

FAA ORLANDO AIRPORTS DISTRICT OFFICE - CATEGORICAL EXCLUSION FORM

Airport: TPA Project Title: Taxiway J Bridge Reconstruction (8110 14)

The Proposed Action is a Federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B Chapter 1 paragraph 9g. (1)

The Proposed Action is identified as one that can normally be Categorically Excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. 310 e

Attach a list of and clearly describe ALL components of the Proposed Action including all Connected Actions. Include a brief summary of existing conditions at the Proposed Action site. Attach a site map identifying the Proposed Action area on the airports' most current ALP and a recent aerial photograph of the Proposed Action area. Please provide a brief description of the Purpose and Need for the Proposed Action. (See Attached)

The Airport Sponsor must certify that the Proposed Action and its Connected Actions are NOT likely to:

- a. Have an adverse effect on properties protected under Section 106 of the Historic Preservation Act of 1966, as amended, Section 4(f) of the Department of Transportation Act of 1966, or Section 6(f) of the Land and Water Conservation Act;
- b. Be highly controversial on environmental grounds. A proposed Federal action is considered highly controversial when the action is opposed by a Federal, state or local government agency or by a substantial number of persons affected by such action on environmental grounds;
- c. Have a significant impact on natural, ecological, cultural, or scenic resources of national, state, or local significance, including threatened and endangered species, wetlands, floodplains, coastal zones or barriers, prime or unique farmland, energy supply and natural resources, or resources protected by the Fish and Wildlife Coordination Act;
- d. Be highly controversial with respect to the availability of adequate relocation properties. In an action involving relocation of persons or businesses, a controversy over the amount of the acquisition or relocation payments is not considered to be a controversy with respect to the availability of adequate relocation properties;
- e. Cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community in which the project is located;
- f. Have a significant impact on minority or low-income populations;
- g. Cause a significant increase in surface traffic congestion;
- h. Have a significant impact on noise levels in noise sensitive areas;
- i. Have a significant impact on water quality or contaminate a public water supply system;
- j. Have a significant impact on air quality or violate the local, state or Federal standards of air quality;
- k. Be inconsistent with any Federal, state, or local law or administrative determination relating to the environment.

Based on the information contained in the attached Categorical Exclusion Environmental Determination Checklist and supporting information, I certify that the Proposed Action described above, including its Connected Actions, meet(s) all of the requirements for a Categorical Exclusion in accordance with FAA Orders 5050.4B, 1050.1E and paragraphs a thru k above.


Signature of Authorized Airport Representative

11/20/13
Date

FAA Determination (by Program Manager Signature)

Categorically Excluded

 Date: 11/21/13

Requires further environmental analysis: _____

Date: _____

CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

Airport: Tampa International Airport

Prepared and certified by: Tony Mantegna

Date: 11/19/2013

	YES**	NO	COMMENTS
THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1E PARA 307-312 AS AN ACTION THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED*			
THE PROPOSED ACTION CONSISTS OF:			
First Time ALP Approval		X	
Commercial Service Airport Location Approval		X	
New Air Carrier Runway		X	
New Airport Location		X	
New Runway		X	
Runway Extension		X	
Runway Strengthening		X	
Construction or Relocation of a Roadway		X	
Land Acquisition		X	
ILS or ALS		X	
THE PROPOSED ACTION WILL AFFECT:			
Section 4(f) or Section 6(f) Resources		X	
Historic/Archaeological Resources		X	
Prime, Unique or State Significant Farmlands		X	
Wetlands		X	
Floodplains		X	
Coastal Zone or Coastal Barriers		X	
Endangered or Threatened Species (state or Federal)		X	
THE PROPOSED ACTION IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds or be inconsistent with local, state or Federal Laws		X	
Cause Natural Resource Impacts		X	
Cause Community Disruption or Relocations		X	
Alter Surface Traffic or Increase Congestion		X	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.		X	
Cause an Adverse Effect on Air Quality		X	
Cause an Adverse Effect on Water Quality		X	
Cause Environmental Justice Impacts		X	
Contain or Affect Hazardous Materials/Sites		X	
Create a Wildlife Hazard per AC 150/5200-33		X	

* Some actions that would normally be Categorically Excluded could require additional analysis if extraordinary circumstances exist. See FAA Order 1050.1E, paragraph 304.

** Attach detailed explanations or analysis for all "yes" answers on a separate sheet(s) that support a determination of Categorical Exclusion.

Project Purpose

The purpose of this project is for the reconstruction of Taxiway J over the George Bean Parkway. The exact limits of the reconstruction will need to be determined in the first phase of the design but it is expected that the existing vertical and horizontal geometry of the existing taxiway will remain the same for the new taxiway. This reconstruction is needed to maintain the taxiway and allow for access between the two main parallel runways along the south side of the airport but more importantly the reconstruction of the taxiway bridge over the Parkway is required to allow for future widening of the road and the construction of an automatic people mover (APM) under the taxiway. The creation of the right-of-way for the APM is needed for the development of the new consolidated rent-a-car facility (CONRAC) per the new master plan. The construction of the APM will also require the relocation of the threshold for Runway 10 (west end of Runway 10-28) by approximately 500-ft. This is due to the required runway object free area past the end of the runway and required vertical clearance over the APM for the runway approach.

Project Description

Taxiway J and the bridge over the Parkway were constructed in 1969 as part of the original airport development and since then no appreciable work has been done to the bridge or the airfield pavement. Given the taxiway's age, both the pavement and bridge are in pretty good condition, but the spans over the roadway are only large enough to accommodate three (3) lanes of Parkway traffic in each direction plus a two (2) lane service road. While in the future as many as five (5) traffic lanes in each direction will be required in addition to the two (2) lanes for a service road. Also, future development will require that an APM be routed from the main terminal a new CONRAC south of the current Economy Garages. This will require an additional 30-ft opening under Taxiway J for the APM adjacent to the service road.

In addition, the current bridge width is less than the taxiway safety area width for a Group V aircraft of 214-ft (which is recommended by the FAA). More information on the exact requirements of the new bridge will become available once the current master plan project is completed (which is scheduled to be finishing by the end of March, 2013)

The project will require extensive phasing to minimize impacts to vehicle traffic entering the main terminal area of the airport. A very detailed maintenance of traffic plan will be developed during the design of the project and it will be reviewed and approved by the Authority. Aircraft operations will also be impacted due to the loss of the south taxi route between the two main parallel runways. To eliminate potential aircraft incursions an aircraft operational safety plan will be prepared and approved by the Authority and local air traffic control personnel.

The displacement of the Runway 10 threshold 498 feet is needed to have the required clearance between the landing threshold and the new APM. The current runway end of pavement will remain and be useable for takeoff on Runway 10 as a displaced threshold. The new construction will include a new connector taxiway between Taxiway N and the runway. The exact location of this new connector will need to be determined during the first phase of design. It could replace the current connector taxiway which is in very poor condition and does not meet the currently FAA standards or it may be located at the new threshold location.

Given that this project is within the air operation area (AOA), a construction safety and phasing plan (CSPP) will need to be developed and submitted to the FAA. Also the Contactor will be required to prepare and submit a safety plan compliance document (SPCD) for approval before the notice to proceed can be issued.

To secure any FAA funding for the project, a focus environmental assessment (EA) must be completed and approved.

Given the magnitude and the type of work required under this project, it does not initially lend itself to unbundling any part of the work effort to facilitate the award of the prime contracts to D/W/MBE contractors. However, once the exact work required by this project is determined, the feasibility of using qualified D/W/MBE subcontractors will be investigated to determine opportunities to award work to D/W/MBE contractors.

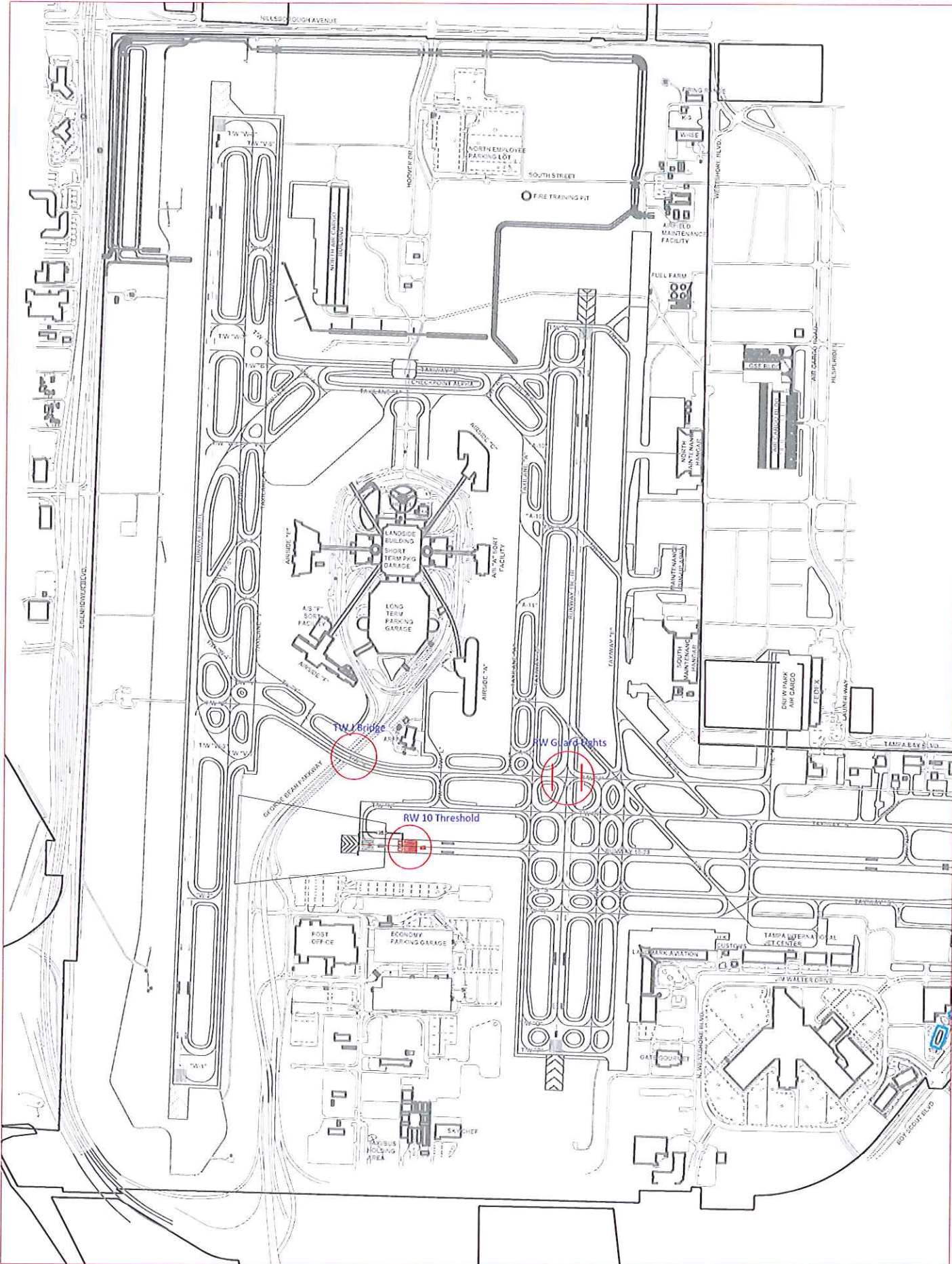
Project Scope and Limits of Work

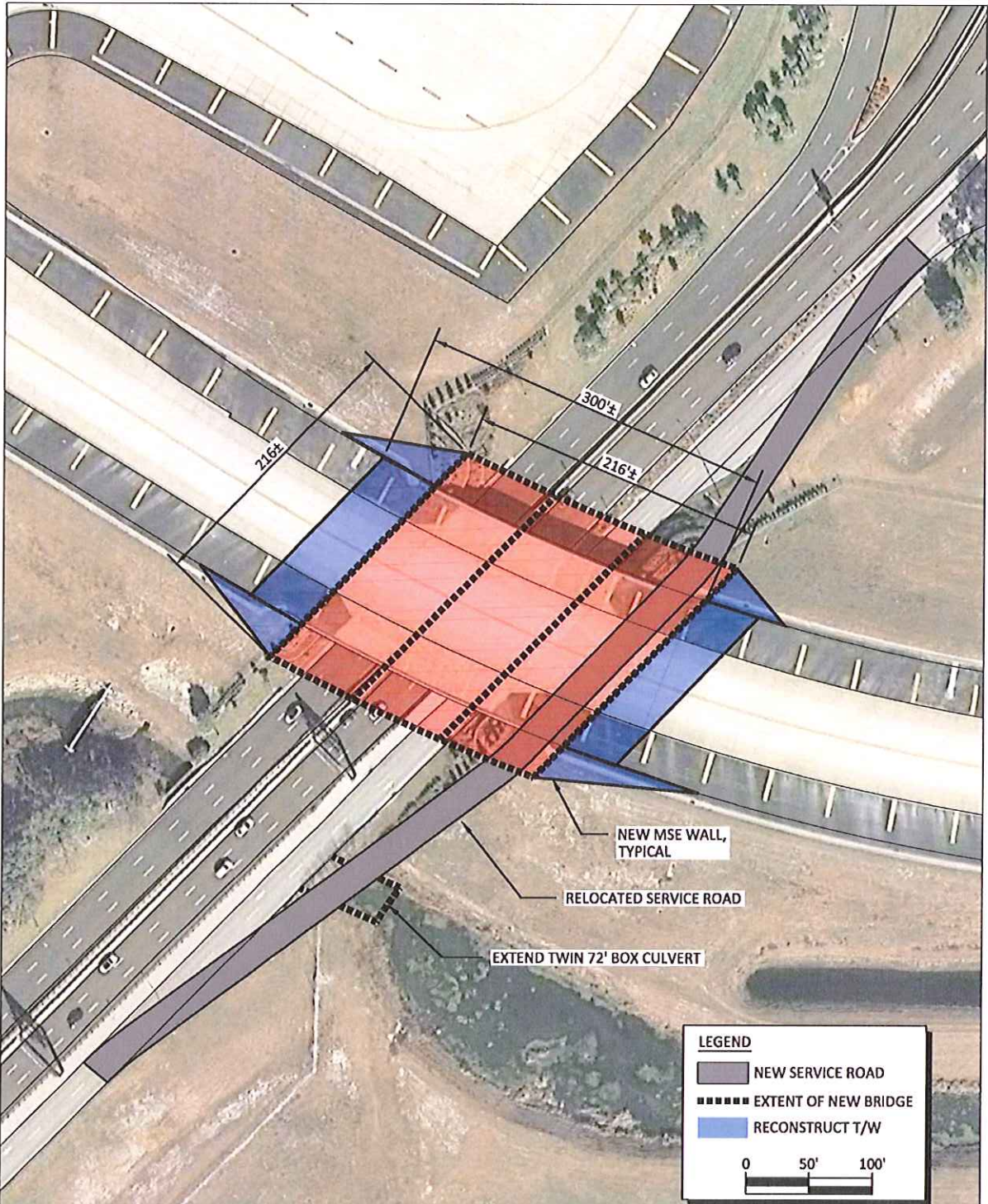
The project requires all necessary structural and civil engineering design typical for a major airport concrete pavement and bridge construction project. This will also include the design of the airfield lighting and signage required. Also included in this project are the relocation of the Runway 10 threshold 498 feet and the addition of in-pavement runway guard lights (RGL) on Taxiway J on both sides of Runway 1R-19L. There have been a number of runway incursions to the runway from this taxiway and the addition of these lights will help to reduce the change of this happening.

While this project does not include any widening or increase in the number of traffic lanes on the George Bean Park or modifications to the service road other what is required due to this project, significant roadway work will be required. This will include the lengthening of the existing twin 72" box culvert south of the bridge location for the service road and future APM. A number of existing utilities will need to be relocated as well, including the TECO primary feed, FAA and communication cabling.


No design for APM is included in this project other than to leave an opening in the bridge for its future use.

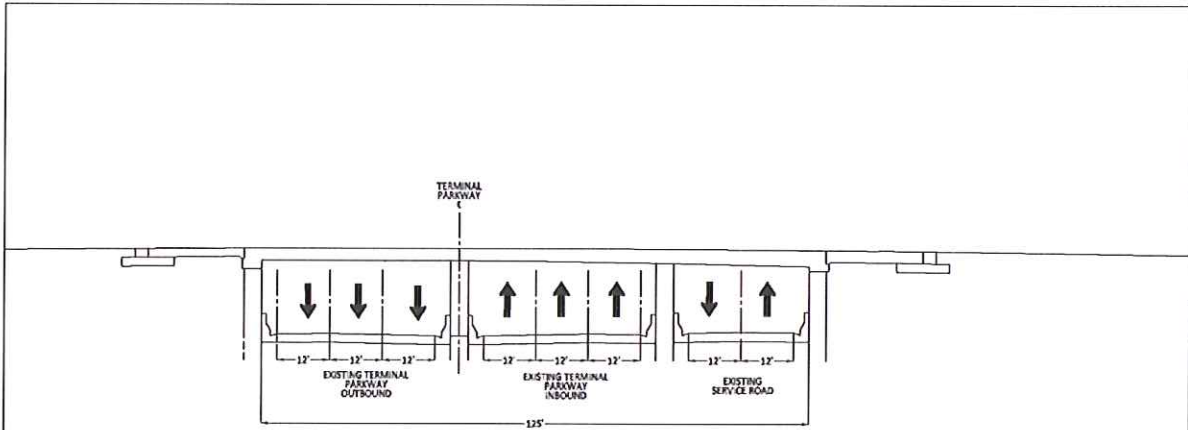
The limits of work are shown on Exhibit A & B and the existing and proposed bridge typical sections are shown on Exhibit C. Note, the proposed bridge typical section is very preliminary and the actual section could be somewhat different. More information on the required bridge will be determined by the current master plan and once the design of the APM begins. The limits of the Taxiway J reconstruction may vary based on the new bridge structural depth and existing taxiway pavement grades.



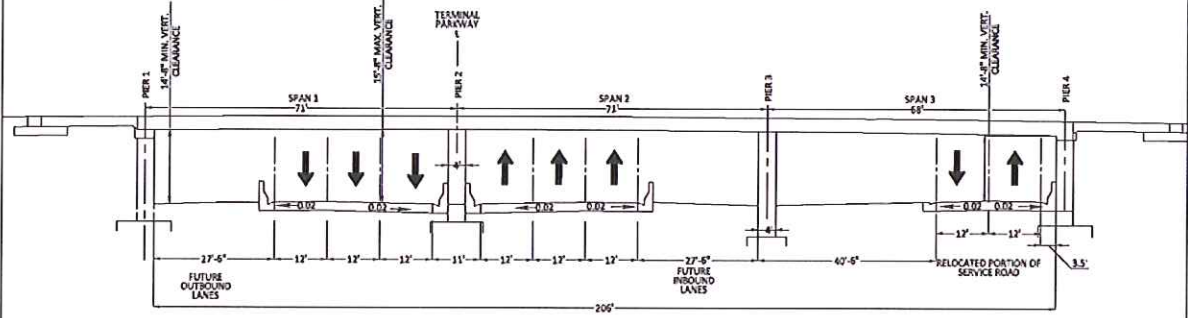


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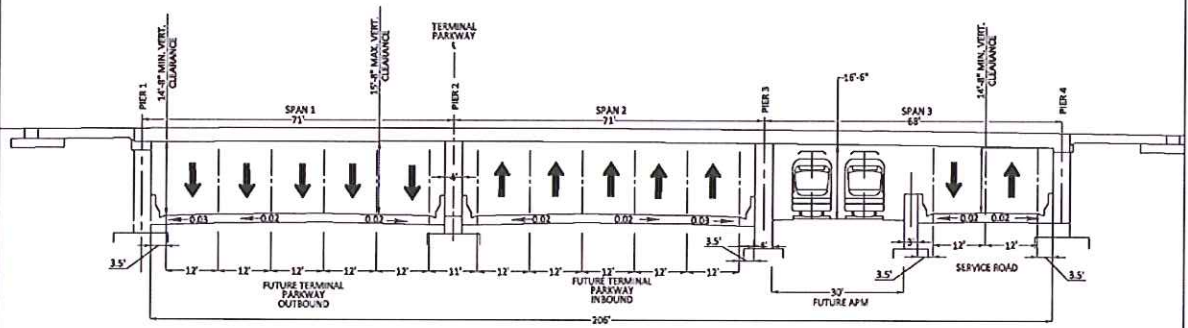
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		RECONSTRUCT TAXIWAY 'J' AND BRIDGE		PROJECT PLAN	
DESIGN	SAN	DRAWN	HW	CHECKED	SAN
AIRPORT			PROJECT NO.	SCALE	DATE
Tampa International Airport			5895 14	1" = 100'	2/25/13



EXISTING TAXIWAY J BRIDGE TYPICAL SECTION
NTS




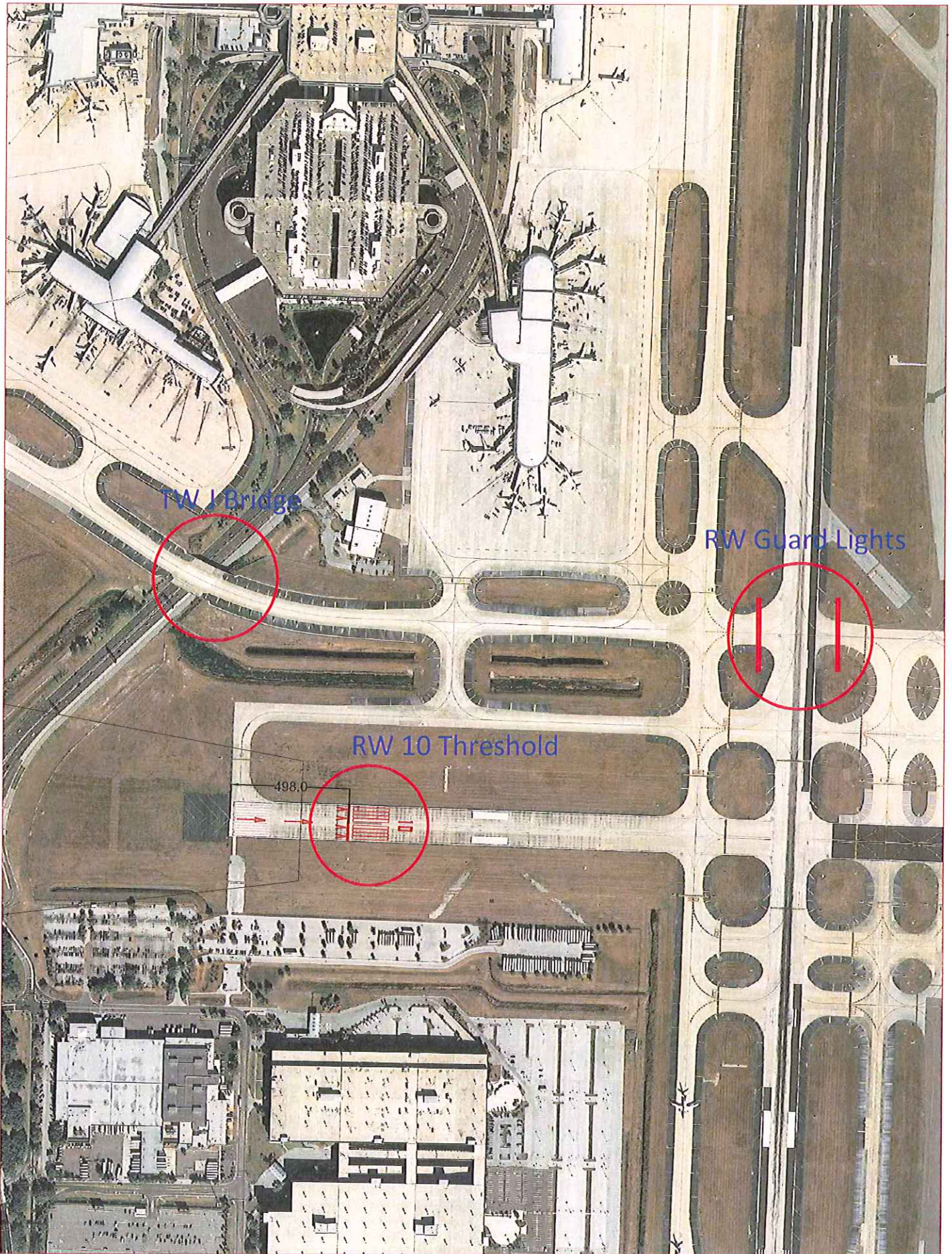
PROPOSED TAXIWAY J BRIDGE TYPICAL SECTION
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FUTURE TAXIWAY J BRIDGE TYPICAL SECTION
NTS

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 HCAA Planning & Development	PROJECT NAME		SHEET TITLE	
	RECONSTRUCT TAXIWAY 'J' AND BRIDGE		BRIDGE SECTIONS	
DESIGN <u> </u> SAN <u> </u> DRAWN <u> </u> HGW <u> </u> C-ECKED <u> </u> SAN <u> </u>	AIRPORT	PROJECT NO.	SCALE	DATE
Tampa International Airport	Tampa International Airport	5895 14	NTS	2/25/13



RW I Bridge

RW Guard Lights

RW 10 Threshold

498.0

**FAA ORLANDO AIRPORTS DISTRICT OFFICE CATEGORICAL
EXCLUSION FORM**

SUPPORTING INFORMATION

Please provide at a minimum, the following information as Attachments to the CatEx Form:

1. A copy of the most recent FAA approved ALP for the airport showing the Proposed Action Area
(Note: this can be a reduced size ALP)
2. A recent aerial photograph of the airport showing the Proposed Action area.
3. A brief description of the Purpose and Need for the Proposed Action.
4. Any other supporting information that would support a Categorical Exclusion Determination.