

# **FINAL STATE ENVIRONMENTAL IMPACT REPORT**

**For  
State Road (SR) 55/US 19  
Project Development and Environment (PD&E) Study  
From south of Alternate US 19 (SR 595) to north of County Line  
Road (CR 578)  
WPI SEG. NO.: 418860-1  
Pasco County**

**February 2009**

**PREPARED FOR:**

**Florida Department of Transportation – District 7**



## 1.0 STATE ENVIRONMENTAL IMPACT REPORT FORM

### 1.1.1 General Information

Project Name: US 19/SR 55 Project Development and Environment (PD&E) Study


Project Limits: From south of Alternate US 19 (SR 595) to north of County Line Road (CR 578)

WPI Segment No. 418860 1

### 1.1.2 Project Description

- a. Existing Conditions: *See Attachment A*
- b. Proposed Improvements: *See Attachment A*

### 1.1.3 Approved for Public Availability (Before Public Hearing)

 August 1, 2008  
FDOT District Seven Responsible Officer Date

A Public Hearing was held on August 28, 2008  
Date

### 1.1.4 Approval of SEIR

 August 29, 2009  
FDOT District Seven Secretary or Designee Date

## 2. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o i n v	REMARKS
<b>A. SOCIAL IMPACTS</b>					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
5. Title VI/Title VIII Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
6. Controversy Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
7. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
8. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
<b>B. CULTURAL IMPACTS</b>					
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
3. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
<b>C. NATURAL ENVIRONMENT</b>					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
3. Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
4. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
6. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
7. Coastal Barrier Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
8. Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
9. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>
<b>D. PHYSICAL IMPACTS</b>					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A</u>
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>                    </u>

**3. PERMITS REQUIRED**

Agency	Type of Permit
SWFWMD	Environmental Resource Permit
EPA	National Pollution Discharge Elimination System Permit
Army COE	Section 404 Dredge and Fill Permit

**4. RECOMMENDATION**

The Preferred Alternative consists of providing interchanges on SR 55 (US 19) at the intersections of SR 54, Ridge Road, SR 52 and County Line Road. The proposed interchange structures include a cantilevered overhang on both sides of the SR 55 (US 19) mainline section to allow at-grade travel lanes to be placed beneath the elevated structure. The proposed action is further described in Section 2 above.

**Attachment "A"**  
**US 19**  
**From south of Alternate US 19 to north of County Line Road**

## **1.1.2 PROJECT DESCRIPTION**

### **A. EXISTING CONDITIONS**

US 19 is a six-lane divided north-south urban principal arterial roadway. Stormwater runoff within the project limits is conveyed via both curb and gutter and an open ditch storm sewer system. There are no active railroad crossings. The posted speed limit varies between 45 miles per hour (mph) and 55 mph. Roadway capacity is below the Pasco County Comprehensive Plan level of service requirements. The existing right-of-way (ROW) width varies from 150 feet to 252 feet in width. The typical section is a divided six-lane roadway with 12-foot wide travel lanes. A raised median varies from 15.5 feet to 28 feet and sidewalks are located in some areas. The project location and limits are shown on **Figure 1**.

A *Programming Screen Summary Report* was republished on May 14, 2008 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The project is designated as #9047 in ETDM.

### **B. PROPOSED IMPROVEMENTS**

The Preferred Alternative consists of providing interchanges on SR 55 (US 19) at the intersections of SR 54, Ridge Road, SR 52 and County Line Road. The proposed interchange structures include a cantilevered overhang on both sides of the SR 55 (US 19) mainline section to allow at-grade travel lanes to be placed beneath the elevated structure. The use of a cantilevered overhang and 11-foot at-grade travel lanes minimizes the overall footprint of the Preferred Alternative. **Figure 2** provides an illustration of the proposed typical section for the interchanges at these intersections. The US 19 mainline section would include three travel lanes in each direction. The at-grade section of US 19 would typically include two lanes in a one-way configuration. The at-grade one way lane configurations would vary as they approach the intersections underneath the overpasses. The 200-foot-wide ROW footprint of the Preferred Alternative coincides with the existing minimum ROW width of 200 feet along the SR 55 (US 19) mainline at the intersections of SR 54, SR 52 and County Line Road. The width of the overhang varies at these locations in order to implement the project within the existing ROW. The overhang's width at SR 54, SR 52, and County Line Road varies between 5 feet and 17 feet. The cantilever width at the Ridge Road intersection will need to be 27 feet on both the west and east sides so the project could be implemented within the existing 150 feet of ROW.

## **2.0 IMPACT EVALUATION**

### **A. Social Impacts**

#### **1. Land Use Changes**

Existing land use within the project limits consists of residential, commercial, office, and light industrial areas. Little or no undeveloped land exists adjacent to the roadway within the project

limits. Since the proposed project is anticipated to require only minor additional ROW, land uses adjacent to the project are not expected to be adversely affected. If implemented, the proposed project is not anticipated to promote any substantial land use changes.

## **2. Community Cohesion**

The proposed project will not divide or separate neighborhoods or other community areas from one another. The project will not isolate an ethnic group or neighborhood or separate residences from community facilities. The project is not anticipated to adversely affect elderly persons, handicapped individuals, transit dependent individuals, and low income or minority populations.

## **3. Relocation Potential**

The proposed project could require the relocation of approximately four businesses. There are no residential relocations anticipated. A Conceptual Stage Relocation Plan was prepared for this project.

## **4. Community Services**

There are no community services that would be adversely affected by the proposed project.

## **5. Title VI/Title VII Considerations**

The proposed project would not affect any distinct minority, ethnic, elderly or handicapped groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

## **6. Controversy Potential**

There have been no substantial issues raised or comments received during the study's public involvement process.

## **7. Bicycles and Pedestrians**

The Recommended typical section will provide six ft wide sidewalks on both sides of the roadway adjacent to the ROW to accommodate pedestrians. Paved shoulders will be present to accommodate bicycle needs. Other pedestrian accommodations, such as crosswalks and public sidewalk curb ramps, will be located at ramp terminal intersections and designed to meet specific design requirements as set forth in the Americans with Disabilities Act (ADA).

## **8. Utilities and Railroads**

There are no railroad crossings within the project study limits.

The following utilities are located within the project limits: Aloha Utilities, Clearwater Gas Systems, Colonial Manor Utility, Holiday Utility – Westwood, Florida Gas Transmission – Safety Harbor, Progress Energy, Florida Power Corporation, Bright House Networks, Aqua Utilities Florida, Verizon Florida, Knology Broadband of Florida, Hudson Utilities, Hudson Water Works, Level 3 Communications LLC, New Port Richey Public Works, Pasco County Traffic Operations Division, Pasco County Utilities, TECO: Peoples Gas, Pinellas County

Utilities, City of Port Richey, Bellsouth – AT&T FL, Utilities Incorporated of Florida, and Withlacoochee River Electric Cooperative.

Some utilities will have to be relocated. However, it is expected that all utilities can be accommodated within the project's ROW without requiring any special measures.

## **B. CULTURAL IMPACTS**

### **1. Historic Sites/Districts/ Archeological Sites**

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 Policy 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 conformance with Part 2, Chapter 12 ("Archaeological and Historical Resources") of the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual* (as revised), and the standards contained in *The Cultural Resource Management Standards and Operational Manual* (FDHR 2003). No archaeological sites or historic resources which are listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (NRHP), are located within or adjacent to the US 19 project Area of Potential Effects (APE). The State Historic Preservation Officer (SHPO) concurred with the recommendations contained in the CRAS on April 16, 2008.

## **C. NATURAL ENVIRONMENT**

### **1. Wetlands**

In accordance with Executive Order 11990, "Protection of Wetlands," dated May 23, 1977, a wetland study was conducted to identify, characterize, and evaluate wetland systems that traverse or parallel the proposed grade-separated improvements on US 19. There is a potential for a total of 0.22 acres of wetland impacts adjacent to the proposed interchange improvements and inside existing or proposed ROW. A total of 0.01 wetlands and 0.21 man-made swales/wet retentions would potentially be impacted. Impacts to wetlands will be avoided to the extent feasible. Unavoidable construction-related wetland impacts will be mitigated through the FDOT Mitigation Program (Chapter 373.4137 F.S.). Mitigation should be in-kind and within the same watershed basins as the proposed impact.

### **2. Water Quality**

No adverse impacts to water quality are anticipated. This project lies within the jurisdiction of the Southwest Florida Water Management District (SWFWMD) and will require an Environmental Resource Permit (ERP) for the stormwater management systems. The systems will be designed to provide the required water quality treatment and peak discharge attenuation. The requirement to meet FDOT design and construction guidelines for stormwater management facilities will also be necessary for the proposed project.

### **3. Floodplains**

The FEMA 100-year floodplains identified within the project limits are due to tidal inundation. As a result, the project will not affect existing flood heights or floodplain limits. Compensation storage will be provided for encroachments to the local 100-year floodplain if required by SWFWMD. Based on the PD&E Manual's floodplain categories, this project would fall under Category 5 for the local floodplains: "Projects on existing alignment involving replacement of drainage structures in heavily urbanized floodplains." Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are due to restrictions imposed by the geometrics of design, existing development, cost feasibility or practicability. An alternative encroachment location is not considered in this category since it defeats the project purpose and it is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources, and there is no practical alternative to totally eradicate flood impacts or even reduce them in any significant amount, existing flooding will continue, but not be increased. The proposed structures will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. There will be no 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.

### **4. Coastal Zone Consistency**

In an email to the FDOT dated 7/24/08, the Florida Department of Community Affairs (FDCA), stated that this project is consistent with the Florida Coastal Zone Management Plan.

### **5. Wildlife and Habitat**

This project has been evaluated for impacts to wildlife habitat resources, including protected species, in accordance with 50CFR, Part 402 and the Endangered Species Act of 1973, as amended. Although habitat in the vicinity of this project may support listed species, construction of this project predominantly within existing right-of-way is not likely to adversely affect resources protected by the appropriate federal regulatory requirements such as the Endangered Species Act of 1973, as amended. On June 9, 2008, the US Fish and Wildlife Service concurred with this finding.

## **D. PHYSICAL IMPACTS**

### **1. Noise**

A Noise Study Report (NSR) was prepared for this project in accordance with Title 23 CFR, Part 772, *Procedure for Abatement of Highway Traffic Noise and Construction Noise*. The objectives of the NSR were to identify noise-sensitive sites adjacent to the project corridor, evaluate the significance of existing and future traffic noise levels at the sites with the improvements, and evaluate the need for, and effectiveness of, noise abatement measures. The results of this analysis are summarized below.

The results of the analysis indicate that Existing (2006) and No-Build (2030) exterior traffic noise levels are predicted to range from 54.8 to 68.1 dBA at the 155 noise-sensitive sites



evaluated, with traffic noise levels predicted to approach, meet, or exceed the FHWA's Noise Abatement Criteria (NAC) at six of the 155 sites analyzed. In the Design Year (2030), with the proposed construction of the four US 19 interchanges, exterior traffic noise levels are predicted to range from 56.5 to 68.6 dBA, with levels predicted to approach, meet, or exceed the NAC at seven of the 155 sites analyzed. The seven noise-sensitive sites are all single-family residences.

Noise abatement measures were evaluated for the noise sensitive areas predicted to be affected by the proposed project. The measures were: traffic management, alignment modifications, property acquisition, land use controls, and noise barriers. Although feasible, traffic management, alignment modifications, property acquisitions, and land use controls were determined to be unreasonable methods to reduce the predicted traffic noise impacts for the affected sites. Based on the results of the analysis, the construction of noise barriers as part of the project is not a feasible and cost-reasonable method of reducing predicted traffic noise impacts for the affected noise-sensitive sites

## **2. Air**

In accordance with the Clean Air Act Amendments of 1990, an assessment of air quality impacts was conducted for this project. Using the FDOT's Air Quality Screening Test, COSCREEN, and traffic data from the *Final Traffic Technical Memorandum*, the "critical distance" was generated for both the opening year and design year No-Build and Build Alternatives. The critical distance is the closest distance a receptor can be to the proposed ramp terminal intersections in the Preferred Alternative without a significant air quality impact. The results of the test showed that no receptors were found to fall within the critical distance; thus, the project passed the Air Quality Screening Test. This project is in an area which has been designated as attainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is in conformance with the State Implementation Plan because it will not cause violation of the National Ambient Air Quality Standards.

## **3. Construction**

During construction, the following measures may be taken so that the proposed project will have minimal air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

### Water Quality

Best Management Practices, including but not limited to hay bales, silt screens and floating turbidity barriers, will be employed along the limits of construction where there is potential for stormwater discharge to off-site surface waters. The contractor will be responsible for establishing these controls prior to construction, maintaining them, and removing them after construction is complete.

### Noise

The construction of the proposed project would result in temporary noise increases within the project area. The noise would be generated primarily from heavy equipment used to haul materials and build the project. Noise sensitive areas close to the construction area may temporarily experience increased noise levels

### Maintenance of Traffic

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide pertinent information to the traveling public.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The Contractor will be required to comply with Best Management Practices.

### **4. Contamination**

A Contamination Screening Evaluation Memorandum was prepared to determine the potential for contamination of the US 19 ROW from adjacent properties and business operations.

Fourteen sites were identified as having the potential for contamination at the four interchange locations. The sites were identified by windshield survey, examination of historic aerial photography, and a regulatory review of state and federal environmental records.

Four potentially impacted sites were identified within the limits of the US 19/SR 54 interchange. Of the four sites, three were ranked as low potential for contamination and one was ranked medium potential for contamination. Two sites were ranked as medium potential for contamination impacts within the US 19/Ridge Road interchange limits. Five potentially impacted sites were identified within the US 19/SR 52 interchange limits. Of the five sites, three were ranked as low potential for contamination and two were ranked medium potential for contamination. Finally, two sites were ranked as medium potential for contamination impacts within the US 19/County Line Road interchange limits.

During the project's design, collection of soil and groundwater samples is anticipated to be done for potentially contaminated areas within the limits of project construction. The results of the sampling process will be used to identify methods to remove any contamination within the limits of construction so the project can be constructed safely.