SR 54 Project Development and Environment (PD&E) Study

From CR 577 (Curley Road)
to CR 579/CR 54 (Morris Bridge Road)

Final Contamination Screening Evaluation Report

WPI Segment No: 416561-1
Pasco County

Prepared for the

Florida Department of Transportation
District Seven

October 2008

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Prepared by
American Consulting Engineers of Florida, LLC

October 2008

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SECTION 1 - EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road 54 (SR 54), from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road) in Pasco County. The total project length is approximately 4.5 miles. SR 54 is a major east-west arterial connecting east Pasco County to west Pasco County, connecting several major north-south routes including nearby I-75 to the west with US 301 in Zephyrhills to the east. Proposed improvements include the widening of SR 54 to a four-lane divided with auxiliary lanes arterial west of Meadow Point Boulevard and a four-lane divided arterial east of Meadow Point Boulevard.

In accordance with the FDOT policy and the Federal Highway Administration (FHWA) requirements, a Contamination Screening Evaluation Report (CSER) is being prepared for this PD&E Study. The CSER has been prepared pursuant to the FHWA's Technical Advisory 26640.8a, 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.

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 this 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.

At the two facilities ranked "medium" due to potential contamination near the project areas, additional environmental assessment activities are recommended. The additional assessment activities should consist of soil and groundwater testing, and are recommended during design to determine the potential impact from the sites on construction.

SECTION 2 - INTRODUCTION

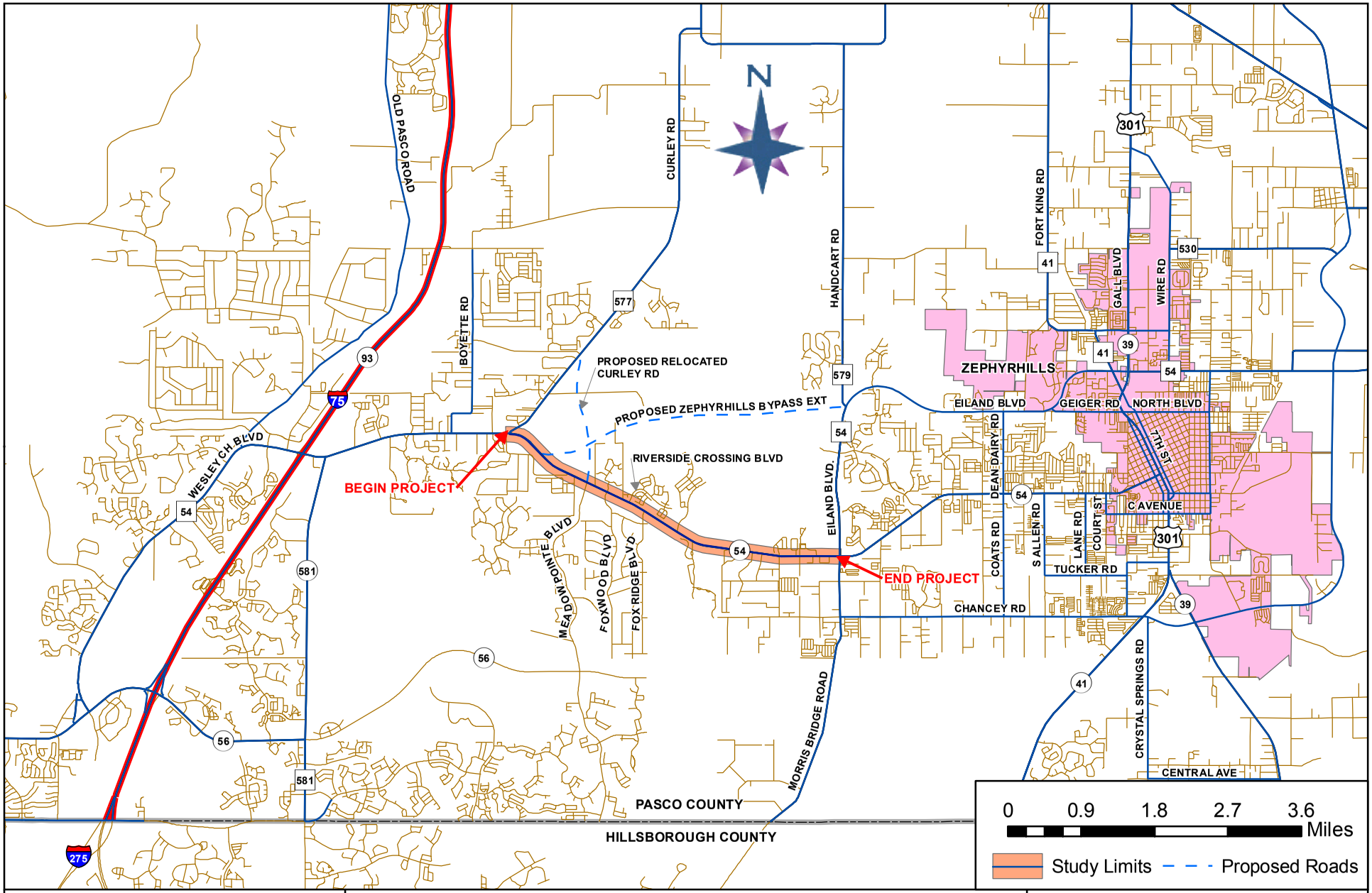
2.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road (SR) 54, from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road), in southeast Pasco County (**Figure 2-1**). A Study Area map is shown in **Figure 2-2**.

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 programmed by Pasco County for widening to six lanes. That project also includes a connection to the planned Zephyrhills West Bypass Extension.

The purpose of the proposed project is to provide a higher capacity and safer facility to better meet future transportation demand in this rapidly developing area of Pasco County. SR 54 is one of the primary east-west facilities within Pasco County, effectively connecting the eastern and western sides of the county. This corridor is also designated as an emergency evacuation route. The PD&E Study also included the consideration of a No-Build Alternative.

A Programming Screen Summary Report was published on August 17, 2006 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The project is designated as #6651 in ETDM. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.



SR 54 PD&E Study
From Curley Road to Morris Bridge Road
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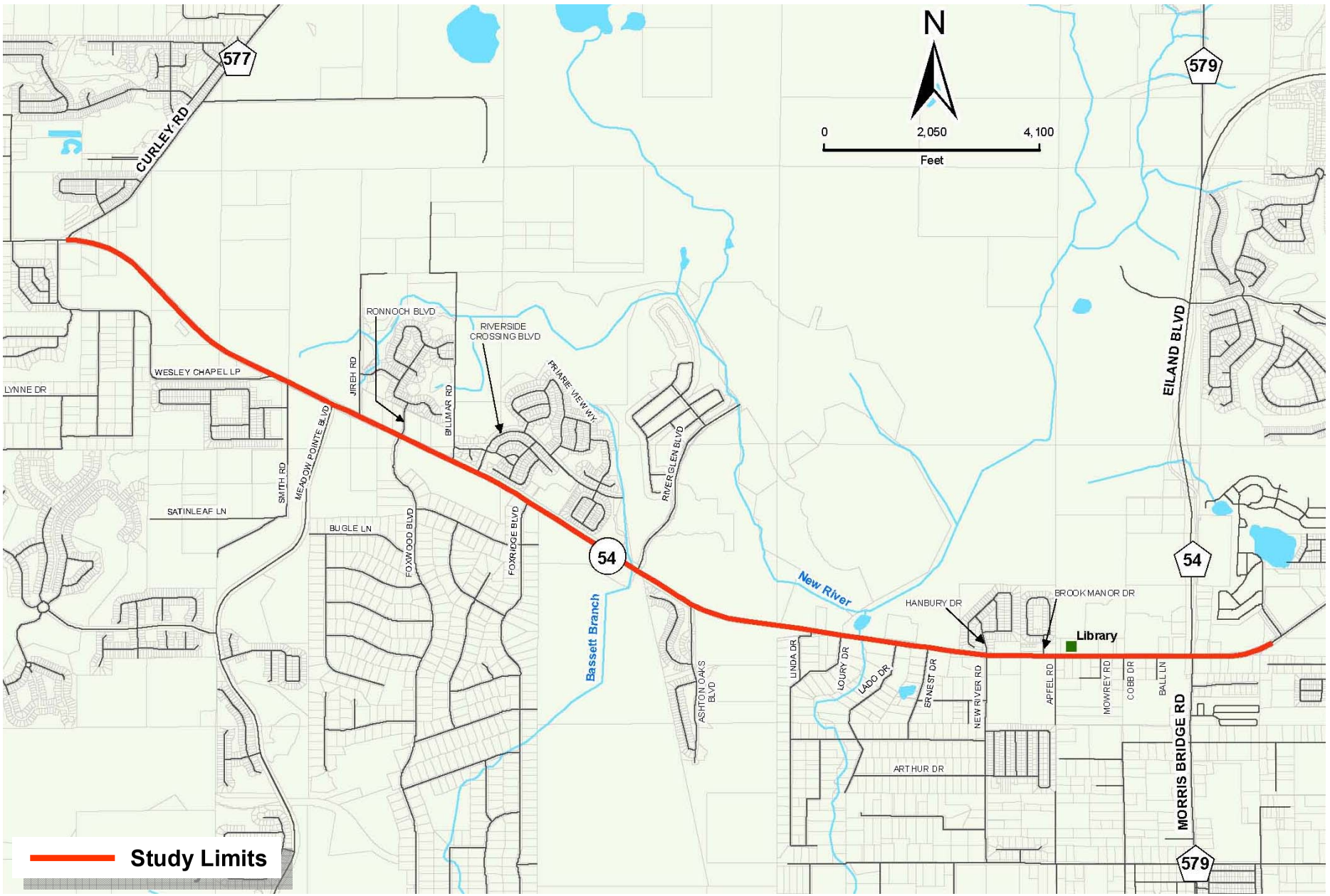
SR 54 PD&E STUDY AREA MAP

Rev. 11/19/08

FIGURE 2-1



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SR 54 PD&E STUDY AREA MAP

Rev. 10/8/07

Figure 2-2

2.2 REPORT PURPOSE

This Contamination Screening Evaluation Report (CSER) is being prepared as part of the PD&E Study to determine if potential contamination conditions exist that may have adverse environmental impacts, and thus create environmental liability along the project corridor. By determining contaminated areas early in the project development process, those sites can be avoided or remediation costs established. In addition, this will help prevent delays in construction. This evaluation was prepared in general accordance with the Federal Highway Administration Technical Advisory 26640.8a, dated October 30, 1987, and with the FDOT Project Development and Environment (PD&E) Manual Part 2, Chapter 22 (revised December 10, 2003). This report identifies and evaluates known or potential contamination problems, presents recommendations concerning these potential problems, and discusses possible impacts to the proposed project area.

2.3 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

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 (**Figure 2-3**). 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 45 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. The existing highway is classified by FDOT as Access Management Class 3. Class 3 standards require a minimum traffic signal spacing of 0.5 miles, which the existing facility meets, and minimum spacing for median openings as follows:

- 0.5 mile for full median openings
- 0.25 mile for directional median openings

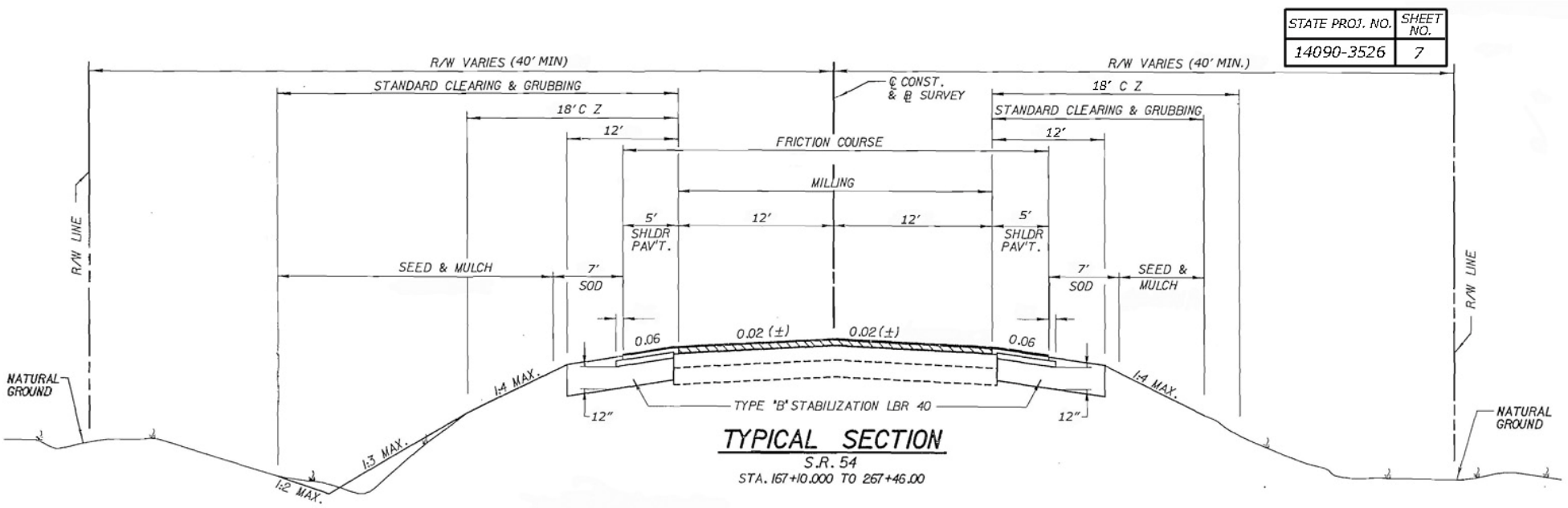
The existing facility is mostly two-lane undivided and two-lane divided without raised medians, so the median opening spacing standards don't apply yet.

The Preferred Alternative includes the widening or reconstruction of the existing highway to a four-lane divided arterial with auxiliary lanes west of Meadow Point Boulevard (including the intersection) and a four-lane divided arterial east of Meadow Point Boulevard. Two different types of typical sections are proposed: an urban typical section and a suburban typical section **(Figure 2-4)**. 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.

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.

STATE PROJ. NO.	SHEET NO.
14090-3526	7



TYPICAL SECTION

S.R. 54

STA. 167+10.000 TO 267+46.00

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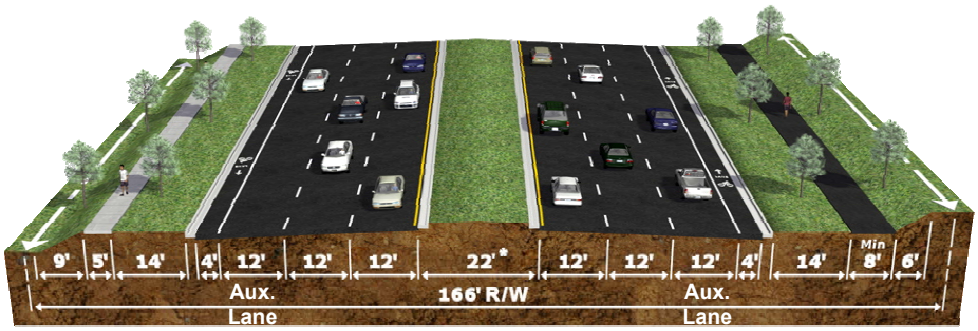
EXISTING TYPICAL SECTION

FIGURE 2-3

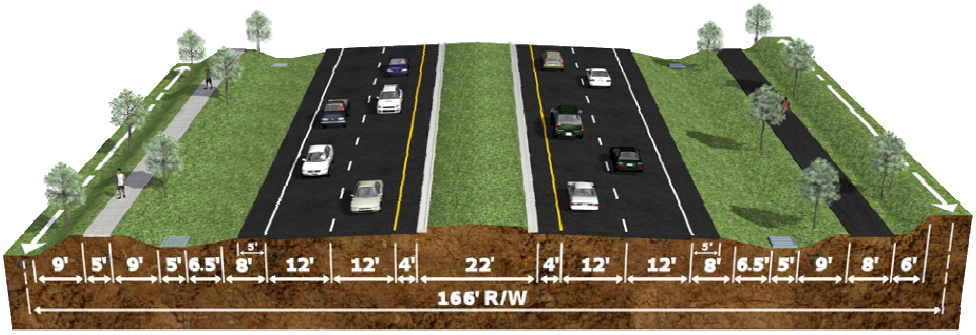
(Looking east for all sections)



Four-Lane Divided with Auxiliary Lanes Urban Typical Section

From Curley Road to Foxwood Blvd

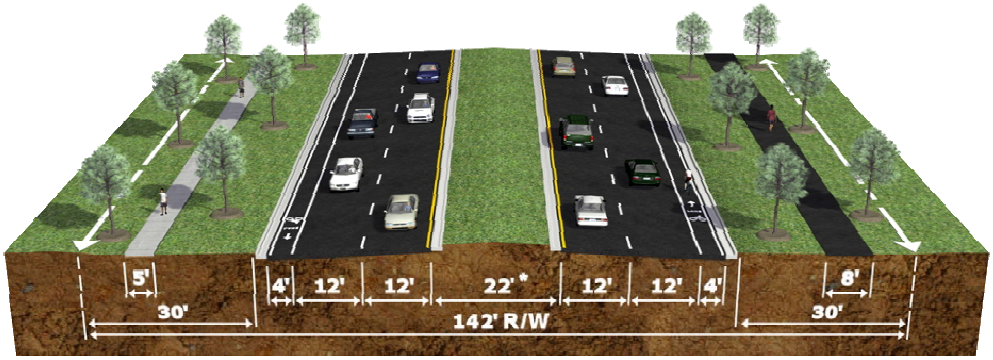
Design Speed = 45 mph



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. 5/13/08

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**

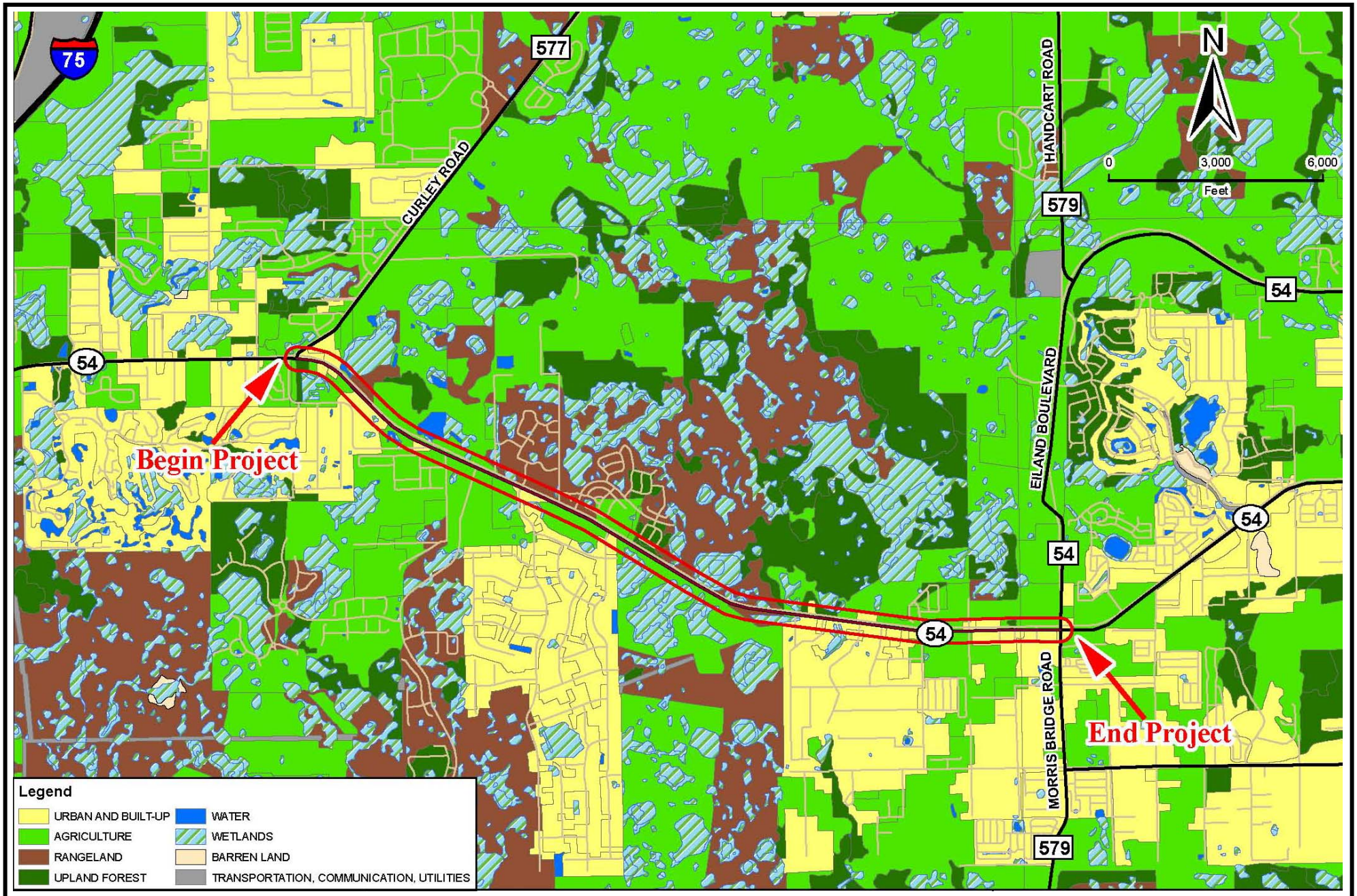
SECTION 3 - LAND USE

3.1 EXISTING LAND USE

The study corridor, located in portions of Wesley Chapel and Zephyrhills, is mostly rural in nature but is being developed at a rapid pace. The Florida Land Use, Cover and Forms Classification System (FLUCFCS) from the Southwest Florida Water Management District (SWFWMD), together with aerial photographs and wetland data from the National Wetland Inventory, were utilized to determine current land use and habitat types within the corridor. These land uses and habitat types were subsequently groundtruthed for verification during field visits. **Figure 3-1** shows the existing land use within the corridor. The majority of the landscape has been converted from native habitat to other land uses such as pastureland (210), planted pine (246), shrub and brushland (320) and residential areas (120, 130) 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 predominately consists of commercial and office/retail.

3.2 FUTURE LAND USE

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 (**Figure 3-2**). These transformations are 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.



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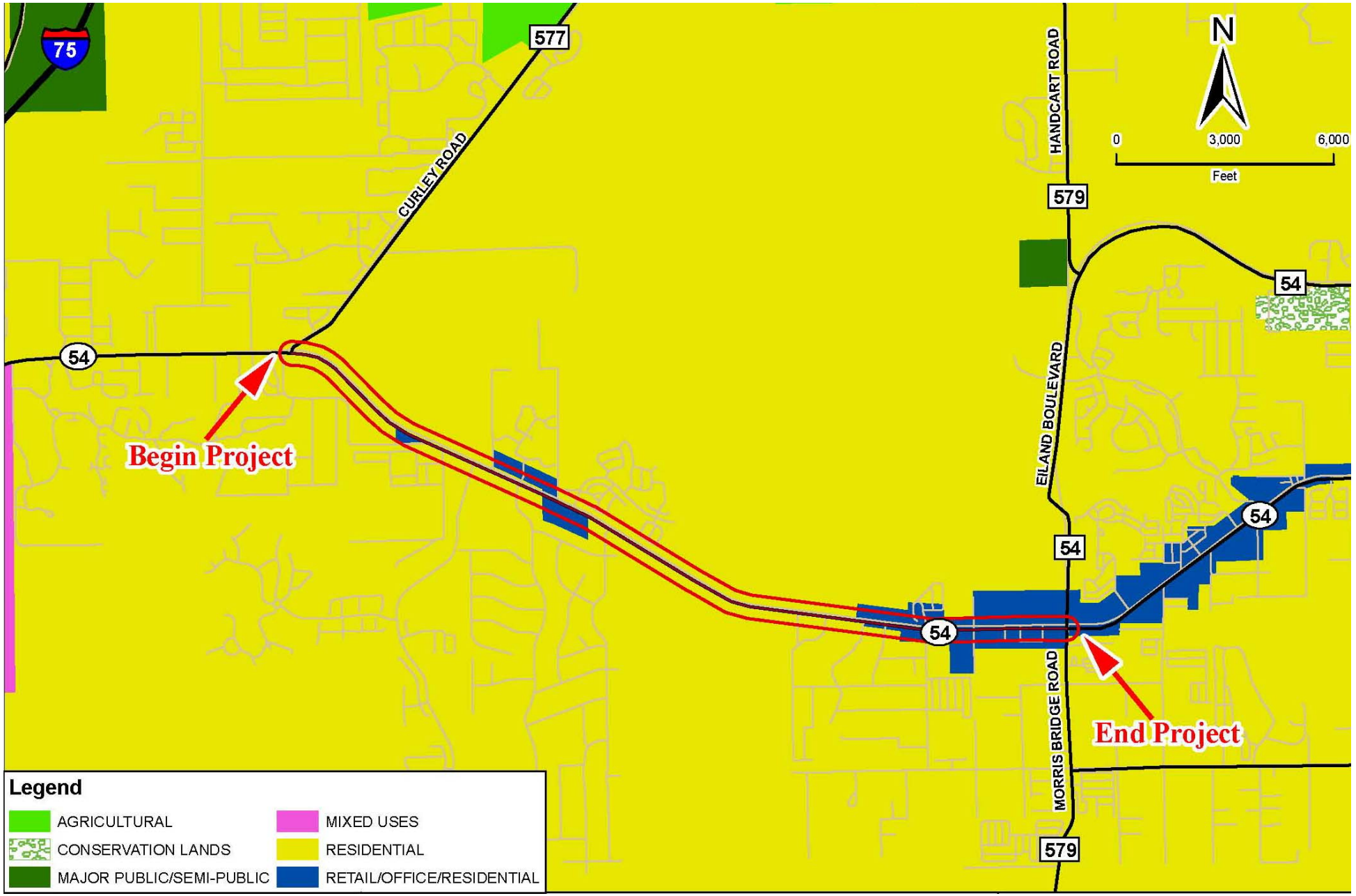
Existing Land Use

Figure 3-1



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Future Land Use

Figure 3-2

SECTION 4 - HYDROLOGIC FEATURES

4.1 GEOLOGY/HYDROLOGY

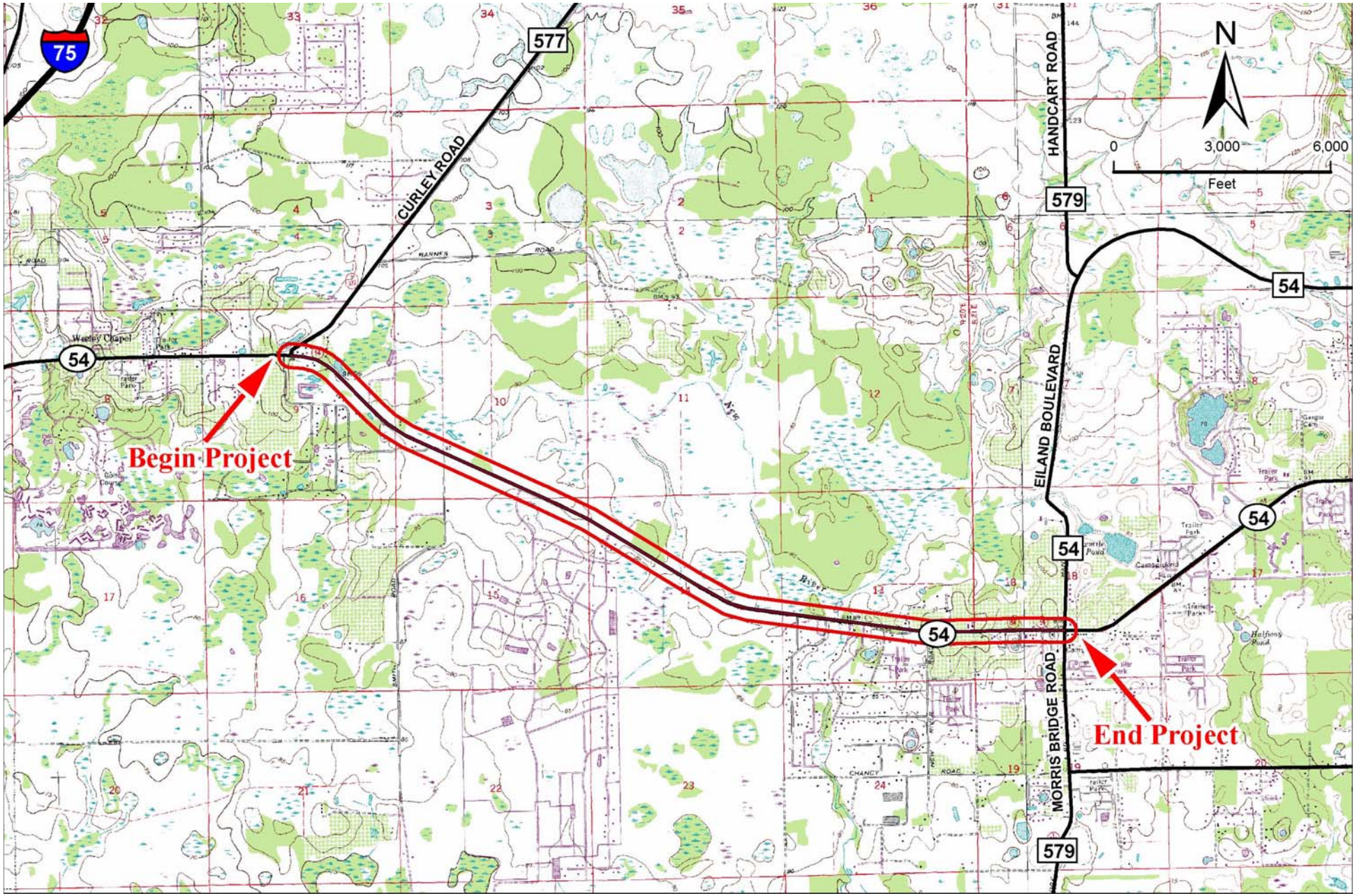
The National Resources Conservation Services (NRCS) Soil Survey for Pasco County, Florida provides general descriptions of subsurface conditions of the county. Pasco County is located in the central or mid-peninsular physiographic region of the Florida Peninsula and is characterized by discontinuous highlands in the form of ridges separated by broad valleys. The county is underlain by several thousand feet of sedimentary rock, mainly various limestone formations. The project is located in the Western Valley. The soils in this area are mainly poorly drained sandy soils with longleaf pine and saw palmetto being the dominant vegetation types. The eastern portion of Pasco County is drained by tributaries to the Hillsborough River and the Withlacoochee River. Eventually all water falling on the county that is not returned to the atmosphere by evaporation and transpiration ultimately ends up in the Gulf of Mexico. A USGS map of the corridor is shown in **Figure 4-1**.

4.2 SOIL SURVEY REVIEW

The NRCS Soil Survey for Pasco County, Florida indicates that there are multiple soil types that exist within the corridor. These soil types and their identification numbers are as follows: Newman fine sand (59), Pomona fine sand (2), Sparr fine sand (7), Ona fine sand (9), Palmetto-Zephyrs-Sellers complex (60) and Tavares sand (6). These soils are shown in **Figure 4-2**. Of these soil types found along the corridor, Pomona fine sand, Sparr fine sand and Tavares sand are the dominant soils. A more detailed description is shown below.

- **Pomona fine sand** – Nearly level, poorly drained soil in large areas on low ridges in the flatwoods. Slopes are smooth and concave and range from 0 to 2 percent. In most years, under natural conditions, the water table is within a depth of 10 inches for 1-3 months and is at a depth of 10 to 40 inches for 6 months or more.

- **Sparr fine sand** – Nearly level to gently sloping, somewhat poorly drained soil located on seasonally wet uplands. Slopes are smooth to concave and areas are irregular in shape. This Sparr soil has a water table, commonly perched above the subsoil, at a depth of 20 to 40 inches for 1 to 4 months during most years.
- **Tavares sand –** Nearly level to gently sloping, moderately well drained soil on low level ridges and knolls throughout the county with irregularly shaped areas. In most years, under natural conditions, the water table is at a depth of 40 to 60 inches for 6 to 12 months and below 60 inches during very dry periods.



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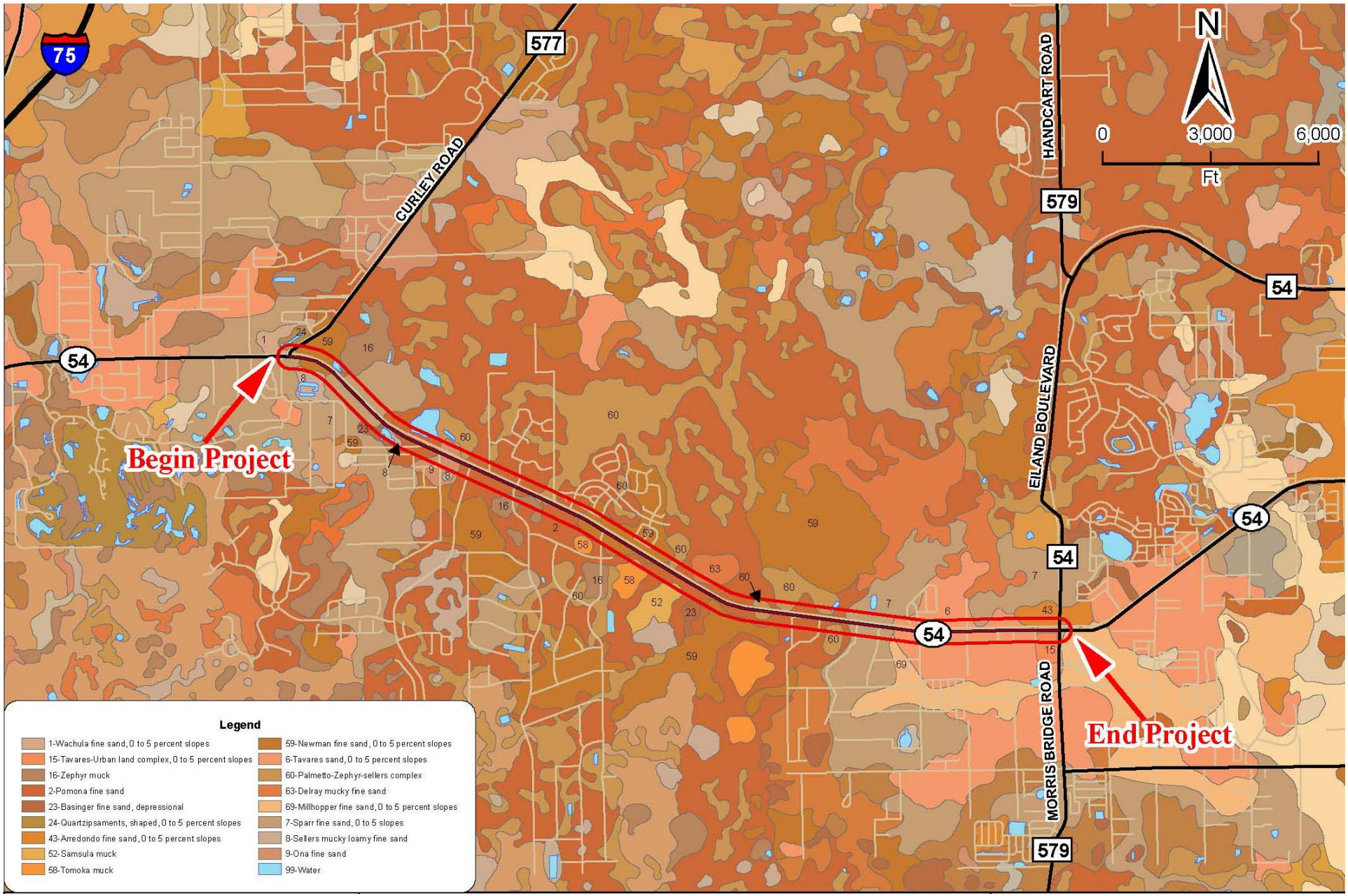
USGS Map

Figure 4-1



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NRCS Soils Map

Figure 4-2

SECTION 5 - METHODOLOGY

A regulatory database search was requested from FirstSearch Technology Corporation along the entire project corridor (**Appendix B**). The results of this search were used as a basis for performing the CSER. The database research includes an evaluation of the following:

1. National Priorities List (NPL) and Proposed NPL
2. Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
3. Comprehensive Environmental Response, Compensation, and Liability Information System Archived Sites (NFRAP)
4. Resource Conservation and Recovery Information System Treatment, Storage and Disposal Facilities (RCRA TSD)
5. Resource Conservation and Recovery Information System Sites (RCRA COR and RCRA GEN)
6. Emergency Response Notification System (ERNS)
7. Florida Sites List (FSL)
8. Solid Waste Facilities (SWF)
9. FL Cattle Dipping Vats
10. Dry Cleaning Facilities
11. Underground Storage Tank Database (UST)
12. Aboveground Storage Tank Database (AST)
13. Tribal Land Underground Storage Tanks
14. Leaking Underground Storage Tanks List (LUST)
15. Stationary Tank Inventory System (STI)

In addition to the database search of potential contamination sites, a site reconnaissance was conducted on October 27, 2006 to further supplement the database results. The purpose of the site visit was to observe signs of other possible contamination sources not listed in the database search. This included a review of the following:

- Structures

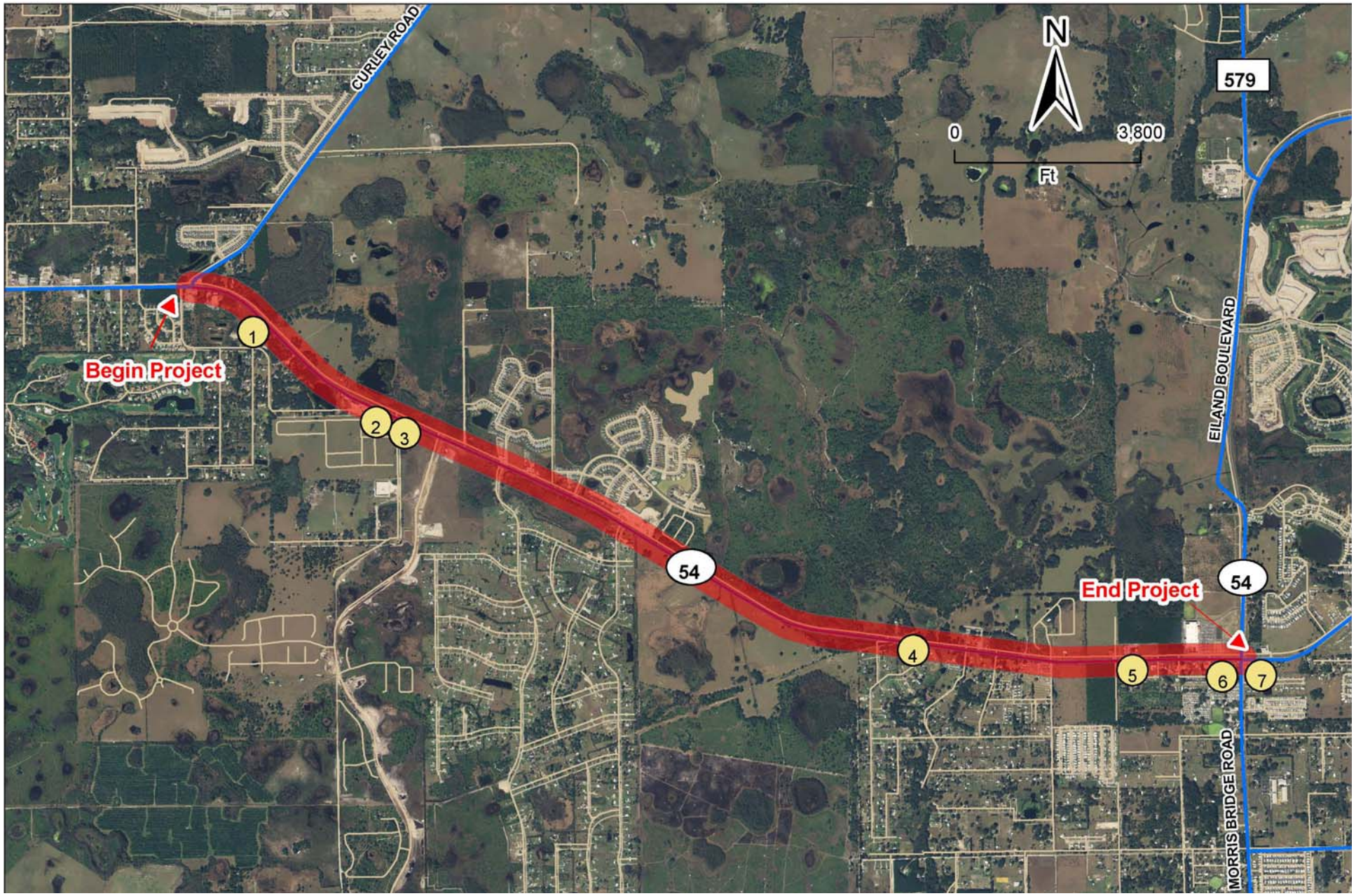
- Potential sources of surface contamination
- Potential sources of airborne contamination
- Potential sources of waterborne contamination
- Tenant activities and general site conditions

Also, a review of aerial photographs was conducted to determine potential problem areas. A list of the locations of all sites within the study area is included in **Table 5-1**. The Map ID numbers correspond to **Figure 5-1**.

Table 5-1: Summary of Sites Located along the SR 54 Project Corridor

Map ID	Site Name	Site Address	Risk Rating	Government Database
1	East of Curley Rd.	5510 Wesley Chapel Loop	No	N/A-Field Observation
2	Crystal Trucking	31108 SR 54 West	Low	UST
3	L. D. Smith Property	167 Smith Rd	Low	
4	East of Loury Dr.	4240 Loury Drive	No	N/A-Field Observation
5	Coachmaster – RV Repair and Sales	34100 SR 54	Low	
6	Cumberland Farms #1019	3401 SR 54 West	Medium	LUST
7	Hills Grocery	34506 SR 54 West	Medium	

Sites identified as contaminated or potentially contaminated were further evaluated to determine the extent of contamination or the risk of contamination. There were seven (7) sites evaluated within the proposed project limits. The assignment of a risk rating was based on the current and past existence of hazardous materials or petroleum products and the potential of the material/product to be encountered during proposed roadway expansion activities. The rating system developed by the FDOT as part of the PD&E process expresses the likelihood that hazardous material or petroleum products exist and the potential impact on roadway construction.



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Potential Contamination Sites Map

Figure 5-1

The hazardous material rating system is divided into four (4) degrees of risk as defined by the FDOT in the PD&E Manual. These include "No", "Low", "Medium", and "High" potential for risk. A brief description of each risk rating includes the following:

No Risk

After review of available information and a limited site visit, there is no indication that hazardous waste or materials would impact construction of the proposed project. This does not preclude the possibility that hazardous waste or materials could have been handles on a site, only that information collected during this investigation suggests that hazardous waste has not historically existed on the site, and therefore, should not be expected to impact the proposed project.

Low Risk

Implies that hazardous waste or materials existed or currently exist on-site, but there is no reason to believe that there would be any involvement with this waste or materials during roadway construction activities.

Medium Risk

Known or suspected soil or groundwater contamination is indicated to exist, but will not likely require remediation or monitoring. However, there is a possibility that hazardous waste or material may create problems during roadway construction activities.

High Risk

Known hazardous material or waste was stored or handled on the site and/or soil or groundwater contamination exists that is likely to have an impact on roadway construction activities. Further assessment will be required to determine the extent and level of contamination as it would impact the potential roadway construction project.

Hazardous Waste

Hazardous waste is defined by the U.S. Environmental Protection Agency (EPA) as a material exhibiting ignitable, corrosive, reactive, or toxic properties. The EPA has identified several thousand chemical compounds that possess one (1) or more of these properties. These compounds are identified as part of the EPA list of hazardous and toxic

waste contained in the Code of Federal Regulation (CFR) 40, Part 261 EPA regulation. The State of Florida has adopted EPA's definition of hazardous waste as well as the EPA list of waste types. Any hazardous material that has spilled or leaked and contaminated the soil or groundwater can be considered a hazardous waste. However, petroleum products spilled or leaked (and contaminating soil and groundwater) are not considered a hazardous waste, and therefore, are exempt from hazardous waste federal regulation.

Potential Hazardous Waste Sites

For the purposes of this report, a potential hazardous waste site is a parcel of land upon which hazardous material are or were produced, stored or accumulated, regardless of the disposal method. Included in this category are gas stations and other businesses that store hazardous products, materials, or waste in tanks either above or underground. This definition is not meant to imply that these sites are contaminated, but that the operations conducted on them involve hazardous materials and the overall potential exists for contamination if these materials were not properly handled on these sites. This definition also does not mean that petroleum products from gas station activities fall under regulatory scrutiny within hazardous waste regulations by either the EPA or the Florida Department of Environmental Protection (FDEP).

Contamination

Contamination is defined as the presence of any regulated material/chemical contained within the soil, surface water or groundwater on or adjacent to Florida Department of Transportation (FDOT) property or proposed project property, that may require assessment, remediation, or special handling, or that has a potential for liability. These materials would include, but not be limited to, those substances normally referred to as petroleum or petroleum products.

SECTION 6 - ALTERNATIVE ALIGNMENTS

Several alignment alternatives are being considered in addition to the no-build alternative. The **no-build alternative** would consist of not widening SR 54 within the proposed project limits.

For a south-shifted alignment alternative, most of the additional right-of-way would be purchased on the south side of SR 54. For this alternative, there could be involvement with virtually all of the potentially-contaminated sites.

For a north-shifted alignment alternative, most of the additional right-of-way would be purchased on the north side of SR 54. For this alternative, there would be minimal to no involvement with potentially-contaminated sites; however, this alternative could have greater impacts in other areas such as right-of-way costs, relocations, or floodplains.

For a "centered" alignment alternative, additional right-of-way would be purchased along both sides of SR 54 in most areas. This alignment could also have high involvement with potentially-contaminated sites. Many of these potentially-contaminated sites are categorized as "low" to "no" risk. **Table 6-1** summarizes the potential contamination involvement by alignment alternative.

Table 6-1: Potential Contamination Involvement by Alternative

ID No.	Site	Risk	Side on SR 54	South-Shifted	"Centered" Alignment	North-Shifted
6	Cumberland Farms	Medium	South	X	X	
7	Hills Grocery	Medium	South	X	X	
2	Crystal Trucking	Low	South	X	X	
3	L.D. Smith Property	Low	South	X	X	
5	Coachmaster RV	Low	South	X	X	
4	East of Loury Dr.	No	South	X	X	
1	East of Curley Rd.	No	South	X	X	

X=Potential impact or involvement with this alternative

SECTION 7 - PROJECT IMPACTS

This section of the CSER includes a description of each potential contamination site as mentioned previously in **Table 5-1** and depicted in **Figure 5-1**. These sites represent the comprehensive list as determined from a combination of data sources. Photos of these sites are included in **Appendix A**.

Potential Contamination Site 1 – East of Curley Road

Site 1 is located at 5510 Wesley Chapel Lp., near a small roadside produce stand. This is a residential site, and was not located on any database searches, however, a boat, rundown trailer, various scraps and a few old cars were observed at the site. The items listed above were located away from the SR 54 right-of-way and should not be a potential for contamination during design.

During a site review on October 27, 2006, no signs of obvious soil contamination were observed at this site. Based on this information, this site is rated "No" for potential contamination.

Potential Contamination Site 2 – Crystal Trucking

The Crystal Trucking facility is no longer in operation. When the facility was open, it was located at 31108 Highway 54 W. The property contained a single above ground diesel storage tank. The facility is described as a fuel user and not a retail operation. No discharges were reported at the site and the tank has been removed from the property.

During a site review on October 27, 2006, there was no sign of the facility located along the corridor and the area around where the facility was located appeared to be clear of contamination. Based on the information provided and the supplemental site visit, this site is rated "Low" for potential contamination.

Potential Contamination Site 3 – L.D. Smith Property

The L.D. Smith property is located at 167 Smith Road, near the intersection with State Road 54. The property contains four (4) aboveground storage tanks used in the daily

agricultural operations on the property. The facility is described as a fuel user and not a retail operation. No discharges have been reported at this site and the latest information indicates the facility is still operating.

During a site review on October 27, 2006, no signs of contamination were present. Due to the fact that this site had no reported discharges and these tanks are above ground for personal use, the likelihood of potential contamination from this site is "Low".

Potential Contamination Site 4 – East of Loury Drive

Site 4 is located at 4240 Loury Drive. This site was not located on any database searches, however, a boat, trailers, and tractors were being stored on the property.

During a site review on October 27, 2006, no signs of obvious soil contamination were observed at this site. Based on this information, this site is rated "No" for potential contamination.

Potential Contamination Site 5 – Coachmaster RV Repair and Sales

Coachmaster RV Repair and Sales is located at 34100 State Road 54 at the eastern end of the proposed project limits. This site was not located on any database searches, but provides RV repair service, which could pose a risk of contamination to soils in the event of local spills of hazardous materials during repair.

During a site review on October 27, 2006, this site was observed for potential contamination. This review showed the facility to be clean and free of clutter and debris. The main repair areas appeared to be located in the rear of the facility. For these reasons, the likelihood of potential contamination from this site is "Low".

Potential Contamination Site 6 – Cumberland Farms #1019

Cumberland Farms is located on the southwest corner of the Morris Bridge Road and SR 54 intersection. The site contains two covered gas pump stands and a small building that is used as a convenience store. The FDEP data management system (OCULUS) was reviewed to find additional information on this site.

Three underground gas tanks were originally installed on-site in May of 1985. Contamination from an underground leaded gasoline tank in the form of dissolved hydrocarbons was reported in 1987. The Contamination Assessment dated October 1987 was consulted to determine the extent of the discharge. Based on the information contained in this report, the contamination appeared to be limited to the area around the tank field. Groundwater flow in this area was determined to be from North to South. Any discharges from this site would effectively migrate away from the SR 54 project area. According to the FDEP, the site has been cleaned up and a No Further Action (NFA) has been issued. In April of 2006, the old single walled tanks at this site were removed and replaced with three double walled fiberglass tanks. At that time, no further contamination was reported at this site.

During a site review on October 27, 2006, no obvious signs of contamination were present. Although cleanup efforts have been completed for known soil and groundwater contamination, and many of the tanks were replaced in April 2006, this site is rated "Medium" for potential contamination.

Potential Contamination Site 7 – Hills Grocery

Hills Grocery is located on the southeast corner of the Morris Bridge Road and SR 54 intersection. The site contains two covered gas pump stands connected to a small building that is used as a grocery store and small restaurant. The FDEP data management system (OCULUS) was reviewed for additional information on this site.

There are seven tanks located on-site. Of these seven tanks, 4 were installed in July 1974 and are closed in place. The 3 additional tanks were installed in January 1989 and are active gasoline tanks. Contamination from underground storage tank(s) were reported on three different occasions in 1988, 1992 and 2003. Clean up has been completed for each and the Site Rehabilitation Completion Report (SRCR) was issued for all discharges at this site.

During a site review on October 27, 2006, no obvious signs of contamination were present. At the time of the site visit, all pump handles were covered with grocery bags

indicating that the tanks were empty or no longer in use. Due to the fact that this site has known releases, this site is rated "Medium" for potential contamination.

SECTION 8 - SUMMARY OF FINDINGS AND RECOMMENDATIONS

Information was obtained for this report through reports from *FirstSearch Technology Corporation*, observations during on-site visits, and database information from the Florida Department of Environmental Protection. A total of seven (7) sites were reviewed within the project boundary, and the following conclusions and recommendations were made regarding the proposed project:

- Of the seven (7) sites reviewed, 2 sites received rankings of NO risk, 3 sites received rankings of LOW risk and 2 sites received a ranking of MEDIUM risk.
- Both sites ranked "Medium" risk may warrant further environmental assessment pending the final roadway alignment.

The potential contamination sites are outlined in **Table 5-1**, and the locations of these sites are illustrated in **Figure 5-1**. **Table 6-1** identifies the potential contamination involvement by alternative.

APPENDIX A

Site Photos

APPENDIX B

Site Information Report