

FINAL
STATE ENVIRONMENTAL IMPACT REPORT
STATE ROAD 52 PD&E STUDY
FROM I-75 (SR 93) to E. of EMMAUS CEMETERY ROAD

Pasco Work Order Number: C 3623.00

WPI Segment Number: 408827 1

Prepared for:



Pasco County Engineering Services Department

In cooperation with the Florida Department of Transportation

July 2005

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FROM I-75 (SR 93) to E. of EMMAUS CEMETERY ROAD
IN PASCO COUNTY, FLORIDA

Pasco Work Order Number: C 3623.00

WPI Segment Number: 408827 1

Prepared for:

Pasco County Engineering Services Department

Prepared by:

WilsonMiller, Inc.
15438 N. Florida Avenue
Suite 200
Tampa, Florida 33613

July 2005

Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION:

Project Name: State Road (SR) 52 Widening

Project Limits: From I-75 (SR 93) to E. of Emmaus Cemetery Road, Pasco County

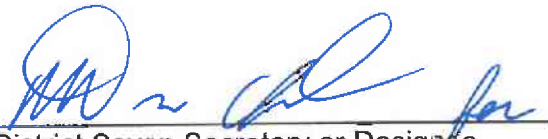
WPI Segment Number: 408827.1
Pasco Work Order Number: C 3623.00

2. PROJECT DESCRIPTION:

- a. Existing: The existing roadway segment is a two-lane undivided rural section.
- b. Proposed Improvements: The proposed improvements include the widening of SR 52 from east of the Interstate-75 ramps to east of Emmaus Cemetery Road from a two-lane roadway to a six-lane divided roadway, a distance of approximately 1.9 miles. As an interim improvement, a four-lane divided section is proposed to accommodate traffic until the six-lane facility is warranted.

More specifically, for the four-lane interim project, a suburban section is proposed. It consists of a 22-foot raised median, two 12-foot travel lanes, a 10-foot shoulder (5-foot paved, 5-foot unpaved) and a 5-foot sidewalk in each direction. The section utilizes roadside swales and drainage pipes to convey stormwater to three planned pond locations. For the future six-lane improvements, an urban curb and gutter section is proposed. The sidewalk and raised median remain, the number of lanes are expanded to three 12-foot travel lanes, and a 4-foot bike lane is added in each direction. The urban section includes Type F curb and gutter on the outside for stormwater conveyance to the same pond locations noted above. For both typical sections, the total right-of-way width will vary from 160 to 185 feet.

3. APPROVAL OF FINAL DOCUMENT


District Seven Secretary or Designee

2-6-105
Date

The final SEIR reflects full consideration of the comments and responses resulting from the public hearing

4. **IMPACT EVALUATION**

	S	M	N	N	
Topical Categories	I	I	O	O	REMARKS
	g	n	n	I	
	n		e	n	
				v	

A. SOCIAL IMPACTS:

1. Land Use Changes	()	()	(X)	()	<u>See Attachment</u>
2. Community Cohesion	()	()	(X)	()	<u>See Attachment</u>
3. Relocation Potential	()	()	(X)	()	<u>See Attachment</u>
4. Community Services	()	()	(X)	()	<u>See Attachment</u>
5. Title VI Considerations	()	()	()	(X)	<u>See Attachment</u>
6. Controversy Potential	()	(X)	()	()	<u>See Attachment</u>
7. Bicycles & Pedestrians	()	()	(X)	()	<u>See Attachment</u>
8. Utilities & Railroads	()	()	(X)	()	<u>See Attachment</u>

B. CULTURAL IMPACTS:

1. Historic Sites/Districts	()	()	(X)	()	<u>See Attachment</u>
2. Archaeological Sites	()	()	(X)	()	<u>See Attachment</u>
3. Recreation Areas	()	()	()	(X)	<u>See Attachment</u>

C. NATURAL ENVIRONMENT:

1. Wetlands	()	(X)	()	()	<u>See Attachment</u>
2. Aquatic Preserves	()	()	()	(X)	<u>See Attachment</u>
3. Water Quality	()	()	(X)	()	<u>See Attachment</u>
4. Outstanding Fl. Waters	()	()	()	(X)	<u>See Attachment</u>
5. Wild and Scenic Rivers	()	()	()	(X)	<u>See Attachment</u>
6. Floodplains	()	(X)	()	()	<u>See Attachment</u>
7. Coastal Zone Consistency	()	()	(X)	()	<u>See Attachment</u>
8. Wildlife & Habitat	()	(X)	()	()	<u>See Attachment</u>
9. Farmlands	()	(X)	()	()	<u>See Attachment</u>

D. PHYSICAL IMPACTS:

1. Noise	()	(X)	()	()	<u>See Attachment</u>
2. Air	()	()	(X)	()	<u>See Attachment</u>
3. Construction	()	()	(X)	()	<u>See Attachment</u>
4. Contamination	()	(X)	()	()	<u>See Attachment</u>
5. Navigation	()	()	()	(X)	<u>See Attachment</u>

E. PERMITS REQUIRED: An ERP will be required from the SWFWMD. A Dredge and Fill Permit will be required from the USACOE. A National Pollutant Discharge Elimination System will be required from the FDEP.

5. COMMITMENTS AND RECOMMENDATIONS:

Three alignments were considered, widening to the North, South and from the centerline. In comparison, the South alignment does not require any relocations, minimizes impacts on existing developed properties on the north, is the most cost effective option and provides the best connection to the existing as well as the proposed modifications to the right-of-way on the west and the proposed future Clinton Avenue Extension to the east.

No commitments are necessary regarding the recommended southern alignment. Public comments received during the public involvement process dealt primarily with access management. Access management issues will be addressed in detail by the Access Management Committee during the design review process.

For the four-lane interim project, a suburban section is recommended. It consists of a 22-foot raised median, two 12-foot travel lanes, a 10-foot shoulder (5-foot paved, 5-foot unpaved) and a 5-foot sidewalk in each direction. The section utilizes roadside swales and drainage pipes to convey stormwater to three planned pond locations. For the future six-lane improvements, an urban curb and gutter section is recommended. The sidewalk and raised median remain, the number of lanes are expanded to three 12-foot travel lanes, and a 4-foot bike lane is added in each direction. The urban section includes Type F curb and gutter on the outside for stormwater conveyance to the same pond locations noted above. For both typical sections, the total right-of-way width will vary from 160 to 185 feet.

As a result of the public hearing, environmental studies and interagency coordination, the southern alignment has been selected as the recommended alternative for the proposed widening of State Road 52 (SR 52) from a two-lane rural section to a six-lane divided urban section. The PER contains a detailed description of the recommended typical sections.

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1.0 INTRODUCTION

This State Environmental Impact Report has been prepared for the Pasco County Engineering Services Department in cooperation with the Florida Department of Transportation (FDOT) to evaluate and document the proposed improvements to State Road 52 (SR 52).

The proposed improvements include the widening of SR 52 from east of the Interstate-75 ramps to east of Emmaus Cemetery Road from a two-lane roadway to a six-lane divided roadway, a distance of approximately 1.9 miles, see Figure 1-1. As an interim improvement, a four-lane divided section is proposed to accommodate traffic until the six-lane facility is warranted. The western limits will match the proposed improvement project for SR 93 (I-75), from South of SR 56 to North of SR 52, WPI segment number 2587361, Federal-Aid Project Number NH-75-1(91) 275. The eastern segment will align with the proposed Clinton Avenue Extension, Pasco Work Order Number C 3216.40. Construction is scheduled to commence on the initial improvements to widen from the 2-lane undivided to the 4-lane divided section by June 1, 2007, with a projected completion date on or before October 01, 2009.

The project is consistent with the Department of Community Affairs approved local government comprehensive plan required under Chapter 163, Florida Statutes. This State Environmental Impact Report (SEIR) summarizes the findings of this evaluation and the public involvement efforts conducted to date for this project.

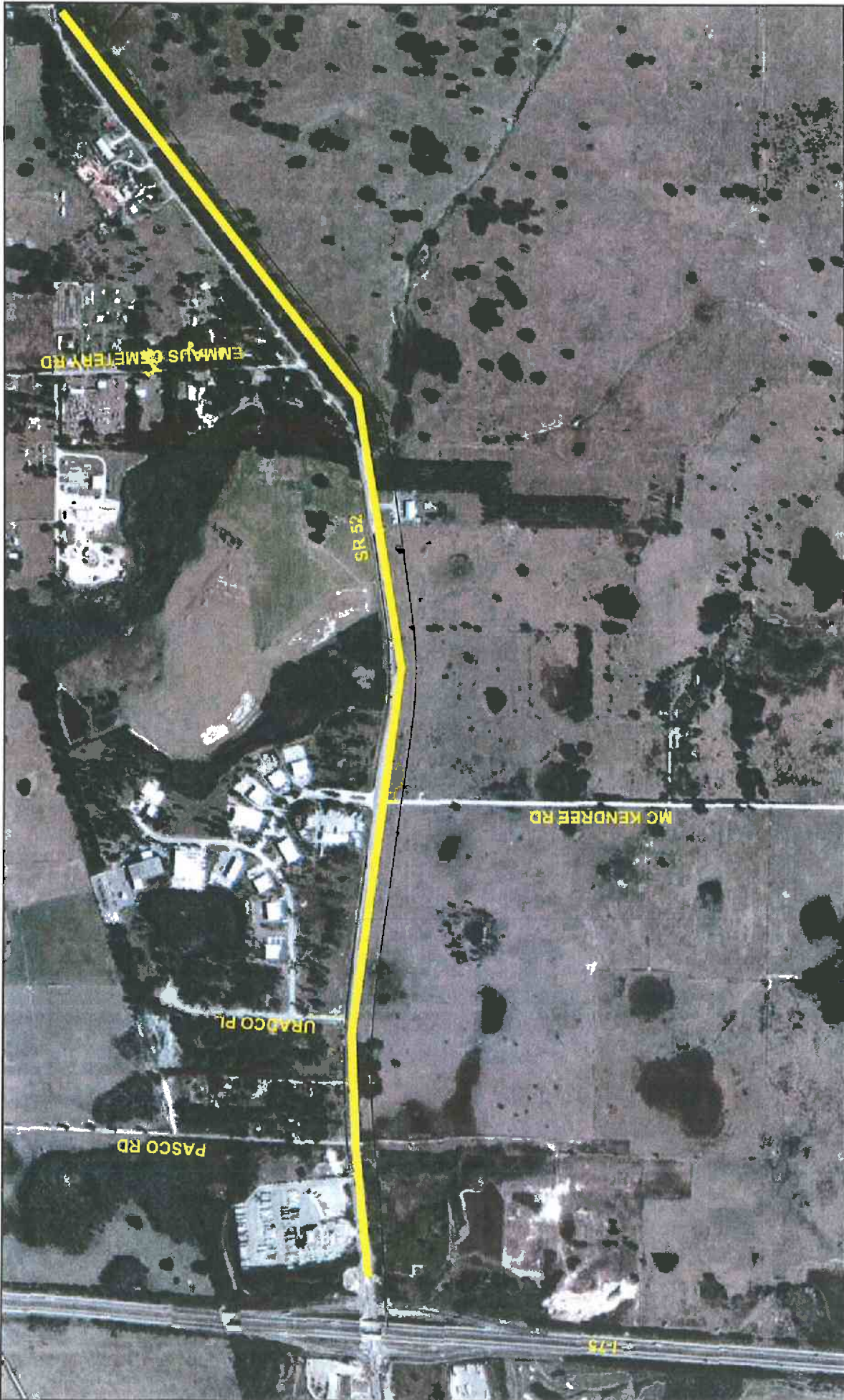


FIGURE 1-1
PROJECT LOCATION MAP

NOT TO SCALE

STATE ROAD 52 PD&E STUDY FROM I-75 (SR 93)
TO EAST OF EMMANUS CEMETERY ROAD
PASCO WORK ORDER NO. C3623.00
WPI SEGMENT NO. 408827 1

2.0 PROJECT DESCRIPTION

2.1 EXISTING FACILITY

The existing roadway is a 2-lane undivided section. There are no traffic signals within the project corridor. The posted speed limit is 50 mph from I-75 through the project corridor. The area is currently transitioning from rural to suburban. SR 52 provides east-west mobility for many uses along the corridor and provides a connection from the communities of San Antonio, St. Leo and Dade City to and from I-75.

2.2 NEED FOR THE PROJECT

The need for the widening project was determined by the Pasco County Metropolitan Planning Organization. The future need for additional improvements to widen to six lanes is identified in the Pasco County MPO's Needs Assessment Plan and in the Draft SR 52 Action Plan prepared for the Florida Department of Transportation, dated August 15, 2003.

Further, a traffic study was conducted to determine the need for improvements in order to provide an acceptable level of service on the road. The results of the traffic study identified that a six-lane divided facility would be needed for the 2030 design year. As an interim improvement, a four-lane divided section is proposed to accommodate traffic until the six-lane divided facility is warranted.

Pasco County is experiencing rapid suburban development and growth is expected to continue as the existing vacant land is developed and the existing land use is improved for the highest and best use.

2.3 PROJECT ALTERNATIVES

Three alignments were considered, widening to the North, South and from the centerline. The three alignments were evaluated with regard to social, economic and environmental factors including the potential number of parcels affected by the right-of-way acquisition, the potential number of business and residential relocations, the impacted wetland acreage, the impact to floodplains, the potential for involvement with threatened and endangered species, the potential number of archeological sites impacted, the potential number of contaminated sites, the number of noise sensitive sites, the amount of right-of-way to be acquired, and estimates of the design, right-of-way, construction and engineering costs.

The major differentiating factors between the alternatives are the number of potential relocations and the right-of-way acquisition costs. The North and Center alignments impact a greater number of parcels than the South alignment. There is a potential for relocation of five residences for the North alternative and three residences for the Center alternative, as compared to no relocations necessary for the South alternative.

The right-of-way acquisition cost is significantly higher with the North and Center alignments, due primarily to relocation and business damage costs. The estimates are almost \$5 million for the North, a little over \$4 million for the Center, and just over \$1 million for the South. In relation to the South, the North is approximately \$3.8 million dollars higher in cost, and Center is approximately \$3 million dollars more.

Additionally, the North and Center alternatives would not properly align with the proposed roadway improvement projects on either side of the project. On the west, improvements are proposed to the Interstate-75 interchange. The project is known as SR 93 (I-75), from South of SR 56 to North of SR 52, WPI segment number 2587361, Federal-Aid Project Number NH-75-1(91) 275. On the east, the preferred alignment for the Clinton Avenue Extension is outlined in the Final Route Study Report for Clinton Avenue Extension, Pasco Work Order No. C 3216.40 (June 2004).

In summary, the South alignment does not require any relocations, minimizes impacts on existing developed properties on the north, is the most cost effective option and provides the best connection to the existing as well as the proposed modifications to the right-of-way on the west and the proposed future Clinton Avenue Extension to the east.

For the No Build Alternative, SR 52 would not be widened within the project limits. Without roadway improvements, SR 52 will not be able to handle the projected traffic volumes for this portion of Pasco County.

The Transportation Systems Management (TSM) alternative consists of intersection improvements, signal timing, transit improvements, and improved access.

3.0 AFFECTED ENVIRONMENT

The affected environment includes social, cultural, natural, and physical impacts. The following paragraphs describe potential project impacts for the affected environment.

3.1 SOCIAL IMPACTS AND ECONOMIC IMPACTS

3.1.1 Land Use Changes

Much of the adjacent property within the project corridor is undeveloped, vacant land with some pasture and silviculture activities. Five parcels front the south side of SR 52. From west to east along the corridor, the land uses for these parcels include vacant-unimproved, pastureland, a welding business, and timber production. There are nineteen parcels fronting the north side of SR 52. From west to east, land uses include a retail truck stop, vacant-unimproved industrially zoned property, a light manufacturing business, single-family residences, mobile homes, a mobile home park and two churches (Piney Grove M.B. Church and San Antonio Community Church). The residential and church uses encompass less than a half-mile of frontage on the north side along the eastern end of the project limits. Figure 3-2 illustrates existing land uses based on the Florida Land Use Cover and Forms Classification System.

Pasco County's Future Land Use Map (2015) indicates that the corridor is classified as mixed use in the western portion of the project area and residential in the eastern portion of the project area as shown in Figure 3-3.

Currently, there are two large developments proposed along the roadway corridor. The Cannon Ranch (DRI #163) with 6,700 proposed residential units, a golf course/resort, 183,000 square feet of commercial and office. In addition, a pre-application conference was held on 6/28/04 for a proposed new DRI to be known as The Pasco Town Centre

(DRI #257). The project is located at the southeast corner of I-75 and SR 52, and includes 929 acres. Proposed uses include 2,745,000 s.f. retail, 770,000 s.f. office, 410,000 s.f. industrial, 915 multi-family residential units and 640 hotel rooms.

3.1.2 Community Cohesion

The proposed project will not divide any neighborhoods. The widening will occur within the existing roadway corridor. The project does not change travel patterns. Therefore, the proposed project will not affect community cohesion.

3.1.3 Relocation Potential

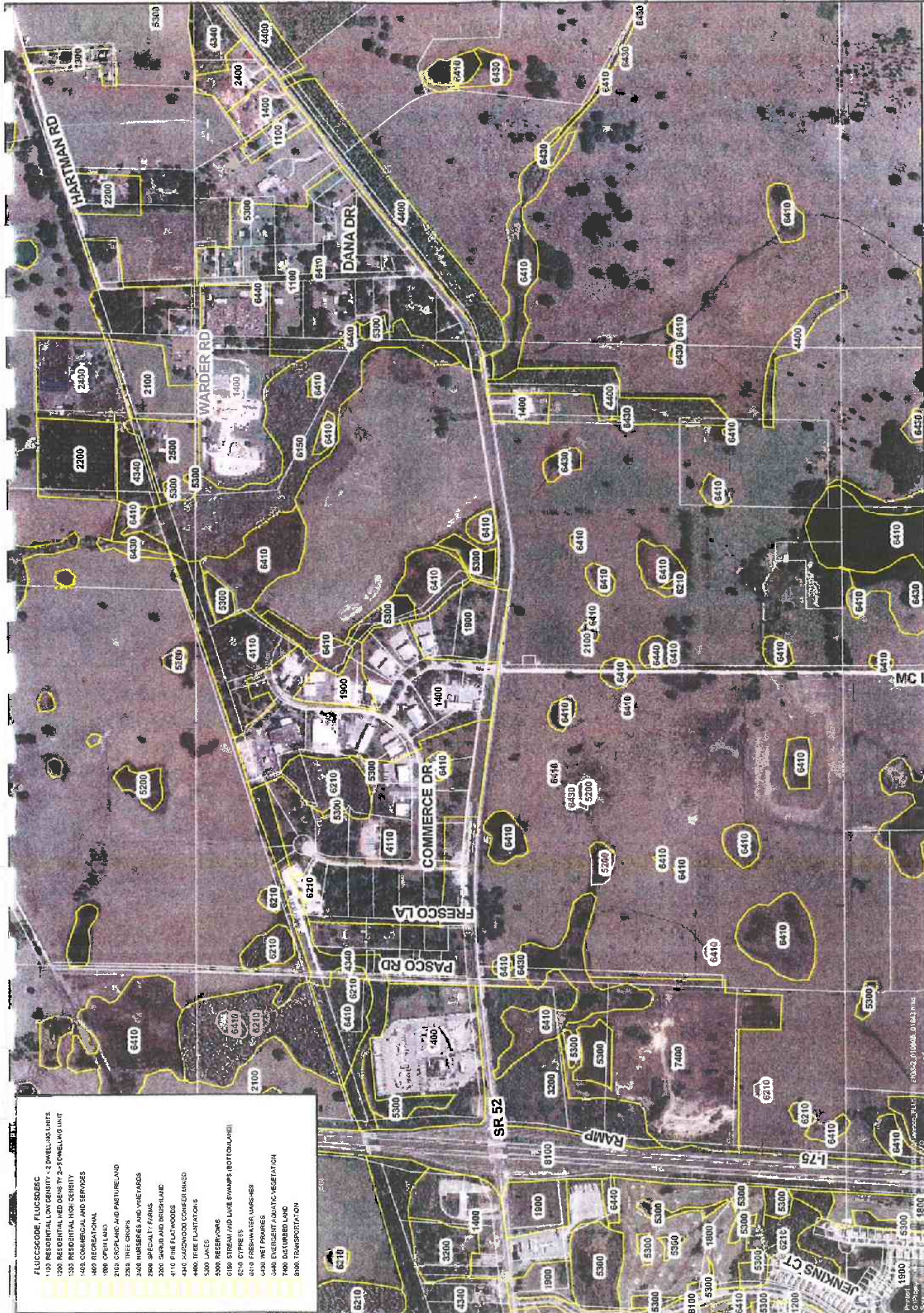
No relocations are necessary for the project.

3.1.4 Community Services

There are two churches along the project corridor, Piney Grove M.B. Church and San Antonio Community Church. There are no parks, refuges, schools, hospitals, fire stations, or governmental institutions located along the corridor. No cultural resources were identified within the project corridor that can be considered significant or eligible for listing on the National Register of Historic Places (NRHP). The proposed project will not affect any existing community services.

3.1.5 Title VI Considerations

The project will not impact any minority, ethnic, elderly, or handicapped groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.



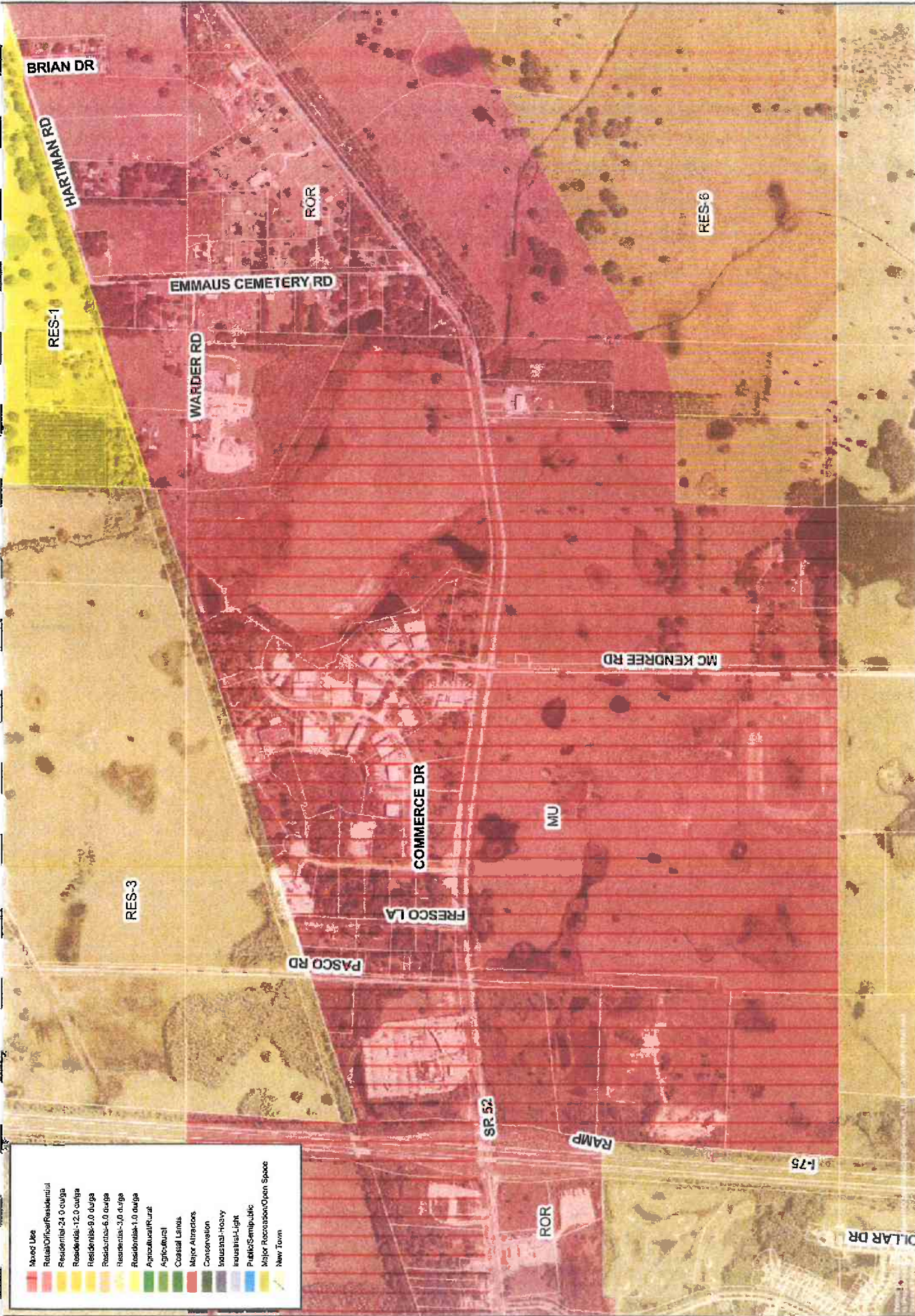
FLUCCODE, FLUCCDESC

1100	RESIDENTIAL LOW DENSITY - 2+ DWELLING UNITS
1200	RESIDENTIAL MED DENSITY 2+ DWELLING UNIT
1300	RESIDENTIAL HIGH DENSITY
1400	COMMERCIAL AND SERVICES
1800	RECREATIONAL
1900	OPEN LAND
2100	CROPLAND AND PASTURE LAND
2300	TREE CROPS
2400	NURSERIES AND WINE YARDS
2500	SPECIALTY FARMS
2600	SHRUB AND BRUSHLAND
4110	FINE PINE WOODS
4240	HARDWOOD CONIFER MIXED
4300	TREE PLANTATIONS
5000	LAKES
5000	RESERVOIRS
6150	STREAM AND LAKE SWAMPS (BOTTOMLAND)
6210	CYPRESS
6410	FRESHWATER MARSHES
6430	WET PRAIRIES
7400	EMERGENT AQUATIC VEGETATION
7400	DISTURBED LAND
8100	TRANSPORTATION

FIGURE 3-2
EXISTING LAND USE
SWFWMD LAND USE/COVER 1999



STATE ROAD 52 PD&E STUDY
FROM I-75 (SR 93) TO EAST OF
EMMAUS CEMETERY ROAD
PASCO WORK ORDER NO. C3623.00
WPI SEGMENT NO. 408827 1



- Mixed Use
- Retail/Office/Residential
- Residential-24.0 acre
- Residential-12.0 acre
- Residential-9.0 acre
- Residential-6.0 acre
- Residential-3.0 acre
- Residential-1.0 acre
- Agricultural/Rural
- Agricultural
- Coastal Lands
- Major Attractors
- Conservation
- Industrial-Heavy
- Industrial-Light
- Public/Community
- Major Recreation/Open Space
- New Town



FIGURE 3-3
FUTURE LAND USE MAP



STATE ROAD 52 PD&E STUDY
FROM I-75 (SR 93) TO EAST OF
EMMAUS CEMETERY ROAD
PASCO WORK ORDER NO. C3623.00
WPI SEGMENT NO. 406827.1

3.1.6 Controversy Potential

The public involvement program was established to maintain communication with the public at-large and individuals and agencies concerned with the project and its potential impacts. The program consisted of the Advanced Notification and the Public Hearing.

The Advanced Notification (AN) Package was sent to the Florida State Clearinghouse on October 1, 2004 to notify agencies and solicit comments. There were two responses received. The first was from the Seminole Nation of Oklahoma, stating that there is a high probability that cultural resources and materials may be encountered, that they are not currently aware of any such resources, and that if any resources are encountered, they must be immediately notified. The second response was from the Florida Department of Environmental Protection, stating that the project is consistent with the Florida Coastal Management Program. The following agencies responded that they had no comment: Florida Department of Environmental Protection, Southwest Florida Water Management District, Office of Policy and Budget, Environmental Policy Unit.

The public hearing was held on Thursday, April 21st, 2005, from 5:00 p.m. to 7:30 p.m. at the Pasco County Historic Courthouse. A mailing list was compiled which included all property owners within 300-feet of the proposed project, elected and appointed officials. A letter was sent inviting these parties to the public hearing. The legal notice advertising the public hearing and providing information on locations for review of the study and reports was published in the Tampa Tribune, Pasco Edition. A meeting notice was also published in the Florida Administrative Weekly (FAW) on 03/25/2005, Volume 31/12.

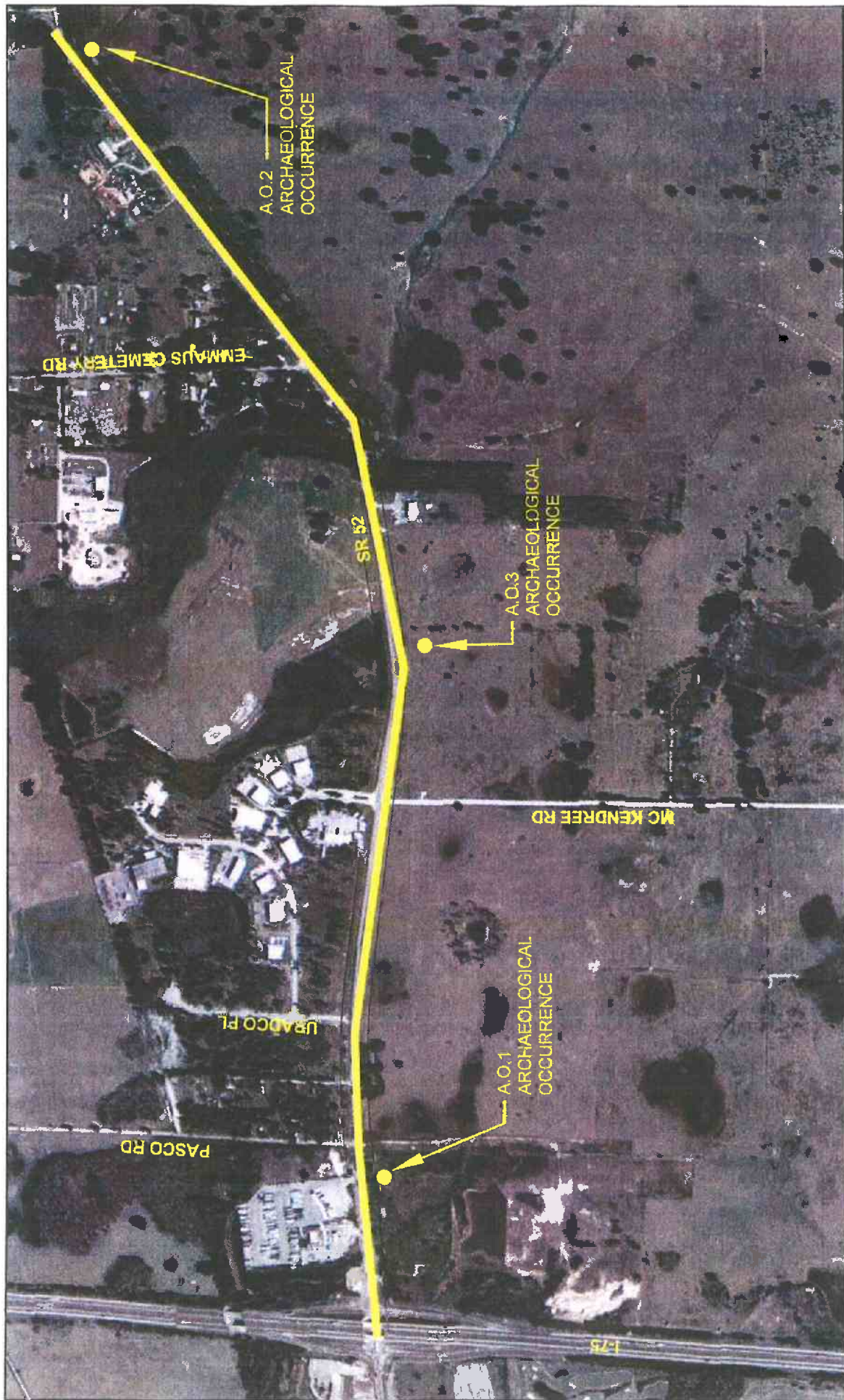
A project handout which including information on the project and the recommended alignment along with a project location map were provided at the public hearing. Two large display boards depicting the preferred alignment over an aerial photograph including the 4-lane interim and 6-lane ultimate typical sections were presented at the hearing. There were no formal comments provided during the public hearing.

After the public hearing, eight comment forms, one letter, and five e-mails were received by the project representative at Wilson Miller. The majority of the comments were concerns about the proposed access. A letter from a representative of the E/G Family Enterprise parcel stated that the proposed directional median opening in front of their property will not adequately service the existing business, which includes truck and semi tractor trailer traffic. The remaining correspondence (comment forms and e-mails) concerned access to the San Antonio Community Church. The current design approved by the FDOT access management committee does not include a median opening at the entrance to the church. Access management issues will be addressed in detail by the FDOT Access Management Committee during the design review process.

3.1.7 Utilities and Railroads

There are no railroads located within the project area.

The following companies were contacted to determine if they have utilities within the project corridor: Bright House Network; Sprint, Inc.; TECO Peoples Gas; and Withlacoochee River Electric Cooperative.



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 TO EAST OF EMMAUS CEMETERY ROAD
 PASCO WORK ORDER NO. C3623.00
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NOT TO SCALE



FIGURE 3-4
 ARCHAEOLOGICAL SITES
 ROAD CORRIDOR



PROPOSED POND LOCATION

ARCHAEOLOGICAL OCCURRENCE



FIGURE 3-5
ARCHAEOLOGICAL SITES
POND LOCATIONS

NOT TO SCALE

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3.3 NATURAL ENVIRONMENT

3.3.1 Wetlands

The potential wetland impacts resulting from the widening of SR 52 will be approximately 1.53 acres, see Figure 3-6. The proposed alignment and required additional R/W acquisition have taken into account the location and relative quality of project area wetland resources, and employed impact avoidance and minimization procedures to the extent practicable during preliminary engineering design. Final design may allow for some additional, but very limited impact reduction. It is anticipated that mitigation will only be necessary for about 1.28 acres of direct and permanent impacts, and appropriate compensation, as approved through SWFWMD and USACE permitting, will be provided via wetland restoration and/or creation on the adjacent Cannon Ranch property.

3.3.2 Water Quality

Proposed stormwater management facilities will be designed to include the water quality treatment requirements as required by the SWFWMD and ACOE. There are no designated Outstanding Florida Waters within the project area. No adverse impacts to water quality are anticipated.

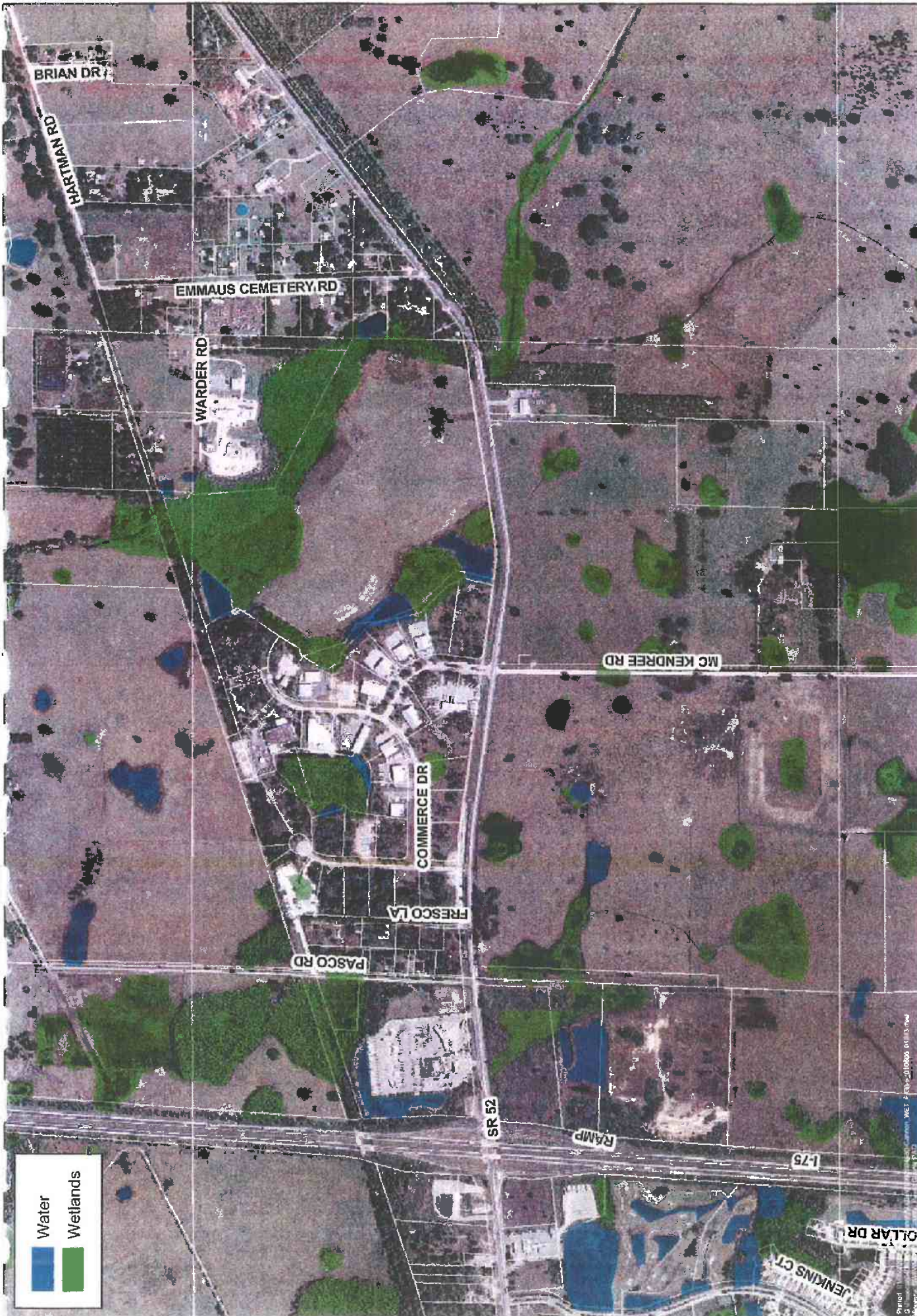
3.3.3 Floodplains

Two areas of possible floodplain encroachment have been identified. The first area is associated with the FDOT cross drain, and the second area is associated with an FDOT bridge crossing at Bayou Branch. The current crossing consists of four 10x10-foot concrete box culverts. The proposed design will extend the existing culverts and bridge. Pond sites adjacent to outfall areas will be created to provide water quality treatment and attenuation of flows for the proposed project.

Impacts to the 100-year floodplain are anticipated to be minimal. Floodplain compensation will be provided to offset impacts to the 100-year floodplain. Therefore, the proposed project is anticipated to cause no increase in flood heights and flood limits. 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.

3.3.4 Coastal Zone Consistency and Coastal Barrier Islands

It has been determined that the proposed project is consistent with the Florida Coastal Management Program in a letter received from the Florida Department of Environmental Protection dated November 18, 2004.



Water
Wetlands



FIGURE 3-6
WATER WETLANDS MAP

0 500 1,000 2,000 3,000 Feet
1 inch equals 1,000 feet

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FROM I-75 (SR 93) TO EAST OF
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3.3.5 Wildlife and Habitat

A technical memorandum was prepared to serve as documentation of the wildlife, habitat and listed species considerations for the project using criteria contained in Part 2, Chapter 27 of the Florida Department of Transportation's Project Development & Environment (PD&E) Manual. The analysis of occurrence, quality, impacts and mitigation is provided following database research, field evaluations and agency coordination.

There is no critical habitat for threatened or endangered species occurring within or very near to the project limits. Virtually all native, natural habitat already has been culturally modified and fragmented. The only state or federal listed faunal species observed or expected adjacent to the project are species of Special Concern (SSC) wading birds, such as the White Ibis, Snowy Egret, Little Blue Heron and Tricolored Heron, and foraging Florida Sandhill Cranes, classified as threatened by the State. No gopher tortoises (SSC) have been observed in proximity to the right-of-way. No listed plant species were encountered. None of the three proposed stormwater management pond sites will have any known involvement with listed species, nor will their location have an adverse impact on any significant natural habitat. The potential need for design of a specific wildlife underpass in association with the Bayou Branch crossing was discussed with appropriate representatives of both Pasco County and the Southwest Florida Water Management District (SWFWMD) and a crossing may be included in the final design. This SR 52 roadway widening project will not result in any significant impact to listed species or their habitat. Appropriate mitigation for minor (approximately 1.5 acres) losses of wetland foraging habitat for wading birds will take place in the immediate project area, as approved in the pending permitting process.

The US Fish and Wildlife Service has reviewed the technical memo and a letter of concurrence is expected in the near future.

3.3.6 Farmlands

Much of the land necessary for the road widening is currently used as pastureland for cattle grazing. Due to the large size of these parcels, the impact of reducing the property for acquisition of right-of-way is minimal. There is one parcel in use as a tree farm; however, the area where the acquisition is located is not within the planting area. Because impacts are expected to be minor, it was determined that there will be no significant impacts to prime or unique farmland from the construction of the proposed project.

3.4 PHYSICAL IMPACT

3.4.1 Noise

A Noise Study Report (NSR) was prepared in accordance with the FDOT Project Development and Environment (PD&E) Manual, Part 2, Chapter 17 (October 6, 2003). Prediction of all traffic noise levels was performed using the Federal Highway Administration's (FHWA) computer model, Traffic Noise Model (TNM) Version 2.5.

Predicted noise levels for the Build Alternatives were calculated and compared to the No-Build Alternative and to the existing condition noise levels at all of the noise sensitive sites identified as part of the field review. None of the evaluated sites are predicted to experience a substantial increase (i.e., an increase of 15 or more decibels above the existing noise level as a direct result of the Build Alternative). A single noise sensitive site will experience noise levels that will approach or exceed the FHWA Noise Abatement Criteria (NAC) under the Build Alternative while no sites currently approach or exceed the NAC. Likewise, the NAC is not expected to be approached or exceeded under the Future No-Build Alternative

The site that will approach or exceed the NAC is a single-family residence on the north side of SR 52, located at 31427 State Road 52. Abatement alternatives were evaluated for this location. This included traffic management techniques, alignment modifications, property acquisition, land use controls, and noise barriers. The results of the analysis indicate that a barrier would not provide the minimum required reduction in traffic noise at a cost below the cost reasonable criteria.

Because the project does not impact a substantial number of noise sensitive sites, the noise impacts are considered to be minimal.

3.4.2 Air Quality

An air quality review of the subject project was conducted following standard Florida Department of Transportation (FDOT) procedures. This project is located in Pasco County, which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, and as such, conformity does not apply.

To ensure that no air quality standards will be violated resulting from the construction and operation of this project, the FDOT Air Quality Screening Model, CO Florida 2004, was used. The CO Florida 2004 model uses information from the Environmental Protection Agency's (EPA) MOBILE6 Emissions model and the CALINE3 model to produce an estimate of the carbon monoxide (CO) levels that might result from the operation of the project. The model predicts CO concentrations at default receptors located adjacent to the intersection.

The intersection of State Road 52 and Emmaus Cemetery Road was evaluated under the screening test for the year 2030, the design year for the project.

Using a suburban setting and standard default values for background concentrations and temperatures, the resultant maximum CO concentrations at the ten receptors were predicted to range from 3.8 to 4.9 parts per million (ppm) for 1 hour and from 2.3 to 3.0 ppm for 8 hours. Since these values do not exceed the National Ambient Air Quality Standards (NAAQS) established by the United States Environmental Protection Agency (USEPA) of 35 ppm for 1 hour and 9 ppm for 8 hours, no adverse air quality impact will result from the operation of this project.

Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts can be minimized by adherence to all applicable State and local regulations and application of appropriate construction specifications. The Air Quality Screening Memorandum is contained in the SEIR project files.

3.4.3 Construction

Construction impacts will be minimized through the use of FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices.

3.4.4 Contamination

A Contamination Screening Evaluation was conducted for the project area. Nine sites were evaluated, and eight were ranked as no risk or low risk, having no affect on roadway construction activities, see Figure 3-7. The one site with a high risk ranking is the former Chevron located at the northeast corner of the interchange of SR 52 and I-75, which had petroleum contamination documented in the vicinity of the project area. Additional environmental assessment activities, consisting of soil and groundwater testing, are recommended prior to construction to determine the potential impact of these facilities upon proposed construction activities.

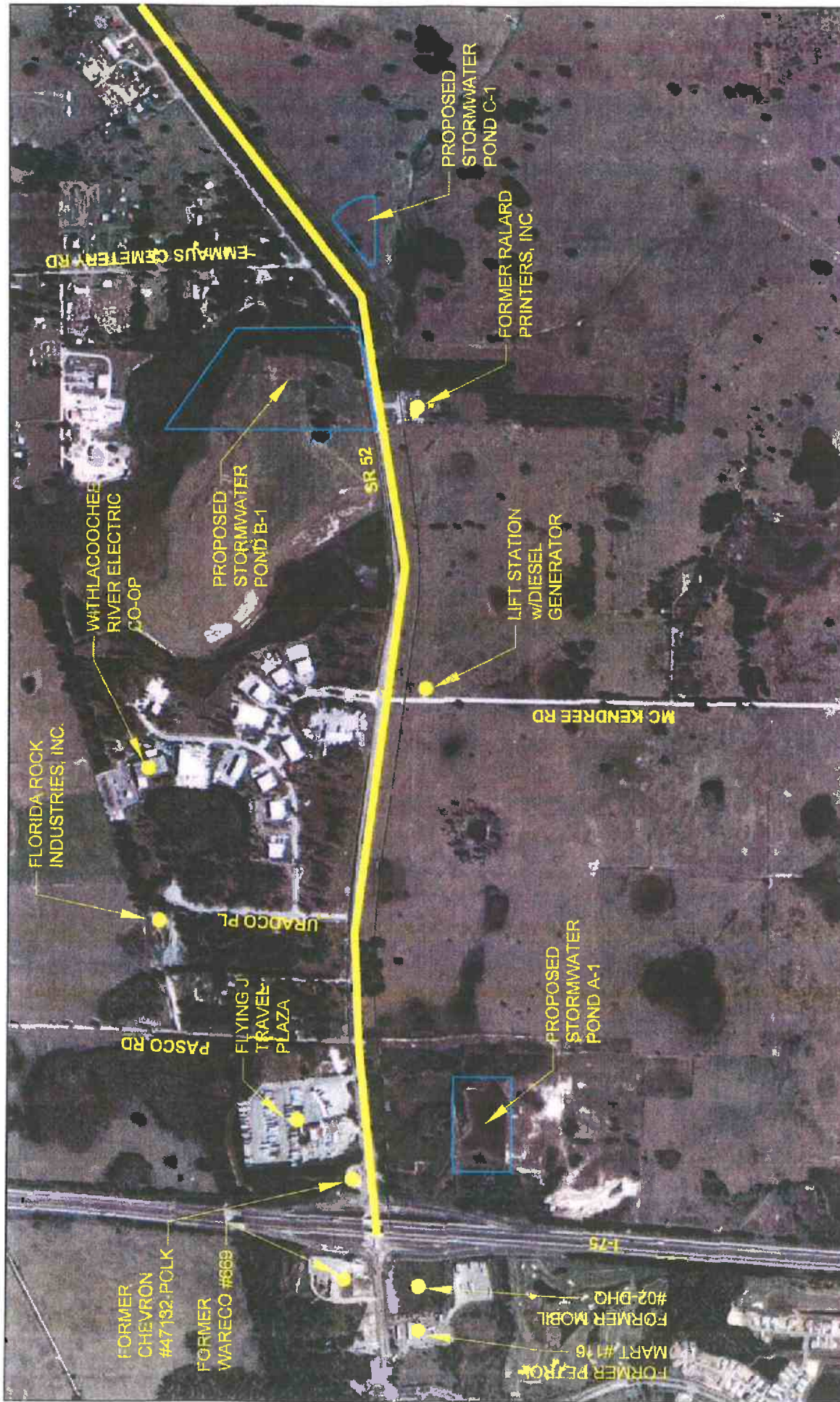


FIGURE 3-7
POTENTIAL
CONTAMINATION SITES

NOT TO SCALE

STATE ROAD 52 PD&E STUDY FROM I-75 (SR 93)
TO EAST OF EMMAUS CEMETERY ROAD
PASCO WORK ORDER NO. C3623.00
WPI SEGMENT NO. 408827 1

4.0 PERMITS REQUIRED

An ERP will be required from the SWFWMD. A Dredge and Fill Permit will be required from the USACOE. A National Pollutant Discharge Elimination System will be required from the FDEP.

5.0 COMMENTS AND COORDINATION

The public involvement program was established to maintain communication with the public at-large and individuals and agencies concerned with the project and its potential impacts. The program consisted of the Advanced Notification and the Public hearing. A Comments and Coordination Report has been prepared to provide the detailed information associated with the public involvement program, a summary is provided below.

The Advanced Notification (AN) Package was sent to the Florida State Clearinghouse on October 1, 2004 to notify agencies and solicit comments. There were two responses received. The first was from the Seminole Nation of Oklahoma, stating that there is a high probability that cultural resources and materials may be encountered, that they are not currently aware of any such resources, and that if any resources are encountered, they must be immediately notified. The second response was from the Florida Department of Environmental Protection, stating that the project is consistent with the Florida Coastal Management Program. The following agencies responded that they had no comment: Florida Department of Environmental Protection, Southwest Florida Water Management District, Office of Policy and Budget, Environmental Policy Unit.

The public hearing was held on Thursday, April 21st, 2005, from 5:00 p.m. to 7:30 p.m. at the Pasco County Historic Courthouse. A mailing list was compiled which included all property owners within 300-feet of the proposed project, elected and appointed officials. A letter was sent inviting these parties to the public hearing.

The legal notice advertising the public hearing and providing information on locations for review of the study and reports was published in the Tampa Tribune, Pasco Edition.

A project handout which including information on the project and the recommended alignment along with a project location map were provided at the public hearing. Two large display boards depicting the preferred alignment over an aerial photograph including the 4-lane interim and 6-lane ultimate typical sections were presented at the hearing. Fourteen people signed the attendance sheets. There were no formal comments provided during the public hearing.

After the public hearing, eight comment forms, one letter, and five e-mails were received by the project representative at Wilson Miller. The majority of the comments were concerns about the proposed access. A letter from a representative of the E/G Family Enterprise parcel stated that the proposed directional median opening in front of their property will not adequately service the existing business, which includes truck and semi tractor trailer traffic. The remaining correspondence (comment forms and e-mails) concerned access to the San Antonio Community Church. The current design approved by the FDOT access management committee does not include a median opening at the entrance to the church.

6.0 COMMITMENTS AND RECOMMENDATIONS

Three alignments were considered, widening to the North, South and from the centerline. In comparison, the South alignment does not require any relocations, minimizes impacts on existing developed properties on the north, is the most cost effective option and provides the best connection to the existing as well as the proposed modifications to the right-of-way on the west and the proposed future Clinton Avenue Extension to the east.

No commitments are necessary regarding the recommended southern alignment. Public comments received during the public involvement process dealt primarily with access management. Access management issues will be addressed in detail by the Access Management Committee during the design review process.

As a result of the public hearing, environmental studies and interagency coordination, the southern alignment has been selected as the recommended alternative for the proposed widening of State Road 52 (SR 52) from a two-lane rural section to a six-lane divided urban section. The PER contains a detailed description of the preferred typical sections.

APPENDIX A

CRAS SHPO Letter of Concurrence



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mrs. Rebecca Spain Schwarz, Cultural Resource Coordinator
Florida Department of Transportation, District Seven
11201 N. McKinley Drive
Tampa, Florida 33612-6456

April 4, 2005

RECEIVED
2005 APR 15 AM 9:15

RE: DHR Project File Number: 2005-02834
Received by DHR: March 15, 2005
WPI Segment No: 408827 1
Project: SR 52 PD&E Study from I-75 (SR 93) to east of Emmaus Cemetery Road,
Pasco County, Florida.

Dear Mrs. Schwarz:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, *36 CFR Part 800: Protection of Historic Properties*, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the *National Historic Preservation Act of 1966*, as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

As a result of the submitted Cultural Resources Assessment Survey, no previously or newly recorded historic or archaeological sites are identified within or adjacent to the project's Area of Potential Effect (APE). This applies to both the roadway and the proposed pond sites. Four prehistoric artifacts were recovered during the survey for the roadway and were recorded as three archaeological occurrences. However, these archaeological occurrences were determined not to meet the minimum criteria for listing in the *National Register of Historic Places*. Additionally, two prehistoric artifacts were recovered within the location of the proposed Pond 2. These were recorded as one archaeological occurrence and were also determined not to meet the minimum criteria for listing in the *National Register of Historic Places*.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

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Archaeological Research
(850) 245-6444 • FAX: 245-6436

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340

Mrs. Rebecca Spain Schwarz

April 4, 2005

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It is the opinion of the Florida Department of Transportation that there will be *No Historic Properties Affected* as a result of the proposed project. Based on the information provided, our office concurs with this determination and finds the submitted report complete and sufficient.

If you have any questions concerning our comments, please contact Brian Yates, Compliance Review Archaeologist, by electronic mail byates@dos.state.fl.us, or at 850-245-6372.

Sincerely,

Barbara C. Matlack
Acting Chief, Bureau of Historic Preservation

for Frederick P. Gaske, Director, and
State Historic Preservation Officer