

(3)

Florida Department of Transportation
PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)

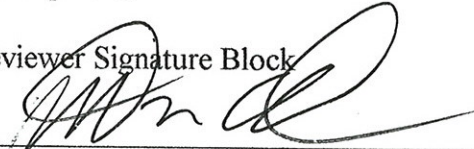
- a. Reevaluation Phase: Design Change Authorization
- b. Document Type and Date of Approval: EA/FONSI approved 1/25/93
- c. Project Numbers: RS-7810(4) 258043-1
Federal Aid No. Financial Project No.
- d. Project Local Name, Location and Limits: SR 54 (now SR 56) in Pasco County Florida, from Cypress Creek to the Zephyrhills East Bypass, a distance of approximately 14 miles. (See Attachment C)
- e. Segment of Highway Being Advanced: From SR 581 to Meadow Pointe Boulevard, a total distance of approximately 3.8 miles.
- f. Preparer: Rick Adair

II. CONCLUSION AND RECOMMENDATION

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


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

Reviewer Signature Block


Modal Planning and Development Manager

9 Dec 05
Date

III. FHWA CONCURRENCE BLOCK


Federal Highway Administration, Division Administrator

1/25/2006
Date

For:

IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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

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

This reevaluation is for the segment of SR 56 from SR 581 to Meadow Pointe Boulevard (See Figure 1). Since the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for this project was approved on 01/25/1993, the project has been subdivided into four segments including:

1. Financial Project ID: Not Available
 Federal Project ID: ACXA-7810-(19)
 Project Limits: SR 56 from CR 54 to SR 581
 Status: This project is completed.

2. Financial Project ID: 408074 1
 Federal Project ID: Not Assigned
 Project Limits: SR 56 from SR 581 to Morris Bridge Rd (CR 579).
 Status: A portion of this segment is the subject of this design change reevaluation.

3. Financial Project ID: 408074 1
 Federal Project ID: Not Assigned
 Project Limits: SR 56 from SR 581 to CR 579
 Status: Design of this segment between Meadow Point Blvd. and CR 579 is currently not scheduled in the Five Year Work Program.

4. Financial Project ID: TBD
 Federal Project ID: TBD
 Project Limits: SR 56 from CR 579 to US 301
 Status: Design of this segment is currently not scheduled in the Five Year Work Program.

The currently proposed design for the segment of SR 56 from SR 581 to Meadow Pointe Boulevard includes an alignment shift to the north from just east of SR 581 to just west of Meadow Point Boulevard. The proposed shift in alignment compared to the previously approved concept is shown in Figure 2. During the original PD&E Study, the Wiregrass Ranch was a privately owned and operated cattle ranch and a single family residence with no known planned development. This property is currently part of the proposed Wiregrass Ranch Development of Regional Impact (DRI) and this shift in alignment is a result of coordination between the DRI and Pasco County. Because of the shift in alignment, the proposed roadway right-of-way requirements have increased from approximately 409 acres to 417 acres.

Another design change includes the planned frontage road that is to provide access to

Crescent Properties in the Southeast Quadrant of the SR 581 and SR 56 intersection. It is to be located within SR 56's 250-foot right-of-way (See Figure 3). The frontage road is a two lane two way typical section with 12 foot travel lanes, 6 foot inside shoulder separated from the mainline with a concrete barrier wall. The frontage road is approximately 3000' in length measured from the existing driveway access of Crescent Properties to a planned full median opening eastward along SR 56.

Other than at the above noted location, a reverse or rear frontage road system is to be provided outside of SR 56's 250-foot right-of-way by Pasco County. This is considered to be Phase I of the project's implementation. In the event that the reverse or rear frontage road system provided by Pasco County does adequately meet the traffic demand for the SR 56 corridor, the FDOT will process, for FHWA approval, another design change reevaluation. This reevaluation would indicate that a two way frontage system within SR 56's 250-foot right-of-way is to be constructed. This is considered to be Phase II of the project's implementation. The frontage road will be a two lane two way typical section with 12 foot travel lanes, 6 foot inside shoulder separated from the mainline with a concrete barrier wall (See Figure 3).

The original PD&E Study did not include a detailed stormwater management plan. The proposed design includes the use of eight pond sites that are planned to be within the Wiregrass Ranch DRI. These stormwater ponds encompass approximately 17.7 acres. Right-of-way for the proposed ponds will be acquired according to federal and state regulations. All of the proposed pond sites are sufficient in size to handle the future four and six lane stormwater management requirements for this segment of SR 56.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

A. Mitigation

Wetland impacts which will result from the construction of this project will be mitigated on site.

B. Commitments

In order to minimize the impacts of this project on the human environment, the following measures were identified in the EA/FONSI:

1. The EA/FONSI indicated that the Wiregrass Ranch was a privately owned and operated cattle ranch and a single family residence. The property outside the residential area was being used as open grazing land for cattle. Within the study limits, there were no feed lots or structures on the property. Impacts to Wiregrass Ranch would be limited to restricted access to property bisected by the proposed improvements. The property owner was to be contacted during the final design to determine if cattle crossings should be provided.

Status: Wiregrass Ranch will be phasing cattle ranching out as development continues on the property. Since cattle ranch uses will be replaced as the land is developed the above commitment is no longer applicable to the proposed project.

2. The EA/FONSI indicated that noise abatement measures were feasible, so the FDOT would consider construction of feasible noise abatement measures at the noise-impacted locations identified in the analysis contingent upon the following conditions: (1) Detailed noise analyses during the final design process; (2) Cost-effectiveness analysis based on final design; (3) Community input regarding types and locations; (4) Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses; and (5) Safety and engineering aspects as related to the roadway user and the adjacent property owner.

Status: In this project segment, the EA/FONSI identified only one noise sensitive site/area, representing residences in the Williamsburg subdivision. This area is projected to experience noise levels that approach or exceed the FHWA Noise Abatement Criteria. As part of the NSR Update prepared for this reevaluation effort, noise abatement measures for this area have been found to be cost reasonable and feasible to date.

In accordance with the FDOT PD&E Manual, planned, designed and programmed noise sensitive sites must have received a building permit from the local jurisdictional agency to be included in the project noise study. Any noise sensitive sites receiving a building permit after the "Date of Public Knowledge" (FHWA approval of the EA/FONSI) cannot be considered for FDOT noise abatement. Noise abatement for any future residential development along SR 56 will be the responsibility of private enterprises.

3. The EA/FONSI indicated that the proposed alternative, Alternative 1D, would have approximately 56 acres of unavoidable wetland involvement. FDOT was to consider reasonable levels of wetland compensation to ameliorate the impacts of the proposed project and would obtain necessary regulatory permits during the design phase of the project. All reasonable measures, including FDOT Best Management Practices, would be used to reduce any impact to these wetlands. Short term and construction impacts would be minimized by strict adherence to the provisions in Section 104 of the FDOT Standard Specifications for Road and Bridge Construction.

Status: An update to the wetlands involvement for this project segment (Alternative 1D) was prepared to identify potential wetland impacts resulting from the realignment of the project. The update identified the involvement of 19 wetlands with approximately 13.61 acres of wetland impacts.

Three of the eight preliminary stormwater management ponds have minimal wetland impacts totaling 0.31 acres. During final design, these ponds may be adjusted to eliminate these wetland impacts.

Wetland impacts which will result from the construction of this project will be mitigated on site to satisfy all mitigation requirements.

4. The EA/FONSI indicated that the Department would develop a stormwater treatment system for the project in accordance with Chapter 17-25, FAC. The Department would continue the coordination effort during subsequent project development stages to ensure compliance with Chapter 17-25, FAC.

Status: This segment of SR 56 is being designed by the private sector which will be responsible for complying with these requirements and obtaining the necessary permits from the appropriate agencies.

5. The EA/FONSI indicated that WSPRO (H4-7) would be used during design to estimate the water surface elevations and all cross drains will include an evaluation of the one foot backwater structure. The WSPRO computer program, published by the Federal Highway Administration (FHWA), is a water-surface profile computation model used to establish water-surface elevations in waterways.

Status: The appropriate drainage program software will be used during the design of this project corridor.

6. The EA/FONSI indicated that coordination with the Florida Game and Freshwater Fish Commission (FGFWFC), regarding impacts to gopher tortoises, would continue throughout final design stages of the project. Relocations of any affected tortoises may be recommended. This relocation should take place immediately prior to the clearing of areas for roadway construction.

To minimize impacts to individual indigo snakes during construction, a special provision would be included in the contract to advise the contractor of the potential presence of this species and its protected status. If an indigo snake is sighted during construction, the contractor would be required to cease any operations(s) that might cause harm to the snake. If the snake does not move away from construction area, FGFWFC would be contacted to capture and relocate it to other suitable habitat.

Appropriate coordination with FGFWFC and Fish and Wildlife Service (FWS) would be maintained throughout final design and construction phases to ensure that disturbance of listed species is minimized or avoided.

Status: This segment of SR 56 is being designed by the private sector which will be responsible for coordinating this effort with the Florida Fish and Wildlife Conservation Commission (FFWCC), formerly the FGFWFC.

7. The EA/FONSI indicated that during construction, signs would be used, as appropriate, to provide notice of road closure and other pertinent information to the traveling public. The local news media would be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community so that motorists, residents and business persons can plan travel routes in advance. A sign providing the name, address, and telephone of a FDOT contact person would be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Status: This segment of SR 56 is being designed by the private sector so this effort is not required. Also, this project is on a new alignment so this MOT activity is not applicable anyway and is therefore no longer needed.

VII. PERMIT STATUS

No permit applications have been submitted for this project yet.

The permits that will be required for the project include:

US Army Corps of Engineers – Individual Permit

Florida Department of Environmental Protection – NPDES Permit

Southwest Florida Water Management District – Environmental Resource Individual Construction Permit (ERP)

ATTACHMENT A
Reevaluation for SR 56 from SR 581 to Meadow Pointe Boulevard

C. Natural Environment

1. Wetlands: The approved EA/FONSI stated for this segment of the original SR 56 project there were approximately 13.72 acres of unavoidable wetland involvement at a total of 13 sites.

Status: See Section VI. B.3 discussion

3. Water Quality: The approved EA/FONSI stated that the proposed alignment and stream crossings of SR 56 are not expected to have significant impacts on the flow patterns or water quality of the water resources of the project area. Roadway drainage for the rural typical section would be facilitated through the use of adjacent grassed swales located on each side of the roadway and in the median. The Department is developing a stormwater treatment system for the project in accordance with Chapter 17-25, FAC. No significant degradation of water quality is anticipated as a result of this project. The project was not expected to have any significant impact on groundwater, recharge areas, or public waters supplies. Short term water quality impacts may occur during construction. This will be affected by adherence to Chapter 17-3 and 17-25, FAC and Section 104 of FDOT's *Standard Specifications for Road and Bridge Construction*.

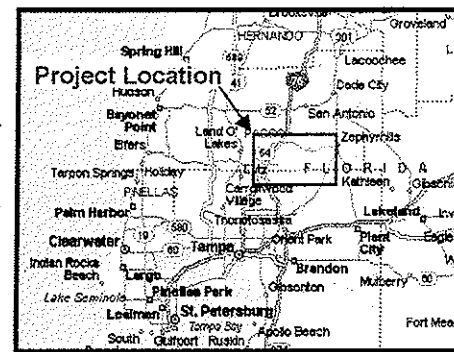
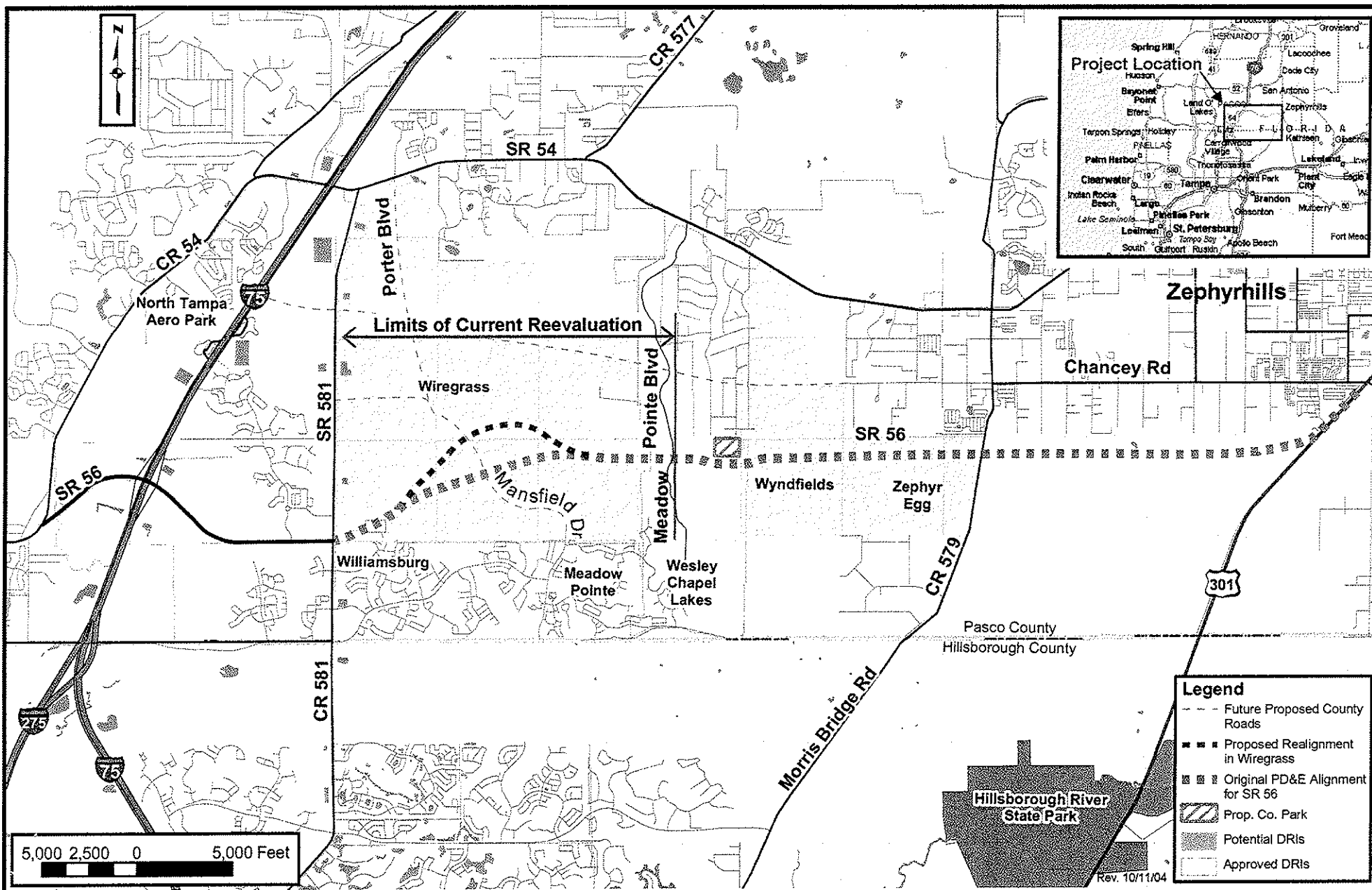
Status: Change in status. Stormwater drainage within the portion of this project segment will be facilitated through the use of eight stormwater ponds. Right-of-way for these ponds will be acquired according to federal and state regulations. All of the pond sites are sufficient in size to handle the stormwater management requirements for this segment of SR 56.

D. Physical Impacts

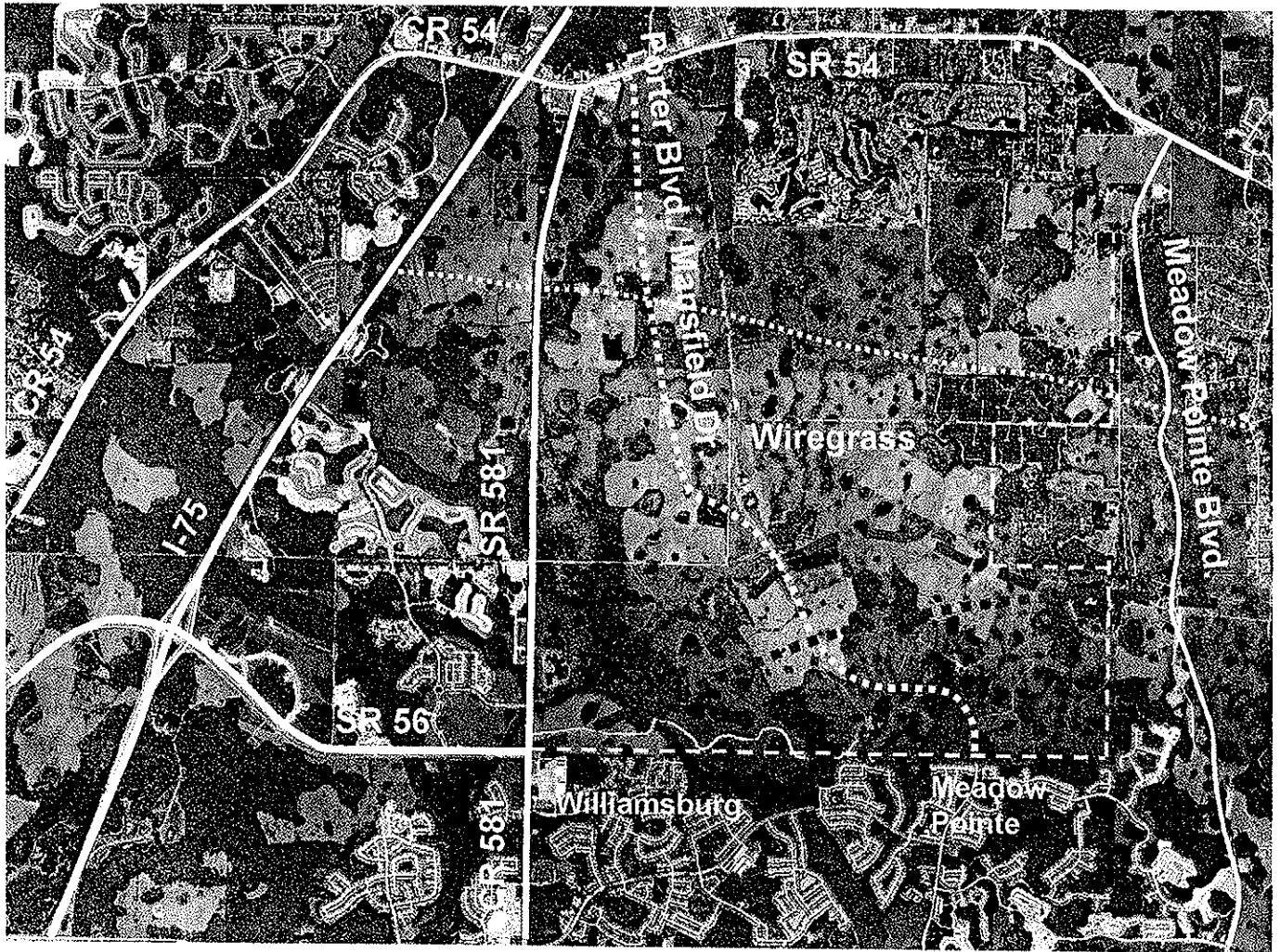
1. Noise: The approved EA/FONSI included a noise study for the proposed project. Along this segment of the proposed SR 56 project, 11 noise sensitive sites were used within the Williamsburg subdivision to represent 48 residences. One of these noise sensitive sites, representing nine residences, was determined to have projected noise levels that approach or exceed the FHWA noise abatement criteria of 67 dBA or warrant abatement considerations based on projected noise level increases.

Status: Change in status. An updated Noise Study Report (NSR) is being completed for this portion of the project to determine the affect the planned design changes would have on the predicted noise levels in the Williamsburg subdivision. As part of the NSR Update being prepared for this reevaluation effort, noise abatement measures have been found to be cost reasonable and feasible to date. The proposed noise abatement wall will be further considered during the ongoing design of this project.

In accordance with the FDOT PD&E Manual, planned, designed and programmed noise sensitive sites must have received a building permit from the local jurisdictional agency to be included in the project noise study. Any noise sensitive sites receiving a building permit after the "Date of Public Knowledge" (FHWA approval of the PD&E documents) cannot be considered for FDOT noise abatement. Noise abatement for any future residential development along SR 56 will be the responsibility of the private sector.



- Legend**
- Future Proposed County Roads
 - Proposed Realignment in Wiregrass
 - Original PD&E Alignment for SR 56
 - Prop. Co. Park
 - Potential DRIs
 - Approved DRIs



LEGEND



SR 56 Original PD&E
Alignment



SR 56 Proposed Realignment

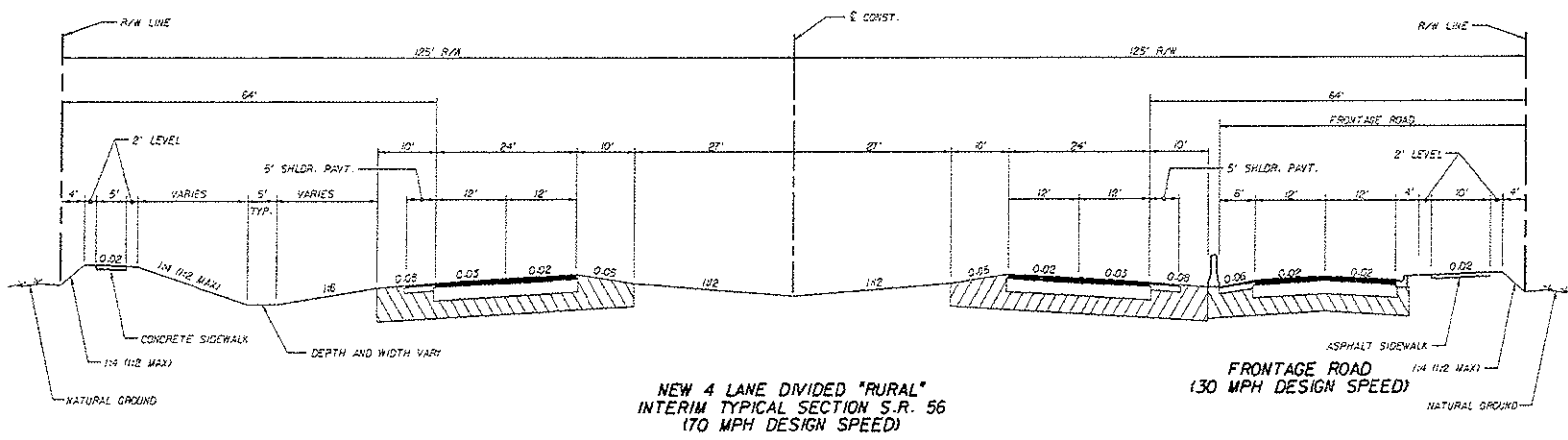
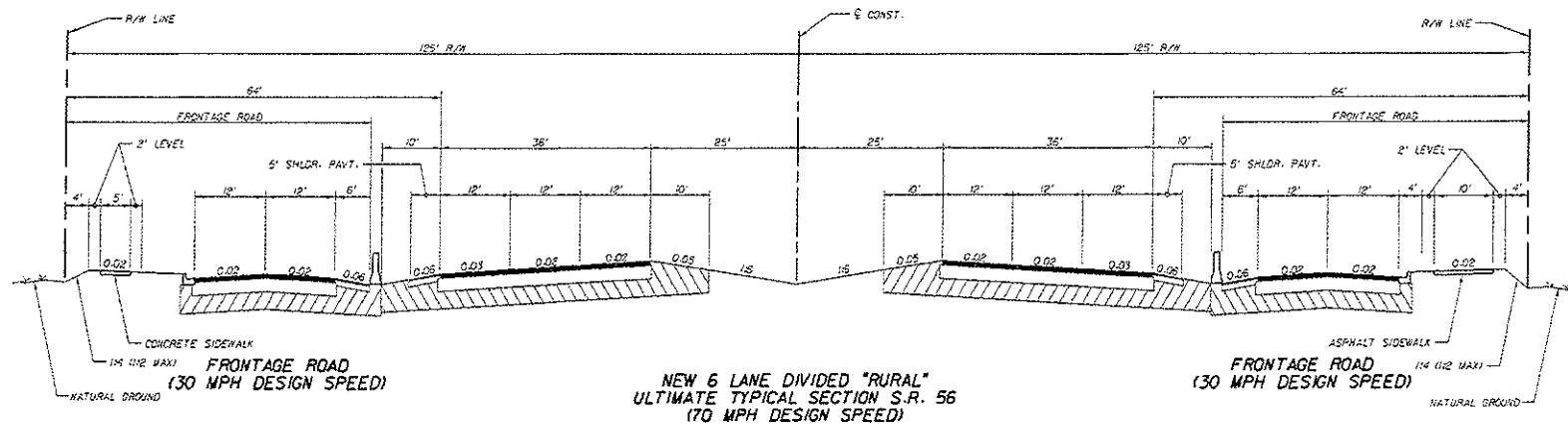
Proposed Future County
Roadway



S.R. 56
Design
Change
Reevaluation

ORIGINAL VS. REVISED
ALIGNMENTS

FIGURE 2



Design Change
Reevaluation
SPN: 14504-1601
FA No: RS-7810 (A)

SR 56 (SR 54 / SR 54A) Reevaluation
Pasco County, Florida

Proposed Typical Sections
FIGURE 3

REV. 12/27/05

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ATTACHMENT C

Federal Highway Administration
Region Four

ADMINISTRATIVE ACTION FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation
Federal Highway Administration
and
Florida Department of Transportation
in Cooperation with
Pasco County

State Project No. 14504-1601
Federal Project No. RS-7810(4)
Work Program No. 7125920

SR 54 from Cypress Creek to Zephyrhills East Bypass/Chancey Road, Pasco County, Florida

This project considers the construction of a new 6-lane divided rural roadway for SR 54 in southern Pasco County, Florida. Project limits are from Cypress Creek located 1/4 mile west of I-75 to the Zephyrhills East Bypass/Chancey Road intersection on the east, a distance of approximately 14 miles. The project includes the construction of a new full diamond interchange for I-75 located 2 1/2 miles south of the existing I-75/SR 54A interchange.

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

January 25, 1993
Date

Melvin L. Ridemore
for Division Administrator
Federal Highway Administration

FHWA has determined that this project will not have any significant impact on the human environment. This Finding Of No Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.



SR 54/SR 54A
CYPRESS CREEK TO
ZEPHYRHILLS EAST BYPASS

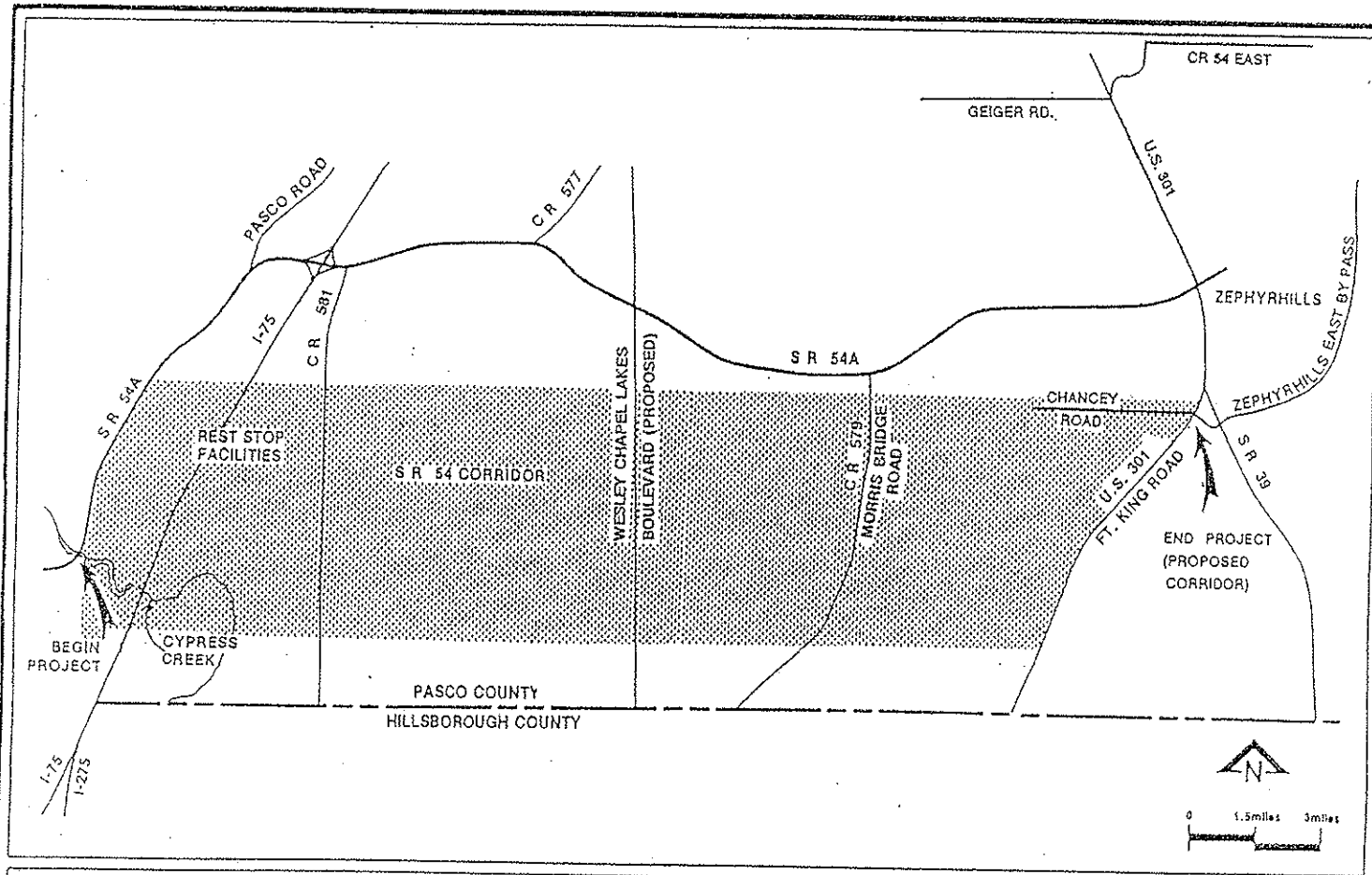


Figure 1-2
STUDY CORRIDOR

SR 54/SR 54A
CYPRESS CREEK TO
ZEPHYRHILLS EAST BYPASS