



Florida Department of Transportation

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RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

November 28, 2012

Mr. Martin Knopp
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Nahir DeTizio

RE: Advance to Right of Way Reevaluation
SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road)
in Pasco County
Financial Management No.: 416561-2
Federal Aid Project No.: 7810-028-S

Dear Ms. DeTizio:

Enclosed for your review and approval is the Advance to Right of Way Reevaluation for SR 54 in Pasco County. The project limits are as noted above.

This reevaluation is being submitted in accordance with the Florida Department of Transportation *Project Development and Environment Manual*. Please notify this office when we may proceed with the project.

If you have any questions, please contact me at (813) 975-6496 or email me at robin.rhinesmith@dot.myflorida.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robin Rhinesmith".

Robin Rhinesmith
Environmental Administrator

RMR/jn
Enclosure
cc: Nahir DeTizio, Kirk Bogen, File

**Florida Department of Transportation
PROJECT REEVALUATION**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Right of Way Acquisition Reevaluation
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion (Type 2 CE) approved on July 16, 2009 (see Attachment B)
- c. Project Numbers: N/A 7810-028-S 416561-1-22-01
 State Federal Aid Financial Project
- d. Project Local Name, Location and Limits: SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road) in Pasco County (See the attached project location map from the approved Type 2 CE in Attachment B)
- e. Segments of Highway Being Advanced: Entire project from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road): (See Project Location Map from approved Type 2 CE [Attachment B])

**Plan Consistency for Project
(FPN 416561-2: SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road))**

Currently Adopted L RTP	2035 Pasco County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP), adopted December 10, 2009, Table 3-1-1				
Y/N	Yes – ROW \$80,292,965 in committed years FY 2021-2025, and CST \$53,550,000 in FY 2026-2030 (Costs are in present-day dollars)				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
PE (Final Design)	<2013 thru 2016 TIP Adopted 6/14/2012 Page 43	< 2013-2016	TIP \$4,965,399 STIP \$4,518,684	TIP <2013 STIP <2013	Design is currently underway
ROW			TIP \$22,505,200 TIP \$14,791,071 STIP \$22,914,129 STIP \$14,791,071	TIP 2013 TIP 2014 STIP 2013 STIP 2014	
Construction			TIP \$37,219,299 STIP \$37,219,299	TIP 2016 STIP 2016	

- f. Project Segment Planning Consistency:
(See **Attachment C** for Plan Consistency support information)

Name of Analyst: Robin Rhinesmith

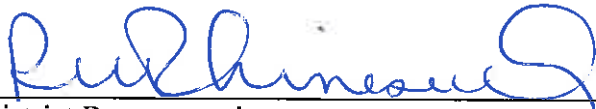
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II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 Code of Federal Regulations (CFR) 771 and the *Project Development and Environment Manual* of the Florida Department of Transportation (FDOT). A summary of public input is included in **Section VIII**. Through the reevaluation, it was determined that no substantial changes have occurred to the social, economic, or environmental impacts 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

11 / 28 / 2012
Date

III. FHWA CONCURRENCE BLOCK



for: Federal Highway Administration, Division Administrator

1 / 11 / 13
Date

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IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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

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PROJECTS STATUS UPDATE

The approved Type 2 CE for SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road) consisted of one work program segment (as shown on **Attachment B**, Location Map from the original Type 2 CE). The subject of this reevaluation involves the entire project limits. The current design segment information is presented below:

Financial Project Number:	416561-2
Federal Aid Project Number:	TBD
Project Limits:	SR 54 from CR 577 to CR 579/CR 54
Current Status:	The subject of this Right of Way Acquisition Reevaluation

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right of Way [ROW] Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The Federal Highway Administration (FHWA) approved the Type 2 CE for the SR 54 PD&E Study on July 16, 2009. The previously-approved typical sections and other design features are described in **Attachment B**. In order to prepare this Reevaluation, the latest available design plans (Phase II, dated October 17, 2012) were compared to the approved Type 2 CE and *Final Preliminary Engineering Report* (March 2009). Minor design changes were identified based on the plans review, which are noted below.

Identified Design Changes

The study segments from the original PD&E Study evaluation matrix were combined into three segments (A, B and C) based on the proposed typical section types and then compared to the currently proposed typical sections. The proposed typical section in Segment B (Foxwood Boulevard to Linda Drive, 1.7 miles) has been changed from a four-lane suburban to a four-lane urban typical section to reduce right of way costs and impacts to adjacent property owners. This urban typical section is compatible with existing and future land use. In addition, slight shifts in the proposed alignment have been made to reduce impacts to major utilities, businesses, and to reduce right of way costs.

Identified Design Variations and Design Exceptions

The approved PD&E Study included a design variation for the proposed width of the multiuse trail which was approved on 12/22/08 by District Seven. The current design phase includes a design variation for the vertical alignment which was approved on 6/19/11 by District Seven.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

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A. Mitigation Status

In accordance with the FDOT's Project Development and Environment (PD&E) Manual, FDOT compiled an inventory of wetlands during the original PD&E Study and determined that implementation of the proposed project could impact approximately 10 wetland locations for a total impact of approximately 1.97 acres. The Type 2 CE stated that "All practicable measures to reduce impacts to wetlands will be implemented during design and construction of this project. This would include considerations during the design phase for using boardwalks to minimize impacts where the proposed sidewalk or trail impacts existing wetlands. Mitigation for wetland impacts will be required as a result of the proposed roadway improvements. The use of off-site regional mitigation banks, or the transfer of the proper amount of funds for use by the Water Management District, as provided in Florida Statute 373.4137, are viable options for mitigation of wetland impacts for this project. Also, on-site mitigation, either by creation, enhancement, or conservation of wetlands, is another alternative."

Status: The mitigation status is still valid. Permit applications will be submitted to the Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE) once Phase II plans are approved. Wetland impacts will be coordinated in the permitting of the proposed improvements. The FDOT intends to utilize Florida Statute 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE.

B. Commitment Compliance

The following project-specific commitments were included in the previously approved Type 2 CE.

Commitment:

Additional assessment activities during design at the two sites ranked "medium" for contamination consisting of soil and groundwater testing to determine the potential impact from the sites on construction.

Status: A Level II Soil and Groundwater Sampling and Analysis Report was completed for this project in September 2010. Three (3) soil borings were taken at each of the two (2) sites listed as 'Medium' for potential contamination during the PD&E study. The two medium sites include Cumberland Farms and former Hills Grocery (Site Nos. 6 & 7, respectively). Soil screening with the Organic Vapor Analyzer (OVA) indicated that no significant organic vapors were detected at any of the soil boring locations. The results of the groundwater analysis indicated that all groundwater samples were below the Florida Department of Environmental Protection (FDEP) Groundwater Cleanup Target Levels (GCTL) with the exception of dissolved Lead at both sites and Total Xylenes at Site No. 6.

Groundwater contamination from the historical retail petroleum sales at both sites has migrated to the existing FDOT ROW. Proposed construction activities (i.e. utility installation, directional drilling, auger foundations and dewatering) in this area will be addressed by including specific notes in the final design documents in accordance

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with the FDOT protocol to inform the contractor of potential contamination and special materials handling procedures that should be implemented.

During the design phase the FDOT will utilize hydrologic studies to verify and quantify potential impacts to the floodplain and consider avoidance measures where reasonable and feasible. The FDOT will evaluate for compensation for any floodplain encroachment and lost floodplain storage impacts, identify mitigation for any subsequent loss of historic basin storage, and utilize the information from the ongoing watershed management plans.

Status: Evaluation of floodplain impacts and floodplain compensation has been completed with coordination with SWFWMD and utilizing hydrologic modeling. One small floodplain compensation pond is planned. There is no change in status at this time.

The Eastern Indigo Snake has the potential to exist along the project corridor; therefore the contractor will be required to implement the Standard Protection Measures for the Eastern Indigo Snake (1999) during construction of the project.

Status: The contractor will be required to implement the Standard Protection Measures for the Eastern Indigo Snake during construction of the project. There is no change in status at this time.

Impacts to wetlands within the Core Foraging Area for existing wood stork colonies will be mitigated for either through the use of F.S. 373.4137 (the “Senate Bill”) or through the use of on-site mitigation within the same watershed basin as the proposed impacts.

Status: Permit applications will be submitted to the SWFWMD and USACE once Phase II plans are approved. Wetland impacts will be coordinated in the permitting of the proposed improvements. The FDOT intends to utilize Florida Statute 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE. There is no change in status at this time.

During the wetland permitting process through the SWFWMD, the following mitigation recommendation from the Florida Fish and Wildlife Conservation Commission (FFWCC) will be provided for their consideration. “If wetland impacts are mitigated under the provisions of Chapter 373.4137 F.S. (Senate Bill 1986), the replacement wetlands should be functionally equivalent; equal to or of higher functional value; and as or more productive as the impacted wetlands. Land acquisition and restoration of appropriate tracts adjacent to lands previously placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas has been an appropriate and routine way to address this issue in the past. An all-important focus of the selection process for mitigation lands for this project should include a strong consideration of the quality, functionality, and suitability of the replacement habitat for the birds, mammals, amphibians, and reptiles which will be impacted during future construction work in the project area.”

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Status: Permit applications will be submitted to the SWFWMD and USACE once Phase II plans are approved. Wetland impacts will be coordinated in the permitting of the proposed improvements. The FDOT intends to utilize Florida Statute 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE. The wetland mitigation will be in accordance with the FFWCC recommendations provided during the PD&E study. There is no change in status at this time.

FDOT will coordinate with the U.S. Fish and Wildlife Service (USFWS) and the FFWCC during the design phase of this project to address impacts to critical habitat for federal and state-listed species.

Status: No USFWS critical habitat has been identified within the project corridor. Permit applications will be submitted to the SWFWMD and USACE once Phase II plans are approved. Coordination with USFWS and FFWCC will be conducted as part of the permitting with SWFWMD and USACE. Mitigation will be provided for all impacts to wetlands by the proposed improvements. There is no change in status at this time.

The FDOT will resurvey for bald eagles during the design phase.

Status: Numerous field reviews have been conducted along the project corridor for wetland delineations and pond site evaluations. As a result of performing these surveys, no bald eagle nests have been identified within the project corridor. There is no change in status at this time.

The FDOT will further evaluate the need of noise walls at the three impacted noise sensitive sites during the design phase.

Status: A Noise Study Report (NSR) Update is being prepared for the SR 54 project. See Section D.1 in Attachment A of this document for further information regarding the status of the traffic noise evaluation. The River Haven Mobile Home Park was predicted to be impacted by the roadway improvements during the Final PD&E Noise Study. Planned design changes has shifted the alignment north by 11 feet in the area of the River Haven Mobile Home Park. No noise sensitive sites within this mobile home park are now impacted. Therefore, a wall in this location is no longer considered reasonable or feasible. There is no change in the status at this time regarding the other two walls.

During the design phase, a geotechnical evaluation will be conducted of specific pond sites for potential of sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of pond construction/operation, the FDOT will coordinate with the SWFWMD during the permitting of such sites.

Status: Additional geotechnical evaluation of proposed stormwater management pond sites was completed. No indicative factors for sinkholes were found. There is no change in status at this time.

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During the construction phase, the contractor will be required to maintain access to all businesses during normal business hours.

Status: There is no change in status at this time.

There is an identified need for transit in this corridor, as well as a commitment to fund a transit route in this location, as indicated in the 2005 Transit Development Plan as well as in the MPO's Cost Feasible Long Range Transportation Plan, which identifies a commitment to fund a transit route at this location. Future transit service needs will be evaluated during the project's design phase. In addition, it is noted that the proposed typical sections include border widths of sufficient width to accommodate future bus turnouts and bus stops.

Status: Coordination with the Pasco County Public Transit is currently underway to ensure that any defined future transit-related needs are accommodated in the design plans. There is no change in status at this time.

It is recommended that additional pavement widening be considered at all locations where motorists are expected to make U-turns, to facilitate this movement, especially in the segments with four thru lanes.

Status: The Phase II plans include U-turn accommodations. This commitment has been accomplished.

VII. PERMIT STATUS

The following list provides the status of environmental permits required by each regulatory agency being advanced by this reevaluation:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Permit (ERP)	Application to be submitted after Phase II
USACE	Individual Permit – Section 404	Application to be submitted after Phase II
FDEP	Stormwater Discharge from Large and Small Construction (National Pollution Discharge Elimination System [NPDES])	Issued 48 hours prior to construction

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ATTACHMENT A

A. SOCIAL IMPACTS

A.1. Land Use Changes

The study corridor is mostly rural in nature but is rapidly being developed into more urban land uses. The majority of the landscape has been converted from native habitat to other land uses such as pastureland, planted pine, shrub and brushland and residential areas with the exception of a few parcels that have been unaltered or are comprised almost entirely of jurisdictional wetlands. From Curley Road to New River Road, the land use predominantly consists of residential and agricultural lands. There are several residential subdivisions as well as a nursery located along this segment. From New River Road to Morris Bridge Road, the land use predominantly consists of commercial and office/retail.

According to the Pasco County Future Land Use Map (2015), the entire project corridor is transitioning from a rural area to a residential area with small, scattered office/retail developments located immediately adjacent to SR 54. This transformation is currently taking place as many of the existing agricultural areas along this stretch of SR 54 are being converted to residential subdivisions and retail/office development. There are two approved Developments of Regional Impact adjacent to SR 54: New River Township and Wesley Chapel Lakes, in addition to numerous master planned unit developments (MPUDs).

The project is consistent with the Pasco County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan (LRTP), adopted December 9, 2004, and the transportation element of the comprehensive plan. The LRTP identifies SR 54 as a four-lane divided arterial in its 2025 Cost Affordable Plan. The project is also consistent with the local government comprehensive plan. Given the projected future growth and land use designations, the proposed project is not expected to induce secondary development or change existing area land use.

Status: Based on field review, land uses have not changed substantially. Some previously undeveloped areas have been developed with similar uses that exist in the corridor. This project is consistent with the Pasco MPO's 2035 LRTP (adopted 12/10/2009). There is no change in status.

A.2. Community Cohesion

Increasing the width of the existing roadway will not divide the current and future communities. Half of the corridor consists of 0 to 6 percent minority populations while the remaining half of the corridor consists of 7 to 20 percent minority populations, based on the GIS maps included in the FDOT's Efficient Transportation Decision Making (ETDM) summary report. The average income of residences along the corridor ranges from \$30,000 to \$79,999, with a majority between \$50,000 and \$79,999. These

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populations are presently served by access to SR 54 and that will continue. (See also section 9.11.1 in the FPER.)

Local traffic patterns at several locations along SR 54 will change slightly with the proposed project. To improve safety, raised medians with numerous directional median openings will be constructed. These will result in left turns from minor side street approaches being prohibited at some intersections, including Smith Road, Ronnoch Boulevard/Foxwood Boulevard, and Fox Ridge Boulevard.

Status: Based on field reviews, land uses are similar to those that existed during the PD&E Study. There is no change in status.

A.3. Relocation Potential

The proposed project will require right-of-way acquisition to widen the roadway and for the placement of stormwater ponds. A total of 4 relocations are expected in conjunction with the proposed project including 2 residences, the Wesley Chapel Church and Christian School Nazarene, and the formerly Hills Grocery. For the relocations resulting from this project, the FDOT will carry out a right-of-way acquisition and relocation program in accordance with Florida Statute 339.09 and Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17. A Conceptual Stage Relocation Plan (CSRП) was prepared for the proposed project. There are expected to be ample sites available for displaced relocates to relocate to, should they decide to stay within the project vicinity. (See also section 9.5 in the FPER.) The FDOT provides advanced 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.

Status: Based on the latest design plans (Phase II dated 10/17/12) four relocations are probable; three of them are the same as the approved Type 2 CE:

- *A single-family mobile home located at the site of the proposed stormwater management pond #8 (this was not included in the Type 2 CE)*
- *The Wesley Chapel Church and Christian School Nazarene. The church is still there but the school appears to no longer exist. The church may not require relocation if their loss of parking spaces can be mitigated by a “cost to cure” during negotiations for right of way acquisition*
- *A mobile home in Ralph’s Trailer Park (same as Type 2 CE)*
- *One additional mobile home/business relocation (same as Type 2 CE)*

The former Hills Grocery was replaced by a CVS Pharmacy; this will not require relocation. There is no change in status.

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A.4. Community Services

There are several community and social service facilities along the project corridor including the Fraternal Order of Eagles community center, a day care center, numerous churches, and the New River Branch public library. There is an approved day care center not yet under construction at the intersection of SR 54 and Ronnoch Boulevard. (1) This daycare is on the north side of SR 54 and will not be impacted by the proposed project. The Creative World School, located north of the existing roadway, will also not be impacted. (2) A portion of the properties owned by the Zephyrhills Calvary Baptist Church, Seventh Day Adventist Church, Trinity United Methodist Church, New River Methodist Church, and Westside Baptist Church, will be required for right-of-way, and their respective access driveways will not be impacted. (3) The Wesley Chapel Church and Christian School Nazarene will require relocation. (4) A portion of the property owned by the Fraternal Order of Eagles and the respective Eagles Flea Market, as well as the Pasco County Library System will be required for additional right-of-way. No existing structures or access to these facilities will be impacted.

*Status: (Numbers in parentheses below refer to the numbers in the above paragraph)
Based on Pre-Phase II plans:*

- (1) No changes to this day care facility or to the Creative World School are proposed*
 - (2) Either no change from the approved Type 2 CE or less impact is proposed in some cases*
 - (3) Relocation may no longer be required; addressed above under A.3 Relocation Potential*
 - (4) No change from the approved Type 2 CE*
- There is no change in status.*

A.5. Title VI Consideration

The recommended alternative does not traverse neighborhoods consisting primarily of minority groups, nor is it routed through primarily low property value neighborhoods, based on field observations and year 2000 census data. The two census tracts adjacent to the project area are tracts 321.01 and 321.02. The combined population statistics for these two tracts includes the following breakdown:

93.9 percent White	1.1 percent Asian
2.0 percent Black	1.4 percent multiracial
0.4 percent American Indian/Alaska Native	1.2 percent Other race

The project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Additionally, the project is in compliance with Executive Order 12898, Environmental Justice, issued on February 11, 1994. The project is not expected to cause harm to elderly, physically challenged, non-driving, transit dependent, or minority individuals.

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Status: There is no change in status.

A.6. Controversy Potential

Agency input was solicited in this Study through the Advance Notification process. A total of six agencies responded with comments. An Alternatives Public Workshop was held on November 14, 2007, and a Public Hearing was held on August 14, 2008, for this project in accordance with all state and federal requirements. Most attendees expressed strong support for the proposed project, and many citizens expressed frustration that it is taking so long to make any improvements. Most site-specific comments involved concerns regarding access restrictions due to the addition of raised medians, which will prevent left turns into and out of many properties that now have no restrictions on access.

Status: A design open house will be held later during the design phase to inform the public about the latest proposed improvements and to solicit public input. There is no change in status.

A.7. Utilities & Railroads

The project does not involve any railroad crossings or parallel railroads. Current owners of utilities in the corridor, based on a Sunshine One Call design ticket (updated August 2007) include:

- Progress Energy
- Bright House Networks
- Aqua Utilities Florida, Inc.
- Verizon Florida Inc.
- Pasco County Traffic Operations Division
- Pasco County Utilities
- Teco Peoples Gas
- Withlacoochee River Electric Cooperative

Additional information on utilities is included in Sections 4.1.12 and 9.13 of the FPER. Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. The project is expected to have minimal impacts to utilities with the exception of some large Withlacoochee River Electric Cooperative transmission line poles located west of Smith Road. These poles will require relocation in order to meet current design and safety standards.

Status: Utility coordination is underway and will be completed before the project letting date. Based on the current design plans, only one of the large transmission line poles will require relocation, eight fewer than in the approved Type 2 CE. The other pole relocations were avoided by the proposed northerly shift in the roadway alignment in this area. There is no change in status.

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B. CULTURAL IMPACTS

B.1. Section 4(f) Lands

The approved Type 2 CE documented that the proposed project will have no involvement with any Section 4(f) resources.

Status: There is no change in status.

B.2. Historic Sites/Districts

A *Cultural Resource Assessment Survey* (CRAS) was undertaken to comply with Section 106 of the *National Historic Preservation Act* (NHPA) of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800 (*Protection of Historic Properties*, revised January 2001), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in the conformity with Part 2, Chapter 12 (“Archaeological and Historic Resources”) of the Florida Department of Transportation’s *Project Description and Environment Manual* (revised January 1999), and the standards contained in *The Cultural Resource Management Standards and Operational Manual* (FDHR 2003).

The results of the CRAS indicate that the SR 54 project will have no effect on any historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is recommended. A letter dated February 12, 2008 from the State Historic Preservation Officer (SHPO) concurred with a finding of “no effect”.

Status: Phase II plans (dated October 17, 2012) identify seven stormwater management ponds (1-2, 3, 4-5-6, 7, 8, 9, and 10) and one FPC site that is adjacent to Pond 1-2. A historical/architectural field survey of these seven previously unsurveyed SMF pond sites and one FPC site was conducted in September 2012, in addition to a historic resources survey update (HRSU) of SR 54 from east of CR 577 to east of CR 579. The latter is an update of the historic structures survey element of the CRAS conducted in 2007. Historical background research indicated that 13 previously recorded historic resources were located in the SR 54 project APE; the State Historic Preservation Officer (SHPO) previously determined all to be ineligible for listing in the NRHP.

As a result of field survey, four previously recorded historic resources (8PA1660, 8PA2429, 8PA2435, and 8PA2436) were confirmed as demolished. A FMSF form was updated for four previously recorded historic resources (8PA1656, 8PA2432, 8PA2433, and 8PA2471) and five previously recorded historic resources (8PA2430, 8PA2431, 8PA2434, 8PA2470, and 8PA2472) did not require an updated form. The previously recorded historic resources are still not considered eligible for listing in the NRHP. In addition, four historic resources were newly recorded (8PA2812-8PA2815; none is considered potentially eligible for listing in the NRHP. No historic resources are located within the proposed pond sites.

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The pond CRAS and HRSU Technical Memorandum were submitted to FHWA for review and coordination with the SHPO. FHWA and SHPO concurred on November 13, 2012 that the project will have no effect on significant historic sites or districts. There is no change in status.

B.3. Archaeological Sites

A CRAS was undertaken to comply with Section 106 of the NHPA of 1966 (Public Law 89-665), as amended, and the implementing regulations 36 CFR 800 (*Protection of Historic Properties*, revised January 2001), as well as the provisions contained in the revised Chapter 267, Florida Statutes. All work was carried out in the conformity with Part 2, Chapter 12 (“Archaeological and Historic Resources”) of the Florida Department of Transportation’s *Project Description and Environment Manual* (revised January 1999), and the standards contained in *The Cultural Resource Management Standards and Operational Manual* (FDHR 2003).

The results of the CRAS indicate that the SR 54 project will have no effect on any archaeological sites that are listed, determined eligible, or considered potentially eligible for listing in the NRHP. No further work is recommended. A letter dated February 12, 2008 from the State Historic Preservation Officer (SHPO) concurred with a finding of “no effect”.

Status: Phase II plans (dated October 17, 2012) identify seven stormwater management ponds (1-2, 3, 4-5-6, 7, 8, 9, and 10) and one FPC site that is adjacent to Pond 1-2. An archaeological field survey of these seven previously unsurveyed SMF pond sites and one FPC site was conducted in September 2012. Archaeological background research indicated an absence of previously recorded archaeological sites within the proposed pond sites. However, one previously recorded archaeological site (8PA1289) is adjacent to SMF 4-5-6. It was previously determined ineligible for listing in the NRHP by the SHPO. No evidence of site 8PA1289 and new archaeological sites were identified as a result of the archaeological field survey.

The pond CRAS and HRSU Technical Memorandum were submitted to FHWA for review and coordination with the SHPO. FHWA and SHPO concurred on November 13, 2012 that the project will have no effect on significant archaeological sites. There is no change in status.

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B.4. Recreation Areas

This project was determined to have no involvement with recreational areas in the approved Type 2 CE.

Status: There is no change in status.

B.5. Pedestrian/Bicycle Facilities

As stated in the Type 2 CE under Mobility, Pasco County's Comprehensive Plan identifies SR 54 as a "future/conceptual corridor" for a trail. Currently, there are paved shoulders for use by bicyclists but no sidewalks along the project corridor. Proposed pedestrian accommodations include a continuous sidewalk on the north side of SR 54 and a multiuse trail on the south side of SR 54. Pedestrian features are proposed at the signalized intersections to provide safer crossing opportunities. Proposed bicycle accommodations include 4-ft bicycle lanes in the urban typical section areas and 5-ft paved shoulders in the suburban typical section areas of the proposed project. As noted above, the multiuse trail will also provide a facility for non-motorized users.

Status: The entire project is now planned to have urban typical sections with 4-ft bike lanes in lieu of using 5-ft paved shoulders that were designated for bicyclists in the PD&E study. There is no change in status.

C. NATURAL ENVIRONMENT

C.1. Wetlands

In accordance with the FDOT's Project Development and Environment (PD&E) Manual, a Wetland Evaluation and Biological Assessment Report (WEBAR) was prepared for the approved Type 2 CE. Wetlands and surface waters were identified using the U.S. Army Corps of Engineer's Manual for Identifying and Delineating Jurisdictional Wetlands, 1987, and the Florida Department of Environmental Protection's The Florida Wetland Delineation Manual, 1995 (Chapter 62-340, FAC). (See also sections 4.3.3 and 9.11.3 in the FPER.)

Methodologies for identifying wetlands and surface waters included aerial interpretation, National Wetlands Inventory (NWI) maps, Natural Resource Conservation Service (NRCS) soil surveys, and field observation (ground-truthing). Wetlands were evaluated for size, quality, contiguity with other wetlands and surface waters, community structure, adjacent land uses, hydrologic function, and ability to support wildlife.

A total of 25 wetlands and 7 surface waters were identified along the project corridor. None of the Other Surface Waters (OSWs) should be impacted by the proposed roadway improvements. Implementation of the proposed project with the preferred alignment, could impact approximately 10 wetlands for a total impact of approximately 1.97 acres of wetlands. The wetlands that may be impacted range from freshwater marshes to streams

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and waterways, including New River, along with some systems that contain forested pockets and open water. Many of the wetland impacts will occur to wetlands that have been previously impacted by the original construction of the roadway or by ongoing development in the surrounding areas.

The Uniform Mitigation Assessment Method (UMAM) was conducted to assess wetland functions and values for the representative wetlands within the study corridor. The final rating (delta value) is expressed numerically with a number between 0 and 1, with 1 representing the highest quality wetland, and 0 reflecting the lowest quality wetland. UMAM assessments were conducted for the potentially impacted wetland types. The delta values ranged from 0.34 to 0.80. There will be more wetland impact to moderate and high quality wetlands (delta value > 0.60) than lower quality systems. The functional loss of a wetland system is the estimated loss of function by the proposed impacts and is calculated by multiplying the delta value by the impact acreage. Functional loss values for individual wetlands along the project corridor range from 0.002 to 0.518. Functional loss values are used to determine the amount of mitigation that would be required to offset the loss. Different formulas are used based on the type of proposed mitigation. The total functional loss value for impacts along the project corridor is 1.345.

All practicable measures to reduce impacts to wetlands will be implemented during design and construction of this project. This would include considerations during the design phase for using boardwalks to minimize impacts where the proposed sidewalk or trail impacts existing wetlands. Mitigation for wetland impacts will be required as a result of the proposed roadway improvements. The use of off-site regional mitigation banks, or the transfer of the proper amount of funds for use by the Water Management District, as provided in Florida Statute 373.4137, are viable options for mitigation of wetland impacts for this project. Also, on-site mitigation, either by creation, enhancement, or conservation of wetlands, is another alternative. An Environmental Resource Permit will be required from the Southwest Florida Water Management District (SWFWMD) and a Section 404 Dredge and Fill Permit will be required from the U.S. Army Corps of Engineers (USACE) prior to construction.

Status: Wetland delineations were conducted as part of the design phase of this project. Wetlands and surface waters were delineated using the U.S. Army Corps of Engineer's Manual for Identifying and Delineating Jurisdictional Wetlands, 1987, and the Florida Department of Environmental Protection's The Florida Wetland Delineation Manual, 1995 (Chapter 62-340, FAC). Eleven (11) wetlands were identified as being impacted by the current design. The total wetland impact is 2.17 acres. The wetlands consist of freshwater herbaceous and freshwater vegetated non-forested (shrub/scrub) wetlands. Permit applications will be submitted to the SWFWMD and USACE once Phase II plans are approved. Wetland impacts will be coordinated in the permitting of the proposed improvements. The FDOT intends to utilize Florida Statute 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE. There is no change in status.

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C.2. Aquatic Preserves

This project was determined to have no involvement with Aquatic Preserves in the Type 2 CE.

Status: There is no change in status.

C.3. Water Quality

Although additional impervious surface will be added due to the proposed improvements, there should be no degradation of surface water quality. Stormwater run-off will be treated, and impacts to the adjacent water bodies will be avoided. The proposed project stormwater facility design will include at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rules 40D-1, 40D-4, 40D-40, 40D-45, and 40D-400, FAC and the Environmental Protection Agency (EPA). A Water Quality Impact Evaluation (WQIE) checklist has been completed for this project. The project is not located within the areas designated as sole-source aquifers (Volusia-Florida Aquifer, Biscayne Aquifer or stream flow and recharge source zones). There are no known underground injection wells permitted under Chapter 62-28, FAC that may be impacted by the proposed project. During the design phase, a geotechnical evaluation will be conducted of specific pond sites for potential of sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of pond construction/operation, the FDOT will coordinate with the SWFWMD during the permitting of such sites.

Status: The SWFWMD permit for this project will be obtained after approval of Phase II Plans, and the NPDES permit from the FDEP will be obtained at least 48 hours prior to construction. Stormwater treatment will be provided in accordance with state rules and statutes. Additional geotechnical evaluation of proposed stormwater management pond sites has been completed. There is no change in status.

C4. Outstanding Florida Waters

This project was determined to have no involvement with Outstanding Florida Waters in the approved Type 2 CE.

Status: There is no change in status.

C.5. Wild and Scenic Rivers

This project was determined to have no involvement with Wild and Scenic Rivers in the approved Type 2 CE.

Status: There is no change in status.

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C.6. Floodplains

In accordance with Executive Order 11988, ‘Floodplain Management,’ USDOT Order 5650.2, ‘Floodplain Management and Protection,’ and Chapter 23, Code of Federal Regulations, part 650A, effects to floodplains from the construction of the proposed improvements to SR 54 were considered. The effects of the proposed improvements on the floodplains for the approved Type 2 CE were presented in the Location Hydraulics Report. (See also sections 4.1.7 and 9.11.8 in the FPER.)

No flooding problems have been identified with any of the drainage structures on this project. SR 54 has no history of stormwater overtopping due to the existing floodplain. Therefore, no emergency services or evacuation opportunities will be adversely affected. All of the floodplain encroachments will be transverse encroachments of existing floodplain crossings and be minimal due to the proposed roadway alignment following the same general alignment as the existing highway.

The project's drainage design will be consistent with local (FEMA), FDOT, and SWFWMD’s design guidelines. Therefore, no significant changes in base flood elevations or limits will occur. The proposed project is consistent with the local Comprehensive Plan for 2025; it is included in the Pasco County Metropolitan Planning Organization’s (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan for the period from 2016 to 2025, as a four-lane divided facility. The proposed project will not encourage floodplain development due to local (FEMA) floodplain and SWFWMD regulations.

The FEMA FIRM for Pasco County (unincorporated), Florida, community panel number 120230 0450E (dated September 30, 1992), indicates that there are two areas where the 100-year floodplain crosses SR 54. The Bassett Branch crossing is located within Zone A, a special flood hazard area that is inundated by a 100-year flood and where no base flood elevation has been determined. The New River crossing is located with Zone AE, a special flood hazard area that is inundated by a 100-year flood and where the base flood elevation has been determined. Therefore, there will be floodplain involvement with the Recommended Alternative, estimated to be approximately 2.41 acres.

Based on the FDOT’s floodplain categories, this project falls under ‘‘Category 3: projects involving modification to existing drainage structures.’’ Floodplain encroachments do not vary significantly with any of the alternatives. The modifications to drainage structures included in this project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. 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.

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Status: Floodplain impacts were reevaluated based on new hydraulic modeling. One small floodplain compensation pond (FPC 1-2) is included in the current design plans; this site was previously screened for cultural resources and other environmental effects during the original PD&E Study. There is no change in status.

C.7. Coastal Zone Consistency

According to FDEP's response (8/15/06) during the PD&E Study Advance Notification stage, the "funding award is consistent with the Florida Coastal Management Program (FCMP) and ... the state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage."

Status: There is no change in status.

C.8. Coastal Barrier Islands

This project was determined to have no involvement with Coastal Barrier Islands in the approved Type 2 CE.

Status: There is no change in status.

C.9. Wildlife and Habitat

A WEBAR was prepared for the approved Type 2 CE. (See also sections 4.3.3 and 9.11.4 in the FPER.) Field observations, literature reviews, and agency database searches were conducted to identify federal- and state-listed species and to identify potential critical habitat for these species in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended, and Part 2, Chapter 27 of the FDOT's PD&E Manual: Wildlife and Habitat Impacts. This project has also been subject to the FDOT's ETDM process in which coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), the U.S. Fish and Wildlife Service (USFWS) and the Florida Natural Areas Inventory (FNAI) was initiated. A literature review and agency database search was conducted to determine the presence and/or absence of federal-listed and state-listed species and their critical habitat. Agency coordination and field surveys were then conducted in each habitat type in September and October of 2006, as well as March and June of 2007 to identify any protected species and/or critical or potential habitat within the project corridor. In addition, random surveys were performed along the corridor throughout the duration of the study to obtain data on resident and transient species.

The Eastern Indigo Snake has the potential to exist along the project corridor; therefore the contractor will implement the Standard Protection Measures for the Eastern Indigo Snake (1999) during construction of the project. Snowy egret, white ibis and little blue heron (all SSC in Florida) were observed along and/or adjacent to the project corridor. During other field visits, the SWFWMD observed both mature and immature wood stork and sandhill crane in the project area. Protective measures during construction will be

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implemented to prevent harm to these species. Mitigation for wetland impacts will be conducted to prevent any net loss of habitat for the above species.

The proposed roadway improvements are not anticipated to adversely impact any federal- or state-listed species or their critical habitat. No state or federally listed threatened or endangered floral species were observed within the project corridor. No essential fish habitat exists within the project corridor. A letter from the USFWS dated June 16, 2008, stated that the project may affect, but is not likely to adversely affect the eastern indigo snake and the wood stork. A telephone conversation record with Mr. Todd Mecklenberg of USFWS on March 6, 2009, illustrated the USFWS's acceptance of mitigation for wetland impacts under Section 373.4137, F.S. (Senate Bill) to offset impacts to the core foraging area for the wood stork. On-site wetland mitigation is the preferred alternative; however the use of the Senate Bill is an acceptable method of mitigation.

A review for habitat connectivity and wildlife crossings was conducted during the PD&E Study. No large tracts of wildlife habitat were discovered that may warrant a wildlife crossing. Trout Creek is located approximately 1-1.5 miles southwest of the corridor and has been disturbed and bisected by residential development, so there is no direct connection to SR 54. Strategic habitat for wading birds is located within the vicinity of the project, but a wildlife corridor provides no added benefit to wading birds. A wildlife corridor would not be beneficial to the species observed and anticipated along the project corridor. The FFWCC, in an e-mail dated March 26, 2009, concurred with this conclusion. This correspondence is documented in the WEBAR (Section 6.4).

Status: Permit applications will be submitted to the SWFWMD and USACE once Phase II plans are approved. Coordination with USFWS and FFWCC will be conducted as part of the permitting with SWFWMD and USACE. Mitigation will be provided for all impacts to wetlands by the proposed improvements. This permitting process will satisfy the Threatened and Endangered Species Act informal consultation process with the USFWS. There is no change in status.

C.10. Essential Fish Habitat

This project was determined to have no involvement with Essential Fish Habitat in the approved Type 2 CE.

Status: There is no change in status.

C.11. Farmlands

This project was determined to have no involvement with farmlands in the approved Type 2 CE.

Status: There is no change in status.

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C.12. Visual/Aesthetics

The Type 2 CE indicates, with respect to aesthetics, the view of the road for most residents is generally limited since the majority of the existing and planned subdivisions are located behind walls, separating the residences from the roadway. This viewshed is not expected to change significantly since the proposed project is a roadway widening job.

The view from the road is expected to improve as a result of the proposed project. The proposed typical sections include wide grass borders with trails and sidewalks set back from the roadway. In addition, the proposed medians will provide additional green areas to improve the appearance of the highway for the road users, including bicyclists and pedestrians.

Status: There is no change in status.

D. OTHER IMPACTS

D.1. Noise

As stated in the Type 2 CE, a Noise Study Report (NSR) was prepared for the proposed project. (See also section 9.11.7 in the FPER.) The analysis was performed following FDOT procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise) and the FDOT Project Development and Environment Manual: Part II, Chapter 17: April 18, 2007. The prediction of future traffic noise levels with the proposed roadway improvements was performed using FHWA's Traffic Noise Model (TNM – Version 2.5), which was validated based on actual field measurements. The model-predicted noise levels varied from 0.5 to 1.8 dBA less than the field measured values, which is within the acceptable tolerance range.

The results of the analysis indicate that existing (2006) and no-build (2030) exterior traffic noise levels are predicted to range from 52.0 to 65.4 dBA at the 116 noise-sensitive sites evaluated, with traffic noise levels predicted to be below the FHWA's Noise Abatement Criteria (NAC) at all of the sites. In the future (2030), with the proposed improvements to SR 54, exterior traffic noise levels are predicted to range from 54.5 to 69.3 dBA, with levels predicted to approach, meet, or exceed the NAC at 30 of the 116 sites. The 30 noise-sensitive sites are all single-family residences. When compared to the existing/no-build condition, exterior traffic noise levels are predicted to increase 0.3 to 6.4 dBA with the proposed improvements to SR 54, with none of the increases considered "substantial" (15 dBA or more).

Noise abatement measures were evaluated for the noise sensitive areas predicted to be affected by the proposed SR 54 improvements. Based on the analysis, construction of three noise barriers along SR 54 appears to be a feasible and cost-reasonable method of reducing predicted traffic noise impacts for some of the affected noise-sensitive sites.

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Those locations are residences on White Bay Circle, River Haven Mobile Homes, and Ralph's Trailer Park (sheets 9, 10, 13, and 18 in the conceptual design plans included in the Final Preliminary Engineering Report).

Although these barriers are identified as feasible and cost-reasonable, they are still subject to an engineering feasibility review to ensure that the barriers could be built as planned. This review will consider items like drainage, utilities, safety, constructability, maintainability, right-of-way needs, and any other issues that may preclude providing the noise barriers that have been identified. In addition, public input will be solicited as part of future project phases.

Status: A NSR Update is being prepared for the project. The traffic noise re-analysis was performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), using methodology established by the FDOT in the PD&E Manual, Part 2, Chapter 17, dated May 24, 2011. Predicted noise levels were produced using the FHWA TNM, version 2.5. A field review and review of building permits issued before Date of Public Knowledge (July 16, 2009), was conducted. A total of 131 new noise sensitive sites, represented by 36 receptors, were added to the model. These sites include 128 residences, a pool and tennis court as part of the Columns at Cypress Point community, and one day-care facility (New River Academy). The new residences are part of the following communities: Ashley Pines, Aberdeen and Columns at Cypress Point. Noise sensitive sites that were impacted during the original NSR were also included. A total of 98 noise receptors were modeled representing 209 noise sensitive sites. As part of the NSR update, noise barriers were determined to be the only viable abatement measure to reduce traffic noise at existing noise sensitive receptors.

River Haven Mobile Home Park (MHP) was predicted to be impacted by the proposed roadway improvements in the Final NSR completed during the PD&E study. Planned design changes have shifted the alignment north by 11 feet in the area of this MHP. No noise-sensitive sites within this MHP are now impacted; therefore, a wall at this location no longer warrants any further consideration.

The New River Lakes White Bay Circle noise barrier was reevaluated for the 13 impacted noise-sensitive receptors within the neighborhood. Two additional noise-sensitive receptors were impacted compared to the results in the PD&E Final NSR. The impacted sites are predicted to experience traffic noise levels between 66.7 and 70.8 dB(A) with the SR 54 improvements. The location of the barrier was placed just within the FDOT right of way. The height of the barrier was evaluated in two-foot increments from 8 to 22 feet, at a length of 800 feet. The barrier could provide a minimum 5 dB(A) reduction to all impacted noise-sensitive sites at all barrier heights of 10 feet or greater. The optimum barrier height for this barrier is 10 feet tall for a total cost of \$240,541. The construction of a noise barrier along SR 54 is considered a feasible and cost-reasonable means to reducing predicted traffic noise levels for the 13 affected noise-sensitive receptors.

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The Ralph's Trailer Park noise barrier was reevaluated for the impacted noise-sensitive receptors within the trailer park. One additional noise-sensitive receptor was impacted compared to the results in the PD&E Study's Final NSR. The nine impacted sites are predicted to experience traffic noise levels between 69.9 and 70.7 dB(A) with the SR 54 improvements. The height of the barrier was evaluated in 2-foot increments from 8 to 22 feet at a length of 145 feet. The location of the barrier was placed just within the FDOT right of way. The barrier could provide a minimum 5 dB(A) reduction at eight of the nine impacted sites at barrier heights of 10 feet or greater. The barrier could not provide a minimum 5 dB(A) reduction at any other noise sensitive site. The optimum height of this barrier is 10 feet tall for a cost of \$43,556, as this wall could provide the minimum reduction at eight of the impacted receptors. The construction of a noise barrier along SR 54 is considered a feasible and cost-reasonable means to reducing predicted traffic noise levels for eight of the nine affected noise-sensitive receptors.

The NSR update process is still ongoing.

D.2. Air

The above referenced proposed project is located in Pasco County and is currently designated as Attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards (NAAQS) for the pollutant with either the No-Build or Build alternatives. As such, the project "passes" the screening test. The project is located in an area that has been designated as Attainment for the 8-hour NAAQS for ozone under the criteria provided in the Clean Air Act and therefore, transportation conformity does not apply.

Status: *There is no change in status.*

D.3. Construction

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department's Standard Specifications for Road and Bridge Construction and Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related

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activities so that motorists, residents, and business persons can make other accommodations. The contractor will be required to maintain access to all businesses during normal business hours.

Construction of roadway improvements will have a temporary impact on noise-sensitive sites adjacent to the project corridor due to the use of stationary and mobile construction equipment. As part of the NSR, sites deemed to be particularly sensitive to construction noise and vibration were considered for construction noise. Construction noise could be controlled by the adherence to the most recent edition of the FDOT's Standard Specifications for Road and Bridge Construction. (See also section 9.12 in the FPER.)

Status: Traffic Control Plans (TCP) are currently under development and will be prepared with the Phase III Plans. However, all construction activities will comply with the latest version of the FDOT Standard Specifications for Road and Bridge Construction. Therefore, there is no change in status.

D.4. Contamination Impacts

In accordance with the FDOT policy and the Federal Highway Administration (FHWA) requirements, a Contamination Screening Evaluation Report (CSER) was prepared. The CSER was prepared pursuant to the FHWA's Technical Advisory 6640.8a, dated October 30, 1987 and the FDOT's PD&E Manual, Part 2, Chapter 22, (revised December 10, 2003). Risk rankings were assigned to each potential contamination site after reviewing data obtained from regulatory site lists, historical land uses and on-site field visits. (See also sections 4.3.4 and 9.11.6 in the Final Preliminary Engineering Report (FPER).)

The data collection effort involved all potential contamination sites within the vicinity of the proposed project and pond sites. Of the 7 sites evaluated in the CSER, none were assigned "High" risk ratings, 2 were assigned "Medium" risk ratings, 3 were assigned "Low" risk ratings, and 2 were assigned "No" risk ratings.

The two facilities ranked "medium" includes the Cumberland Farms and former Hills Grocery. Due to potential contamination near the project areas, additional environmental assessment activities are recommended at these two locations. The former Hills Grocery was redeveloped into a CVS Pharmacy. The additional assessment activities should consist of soil and groundwater testing, and are recommended to occur during the design phase to determine the potential impact from the sites on construction.

Status: A Level II Soil and Groundwater Sampling and Analysis Report was completed for this project in September 2010. Three (3) soil borings were taken at each of the two (2) sites listed as "Medium" for potential contamination in the Type 2 CE. The two medium sites include Cumberland Farms and former Hills Grocery (Site Nos. 6 & 7, respectively). Soil screening with the Organic Vapor Analyzer (OVA) indicated that no significant organic vapors were detected at any of the soil boring locations. The results of the groundwater analysis indicated that all groundwater samples were below the

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Florida Department of Environmental Protection (FDEP) Groundwater Cleanup Target Levels (GCTL) with the exception of dissolved Lead at both sites and Total Xylenes at Site No. 6. A Level I Screening was evaluated for the current pond site locations. No sites were determined to have a Medium or High potential for contamination.

Groundwater contamination from the historical retail petroleum sales at both sites has migrated to the existing FDOT right of way. The FDOT will develop a Level III contamination Remedial Action Plan (RAP), if necessary, prior to construction in areas identified with contamination. Proposed construction activities (i.e. utility installation, directional drilling, auger foundations and dewatering) in this area will be coordinated with the FDOT District Contamination Impact Coordinator (DCIC). Site specific notes will be included in the final design documents in accordance with the FDOT protocol to inform the contractor of potential contamination and special materials handling procedures that will be implemented. The DCIC will be consulted regarding this information.

D.5. Navigation Impacts

This project was determined to have no involvement with navigational issues.

Status: *There is no change in status.*

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ATTACHMENT B

**Pages from the Original
approved Type 2
Categorical Exclusion**



Original Type 2 Categorical Exclusion
Approval 7/16/2009

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 10, 2009

Mr. Martin Knopp, Florida Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303
Attention: Ms. Nahir DeTizio, Transportation Engineer

RE: FPN: 416561-1-22-01/ FAP No.: 7810-028-S
S.R. 54 Project Development and Environment (PD&E) Study
from CR 577 (Curley Road) to CR 579/ CR 54 (Morris Bridge Road)

Dear Mr. Knopp:

Enclosed is the revised Type 2 Categorical Exclusion. Upon your review and acceptance of the revised document, we request your concurrence that this project is properly classified as a Categorical Exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in these documents are acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with these finding by signing and dating this request in the space provided below, and then returning a signed copy for the project files.

Please contact Manuel Santos, Project Manager, at 813-975-6173 or manuel.santos@dot.state.fl.us if we can be of any further assistance.

Sincerely,

Waddah Farah
for

Ming Gao, P.E.
Manager,
Intermodal Systems Development

Concurrence by FHWA:

[Signature]
for FHWA Division Administrator

7/16/09
Date

TYPE 2 CATEGORICAL EXCLUSION

Original Type 2 Categorical Exclusion
Approval 7/16/2009

1. GENERAL INFORMATION

County: Pasco County, Florida
Project Name: SR 54 Project Development and Environment (PD&E) Study
Project Limits: From CR 577 (Curley Rd) to CR 579/CR 54 (Morris Bridge Rd)
Project Number: FAP No: 7810-028 S; WPI Segment No: 416561-1

2. PROJECT DESCRIPTION

A. EXISTING CONDITIONS

The west end of the study area is located in Wesley Chapel, an unincorporated census-designated place. The project is located within Sections 9, 10, 13, 14, & 15, Township 26 S, and Range 20 E and Section 18, Township 26 S, Range 21 E. The total length of the proposed project limits is approximately 4.5 miles. The segment of SR 54 to the west, from I-75 to east of Curley Road (CR 577), is currently under design by Pasco County for widening to six lanes (**Figure 1**).

As part of the Department's Efficient Transportation Decision Making (ETDM) process, a *Planning Screen Summary Report* was published on September 23, 2005 under ETDM #3104, and a *Programming Screen Summary Report* was published on August 17, 2006 under ETDM #6651. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.

The existing SR 54 facility is functionally classified by FDOT as:

- "Urban Principal Arterial Other" from west of the project limits to Smith Rd
- "Rural Principal Arterial Other" from Smith Rd to west of New River
- "Urban Principal Arterial Other" from west of New River to east of the project limits

The existing roadway is a two-lane rural facility with 12-ft travel lanes and 5-ft paved shoulders. Several areas have been widened to provide left-turn and right-turn lanes. From west to east, the posted speed limit varies from 55 miles per hour (mph) to 50 mph. Traffic signals currently exist (or will be in operation) at Curley Road, Meadow Pointe Boulevard, River Glen Boulevard/Wyndfields Boulevard, and Morris Bridge Road. The existing right-of-way typically varies between 80 ft and 100 ft. In addition, the County has obtained (or will obtain) "reserved" right-of-way which is being donated by developers as a stipulation of development orders and rezoning conditions.

B. PROPOSED IMPROVEMENTS

The Recommended Alternative includes the widening or reconstruction of the existing highway to a four lane divided arterial, including additional auxiliary lanes extending from east of Curley Road to Foxwood Boulevard. The need for the auxiliary lanes is explained in Section 9.3 of the *Final Preliminary Engineering Report*. Two different *types* of typical sections are proposed: an urban typical section and a suburban typical section. The proposed typical sections include 12-ft travel lanes, sidewalks and "trails", and either 5-ft paved shoulders or 4-ft bicycle lanes, with a closed drainage system, extension or

replacement of cross drains, and associated storm water management facilities for water quality treatment and discharge attenuation (**Figure 2**).

The proposed project is included in the Pasco County Metropolitan Planning Organization's (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan for the period from 2016 to 2025, as a four-lane divided facility.

Preliminary cost estimates for the Build Alternative (\$millions, rounded) are as follows:

Design & Construction Inspection.....	\$10
Right of Way – Roadway Only.....	35
Right of Way – Ponds and Floodplain Compensation.....	16
Wetlands Mitigation and Construction (roadway & ponds)	51
<hr/>	
Total (Revised 6/08)	\$112

The preliminary engineering (design) phase is funded in fiscal year 2008/09, and right-of-way acquisition is funded in fiscal years 2011/12 and 2012/13 of the current 5-year FDOT work program (FY 2008/09 to FY 2012/13). Current funding sources include a combination of state, federal, and developer-contributed funds.

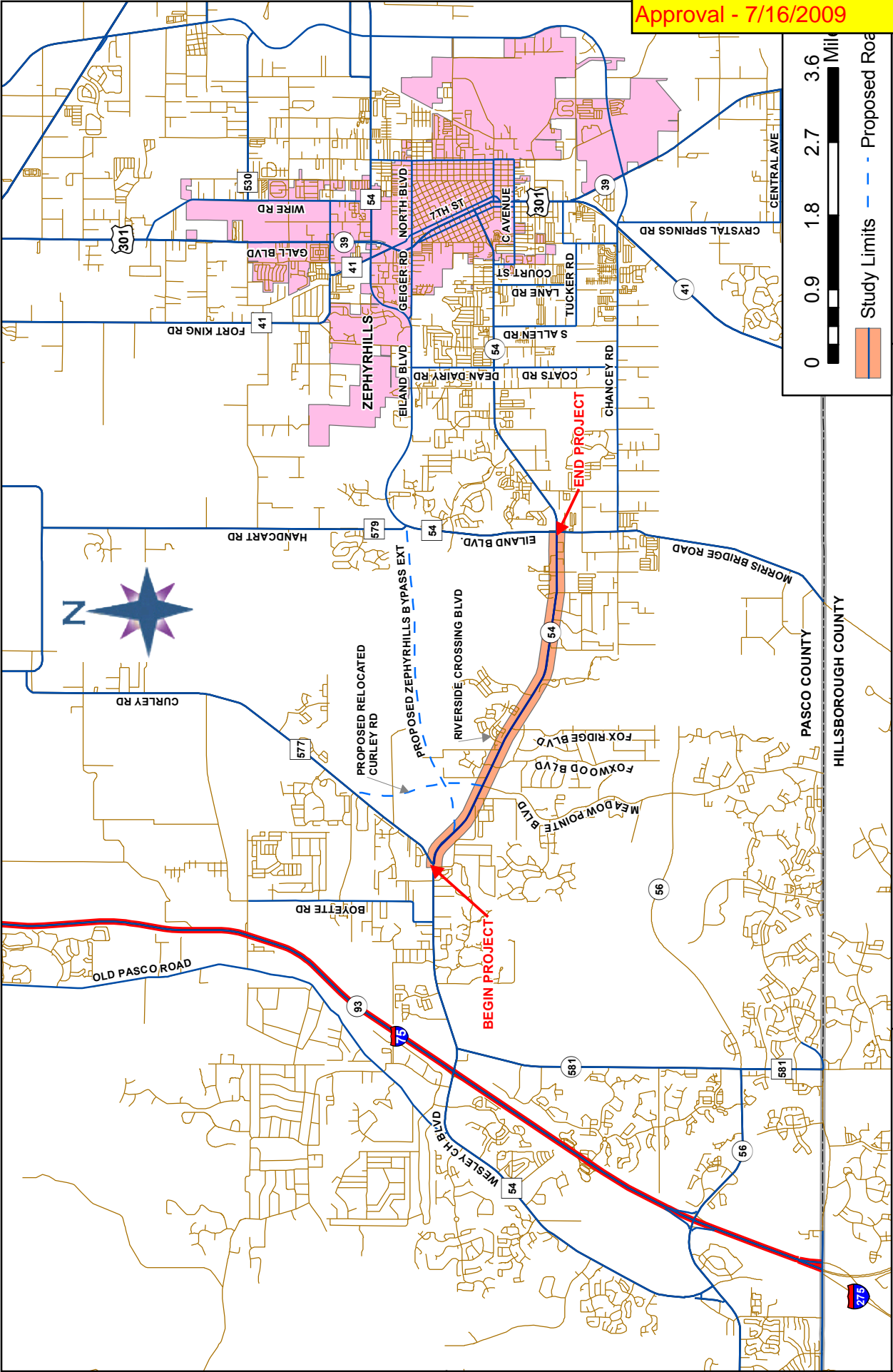


FIGURE 1

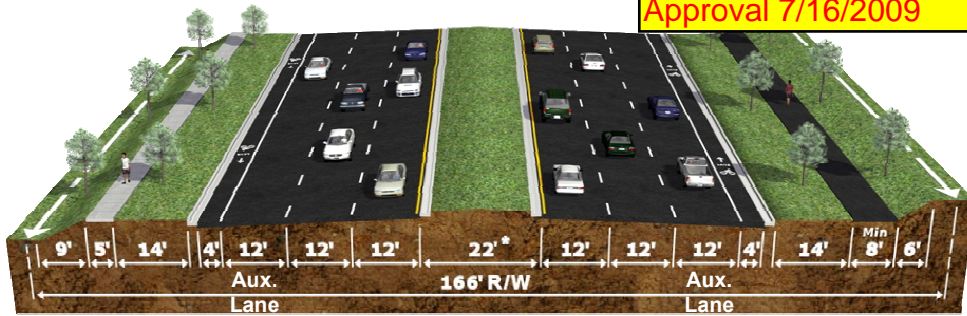
SR 54 PD&E STUDY AREA MAP

Rev. 11/19/08

SR 54 PD&E Study
 From Curley Road to Morris Bridge Road
 Pasco County, FL
 WPI Segment No. 416561-1

(Looking east for all sections)

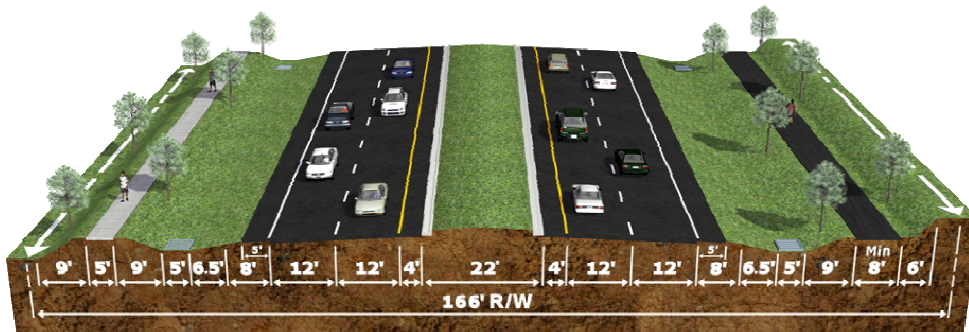
Original Type 2 Categorical Exclusion
Approval 7/16/2009



Four-Lane Divided with Auxiliary Lanes Urban Typical Section

From East of Curley Road to Foxwood Blvd

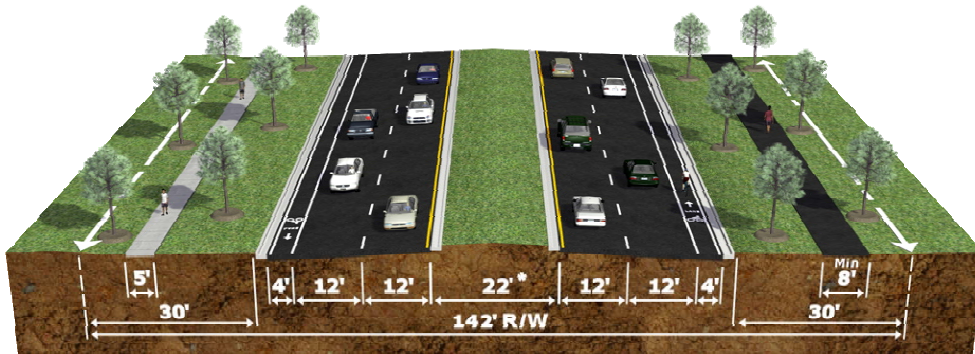
Design Speed = 45 mph



Four-Lane Divided Suburban Typical Section

From Foxwood Blvd to Linda Drive

Design Speed = 55 mph



Four-Lane Divided Urban Typical Section

From Linda Drive to Morris Bridge Road

Design Speed = 45 mph

*For the few areas where a 30' median would be required for dual left turn lanes at signalized intersections, the outside border areas would be reduced by 4' on each side to provide the extra median width required.

Rev. 3/24/09

SR 54 PD&E Study

From Curley Road to Morris Bridge Road
Pasco County, Florida
WPI Segment No. 416561-1

SR 54 Alternative Typical Sections

Figure 2



4. PERMITS REQUIRED

Anticipated permits include but are not limited to:

- a. Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit
- b. U.S. Army Corps of Engineers – Dredge and Fill Permit
- c. Florida Department of Environmental Protection - EPA NPDES Permit

5. COMMITMENTS AND RECOMMENDATIONS

Additional assessment activities during design at the two sites ranked “medium” for contamination consisting of soil and groundwater testing to determine the potential impact from the sites on construction.

During the design phase the FDOT will utilize hydrologic studies to verify and quantify potential impacts to the floodplain and consider avoidance measures where reasonable and feasible. The FDOT will evaluate for compensation for any floodplain encroachment and lost floodplain storage impacts, identify mitigation for any subsequent loss of historic basin storage, and utilize the information from the ongoing watershed management plans.

The Eastern Indigo Snake has the potential to exist along the project corridor; therefore the contractor will be required to implement the Standard Protection Measures for the Eastern Indigo Snake (1999) during construction of the project.

Impacts to wetlands within the Core Foraging Area for existing wood stork colonies will be mitigated for either through the use of FS 373.4137 (the “Senate Bill”) or through the use of on-site mitigation within the same watershed basin as the proposed impacts.

During the wetland permitting process through the SWFWMD, the following mitigation recommendation from the Florida Fish and Wildlife Conservation Commission (FFWCC) will be provided for their consideration. “If wetland impacts are mitigated under the provisions of Chapter 373.4137 F.S. (Senate Bill 1986), the replacement wetlands should be functionally equivalent; equal to or of higher functional value; and as or more productive as the impacted wetlands. Land acquisition and restoration of appropriate tracts adjacent to lands previously placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas has been an appropriate and routine way to address this issue in the past. An all-important focus of the selection process for mitigation lands for this project should include a strong consideration of the quality, functionality, and suitability of the replacement habitat for the birds, mammals, amphibians, and reptiles which will be impacted during future construction work in the project area.”

FDOT will coordinate with the U.S. Fish and Wildlife Service (USFWS) and the FFWCC during the design phase of this project to address impacts to critical habitat for federal and state-listed species.

The FDOT will resurvey for bald eagles during the design phase.

The FDOT will further evaluate the need of noise walls at the three impacted noise sensitive sites during the design phase.

During the design phase, a geotechnical evaluation will be conducted of specific pond sites for potential of sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of pond construction/operation, the FDOT will coordinate with the SWFWMD during the permitting of such sites.

During the construction phase, the contractor will be required to maintain access to all businesses during normal business hours.

There is an identified need for transit in this corridor, as well as a commitment to fund a transit route in this location, as indicated in the 2002 Transit Development Plan as well as in the MPO's Cost Feasible Long Range Transportation Plan, which identifies a commitment to fund a transit route at this location. Future transit service needs will be evaluated during the project's design phase. In addition, it is noted that the proposed typical sections include border widths of sufficient width to accommodate future bus turnouts and bus stops.

It is recommended that additional pavement widening be considered at all locations where motorists are expected to make U-turns, to facilitate this movement, especially in the segments with four thru lanes.

**Florida Department of Transportation
PROJECT REEVALUATION**

ATTACHMENT C

**LRTP – TIP – STIP
Support information**

Item Number: **416561 2** Description: SR 54 FROM CR 577/CURLEY RD TO CR 579/MORRIS BRDG RD *NON-SIS*
 District: 7 County: PASCO Type of Work: ADD LANES & REHABILITATE PVMN
 Roadway ID: 14090000 Beginning Point: 11.566 Project Length: 4.55
 LRTP: **Table 7-4** Ending Point: 16.116 Lanes Existing /Improved/Added: 2/ 0/ 2

Fund	<2013	2013	2014	2015	2016	2017	>2017	All Years
Preliminary Engineering - Managed by FDOT								
TRIP	\$1,682,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,682,500
DDR	\$2,268	\$0	\$0	\$0	\$0	\$0	\$0	\$2,268
CIGR	\$85,891	\$0	\$0	\$0	\$0	\$0	\$0	\$85,891
CIGP	\$676,041	\$0	\$0	\$0	\$0	\$0	\$0	\$676,041
LFP	\$2,456,522	\$0	\$0	\$0	\$0	\$0	\$0	\$2,456,522
DS	\$5,847	\$0	\$0	\$0	\$0	\$0	\$0	\$5,847
DIH	\$56,330	\$0	\$0	\$0	\$0	\$0	\$0	\$56,330
Preliminary Engineering Totals:	\$4,965,399	\$0	\$0	\$0	\$0	\$0	\$0	\$4,965,399
Right of Way - Managed by FDOT								
SU	\$378,929	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,378,929
DDR	\$0	\$2,787,200	\$7,967,938	\$0	\$0	\$0	\$0	\$10,755,138
SA	\$0	\$9,554,500	\$150,000	\$0	\$0	\$0	\$0	\$9,704,500
CM	\$0	\$0	\$1,523,133	\$0	\$0	\$0	\$0	\$1,523,133
ACSU	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
DIH	\$0	\$163,500	\$150,000	\$0	\$0	\$0	\$0	\$313,500
LFP	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
CIGP	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000
Right of Way Totals:	\$408,929	\$22,505,200	\$14,791,071	\$0	\$0	\$0	\$0	\$37,705,200
Construction - Managed by FDOT								
DS	\$0	\$0	\$0	\$0	\$17,747,209	\$0	\$0	\$17,747,209
DIH	\$0	\$0	\$0	\$0	\$3,843,638	\$0	\$0	\$3,843,638
DDR	\$0	\$0	\$0	\$0	\$15,628,452	\$0	\$0	\$15,628,452
Construction Totals:	\$0	\$0	\$0	\$0	\$37,219,299	\$0	\$0	\$37,219,299
Grants and Miscellaneous - Managed by FDOT								
SA	\$0	\$209,628	\$0	\$0	\$0	\$0	\$0	\$209,628
Grants and Miscellaneous Totals:	\$0	\$209,628	\$0	\$0	\$0	\$0	\$0	\$209,628
Item 416561 2 Totals:	\$5,374,328	\$22,714,828	\$14,791,071	\$0	\$37,219,299	\$0	\$0	\$80,099,526



Effective Date:
07/01/2012

Florida Department of Transportation

Run: 11/28/2012
10.50.16

Approved STIP

View Approved STIP Phase Grouping

Crosswalk

DISTRICT 7

Item Segment: 416561 2

Fund	<2013	2013	2014	2015	2016	>2016	All Years
HIGHWAYS							
Item Number:	416561 2	Project Description:	SR 54 FROM CR 577/CURLEY RD TO CR 579/MORRIS BRDG RD			*NON-SIS*	
District:	07	County:	PASCO			Type of Work:	ADD LANES & REHABILITATE PVMNT
Roadway ID:	14090000	Beginning Section:	11.566	Project Length:		4.550	
		Ending Section:	16.116	Lanes		2/ 0/ 2	
		Section:		Existing/Improved/Added:			
Federal Project: N/A							
Preliminary Engineering / Managed by FDOT							
CIGP	676,041	0	0	0	0	0	676,041
CIGR	85,891	0	0	0	0	0	85,891
DDR	2,268	0	0	0	0	0	2,268
DIH	60,102	0	0	0	0	0	60,102
DS	6,095	0	0	0	0	0	6,095
LFP	2,225,109	0	0	0	0	0	2,225,109
TRIP	1,463,178	0	0	0	0	0	1,463,178
Right of Way / Managed by FDOT							
ACSU	0	30,000	0	0	0	0	30,000
CIGP	0	5,000,000	0	0	0	0	5,000,000
CM	0	0	1,523,133	0	0	0	1,523,133
DDR	0	2,787,200	7,967,938	0	0	0	10,755,138
DIH	0	163,500	150,000	0	0	0	313,500
LFP	0	5,000,000	0	0	0	0	5,000,000
SA	0	9,554,500	150,000	0	0	0	9,704,500
SU	0	378,929	5,000,000	0	0	0	5,378,929
Construction / Managed by FDOT							
DDR	0	0	0	0	15,628,452	0	15,628,452
DIH	0	0	0	0	3,843,638	0	3,843,638
DS	0	0	0	0	17,747,209	0	17,747,209
Grants and Miscellaneous / Managed by FDOT							
SA	0	209,628	0	0	0	0	209,628
Federal Project N/A Totals:	4,518,684	23,123,757	14,791,071	0	37,219,299	0	79,652,811
Item 416561 2 Totals:	4,518,684	23,123,757	14,791,071	0	37,219,299	0	79,652,811
District 07 Totals:	4,518,684	23,123,757	14,791,071	0	37,219,299	0	79,652,811
Grand Total	4,518,684	23,123,757	14,791,071	0	37,219,299	0	79,652,811