

Florida Department of Transportation

PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)

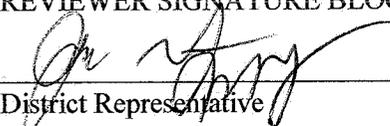
- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: EA/FONSI July 13, 1988
- c. Project Numbers: 256243 1 1851-108
(If applicable) Financial Project Federal Aid
- d. Project Local Name, Location and Limits: SR 52 from US 19 to I-75, Pasco County, FL
- e. Segments of Highway Being Advanced: From the Suncoast Parkway to I-75
- f. Name of Analyst(s): Gabor Farkasfalvy

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of the FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK



District Representative

1/29/07
Date

III. FHWA CONCURRENCE BLOCK



Federal Highway Administration, Division Administrator

2/2/2007
Date

IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

	YES / NO		COMMENTS
A. SOCIAL IMPACTS			
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Relocation Potential	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Title VI Considerations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Utilities and Railroads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
B. CULTURAL IMPACTS			
1. Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Historic Sites / Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Pedestrian / Bicycle Facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
C. NATURAL ENVIRONMENT			
1. Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
7. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Coastal Barrier Islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Visual / Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. PHYSICAL IMPACTS			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

CORRIDOR PROJECTS STATUS UPDATE

The approved EA/FONSI was divided into the following projects:

1. Financial Project Number: 256316 1
Federal Aid Project Number: 1851-108
Project Limits: US 19 to Hicks Road, Hicks Road to Moon Lake Road
Current Status: Roadway was upgraded from a two-lane to a six-lane facility.

2. Financial Project Number: 256322 1
Federal Aid Project Number: 1851-108
Project Limits: From Moon Lake Road to the Suncoast Parkway
Current Status: Roadway is currently under construction from a two-lane to a six-lane facility.

3. Financial Project Number: 256243 1
Federal Aid Project Number: 1851-108
Project Limits: From the Suncoast Parkway to US 41.
Current Status: This segment is the first of two segments being studied by this reevaluation, currently under design.

4. Financial Project Number: 256243 1N
Federal Aid Project Number: 1851-108
Project Limits: From US 41 to I-75
Current Status: Design and Right-of-way acquisition in 5-year tentative work program

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Typical Section

In the EA/FONSI, the typical section proposed for the limits covered by this reevaluation provided a 52-foot median separating two 12-foot lanes for each direction of travel. Ten-foot shoulders would be provided on each side of the roadway. Five feet of the 10-foot width would be paved which would accommodate bicyclists. The total right-of-way width for this typical section totaled 212 feet.

For the proposed design change, from the Suncoast Parkway to Shady Hills Road, the typical section provides a 46-foot raised grass median, separating three 12-foot lanes for each direction of travel. Four-foot bike lanes are provided on each side of the facility. A 5-foot sidewalk will be provided along the south side of the roadway and a 12-foot multi-use path will be provided on the north side of the roadway. From Shady Hills Road to I-75, the rural typical section provides a 46-foot median, separating three 12-foot lanes for each direction of travel. Ten-foot shoulders (5 feet paved) will accommodate bicyclists. A 12-foot multi-use path will be provided on the north side of the roadway.

Alignment

The recommended alignment for the SR 52 project corridor was evaluated and compared to the approved EA/FONSI. The alignment is consistent with the 1988 study from the Suncoast Parkway to 3,400 feet west of Ehren Cutoff. From approximately 3,400 feet west of Ehren Cutoff to I-75, the proposed alignment is shifted to the north. This keeps the proposed multi-use path on the north side of the roadway, without a need for a bridge over SR 52 if the alignment from the approved EA/FONSI is used.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

COMMITMENTS

1. Community Impacts—Sensitive Wildlife Species

Gopher tortoises occupy xeric community types with well drained soils within the proposed right-of-way. To lessen the impact to the tortoises in the area, a thorough field survey will be conducted prior to clearing activities. If numerous active burrows are found within the proposed right-of-way, a coordinated effort with the Florida Game and Freshwater Fish Commission (FGFWFC) (now known as the Florida Fish and Wildlife Conservation Commission (FFWCC) will be made to relocate tortoises.

The Florida pine snake and short-tailed snake live in xeric communities and possibly within the project corridor. To lessen the impacts on the pine snake and the short-tailed snake, the contractor will be advised on the State of Florida's listed status and the legal protection of these snakes. The contractor will be instructed prior to construction activities that any snakes encountered during construction must be relocated unharmed.

Status: This commitment is still valid and will be adhered to by the contractor during construction activities.

2. To minimize total wetland loss, selective clearing and grubbing will be implemented during construction.

Status: This commitment will be addressed in the project's construction related contract and plans.

3. FDOT will continue to coordinate with the Southwest District office of DER and SWFWMD throughout the development of the project's stormwater management plan to ensure that the final drainage design will be in compliance with Chapter 17-25, FAC, the Stormwater Rule.

Status: This commitment is still valid. The FDOT will continue its coordination with DEP (formally DER) and SWFWMD.

4. Drainage structures along SR 52 will be reevaluated during final drainage design.

Status: This commitment is still valid.

5. To minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will carry out a right-of-way and relocation program in accordance with Chapter 339.09, FS and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

Status: This commitment is still valid.

6. All hazardous waste sites identified, as well as any additional sites, which become established or are discovered in the interim, will be assessed at each of the reevaluation phases. Prior to construction, appropriate action will be taken to initiate resolution of contamination problems.

Status: Potential contamination sites were evaluated during this reevaluation. Contamination concerns will be addressed and are anticipated to be resolved prior to right-of-way acquisition.

7. Traffic flow will be maintained on the existing facility during construction. Access to all businesses and residences will be maintained.

Status: This commitment is still valid.

8. A copy of the final noise report will be sent to appropriate local officials for their use in zoning and set-back requirements.

Status: This commitment is still valid.

9. Early and close coordination will be initiated with utility companies prior to construction of relocated/renovated facilities.

Status: This commitment is still valid.

10. Accommodations for bicycles and pedestrians will be incorporated into the proposed SR 52 design. In the rural section (Moon Lake Road to I-75), 4 feet of the proposed 10-foot outside shoulder will be paved to accommodate bicycle traffic. Since the rural section is generally undeveloped, sidewalks were not included in this section.

Status: Accommodations for bicycles and pedestrians will be incorporated into the proposed SR 52 design. In the urban section, 4-foot bicycle lanes for each direction of travel, a 5-foot sidewalk on the south side of road and a 12-foot multi-use trail on the north side of the roadway are being provided. In the rural section, 5-foot paved shoulders will accommodate bicyclists and on each side of the roadway. The 12-foot multi-use trail on the north side of the roadway would continue through the rural section.

VI. PERMITS STATUS

All required permits will be obtained prior to the construction phase of the SR 52 six-lane widening.

ATTACHMENT “A”
Reevaluation of SR 52, from the Suncoast Parkway to I-75, Pasco County

A SOCIAL IMPACTS

3. Relocation Potential: The originally approved EA/FONSI listed four residential and six business relocations within the segment covered by this reevaluation.

Status: The number of residential relocations would increase to 16. The number of business relocations would stay the same. The change in the number of estimated relocations was due to the amount of right-of-way needed for the additional travel lanes and corresponding wider right-of-way width.

7. Utilities and Railroads: The approved EA/FONSI indicated that there are numerous utilities within the project corridor. A CSX railroad line crosses SR 52 approximately 1 mile west of US 41. The Withlacoochee River Electrical Cooperative (WREC) operates an electrical transmission line along the south side of SR 52 from just east of US 41 to Bellamy Brothers Road.

Status: There have been no changes to the railroad. In the segment from the Suncoast Parkway to Kent Grove Drive, a new, major gas line has been constructed on the south side of the roadway. The alignment will not impact the gas line. The proposed alignment of SR 52 would require that the WREC electrical transmission line be relocated from its beginning to the vicinity of Ehren Cutoff.

B. CULTURAL IMPACTS

5. Pedestrian/Bicycle Facilities: The proposed rural typical section in the FONSI would not provide for pedestrians. Four feet of the 10-foot shoulder would be paved to accommodate bicyclists.

Status: Accommodations for bicycles and pedestrians will be incorporated into the proposed SR 52 design. In the urban section, 4-foot bicycle lanes for each direction of travel and a 5-foot sidewalk on the south side of road are being provided as well as a 12-foot multi-use trail on the north side of the roadway. In the rural section, 5-foot shoulders would accommodate bicyclists and on each side of the roadway. The 12-foot multi-use trail would continue through the rural section on the north side of the roadway. The current design provides an improvement in the pedestrian and bicycle facilities proposed by the original study.

C. NATURAL ENVIRONMENT

1. Wetland Impacts: In accordance with Executive Order 11990, a Wetland Evaluation Technique (WET 2.1) analysis was conducted to assess wetland functions and values. The project will be 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 (BMP) will be adhered to during the construction phase of the project. Since the EA/FONSI did not divide the project into segments, a comparison of wetland impacts between the original proposed action and that currently being proposed cannot be accomplished.

Status: Wetlands will be impacted by the proposed SR 52 improvements. Impacts will occur to freshwater marshes, isolated freshwater swamps, and forested sloughs. The estimated wetland impacts resulting from the improvements will be roughly 57.58 acres. These numbers were generated from the conceptual aerials. Assuming the project is mitigated through F.S. 373.4137, the 2006/2007 mitigation cost per acre of wetland impact is \$90,219.

6. Floodplains Impacts: Floodplains delineated by the Federal Emergency Management Agency (FEMA) within the project corridor were evaluated in accordance with Executive Order 11988, FHWA Program Manual (FHPM) 6-7-3(2), Paragraph 7, as well as Chapter 24 of the FDOT PD&E Manual. It was determined that there is no practical alternative to construction within the floodplain. There will be no longitudinal encroachments of involvement with any designated floodways.

Status: The increase in right-of-way required will increase floodplain impacts. Impacts to the 100-year floodplain will be mitigated using the construction of floodplain compensation areas.