

**Florida Department of Transportation  
ENVIRONMENTAL DETERMINATION**

**I. GENERAL INFORMATION:**

- a. County: Pinellas
- b. Project Name: S.R. 686 (East Bay Drive/Roosevelt Boulevard)
- c. Project Limits: Segment 2B (S.R. 686 and extension from 49th Street to C.R. 296 and 49th Street from S.R. 686 to C.R. 296);  
Segment 3 (S.R. 686/688 east interchange to U.S. 92); and Segment 4 (C.R. 296 from S.R. 686 extension  
to S.R. 686/I-275 Interchange)
- d. Project Numbers: 

<u>15030-1523</u>	<u>M-1414-(5)</u>	<u>7116952</u>
State	Federal	WPA

**II. PROJECT DESCRIPTION:**

- a. Existing: See Attached
- b. Proposed Improvements:

**III. CLASS OF ACTION:**

- |   |   |
|---|---|
| <p>a. Class of Action</p> <p><input type="checkbox"/> Environmental Assessment</p> <p><input type="checkbox"/> Environmental Impact Statement</p> <p><input checked="" type="checkbox"/> Type 2 Categorical Exclusion</p> | <p>b. Other Actions (Only for EA or EIS)</p> <p><input type="checkbox"/> Section 4(f) Evaluation</p> <p><input type="checkbox"/> Section 106 Consultation</p> <p><input type="checkbox"/> Endangered Species Assessment</p> |
|---|---|
- c. Public Involvement
1. ( ) A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
  2. ( X ) A public hearing was held on May 21, 1991 and a transcript is included with the Environmental Determination. Approval of this Type 2 Categorical Exclusion Determination constitutes acceptance of the location and design concepts for this project.
  - ( ) An opportunity for a public hearing was afforded and a certification of opportunity is included with the Environmental Determination. Approval of this Type 2 Categorical Exclusion Determination constitutes acceptance of the location and design concepts for this project.
  3. ( ) A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute acceptance of this project's location and design concepts.
  - ( ) An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion Determination DOES NOT constitute acceptance of this project's location and design concepts.

**IV. REVIEWER'S SIGNATURE BLOCK:**

<u><i>M. J. Coleman</i></u>	<u>9/13/93</u>
District Project Development and Environment Engineer	Date
<u><i>Rick Adair</i></u>	<u>9/13/93</u>
District Environmental Administrator	Date
<u><i>Manuel P. ...</i></u>	<u>9/21/93</u>
FHWA Area Engineer	Date

**V. FHWA CONCURRENCE BLOCK:**

<u><i>Melissa ...</i></u>	<u>9/21/93</u>
(For) Division Administrator	Date

**6. IMPACT EVALUATION**

Topical Categories	S i g n	M i n	N o n	N o n e v	REMARKS
--------------------	------------------	-------------	-------------	-----------------------	---------

**A. SOCIAL IMPACTS:**

1. Land Use Changes	( )	( X )	( )	( )	See Attachment A
2. Community Cohesion	( )	( )	( X )	( )	" "
3. Relocation Potential	( )	( X )	( )	( )	" "
4. Churches & Schools	( )	( )	( )	( X )	" "
5. Title VI Considerations	( )	( )	( X )	( )	See Attachment A
6. Controversy Potential	( )	( X )	( )	( )	" "
7. Energy	( )	( )	( X )	( )	" "
8. Utilities and Railroads	( )	( X )	( )	( )	" "

**B. CULTURAL IMPACTS:**

1. Section 4(f) lands	( )	( )	( )	( X )	" "
2. Historic Sites/Districts	( )	( )	( X )	( )	See Attach B & Letter fr: Div. of Hist. Resources dated 7/31/91
3. Archeological Sites	( )	( )	( X )	( )	See Attach B & Letter fr: Div. of Hist. Resources dated 7/31/91
4. Recreation Areas	( )	( )	( )	( X )	" "

**C. NATURAL ENVIRONMENT:**

1. Wetlands	( )	( X )	( )	( )	See Attachment C
2. Aquatic Preserves	( )	( )	( X )	( )	" "
3. Water Quality	( )	( X )	( )	( )	" "
4. Outstanding Fla. Waters	( )	( )	( )	( X )	" "
5. Wild and Scenic Rivers	( )	( )	( )	( X )	" "
6. Floodplains	( )	( X )	( )	( )	See Attachment C
7. Coastal Zone Consistency	( )	( )	( X )	( )	See Letter Dated May 2, 1986
8. Coastal Barrier Islands	( )	( )	( )	( X )	" "
9. Wildlife and Habitat	( )	( )	( X )	( )	See Attachment C
10. Farmlands	( )	( )	( )	( X )	" "

**D. PHYSICAL IMPACTS:**

1. Noise	( )	( X )	( )	( )	See Attachment D
2. Air	( )	( )	( X )	( )	" "
3. Construction	( )	( X )	( )	( )	" "
4. Contamination	( )	( X )	( )	( )	" "
5. Navigation	( )	( )	( X )	( )	See Letter From USCG Dated Jan. 27, 1987

- a. ( ) FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.
- b. ( ) FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

**E. PERMITS REQUIRED**

Surface Water Management Permit - Southwest Florida Water Management District (SWFWMD)  
 Dredge and Fill Permit - Florida Department of Environmental Regulation (DER)  
 Section 404 - U.S. Army Corps of Engineers (COE)

**7. WETLANDS FINDING: (Applies to Type 2 Categorical Exclusions Only)**

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

## 2. PROJECT DESCRIPTION

- a. Existing: State Road 686, from 49th Street to S.R. 688, is a four-lane divided rural roadway within a 150-foot right-of-way section. From S.R. 688 to U.S. 92 (Gandy Boulevard), S.R. 686 is a four-lane divided rural arterial within a variable 210-foot to 300-foot right-of-way section. From 43rd Street to its terminus east of 28th Street, 118th Avenue is a two-lane rural roadway within a variable 60-foot to 150-foot right-of-way section. 49th Street is an existing two-lane roadway within a 100-foot right-of-way. No specific accommodations exist for bicycles within any of the segments, and sidewalks are isolated and discontinuous.

Three bridge structures, including a box culvert, exist within the project limits. The box culvert (No. 150065) at Cross Bayou Canal is 74 feet in length and contains four 10-foot by 12-foot cells. This structure has an inventory rating of 34 tons, a structural condition rating of 7, and an estimated remaining life of 17 years. The Department recommends lengthening this culvert. A three-span AASHTO girder bridge (No. 150016) at the S.R. 686/S.R. 688 west interchange is 168 feet in length and provides 15.67 feet of vertical clearance. This bridge has an inventory rating of 23 tons, a structural condition of 9, and an estimated remaining life of 29 years. Finally, a four-span AASHTO girder bridge (No. 150114) at the S.R. 686/S.R. 688 east interchange is 304 feet in length and provides 15.83 feet of vertical clearance. This bridge has an inventory rating of 20 tons, a structural condition of 8, and a remaining life of 28 years.

Capacity analyses using existing traffic volumes were conducted for each of the signalized and major unsignalized intersections along the S.R. 686 and 118th Avenue study corridors. The results of the analyses indicate that several intersections presently operate at unacceptable levels of service (LOS E or F) during peak traffic hours.

- b. Proposed: The established limits of the proposed project are from the vicinity of the 49th Street/S.R. 686 intersection to the northwest and the intersection of S.R. 686 and U.S. 92 to the southeast. The project also includes a southward extension of S.R. 686 adjacent to 43rd Street, from S.R. 688 to 118th Avenue (County Road 296), then eastward along C.R. 296 to the vicinity of I-275. The improvement of 49th Street from the south end of the 49th Street Bridge at S.R. 686 south to C.R. 296 is also included in the project. Modifications are planned for the existing S.R. 686/I-275 interchange to provide access to and from C.R. 296 (See Exhibit 1). An Interchange Justification Report was approved by FHWA on February 23, 1989 with the conditions that the ramps to/from the west at the SR 688 interchange be widened to two-lanes and I-275 be widened to four lanes in each direction prior to opening the CR 296 interchange at I-275 & SR 686.

The proposed project improvements include an expressway with one-way frontage roads on S.R. 686 from 49th Street south to C.R. 296 and east to I-275. A six-lane divided rural arterial is planned for S.R. 686 from S.R. 688 southeast to U.S. 92. A six-lane divided urban arterial is planned for 49th Street. These proposed improvements have been developed in close coordination with the separate 49th Street Bridge, 49th Street, and C.R. 296 design projects currently underway for Pinellas County as well as the S.R. 688 and Howard Frankland Bridge projects underway for the Department.

The proposed expressway sections will consist of 8-foot paved outside shoulders and two to three 12-foot travel lanes per direction (based on specific locations). Directions of travel will be separated by a 22-foot median consisting of 10-foot inside shoulders and a two-foot barrier. The expressway, frontage road and arterial typical sections are included in the Preliminary Engineering Reports for the project, published separately.

Frontage roads will consist of one or two 12-foot travel lanes, one 14-foot outside lane, and an 11-foot border strip consisting of a 2-foot curb and gutter, a 6-foot sidewalk and a 3-foot utility strip. The proposed right-of-way width varies depending on the number of lanes. The present Pinellas County MPO Comprehensive Bicycle Plan does not designate the project as a bicycle route.

However, bicycles and pedestrians will be accommodated on the frontage roads in the wide curb lanes and on the sidewalks, respectively.

The proposed arterial section from the S.R. 686/S.R. 688 east interchange southeast to U.S. 92 will consist of 10-foot paved outside shoulders and three 12-foot travel lanes per direction separated by a variable median width of 22 feet to 64 feet. The arterial cross section, including open ditch drainage systems, will be centered within the existing right-of-way. Bicycles will be accommodated on the paved shoulders. No specific pedestrian facilities will be provided. The 9th Street North intersection will remain at grade based upon citizens comments received at the public hearing.

New interchanges are proposed at S.R. 686 and 49th Street, S.R. 686 and S.R. 688 (west), S.R. 686 and 118th Avenue, S.R. 686 and S.R. 688 (east), C.R. 296 and 28th Street, and modifications will be made to the existing S.R. 686/I-275 interchange. Overpasses are provided at the St. Petersburg Clearwater International Airport and 126th Avenue. Weaving, merge and diverge analyses as well as intersection capacity analyses were conducted for the design year 2010 as documented in the Preliminary Engineering Report, published separately. The results of the analyses indicate that all roadway segments are projected to operate at acceptable levels of service (LOS D or better) during peak traffic hours.

The existing roadway profile will change to accommodate the proposed expressway interchanges and overpasses. These changes will not affect the existing drainage patterns in the area. Therefore, this project will not notably affect flood heights or floodplain limits. In addition, the proposed improvements will increase the available capacity on the S.R. 688 emergency evacuation route. As such, it has been determined that any encroachments associated with the proposed roadway improvements are not significant.

## ATTACHMENT A: SOCIAL IMPACTS

1. LAND USE CHANGES - The proposed improvements will have a minimal impact on existing land uses within the study area. Existing land uses include a mixture of heavy and light industrial, manufacturing, commercial office and retail establishments, an airport, existing and former solid waste disposal sites, and minimal residential development. The project corridors include no adjacent schools, churches, cemeteries, parks, police, medical or emergency facilities. Land uses which will be impacted to some extent by right-of-way acquisition include the St. Petersburg-Clearwater International Airport, the Pinellas County Solid Waste Resource Recovery Plant property, and some individual businesses located along S.R. 688 and 118th Avenue. However, the improvements will provide more efficient operating conditions along the corridors; enhance accessibility to the airport, commercial development and I-275; and reduce emergency response times along the project corridors. The proposed improvements are consistent with the Pinellas County Comprehensive Plan.
2. COMMUNITY COHESION - The proposed project improvements mainly involve widening existing roadways. The only exceptions are the S.R. 686 extension, from S.R. 688 south to 118th Avenue, and C.R. 296, from 28th Street to the S.R. 686/I-275 interchange, which will be constructed on new location. No separation or isolation of neighborhoods will occur as a result of these improvements. In addition, the proposed improvements incorporate numerous safety features for traffic, pedestrians and bicycles. S.R. 686 will be widened to a combination six-lane divided arterial and an expressway with frontage roads. Sidewalks will be provided along the frontage roads for pedestrians while bicyclists will be accommodated on the paved roadway shoulders or in the wide 14-foot curb lanes. All bicycle provisions will be designed in accordance with the Florida "Bicycle Facilities Planning and Design Manual" and the AASHTO standards.
3. RELOCATION POTENTIAL - The proposed project improvements require the relocation of 11 businesses. No houses or residential dwellings will be relocated as a result of the project. The business relocations consist of nine business owners and two business tenants none considered to be a major business for the area and the community is not dependent on the services provided by the business. Evaluation of the area indicates that there are adequate locations available to relocate the displaced business within a 5 mile radius, with the potential exception of the Sunshine Speedway. It may be possible to maintain this business in its current location with re-working of the parking areas, the drag strip area and revising the access. Since these businesses can be relocated within a 5 mile radius no employees would suffer particular hardship by the relocation of these businesses. In order to minimize the unavoidable affects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646). Brochures which describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation" and "Right-of-Way for Transportation Purposes." Both of these brochures are distributed at all public hearings and are made available upon request to any interested persons. Relocation resources are available to all residential and business relocatees without discrimination.
5. TITLE VI CONSIDERATIONS - This project is expected to have no impact on 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 - Input received in response to the Advanced Notification and Public Involvement process identified the St. Petersburg - Clearwater International Airport as a potential source of controversy. Among the issues raised was consideration of Part 77 surfaces during the development of horizontal and vertical alignments; the need to preserve airside capacity; support the planned future development as described in the Airport Master Plan; and direct roadway access. Coordination with airport planning staff and the FAA has been continuous throughout the study and each of the issues has been fully addressed during the development of the proposed improvements. The St. Petersburg-Clearwater International Airport staff concurs with the proposed preferred alternative. Residents of Village Lake condominiums objected to a grade separation at the intersection of S.R. 686 and 9th Street North. Alternatives were evaluated and an at-grade intersection is included in the preferred alternative.

7. ENERGY - Energy will be expended during project construction and maintenance of the facility but will be saved in fuel economy as a result of improved traffic conditions.
8. UTILITIES AND RAILROADS - All utility relocations required by the improvements are within the existing right-of-way and are the responsibility of the utility companies. These utilities include General Telephone Company, MCI Telecommunications Corporation, Florida Power Corporation, Vision Cable, Paragon Cable, People's Gas System, Inc., Pinellas County, City of St. Petersburg and Pinellas Park water systems, and the City of Largo and the City of St. Petersburg sanitary sewer systems. No railroads are located within the project limits and none will be impacted.

## ATTACHMENT B: CULTURAL IMPACTS

- 2 & 3 HISTORICAL SITES/ARCHAEOLOGICAL SITES - A Cultural Resource Assessment, including background research and field surveys coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological or historical sites or properties were identified nor are any expected to be encountered during subsequent project development. The Federal Highway Administration, after consultation with SHPO, has determined that no resources listed or eligible for listing on the National Register of Historic Places would be impacted. The SHPO coordination letter is shown as Exhibit 2.

## ATTACHMENT C: NATURAL ENVIRONMENT

1. WETLANDS - Implementation of the proposed project will result in the displacement of some existing wetland areas. Wetland impacts are unavoidable. Most affected will be excavated borrow pits and retention ponds along 118th Avenue as well as the canals and ditches which run parallel or perpendicular to the project corridors. In accordance with Executive Order No. 11990, the proposed action includes all practical measures to minimize impacts to wetlands. A WET 2.0 Analysis was performed on these wetland sites.

A total of 24 wetland sites were identified within the project area (sites SA-2, SA-5 through SA-12 and sites 3A through 3G, and 3K through 3R). Twenty of these sites consist of roadside ditches and swales, drainage canals, excavated borrow pits and stormwater retention ponds. Dominant vegetation observed at these sites is typical of highly disturbed areas and includes wax myrtle, Brazilian pepper, Carolina willow, primrose willow, cattail, pickerelweed, alligator weed, water primrose, duckweed, hydrilla, maidencane, torpedo grass and bacopa. Many of these sites display evidence of routine maintenance such as mowing and herbicide application while others are sodded or partially lined with sandbags or concrete. Overall, these highly disturbed sites are considered to be unproductive and of low value. The proposed project will impact a total of 20.61 acres at these 20 sites.

The remaining four sites consist of isolated wetland areas of greater value and productivity although each exhibits signs of stress or disturbance. Sites SA-7 and SA-9 consist of a small 0.7-acre pond and a 0.1-acre marsh, respectively. Both sites are situated south of S.R. 688 adjacent to the proposed S.R. 686 extension. Site SA-7 is an apparent source of water for horses which graze in the area. The vegetation includes smartweed, bacopa, maidencane, primrose willow and ludwigia. Site SA-9 is the result of a depression in the pasture. Vegetation is typical of a seasonal emergent marsh and includes smartweed, bacopa and carpetgrass. The proposed project will impact less than 0.1 acres of site SA-7 and will have no impact on site SA-9.

Site 3A is a small 0.16-acre isolated wetland which exists near the southwest corner of 118th Avenue and 43rd Street. Evidence of land clearing and a spoil mound adjoin this disturbed site. Dominated by seasonally flooded Carolina willow, other species include bladderpod, Brazilian pepper, Muscadine vine, saltbush and ragweed. The proposed project will impact approximately 0.06 acres of this site.

Finally, site 3Q is a 1.42-acre isolated wetland situated south of 118th Avenue approximately 2,000 feet east of 28th Street. Located amidst pine flatwoods, the site drains into a large canal adjoining to the south. Dominant species include willow, wax myrtle, saltbush, arrowhead and sagittaria. The proposed project will impact approximately 0.48 acres of this site.

The result of the WET II analysis indicate that the impacted wetlands primary functions are associated with stormwater management. The majority of the wetlands analyzed received moderate to high ratings in effectiveness for floodflow alteration, sediment stabilization, sediment/toxicant retention, and nutrient removal/transformation. These ratings were due to the vegetation present within the roadside ditches and retention ponds. Also attributing to these ratings are the amounts of runoff received by the systems from the roadways. Four of the wetlands (3I, 3J, 3K & 3R) rated high in effectiveness for wildlife diversity/abundance. These wetlands act as resting and foraging areas for wading birds and waterfowl.

20.61 acres of the impacted wetlands will be mitigated for by the replacement of the water conveyance/retention structures displaced by the upgrading of the roadway facility. The remaining 0.64 acres of wetland impacts are anticipated to be mitigated at a 1.5:1 ratio. Conceptual mitigation for these impacts is proposed to be roughly a 1.0 acre site near the Pinellas County Landfill Site (118th Avenue). This will aid in alleviating current flooding problems in the area and provide resting and foraging areas for wildlife.

In summary, the preferred alternative for this proposed project will impact a total of 0.64 acres of the 2.38 acres of viable productive wetlands. The impact is minimal and there is no practicable alternative to the proposed construction.

2. AQUATIC PRESERVES - This project is included in the Pinellas County Aquatic Preserve. Coordination with the Florida Department of Natural Resources has determined that the project will have no impact on the Pinellas County Aquatic Preserve.
3. WATER QUALITY - The existing drainage systems along the project corridor involve sheet flow and grass swales and discharge to a variety of large drainage canals before ultimate deposition into Tampa Bay. Right-of-way restrictions associated with the proposed project will require the relocation of drainage ditches or conversion to enclosed systems. Retention/detention ponds will be required in conformance with applicable design criteria for the management of surface waters and filtration of stormwater runoff. Retention/detention ponds will be located and permitted during the design phase. The proposed project will have a minimal impact on water quality.

The Florida Department of Transportation has coordinated with the Florida Department of Environmental Regulation, District stormwater personnel and Southwest Florida Water Management District. As a result of that coordination, the FDOT will develop a stormwater treatment system for the project in accordance with Chapter 17-25, F.A.C. The Department will continue the coordination effort during subsequent project development stages to ensure compliance with Chapter 17-25, F.A.C. Coordination does not relieve the Department of the necessity to acquire permits under 17-25, F.A.C., nor does the preliminary review ensure a favorable permitting review.

The impacts of this discharge on Old Tampa Bay have been determined as per the guidelines contained in FHWA Publications, Constituents of Highway Runoff (1981), Effects of Highway Runoff on Receiving Waters (1987), and Pollutant Loadings and Impacts from Highway Stormwater Runoff (1990). The appropriate stormwater management practices contained in FHWA Publications, Management Practices for Mitigation of Highway Stormwater Runoff Pollution (1985), and Retention, Detention and Overland Flow for Pollutant Removal from Highway Stormwater Runoff: Interim Guidelines for Management Measures (1988) will be used to mitigate stormwater runoff impacts.

4. FLOODPLAINS: The majority of the areas within the project limits are located within FEMA Zones B and C. However, the proposed improvements traverse or adjoin four 100-year floodplain zones including the Cross Bayou Canal crossing and 118th Avenue near 40th Street. South of 118th Avenue and east of 28th Street, the proposed project will be within the FEMA 100-year storm surge zone of Tampa Bay. No volume mitigation is required for encroachment within this zone. There are no designated floodways located within the project area.

New crossdrains are proposed and some existing drains will be modified as a result of the project. The proposed structures will perform hydraulically in a capacity equal to or greater than existing structures, and backwater surface

elevations are not expected to increase. Modifications to existing drainage structures will result in insignificant changes in their capacity to carry floodwater and these changes will cause minimal increases in flood heights and flood limits. There will be no significant adverse impact to natural and beneficial floodplain values, no change in flood risk, and no 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. No additional floodplain mitigation will be required.

7. COASTAL ZONE CONSISTENCY - The Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Plan. See Exhibit 3.
  
9. WILDLIFE AND HABITAT - This proposed project has been evaluated for impacts on federally protected threatened and endangered species. A literature review along with various field surveys were conducted to determine those possible threatened or endangered species which may inhabit the project area. This included, among other methods, using the FDOT's computer list of threatened or endangered species (August, 1992), U.S. Fish and Wildlife Service's (USFWS) "The Red Book", Florida Game and Fresh Water Fish Commission's (FGFWFC) Florida Atlas of Breeding Sites for Herons And Their Allies (Updated 1986-89), phone conversations with FGFWFC (Paul Schulz, Lakeland) and Florida Natural Areas Inventory (Steve Jones) for lists and locations of confirmed, reported or potentially occurring federally protected threatened or endangered species. Based on a review of the published literature, advanced notification responses, agency contacts and field reviews conducted on March 9th & 10th, 1993 for federally protected threatened or endangered species, the search resulted in the findings that there is one protected species which may have the potential to be present in the project area. This species is the West Indian Manatee (Trichechus manatus). For previous projects involving this species, the USFWS has requested that the FDOT implement Manatee Watch Provisions (MWP) measures in order to ensure that the project will not adversely effect the species. Therefore, with implementation of the MWP measures, it has been determined that the project will have "no effect" on the above noted species as well as any other federally protected species. Furthermore, the potential for impacts to critical habitat was assessed as to its relationship to any of the USFWS's designated "Critical Habitat" and it was found that the project would not involve any of these areas. The USFWS concurred by letter with this determination on May 10, 1993.



## ATTACHMENT D: PHYSICAL IMPACTS

1. **NOISE** - Noise analyses were conducted to measure existing noise levels, model future noise levels and identify potential impacts associated with the proposed project. Analyses were conducted for the existing condition, the design year (2010) "no-build" alternative and the 2010 "build" alternative. Future traffic noise levels were projected using the FHWA noise prediction model STAMINA 2.0.

Since the original noise analyses were prepared, the project corridor was recently reviewed and field inspected. An additional noise sensitive site has been built since the studies were completed, the Carrington Place Convalescent Center. The Bonsecours Maria Manor Nursing home is next door to the convalescent center. Neither of these facilities have areas of substantial exterior use. The predicted 2010 "build" interior noise level of the nursing home is 45 dB which does not exceed the FHWA Activity Category B Noise Abatement Criteria (NAC).

The Village Lake Condominiums are 2-story condos with balconies or patios facing Roosevelt Blvd. The predicted 2010 "build" noise levels at this location were between 66dB and 67dB. Since these levels exceed the NAC, a noise barrier analysis was executed. The results show that a 10 foot high concrete wall would provide a minimum 5 dB Insertion Loss (IL) for the first floor receivers. A 5 dB IL cannot be achieved for the second story receivers unless the concrete wall is 20 feet high. The adopted "District VII Guidelines for Noise Barrier Analysis on Arterials" recognizes local plans/zoning restrictions which would restrict wall heights to 6 feet high in this community. This condominium complex has addressed the issue of noise for the condos which are directly adjacent to the roadway. There is a three foot high wood wall at the property line backed up by a 4-5 foot earthen berm planted with fairly dense trees. In addition, each patio is enclosed by a 6 foot high wood fence. Right-of-way acquisition will not be necessary on this side of the proposed project and the walls and vegetated berms will remain after the project is built.

In summary, there are no noise sensitive site locations where noise wall abatement considerations are warranted within the project limits.

2. **AIR** - The project alternatives were subjected to a Desk-Top Review of Direct and Indirect Air Quality Effects which consists of a compilation of the following FHWA documents: Discussion Paper Appropriate Level of Highway Air Quality analysis for a CE, EA/FONSI, and EIS; volume 7, Section 9; ESIM No. 79; T6640.8A; and T6640.11. Through the use of emission factors tables the emission rates were determined. Through the use of nomographs the unadjusted one-hour carbon monoxide (CO) concentration was determined. This concentration was adjusted for the actual traffic conditions. The background CO was added to determine the total one-hour CO concentration. This analysis indicated that the CO concentration for one-hour is below the National Ambient Air Quality Standards (NAAQS). Therefore, this project passes the Desk-Top Review and no further analysis is necessary. The back-up and Air Quality Reports for this project can be found in the District VII project files.

All State and local agencies were provided with an opportunity to comment on this project. There were no adverse comments regarding air quality.

This project is in an air quality nonattainment area which has transportation control measures in the SIP approved by the Environmental Protection Agency on June 15, 1981. The Federal Highway Administration has determined that this project is included in the Pinellas County MPO's Transportation Improvement Program (TIP); therefore, pursuant to 23 CFR 770.9(c)(2), this project conforms to the SIP. FDOT Planning Department memorandums documenting SIP conformance are included in the District VII project files.

3. **CONSTRUCTION** - Construction activities for the preferred alternative will involve minimal air, noise, water quality, traffic flow and visual impacts for those residents, businesses, and travelers within the immediate vicinity of the project. These construction impacts will be minimized in accordance with FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices.

4. CONTAMINATION - Contamination screening evaluations which were conducted in 1987, 1988, 1990 and 1991 revealed the existence of forty-two (42) potentially contaminated sites along the project corridor.

The project corridor consists of a mixture of heavy and light industrial, manufacturing, commercial office and retail establishments, an airport, existing and former solid waste disposal sites and minimum residential development.

As a result of the evaluation rating process, six (6) sites were rated "no", thirty-three (33) sites were rated "low" and three (3) sites were rated "medium." The three "medium" sites are the Toytown landfill, AKO Bayside Auto, and Glen Mar Concrete products.

The Toytown landfill is located on the south side of 118th Avenue just east of 43rd street. A bentonite slurry wall extends around the perimeter of this facility to contain any contamination present. A precautionary soil and groundwater sample should be taken at this site. Due to the presence of the slurry wall, any impacts from this site are expected to be minimal.

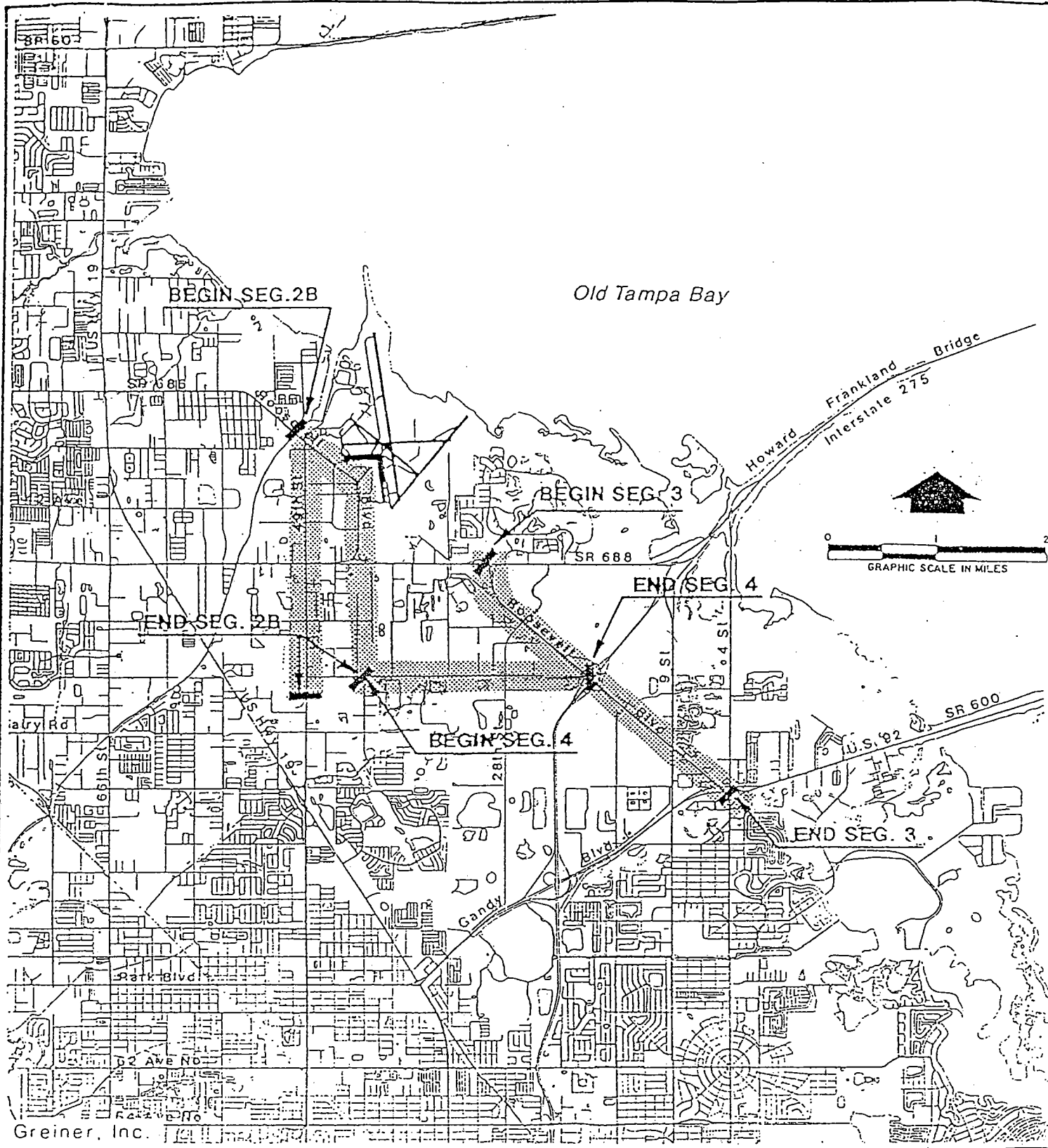
The vacant parcel on the northeast corner of 118th Avenue and 40th Street is the former location of AKO Bayside Auto repair/salvage. Soil and groundwater testing is recommended at this site. Impacts, however, are expected to be minimal.

Glen Mar Concrete products is a concrete plant occupying several acres of former landfill located on the north side of 118th Avenue between 40th Street and 34th Street. Due to little documentation on the three U.S.T.'s present on site, soil and groundwater testing is recommended. Impacts, however, are expected to be minimal.


Based on the above, this proposed project contains no known significant contamination involvement.

5. NAVIGATION - Bridge Number (150065) over the Cross Bayou Canal, was built in 1955 and consists of four 10-foot by 12-foot cells with an overall length of 74 feet. The box culvert carries a four-lane divided roadway. The sufficiency rating is 77.8, inventory rating is 34 tons and the structural rating is 17 years. The FDOT Bridge Inspection Office supports the widening of the existing structures.

The U.S. Coast Guard in the letter dated January 27, 1987 (See Exhibit 4) determined that since the Cross Bayou Canal is a non-navigable waterway there will be no impacts to navigation from this project.



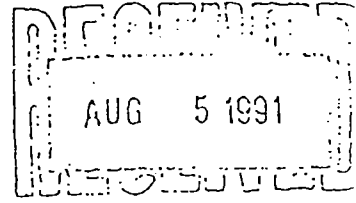
**LEGEND**

 Study Area

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**CATEGORICAL EXCLUSION**  
**S.R. 686/ROOSEVELT BOULEVARD**  
**SEGMENTS 2B, 3 AND 4**  
**Pinellas County, Florida**

F.A.P. No. M-1414-(5) S.P. No. 15030-1523 W.A.P. No. 7116252

**PROJECT LOCATION MAP**



FLORIDA DEPARTMENT OF STATE

Jim Smith  
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building  
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1480

(904) 488-3353

July 31, 1991

Mr. C. Leroy Irwin  
Environmental Office  
Department of Transportation  
Hayden Burns Building, MS# 37  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

In Reply Refer To:  
Denise M. Breit  
Historic Sites  
Specialist  
(904) 487-2333  
Project File No. 911890.

RE: Cultural Resource Assessment Review Request  
A Cultural Resource Assessment of Segments of East Bay  
Drive/Roosevelt Boulevard in Pinellas County, Florida.  
By George R. Ballo and Roy Adlai Jackson, June 1991.  
SPN: 15030-1523  
WPN: 7116952

Dear Mr. Irwin:

We have reviewed the results of the field survey of the above referenced project performed by George R. Ballo, Archaeologist, and Roy Adlai Jackson, Historic Preservation Planner, Florida Department of Transportation, Environmental Office, and find them to be complete and sufficient. We note that no archaeological sites or historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, or local significance were discovered during the survey. It is the determination of this office, therefore, that this project will have no effect on any such resources, and that the project may proceed without further involvement with our agency.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

*Suzanne P. Walker*  
George W. Percy, Director  
Division of Historical Resources

and

State Historic Preservation Officer

GWP/Bdb



STATE OF FLORIDA

## Office of the Governor

THE CAPITOL

TALLAHASSEE, FLORIDA 32399-0001

LAWTON CHILES  
GOVERNOR

November 30, 1992

Mr. David A. Twiddy, Jr., P.E.  
Project Development and Environmental  
Engineer  
Department of Transportation  
PD&E Department, MS 7-500  
11201 North Malcolm McKinley Drive  
Tampa, Florida 33612-6403

RE: Advance Notification - State Project 15030-1523 - Work  
Program Item 7116952 - State Road 686 (East Bay  
Drive/Roosevelt Boulevard) Segments 2B, 3 and 4 - Pinellas  
County, Florida

SAI: FL8602100788CR

Dear Mr. Twiddy:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, section 216.212, Florida Statutes, the Coastal Zone Management Act Reauthorization Amendments of 1990 and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives; and approved for submission to the federal funding agency when consideration is given to the enclosed agency comments.

The Department of Environmental Regulation (DER) indicates that permits may be required prior to start of construction. Sound development practices should be maintained during all phases of construction and early coordination with DER's district office in the project area may help to eliminate problems in the permitting process. Please refer to the enclosed DER comments.

The Department of State (DOS) notes that a cultural resource survey will be conducted to identify significant archaeological and/or historic sites. The proposed project will have no effect on this site, if the Department of Transportation avoids or mitigates the impact on sites identified in the survey.

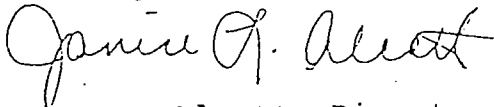
Mr. David A. Twiddy, Jr.  
Page Two

Pursuant to section 215.195, Florida Statutes, State agencies are required, upon federal grant approval, to deposit the amount of reimbursement of allocable statewide overhead into the State-Federal Relations Trust Fund. The deposits should be placed in SAMAS account code 31 20 269001 31100000 00 0015 00 00. If you have any questions regarding this matter, please contact your OPB budget analyst or Jean Whitten at (904)487-1880.

Based on the comments from our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advanced notification stage. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.95. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction and stormwater management. Continued concurrence with this project will be based, in part, on adequate resolution of issues identified during earlier reviews. Any environmental assessments prepared for this project should be submitted to the Florida State Clearinghouse for interagency review.

Please attach a copy of this letter and any enclosures to your application facesheet or cover form and forward to the federal funding agency. (If applicable, enter the State Application Identifier (SAI#) number, shown above, in box 3A of Standard Form 424 or where appropriate on other cover form.) This action will assure the federal agency of your compliance with Florida's review requirements and reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely,



Janice L. Alcott, Director  
State Clearinghouse

JLA/bl

Enclosure(s)

cc: Department of Environmental Regulation  
Department of State  
Department of Commerce  
Mr. C. L. Irwin

U.S. Department  
of Transportation  
United States  
Coast Guard



Commander  
Seventh Coast Guard District

Federal Bldg.  
51 SW. 1st Ave.  
Miami, FL 33130-1608  
Staff Symbol: (oan)  
Phone: (305) 536-4103

16591/FL  
Serial: 0084  
JAN 27 1987

Greiner Engineering Sciences, Inc.  
Attn: Mr. Mark R. Jennings  
P.O. Box 23646  
5601 Mariner Street  
Tampa, FL 33609-3416

Dear Mr. Jennings:

We've reviewed the information you sent us about the proposed east-west arterial linking the Interstate 275 system to the Pinellas beaches, Pinellas County, Florida (Ref. C1113.10). No Coast Guard permit will be required for the proposed project.

We don't consider Lake Seminole and Lake Seminole By-Pass to be navigable waterways for bridge administration program purposes.

Because Cross Bayou Canal isn't actually navigated, the clearances provided for high water stages are considered adequate to meet the reasonable needs of navigation (33 CFR 115.70). Although an individual permit isn't required, you still must comply with all other applicable federal, state, and local laws and regulations. When the Bryan Dairy Road (A-19-A) bridge across Cross Bayou Canal no longer is used for transportation purposes, it must be removed and you must notify us that the waterway has been cleared.

If you have any questions about our approvals, please call Mrs. Zonia Reyes at (305) 536-4103.

Sincerely,

A handwritten signature in cursive script that reads "Wayne D. Lee".

WAYNE D. LEE  
Chief, Bridge Section  
Aids to Navigation Branch  
Seventh Coast Guard District  
In direction of the District Commander

RECEIVED

JAN 29 1987

Greiner Engineering Sciences, Inc.  
Tampa, Florida