

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DETERMINATION

FORM 650-040-02
 ENVIRONMENTAL MANAGEMENT - 05/97

1. GENERAL INFORMATION

County: Pinellas
 Project Name: Gandy Boulevard (SR 694)
 Project Limits: From West of US 19 to East of 4th Street
 Project Numbers: F-295-1(1) (Old) 256931 1
 Federal WPI

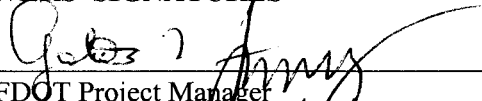
2. PROJECT DESCRIPTION

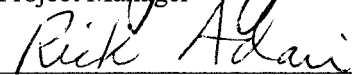
- A. Existing Conditions: See Attachment 1
 B. Proposed Improvements: See Attachment 1

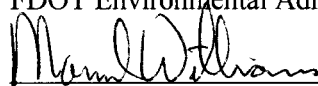
3. CLASS OF ACTION

- A. Class of Action: B. Other Actions:
- [] Environmental Assessment [] Section 4(f) Evaluation
 [] Environmental Impact Statement [] Section 106 Consultation
 [x] Type 2 Categorical Exclusion [] 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 _____ and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion constitutes location and design concept acceptance 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 constitutes acceptance of the location and design concepts for this project.
3. [X] 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 location and design concept acceptance for this project.
- [] An opportunity for a public hearing will be provided at a later date. Approval of this Type 2 Categorical Exclusion **DOES NOT** constitute location and design concept acceptance for this project.
- D. Cooperating Agency: [] COE [] USCG [] FWS [] EPA [] NMFS [X] NONE

4. REVIEWERS' SIGNATURES


 FDOT Project Manager


 FDOT Environmental Administrator



 FHWA Urban Transportation Engineer

02/20/02
 Date

02/20/02
 Date

04/30/02
 Date

5. FHWA CONCURRENCE


 (For) Division Administrator

04/30/02
 Date

6. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o i n v	REMARKS
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A. SOCIAL IMPACTS

1. Land Use Changes	[]	[]	[x]	[]	See Attachment A
2. Community Cohesion	[]	[]	[x]	[]	See Attachment A
3. Relocation Potential	[]	[x]	[]	[]	See Attachment A
4. Community Services	[]	[]	[x]	[]	See Attachment A
5. Title VI Considerations	[]	[]	[x]	[]	See Attachment A
6. Controversy Potential	[]	[]	[x]	[]	See Attachment A
7. Utilities and Railroads	[]	[x]	[]	[]	See Attachment A

B. CULTURAL IMPACTS

1. Section 4(f) Lands	[]	[]	[]	[x]	
2. Historic Sites / District	[]	[]	[x]	[]	See Attachment A
3. Archaeological Sites	[]	[]	[x]	[]	See Attachment A
4. Recreation Areas	[]	[]	[]	[x]	

C. NATURAL ENVIRONMENT

1. Wetlands	[]	[x]	[]	[]	See Attachment A
2. Aquatic Preserves	[]	[]	[x]	[]	See Attachment A
3. Water Quality	[]	[]	[x]	[]	WQIE dated 2/01/2002
4. Outstanding Florida Waters	[]	[]	[x]	[]	See Attachment A
5. Wild and Scenic Rivers	[]	[]	[]	[x]	
6. Floodplains	[]	[x]	[]	[]	See Attachment A
7. Coastal Zone Consistency	[]	[]	[x]	[]	See letter dated 5/22/2000
8. Coastal Barrier Islands	[]	[]	[]	[x]	
9. Wildlife and Habitat	[]	[]	[x]	[]	See Attachment A
10. Farmlands	[]	[]	[]	[x]	

D. PHYSICAL IMPACTS

1. Noise	[]	[x]	[]	[]	See Attachment A
2. Air	[]	[]	[x]	[]	See Attachment A
3. Construction	[]	[x]	[]	[]	See Attachment A
4. Contamination	[]	[x]	[]	[]	See Attachment A
5. Navigation	[]	[]	[]	[x]	
a. <input checked="" type="checkbox"/> 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 (SWFWMD)
United States Army Corps. of Engineers (USACOE)
United States Environmental Protection Agency (USEPA)

7. WETLANDS FINDING

To be provided following the Public Hearing.

8. COMMITMENTS AND RECOMMENDATIONS

To be provided following the Public Hearing.

ATTACHMENT 1 - PROJECT DESCRIPTION

- A. Existing Conditions:** The Gandy Boulevard (SR 694) corridor is primarily an east/west facility. The Gandy Boulevard corridor is functionally classified as an east/west principal urban arterial highway and is part of the Federal Aid Primary and State Intrastate Highway Systems. The facility also serves as a major hurricane evacuation route for residents in Pinellas County. The Project Development and Environment (PD&E) Study limits encompass the portion of Gandy Boulevard from west of the US 19/Gandy Boulevard interchange to east of 4th Street. The total length of the study is approximately 3.9 miles (6.2 kilometers).
- B. Proposed Improvements:** Improvements that are being considered as part of this PD&E Study include widening Gandy Boulevard from a four lane partially controlled access facility to a six-lane fully controlled access facility. The proposed improvements include an overpass at Grand Avenue, interchange modifications to I-275, an overpass at 16th street, and new interchanges at 4th and 9th Streets.

The project was divided into four segments based on the proposed interchanges that are being considered for the corridor, and are identified as follows:

Segment A:	West of US 19 to west of Grand Avenue
Segment B:	West of Grand Avenue to west of I-275
Segment C:	West of I-275 to west of 9 th Street
Segment D:	West of 9 th Street to east of 4 th Street

The proposed typical section in Segment A consists of a six-lane divided urban section with three 12 foot (ft) travel lanes in each direction, a 26 ft median including a median barrier wall, and an off-ramp system consisting of two one-way 12 ft lanes in each direction, 5 ft sidewalks, and a 4 ft bicycle lane along the outside of the ramp system.

The proposed typical section in Segment B consists of a six-lane divided section which contains three 12 ft travel lanes in each direction, a median width varying from 26 ft (with median barrier) up to 40 ft (with grassed drainage swales), an off-ramp system consisting of two one-way 12 ft lanes in each direction, two-lane, two-way frontage roads with 12 ft travel lanes in each direction, a 5 ft sidewalk, and a 4 ft bicycle lane along the outside of the frontage road.

The proposed typical section in Segment C between I-275 and west of 9th Street consists of a six-lane divided section which contains three 12 ft travel lanes in each direction, a median width of 40 ft (with grassed drainage swales), two-lane, two-way frontage roads with 12 ft travel lanes in each direction between I-275 and 16th Street, two-lane, one-way frontage roads on the north side between 16th Street and 9th Street, 5 ft sidewalks, and a 4 ft bicycle lane along the outside of the frontage roads.

The proposed typical section in Segment D transitions from a six-lane typical section to a four-lane typical section by dropping a lane at 9th Street. The four-lane divided section consists of two 12 ft travel lanes in each direction, a median width varying from 50 ft to 64 ft (with grassed drainage swales), a ramp system consisting of two one-way 12 ft lanes in each direction, 5 ft sidewalks, and a 4 ft bicycle lane along the outside of the roadway.

ATTACHMENT A - SOCIAL IMPACTS

A-1. Land Use Changes

The existing land uses adjacent to the Gandy Boulevard corridor are a mix of residential, commercial, office, and light industrial/warehouses. The proposed project is consistent with future land use plans. Future land uses are expected to follow the established trends.

A-2. Community Cohesion

The proposed improvements will not affect community cohesion nor are there any divisive effects on any neighborhoods expected. The project will not split neighborhoods, nor will it result in isolation of any particular ethnic group or neighborhood. The project is not anticipated to harm elderly persons, handicapped individuals, non-drivers, transit dependent individuals, or minorities.

A-3. Relocation Potential

The proposed improvements may require the relocation of one business and six residential relocations at the Lauren Manor condominium development.

In order to minimize the unavoidable effects of right-of-way (ROW) acquisition and displacement of people, the Department will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Department provides advance notification of impending ROW acquisition. Before acquiring ROW, 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 the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Department 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 displacees 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 comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of replacement dwelling; and
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 a down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and ROW acquisition program are "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Nonprofit Organizations", "Your Relocations: Signs", and "The Real Estate Acquisition Process". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

A-4. Community Services

Community services located along the project corridor include the First Baptist Church of St. Petersburg and a US Post Office. It is anticipated that there will be minor access changes to the First Baptist Church in order to improve safety conditions and improve traffic circulation. There will be no other disruption to community services.

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 Public Hearing is scheduled for March 14, 2002. The project is not expected to impact any distinct minority, ethnic, elderly, or handicapped groups.

Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (EPA, 1994). The project does not have an adverse or disproportionate impact on minority or low-income households.

A-6. Controversy Potential

A Public Involvement Program is being undertaken as part of this PD&E Study. This program is in compliance with the PD&E Manual; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 CFR 771.

The Advance Notification (AN) Package was mailed to the Florida State Clearinghouse and local and federal agencies on March 30, 2000. No controversial comments were received as a result of the AN process.

Considerable public involvement has taken place on the Gandy Boulevard corridor over the years. A PD&E Study was initiated in 1991 with an Alternatives Public Workshop held on November 16, 1993. However, the study was suspended in 1994 before it proceeded to a Public Hearing due to federal regulations that mandated a Major Investment Study (MIS) be undertaken. The MIS was initiated in July 1996 and completed in May 2000. It relied upon extensive community input to develop various alternatives. The recommended MIS alternative has been carried forward as one of the alternatives included in the current PD&E Study.

The current PD&E Study has included a Public Official/Agency Kickoff meeting, small group meetings with residents, a meeting with the Glenlake Estates Homeowners Association, and coordination meetings with local officials. A Public Hearing is scheduled.

A-7. Utilities and Railroads

Several utility companies, including Florida Power Corporation, City of St. Petersburg, City of Pinellas Park, AT&T, Pinellas County, Verizon, Paragon/Time Warner Cable, KMC Telecom III, Inc., Florida Gas, and Intermedia Communications of Florida, Inc., have facilities within the Gandy Boulevard ROW. A gas transmission line owned by Florida Power Corporation crosses Gandy Boulevard at 9th Street North. In addition, there is a power substation located at the northeast quadrant of the Gandy Boulevard interchange with I-275. Coordination with the utility companies will continue through the project development and construction phases. There are no railroad crossings within the project limits.

ATTACHMENT A - CULTURAL IMPACTS

B-2. Historic Sites/District

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapters 253 and 267, Florida Statutes, a Cultural Resource Assessment Survey (CRAS) Update was conducted to assess the potential for impacts to any historical resources within the project study area. The CRAS Update included background research and a field survey coordinated with the State Historic Preservation Officer (SHPO). This CRAS Update (January 2002) updates the previous CRAS completed in 1995 for the original PD&E Study. The historical/archaeological survey resulted in the identification of four of the previous recorded historic structures (8PI487, 8PI3170, 8PI3171, and 8PI3174, including the National Register of Historic Places (NRHP)-eligible Yardage Unlimited Building (8PI487). The eligibility determination for this structure was made during the previous PD&E Study. Sites 8PI3170, 8PI3171, and 8PI3174 are not considered NRHP-eligible. The NRHP-eligible Yardage Unlimited Building is located outside of the project's area of potential effects. Based on this fact and the fact that no additional historical sites or properties are expected to be encountered during subsequent project development, it is anticipated that the Federal Highway Administration (FHWA), after consultation with the SHPO, will determine that no NRHP properties will be affected.

B-3. Archaeological Sites

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapters 253 and 267, Florida Statutes, a CRAS Update was conducted to assess the potential for impacts to any historical resources within the project study area. The CRAS Update included background research and a field survey coordinated with the SHPO. This CRAS Update (January 2002) updates the previous CRAS completed in 1995 for the original PD&E Study. Background research and a review of the Florida Site File (FSF) and the NRHP indicated that eight lithic and artifact scatter type archaeological sites are located within approximately one-half mile of the project corridor. None of the sites are eligible for listing in the NRHP, as determined in the previous study. There are no archaeological sites within the project limits. Based on this fact and the fact that no additional archaeological sites are expected to be encountered during subsequent project development, it is anticipated that the FHWA, after consultation with the SHPO, will determine that no NRHP properties will be affected.

ATTACHMENT A - NATURAL ENVIRONMENT

C-1. Wetlands

In accordance with Executive Order 11990, "Protection of Wetlands", a Wetland Evaluation Report was prepared for this project to identify, characterize, and evaluate wetland systems that traverse or are adjacent to the proposed project.

The proposed Build Alternative would impact approximately 4.48 acres (ac) of wetlands and surface waters, and 3.38 ac of other surface waters. Wetland impacts that will result from the construction of this project will be mitigated pursuant to Part IV, Chapter 373, F.S. and 33 U.S.C.s. 1344.

C-2. Aquatic Preserves

All of Pinellas County is designated as a State Aquatic Preserve and as such is designated as Outstanding Florida Waters (OFW). The project's Stormwater Management Facilities (SMF) sites have been evaluated assuming the facilities will be designed as wet detention systems providing treatment for 1.5 inches (in.) of runoff in facilities discharging directly in OFW and treatment of 1 in. of runoff for facilities not discharging directly to OFW.

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 SWFWMD in Chapter 373, F.S., and Rules 40E-1, 40E-4, and 40E-40 F.A.C. No further mitigation for water quality impacts will be needed. A Water Quality Impact Evaluation (WQIE) was completed for this project. For additional information, please refer to the WQIE Checklist located in the District Seven project files.

C-4. Outstanding Florida Waters

See C-2 above.

C-6. Floodplains

The Federal Emergency Management Agency (FEMA) (Flood Insurance Rate Maps [FIRMS]) has prepared a Flood Insurance Study (FIS) for the City of St. Petersburg, dated March 30, 1983, and a FIS for Pinellas Park, dated February 17, 1989, and there are no regulated floodways within the project corridor. Coordination with local FEMA representatives in August 2001 revealed that no revisions have been made to the FIRMS within the Gandy Boulevard project limits.

In accordance with Executive Order 11988, "Floodplain Management," USDOT Order 5650.2, "Floodplain Management and Protection," and Chapter 23, Code of Federal Regulations (CFR), Part 650A, impacts to floodplains from the construction of the proposed project were considered. The FEMA floodplain is based on the still water 100-year storm surge. Due to the direct connection of the floodplain to Old Tampa Bay, no storm surge floodplain compensation is required for this project. However, further investigation will be required in the design phase to determine if Riverine (fresh water) floodplain compensation is required at Tinney Creek and Sawgrass Lake Tributary. If compensation is required, mitigation for encroachment into the 100-year floodplain will be compensated through the construction of floodplain compensation ponds. These ponds and their locations will be addressed in the design phase.

This project can be categorized as Category 4: Projects on existing alignment involving replacement of existing drainage structures with no record of drainage problems as defined in the FDOT Drainage Manual. The proposed drainage structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore it has been determined that this encroachment is not significant.

C-7. Coastal Zone Consistency

In accordance with Section 307 of the Coastal Zone Management Act (CZMA) and Chapter 15, CFR, Part 930, Federal Consistency with Approved Coastal Management Programs, this project was reviewed for Coastal Zone Consistency. As identified in the AN stage, the State Clearinghouse, Office of the Governor, determined on May 22, 2000, that the proposed Federal activity is consistent with the Florida Coastal Zone Management Program (FCMP).

C-9. Wildlife and Habitat

This project has been evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR, Part 402 and the Endangered Species Act of 1973, as amended and Part 2, Chapter 27 of the PD&E Manual. The United States Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FFWCC), the Florida Natural Areas Inventory (FNAI), the National Resource Conservation Service (NRCS), and the Department's Threatened & Endangered Species List were all consulted to establish a list of threatened or endangered species potentially occurring within the project area. The project area was surveyed during the Summer and Fall of 2000 and again in October 2001. The only federally protected species listed by the USFWS that was observed within the project limits was the wood stork. The wood stork was located in an area that is not anticipated to be affected by the proposed project. The only FFWCC protected species observed were wading birds. The FFWCC was contacted with regard to the occurrence of any bald eagle nests within the project study area. There is one nest within one mile of the project site (PI 021) and its associated secondary management zone is south of the project study area (FFWCC letter dated June 12, 2000). The proposed project is not located in an area designated as "Critical Habitat" by the USFWS. Coordination with the USFWS is ongoing and a determination of no effect is anticipated from the Service.

ATTACHMENT A - PHYSICAL IMPACTS

D-1. Noise

In accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, and using methodology established by the Department in the PD&E Manual, Part 2, Chapter 17 (January 2001), an assessment of traffic noise was conducted for this project. The FHWA has established guidelines for the relationship between land use and design year noise levels. Residences, churches, motels, hospitals, parks and recreation areas are land use categories in Activity Category B with a Noise Abatement Criteria (NAC) level of 67 decibels on the A-weighted scale (dBA). Noise sensitive sites predicted to approach within 1 dBA of the NAC or exceed the NAC were identified. The noise study was conducted utilizing the FHWA approved Traffic Noise Model (TNM), Version 1.0b.

For the Build Alternative year 2025 traffic conditions, 68 noise sensitive sites are predicted to experience noise levels that approach or exceed the NAC. The affected noise sensitive sites are located in the Sunset Palms Mobile Home Park, Sandpiper Apartments complex, Gateway Mobile Home Park, Lauren Manor condominium complex, Ganbridge Hub multiplex, Robert's Mobile Home/RV Resort and Pelican Sound Apartment complex. Noise abatement measures were evaluated for affected noise sensitive sites. Abatement measures considered include traffic system management, alignment modifications, property acquisition, land use controls, and noise barriers. An evaluation of traffic system management techniques, alignment modifications, and property acquisition indicated that these abatement measures were not feasible or reasonable.

A noise barrier evaluation was also performed. At 13 of the 68 affected noise sensitive sites, a 5 dBA reduction could not be achieved because of limitations on the barrier length to accommodate side streets and driveways. Noise barriers were not feasible at these locations. At 5 of the 68 affected noise sensitive sites, a noise barrier could provide a 5 dBA reduction but the barrier cost per benefited residence exceeded the cost reasonable criteria. At the remaining 50 noise sensitive sites affected by the proposed project, noise barriers were determined to be a feasible and cost reasonable abatement measure.

Based on the noise evaluation performed to date, the Department is committed to further consideration of noise barriers during the final design process. During final design, noise barriers will be evaluated at the Gateway Mobile Home Park, Lauren Manor condominium complex, the designated RV hookups in Robert's Mobile Home/RV Resort, and Pelican Sound Apartments. The traffic noise barrier evaluation for these locations will be refined using specific horizontal alignment and vertical elevation data along with other factors that are developed during final design. During final design, a commitment to construct feasible and reasonable noise abatement will be contingent upon the following conditions:

- Detailed noise analysis during the final design process supports the need for abatement;
- Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria;
- Community input regarding desires, types, heights and locations of barriers is received by the Department and supports the construction of noise barriers;
- Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, has been addressed;

- Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved; and
- Any other mitigating circumstances revealed during final design have been analyzed and resolved.

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate for traffic noise at the 18 affected noise sensitive sites located in Sunset Palms Mobile Home Park, Sandpiper Apartments, Ganbridge Hub multiplex, and mobile homes in Robert's Mobile Home/RV Resort.

D-2. Air

The project is in an area that has been designated as a maintenance area for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. The project is included in the urban area's current approved conforming Transportation Improvement Program (TIP) which was signed by the Secretary of the Department on September 28, 2001. The project is included in the area's Conformity Determination report that was approved by the Metropolitan Planning Organization on May 9, 2001, and conditionally approved by the FHWA/Federal Transit Authority on September 28, 2001, with final approval given on November 28, 2001. This project's design concept and scope are the same as that which is found in the conforming plan and TIP.

D-3. Construction

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, water quality, traffic flow, visual, and noise impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and emissions from the operation of heavy equipment associated with the project construction. These impacts will be minimized or controlled by adherence to all State and local regulations, the most current edition of the Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the Standard Specifications for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays. Access of all businesses, residences, and recreational facilities will be maintained to the extent practical through controlled construction scheduling. Signage will be used, as appropriate, to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities, which could excessively inconvenience the community, so that motorists, residents, and business persons can plan travel routes accordingly. All provisions of the most current edition of the Standard Specifications for Road and Bridge Construction will be followed.

Noise and vibrations impacts will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in Standard Specifications for Road and Bridge Construction in addition to those recommended in the Noise Impact section of the Preliminary Engineering Report. Using the

Department's listing of vibration sensitive sites, residences were identified as potentially sensitive to vibration caused during construction. If during final design, it is determined that provisions to control vibration are necessary, the project's construction provisions can be modified as needed. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

D-4. Contamination

In accordance with the FHWA Technical Advisory T 6640.8A dated October 30, 1987, and Part 2, Chapter 22 of the PD&E Manual, a contamination screening evaluation was conducted and a Contamination Screening Evaluation Report was prepared for the project. Based on the findings of the study, a total of 34 sites were initially identified within the proposed project limits as having the potential for contamination. Of the 34 sites, 23 are considered potential petroleum sites and 11 are considered potential hazardous material sites.

The 34 sites were rated in accordance with the PD&E Manual, Part II, Chapter 22 as High, Medium, Low, and No. None of the 34 sites received a rating of High. Four sites received a rating of Medium. Twenty sites received a rating of Low. Ten sites received a rating of No.

It is recommended that a Level II Contamination Assessment be conducted prior to the design and construction phases for the four sites that received a contamination risk rating of Medium. One site is located in Segment A on Park Boulevard and three sites are located in Segment D on 4th Street North.