 19 (SR 595)	Klosterman Rd.	Brevard St.	2U	2E	P6		Unfunded	\$2.47	Unfunded		\$6.04	Unfunded														\$8.51								
	Alt US 19 (SR 595)	Tampa Rd.	Orange Street	2U	2E	P7		Unfunded	\$4.89	Unfunded		\$3.98	Unfunded														\$8.87								
	SR 590/NE Coachman Rd. Tampa Bay Intermodal Center	McMullen-Booth Road	Drew Street	2U	4D	P8		Unfunded		Unfunded		\$36.72	Unfunded														\$36.72								
	I-275	Northbound I-275	Westbound Ulmerton Rd. return flyover	N/A	1-O	P10	\$5.03	Unfunded	\$22.62	Unfunded		\$22.62	Unfunded														\$50.27								
	SR 686 (Roosevelt Blvd.) Stage 4 of 6	North of SR 688 (Ulmerton Road)	E. of 40th Street	4P	6P	P11						\$127.55	Unfunded														\$127.55								
	CR 296 (Future SR 690)	US 19 (SR 55)	E. of SR 686 (Roosevelt Blvd.) at 40th Street	4P	6P	P12						\$15.00	Unfunded														\$15.00								

Appendix B (Amended 8/3/10; 1/4/11; 9/6/11; 5/1/12)
Table B-1 - Cost Affordable Highway, Bicycle, and Pedestrian Projects
SHOWN IN PRESENT DAY COST (PDC) OR YEAR OF EXPENDITURE (YOE) \$ MILLIONS AS NOTED

Project ID	Facility	From	To	Total Project Cost (PDC) ¹	Interim Project Staging (Identified by Phase)						Unfunded Needs (PDC)	Funding Source
					PD&E/PE		ROW		CST			
					Time Period	Cost in YOE	Time Period	Cost in YOE	Time Period	Cost in YOE		
H860	INDEPENDENCE PKWY	MEMORIAL HWY	VETERAN'S EXPRESSWAY	\$ 60,737	2015	\$ 2,261	2016-2020	\$ 16,928	2021-2025	\$ 74,909	\$ -	Other2
H950	KINGS AVE	SR60/BRANDON BLVD	VICTORIA ST	\$ 1,347		\$ -			2021-2025	\$ 2,169	\$ -	TMA
H960	KINGSWAY RD	SR60/BRANDON BLVD	M L KING BLVD	\$ 8,188		\$ -			2021-2025	\$ 13,182	\$ -	Im Fee HC
H1043	LITHIA PINECREST RD	LUMSDEN RD	BLOOMINGDALE AVE	\$ 7,701		\$ -			2021-2025	\$ 12,398	\$ -	Sales Tax
H1070	LOIS AVE	KENNEDY BLVD	BOY SCOUT BLVD	\$ 3,132		\$ -			2021-2025	\$ 5,043	\$ -	TE
H1150	M L KING BLVD	MCINTOSH RD	SAMMONDS RD	\$ 9,717		\$ -			2021-2025	\$ 15,644	\$ -	OA
H1170	MADISON AVE	US 41	66TH STREET	\$ 35,399	2021-2025	\$ 3,976	2021-2025	\$ 26,508	2021-2025	\$ 26,508	\$ -	Developer
H1180	MANHATTAN AVE	HENRY AVE	SLUGH AVE	\$ 1,922		\$ -			2021-2025	\$ 3,095	\$ -	Im Fee Ta
H1215	MEADOW POINTE RD	OAK PRESERVE BLVD	PASCO COUNTY LINE	\$ 20,098	2021-2025	\$ 2,257	2021-2025	\$ 15,050	2021-2025	\$ 15,050	\$ -	Developer
H1290	NEBRASKA	HILLSBOROUGH AVE	BUSCH BLVD	\$ 6,679		\$ -			2021-2025	\$ 10,754	\$ -	TMA
H1365	OAK PRESERVE BLVD	KINMAN ST	MORRIS BRIDGE RD	\$ 94,952	2021-2025	\$ 10,665	2021-2025	\$ 71,104	2021-2025	\$ 71,104	\$ -	Developer
H1430	PROGRESS BLVD	FALKENBURG RD	I-75	\$ 25,256	2021-2025	\$ 2,840	2021-2025	\$ 18,910	2021-2025	\$ 18,910	\$ -	Developer
H1610	SLUGH AVE	56TH ST	US HWY 301	\$ 37,382	2021-2025	\$ 3,925	2021-2025	\$ 26,167	2021-2025	\$ 26,167	\$ -	TMA
H1640	SOUTH COUNTY N/S ROAD W OF I-75	APOLLO BEACH BLVD EXT	BIG BEND RD	\$ 1,760		\$ -			2021-2025	\$ 2,833	\$ -	TMA
H1670	SR 39	PARK RD	ALABAMA ST	\$ 28,930	2016-2020	\$ 2,274	2016-2020	\$ 14,563	2021-2025	\$ 26,790	\$ -	OA
H1730	SR 60	US HWY 301	FALKENBURG RD	\$ 1,457		\$ -			2021-2025	\$ -	\$ -	Developer
H1749	SUNMERFIELD BLVD	BIG BEND RD	WEST LAKE RD	\$ 2,096		\$ -			2021-2025	\$ 3,375	\$ -	Im Fee Ta
H1770	SWANN AVE	HOWARD AVE	BAYSHORE BLVD	\$ 0,843		\$ -			2021-2025	\$ 1,360	\$ -	Other2
H1845	TYLER ST	ASHLEY ST	CASS ST	\$ 2,197		\$ -			2021-2025	\$ 3,538	\$ -	Ad Val PC
H1930	US HWY 92	SR 600	REYNOLDS ST	\$ 1,812		\$ -			2021-2025	\$ 2,917	\$ -	TMA
H1940	VAN DYKE RD	GUNN HWY	TOBACCO RD	\$ 376,261	Committed	\$ 24,539	2016-2020	\$ 224,121	2021-2025	\$ 302,890	\$ -	Turnpike
H1960	VETERANS EXPWY	COURTNEY CAMPBELL	SUNCOAST PKWY	\$ 5,321		\$ -			2021-2025	\$ 8,567	\$ -	TMA
H1990	WATERS AVE	ARMENIA AVE	NEBRASKA AVE	\$ -		\$ -			2021-2025	\$ -	\$ -	TMA
Construction Planned During 2026 - 2030												
H70	30TH ST	19TH AVE	APOLLO BEACH BLVD	\$ 69,945	2016-2020	\$ 6,249	2016-2020	\$ 41,663	2026-2030	\$ 66,098	\$ -	Developer
H100	7TH AVE	22ND ST	50TH ST	\$ 8,000		\$ -			2026-2030	\$ 15,120	\$ -	Sales Tax
H150	ARMENIA AVE	TAMPA BAY BLVD	SLUGH AVE	\$ 5,919		\$ -			2026-2030	\$ 11,187	\$ -	Im Fee Ta
H215	BIG BEND RD	COVINGTON GARDEN DR	I-75 N RAMP	\$ 9,000		\$ -			2026-2030	\$ 17,010	\$ -	Developer
H360	CAUSEWAY BLVD	MARITIME BLVD	50TH ST	\$ 15,138	2016-2020	\$ 7,777	2016-2020	\$ 12,961	2026-2030	\$ -	\$ -	OA
H360	CAUSEWAY BLVD	COUNTYWIDE PAVED SHOULDERS / BIKE LANES	50TH ST	\$ 66,227		\$ -			2021-2025	\$ 45,696	\$ -	OA
H510	EUCRID AVE	DALE MABRY HWY	BAYSHORE BLVD	\$ 12,500		\$ -			2026-2030	\$ 71,525	\$ -	OA
H650	GUNN HWY	EHRlich RD	CITRUS POINTE DR	\$ 2,122		\$ -			2026-2030	\$ 23,630	\$ -	Sales Tax
H690	HENDERSON BLVD	BAY TO BAY BLVD	LOIS AVE	\$ 0,964		\$ -			2026-2030	\$ 4,010	\$ -	Im Fee Ta
H720	HILLSBOROUGH AVE	50TH ST	ORIENT RD	\$ 1,624		\$ -			2026-2030	\$ 3,070	\$ -	TMA
ITS50	HILLSBOROUGH COUNTY	ADVANCED TRAFFIC MANAGEMENT SYSTEM	ORIENT RD	\$ 59,860	2016-2020	\$ 5,721	2021-2025	\$ 44,825	2026-2030	\$ 52,621	\$ -	OA
H795	I-275	N. OF US 41	NORTH OF LIVINGSTON RD	\$ 2,400		\$ -			2026-2030	\$ 4,536	\$ -	TMA
H810	I-275	HOWARD FRANKLAND BRIDGE		\$ 23,803		Committed	\$ 1,000		Committed	\$ 22,803	\$ -	SIS
H810	I-275	HOWARD FRANKLAND BRIDGE		\$ 259,050		Committed	\$ 23,550		2026-2030	\$ 445,095	\$ -	Other1
H1044	LITHIA PINECREST RD	BLOOMINGDALE AVE	ADELAIDE DR	\$ 20,000		\$ -			2026-2030	\$ 37,800	\$ -	Developer
H1046	LITHIA PINECREST RD	ADELAIDE DR	FISHAWK TRAILS	\$ 75,000		\$ -			2026-2030	\$ 141,750	\$ -	Sales Tax
H1160	MACDILL AVE	MACDILL AFB	BAY TO BAY BLVD	\$ 8,930		\$ -			2026-2030	\$ 16,878	\$ -	TMA
H1164	MACDILL AVE	BAY TO BAY BLVD	COLUMBUS DR	\$ 7,567		\$ -			2026-2030	\$ 14,302	\$ -	TMA
H1210	MAYDELL DR	CAUSEWAY BLVD	ADAMO DR	\$ 5,329		\$ -			2026-2030	\$ 10,072	\$ -	TMA
H1420	PAULS DR	BRANDON PKWY	SR 60	\$ 7,600		\$ -			2026-2030	\$ 14,360	\$ -	Sales Tax
H1700	SR 60 (NB INTERCHANGE)	I-275	SPRUCE ST	\$ 173,394		\$ -			2026-2030	\$ 182,517	\$ -	SIS
H1810	TARPON SPRINGS RD	PINELLAS COUNTY	GUNN HWY	\$ 4,773		\$ -			2026-2030	\$ 9,020	\$ -	TMA
OP2	TEMPLE TERRACE SUPPORT FOR MAINTENANCE			\$ 3,100		\$ -			2026-2030	\$ 5,860	\$ -	Sales Tax

FUNDING SOURCES:
 OA = Other Arterial funds (State & Federal);
 TMA = Transportation Management Area funds (Federal)
 TE = Transportation Enhancement funds (Federal)
 SIS = Strategic Intermodal System funds
 Turnpike = Florida's Turnpike Enterprise Funds
 THEA = Expressway Authority funds
 Sales Tax = Transportation System Surtax

FUNDING SOURCES:
 Ad Val HC = Hillsborough County Ad-Valorem
 Ad Val PC = Plant City Ad-Valorem
 Ad Val Ta = Tampa Ad-Valorem
 Ad Val TT = Temple Terrace Ad-Valorem
 Im Fee HC = Hillsborough County Impact Fee
 Im Fee PC = Plant City Impact Fee
 Im Fee Ta = Tampa Impact Fee

FUNDING SOURCES:
 Im Fee TT = Temple Terrace Impact Fee
 Developer = Private Development Requirements
 TRIP = Transportation Regional Incentive Program
 Other1 = State Bridge Maintenance funds
 Other2 = City of Tampa Gas Tax, CIT, CRA, Utility Funds & CD8G
 Other3 = future funds as identified for local match to State
 *** = Projects that could be implemented sooner through new transportation system surtax

ATTACHMENT C
PUBLIC HEARING TRANSCRIPT
(Included After Public Hearing)