



## Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

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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](mailto:manuel.santos@dot.state.fl.us) if we can be of any further assistance.

Sincerely,

*Waddah F. Gao*  
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

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### 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

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### 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

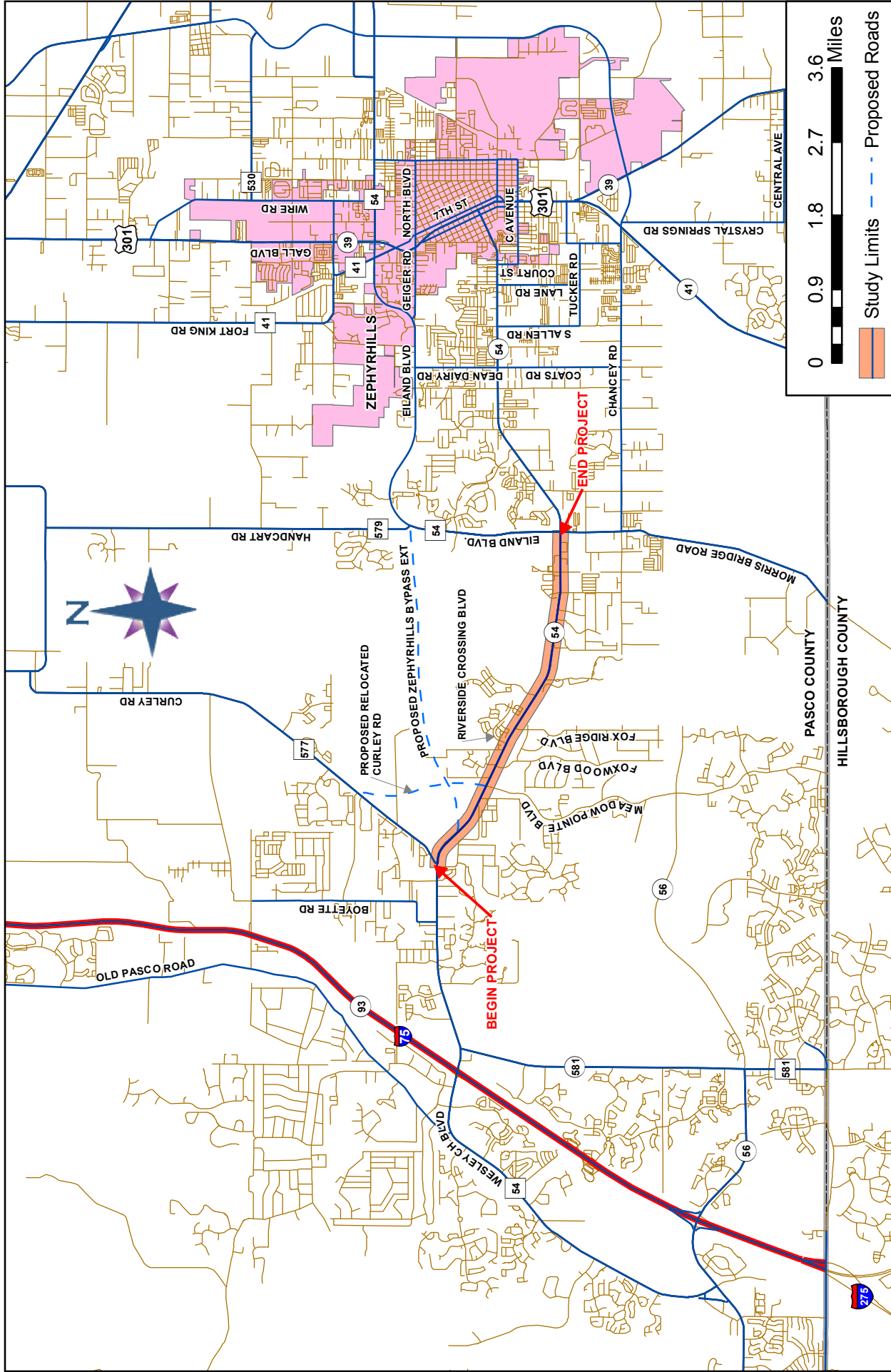
replacement of cross drains, and associated storm water management facilities for water quality treatment and discharge attenuation (**Figure 2**).

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.



# SR 54 PD&E Study

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

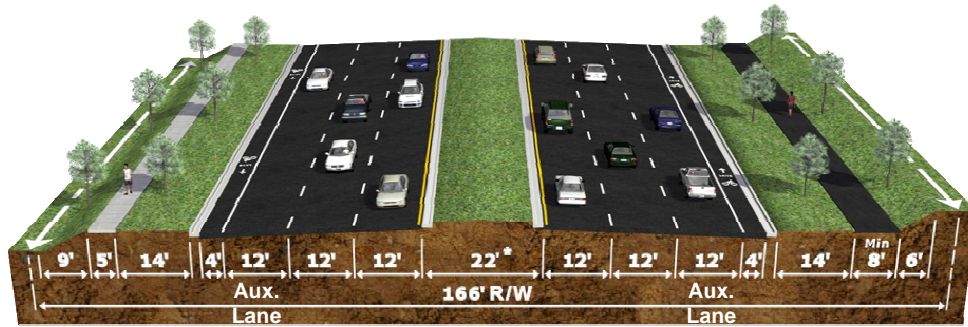
## SR 54 PD&E STUDY AREA MAP

Rev. 11/19/08



FIGURE 1

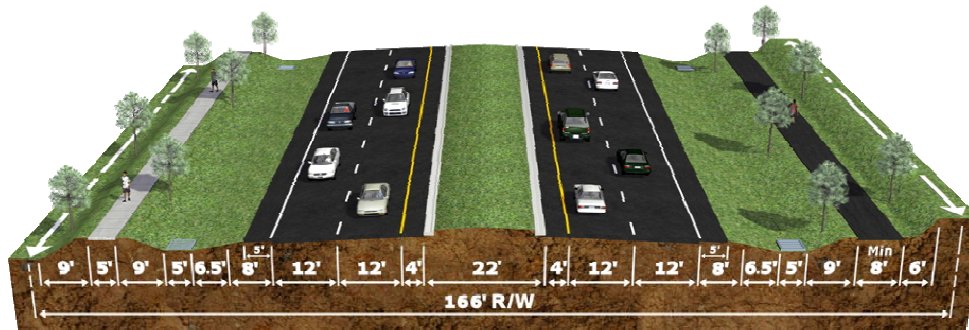
(Looking east for all sections)



### Four-Lane Divided with Auxiliary Lanes Urban Typical Section

From East of Curley Road to Foxwood Blvd

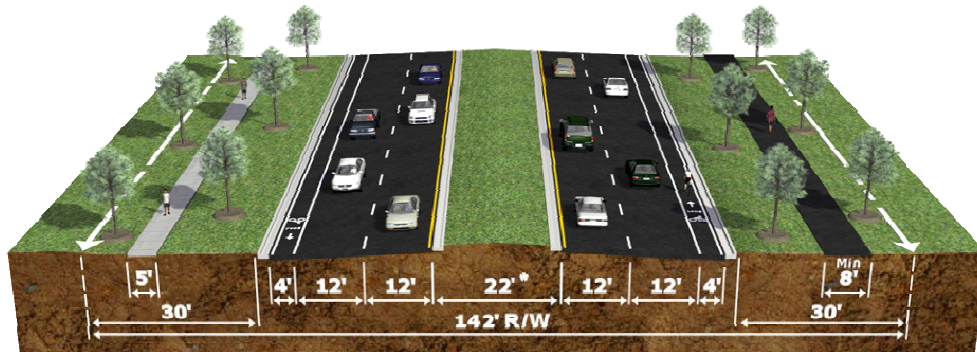
Design Speed = 45 mph



### 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





### 3. IMPACT EVALUATION

#### Summary of Environmental Impacts Checklist For Type 2 Categorical Exclusions

Topical Categories	S	NS	N	NI	Basis for Decision *
<b>A. NATURAL ENVIRONMENT</b>					
1. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
2. Coastal and Marine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Contaminated Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
4. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
6. Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Special Designations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Water Quality/Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
10. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
11. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
<b>B. CULTURAL IMPACTS</b>					
1. Historic / Archaeological	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
2. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Section 4(f) Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>C. COMMUNITY IMPACTS</b>					
1. Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
3. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment
4. Mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
5. Relocation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
6. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
<b>D. OTHER IMPACTS</b>					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment
2. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment

\* S = significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Programming Summary Report, or summary following this checklist that is included in the Project Development Summary Report.

Prepared By: Cog Ceth Date: 6/25/09  
Reviewed By: \_\_\_\_\_  
Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
District Environmental Administrator

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#### **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

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#### **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.



## **ATTACHMENT SECTION A – NATURAL ENVIRONMENT**

### **A1. AIR QUALITY**

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.

### **A2. COASTAL AND MARINE**

The project will not result in adverse impacts to the coastal and marine resources. Though the project is located within Pasco County which contains a coastline along the Gulf of Mexico, the proposed corridor is well inland of any coastal water bodies. In accordance with Part 2, Chapter 26 of the PD&E Manual, the project is not located in any coastal barrier resource as defined by the Governor's Executive Order 81-105 and the Federal Coastal Barrier Resource Act.

### **A3. CONTAMINATION**

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 is presently being 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.

## **A5. 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 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 Southwest Florida Water Management District's (SWFWMD) 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.

## **A6. INFRASTRUCTURE**

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.

## **A9. WATER QUALITY/QUANTITY**

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 and is included as Exhibit D. 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. (See also section 9.11.2 in the FPER.)

## **A10. 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 this PD&E Study. 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, F.A.C.). (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 (OSW's) 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 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  $\geq 0.60$ ) 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 SWFWMD and a Section 404 Dredge and Fill Permit will be required from the USACE prior to construction.

## **A11. WILDLIFE AND HABITAT**

As noted in A.10, a *WEBAR* was prepared for this project. (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 Efficient Transportation Decision Making (ETDM) process in which coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), the United States 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 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, stating that the project may affect, but is not likely to adversely affect the eastern indigo snake and the wood stork, is attached as **Exhibit A**. A telephone conversation record with Mr. Todd Mecklenberg of USFWS on March 6, 2009, attached as **Exhibit B**, illustrates 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).

## **SECTION B – CULTURAL IMPACTS**

### **B1. HISTORIC/ARCHAEOLOGICAL**

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), the *National Environmental Protection Act* (NEPA) of 1969 (Public Law 91-190) 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). (See also sections 4.3.2 and 9.11.5 in the FPER.)

The results of the CRAS indicate that the SR 54 corridor will have no effect on any archaeological sites or 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 adverse effect”. A copy of the SHPO letter is attached as **Exhibit C**.

## **SECTION C – COMMUNITY IMPACTS**

### **C1. AESTHETICS AND CONTEXT-SENSITIVE SOLUTIONS**

The project corridor is largely rural with scattered residences and few communities. The eastern portion of the project consists of mostly commercial sites. However, the corridor is developing at a rapid pace with two approved Developments of Regional Impact adjacent to SR 54 as well as numerous master planned unit developments (MPUDs).

This project has been developed with the inclusion of context-sensitive solutions (CSS) as part of the proposed improvements. For example, the proposed typical section types vary depending on the surrounding land uses and development patterns (section 8.3.1 of the FPER). In addition, in keeping with the developing nature of the corridor and growth of residential developments, the typical sections include nonmotorized mobility in the form of bicycle lanes, sidewalk and multiuse trail. These will link with similar facilities planned by adjacent developments as a means to connect these communities. These elements were derived through early coordination with Pasco County and in concert with the public involvement program. The proposed improvements were aligned and developed to minimize impacts to adjacent properties, to help retain the context of the corridor.

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.

## **C2. ECONOMICS**

Traffic volumes on SR 54 are expected to steadily increase due to approved population and employment growth along the corridor. 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). Per the socio-economic data used in the development of the Pasco County 2025 LRTP, the population from 2000 to 2025 is expected to grow from 2,744 to 21,323 people (an increase of 18,579 or 677 percent). Employment is also expected to increase from 1,400 to 5,269 (an increase of 3,869 or 276 percent) in the areas adjacent to SR 54. Overall, the Pasco County population is expected to reach 624,600 in 2025, up from 339,303 in 2000. Expanding the capacity of this two-lane facility will help facilitate economic growth within the region, improve mobility, and provide safer access to the many businesses, agencies, and institutions located along the project. (See also sections 3.2 and 9.10 in the FPER.)

Local traffic patterns at several adjacent properties 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 several intersections, including Smith Road, Ronnoch Boulevard/Foxwood Boulevard, and Fox Ridge Boulevard. Access to businesses and their customer base are not expected to change as a result of the proposed project. Access management is discussed in Section 9.19 of the FPER.

## **C3. LAND USE**

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. (See also sections 4.3.1 and 9.11.1 in the FPER.)

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.

#### **C4. MOBILITY**

There are no existing transit routes along the project corridor, but future local transit service is proposed according to the Pasco County 2025 LRTP. In addition, Pasco County's Five-Year Transit Development Plan (2006-2010) proposes to implement limited cross-county connector service on SR 54. Therefore, the FDOT will coordinate with Pasco County regarding potential transit amenities needed during the project development and design phases of the project. Access to intermodal facilities is an important consideration in the development of the Pasco County transportation system. The county's Comprehensive Plan identifies SR 54 as an existing truck route - highways that carry the majority of freight and goods in Pasco County. Improvements to SR 54 will also enhance access to two general aviation facilities and to activity centers in the area. (See also section 9.9 in the FPER.)

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.

#### **C5. RELOCATION**

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* (CSRP) 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.

## **C.6 SOCIAL**

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

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

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.

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. 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. 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. The Wesley Chapel Church and Christian School Nazarene will require relocation. 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.

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. Other than the expected relocation of the church noted above, no impacts to community service facilities are expected other than minor changes to access and minor right-of-way acquisition.

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.

## **SECTION D – OTHER IMPACTS**

### **D1. NOISE**

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. 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.

## **D2. 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 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.)



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South  
Suite 310

Jacksonville, Florida 32216-0912

IN REPLY REFER TO:

FWS LOG NO. 41910-2008-I-0386

June 16, 2008

Manuel Santos, E.I.  
Project Manager  
Florida Department of Transportation  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612

Dear Mr. Santos:

Our office has reviewed your correspondence requesting informal consultation and the accompanying *Draft Wetland Evaluation and Biological Assessment Report* for the SR 54 improvements. The applicant proposes widening the existing two-lane roadway to a four-lane and six-lane facility, from CR 577 to CR 579/CR 54, in Pasco County. The study corridor is approximately 4.5 miles. The Service submits the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

### ENDANGERED SPECIES ACT

The federally listed species identified in the correspondence are the threatened eastern indigo snake (*Drymarchon corais couperi*) and the endangered wood stork (*Mycteria americana*).

In regards to the eastern indigo snake, movements over large areas of fragmented habitats undoubtedly expose snakes to increased road mortality and likelihood of adverse human contact. In a recent Florida telemetry study, vehicles accounted for 40% of the in-field mortality to this species. The Service recommends implementing the *Standard Protection Measures for the Eastern Indigo Snake* (1999) during construction of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>. As a result, the project may affect, but is not likely to adversely affect, the eastern indigo snake.

The wetland impacts will occur within the Core Foraging Area (CFA) of existing wood stork colonies. The CFA in central Florida is defined as suitable foraging habitat within a distance of 15 miles (24 km) from a colony. The applicant proposes to mitigate the minor wetland impacts through Florida Statute 373.4137 or other off-site regional mitigation

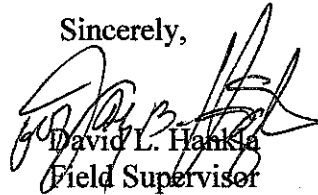
banks. The mitigation should be in-kind and within the same watershed basin as the proposed impacts. The overall effects on wood storks will be insignificant and discountable. Therefore, the project may affect, but is not likely to adversely affect, the wood stork.

Although this does not represent a biological opinion as described in section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made to the project or additional information becomes available on listed species, reinitiating consultation may be required.

### **FISH AND WILDLIFE COORDINATION ACT**

The Service concludes after reviewing the extent of the proposed project, the proposed action will not significantly affect other fish and wildlife resources. If you have any questions regarding this response, contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,



David L. Hanks  
Field Supervisor



American Consulting Engineers of Florida, LLC

2818 Cypress Ridge Blvd, Suite 200  
Wesley Chapel, Florida 33544  
Tel 813.435.2600 • Fax 813.435.2601  
american@ace-fla.com • www.ace-fla.com

**TELEPHONE CALL RECORD**

**Date:** 3/6/09 **Date Issued:** 3/6/09  
**Time:** 12:10 PM **Issued by:** Corey Carter  
**Contact:** Todd Mecklenborg **Phone #:** 727-820-3705  
**Company:** USFWS  
**Project:** SR 54 PD&E  
**Subject:** Wood Stork CFA Mitigation

The following notes reflect our understanding of the discussions and decisions made during this telephone conversation. If you have any questions, additions or comments, please contact us at the above address. We will consider the record to be accurate unless written notice is received within 10 working days of the date issued.

I spoke with Mr. Todd Mecklenborg with the USFWS today regarding the mitigation for the impacts to the foraging area Wood Stork. I explained to him the comment we have received from FHWA. Mr. Mecklenborg stated that they have been accepting the Senate Bill as mitigation for impacts to the foraging area for the Wood Stork. He stated that they do encourage on site mitigation, if possible, but that the Senate Bill is an acceptable form of mitigation. He told me to use this in the response to FHWA regarding this issue and that it would be acceptable.

**American Project #:** 5067054

**Copies To:** File

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## FLORIDA DEPARTMENT OF STATE

**Kurt S. Browning**

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Manuel Santos  
Florida Department of Transportation  
11210 N. McKinley Drive  
Tampa, FL 33612-6456

February 12, 2008

RE: DHR Project File Number: 2008-269  
Received by DHR: January 14, 2008  
Project: *SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road)*  
WPI Segment No.: 416561 1  
County: Pasco

Dear Mr. Santos:

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

Results of the survey identified one newly recorded archaeological site (8PA2472) and six previously recorded archaeological sites (8PA1289, 8PA1467, 8PA1468, 8PA1469, 8PA2116, and 8PA1379). Evidence of three of the previously recorded sites (8PA1289, 8PA1468, and 8PA2116) was discovered within the project's area of potential effect. Two previously recorded historic buildings (8PA1656 and 8PA1660) and ten newly recorded historic buildings (8PA2429-2436 and 8PA2470-2471) were also identified. Our office concurs that none of these resources are eligible for listing in the National Register of Historic Places. We further agree that no historic properties will be affected as per 36 CFR Part 800.4 (d)(1). If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email [sanderson@dos.state.fl.us](mailto:sanderson@dos.state.fl.us).

Sincerely,

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

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

☐ Director's Office  
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research  
(850) 245-6444 • FAX: 245-6452

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

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

☐ South Regional Office  
(561) 416-2115 • FAX: 416-2149

☐ North Regional Office  
(850) 245-6445 • FAX: 245-6435

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

**WQIE CHECKLIST**

Project Name: SR 54 PD&E Study from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road)

County: Pasco County, Florida

FIN (Financial Number): 416561-1

Federal Aid Project No: 7810-028S

Short project description: The recommended Build Alternative includes the widening or reconstruction of the existing roadway to a six-lane divided arterial west of Meadow Pointe Blvd. and a four-lane divided arterial east of Meadow Pointe Blvd. 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 stormwater management facilities for water quality treatment and discharge attenuation.

**PART 1: DETERMINATION OF WQIE SCOPE**

Does project increase impermeable surface area? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Do environmental regulatory requirements apply? ☒ Yes ☐ No

If no, proceed to Part 4 and check Box B.

**PART 2: PROJECT CHARACTERISTICS**

20-year design ADT: 40,000 Expected speed limit: 45-55 mi/hr

Drainage area: \_\_\_\_\_ acres \_\_\_\_\_ % impervious \_\_\_\_\_ % Pervious

Land Use: \_\_\_\_\_ % Residential \_\_\_\_\_ % Commercial \_\_\_\_\_ % Industrial

\_\_\_\_\_ % Agricultural \_\_\_\_\_ % Wetlands \_\_\_\_\_ % Other Natural

Potential large sources of pollution (identify): Seven sites were evaluated for potential sources of petroleum or chemical contamination. Five of the seven sites were ranked "Low" or "No" for potential contamination. These sites consist of vacant properties that previously had petroleum tanks, and RV repair and sales center, and privately-owned residential properties that have numerous stored vehicles and other excess scraps and junk materials. The two sites that were ranked "Medium" are active gas stations that have had reported petroleum leaks, but all cleanup has been completed according to the Florida Department of Environmental Protection.



Groundwater receptor (name of aquifer or N/A): N/A

Designated well head protection areas: ☐ Yes ☒ No Name:

Sole source aquifer: ☐ Yes ☒ No Name:

Groundwater recharge mechanism: Infiltration

(Notify district Drainage Engineer if karst conditions are expected)

Surface water receptor (name or N/A): New River and Bassett Branch

Classification(s): ☐ I ☐ II ☒ III ☐ IV ☐ V

Special designation (check all that apply):

☒ ONRW ☐ OFW ☐ Aquatic Preserve ☐ Wild & Scenic Rivers  
☐ Special Water ☐ SWIM Area ☐ Local Comp Plan ☐ MS4 Area  
☐ Other (specify):

Conceptual storm water conveyances (check all that apply):

☒ Swales ☒ Curb and Gutter ☐ Scuppers ☒ Pipe ☐ French Drains  
☒ Retention/Detention Ponds ☐ Other (specify):

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS		
Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply)
USEPA <input checked="" type="checkbox"/>	Safe Drinking Water Act Clean Water Act NPDES 40 CFR 122.26 and 122.28	<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	Chapter 62-25 F.A.C.	<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> SWFWMD	Chapter 40D-400	<input checked="" type="checkbox"/>
OTHER <input checked="" type="checkbox"/> USACE	Section 404 of Clean Water Act	<input type="checkbox"/> <input type="checkbox"/>


Proceed to Part 4 and check Box C.

**PART 4: WQIE DOCUMENTATION**

- A. ☐ Water quality is not an issue.
- B. ☐ No regulatory requirements apply to water quality issues.  
(Document by checking the “none” box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.
- C. ☒ Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by Southwest Florida Water Management District, an authorized regulatory agency.  
(Document by checking the “none” box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.

Evaluator Name (Print): Christopher Salicco

Office: American Consulting Engineers of Florida, LLC

Signature:  Date: July 23, 2007