

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

ROUTE SLIP

To: Name	Title	Date	Org/Rtg Symbol
Mr. M. Coleman	PD&E Engineer	8/15/94	Dist.7 - Tampa MS 7-500

Remarks:

- ☒ Per Your Request
- ☐ For Your Information
- ☐ Per Our Conversation
- ☐ Note and Return
- ☐ Comment
- ☒ Take Appropriate Action
- ☐ Please Answer

Subject: Federal Project NO. M-1737(1)
State Project NO. 14500-1605

Attached is a copy of the approved environmental determination (Form 508-01) for the subject Project, per your request of August 5, 1994.

Attachment

cc: Mr. Gary Evink, FDOT, W/cy Attachment

Thank you

From: Name	Title	Tele:	Org/Rtg Symbol
Maiser Khaled	Transportation Engineer	904-942-9600	FHWA

RECEIVED PD&E
54 AUG 19 AM 10:58

Florida Department of Transportation
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

County: Pasco
Project Name: County Road 1 Extension
Project Limits: From New York Avenue to U.S. 19 (See Attached Project Location Map).
Project Numbers: 14500-1605 M-1737-11 7125939
State Federal WPA

2. PROJECT DESCRIPTION

a. Existing: County Road 1 (Little Road) is a minor arterial roadway on the Pasco County Transportation System. County Road 1 is located between Seven Springs Boulevard (C.R. 77) and New York Avenue, a distance of approximately 28.16 kilometers (km) (17.5 miles). The Project Location Map, Figure 1, shows the existing alignment of County Road 1 and the proposed corridor for the extension. The Project Study Limits Map, Figure 2, shows the proposed study limits. County Road 1 south of New York Avenue is a two lane undivided rural roadway with a travel lane 3.81 meters (m) (12.5 feet) wide in each direction located within 36.58 m (120 feet) of existing right of way.

b. Proposed Improvements: The proposed improvement will extend County Road 1 from New York Avenue to U.S. 19 in the vicinity of Emerald Boulevard, a distance of approximately 2.41 km (1.5 miles). The project recommends the construction of a four lane divided rural roadway (Figure 3) from New York Avenue to U.S. 19. The rural typical section will provide 2 travel lanes in each direction separated by a median 13.41 m (44 feet) wide with 3.66 m (12 feet) wide grassed shoulders. Paved shoulders, 1.22 m (4 feet) wide, would be provided on each side. A ditch section 12.9 m (40 feet) wide will be provided on both sides to accommodate stormwater runoff from the roadway. It is anticipated that an additional 0.53 hectare (1.3 acres) will have to be acquired to accommodate retention/detention pond sites. The rural typical section will be constructed within 59.74 m (196 feet) of right of way. The proposed roadway would intersect U.S. 19 at Emerald Boulevard.

3. CLASS OF ACTION

a. Class of Action

- ☐ Environmental Assessment
☐ Environmental Impact Statement
☒ Type 2 Categorical Exclusion

b. Other Actions (ONLY FOR EA OR EIS)

- ☐ Section 4(f) Evaluation
☐ Section 106 Consultation
☐ Endangered Species Assessment

c. Public Involvement

1. ☐ A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
2. ☒ A public hearing was held on April 7, 1994 and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
- ☐ An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes acceptance of the location and design concepts for this project.
3. ☐ A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of the project's location and design concepts.
- ☐ An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion determination DOES NOT constitute acceptance of the project's location and design concepts.

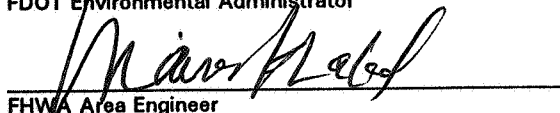
4. REVIEWER'S SIGNATURE


FDOT District Project Development and
Environment Engineer

8, 5, 94
Date


FDOT Environmental Administrator

8, 4, 94
Date


FHWA Area Engineer

8, 15, 94
Date

5. FHWA CONCURRENCE


(For) Division Administrator

8, 17, 94
Date

6. IMPACT EVALUATION	S	M	N	N	
Topical Categories	i	i	o	o	REMARKS
	g	n	n	l	
	n		e	n	
				v	

A. SOCIAL IMPACTS

1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A
4. Churches and Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
5. Title VI Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A
7. Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
8. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A

B. CULTURAL IMPACTS

1. Section 4(f) Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Historic Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO Letter 8/26/93
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO Letter 8/26/93
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

C. NATURAL ENVIRONMENT

1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
4. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild/Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment C
8. Coastal Barrier Island	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C
10. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

D. PHYSICAL IMPACTS

1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Passed Screening Test
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

- a. ☒ FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.
b. ☐ FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

Southwest Florida Water Management District
Florida Game and Fresh Water Fish Commission
U.S. Environmental Protection Agency

7. WETLANDS FINDING:

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

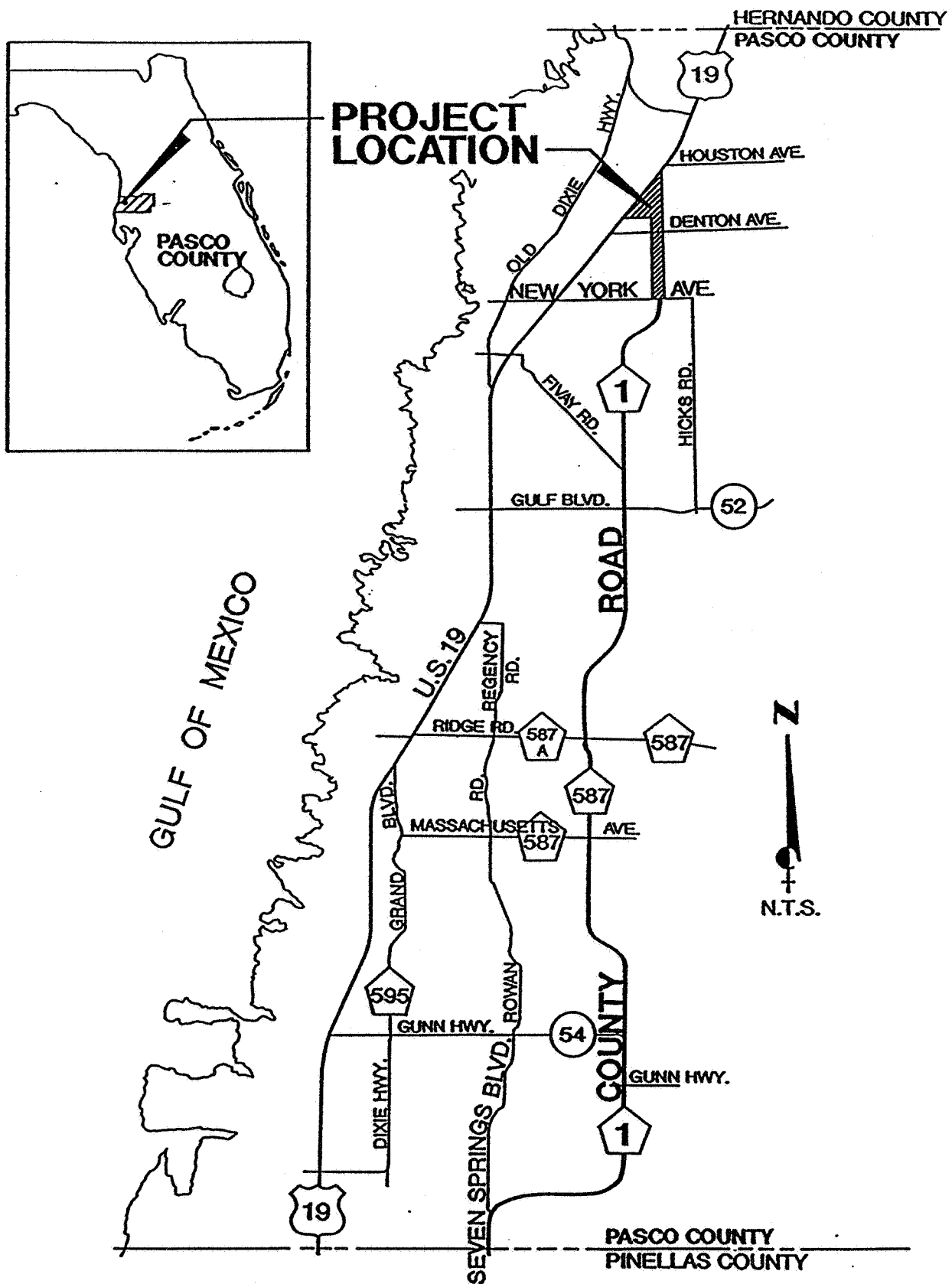
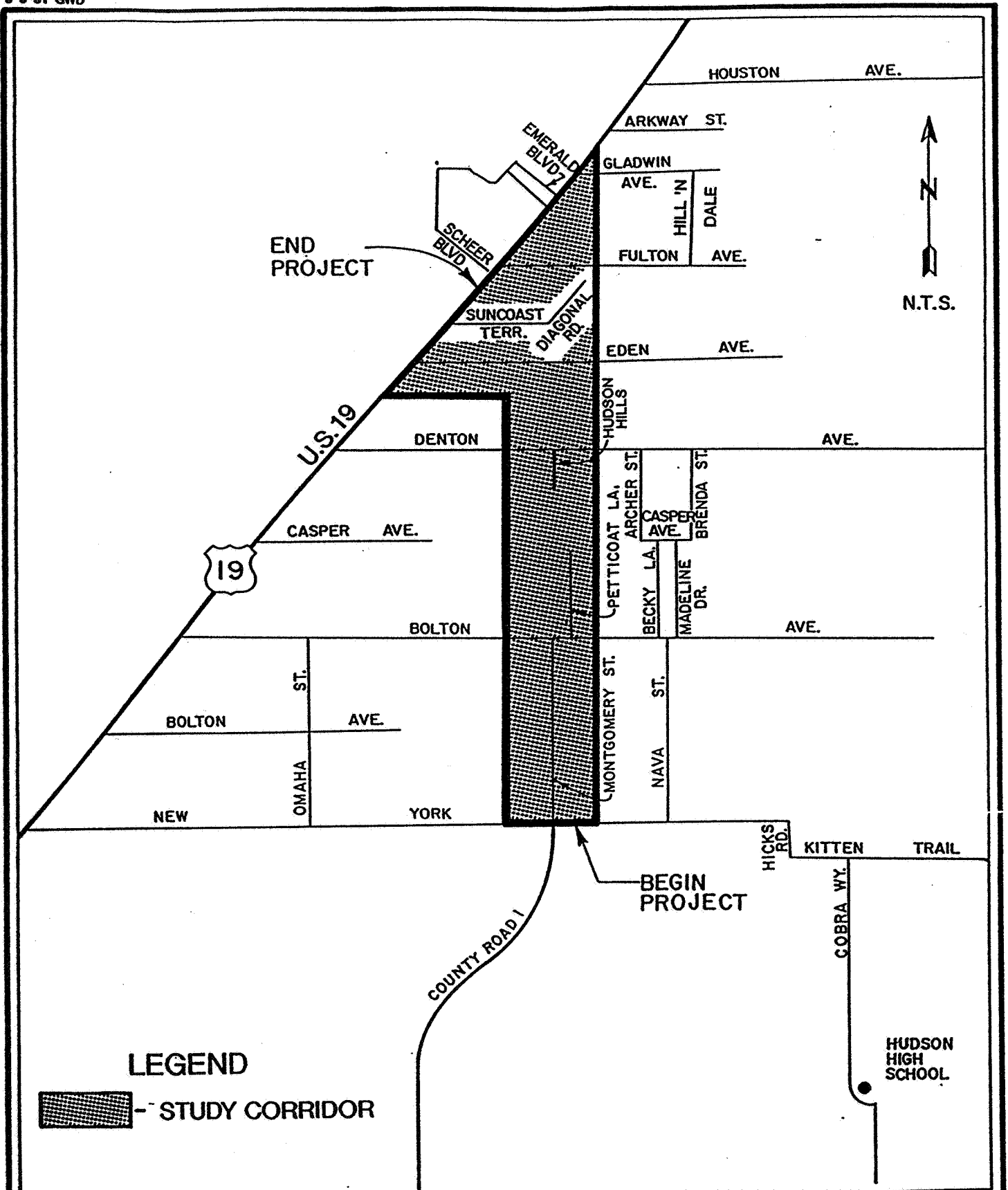


FIGURE 1

PROJECT LOCATION MAP

**COUNTY ROAD 1 EXTENSION
NEW YORK AVE. TO U.S. 19**



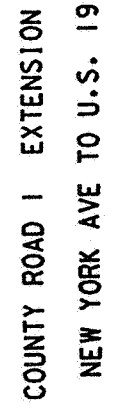


FIGURE 3

ATTACHMENT A - SOCIAL IMPACTS

A-1. Land Use Changes - The study area is situated in a rural-suburban area of northwest Pasco County. The southern portion of the study area between New York and Denton Avenues consists of low to high density residential lands intermixed with areas of undeveloped land. The area between Denton and Eden Avenues is predominantly commercial and industrial land uses. The area between Eden and Gladwin Avenues is mostly undeveloped, with scattered single family residences. Single family and mobile home residences are prevalent along Suncoast Terrace. Along U.S. 19, commercial development is intermixed with undeveloped parcels. Undeveloped lands represent approximately 50 percent of the study area. According to the Future Land Use Element of the Pasco County Comprehensive Plan (July 16, 1991), the future land use within the study area is expected to follow the pattern of the existing land uses. There are currently no planned developments within the study limits.

Due to the current pattern of development, the proposed improvement is not anticipated to promote other changes in land use or secondary development. The existing and future land use patterns of residential and commercial development are expected to remain the same. Since the potential to significantly change the land use in the study area or to induce secondary development is low, the proposed improvements to County Road 1 are considered to have a minimal impact on nearby land uses.

A-2. Community Cohesion - Small residential areas are located along Montgomery Street, Petticoat Lane, and Hudson Hills Lane. The residential area along Montgomery Street includes six residences on the west side and seven on the east side. These residences are separated by Montgomery Street which is currently a two lane roadway. Since the proposed four lane facility will maintain access to these residences, the project is not anticipated to split or isolate this neighborhood. The residences along Petticoat Lane and Hudson Hills Lane are located east of the proposed right-of-way. Therefore, the proposed improvements are not anticipated to split or isolate either of these neighborhoods.

Due to the limited involvement with residential areas, it is anticipated that the project will have no impact on community cohesiveness. The proposed improvement may improve community cohesion by facilitating access between these neighborhoods and the commercial areas along U.S. 19, Denton Avenue, and Eden Avenue.

A-3. Relocation Potential - A Conceptual Stage Relocation Plan was developed in compliance with Florida Statutes Chapter 339.09, the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646). There are no public facilities, major shopping centers, hospitals, schools, or other related establishments to be displaced by the proposed improvements. The proposed improvements will require the displacement of five residences and five businesses. The business relocations include A-1 Communications; A-1 TV and VCR Repair; Repair Technologies; Affordable Storage; and a vacant car sales lot currently for sale or rent. The total cost for relocations and displacements is estimated at \$98,000.

Minority residential displacements are estimated to be approximately 2 percent and consist of Black, American Indian, Asian, and Hispanic. The percentage of elderly households to be displaced is estimated at 35.8 percent of the total residential relocations. No handicapped or disabled residential occupants requiring special assistance services are expected to be displaced; however, should future conceptual relocation plan updates identify elderly, handicapped or disabled households containing five or more family members, relocation advisory services and assistance will be available to meet the needs of any residential occupant to be displaced.

An analysis of the supply of available real estate, land and business space within the study area and West Pasco County area, indicates that the impacted residences and business will be able to relocate within the immediate area. Therefore, the residential and business character of the area is not anticipated to change as a result of the proposed improvements.

Since the project has minimal number of relocations, minimal involvement with minorities, and would not change the character of the study area, the relocation impacts are considered minimal for the proposed improvements.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

The Florida Department of Transportation provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation

date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displaces will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

1. reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. provide reimbursement of expenses, such as legal fees and other eligible closing costs incurred in buying a replacement dwelling;
4. make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures (one for residential and one for business relocations) which describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation". Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons.

A-4. Churches and Schools - Six churches and four schools are located in the vicinity of the project. However, none are located within the project study limits. The closest religious institution, The Christian Science Center, is located approximately 487.68 m (1,600 feet) west of the intersection of Montgomery Street and Bolton Avenue. The closest school, Montessori Learning School, is located along Denton Avenue approximately 198.12 m (650 feet) east of Hudson Hills Lane. Due to church and school locations, the proposed improvements are not anticipated to impact any of these community facilities.

A-5. Title VI Considerations - This project has been developed in accordance with The Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

A-6. Controversy Potential - No controversial comments were received during the Advance Notification process. A public information workshop was held on October 20, 1992. Seventy-two property owners were notified and 48 individuals attended the workshop. During the workshop, comments were received from the public objecting to the project impacts. Of the 10 written statements and letters received, two objected to the noise and/or air pollution associated with the project. One property owner expressed concerns relating to direct and indirect project impacts. The remaining comments were supportive of the project (seven comments). These concerns were addressed by the Florida Department of Transportation (FDOT) at the workshop through informal discussions with concerned individuals or by letter.

A public hearing was held on Thursday, April 7, 1994. Seventy-one individuals attended the hearing. Three individuals spoke for the record. One individual expressed concern regarding the affect the extension would have on development (limiting commercial development) in the area and the possibility of limiting truck traffic. The second individual wanted to know if they could offer commentary or suggestions on modifications to the section of County Road 1 south of New York Avenue. The third individual represented the Hudson Flea Market and wanted to know if the project would impact their operations. These concerns were addressed by the FDOT staff at the public hearing or by letter.

Since FDOT developed the preferred Build Alternative with input and consensus from the county officials and the public, the controversy potential is considered minimal.

A-7. Energy - In accordance with the federal policy on energy conservation, as embodied in the FHWA Notice N 5520.4 "Statement of FHWA Policy on Energy Conservation", March 21, 1980, energy conservation was considered as part of this project. The proposed project will have a positive impact on energy use. Currently, U.S. 19 is the only major north/south roadway in the area and is highly congested during the a.m. and p.m. peak hours. Although energy will be expended to construct and maintain the facility, more energy will be saved via increased fuel economy due to improved

travel conditions. If constructed, the extension of County Road 1 would serve as a local minor arterial roadway to provide some traffic relief and help minimize traffic congestion along U.S. 19. Therefore, the project will act to reduce fuel consumption and will have a positive impact on energy conservation.

A-8. Utilities and Railroads - Early communication with utility companies has determined the following. The Withlacoochee River Electric Company provides electric service to the project area. Electric lines are located along the eastern right of way of U.S. 19 where the project corridor ends, and at four roadway crossings. General Telephone and Electric Company maintains overhead and buried conduits along the east side of Montgomery Street and along U.S. 19. TCI Communications maintains cable TV conduits along the east side of Montgomery Street. Pasco County Utilities maintains sewer and water pipes along Hudson Hills Lane and along U.S. 19. Also, Hudson Water Works Inc., has facilities along the east side of Montgomery Street from New York Avenue to Bolton Avenue. There are no existing or proposed railroad crossings within the project limits. To minimize project delays, coordination with the utilities described above will continue throughout subsequent project development and construction. Due to the limited amount of involvement with utilities, the project will have minimal impact on utilities located within the project limits.

ATTACHMENT C NATURAL ENVIRONMENT

C-1. Wetlands - In accordance with the provisions of Executive Order 11990, Protection of Wetlands (May 23, 1977), potential wetland impacts associated with the proposed project have been assessed. The wetland assessment revealed a total of two natural wetlands and six man made wetlands in the project corridor.

The project will involve one of the six man made wetlands and none of the natural wetlands. The wetland area affected is associated with a 0.10 hectare (ha) (0.25 acre) borrow pit which has been largely (75 percent) covered with concrete. The wetland area is located at the northeast end of this pit and is approximately 2.44 m (8 feet) wide and 7.62 m (25 feet long) (0.002 ha (0.005 acre)). The wetland has standing water approximately 0.15 m (6 inches) deep and appears to be seasonally flooded. Cattails (*Typha spp.*) are present, but the population is sparse and appears to be recently established. The dominant vegetation on the side slopes is dog fennel (*Eupatorium capillifolium*). The borrow area was formed by excavation of upland soils (Anclote Tavares Pomello fine sand). The U.S. Fish and Wildlife Service (USFWS) classification (Cowardin et al., 1979) of this wetland area is PEM1Cnx (palustrine, emergent, persistent, seasonally flooded, mineral soil, excavated). This wetland area provides limited wildlife habitat due to its small size, steep banks, and irregular hydroperiod. Preliminary coordination with the regulatory agencies (U.S. Army Corps of Engineers (USACOE), Southwest Florida Water Management District (SWFWMD), and Florida Department of Environmental Protection (FDEP)) indicated that this wetland area is not considered jurisdictional since it is a man made wetland and lacks hydric soils. Therefore, no dredge and fill permits will be required for this project.

A borrow pit and the associated wetland area will be filled during construction of the preferred Build Alternative. Since this site is not considered a jurisdictional wetland due to the lack of hydric soil characteristics, no mitigation is proposed.

The project has been designed to minimize wetland impacts to the greatest degree possible. Also, in accordance with FDOT's "Standard Specifications for Road and Bridge Construction", all Best Management Practices will be adhered to during the construction phase of the project for erosion control and water quality considerations. No significant long term wetland impacts are foreseen as a result of construction of this project.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

C-3. Water Quality - The proposed Storm Water facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Southwest Florida Water Management District in Rules 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed. Please see the attached WQIE Check list for additional information.

C-6. Floodplains - In accordance with Executive Order 11988, Floodplain Management, and Chapter 23, Code of Federal Regulations, Part 771, Environmental Impact and Related Procedures, impacts to the floodplains resulting from construction of the preferred Build Alternative were identified and evaluated. A Location Hydraulic Report was prepared for this project. According to the Federal Insurance Rate Map, Community 120230, Panel Number 0185 B, approximately 85% of the study area is within Zone C (areas of minimal flooding) and approximately 15% is within Zone B (areas between limits of the 100 year flood and 500 year flood). There are no base or 100 year floodplains (Zone A or regulated floodways) within the project limits. In addition, coordination with the Pasco County Code Enforcement Director (the local Federal Emergency Management Agency Official), has documented that the project is not within a designated 100 year flood zone and that the project is consistent with Pasco County floodplain management goals. Therefore, no longitudinal or transverse encroachment in the base floodplain is anticipated.

Based on the lack of floodplain or floodway involvement, there is no anticipated flooding risk associated with the proposed improvements. The proposed project is also not anticipated to encourage the development of incompatible floodplain development, or produce any impacts on natural and beneficial floodplain values.

The FDOT Drainage Manual indicates that this project would be classified as a Category 1 encroachment. Although this project involves work within the horizontal limits of the 100 year floodplain, no work is being performed below the 100 year flood elevation and, as a result, this project does not encroach upon the base floodplain.

C-7. Coastal Zone Consistency - Agency coordination has been conducted with the Florida State Clearinghouse pursuant to the Coastal Zone Management Act Reauthorization Amendments of 1990. Correspondence from the Florida State Clearinghouse dated December 10, 1991 states that the proposed action is consistent with the Florida Coastal Management Program (FCMP) at the Advanced Notification stage.

C-9. Wildlife and Habitat - This project has been evaluated for impacts to wildlife and habitat resources, including protected species in accordance with Chapter 50, Code of Federal Regulations (CFR), Part 402 and the Endangered Species Act of 1973, as amended. The evaluation consisted of a literature review, field surveys of the project area, and coordination with the USFWS and the Florida Game and Fresh Water Fish Commission (FGFWFC). The evaluation indicated that no "critical habitat" occurs in the project area and no federally listed species would be affected by the proposed project. USFWS was sent a copy of the Endangered and Threatened Species Assessment for their review and concurrence that the project would not effect the continued existence of any federally listed species. USFWS correspondence dated April 14, 1993 indicated that there will be no effect on federally listed species with construction of the preferred Build Alternative.

The project corridor contains portions of the historic ranges of 12 species listed and protected in the State of Florida. Of these 12 state listed species, only the gopher tortoise (Gopherus polyphemus), listed as a Species of Special Concern, was confirmed in the corridor. Based on field survey data, approximately 50 to 55 gopher tortoises would be impacted by the preferred Build Alternative. The FGFWFC indicated during preliminary coordination that since the project would impact gopher tortoises, a "taking" permit would be required. Due to the potential changes in the gopher tortoise populations within the study area and the changes in regulations, mitigation will be decided in the permitting phase of the project based upon the continue coordination with FGFWFC.

ATTACHMENT D PHYSICAL IMPACTS

D-1. Noise - In accordance with Chapter 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, an assessment of noise impacts was conducted for the proposed project. Eleven receptor sites were selected to represent 41 noise sensitive sites in the project area. These receptors were selected on the basis of noise sensitivity, roadway proximity, anticipated impacts from project alternatives, and homogeneity (i.e. representative of other similar sites in the project study area). The noise sensitive sites (single family residences and mobile homes) in the study area are classified under Activity Category B of the FHWA Noise Abatement Criteria (FHWA NAC). The Leq (h) criteria level for Category B is 67 dBA.

Noise levels at the 11 noise sensitive receptor sites for the existing year (1992) and the design year (2010) No Build Alternative were based on measurements of ambient levels. Computer predicted noise levels for the existing year and the design year No Build Alternative were not possible since the proposed facility does not currently exist. Seven sites representative of the 11 noise sensitive receptor sites along the project corridor were monitored. Ambient noise levels ranged from 45 dBA to 58 dBA. With the No Build Alternative, future noise levels are expected to increase slightly due to the continued urban development in the study area and the associated increase in traffic volumes on nearby existing roadway.

Design year (2010) noise levels were predicted at the 11 noise sensitive receptor sites in the project corridor using FHWA's Highway Traffic Noise Prediction Model, STAMINA 2.1. Predicted design year (2010) noise levels for the preferred Build Alternative ranged from 59 dBA to 66 dBA. If this project is constructed, noise levels will increase 8 to 15 dBA over existing levels. The highest noise level increase (15 dBA) will occur at 3 dwelling units. Three receptor sites (representing 21 dwelling units) have predicted noise levels that approach (65 dBA) or exceed the FHWA NAC of 67 dBA. The projected noise level increase (≥ 7 dBA) at eight receptor sites (representing 36 dwelling units) exceeds the FHWA NAC. The increases in noise levels are attributed to the proximity of the proposed roadway alignment to the noise sensitive sites. With the preferred Build Alternative, the outside edge of pavement for the northbound lanes will be approximately 21.89 m (72 feet) from the closest dwelling units.

For each of the residences approaching or exceeding the FHWA NAC, the following noise abatement measures were considered: traffic management policies, smooth type pavement, alignment modification, vegetative and earth barriers, land use controls, and structural barriers. Except for structural barriers, none of the other noise abatement measures were found to be reasonable or feasible at any

of the residences that approach or exceed the FHWA NAC. Structural barriers were found to be feasible and economically reasonable at 19 of 36 dwelling units impacted.

The project will cause impacts to 17 other dwelling units. Various abatement measures were studied but none were found feasible or economically reasonable. Access openings at locations along the study corridor severely reduce the effectiveness of noise barriers. The high average cost per residence (i.e., \$30,000 to \$35,000) was another factor which made abatement measures not feasible or reasonable. Therefore, based on the noise analysis performed to date, there appear to be no feasible solutions available to mitigate the noise impacts at these 17 noise sensitive sites. With the preferred Build Alternative, the impacts will be an unavoidable consequence of the proposed project.

The FDOT will consider the implementation of feasible noise abatement measures at the noise impacted locations identified in this analysis contingent upon the following conditions.

- Detailed noise analyses during the final design process;
- Cost effectiveness analyses based on final design;
- Community input regarding desires, types, heights, and locations;
- Preference regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses;
- Safety and engineering aspects as related to the roadway user and the adjacent property owner.

It is likely that noise abatement measures for the 19 noise sensitive sites will be implemented based on the contingencies listed above. If, upon evaluation during the final design phase of the contingency conditions listed above, it is determined that noise abatement is not feasible or economically reasonable for a given location(s), such determination(s) will be made prior to granting approval for the reevaluation for construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made before the construction advertisement is approved.

D-3. Construction - Construction activities accompanying the proposed improvements will produce temporary air, noise, traffic flow, and visual impacts on the residences, businesses, and motorists within the immediate vicinity of the project. These effects are considered to be minimal and will be minimized by the contractor's adherence to measures discussed in FDOT's "Standards and Specifications for Bridge Construction" and through the use of Best Management Practices, as directed by the FDOT Project Manager. To minimize traffic delays, a Maintenance of Traffic (MOT) plan will be developed and approved for use and in accordance with current practices.

D-4. Contamination - A contamination screening evaluation has been conducted and documented in a report dated September 15, 1993. The purpose of this evaluation was to identify any hazardous material and petroleum contamination sites within or adjacent to the County Road 1 corridor that could present a potential contamination involvement regarding this project. The evaluation methodology consisted of field surveys, site photography, agency coordination including telephone contact, inspection of FDEP databases, and record searches at the FDEP Southwest District office in Tampa, Florida. The corridor evaluation identified 17 sites as having a potential to impact the proposed project.

The proposed improvements will involve five of 17 potential contamination sites. Four of the five sites were considered no risk. These four sites represent areas where trash has been dumped. The trash at these sites includes household garbage such as plastic bottles, glass, old furniture, and newspapers. Other items at these trash sites include tires, small pieces of concrete and wood, and scrap metal. Nothing observed at these sites indicated the presence of hazardous material or petroleum contamination. However, further investigation is recommended at three of the four trash sites since they occur totally within the proposed right of way, and individuals are likely to continue dumping trash at these sites.

The proposed right of way includes only one medium risk site. This site consists of a residential lot occupying 4.05 ha (10 acres) northwest of the Bolton Avenue and Montgomery Street intersection. Several above ground storage tanks (AST's) and a garage previously used as an engine repair shop are located on this lot. The AST's are 30.48 m (100 feet) west of the proposed right of way. The garage is within the proposed right of way. Due to the possible petroleum usage, this site was considered a medium risk. Prior to construction, a more comprehensive investigation including testing for waste oils is recommended at this site.

The potential contamination concerns are not anticipated to affect or delay the project implementation significantly. No significant contamination involvement is anticipated, based on information reviewed to date. This proposed project contains no known significant contamination.

WQIE CHECKLIST

Project Name: County Road 1 Extension from New York Avenue to U.S.19, Pasco County, FL
State Project Number: 14500-1605 WPI Number: 7125939 FAP Number: M -1737-(1)
Short project description (attach additional pages, if needed): The project proposes the extension of County Road 1 from New York Avenue to U.S. 19 in the vicinity of Emerald Boulevard, a distance of approximately 2.5 km (1.5 miles). A 4-lane rural typical section is proposed and would be constructed within 59.74 m (196 feet).

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Otherwise, proceed to Part 2.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 18,600 Expected speed limit: 72.4 km/hr

Drainage area: 16.4 hectares 28.6 % Impervious 71.4 % Pervious

Land Use: 33 % Residential 2 % Commercial 2 % Industrial

0 % Agricultural 0 % Wetlands 63 % Other Natural

Accident spill potential: ☐ High ☐ Medium ☒ Low

Potential large sources of pollution (identify): No large pollution sources occur within or adjacent to the proposed project alignment

Groundwater receptor (name of aquifer or N/A): Surficial aquifer

Designated well head protection area: ☐ Yes ☒ No Name: _____

Sole source aquifer: ☐ Yes ☒ No Name: _____

(Note: EPA must be notified if either answer is yes.)

Groundwater recharge mechanism: Infiltration (rainfall)

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): NA

Classification: ☐ I ☐ II ☐ III ☐ IV ☐ V

Special designation (check all that apply): None

☐ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic River

☐ Special Water ☐ SWIM Area Local Comp Plan ☐ MS4 Area

☐ Other (specify): _____

Conceptual storm water conveyances (check all that apply):

☒ Swales ☐ Curb and Gutter ☐ Scuppers ☒ Pipe

☐ Other (specify): _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Do environmental regulatory requirements apply? ☒ Yes ☐ No

If no, proceed to Part 4 and check Box B. If yes, proceed with Part 3.

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply and describe below)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input type="checkbox"/>		<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify)	Rules of the SWFWMD, Chapters 40D-4 and 40D-40	<input type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)		<input type="checkbox"/>
Describe most stringent criteria: See attached Basis of Review for Surface Water Management Permit Applications within the SWFWMD - Section 3.2.2 Water Quality		

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. ☐ No involvement in water quality issues.
- B. ☐ No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 or Form 508-05.)
- C. ☒ Regulatory requirements apply to water quality issues. All water quality issues will be mitigated through compliance with the quality design requirements placed by Southwest Florida Water Management District, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of Form 508-01 or Section 5.C.3 of Form 508-05.)

Evaluator Name: Jimmy Mykytka Signature: Alesia S Ester
Office: Reynolds, Smith & Hills Date: August 3, 1994