SELMON EXPRESSWAY

East Selmon PD&E Study

Project Environmental Impact Report

March 2024

PROJECT ENVIRONMENTAL IMPACT REPORT SUMMARY

1.0 Project Description and Purpose and Need

a. Project Information:

Project Name: East Selmon Expressway PD&E Study

Project Limits: From I-4 Connector to US 301

County: Hillsborough County

ETDM Number (If applicable): Not Applicable

Tampa Hillsborough Expressway Authority (THEA) Project No: P-01619

THEA Project Manager: Anna Quiñones, AICP

b. Proposed Improvements:

The Tampa Hillsborough Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of adding capacity on the Selmon Expressway (SR 618) from the I-4 Connector to US 301 in Hillsborough County. The Build Alternative proposes to add an additional local lane in each direction of the Selmon Expressway from the I-4 Connector to US 301. In addition, the Build Alternative includes the following improvements:

- Add a signal at the intersection of 78th Street and the eastbound off-ramp
- Relocate the ramp from the Reversible Express Lanes (REL) to the westbound local lanes from west of US 301 to east of US 301.

All proposed improvements associated with the Build Alternative are located within existing right-of-way.

c. Purpose and Need:

The purpose of this project is to accommodate existing and future traffic demands and improve travel time reliability and safety on the Selmon Expressway from the I-4 Connector to US 301. Congestion regularly occurs during the morning and afternoon rush hours. In 2019, 95,000 vehicles per day utilized the Selmon Expressway. By 2046, that number is expected to grow to 167,000, an increase of 75%. In addition, 44% of all crashes involved rear-end collisions indicating congestion as one of the primary contributing factors. Usage of the facility will continue to grow leading to more congestion and crashes if nothing is done.

2.0 Environmental Analysis

Issues/Resources	Substantial Impacts?				Supporting Information
	Yes	No	Enhance	No Inv	
A. SOCIAL and ECONOMIC					
1. Social	[ ]	[X]	[ ]	[ ]	Section A.1
2. Economic	[ ]	[ ]	[X]	[ ]	Section A.2
3. Land Use Changes	[ ]	[X]	[ ]	[ ]	Section A.3
4. Mobility	[ ]	[ ]	[X]	[ ]	Section A.4
5. Aesthetic Effects	[ ]	[X]	[ ]	[ ]	Section A.5
6. Relocation Potential	[ ]	[ ]	[ ]	[X]	Not Applicable
B. CULTURAL					
1. Historic Sites/Districts	[ ]	[X]	[ ]	[ ]	Section B.1
2. Archaeological Sites	[ ]	[X]	[ ]	[ ]	Section B.2
3. Recreational Areas and Protected Lands	[ ]	[X]	[ ]	[ ]	Section B.3
C. NATURAL					
1. Wetlands and Other Surface Waters	[ ]	[X]	[ ]	[ ]	Section 4.5.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[X]	Not Present
3. Water Resources	[ ]	[ ]	[ ]	[ ]	Section 4.5.2
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	Not Present
5. Floodplains	[ ]	[ ]	[ ]	[ ]	Section 4.5.3
6. Coastal Barrier Resources	[ ]	[ ]	[ ]	[X]	Not Present
7. Protected Species and Habitat	[ ]	[X]	[ ]	[ ]	Section 4.5.4
8. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]	Not Present
D. PHYSICAL					
1. Highway Traffic Noise	[ ]	[X]	[ ]	[ ]	Section D.1
2. Air Quality	[ ]	[X]	[ ]	[ ]	Section D.2
3. Contamination	[ ]	[X]	[ ]	[ ]	Section D.3
4. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	Section D.4
5. Construction	[ ]	[X]	[ ]	[ ]	Section D.5
6. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]	Section D.6
7. Navigation	[ ]	[ ]	[ ]	[X]	Not Present

Notes:

1 Substantial Impacts: Yes = Substantial Impact; No = No Substantial Impact; Enhance =Enhancement; No Inv = Issue absent, no involvement.

2 Supporting information is documented in the referenced section below.

3.0 Anticipated Permits

Permit	Issuing Agency
Environmental Resource Permit (ERP)	SWFWMD
Section 404 of the Clean Water Act	USACE
National Pollutant Discharge Elimination System (NPDES)	FDEP
Gopher Tortoise Relocation Permit (as necessary)	FWC
Incidental Take Permit (as necessary)	FWC
Incidental Take Permit (as necessary)	USFWS

4.0 Engineering Analysis

One Build Alternative was considered for this PD&E Study in addition to the No-Build Alternative. The Build Alternative includes the addition of one local lane in each direction, the addition of a signalized intersection at the eastbound 78th Street off-ramp, and the relocation of the REL off-ramp from west of US 301 to east of US 301. The engineering analysis conducted as part of this PD&E Study included a review of roadway, structures, drainage, and utility considerations. A summary of the engineering analysis is contained within the Preliminary Engineering Report (PER) available under separate cover.

5.0 Commitments

Cultural Resources

- If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization.
- In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

Natural Resources

- As needed, THEA will perform updated wildlife surveys for the species discussed in this report and other wildlife species, during the project design phase to ascertain the involvement, if any, of listed species.
- The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

- If Florida sandhill crane nests are observed during future surveys prior to construction, then a 400-foot buffer will be used if construction occurs during the nesting season (January through July). THEA will coordinate with the FWC during the project construction phase, if necessary.

Highway Traffic Noise

THEA is committed to constructing the noise barriers to serve Greenridge Estates and Century Crosstown Apartments contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the noise barriers as abatement.
- The detailed analysis demonstrates that the cost of a noise barrier would not exceed the cost-effective criterion of $42,000 per benefited property.
- All safety and engineering conflicts or issues related to the construction of a noise barrier are resolved.
- The property owners/renters benefited by a noise barrier desire that a barrier be constructed.

Contamination

- Level II Contamination Assessment investigations are recommended for any areas that have proposed dewatering or subsurface work activities (e.g., pole foundations, drainage features) occurring adjacent to or at the Medium and High risk sites.
- If dewatering will be necessary during construction, a SWFWMD Water Use Permit will be required.
- The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). All permits will be obtained in accordance with Federal, State, and local laws and regulations.

6.0 Preferred Alternative

Based on the engineering and environmental comparative analysis documented in this PD&E study, the Preferred Alternative is the Build Alternative. The Build Alternative best meets the project purpose and need by accommodating future travel demands and improving safety.

7.0 Approved for Public Availability

(Before public hearing when a public hearing is required)

Tampa Hillsborough Expressway Authority

Robert Frey, AICP, Director of Planning and Innovation

3/25/24
Date

8.0 Public Involvement

1. ☐ A public hearing is not required.

2. ☐ A public hearing was held on April 18, 2024. The draft PEIR was publicly available, and comments were allowed to be submitted to the contact below until April 29, 2024.

Contact Information: Communications Department
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300 Tampa, Florida 33602
info@selmonstudies.com

3. ☐ A public hearing was held on and the transcript is available.

4. ☐ An opportunity for a public hearing was afforded and was documented.

9.0 Approval of Final Document

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

_____ ____ /____ /____

Tampa Hillsborough Expressway Authority Date

Greg Slater, Executive Director

SELMON EXPRESSWAY

East Selmon PD&E Study

Project Environmental Impact Report Attachments

March 2024

Contents

1. Introduction

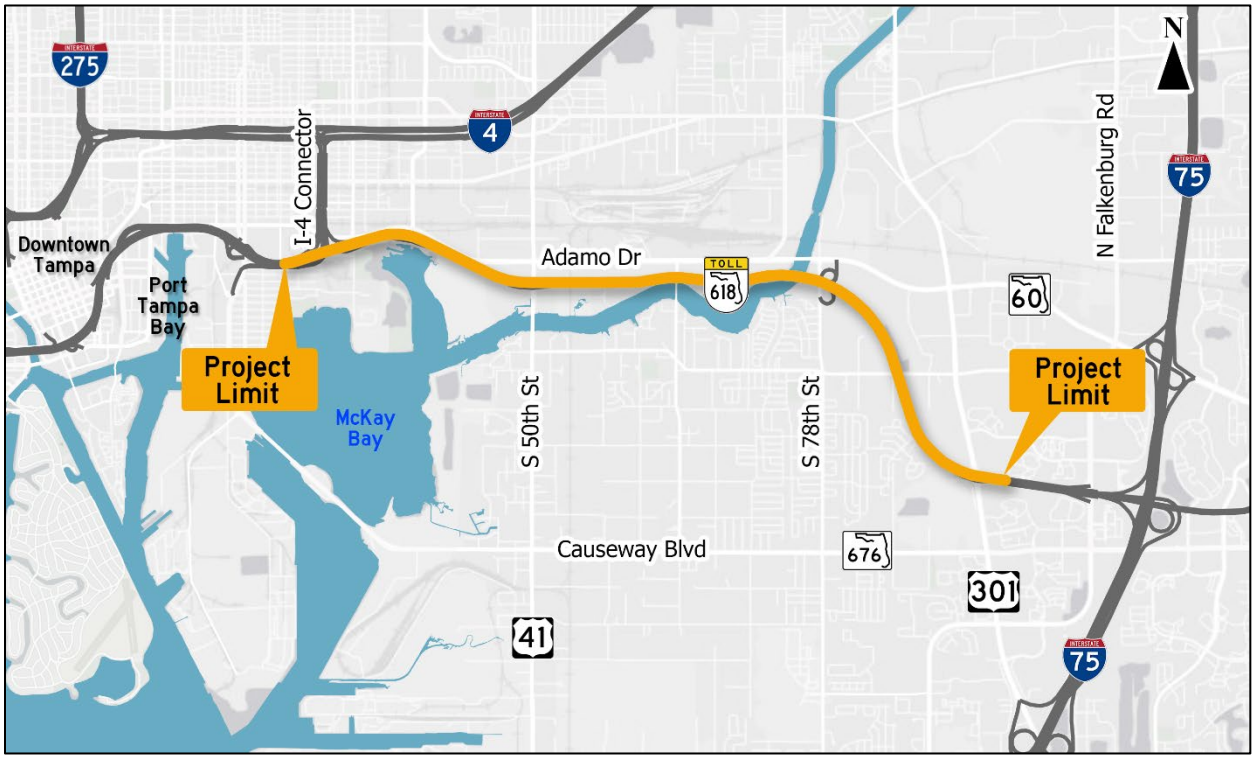
The purpose of this Project Environmental Impact Report (PEIR) is to document the environmental analyses performed to support decisions related to project alternatives. In addition, it summarizes existing conditions, documents the purpose and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional or conceptual requirements that will be the starting point for the final design phase. This PEIR was prepared using the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 1, Chapter 10.

1.1. Project Description

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of constructing improvements that will increase traffic capacity and safety on the Selmon Expressway (SR 618) from the I-4 Connector to US 301 in Hillsborough County (**Figure 1-1**). The project involves adding an additional lane in each direction along the local lanes of the Selmon Expressway from the I-4 Connector to US 301. The total project length is 6.17 miles.

Within the project limits, the Selmon Expressway generally provides two or three lanes in each direction along the local lanes with access to the I-4 Connector, 50th Street, 78th Street, and US 301. The Reversible Express Lanes (REL) is generally located in the median of the Selmon Expressway with three lanes from Downtown Tampa to Palm River Road and two lanes from Palm River Road across I-75 and into Brandon. The REL provides additional system capacity to the peak direction of traffic with access available to westbound traffic in the morning and eastbound traffic in the afternoon.

Figure 1-1: Project Location Map



2. Purpose and Need

The purpose of this project is to accommodate existing and future traffic demands and improve travel time reliability and safety on the Selmon Expressway from the I-4 Connector to US 301.

During the morning rush hour, congestion regularly occurs in the westbound direction from US 301 to 50th Street. Recent improvements by THEA that provides additional slip ramps (Contact #O-02520) between the local lanes and the REL is expected to improve traffic conditions along the westbound direction by encouraging traffic to shift to the REL. However, even with improved access to the REL, westbound segments, such as the two-lane section between 78th Street and 50th Street, will start to fail again by 2030.

During the afternoon rush hour, congestion occurs at the eastbound off-ramp to US 301. Both directions of travel along the mainline operate acceptably at a LOS D or better. However, by 2027, segments of the eastbound lanes where the mainline only has two lanes, such as 50th Street to 78th Street, will begin to fail.

Over the five-year period from 2015 to 2019, there were 571 crashes within the project limits. One crash resulted in a fatality and twelve crashes resulted in severe injuries. Of the 571 crashes, 249 (44%) involved rear-end collisions indicating congestion as one of the primary contributing factors. High crash locations include the interchange areas at 50th Street, 78th Street, and US 301. Safety enhancements are needed to address THEA's Vision Zero safety goals to eliminate all traffic fatalities and serious injuries.

Improving the Selmon Expressway is critical for accommodating future travel demands, addressing congestion, and improving safety. Usage of the facility will continue to grow leading to more congestion and crashes if nothing is done. In 2019, 95,000 vehicles per day utilized the Selmon Expressway. By 2046, that number is expected to grow to 167,000, an increase of 75%. Population and economic growth in the region are directly linked to increasing traffic. The University of Florida Bureau of Economic and Business Research (BEBR) projects that the population of Hillsborough County will increase from 1,444,870 residents in 2019 to 1,919,900 residents in 2045, an increase of 33%. Furthermore, the portions of the Tamp Bay region contributing to traffic on the Selmon Expressway (consisting of parts of Hillsborough, Manatee, Polk, Pasco, Hernando, and Citrus counties) are expected to grow by 85% by 2045.

Improving the Selmon Expressway is also important for regional connectivity and hurricane evacuations. The Selmon Expressway connects Pinellas County and the City of St. Petersburg with Hillsborough County via the Gandy Boulevard Bridge and provides connectivity between Downtown Tampa, Port Tampa Bay, I-4 via the I-4 Connector, I-75, and Brandon.

3. Alternatives

The alternatives under evaluation are the No-Build Alternative and the Build Alternative.

3.1. No-Build Alternative

The No-Build Alternative assumes that no new local lanes are constructed along the Selmon Expressway from the I-4 Connector to US 301. The results of the No-Build Alternative analysis formed the basis of the comparative analysis for the Build Alternative.

The advantages of the No-Build Alternative include:

- No impact to adjacent social, cultural, natural, or physical environments
- No utility impacts
- No expenditure of funds for design or construction

The disadvantages of the No-Build Alternative include:

- Does not address vehicular travel demands
- Does not alleviate traffic
- Rate of crashes in the study area would likely continue to increase

The No-Build Alternative will remain viable throughout the PD&E Study.

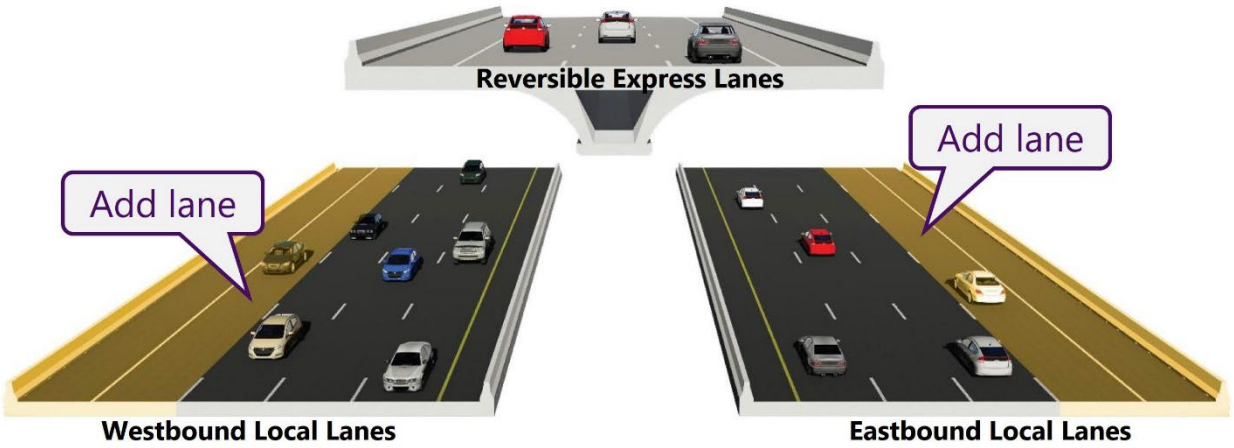
3.2. Build Alternative

The Build Alternative proposes to add an additional local lane in each direction of the Selmon Expressway from the I-4 Connector to US 301 (**Figure 3-1**). In addition, the Build Alternative includes the following improvements:

- Add a signal at the intersection of 78th Street and the eastbound off-ramp
- Relocate the ramp from the Reversible Express Lanes (REL) to the westbound local lanes from west of US 301 to east of US 301.

All proposed improvements associated with the Build Alternative are located within existing right-of-way.

Figure 3-1: Build Alternative



3.3. Engineering Analysis

3.3.1. Traffic Operations

A traffic analysis of the No-Build and Build Alternatives was performed for Existing Year 2019, Interim Year 2036, and Design Year 2046 and is documented in the Project Traffic Analysis Report (PTAR) available under separate cover.

Microsimulation modeling using VISSIM was utilized as the primary tool for alternatives analysis and operational reporting of network and corridor performance measures. The performance measures for the study include segment speeds, travel times, and level-of-service. The level-of-service is defined in the Highway Capacity Manual as a letter grade, ranging from A to F, which represents the quality of service from a traveler's perspective. The objective of a level-of-service analysis is to translate complex performance results into a simple stratified system that can be easily understood. Level-of-service for limited access facilities is determined for each segment on the corridor, including basic freeway segments, merge/diverge segments, and weaving segments.

For intersections, Synchro Version 11 served as the primary tool for level-of-service reporting, based upon which ramp terminal improvements were identified. Synchro also provided future-year signal timing plans for input into the microsimulation model. The performance measures for intersections are level-of-service and queue lengths. Intersection level-of-service is primarily based on the average delay per vehicle, and the grading stratification varies for signalized and unsignalized intersections.

The result of the analysis shows that the Build Alternative yields a measurable operational benefit. For the Design Year 2046, the network throughput increases by nearly 7%, and unserved demand reduces by almost 23% in the AM (**Table 1**). During the PM Peak Period, throughput increases by over 18%, and unserved demand reduces by 64%. In both peak periods, the vehicle-hours traveled increases by a negligible amount (1.5% or less). Conversely, the vehicle-miles traveled increases by over 17% in the AM

and over 30% in the PM (**Table 2**). These results demonstrate how the proposed Build Alternative can accommodate significantly more traffic with minimal increase in traveler delay.

Table 1: 2046 Network Analysis Results, AM Peak Period

Performance Measure	No-Build	Build
Throughput (veh)	115,723	123,280
Unserved Demand (veh)	9,820	7,659
Vehicle-Hours Traveled	11,395	11,213
Vehicle-Miles Traveled	361,953	424,100

Table 2: 2046 Network Analysis Results, PM Peak Period

Performance Measure	No-Build	Build
Throughput (veh)	110,864	131,413
Unserved Demand (veh)	26,240	9,265
Vehicle-Hours Traveled	14,861	14,946
Vehicle-Miles Traveled	353,002	460,282

Under the Build Alternative, segments of the Selmon Expressway will operate at a level-of-service from "D" or better during the AM and PM Peak Period while the No-Build would result in level-of-service "F".

The traffic analysis demonstrates that if no improvements are made to the East Selmon corridor, severe congestion and delay will directly impact the traveling public. In addition, the existing capacity is insufficient for future year traffic demands, leading to bottlenecks that restrict throughput and cause backups that would extend well beyond the project limits.

3.3.2. Safety

Over the five-year analysis period (2015 to 2019), there were 571 crashes within the project limits, including one fatal crash and twelve crashes resulting in severe injuries. The fatality in 2016 involved a motorcycle that hit the rear end of the vehicle ahead of them on the ramp from I-75 southbound to the Selmon Expressway approaching the bridge over Falkenburg Road. High crash locations include the interchange areas at 50th Street, 78th Street, and US 301 with the highest crash frequency located on the westbound lanes west of US-301, coinciding with the substandard on-ramp gore spacing (US-301 and REL).

The most common crash type (44%) involved rear-end collisions, which indicates congestion as one of the primary contributing factors. The next highest frequency were vehicles hitting fixed objects (28%) and sideswipe collisions with other vehicles (17%). The distribution of crashes across environmental conditions shows a majority on dry pavement and during daylight. This does not appear to show an issue with drainage or lighting.

A predictive crash analysis was conducted and utilized the Enhanced Interchange Safety Analysis Tool (ISATe) build 06.10 available from the FHWA. Roadway and traffic data was entered into the ISATe spreadsheet, which utilizes safety performance functions to predict the number of crashes the facility would experience. The results show a slight increase in crash frequency with the Build alternative, but a decrease in less severe crashes on the local lanes. This is attributable to the increase in traffic served by the improved roadway and does not indicate an increase in crashes per vehicle.

3.3.3. Interchanges

Existing interchanges within the study limits include I-4 Connector, 50th Street, 78th Street, and US 301. The interchange types are anticipated to remain the same. Modifications to the interchange ramps would be needed to accommodate the widening. Proposed improvements include adding a signal to the ramp terminal for the eastbound 78th Street off-ramp.

3.3.4. Structures and Bridges

The Build Alternative would require the widening of 14 existing bridges and construction of two new bridges:

- One new bridge for the westbound ramp to the I-4 Connector over the McKay Bay Greenway (near 39th Street)
- One new bridge for westbound traffic over US 301. The existing westbound bridge would be repurposed for a new egress ramp from the REL to the westbound lanes

3.3.5. Drainage

Stormwater management requirements can be met by expanding existing ponds without the need for additional right-of-way. Expanding the ponds allows the control elevation to remain unchanged and not affect upstream stages or discharge rates. Two new swales are also proposed within the existing right-of-way to treat additional runoff from an area that currently does not drain to an existing pond.

3.4. Preferred Alternative

Based on a comparative analysis between the alternatives, the Preferred Alternative is the Build Alternative. The Build Alternative meets the purpose and need and provides improved traffic performance and safety when compared to the No-Build. Construction of the Build Alternative can be accommodated within existing right-of-way.

4. Environmental Analysis

An analysis of the social and economic, cultural, natural, and physical environmental issues/resources was performed as part of the PD&E study. The purpose of this analysis was to determine the effects associated with the proposed Build Alternative. No impacts to any resources result from the No-Build Alternative, therefore, it is not evaluated in the following sections.

4.1. Resources Not Present within the Study Area

The following resources are not present within the project study area; therefore, they were not considered in this PEIR:

- Relocation potential
- Aquatic Preserves and Outstanding Florida Waters
- Wild and Scenic Rivers
- Coastal Barrier Resources
- Essential Fish Habitat
- Navigation

4.2. Summary of Potential Environmental Impacts

The proposed project improvements to the Selmon Expressway would result in **no substantial impacts** to social resources and would **enhance** economic resources and mobility conditions.

The project would result in **no substantial impacts** to historic or archaeological sites. Highway traffic noise may increase as a result of the project.

Proposed direct impacts to these wetlands and surface waters include up to 6.18 acres of wetlands and up to 9.52 acres of surface waters. All of the proposed surface water impacts within the Build Alternative are to permitted stormwater ponds. If all wetlands and surface waters within the Build Alternative were impacted, there would be an estimated loss of 10.33 functional units.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the Natural Resource Evaluation (NRE) Report as well as **Section 8** below. Therefore, **no substantial impacts** to wetlands or other surface waters are anticipated as a result of the proposed project.

The project would result in **no substantial impacts** to air quality, contamination, utilities, railroads, construction, and navigation and would **enhance** bicycle and pedestrian facilities.

Environmental commitments related to cultural and natural resources, highway traffic noise, and contamination are discussed in **Section 8** below.

A. Sociocultural Resources

A.1. Social

Between 2010 and 2019, the population in the City increased by 18.9 percent from 335,709 to 399,700 persons. Similarly, the population in the County increased between 2010 to 2019 by 19.7 percent from 1,229,226 to 1,471,968 persons. The Bureau of Economic and Business Research (BEBR) medium population estimate for the County in 2045 is 1,959,200 persons, a total increase of 33 percent from 2019 which translates into an average annual growth rate of approximately 1.27 percent. Thus, the population in the County is expected to continue to grow.

Recent growth in the project area has been higher than the City or County. The project intersects eight census block groups, referred to as the demographic study area. The most recent available data at this level is American Community Survey (ACS) 2019 Five-Year Estimates. The population of the study area grew from 10,612 persons in 2010 to 12,164 persons in 2019, an increase of 14.6 percent.

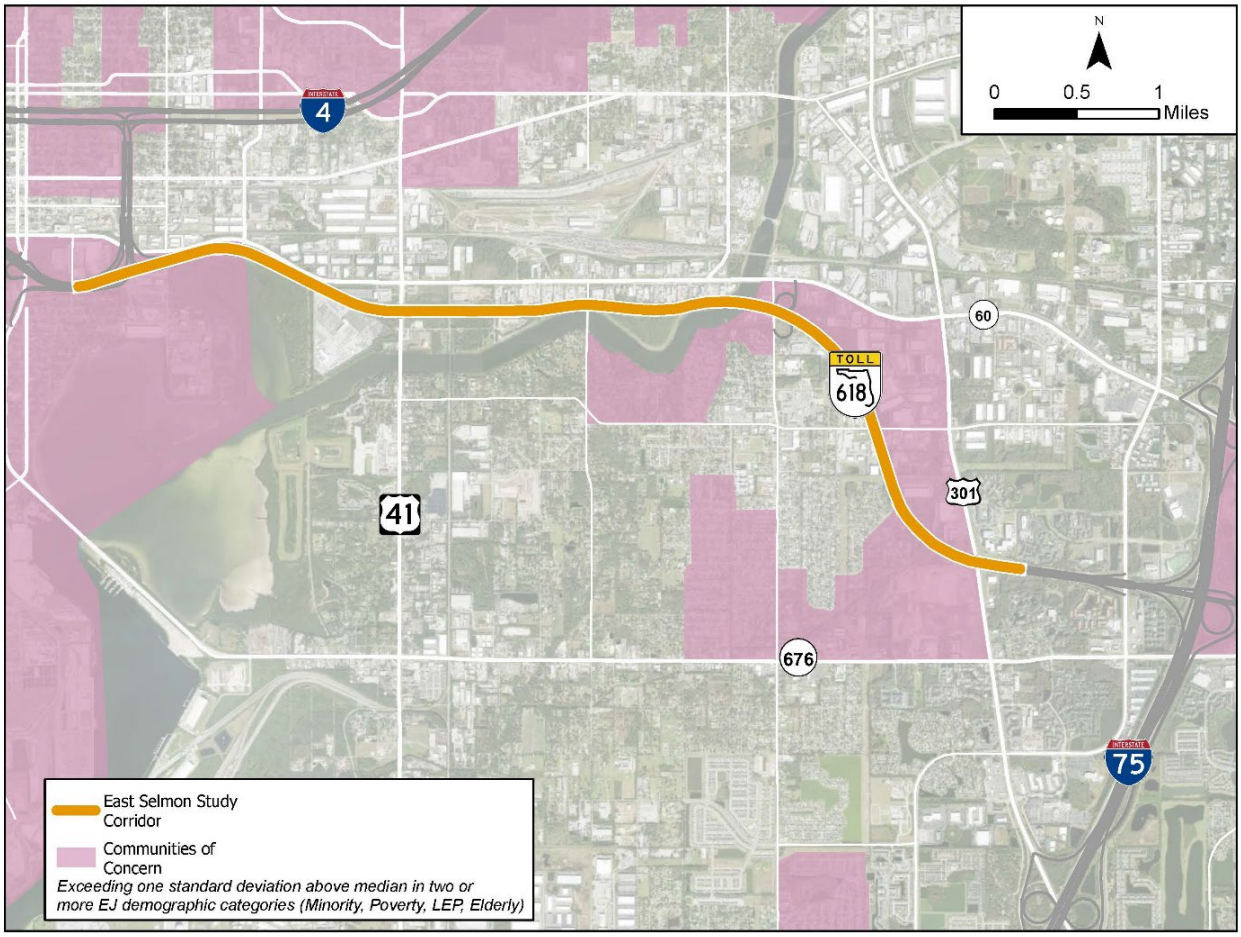
The study area does include seven census block groups with high minority concentration (high is defined as greater than 50 percent in the Council on Environmental Quality's Environmental Justice Guidance under the National Environmental Policy Act). The study area generally has a higher poverty rate and a lower median income than the County and City as shown in **Table 3**.

Table 3: Demographic Data

Geography	% Growth 2010-2019	2019 Population	Median Household Income	Percent Below Poverty	Percent Minority
Study Area	14.6%	12,164	$39,912	22.56%	66.0%
Tampa	18.9%	399,700	$53,833	18.6%	34.6%
Hillsborough County	19.7%	1,471,968	$58,884	13.5%	25.9%

Additional analysis was performed to identify areas that are considered Communities of Concern. These areas are defined by exceeding one standard deviation above median level in two or more of Environmental Justice (EJ) demographic categories. These categories are percent minority population, percent population living at or below poverty, limited English proficiency (LEP), and population aged 65 or older. These areas are shown in Figure 4-1.

Figure 4-1: Communities of Concern



Community facilities located in the project area include parks, schools, and religious facilities as shown on **Figure 4-2** and listed in **Table 4**.

Figure 4-2: Community Facilities

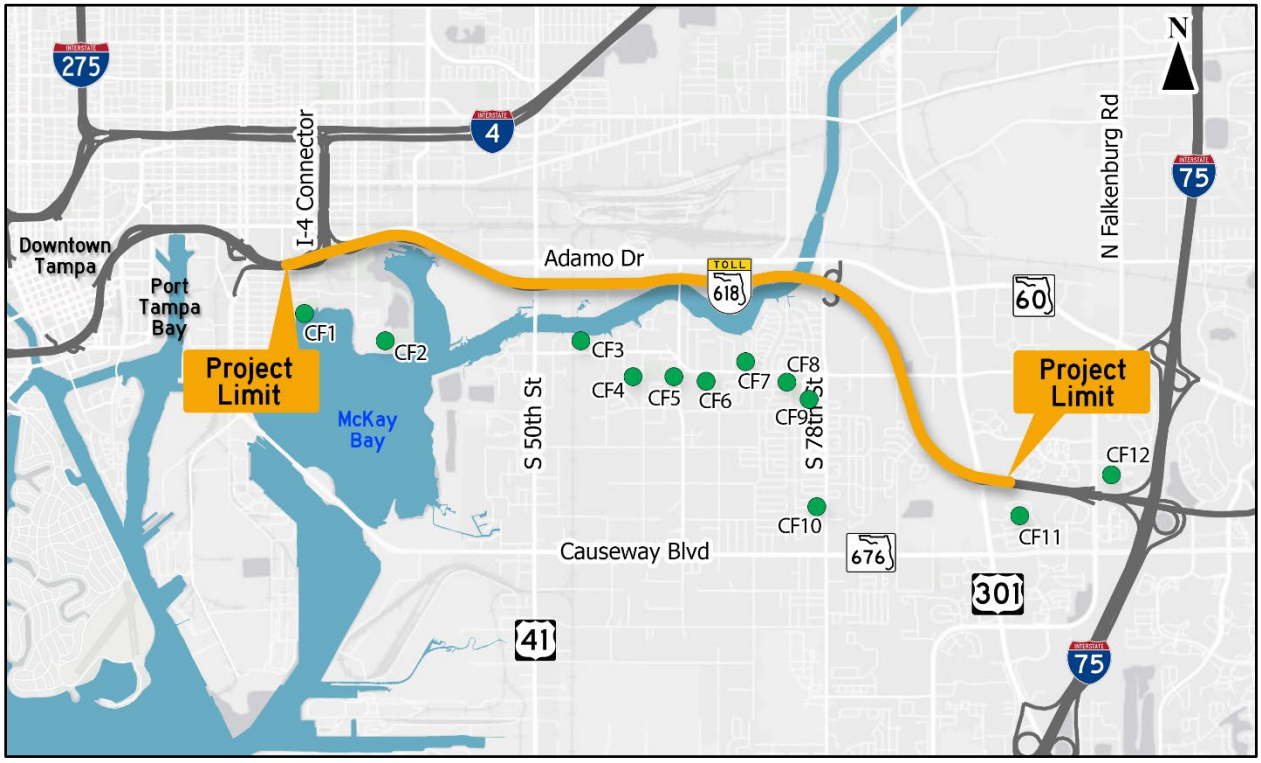


Table 4: Community Facilities

Map ID	***Name***	***Type***
CF1	Desoto Park	Park
CF2	McKay Bay Nature Park	Park
CF3	Wat Mongkolratanaram	Place of Worship
CF4	Palm River Elementary School	School
CF5	Palm River Park	Park
CF6	Shree Mariamman Devi Temple	Place of Worship
CF7	Mission Marrantha	Place of Worship
CF8	78th Street Community Library	Library
CF9	Clair Mel Elementary School	School
CF10	El Bethel Church	Place of Worship
CF11	East Tampa Christian Church	Place of Worship
CF12	The Crossing Church	Place of Worship
CF13	TGH Brandon ER	Medical Facility

The Selmon Expressway is vital to accommodating the social demands of the region as population in the region grows. **No substantial impacts** to these facilities or the general social environment are anticipated.

A.2. Economic

The project enhances connectivity between the I-4 Connector and the areas east of Downtown Tampa, including Brandon. The project provides improved travel times for commuters traveling to and from I-4, and facilitating connectivity to Downtown Tampa's Central Business District, which is one of the region's highest employment areas.

The Selmon Expressway is vital to accommodating the economic demands of the region as employment opportunities in the region grow. Due to the proposed improvements, the project is anticipated to **enhance** the economic environment.

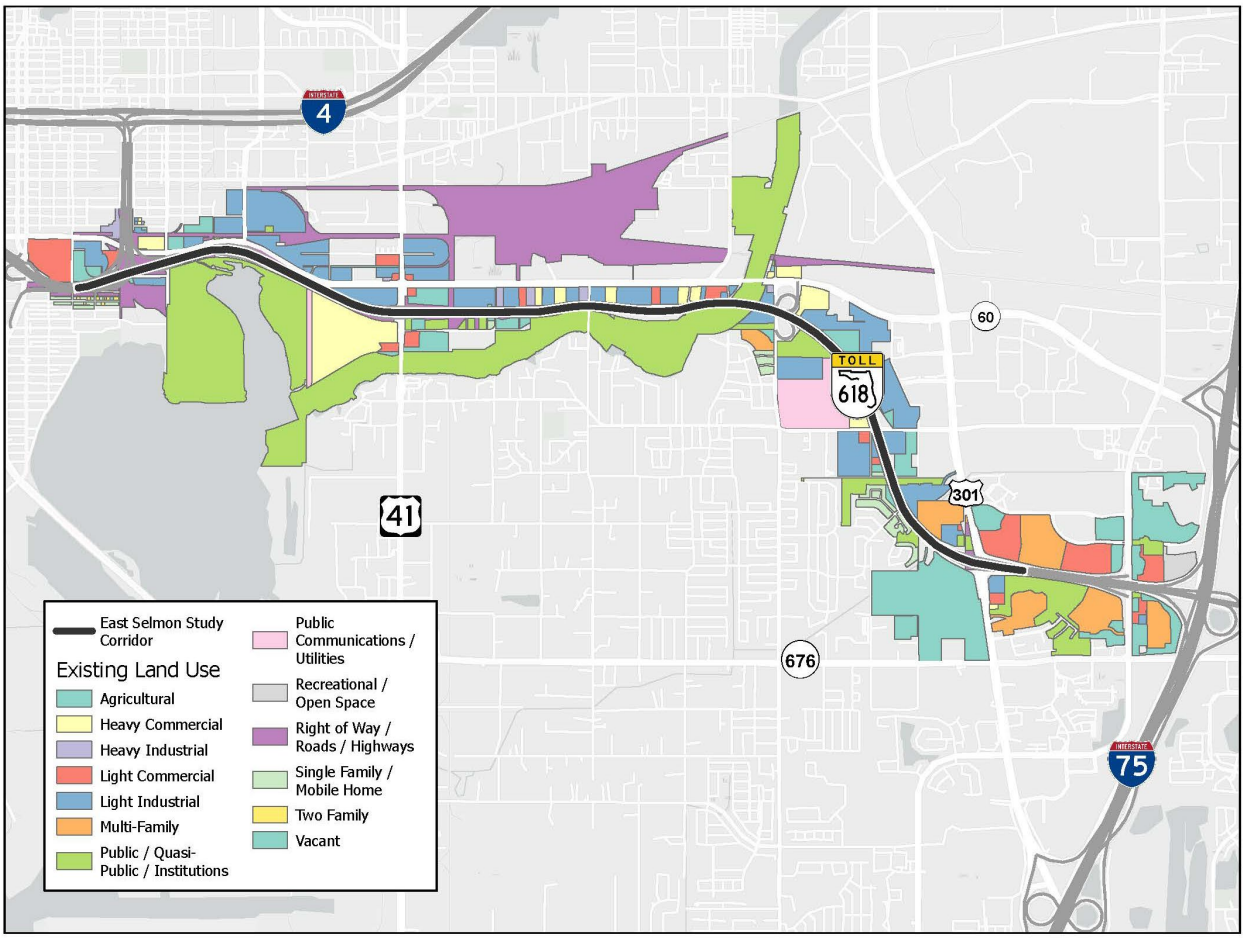
A.3. Land Use

The proposed project is located in the City of Tampa (City) and in unincorporated Hillsborough County. Along the Selmon Expressway corridor, the land is urbanized and generally fully built out both within and outside of the city limits.

Existing land use is shown in **Figure 4-3**. From west of the I-4 Connector to the Tampa Bypass Canal, the adjacent land use is primarily public or quasi-public, light commercial, light industrial, heavy commercial, and heavy industrial. East of the canal, the adjacent land use is more varied, including some single family/mobile home, multi-family, and utilities uses in addition to light industrial, light commercial, light industrial, heavy industrial, and public/semi-public. East of US 301, the adjacent land use continues to be commercial and includes multi-family residential developments.

Additionally, there is one public park located adjacent to Selmon Expressway: McKay Bay Nature Park, located just east of the I-4 Connector.

Figure 4-3: Existing Land Use



Future land use adjacent to the Selmon Expressway is planned to remain similar to the existing uses based on the City's Future Land Use (**Figure 4-4**) and Vision Map (**Figure 4-5**) from the Imagine 2040: Tampa Comprehensive Plan. The Vision Map shows land use adjacent to Selmon Expressway as Established, which means that no significant change in current development pattern is planned, and some infill is anticipated.

The proposed project improvements to the Selmon Expressway would be accommodated within existing right-of-way and, therefore, **no impacts** to land use are anticipated.

Figure 4-4: Future Land Use

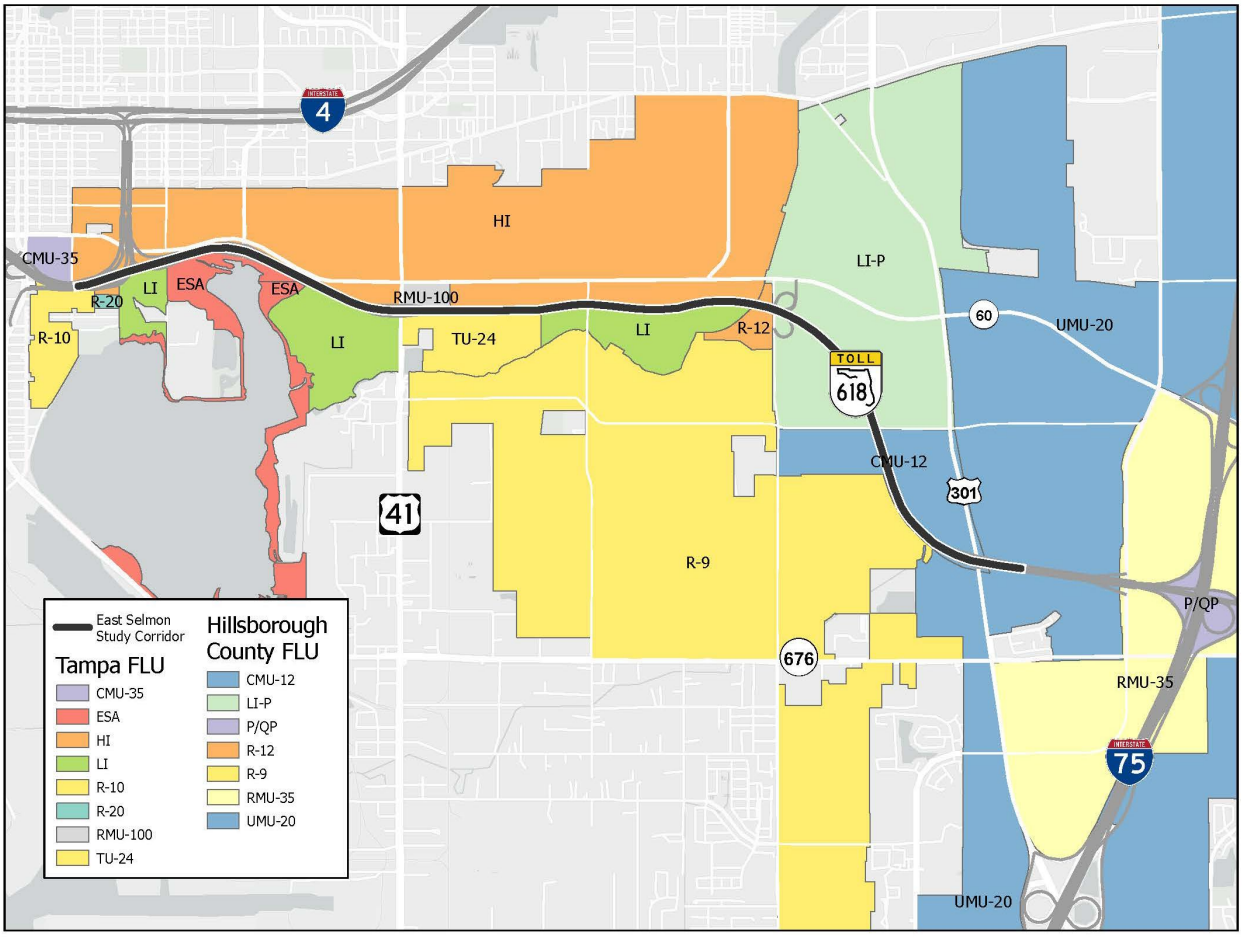
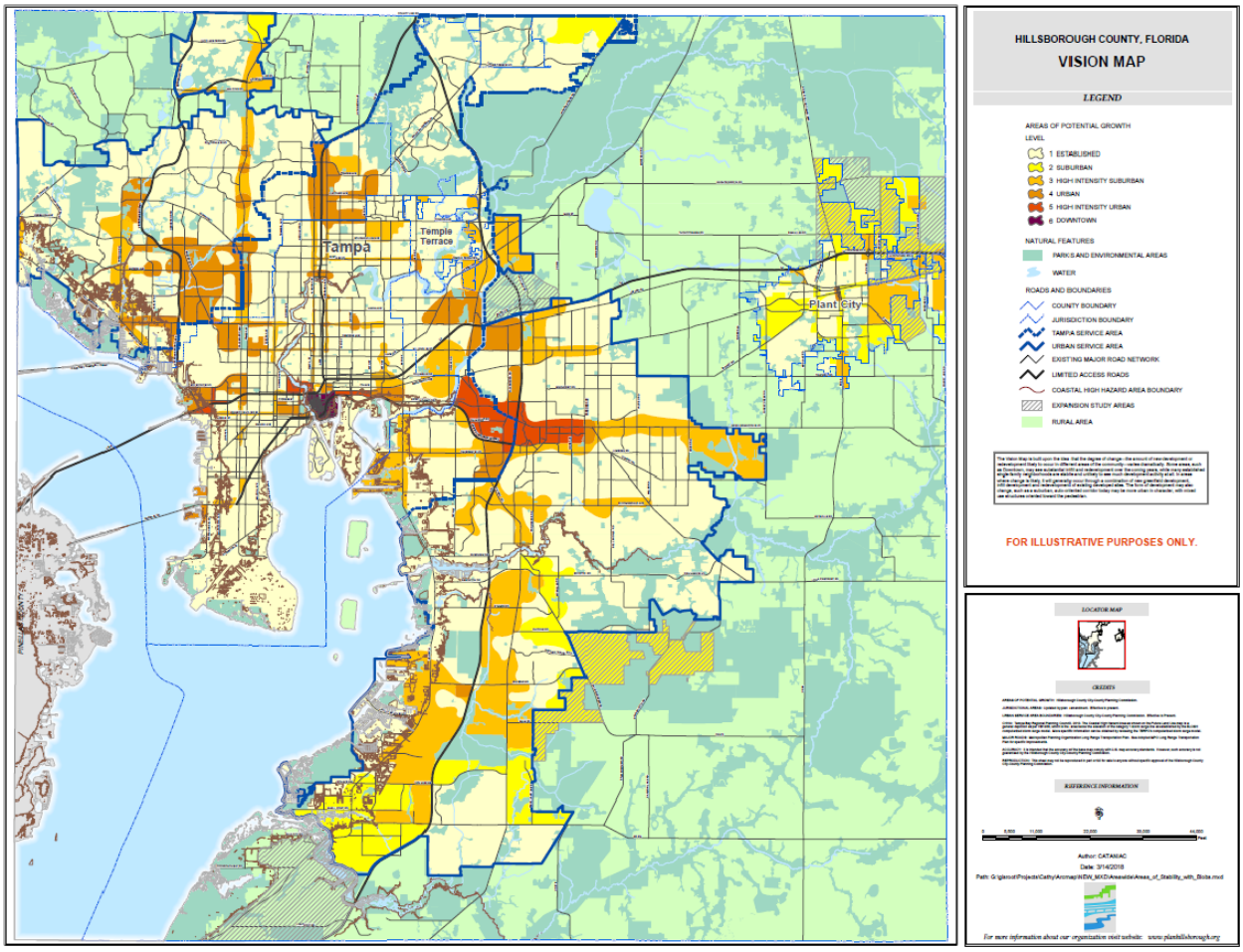


Figure 4-5: Hillsborough County Vision Map



A.4. Mobility

The main goals of the East Selmon PD&E Study involve alleviating traffic congestion and enhancing safety within the corridor. The Selmon Expressway plays a vital role in connecting densely populated regions and regional hubs, offering an alternative route during closures of major highways like I-4, I-75, and I-275. Additionally, it serves as a crucial corridor for hurricane evacuations. As such, it is expected that this project will significantly **enhance** overall mobility conditions.

A.5. Aesthetics

This segment of the Selmon Expressway is a limited access, tolled facility providing an east-west connection between downtown Tampa and I-75. It generally consists of two to three 12-foot wide travel lanes in each direction separated by an elevated structure with three additional 12-foot travel lanes. The outside shoulders are eight feet wide with shoulder gutter with barrier wall. The facility includes elevated structures over the Tampa Bypass Canal and multiple roadway facilities.

Both City and County land is urbanized and built out along the corridor. Between the I-4 Connector and US 301 the adjacent land use is primarily commercial, industrial, institutional and public/semi-public. From just west of US 301 to I-75, the land use along Selmon Expressway is primarily multifamily residential and commercial.

There are no significant changes being made that will impact aesthetics within the project area. Therefore, the project is anticipated to have **no involvement** with the aesthetics in the project area.

B. Cultural Resources

B.1. Historic Sites/Districts

A *Cultural Resources Assessment Survey* (CRAS) was prepared for this study and is available under separate cover. The historic resources survey and research in the historic resources APE resulted in the identification and evaluation of 18 previously recorded resources and 23 newly identified resources. The previously recorded resources are comprised of 12 structures (8HI2245, 8HI6864-8HI6865,8HI6867-8HI6870, 8HI6872, 8HI9766, 8HI9772, 8HI9782, and 8HI10297), three historic linear resources (8HI12129, 8HI12135, 8HI12137), two resource groups (8HI6880 and 8HI13784), and one bridge (8HI14466). The newly identified resources are comprised of 23 structures (8HI15239-8HI15244, 8HI15246-8HI15248, 8HI15250-8HI15262).

One of the previously identified resource groups, the Palmetto Beach Historic District (8HI6880) is listed on the National Register and one of the National Register listed contributing resources to the historic district is located within the current project APE: 8HI2245. Since the Palmetto Beach Historic District (8HI6880) has been listed in the National Register, three other structures located near the district have been determined National Register eligible by the SHPO as contributing resources based on a proposed expansion of the National Register district boundaries: 8HI6867, 8HI6868, and 8HI6872. Nine of the previously identified structures have been determined National Register ineligible (8HI6864, 8HI6865, 8HI6869, 8HI6870, 8HI6879, 8HI9766, 8HI9772, 8HI9782, and 8HI13783) and the remaining structure has not been previously evaluated (8HI10297).

One of the previously identified linear resources, Tampa Bypass Canal/8HI12135, has been determined National Register ineligible. The remaining two previously identified linear resources have not been previously evaluated within the current project APE: US 41/8HI12129, and US 301/8HI12137. The boundaries of the previously identified resource group, the Suarez Road Dairy/8HI13784, are within the current project APE but neither of the two associated buildings (8HI6879 and 8HI13783) are within the current historic resources APE. The resource group and both associated buildings have been previously determined National Register ineligible. The resource group was inaccessible to surveyors. Therefore, an aerial map is provided for the resource group. Finally, the previously recorded bridge, the Maydell Bridge/8HI14466, has been previously determined National Register ineligible. Based on historic research and field survey, the previously recorded historic resources that were not evaluated are considered National Register ineligible.

The newly identified resources are comprised of 23 structures (8HI15239-8HI15244, 8HI15246-8HI15248, 8HI15250-8HI15262). Historical research and field survey have not revealed any significant historical associations with these resources, and they maintain typical architectural stylization found in southwest Florida. In addition, many of them exhibit significant alterations that impact their integrity. In areas of groups of historic structures, field survey did not identify any new potential historic districts. Based on this analysis, the Build Alternative would have **no substantial** impacts on the historic resources.

B.2. Archaeological Sites

A *Cultural Resources Assessment Survey* (CRAS) was prepared for this study and is available under separate cover. The majority of the archaeological APE is within areas of existing road right-of-way that were previously surveyed for archaeological resources. Background research also determined that the area previously unsurveyed areas exhibited a low site potential due to predevelopment environmental conditions, previous land alteration activities associated with the construction of the Tampa Bypass Canal, and roadways as well as the installation of underground utilities. No archaeological sites, archaeological occurrences, or features indicative of increased archaeological site potential were newly identified within the project APE.

Based on the available information and subsurface testing, it appears as if the proposed undertaking within the APE would have **no substantial impacts** on archaeological resources. Commitments are discussed in the CRAS as well as **Section 8** below.

B.3. Recreational Areas

One recreational area (McKay Bay Wildlife Refuge) is listed within the project area. McKay Bay Wildlife Refuge is listed as a nature park and water access area. The project alternatives would be accommodated within existing right-of-way. Therefore, **no substantial impacts** to recreational areas are anticipated as a result of the proposed project.

C. Natural Resources

An NRE Report, available under separate cover, was prepared to evaluate protected species and habitat, wetlands and other surface waters, and essential fish habitat. The NRE complies with Section 7(a) of the Endangered Species Act (ESA) of 1973, as amended. The proposed project was evaluated for potential impacts to federal and State of Florida (state) endangered or threatened fish, wildlife, or plants (listed species) and habitat of such species that has been designated as critical habitat under Section 7(a) of the ESA. This evaluation was performed in accordance with Part 2, Chapter 16, Protected Species and Habitat of the FDOT PD&E Manual (July 1, 2020). The methodology used to complete the NRE included federal and state agency database searches and coordination, review of U.S. Department of Interior Fish and Wildlife Service (USFWS) Consultation Areas, review of the Florida Natural Areas Inventory (FNAI) Biodiversity Matrix (June 2022), and the USFWS Information, Planning, & Consultation System (IPaC)

Resource List (June 2022) generated for the proposed project in combination with Geographic Information System (GIS) analysis and field surveys.

C.1. Wetlands and Other Surface Waters

The proposed project alternatives were evaluated for impacts to wetlands in accordance with Executive Order (EO) 11990 and Part 2, Chapter 9 of the PD&E Manual. The proposed project will have no significant short-term or long-term adverse impacts to wetlands. In accordance with EO 11990, THEA has undertaken all actions to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, THEA has determined that there is no practicable alternative to construction impacts occurring in wetlands. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

The Build Alternative includes 9.24 acres of wetlands and 19.47 acres of surface waters. Of the 19.47 acres of designated surface waters, 14.82 acres are permitted stormwater ponds. Proposed direct impacts to these wetlands and surface waters include up to 6.18 acres of wetlands and up to 9.52 acres of surface waters. All of the proposed surface water impacts within the Build Alternative are to permitted stormwater ponds. If all wetlands and surface waters within the Build Alternative were impacted, there would be an estimated loss of 10.33 functional units.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as **Section 8** below. Therefore, **no substantial impacts** to wetlands or other surface waters are anticipated as a result of the proposed project.

C.2. Water Resources

The project basins are all open basins that are not Outstanding Florida Waters. The western ponds discharge to McKay Bay, which is located in the northeast part of Tampa Bay and is a tidal water body. Ponds located towards the middle of the project discharge to the lower end of the Tampa Bypass Canal prior to entering Tampa Bay and is also considered tidal. The eastern ponds discharge in the Delaney Creek Basin. Ponds discharging directly to McKay Bay and the Tampa Bypass Canal do not require attenuation unless they pass through a drainage system that could also affect other upstream areas.

Most of the existing ponds use either surplus water quality volumes or have small expansions to existing ponds. Therefore, ponds were evaluated using presumptive criteria from the Southwest Florida Water Management District (SWFWMD). The existing ponds along the project are either wet detention or detention with effluent filtration. The SWFWMD allows for treating one inch of rainfall for wet detention

systems and one-half inch of rainfall for detention with effluent filtration. Review of the added pavement areas indicates that they discharge only to wet detention facilities except for a couple of instances where wet detention swales will need to be constructed within the existing right-of-way. The ponds using detention with effluent filtration are not used for the added impervious areas.

Stormwater management requirements can be met by expanding existing ponds without the need for additional right-of-way. Therefore, **no substantial impacts** to water resources are anticipated.

C.3. Floodplains

The project study area is covered by five (5) Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) panels. The panels include C0358J, C0359J, C0378K, C0386K (effective on October 7, 2021) and panel C0387J (effective on September 27, 2013) of community number 12057. Based on the FIRM panels, almost all of the project study area east of 78th Street is outside of FEMA floodplain. West of 78th Street the mainline travel lanes cross through several locations in FEMA hazard zone AE, which has 100-year floodplain elevations ranging from 11 to 13 feet (North American Vertical Datum). The REL is elevated throughout most of the floodplain locations. The project study area crosses through one FEMA floodway at Delaney Creek; however, the roadway is bridged at this location. Impacts to floodplains will be minimal, and it is anticipated that these impacts can be mitigated within the right-of-way with use of walls as needed to remove fill encroachment. Therefore, **no substantial impacts** to floodplains are anticipated.

C.4. Protected Species and Habitat

The project study area was evaluated for potential occurrences of federal- and state-listed plant and animal species in accordance with Section 7 of the ESA of 1973, as amended, and Chapters 5B-40 and 68A-27 of the F.A.C. The evaluation included coordination with the Florida Natural Areas Inventory (FNAI) literature review, database searches, and field assessments of the project study area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as **Section 8** below**.** With the implementation of the proposed implementation measures and commitments, **no substantial impacts** to protected species or habitat are anticipated as a result of the proposed project.

Federal Wildlife

Sixteen federally listed species were analyzed for potential occurrence within the project study area. These species included reptilian, mammalian, piscine, and avian species. None of the species were observed during field reviews in March of 2021.

While the proposed project has taken all practicable measures to avoid and minimize impacts to potentially occurring protected species and their habitats, unavoidable impacts may occur because of roadway and pond site construction. A determination of the anticipated project “effect” on protected

species was made based on their probability of occurrence within the project study area, the proposed changes to their habitat quality, quantity, and availability as a result of project construction, and how each species is expected to respond to anticipated habitat changes. Listed below in **Table 5** are the "effect" determinations for each federally listed species.

Table 5: Federal Protected Species Effect Determinations

Project Effect Determination	Federal Listed Species
"No effect"	Audubon's crested caracara (*Caracara cheriway*)
	Eastern black rail (*Laterallus jamaicensis*)
	Florida grasshopper sparrow (*Ammodramus savannarum floridanus*)
	Florida scrub-jay (*Aphelocoma coerulescens*)
	Piping plover (*Charadrius melodus*)
	Red knot (*Calidris canutus rufa*)
	Wood stork (*Mycteria americana*)
	Florida bonneted bat (*Eumops floridanus*)
"May affect, but is not likely to adversely affect "	American alligator (*Alligator mississippiensis*)
	American crocodile (*Crocodylus acutus*)
	Eastern indigo snake (*Drymarchon couperi*)
	Hawksbill sea turtle (*Eretmochelys imbricata*)
	Leatherback sea turtle (*Dermochelys coriacea*)
	Loggerhead sea turtle (*Caretta caretta*)
	Gulf sturgeon (*Acipenser oxyrinchus desotoi*)
	West Indian manatee (*Trichechus manatus latirostris*)

The project study area was evaluated for the presence of Critical Habitat as defined by the ESA of 1973 as amended and 50 CFR part 424. The USFWS is the authority, as a federal agency, to protect critical habitat from destruction or adverse modification of the biological or physical constituent elements essential to the conservation of listed species. Critical Habitat is defined as the specific areas within the geographical area occupied by a species on which are found those physical or biological features essential to the conservation of the species and which defined may require special management considerations or protection. No designated Critical Habitat for any federal listed species occurs within the project study area. Based on this information, it has been determined that the proposed project will have "no effect" on any Critical Habitat.

Two bald eagle (*Haliaeetus leucocephalus*) nests were identified near the project study area. The project is located outside of both nest's primary (330 feet) and secondary (660 feet) buffer zones. No bald eagle nests were observed within 660 feet of the project study area during field reviews. During design and permitting, THEA will survey the project study area for eagle nests. If a nest is observed within 660 feet of the project limits, THEA will coordinate with the USFWS to secure all necessary permits.

State Wildlife

Seven state listed species were analyzed for potential occurrence within the project study area. These species included reptilian and avian species. None of the species were observed during field reviews in March of 2021.

While the proposed project has taken all practicable measures to avoid and minimize impacts to potentially occurring protected species and their habitats, unavoidable impacts may occur because of roadway and pond site construction. Listed below in **Table 6** are the "effect" determinations for each state listed species.

Table 6: State Protected Species Effect Determinations

Project Effect Determination	State Listed Species
"No effect anticipated"	Florida burrowing owl (*Athene cunicularia floridana*)
	Florida sandhill crane (*Antigone canadensis pratensis*)
	Little blue heron (*Egretta caerulea*)
	Tricolored Heron (*Egretta tricolor*)
	Roseate spoonbill (*Platalea ajaja*)
	Gopher tortoise (*Gopherus polyphemus*)
	Short-tailed snake (*Lampropeltis extenuata*)

Plants

Based on the lack of historic occurrences and preferred habitat within the project study area, a determination of "no effect" is anticipated for federal and state listed plant species.

D. Physical Effects

D.1. Highway Traffic Noise

The highway traffic noise analysis was conducted and documented in the *Noise Study Report* (NSR) available under separate cover. The analysis was performed so that the results comply with the requirements of the Code of Federal Regulations (23 CFR 772)—Procedu*res for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010) using methodologies outlined in the FDOT's Noise Policy (i.e., the FDOT's PD&E Manual, Chapter 18 [*Highway Traffic Noise*]).

A total of 380 properties for which the existing land use has a Federal Highway Administration/FDOT established Noise Abatement Criteria (NAC) were evaluated within 9 Common Noise Environments (CNEs). CNEs are groups of properties within the same area that have the same land use (e.g., the residences within a subdivision or abutting subdivisions) and that are exposed to similar noise sources and levels. The 380 properties are comprised of 377 residences, a school, a radio station, and an office building.

Traffic noise levels are predicted to exceed the NAC for at least one evaluated property with the Build Alternative within CNE 3 (scattered residential from US 41 to S 78th Street), CNE 5 (Green Ridge Estates and Delaney Creek Estates), CNE 6 (Harvest Time Christian School), CNE 8 (Century Crosstown Apartments), and CNE 9 (Courtney Palms Condominiums). The maximum increase in traffic noise with the Build Alternative when compared to the existing condition is 11.0 dB(A) at CNE 5. Notably, this increase in the predicted traffic noise is not considered to be a substantial increase. The number of properties impacted varies depending on the CNE. The total number of impacted properties with the Build Alternative is 127 (126 residential and one school).

Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as potential traffic noise abatement measures for the impacted properties, but these measures would not be both feasible and reasonable methods of reducing/eliminating predicted impacts with the Build Alternative. Noise barriers were also considered as an abatement measure. Based on the results of a noise barrier-specific evaluation, barriers may be both a feasible and reasonable traffic noise abatement method.

Following FDOT safety requirements, noise barriers on bridges and retaining structures were limited to a maximum height of 8 feet, traffic railing/noise barrier combinations on the roadway shoulder were limited to a maximum height of 14 feet and ground mounted barriers at the right-of-way were limited to a maximum height of 22 feet. THEA is committed to constructing the noise barriers listed in **Table 7** contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the noise barriers as abatement;
- The detailed analysis demonstrates that the cost of a noise barrier would not exceed the cost-effective criterion of $42,000 per benefited property;
- All safety and engineering conflicts or issues related to the construction of a noise barrier are resolved; and
- The property owners/renters benefited by a noise barrier desire that a barrier be constructed

Table 7: Common Noise Environments with Potential Noise Barriers

CNE	Area	Number of Impacted Properties[1]	Number of Benefited Properties		Estimated Total Barrier Cost	Cost Per Benefited Property[2]
			Impacted	Not Impacted		
5	Green Ridge Estates/Delaney	44	40	2	$422,400	$10,057
8	Century Crosstown Apartments	80	75	45	$1,348,380	$11,237

1 Impacted properties are defined as receptors with a future design year, build alternative traffic noise level that is predicted to approach, meet, or exceed the NAC for its respective activity category, or will experience an increase in noise levels of 15 dB(A) or more in the design year when compared to an existing noise level.

2 The total barrier cost and cost per benefited property are for the most cost-effective barrier that benefits the maximum number of impacted properties and achieves the noise reduction design goal of 7 dB(A).

D.2. Air Quality

As part of this study, an air quality evaluation has been performed consistent with the FDOT PD&E Manual, Part 2, Chapter 19. Based on this initial evaluation, a detailed Air Quality analysis is not needed because the project does not meet the two qualifying criteria per Section 19.2.2.1, Part 2, Chapter 19 of the PD&E Manual. It does not require an Environmental Impact Statement, and it is not expected to have community controversy regarding air quality.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction. Construction of the Preferred Alternative is not anticipated to cause adverse impact to air quality. Additionally, because the project is expected to improve the LOS on the Selmon Expressway which would reduce delay and congestion, it is anticipated that the project would reduce air pollutant emissions within the study area.

D.3. Contamination

A *Level I Contamination Screening Evaluation Report* (CSER) was prepared and is available under separate cover. For the Level I contamination screening, the project study area included the limits of the mainline project and an approximate 500-foot-wide buffer extending beyond the mainline boundary as per the PD&E Manual. A Level I contamination screening of the project study area was conducted to

determine the potential for contamination of the corridor right-of-way from adjacent properties and business operations. Sites were ranked using FDOT's hazardous materials ranking system.

A total of 79 potentially contaminated and/or known to be contaminated sites were identified within the search buffer radii of the project study area. Fifty facilities were identified adjacent to the project study area as a Low Risk. Sixteen facilities located within the project study area were identified as a Medium Risk, and eight facilities located within the project study area were identified as a High Risk. A summary of the risk assessments for the proposed project is presented in **Table 8** below.

Table 8: Summary of Potential Contamination Sites Risk Assessments

Risk Assessment Category	Number of Sites
No	**6**
Low	**50**
Medium	**16**
High	**8**

Level II contamination assessment investigations are recommended for any areas that have proposed dewatering or subsurface work activities (e.g., pole foundations, drainage features) occurring adjacent to or at the Medium and High risk sites listed above. If dewatering will be necessary during construction, a SWFWMD Water Use Permit will be required. The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). All permits will be obtained in accordance with Federal, State, and local laws and regulations. With the implementation of a Level II field screening, as needed, and any resulting implementation measures, **no substantial impacts** are anticipated due to the disturbance of contamination as a result of the proposed project.

D.4. Utilities and Railroads

Utilities

There are 18 Utility Agency Owners (UAOs) within the project limits. The UAOs are summarized in **Table 9**. The extent of the required utility adjustments is unknown at this time; however, **no substantial** impacts to utilities are anticipated.

Table 9: Utilities

UAO	CONTACT	TEL. NO.	EMAIL
AT&T	Michael Gamboa	(818) 859-9747	mgamboa@sdt-1.com
City of Tampa Sewer	Robert F. Keszler	(813) 274-8936	Wastewater_UtilityNotify@tampagov.net
City of Tampa Water	Kimani Thomas	(813) 274-7391	WaterUtilityCoordination@tampagov.net
Crown Castle	Michael Garrison	(407) 341-5350	michael.garrison2@crowncastle.com
Fiber Light	Mike Scolaro	(863) 666-4363	michael.scolaro@fiberlight.com
Florida Gas Transmission	Joseph E. Sanchez	(407) 808-4607	joseph.e.sanchez@energytransfer.com
Frontier	Randall James	(813) 892-9692	randall.james@ftr.com
Hillsborough County Sheriff's Office	David F Arthur	(813) 586-0535	dfarthur@teamhcso.com
Hillsborough County Water Resource Services	Warren Gilbreath	(813) 209-3075	utilitycoordination@hillsboroughcounty.org
Kinder Morgan	Jose Pedraza	(713) 420-6250	pipelineinquiries@kindermorgan.com
Lumen (CenturyLink)	Leslie Dingman	(239) 822-4986	relocations@lumen.com
Spectrum (Charter)	Mark Giurbino	(813) 436-2118	Mark.Giurbino@charter.com
Tampa Bay Water	Maraida Balaguer-Barbosa	(787) 594.1034	utilitycoordination@tampabaywater.org
TECO - Electric	Jason T. Payne	(813) 275-3428	csadmin@tecoenergy.com
TECO - Fiber	Lyndon M. Hypolite	(443) 904-4649	LMHypolite@tecoenergy.com
TECO Peoples Gas	James K. Hamilton	(813) 309-8531	JKHamilton@tecoenergy.com
Verizon Business (MCI)	James Barra	(813) 928-9881	Investigations@verizon.com
Zayo	Tess Bentayou	(813) 363-6797	ZayoFLRelocations@zayo.com

Railroads

The Selmon Expressway crosses over the two active CSX railroad rail lines:

- Crossing located within the I-4 Connector interchange area. No work to the existing bridge is proposed over this crossing.
- Crossing located east of 50th Street. Widening of the bridge over the CSX rail tracks is proposed at this location.

No impacts to existing rail operations are proposed; therefore, **no substantial** impacts are anticipated.

D.5. Construction

Construction activities usually result in traffic disruptions and safety concerns along the roadway work zone. Developing a maintenance of traffic plan that minimizes these disruptions and preserves the safety of the workers and road users within the work zone is paramount to a successful project. For the Preferred Alternative, primary work activities are located on the outside.

Construction methods and staging locations have not been identified and will be determined by the contractor. Construction activities may cause short-term air quality impacts in the form of dust from earthwork. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction. Therefore, **no substantial** impacts are anticipated.

D.6. Bicycles and Pedestrians

The Selmon Expressway is a limited access facility and therefore does not provide pedestrian and bicycle accommodations directly on the facility. However, the Selmon Greenway has been established under the Selmon Expressway viaduct in downtown Tampa, and along the Selmon Expressway right-of-way from 34th Street to west of 50th Street.

The Tampa Bypass Canal Trail has a planned connection to the Selmon Greenway along the south side of the Selmon Expressway from east of 39th Street to Maydell Drive. Hillsborough County is leading the PD&E study of the Tampa Bypass Canal Trail as a Local Agency Program project. The County was scheduled to be finished with the planning stage in 2023.

Since the project limits are within the urban area or 1-mile buffer, pedestrians should be accommodated at all surface streets. Improvements at the ramp terminals at 50th Street, 78th Street, and US 301 will include enhanced crosswalks and pavement markings for bicycle and pedestrian accommodations.

Therefore, the project is anticipated to **enhance** bicycle and pedestrian accommodations.

5. Anticipated Permits and Permit Conditions

Coordination with the relevant regulatory agencies, including the USACE, FDEP, SWFWMD, FWC, and USFWS, would be anticipated to construct the proposed project. The permits that would be expected for the proposed project are listed in **Table 10**.

Table 10: Anticipated Permits

Permit	Issuing Agency
Environmental Resource Permit (ERP)	SWFWMD
Section 404 of the Clean Water Act	USACE
National Pollutant Discharge Elimination System (NPDES)	FDEP
Gopher Tortoise Relocation Permit (as necessary)	FWC
Incidental Take Permit (as necessary)	FWC
Incidental Take Permit (as necessary)	USFWS

6. Coordination and Consultation

Through the Advance Notification (AN) process, THEA informed numerous federal, state, and local agencies of the PD&E study and its scope. An AN package was prepared in accordance with the FDOT PD&E Manual, Part 1, Chapter 3, as applicable. The AN package was distributed through the District Environmental Technical Advisory Team for comment from the respective agencies.

7. Public Involvement

7.1. Public Involvement Program

A comprehensive Public Involvement Program (PIP) that focused on soliciting community participation was developed and implemented as part of the PD&E Study. The program was prepared in compliance with the FDOT PD&E Manual Part 1, Chapter 11 and approved by THEA in June 2019. The purpose of the PIP was to provide a guide for implementing stakeholder involvement for the study with an emphasis on the communities adjacent to the study area. The PIP was used as a blueprint for defining methods and tools to reach, educate, and engage all stakeholders in the decision-making process. The strategies outlined in the PIP were designed to be comprehensive, and to ensure stakeholders are provided multiple opportunities to be informed and engaged as the study progresses.

The primary goal of the PIP was to actively seek the participation of communities, agencies, individual interest groups, and the public throughout the PD&E process. The following goals were defined for the public outreach effort:

- Ensure that the public understands the need for the project.
- Ensure that the public understands the benefit of the proposed improvements and how it will improve travel time reliability.
- Ensure that the public understands the benefit of the new Reversible Express Lane (REL) connections.
- Clearly communicate the advantages and disadvantages of each alternative to ensure that the public understands the rationale for the preferred alternative.
- Solicit and receive input from agencies, elected and appointed officials, affected public and other project stakeholders.

7.2. Public Hearing

This section will be completed after the Public Hearing

8. Implementation Measures and Commitments

8.1. Implementation Measures

Based on the field and literature reviews outlined in the NRE, federal- or state-listed protected species have the potential to occur within the project study area. To assure that the proposed project will not adversely impacts these species, THEA will adhere to the following:

- During the design and permitting phase of this project, a gopher tortoise survey will be conducted and if any burrows are found within 25 feet of construction limits, technical assistance with the FWC will be reinitiated to secure any necessary permits for gopher tortoises and associated commensal species before construction.
- If a bald eagle nest is observed within 660 feet of the project limits, THEA will coordinate with the USFWS to secure necessary approvals prior to constructing the project.
- Impacts to suitable foraging habitat for the federally-listed wood stork will be mitigated through the purchase of credits from a USFWS-approved mitigation bank pursuant to Section 373.4137, F.S. or as otherwise agreed to by THEA and the appropriate regulatory agencies.
- The NMFS Sea Turtle and Smalltooth Sawfish Construction Conditions will be implemented if any in-water work is proposed.
- Compliance with Federal ESA and other Wildlife Regulations of the FDOT Standard Specifications for Road and Bridge Construction manual will be adhered during construction.

8.2. Commitments

8.2.1. Cultural Resources

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

8.2.2. Natural Resources

Based on the field and literature reviews outlined in the NRE, federal- or state-listed species have the potential to occur within the project study area. In order to assure that the proposed project will not adversely impacts these species, THEA will make the following commitments:

- As needed, THEA will perform updated wildlife surveys for the species discussed in this report and other wildlife species, during the project design phase to ascertain the involvement, if any, of listed species.
- THEA will conduct design-phase coverboard surveys in accordance with the most recent USFWS guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink. Mitigation for impacts to occupied sand skink habitat will be provided as needed.
- The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.
- If Florida sandhill crane nests are observed during future surveys prior to construction, then a 400-foot buffer will be used if construction occurs during the nesting season (January through July). THEA will coordinate with the FWC during the project construction phase, if necessary.

8.2.3. Highway Traffic Noise

THEA is committed to constructing the noise barriers listed in the Noise Study Report contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the noise barriers as abatement;
- The detailed analysis demonstrates that the cost of a noise barrier would not exceed the cost-effective criterion of $42,000 per benefited property;
- All safety and engineering conflicts or issues related to the construction of a noise barrier are resolved; and
- The property owners/renters benefited by a noise barrier desire that a barrier be constructed

8.2.4. Contamination

- Level II Contamination Assessment investigations are recommended for any areas that have proposed dewatering or subsurface work activities (e.g., pole foundations, drainage features) occurring adjacent to or at the Medium and High risk sites.
- If dewatering will be necessary during construction, a SWFWMD Water Use Permit will be required.
- The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). All permits will be obtained in accordance with Federal, State, and local laws and regulations.

9. Technical Materials

The following technical materials have been prepared to support this environmental document.

- Preliminary Engineering Report (PER)
- Project Traffic Analysis Report (PTAR)
- Pond Siting Report (PSR)
- Conceptual Design Plan Set (see PER Appendix)
- Typical Section Package (see PER Appendix)
- Noise Study Report (NSR)
- Contamination Screening Evaluation Report (CSER)
- Natural Resource Evaluation (NRE) Report
- Cultural Resource Assessment (CRAS) Report