

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

40TH AVENUE NE OVER PLACIDO BAYOU

District: FDOT District 7

County: Pinellas County

ETDM Number: 14377

Financial Management Number: 443600-1-32-01

Federal-Aid Project Number: N/A

Project Manager: Nicole Christine Selly

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

This action has been determined to be a Categorical Exclusion which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions and this analysis, does not involve significant environmental impacts. Signature below constitutes Location and Design Concept

Acceptance:

Director of the Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Robin Rhinesmith
Environmental Administrator
Florida Department of Transportation
Florida Department of Transportation
11201 N. McKinley Dr.
813-975-6496
robin.rhinesmith@dot.state.fl.us

Prime Consulting Firm:
Cardno, Inc.

Consulting Project Manager:
Ananda Kelley, PE

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 05/14/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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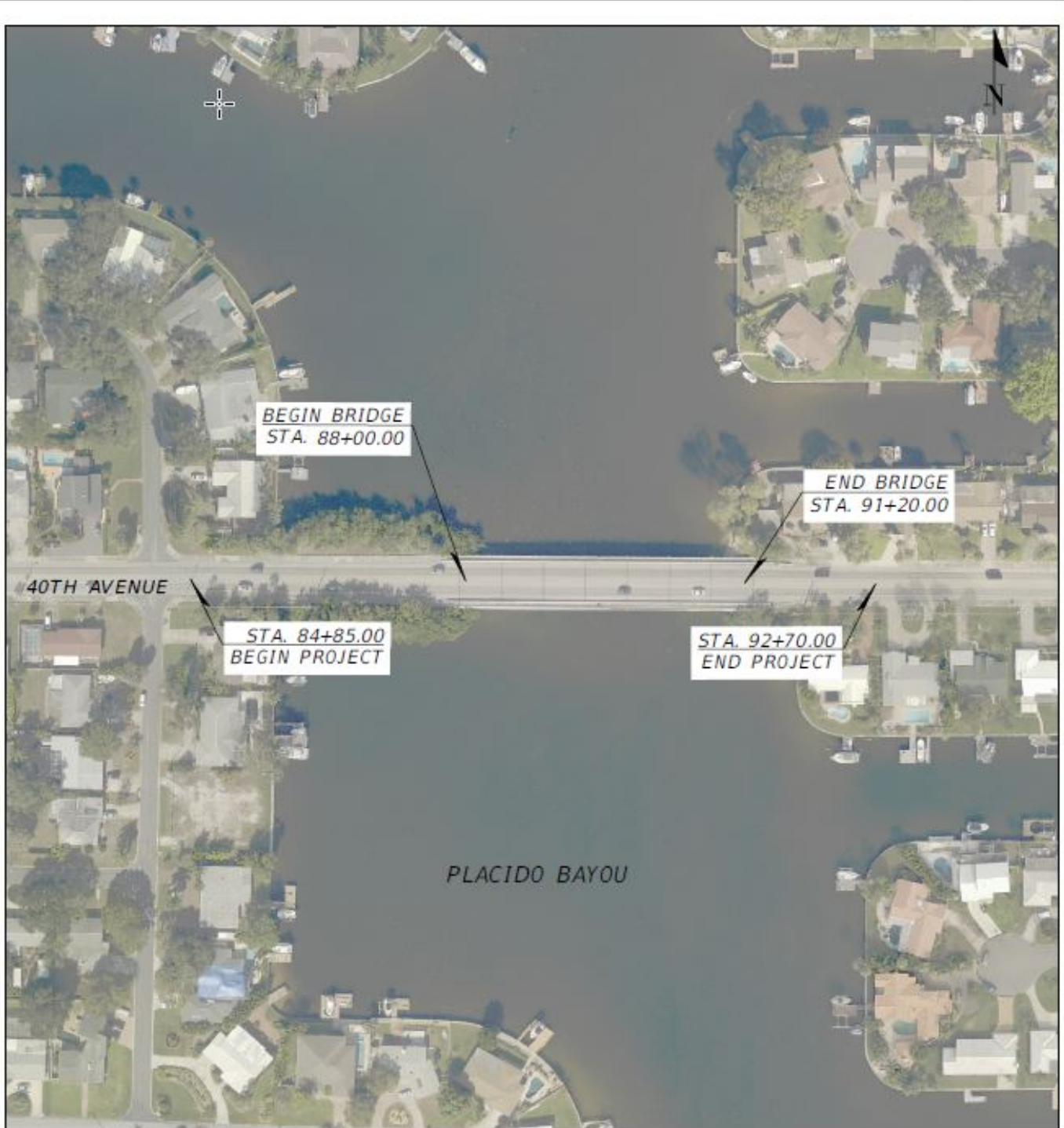
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1. Project Information

1.1 Project Description

This project will replace the existing 40th Avenue NE Bridge (No. 157154) in St. Petersburg, FL. The project limits extend from 12th St. NE to west of 13th Way NE, a distance of 0.15 miles.

DRAFT



Prepared By:



380 Park Place Blvd. Suite 300, Clearwater, FL 33576
 www.cardno.com - 727.531.3505
 Certificate of Authorization No. 25915

PROJECT LOCATION
 MAP

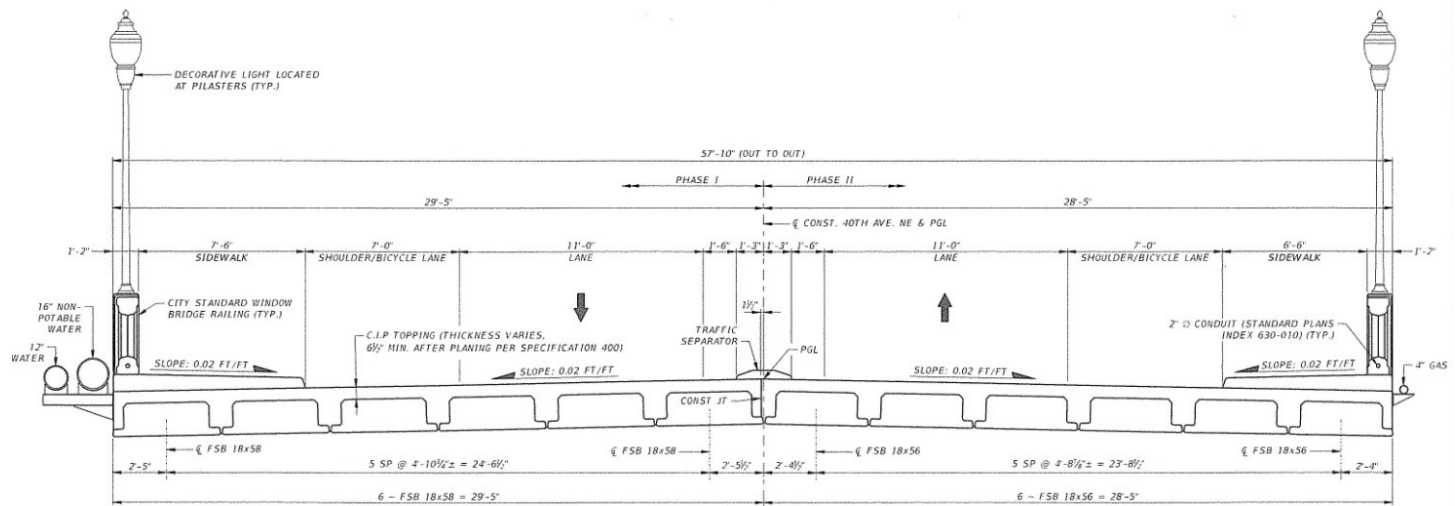


ENGINEERING & CAPITAL
 IMPROVEMENTS DEPARTMENT
 CITY OF ST. PETERSBURG

CITY PROJECT MANAGER: ZIBA MOHAMMADI, PE, PTOE

BRIDGE REPLACEMENT AT
 40TH AVE NE OVER
 PLACIDO BAYOU
 BRIDGE NO. 157154

The existing 40th Avenue Bridge was a two lane facility with a median auxiliary lane and sidewalks that tied into the roadway approaches with similar configurations. However, the bridge has been reconfigured as part of a temporary emergency repair. The auxiliary lane in the median and one of the sidewalks are now closed. Vehicular traffic has been diverted to the south side of the bridge and pedestrian traffic has been diverted to the north side of the bridge. The new bridge will accommodate two lanes of traffic, bicycle lanes, and sidewalks.



TYPICAL SECTION THROUGH BRIDGE DECK

1.2 Purpose and Need

Purpose

The purpose of this project is to address structural deficiencies of the existing 40th Avenue NE Bridge. The current bridge structure was constructed in 1961 and widened in 1990. It is considered structurally deficient by the Florida Department of Transportation (FDOT) and therefore is scheduled for replacement.

Need

This project is needed due to the fact that the existing 40th Avenue Bridge is considered structurally deficient by the FDOT. During the routine bridge inspection on July 31, 2017 and a subsequent follow-up field review on August 10, 2017, numerous areas of spalling with exposed prestressing strands with numerous broken wires and up to 100% section loss were found in Slab Units 4-5 thru 4-11. This resulted in a special load rating, closure of the damaged portions of the bridge to traffic, and new weight limits on the bridge. The bridge sufficiency rating was down-graded to a 21 from the rating of 72.7 in the previous 2015 routine bridge inspection. In addition to slab unit deterioration, the bridge piles have also deteriorated. They are exhibiting cracking or spalling and were all ranked at Condition State 3 in the 2017 inspection.

1.3 Planning Consistency

Currently Adopted LRPT-CFP	COMMENTS			
No				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP		N/A	N/A	PE (Final Design) Phase to be fully funded by City.
STIP		N/A	N/A	PE (Final Design) Phase to be fully funded by City.
R/W				
TIP		N/A	N/A	R/W Phase to be fully funded by City.
STIP		N/A	N/A	R/W Phase to be fully funded by City.
Construction				
TIP	N	\$ 15,895 \$ 383,707 \$ 3,350,398	2020 2022 2024	Approval is anticipated in December 2019.
STIP	N	\$ 15,895 \$ 383,707 \$ 3,350,398	2020 2022 2024	Approval is anticipated in December 2019.

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Other Protected Public Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Quality and Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

Sociocultural Effects

A preliminary Sociocultural Effects (SCE) Evaluation was conducted by the FDOT Community Liaison Coordinator (CLC) and has been further updated during the Project Development and Environment (PD&E) Study Phase. During Project Development, the City of St. Petersburg has further analyzed improvements to avoid disproportionately high or adverse effects to any populations identified in the areas described above. Where impacts are unavoidable, special public outreach will be undertaken to involve the affected population in the decisions regarding the alternatives, including mitigation, if needed. Furthermore, the project team is considering systems, services, and solutions that meet the needs of the community that may be temporarily impacted by the project during construction.

The level of effect is expected to be not significant.

3.2 Economic

The project is not located within a Rural Area of Opportunity. The project involves a 0.15-mile bridge construction, located in a built out residential area, and has no potential to attract new development or generate additional employment opportunities.

The proposed project would have positive economic effects related to the temporary jobs that would be created during the construction phase along with the secondary benefits to service-related businesses. Based on the TIGER 3 FAQ's at the US DOT Application Resources website, the US DOT estimates that there are 13,000 job-years created per \$1 billion dollars of government investment (or \$76,900 per job-year). Based on a construction cost of \$8.86 million, construction of this project could result in approximately 115 job years of employment for the local economy.

The level of effect is expected to be enhanced.

3.3 Land Use Changes

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Residential, High Density with 24.54 acres (58.36%); Bays and Estuaries with 15.89 acres (37.77%); and Transportation with 1.63 acres (3.87%) as the three major existing land uses within the 500-foot project buffer area. The project is located in one Census Designated Place: St. Petersburg.

Within the 500-foot project buffer area, there is one Planned Unit Development (PUD), Placido Gardens.

The Pinellas County 2020 Future Land Use Element Map

http://www.stpete.org/planning_zoning/docs/current%20comprehensive%20plan.pdf shows this section of the 40th Avenue NE Bridge Replacement project as primarily in the Suburban Single-Family Zone with future land use of Residential Urban.

This project is not currently identified in Forward Pinellas's Long Range Transportation Plan. It is, however, being added to their Transportation Improvement Program document.

The FDEO noted that the proposed project is compatible with City development goals and consistent with its comprehensive plan. The 40th Avenue NE Bridge is shown on the Future Land Use Map. Future land uses surrounding the project consists of Residential Urban.

Since there are no non-residential or community facilities within the 500-foot project buffer area and the proposed project is compatible with City development goals and consistent with its comprehensive plan, the project should be an enhancement to the surrounding community and land uses.

The level of effect is expected to be not significant.

3.4 Mobility

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified no trail or mobility corridor opportunities.

The existing sidewalks and bicycle lanes located on this segment of 40th Ave Bridge between 12th Street NE and 13th Way NE, were previously closed and the proposed project will accommodate two lanes of traffic, bicycle lanes and sidewalks.

This roadway segment links residential areas on the west and east side of Placido Bayou and is suburban in characteristics.

The 40th Avenue NE Bridge is not designated as an evacuation route by the Florida Division of Emergency Management or Pinellas County, but is in evacuation zone A and connects users directly to SR 687 (US 92) which is an evacuation route.

The replacement bridge is also expected to enhance access/mobility options (including the safety and comfort of pedestrians and bicyclists) such as standard sidewalks and bicycle lanes will be incorporated into the project's design. For these reasons, overall mobility is anticipated to be enhanced as a result of implementing the project.

The level of effect is expected to be enhanced.

3.5 Aesthetic Effects

This project will maintain the future land uses identified for the project area. The City of St. Petersburg has been and will continue to conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics. At the public workshop held in November of 2018, the

community voted to use Open Window Railing for the bridge railing and Decorative Acorn lighting. These components are being incorporated into the bridge design. The bridge will also be coated with a Class V finish. The raised profile will allow for more openness and visibility under the bridge. These components will all improve the aesthetics of the bridge.

The level of effect is expected to be enhanced.

3.6 Relocation Potential

The level of effect is expected to be no involvement.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, the Florida Department of Transportation (FDOT) will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Farmland impacts resulting from the project was conducted pursuant to the Farmland Protection Policy Act of 1981 (7 CFR Part 658).

The project does not meet the definition of farmland as defined in 7 CFR Part 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of St. Petersburg with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register, and State Historic Preservation Officer (SHPO) has concurred with this evaluation. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in **No Historic Properties Affected**.

The archaeological survey of the APE involved the excavation of two shovel tests and a complete surface inspection for archaeological and historical remains. Neither of the two shovel tests were positive for archaeological materials. Much of the area could not be subsurface tested due to the highly developed residential nature of the project area. Based on the results of this investigation, the project will not affect sites that have historical, cultural, or sacred significance, or that otherwise meet the minimum criteria for listing in the NRHP.

The historical/architectural field survey resulted in the identification and evaluation of ten newly recorded historic buildings (8PI12919-8PI12928) within the APE (table). The newly identified buildings are residential properties constructed between 1962 and 1968. Individually, the buildings lack architectural distinction and significant historical associations to warrant NRHP listing. As a whole, alterations limit their eligibility as a district. The 1961 concrete slab Nathaniel J. Upham Bridge (8PI12846; FDOT# 157154) which carries 40th Avenue NE over Placido Bayou was recorded in 2018 and considered by the recorder as not eligible for listing in the National Register of Historic Places (NRHP). During the CRAS, it was determined that this bridge met the criteria as outlined in the "Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges" (*Federal Register* 2012:68793-68795). As such, it was not recorded or evaluated by the current study. In summary, none of the resources appear eligible for listing in the NRHP, either individually or as part of a historic district.

Newly Recorded Historic Resources within the APE of the Project

FMSF Number	Name/Address	Year built	Style	Use	Survey Evaluation
8PI12919	4001 12th Street NE	1968	Ranch	Private Residence	Ineligible
8PI12920	3997 12th Street NE	1962	Ranch	Private Residence	Ineligible
8PI12921	1336 40th Avenue NE	1963	Ranch	Private Residence	Ineligible
8PI12922	1328 40th Avenue NE	1963	Ranch	Private Residence	Ineligible
8PI12923	1325 40th Avenue NE	1965	Ranch	Private Residence	Ineligible
8PI12924	1316 40th Avenue NE	1964	Contemporary/ Mid-Century Modern	Private Residence	Ineligible

8PI12925	1315 40th Avenue NE	1964	Ranch	Private Residence	Ineligible
8PI12926	1308 40th Avenue NE	1964	Ranch	Private Residence	Ineligible
8PI12927	1301 40th Avenue NE	1964	Ranch	Private Residence	Ineligible
8PI12928	1300 40th Avenue NE	1964	Ranch	Private Residence	Ineligible

Project development will have no involvement with any archaeological or historic resources which are listed, determined eligible or considered potentially eligible for listing in the NRHP.

The level of effect is expected to be not significant.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to PART 774-PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES (SECTION 4(f)).

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any recreation areas within the 500-ft project buffer area. The City of St. Petersburg and the Florida Department of Transportation (FDOT) recommend a Degree of Effect (DOE) of None.

The level of effect is expected to be no involvement.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Other Protected Public Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The project study area was evaluated for the presence of state and federal protected wildlife and habitat suitable to support protected wildlife consistent with Part 2, Chapter 6 of the PD&E Manual. Scientists familiar with Florida's coastal species conducted wildlife surveys in order to document the presence or absence of state or federal protected wildlife. There were no protected wildlife species observed during field reviews; however, several species could occur or could potentially occur within the project study area.

Wildlife habitat observed within the project study area include mangrove and open water estuarine habitat of Placido Bayou. Species such as fish, marine reptiles, wading birds, and marine mammals utilize the tidal habitats within the project study area. The project also crosses estuarine waters that are considered core foraging habitat for the wood stork.

Federal protected wildlife with the potential to occur within the project study area included fish (Gulf sturgeon, small-toothed sawfish), reptiles (sea turtles), birds (red knot, wood stork and piping plover), and mammals (West Indian manatee). The bald eagle may also utilize the project area on a transient basis. State-protected species known to utilize or have the potential to utilize habitat within the project study area include several avian species (snowy plover, little blue heron, reddish egret, tricolored heron, American oystercatcher, roseate spoonbill, black skimmer, and least tern). Table 1 lists the species, protected status, and the affect determination reached for the project. There is no designated critical habitat within the project study area.

Table 1 - Protected Species Effect Determination

Species	Protected Status	Effect Determination
Flora	Federal	No Effect
Gulf Sturgeon <i>Acipenser Oxyrinchus desotoi</i>	FT	MANLAA
Small-toothed Sawfish <i>Pristis pectinata</i>	FE	MANLAA
Loggerhead Sea Turtle <i>Caretta caretta</i>	FT	MANLAA
Green Sea Turtle <i>Chelonia mydas</i>	FT	MANLAA
Hawksbill Sea Turtle <i>Eretmochelys imbricata</i>	FE	MANLAA
Kemp's Ridley <i>Lepidochelys kempii</i>	FE	MANLAA
Red Knot <i>Calidris canutus rufa</i>	FT	MANLAA
Piping Plover <i>Charadrius melodus</i>	FT	MANLAA

Wood Stork <i>Mycteria americana</i>	FT	MANLAA
West Indian Manatee <i>Trichechus manatus</i>	FT	MANLAA
Snowy Plover <i>Charadrius nivosus</i>	FLT	No Adverse Effect Anticipated
Little Blue Heron <i>Egretta caerulea</i>	FLT	No Adverse Effect Anticipated
Tricolored Heron <i>Egretta tricolor</i>	FLT	No Adverse Effect Anticipated
Roseate Spoonbill <i>Platalea ajaja</i>	FLT	No Adverse Effect Anticipated
Reddish Egret <i>Egretta rufescens</i>	FLT	No Adverse Effect Anticipated
Black Skimmer <i>Rynchops niger</i>	FLT	No Adverse Effect Anticipated
Least Tern <i>Sternula antillarum</i>	FLT	No Adverse Effect Anticipated

FE - Federally Endangered

FT - Federally Threatened

FLT - Florida Threatened

MANLAA - May Affect Not Likely to Adversely Affect

The level of effect is expected to be not significant.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

A Natural Resources Evaluation technical memorandum was prepared for this project to document any involvement with wetlands.

The project study area was evaluated for wetlands pursuant to Presidential Executive Order 11990 entitled Protection of Wetlands (May 1977) and the U.S. Department of Transportation (USDOT) policy on the Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978. Placido Bayou is a tidal water that is tributary to Tampa Bay approximately 0.84 miles to the east. For the purposes of this document, wetlands are defined as per 62.340 F.A.C., Delineation of the Landward Extent of Wetlands and Surface Waters and Section 373.019 (27), F. S.; and the Corps of Engineers Delineation Manual 1987 with the Regional Supplement to the Corps of Engineers Delineation Manual, Atlantic and Gulf coastal Plain Region, 2010. Surface waters are defined as open water bodies (principally, Placido Bayou).

The 40th Avenue NE Bridge spans the Placido Bayou approximately 0.84 miles upstream of Tampa Bay. Tampa Bay continues south-southwest approximately 18 miles to the Gulf of Mexico

Placido Bayou is tidally influenced. Estuarine habitats are present near the 40th Avenue NE Bridge and downstream into Tampa Bay. Two estuarine subtidal habitats (unconsolidated bottom; mud/sand) and one estuarine intertidal habitat (mangrove) were observed within the project study area. Mangrove habitat is present on the north and south sides of the

40th Avenue NE Bridge along the west bridge approach. Along the east bridge approach mangroves occur only on the south. Mangrove compositions included red, white, and black mangroves. No impacts to mangrove habitat are anticipated.

Seawalls are present to the north and south of the 40th Avenue NE bridge abutments on both the east and west sides of the bridge. Hardened structures are present on all the shorelines with the project study area except for the bridge approaches. Shading, as well as dredge and fill impacts, would be expected within the project footprint to install bridge pilings within the Placido Bayou and rip-rap along the east and west bridge abutments. The only fill within wetlands is for the piling themselves and the rip rap waterward of the first bent. The existing abutments are located in uplands and fronted with rip rap. The first bent of the replacement bridge will be located approximately 8 feet waterward of the existing abutment. Best Management Practices will be implemented during construction to avoid impacts to water quality, fish, and wildlife.

Impacts resulting from the bridge replacement and placement of rip-rap along the bridge abutments total 0.048 acres of surface waters. On the east side of the bridge the rip rap is placed from the upland down to elevation +0.34 feet in the surface water. On the west side the rip rap is placed from upland down to elevation -0.24 feet in the surface water. The Uniform Mitigation Assessment Methodology (UMAM) analysis shows a functional loss of 0.014 units.

If required, 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 of 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. Mitigation banking options are available and include Tampa Bay Mitigation Bank, Nature Coast Mitigation Bank, and Mangrove Point Mitigation Bank.

Final determination of jurisdictional boundaries, in addition to mitigation requirements, is being coordinated between the City of St. Petersburg and permitting agencies during the final design phase of the project. All surface water impacts will be avoided and minimized to the greatest extent possible and limited to those areas of previous disturbance and areas which are required to meet minimum safety requirements. The Southwest Florida Water Management District (SWFWMD) has issued an exemption for the 40th Avenue NE Bridge Replacement project, and the Army Corps of Engineers (Corps) has indicated the project likely qualifies for a Nationwide 3 (maintenance) permit.

The level of effect is expected to be not significant.

5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH. Should any changes occur during the design and permitting process that affect the consultation, re-initiation of the consultation process will be coordinated with National Marine Fisheries Service (NMFS).

An Essential Fish Habitat (EFH) Assessment was conducted to evaluate the proposed impacts on EFH associated with the proposed 40th Avenue NE Bridge replacement over the tidally connected waters of Placido Bayou.

The 40th Avenue NE Bridge spans Placido Bayou approximately 0.84 miles above the mouth of Tampa Bay. Estuarine habitats are present within Placido Bayou both upstream and downstream from the 40th Avenue NE Bridge. The project

study area crosses two (2) EFH types, including estuarine subtidal habitat (i.e. unconsolidated bottom, sand/mud) and estuarine intertidal habitats (i.e. mangroves). Fish and crustaceans were observed. No seagrass or shellfish habitat was identified within the project study area.

Shoreline within the project study area was predominantly hardened seawall with mangrove habitat along three side of the bridge approaches. Riprap is present under the bridge and a small area of sandy beach occurs at the northeast corner of the bridge. Crabs, fish and shellfish were observed during field surveys. Bottom sediments within the project study area consisted of unconsolidated sands and muds. Impacts to EFH and the populations of any of the 13 representative fish, and shrimp species identified by the NMFS during the ETDM programming screen are expected to be minimal as very little of their EFH will be impacted by the project.

Species with EFH in Project Area and Corresponding Level of Effect

Species	Habitat Type	Life Stage in Placido Bayou	Level of Effect
Pink Shrimp <i>Farfantepenaeus duorarum</i>	Sand bottom, seagrass beds	Juvenile, sub-adult, adult	Minimal
Red Drum <i>Scianops ocellatus</i>	Open water	Juvenile, sub-adult, adult	Minimal
Goliath Grouper <i>Epinephalus itagara</i>	Mangrove estuaries	Juvenile	Minimal
Dog Snapper <i>Lutjanus joci</i>	Hardbottom	Juvenile	Minimal
Lane Snapper <i>Lutjanus synagris</i>	Hardbottom, seagrass beds	Juvenile	Minimal
Yellowtail Snapper <i>Ocysurus chrysurus</i>	Hardbottom, seagrass beds	Juvenile	Minimal
Cubera Snapper <i>Lutjanus cyanopterus</i>	Hardbottom	Juvenile	Minimal
Mutton Snapper <i>Lutjanus analis</i>	Hardbottom, seagrass beds	Juvenile	Minimal
Schoolmaster Snapper <i>Lutjanus apodis</i>	Hardbottom, seagrass beds	Juvenile	Minimal
Gray Snapper <i>Lutjanus grisius</i>	Mangrove estuaries, seagrass beds	Juvenile, adult	Minimal
Yellowmouth Grouper <i>Mycteroperca interstitialis</i>	Structure, nearshore and offshore waters, seagrass beds	Juvenile	Minimal
Scamp <i>Mycteroperca phenat</i>	Structure, nearshore and offshore waters, seagrass beds	Juvenile	Minimal
Gag Grouper <i>Mycteroperca microlepis</i>	Structure, nearshore and offshore waters, seagrass beds	Juvenile	Minimal

The level of effect is expected to be not significant.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

Project Limits are located within Coastal floodplain. Minimal floodplain encroachment is anticipated with the 40th Avenue bridge replacement. The anticipated impact to the existing coastal floodplain is any fill associated with seawall construction on the bridge approaches. The net encroachment into the coastal floodplain should not adversely affect the conveyance, storage, water quality or adjacent lands.

The level of effect is expected to be not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Quality and Stormwater

Within the 500 foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one water body which the 40th Avenue NE Bridge crosses over. It is designated as a Class 3 water, pursuant to 62-302.400, F.A.C., and includes 16.42 acres within the 500 foot project buffer. Also within the 500 foot project buffer area is the Surficial Aquifer with 42.06 acres (100%). The Recharge Areas of the Floridan Aquifer shows a Discharge 1" to 5" as 100%. Four US Environmental Protection Agency (USEPA) Water Quality Data Monitoring Stations are located within the 500 foot project buffer, three estuarine and one riverine.

The proposed project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction.

The proposed project is expected to result in moderate involvement with water quality and quantity resources. No additional travel lanes will be added therefore no additional treatment volume is required. An existing exfiltration system located within the project limits will be replaced in kind.

The level of effect is expected to be not significant.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

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6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 and Section 335.17, F.S., Procedures for Abatement of Highway Traffic Noise and Construction Noise.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Residential, High Density as the major existing land use within the 500-foot project buffer area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density (6 or More Dwelling Units/Acres) of 24.5 acres or 58.4%.

There are no mobile home parks (MHP) or RV parks within the 500-foot project buffer area. Additionally, within the project buffer area, there are no other noise sensitive sites such as parks, trails, recreational areas, places of worship, cemeteries, or schools.

Based on 23 CFR 772 and Section 335.17, F.S., a traffic noise analysis is required when a physical alteration of an existing highway involving either a substantial horizontal alteration or substantial vertical alteration. Since this project will raise the bridge's height with a maximum increase of approximately 5-ft, which could alter the line-of-sight between nearby residences and the traffic noise source, a noise analysis was conducted.

A total of six noise sensitive receptors were evaluated. Four of the receptors were evaluated for residences located both east and west of the bridge and two receptors were evaluated on the docks at the residences on the west end of the bridge. These noise sensitive land uses were identified during a field review that was conducted on February 1, 2019.

The results of the analysis indicate that existing (2018) and future (2038) traffic noise levels without the proposed improvement (No Build Alternative) range from 54.5 to 60.1 decibels on the "A"-weighted scale (dB(A))--levels that do not approach, meet, or exceed the Noise Abatement Criteria (NAC). In the future (2038) with the proposed project improvements (Build Alternative), exterior traffic noise levels are predicted to range from 55.9 to 60.7 dB(A) - levels that also do not approach, meet, or exceed the NAC. The results of the analysis also indicate that when compared to existing conditions, traffic noise levels would not increase more than 2.5 dB(A) above existing conditions with the proposed project improvements. As such, the project would not substantially increase traffic noise (i.e., increase traffic noise 15 dB(A) or more) at any of the evaluated receptors. As such, based on the results of the highway traffic noise analysis, the proposed project would not impact the noise sensitive land uses within the project limits.

Although the residences within the project limits are considered to be sensitive to construction noise and vibration, the proposed bridge replacement is not expected to have a significant noise or vibration impact. Application of the FDOT Standard Specifications for Road and Bridge Construction would minimize or eliminate the potential for construction noise

or vibration impacts. Should unanticipated noise or vibration issues arise during the construction process, the Contractor, in coordination with the City of St. Petersburg, will investigate additional methods of controlling these impacts.

The level of effect is expected to be not significant.

6.2 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 the Level of Service (LOS) and delay and congestion on all facilities within the study area.

The subject project is located in Pinellas County, Florida an area currently designated by the US Environmental Protection Agency (EPA) as being an attainment area for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), sulfur dioxide (SO₂) and particulate matter (both 2.5 micrometers (PM_{2.5}) and 10 micrometers (PM₁₀) in diameter).

Because the project is in an attainment area and would not increase traffic capacity, it is not likely that the proposed improvements will have an impact on local or regional totals of air pollutants or pollutant precursor emissions or on concentrations of the pollutants in the ambient air. Further, because the project is in an area that is designated as attainment for all of the NAAQS, the conformity requirements of the Clean Air Act (CAA) do not apply.

The level of effect is expected to be not significant.

6.3 Contamination

Based on the age of the bridge, lead-based coating shall be assumed to be present within faying surfaces of splices and top flanges embedded in concrete decks as well as other surfaces. Abatement plans for handling, management and removal of asbestos-containing materials and lead-based coating must be prepared before demolition, modification or rehabilitation of the bridge.

A Level 1 Contamination Screening Evaluation was conducted was conducted in September 2018.

After gathering and reviewing all readily available public information and conducting site reconnaissance, Contamination Risk Ratings were assigned as follows:

High Risk Sites: None

Medium Risk Sites: None

Low Risk Sites: None

No Risk Sites: None

Based on the evaluated Contamination Risk Rating:

Based on the findings of this evaluation, no involvement with potential sources of contamination from adjacent or nearby sites is anticipated. However, Category I non-friable asbestos bearing pads identified were identified under the roadway span end areas, and this asbestos containing material must be properly removed by a Florida Licensed Asbestos Abatement Contractor prior to demolition activities that will impact the material. Proper notification must be provided to the Pinellas County Air Quality Division prior to asbestos abatement and demolition activities.

In addition, due to the presence of lead-containing paint on select bridge surfaces, provisions of the OSHA lead regulation 29 CFR 1926.62 apply to workers that will conduct renovation or demolition at the structure as noted above.

The level of effect is expected to be not significant.

6.4 Utilities and Railroads

The existing utilities within the project corridor include City-owned potable water and reclaimed water, Duke Energy Distribution, TECO/Peoples Gas, Bright House Networks, Knology (WOW), and Frontier communications.

There are no railroads within or adjacent to the project corridor.

City-Owned Potable Water and Reclaimed Water

The City has a 12-inch potable water main that runs along 40th Avenue NE on the north side of the roadway and crosses to the south side of the roadway before and after the bridge. It is attached to the south side of the bridge. The potable water main will be relocated to the north side of the bridge and attached to the new bridge's superstructure.

The City has a 16-inch reclaimed water main that runs along 40th Avenue NE on the north side of the roadway and crosses to the south side of the roadway before and after the bridge. It is attached to the south side of the bridge. The reclaimed water main will be relocated to the north side of the bridge and attached to the new bridge's superstructure.

Duke Energy Distribution

Duke Energy has a 12,470 V overhead electric line that runs on the south side of the 40th Avenue NE roadway and transitions to a sub-aqueous 12,470 V cable that runs in a 10' wide easement on the south side of the existing bridge. Impacts to this Duke Energy service will be avoided during the bridge constructed.

Duke Energy has a 120 V overhead electric line that runs on the north side of 40th Avenue NE that services the existing roadway lighting.

TECO/Peoples Gas

TECO/Peoples Gas has a gas main that runs along the north side of 40th Avenue NE and is attached to the existing bridge on its north side. TECO is in the process of acquiring an easement on the north side of the bridge in which to run a

subaqueous gas line.

Bright House Networks

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Bright House Networks has aerial facilities attached to Duke Energy power poles along the east side of 12th St. NE that cross 40th Avenue NE and run northward near the beginning of the project. They also have buried FOC that runs along the south side of 40th Avenue NE from east of 12th Street NE to west of 13th Way NE including a conduit run in the south wall of the existing bridge. Bright House Networks proposes to revise their service network along 40th Avenue NE to eliminate the need for their facilities using the bridge crossing of Placido Bayou.

Knology (WOW)

Knology (WOW) has aerial facilities along the east side of 12th Street NE attached to Duke Energy power poles. These facilities cross 40th Avenue NE near the beginning of the project and also run eastward on the south side of 40th Avenue NE from east of 12th Street NE to a point 175 feet from the beginning of the project. Knology (WOW) does not anticipate have to make any adjustments due to the bridge replacement project.

Frontier Communications

Frontier Communications has BT (25 pr) located on the south side of 40th Avenue NE that runs from near the east end of the existing bridge eastward beyond the project limits. Frontier Communications facilities are to remain unless there is a need to adjust due to Duke Energy's pole line relocation.

The level of effect is expected to be not significant.

6.5 Construction

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 the FDOT Standard Specifications for Road and Bridge Construction.

Construction activities for this proposed project will have minimal, temporary, yet unavoidable, air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of best management practices (BMPs). Short term construction related wetland impacts will be minimized by adherence to FDOT's *Standard Specifications for Road and Bridge Construction*. These specifications include measures known as BMPs, which include

the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits.

All provisions of FDOT's *Standard Specifications for Road and Bridge Construction* will be followed. Construction of the roadway and bridges may require placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. The removal of structures and debris will be in accordance with regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads and in areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in FDOT's *Standard Specifications for Road and Bridge Construction*, could consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

The level of effect is expected to be not significant.

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7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the 443600-1 40th Ave NE Bridge Development Report 190718.

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USACE Section 408 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired
Application submitted

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit

Status

Permit received
To be acquired

Local Permit(s)

Pinellas County Dredge and Fill

Status

To be acquired

Other Permit(s)

Pinellas County Commercial and Multi-Use Dock

Status

To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

Since this project is already in the design phase, a Community Awareness Plan (CAP) has been developed in lieu of a PIP. The purpose of this Community Awareness Plan (CAP) is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit. A schedule of events and list of documentation exhibiting compliance with federal requirements are included.

Date of Public Hearing: 09/10/2019

Summary of Public Hearing

10. Project Commitments

1. No blasting is proposed for this project. If blasting is required, formal Section 7 Consultation will be initiated with the USFWS for the manatee and with the NMFS for swimming sea turtles and the smalltooth sawfish. A blast plan and Marine Wildlife Watch Plan (MWWP) would be submitted to USFWS, NMFS and FWC for their approval prior to beginning blasting activities.
2. The contractor will be required to use a ramp-up procedure during installation of piles. This procedure allows for a gradual increase in noise level to give sensitive species ample time to flee prior to initiation of full noise levels. This approach can also reduce the likelihood of any secondary or sub-lethal effects from sound impulses associated with pile driving.
3. Staging areas should be in disturbed areas to avoid impacts to fish and wildlife habitat and will be approved by SWFWMD, USACE, and the County during permitting.
4. The City of St. Petersburg will commit to watching for gulf sturgeon during construction and will inform the contractor of the most current Construction Special Conditions for the Protection of the Gulf Sturgeon (Appendix I) to minimize unintended impacts to the species.
5. The City will commit to watching for sea turtles and smalltooth sawfish during construction and will inform the contractor of the most current sea turtle and Smalltooth Sawfish Construction Conditions (Appendix J) to minimize unintended impacts to these species.
6. The City will commit to implementing a MWWP, which includes Standard Manatee Conditions for In-Water Work (Appendix K). St. Petersburg will require the construction contractor to abide by all protection conditions during construction.

11. Technical Materials

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

443600-1 40th Ave NE Bridge Development Report 190718

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Attachments

None

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