

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change and ROW Acquisition Reevaluation
- b. Document Type and Date of Approval: EA/FONSI, 4/6/92; Type II CE, 9/21/93
- c. Project Numbers: M-9045-(9) 256807 1
Federal Aid No. Financial Project No.
- Project Numbers: M-1414-(5) 256866 1
Federal Aid No. Financial Project No.
- d. Project Local Name and Limits: S.R. 688 (Ulmerton Road) from S.R. 699 (Gulf Boulevard) to Interstate 275 (I-275) in Pinellas County, Florida and S.R. 686 (East Bay Drive/Roosevelt Boulevard) Pinellas County, Florida. Segment 2B (from 49th Street to C.R. 296 and 49th Street from S.R. 686 to C.R. 296) and Segment 3 (from the eastern S.R. 688/S.R. 686 interchange to U.S. 92 [Gandy Blvd.] and Segment 4 (C.R. 296 from from S.R. 686 extension to S.R. 686/I-275 interchange.
- e. Segments of Highways Being Advanced: S.R. 688 (Ulmerton Road) from east of 119 th Street to I-275 and the remaining portions of the S.R. 686 project (excluding FPN 256894 1 which was let to construction in FY 99/00).
- f. Name of Preparer(s): Rick Adair

II. CONCLUSION AND RECOMMENDATION

The above environmental documents have been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of the Florida Department of Transportation (FDOT), and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed actions that would significantly affect the quality of the human environment. Therefore, the original Administrative Actions remain valid.

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

Reviewer Signature Block

Jerald Conellan Jr.
District Environmental Management Engineer

9/15/00
Date

III. FHWA CONCURRENCE BLOCK

Sharon Chanine
FHWA Urban Transportation Engineer

10/16/2000
Date

IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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

CORRIDOR PROJECTS STATUS UPDATE

The approved, April 6, 1992, EA/FONSI (for S.R. 688) was divided into the following projects:

1. Federal Aid Project Number: 1394 008 U
 Work Program Item Segment Number: 257048 1
 Project Limits: S.R. 688 (Ulmerton Road) from S.R. 699 (Gulf Boulevard) to east of Oakhurst Road.
 Current Status: Under construction
2. Federal Aid Project Number: 1394 004 U
 Work Program Item Segment Number: 257050 1
 Project Limits: S.R. 688 (Ulmerton Road) from east of Oakhurst Road to east of 119th Street.
 Current Status: Advance to right-of-way (ROW) acquisition phase.
3. Federal Aid Project Number: Not Assigned Yet
 Work Program Item Segment Number: 257155 1
 Project Limits: S.R. 688 (Ulmerton Road) from 500 feet (ft) east of 119th Street to west of Starkey Road.
 Current Status: Advance to design.
4. Federal Aid Project Number: Not Assigned Yet
 Work Program Item Segment Number: 257154 1
 Project Limits: S.R. 688 (Ulmerton Road) from west of Starkey Road to east of U.S. 19.
 Current Status: Advance to design.
5. Federal Aid Project Number: Not Assigned Yet
 Work Program Item Segment Number: 257139 1
 Project Limits: S.R. 688 (Ulmerton Road) from east of U.S. 19 to east of 49th Street.
 Current Status: Advance to design.
6. Federal Aid Project Number: Not Assigned Yet
 Work Program Item Segment Number: 257147 1
 Project Limits: S.R. 688 (Ulmerton Road) from east of 49th Street to east of the eastern Roosevelt Interchange.
 Current Status: Advance to design.
7. Federal Aid Project Number: N/A
 Work Program Item Segment Number: 257124
 Project Limits: S.R. 688 (Ulmerton Road) from east of the eastern Roosevelt Interchange to west of I-275.
 Current Status: Construction completed

The approved, September 21, 1993, Type II CE (for S.R. 686) has been divided into the following projects:

1. Federal Aid Project Number: 1414 035 U
Work Program Item Segment Number: 256994 1
Project Limits: C.R. 296 Connector from 32nd Street to Roosevelt Boulevard Extension.
Current Status: Advance to design
2. Federal Aid Project Number: Not Assigned
Work Program Item Segment Number: 256995 1
Project Limits: Roosevelt Boulevard from 49th Street to C.R. 296.
Current Status: Advance to design
3. Federal Aid Project Number: 1505 006 U
Work Program Item Segment Number: 256994 1
Project Limits: C.R. 296 Connector west of 32nd Street to I-275/Roosevelt Interchange.
Current Status: Let to Construction

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

V. EVALUATION OF MAJOR DESIGN CHANGES (e.g., Typical Section Changes, Alignment Shifts, ROW Changes, Bridge to Box Culvert, Drainage Requirements).

The Federal Highway Administration (FHWA) approved the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for the Ulmerton Road Corridor PD&E study in April 1992. The study proposed an expressway with frontage roads from 119th Street to I-275. The FHWA approved the Type II Categorical Exclusion (Type II CE) for the Roosevelt Boulevard Corridor PD&E study in September 1993. It proposed a six-lane arterial on Roosevelt Boulevard from Gandy Boulevard (U.S. 92) to its east interchange with Ulmerton Road and an expressway with frontage roads from the I-275/Roosevelt Boulevard interchange west then north to the 49th Street/Roosevelt Boulevard interchange. The portion of this expressway from the I-275/Roosevelt Boulevard interchange to the west Ulmerton Road/Roosevelt Boulevard interchange was proposed on new alignment. This study also proposed improvements to 49th Street from Roosevelt Boulevard to 118th Avenue (C.R. 296).

The Reevaluation evaluates engineering and environmental effects associated the proposed implementation of urban arterial alternatives along the above stated limits of the Ulmerton Road project and compares them to the approved expressway system concepts. Specific changes in typical sections along S.R. 688 (Ulmerton Road) are shown on the attached Table 1. The current proposed concept represents a reduction in environmental impacts compared to the original concept contained in the approved EA/FONSI. The Reevaluation also addresses S.R. 686 (Roosevelt Boulevard) in the vicinity of Ulmerton Road. The typical section within this area, an expressway with frontage roads on new alignment, does not change. However, the approved Ulmerton Road/Roosevelt Boulevard interchange concept addressed in both previous PD&E studies was a 4-level (freeway to freeway) interchange. The Reevaluation compares this concept instead to a 2-level Single Point Urban Interchange (SPUI) which is presently being proposed.

This Reevaluation also addresses the existing and design year (2020) conditions, including a No-Build Alternative, in order to determine the most appropriate improvement for these projects. After a thorough technical analysis and a comprehensive public involvement process that included a Public Hearing held on June 15, 2000, the study concluded that, there is no controversy potential associated with the revised concept. Additionally, the performance of the reevaluation was approved by the Pinellas County Metropolitan Planning Organization (MPO) in their previous Transportation Improvement Program (TIP) along with design of the new concept in this year's TIP.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

Wetland Mitigation

- As stated in the EA/FONSI, wetland impacts were not expected to exceed 12.0 hectares (ha) (29.7 acres [ac]).

Status

Impacts to wetlands will be mitigated using Florida Statutes 373.437.

- As stated in the Type II CE, there were to be 8.6 ha (21.25 ac) of wetland impacts.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Status

Impacts to wetlands will be mitigated using Florida Statutes 373.437.

Based on the design changes as shown in the September 2000 Final Preliminary Engineering Memorandum (PEM), wetland impacts within the reevaluation study limits have been reduced significantly. Impacts to wetland areas are not expected to exceed 1.25 ha (3.05 ac) for the SR 688 projects not yet constructed.

Noise Commitment Compliance

The FDOT is committed to construct feasible noise abatement measures contingent upon the following conditions:

- Detailed noise analysis performed during future design of the various project design segments supports the need for abatement;
- Reasonable cost analyses indicate that the economic cost of the barriers will not exceed the guidelines at the time of construction;
- Community input regarding desires, types, heights, and locations of barriers has been solicited by the District Office;
- Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses, has been noted;
- Safety and engineering aspects, as related to the roadway user and the adjacent property owners, have been reviewed; and
- Any other mitigating circumstances found in Section 17-4.6.1 of the PD&E Manual have been analyzed.

Noise barriers were determined during this reevaluation to be feasible and cost reasonable at five locations: Leisure World, Ridge Grove Condominiums, Oak Ridge Apartments west of 113th Street, Oak Ridge Apartments east of 113th Street, and Mariners Cove. However, Mariners Cove has been identified as a potential preferred pond site. If the pond site is incorporated into the final design and requires acquisition of the site, then the noise barrier at this location will need to be reconsidered.

FDOT has committed to coordinate the provisions of transit-related accommodations (bus shelters, benches, etc.) with Pinellas Suncoast Transit Authority (PSTA) in the subsequent design phase of this project.

VII. PERMIT STATUS

The following provides for the status of environmental permits by each regulatory agency for the segments being advanced under this reevaluation: the Southwest Florida Water Management District (SWFWMD), the U.S. Army Corps of Engineers (USCOE), and the U.S. Environmental Protection Agency (USEPA).

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

1. C.R. 296 Connector west of 32nd Street to I-275/Roosevelt Interchange.

<u>Agency Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Expires 9/2004 Permit (Standard General)
USACOE	Individual Expires 11/2004
USEPANPDES	Issuance of the NPDES permit by the USEPA is Required by permittee 48 hours prior to commencement of construction.

It is expected that within the remaining project segments, environmental permits will be required from the following agencies during the project's design phases:

- U.S. Army Corps of Engineers
- Southwest Florida Water Management District
- U.S. Environmental Protection Agency

A. SOCIAL IMPACTS

Relocation Impacts in the Approved EA/FONSI

As stated in the approved EA/FONSI, relocation impacts were addressed in accordance with Part 2, Chapter 11 of the PD&E Manual and are in compliance with Federal Highway Administration (FHWA) Technical Advisory T-6640.8A. The estimated number of relocations for the project in the original document was 68 residences and 100 businesses.

Status of the Relocation Impacts Noted in the EA/FONSI

Since approval of the original EA/FONSI, potential relocations have decreased. This is due to the Ulmerton Road preliminary design changes (no longer an expressway with frontage roads; current design is an urban arterial highway). The PEM identified 29 residences and 22 businesses as potential relocations for the proposed roadway improvements.

Relocation Impacts in the Approved Type II CE

As stated in the Type II CE, 11 business and no residential relocations were proposed.

Status of the Relocation Impacts Noted in the Type II CE

The PEM identified three residences and eight businesses as potential relocations for the proposed roadway improvements.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Church and School Impacts in the Approved EA/FONSI

The approved EA/FONSI identified two churches (First Baptist Church of Indian Rocks and Harvest Temple Church) and no public schools within the project corridor. Both schools are located outside the limits of this reevaluation and therefore will not be affected by this project.

Status of the Church and School Impacts Noted in the EA/FONSI

The PEM states that one church is located within the study area, the New Testament Baptist Church, located in Segment B is west of Belcher Road, approximately 320 m (1050 ft) north of Ulmerton Road. Access to the church is from Belcher Road and remains unchanged. There are two schools and one school office located within the study area. Fuguitt Elementary School is a public school located in Segment A, adjacent to 101st Street North, approximately 200 m (656 ft) south of Ulmerton Road. Access to the school is from 101st Street North. Camelot Elementary School is a private school located adjacent to Ulmerton Road between Audrey Lane and Rena Drive West in Segment B. Access to the school is from Ulmerton Road and remains unchanged. Fireside Christian Academy is a home-schooling program with an office located east of 66th Street in Segment B, 510 m (1673 ft) south of Ulmerton Road. Access to the office is from 66th Street and remains unchanged. Fuguitt Elementary, Camelot Elementary, and Fireside Christian Academy will not be affected by the proposed roadway improvements.

Church and School Impacts in the Approved Type II CE

As stated in the Type II CE, this project will have no effect on churches or schools.

Status of the Church and School Impacts Noted in the Type II CE

There have been no changes.

Title VI Considerations in the Approved EA/FONSI

As stated in the EA/FONSI, this project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

Status of the Title VI Considerations Noted in the EA/FONSI

There have been no changes in land use or demographics which would alter the Title VI considerations as addressed in the approved document. The proposed project is not expected to impact any minority, ethnic, elderly, or disabled groups. At the time of document approval, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations had not been passed and therefore was not addressed. However, this project has now been determined to be in compliance with Executive Order 12898.

Title VI Considerations in the Approved Type II CE

As stated in the Type II CE, this project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Status of the Title VI Considerations Noted in the Type II CE

There have been no changes in land use or demographics which would alter the Title VI considerations as addressed in the approved document. The proposed project is not expected to impact any minority, ethnic, elderly, or disabled groups. At the time of document approval, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations had not been passed and therefore was not addressed. However, this project has now been determined to be in compliance with Executive Order 12898.

Railroads and Utilities in the Approved EA/FONSI

The approved EA/FONSI did not address utilities and railroads.

Status of the Railroads and Utilities Noted in the EA/FONSI

As stated in the PEM, there is one existing railroad that crosses Ulmerton Road within the project limits. The crossing is at the same grade as Ulmerton Road and is located between Alternate U.S. 19 and Starkey Road at Mile Post No. 5.499. The railroad is owned and maintained by CSX Transportation Systems. There is an extensive list of existing utilities throughout the corridor. A complete list of utility locations is included in the PEM.

Railroads and Utilities in the Approved Type II CE

As stated in the Type II CE, there are no railroads within the project limits. Utilities that are located within the project limits 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 the City of Pinellas Park water systems, the City of Largo, and the City of St. Petersburg sanitary sewer systems.

Status of the Railroads and Utilities Noted in the Type II CE

There have been no changes.

B. CULTURAL IMPACTS

Pedestrian/Bicycle Facilities Impacts in the Approved EA/FONSI

As stated in the EA/FONSI, the Pinellas County MPO had designated S.R. 688 as a bicycle route in its Comprehensive Bicycle Plan. The frontage roads included 4.2 m (14 ft) outside lanes for travel lane and bikeway.

Status of the Pedestrian/Bicycle Facilities Noted in the EA/FONSI

The Pinellas County Comprehensive Plan (1998) outlines a policy to include bicycle friendly design standards on roadway projects, where feasible. The Pinellas County MPO has adopted the County policy pertaining to bicycle lanes through the implementation of the Capital Improvements Program as contained in the Capital Improvements Element. Although Ulmerton Road is currently not included in the MPO Bikeways Plan as an existing or proposed route, bicycle lanes and sidewalks have been incorporated into the design throughout the project.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Pedestrian/Bicycle Facilities Impacts in the Approved Type II CE

The Type II CE did not address pedestrian/bicycle facilities.

Status of the Pedestrian/Bicycle Facilities Noted in the Type II CE

The Pinellas County Comprehensive Plan (1998) outlines a policy to include bicycle friendly design standards on roadway projects, where feasible. The Pinellas County MPO has adopted the County policy pertaining to bicycle lanes through the implementation of the Capital Improvements Program as contained in the Capital Improvements Element. Although this portion of S.R. 686/688 is currently not included in the MPO Bikeways Plan as an existing or proposed route, bicycle lanes and sidewalks have been incorporated into the design throughout the project.

C. NATURAL ENVIRONMENT

Wetland Impacts in the Approved EA/FONSI

As stated in the approved EA/FONSI, an inventory of wetlands conducted in compliance with Executive Order 11990 identified 20 wetland sites. Approximately 12.0 ha (29.7 ac) were anticipated to be impacted to varying degrees by the proposed roadway improvements. Among these wetlands are manmade systems, including seven canals or open water drainage (one of which is the Intracoastal Waterway channel bottom habitat), one saltwater canal, one saltwater ditch, two retention ponds, and numerous parallel drainage ditches and swales. The EA/FONSI also discussed the project's impacts on natural systems, including two wetland mixed forests, three willow swamps, one salt marsh, one saltwater pond, and one freshwater pond.

Status of the Wetland Impacts Noted in the EA/FONSI

The impact on wetlands within the project corridor will be refined through the permitting process. Wetland impacts within this area are not expected to exceed 0.45 ha. (1.07 ac). Mitigation for the loss of these wetlands will take place through Florida Statutes 373.437.

Wetlands Impacts in the Approved Type II CE

As stated in the Type II CE, implementation of the proposed project was anticipated to result in the displacement of some existing wetland areas. Wetland impacts are unavoidable; however, 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. Throughout the proposed project, 24 wetland sites were to be impacted for a total of 8.6 ha (21.25 ac). Twenty of these sites consisted of roadside ditches and swales, drainage canals, and excavated areas. Overall, these highly disturbed sites are considered to be unproductive and of low value. The remaining four sites consisted of isolated wetland areas of greater value and productivity, although each exhibited signs of stress or disturbance.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Status of the Wetland Impacts Noted in the Type II CE

The impact on wetlands within the project corridor will be refined through the permitting process. Wetland impacts within this area are not expected to exceed 0.80 ha (1.98 ac). Mitigation for the loss of these wetlands will take place through Florida Statutes 373.437.

Water Quality Impacts in the Approved EA/FONSI

The FDOT, in coordination with the SWFWMD, is developing a stormwater treatment system in accordance with Chapter 17-25, F.A.C. The FDOT recognizes its responsibility to obtain all permits necessary under Chapter 17-25, F.A.C., and to ensure compliance with that Chapter during all stages of project development.

Status of the Water Quality Impacts Noted in the EA/FONSI

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

Water Quality Impacts in the Approved Type II CE

As stated in the Type II CE, the existing drainage systems along the project corridor involve sheet flow and grass swales, with discharge to a variety of large drainage canals before ultimate deposition into Tampa Bay. Retention/detention ponds will be required in conformance with applicable design criteria for the management of surface waters and filtration of stormwater runoff. The FDOT will develop a stormwater treatment system for the project in accordance with Chapter 17-25, F.A.C.

Status of the Water Quality Impacts Noted in the Type II CE

The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule 40D-4 and 40D-40. Therefore, no further mitigation for water quality impacts will be needed.

Coastal Zone Consistency Impacts in the Approved EA/FONSI

As stated in the EA/FONSI, the Office of Planning and Budget, Office of the Governor has determined that this project is consistent with the Florida Coastal Zone Management Plan.

Status of the Coastal Zone Consistency Impact in the EA/FONSI

As stated in the more recent letter dated October 8, 1998, the State has been determined that this project is consistent with the Florida Coastal Zone Management Plan.

Coastal Zone Consistency Impacts in the approved Type II CE

As shown as exhibit 3 in the Type II CE, the letter dated November 11, 1998 explains that the Office of the Governor has determined this project to be consistent with the Florida Coastal Zone Management Plan.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Status of the Coastal Zone Consistency Impact in the Type II CE

There has been no change in status.

Visual/Aesthetic Impacts in the Approved EA/FONSI

As stated in the EA/FONSI, visual impacts were discussed and determined to be minimal.

Status of the Visual Impacts Noted in the EA/FONSI

The FDOT District Office has developed a landscaping procedure for multi-lane projects and coordinates implementation of this procedure with local governments and affected agencies. If a local government during the construction phase advances landscaping proposals, the FDOT, in cooperation and upon agreement with the local government, will provide the landscaping element during and after the project has been constructed.

Visual/Aesthetic Impacts in the Approved Type II CE

The Type II CE did not address visual/aesthetic impacts.

Status of the Visual Impacts Noted in the Type II CE

The FDOT District Office has developed a landscaping procedure for multi-lane projects and coordinates implementation of this procedure with local governments and affected agencies. If a local government during the construction phase advances landscaping proposals, the FDOT, in cooperation and upon agreement with the local government, will provide the landscaping element during and after the project has been constructed.

D. PHYSICAL IMPACTS

Noise Impacts in the Approved EA/FONSI

The EA/FONSI and its associated Noise Study Report identified two noise barriers as being feasible and cost reasonable. The first noise barrier was located north of Ulmerton Road in the vicinity of Coral Way and the second noise barrier was located south of Ulmerton Road and east of 58th Street (Mariners Cove). Subsequent to the EA/FONSI, a 1995 noise study was conducted during a previous reevaluation to verify impacts and evaluate noise barriers. It also identified the two previous noise barriers as feasible and cost reasonable. In addition to the two noise barriers identified in the EA/FONSI, the 1995 noise study identified noise barriers at Ridge Grove Phase I (now Oak Ridge Apartments west of 113th Street) and Ridge Grove Phase II (now Oak Ridge Apartments east of 113th Street) as feasible and cost reasonable.

Status of the Noise Impacts Noted in the EA/FONSI

The Final Noise Study Technical Memorandum documents the following five locations where noise barriers were determined to be feasible and cost reasonable:

- **Leisure World (Mobile Home Park)** 3.05 m (10 ft) wall approximately 173.13 m (568 ft) long; nine mobile homes are predicted to benefit (i.e., experience a minimum insertion loss of 5 dBA) from this noise barrier yielding an average insertion loss (IL) of 6.6 dBA;

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

- **Ridge Grove Condominiums**, 4.27 m (14 ft) wall approximately 195.99 m (643 ft) long; 16 condominiums are predicted to benefit from this noise barrier yielding an average IL of 5.7 dBA;
- **Oak Ridge Apartments** (apartments west of 113th Street), 2.74 m (9 ft) wall approximately 174.96 m (574 ft) long; 18 apartments are predicted to benefit from this noise barrier yielding an average IL of 6.2 dBA;
- **Oak Ridge Apartments** (apartments east of 113th Street), 2.74 m (9 ft) wall approximately 192.02 m (630 ft) long; 20 apartments are predicted to benefit from this noise barrier yielding an average IL of 7.6 dBA;
- **Mariners Cove** (Mobile Home Park), 3.96 m (13 ft) wall approximately 161.85 m (531 ft) long; seven mobile homes are predicted to benefit from this noise barrier yielding an average IL of 7.6 dBA.

The following compares the 1995 noise study and identifies locations where the status of noise barriers has changed.

Leisure World - The approved build alternative analyzed in the 1995 noise study required acquisition of the first row residences. A noise barrier was not feasible because of the distance between the remaining residences and Ulmerton Road. The preferred alternative analyzed in the Noise Study Technical Memorandum does not require acquisition of the first row residences. For the preferred alternative, a noise barrier was determined to be feasible and reasonable at this location.

Ridge Grove Condominiums (formerly referred to as the Ridge Crossing Apartments in the 1995 noise study) - The 1995 noise study identified an existing 1.8 m (6 ft) wall as being replaced, but did not determine if noise abatement was feasible at this location. The 1.8 m (6 ft) wall would provide an insertion loss of less than 5 dBA. The Noise Study Technical Memorandum (April 2000) analyzed noise abatement at this location and documents that a noise barrier is feasible and cost reasonable.

Oak Ridge Apartments (formerly referred to as the Ridge Grove Condominiums in the 1995 noise study) - Consistent with the 1995 noise study, the Noise Study Technical Memorandum (April 2000) documents noise barriers as feasible and cost reasonable at the apartments west and east of 113th Street.

Mariners Cove - Consistent with the 1995 noise study, the Noise Study Technical Memorandum (April 2000) documents a noise barrier as feasible and cost reasonable at this location. However, the preliminary design plans show a large drainage ditch between Mariners Cove residences and Ulmerton Road. During design of the preferred alternative, construct ability and maintenance issues associated with placing the noise barrier along the southern ditch bank need further consideration. Additionally, Mariners Cove has been identified as a potential preferred pond site. If the pond site is incorporated into the final design and requires acquisition of the site, then the noise barrier at this location will need to be reconsidered.

Neighborhood at Coral Way - The approved build alternative analyzed in the 1995 noise study required the acquisition of commercial properties between the residences and Ulmerton Road. With this acquisition, residences would be adjacent to Ulmerton Road and since commercial driveways would be eliminated, a noise barrier would have been feasible and cost reasonable. The preferred alternative analyzed in the Noise Study Technical Memorandum (April 2000) does not require acquisition of the commercial properties. This reduced the number of residences affected by traffic noise and made a noise barrier not feasible because of the access drives associated with the commercial properties.

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

Noise Impacts in the Approved Type II CE

The Type II CE identified three noise sensitive sites: Carrington Place Convalescent Center, Bon Secours Maria Manor Nursing Home and Village Lake Condominiums. No outdoor use was identified for Carrington Place Convalescent Center or Bon Secours Maria Manor Nursing Home. Predicted interior noise levels did not approach or exceed the NAC. The Village Lake Condominiums were identified as approaching or exceeding the NAC. A noise barrier was not found to be warranted within the project limits.

Status of the Noise Impacts Noted in the Type II CE

The noise sensitive sites identified in the Type II CE are located outside the project limits of this Reevaluation.

Air Quality Impacts in the Approved EA/FONSI

The EA/FONSI identified the project as being in an air quality nonattainment area, which has transportation control measures in the State Implementation Plan (SIP), which was approved by the USEPA on June 15, 1981. FHWA determined that both the transportation plan and the transportation improvement program conformed to the SIP. FHWA determined that this project was included in the Pinellas County MPO Transportation Improvement Program (TIP) and conformed to the SIP. FHWA determined that this project was included in the Pinellas County MPO TIP for fiscal years 90/91 to 95-96. Therefore, pursuant to 23 CFR 770.9(2), this project conformed to the SIP.

Status of the Air Quality Impacts Noted in the EA/FONSI

The preferred alternative was subjected to an air quality-screening test. Predicted concentrations of carbon monoxide were below the 1-hour and 8-hour National Ambient Air Quality Standards (NAAQS). The project is in an area, which was redesignated as a maintenance area on February 5, 1996 for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is included in the urban area's current approved conforming TIP, which was signed by the Secretary of the FDOT on August 31, 1999. This project is included in the area's long range plan. This project is included in the area's Conformity Determination Report that was approved by the MPO on May 12, 1999 and FHWA/Federal Transit Administration (FTA) on September 30, 1999. This project's design concept and scope are the same as that which is found in the conforming plan and TIP.

Air Quality Impacts in the Approved Type II CE

The Type II CE stated that this project was in an air quality nonattainment area, which had transportation control measures in the SIP approved by the USEPA on June 15, 1981. The FHWA determined that this project was included in the Pinellas County MPO's TIP; therefore, pursuant to 23 CFR 770.9(c)(2), this project conformed to the SIP.

Status of the Air Quality Impacts Noted in the Type II CE

The preferred alternative was subjected to an air quality screening test. Predicted concentrations of carbon monoxide were below the 1-hour and 8-hour NAAQS. The project is in an area, which was redesignated as a maintenance area on February 5, 1996 for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is included in the urban area's current approved conforming TIP, which was signed by the Secretary of the FDOT on August 31, 1999. This project is included in the area's

ATTACHMENT "A"
Reevaluation for S.R. 688 (Ulmerton Road) and S.R. 686 (Roosevelt Boulevard)

long range plan. This project is included in the area's Conformity Determination Report that was approved by the MPO on May 12, 1999 and FHWA/FTA on September 30, 1999. This project's design concept and scope are the same as that which is found in the conforming plan and TIP.

Hazardous Material Impacts in the Approved EA/FONSI

As stated in the EA/FONSI and associated "Hazardous Waste and Petroleum Contamination Site Survey", 72 sites of known or suspected hazardous materials use, storage, or disposal were identified along the corridor. Further investigations were recommended at 34 of these sites where known or potential hazardous materials could impact the proposed roadway.

Status of the Hazardous Material Impacts in the EA/FONSI

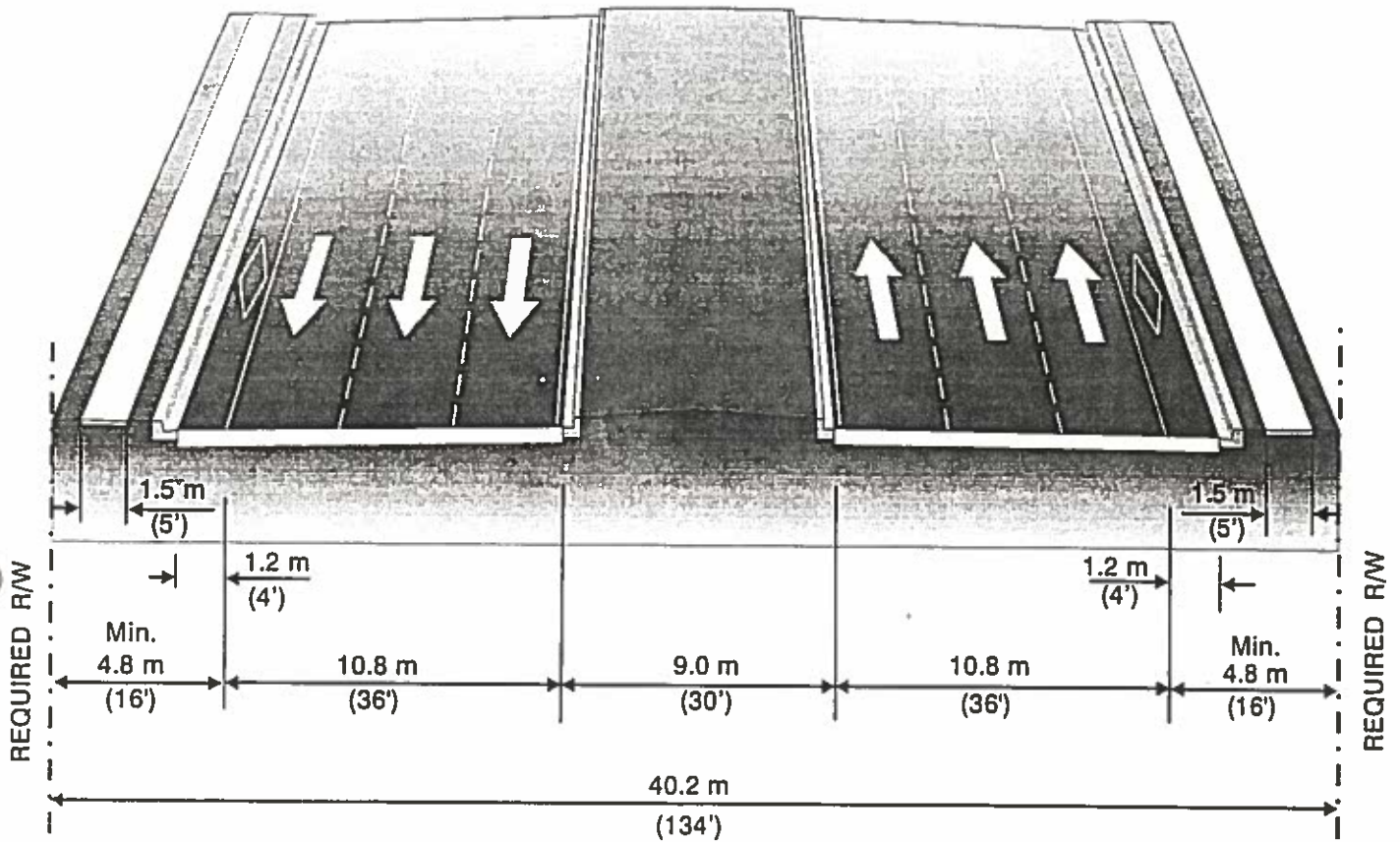
A computerized database search was used to identify registered facilities along the project corridor and at cross streets with proposed improvements. The results were cross referenced with the sites identified in the EA/FONSI. Also, the project area was visited in order to identify any sites that may not be registered or otherwise documented. There are 165 potential contamination facilities within the project limits. Further investigations are recommended during the projects' design phases at 22 sites.

Hazardous Material Impacts in the Approved Type II CE

As stated in the Type II CE, 42 potentially contaminated sites were identified along the project corridor. Further investigations were recommended for three of these sites.

Status of the Hazardous Material Impacts in the Type II CE

A computerized database search was used to identify registered facilities along the project corridor and at cross streets with proposed improvements. The results were cross referenced with the sites identified in the Type II CE. Also, the project area was visited in order to identify any sites that may not be registered or otherwise documented. There are four potential contamination facilities within the project limits, however further investigations are not recommended at these four sites.



80 km / h DESIGN SPEED
(50 MPH)

COREL: ULMERTON | REPORT PER SECT. 8 | FIG. 6-4 CDR | 9-27-99

APPLIES TO: Alternative 1
Ulmerton Road - Segments A, B, C, & D (East of 119th Street to East of the Eastern Roosevelt Boulevard Interchange)

APPLIES TO: Alternative 3R
Ulmerton Road - Segments A, B, & D

FLORIDA DEPARTMENT OF TRANSPORTATION

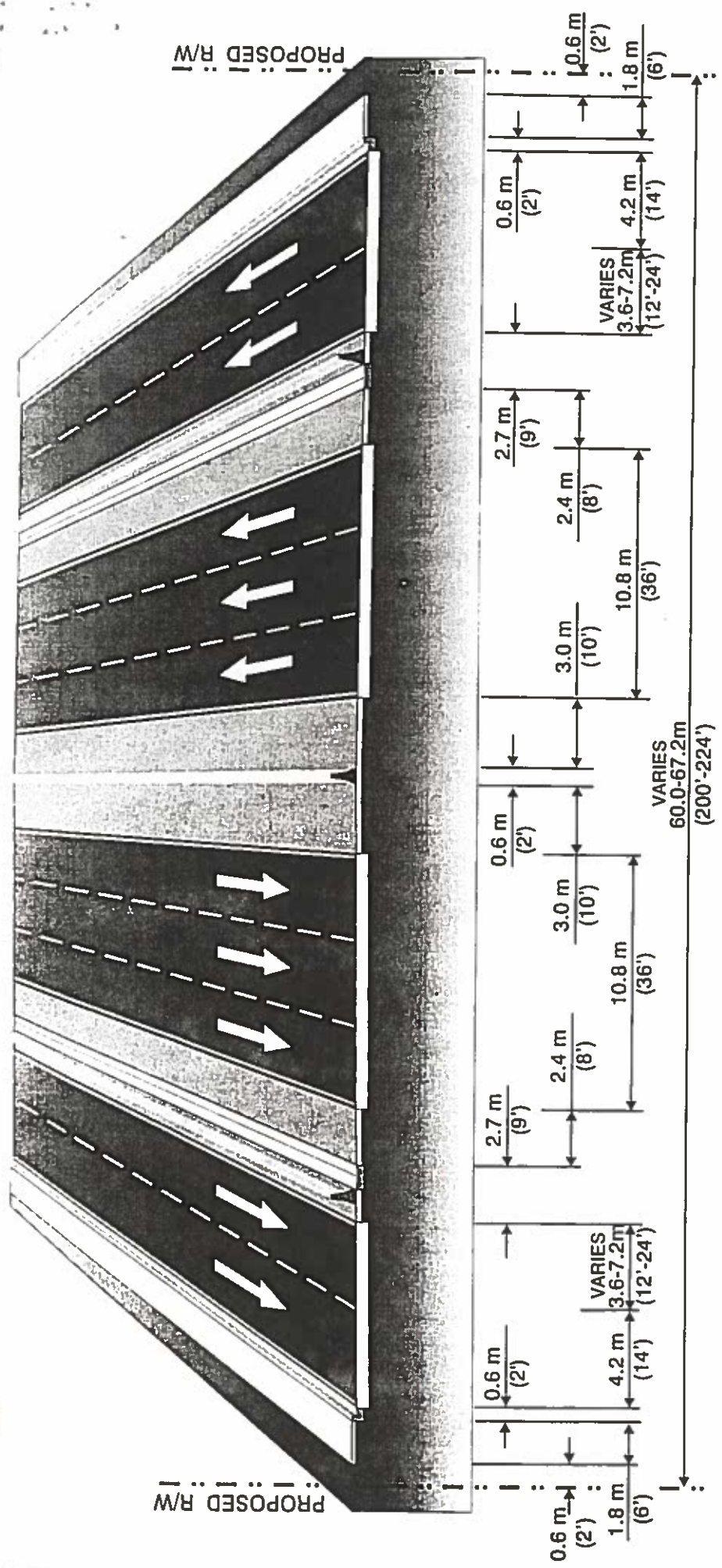
ULMERTON ROAD (S.R. 688)
PD&E STUDY REEVALUATION
From 119th Street to I-275
Pinellas County, Florida

**PROPOSED ROADWAY
TYPICAL SECTION 1**

WPI SEG. NO. 257110 1
CAD NO. Y8 - 1102/731

PROPOSED R/W

PROPOSED R/W



APPLIES TO:

Segments A, B, C, & D - Ulmerton Road - Lake Avenue to the Eastern
Roosevelt Boulevard Interchange

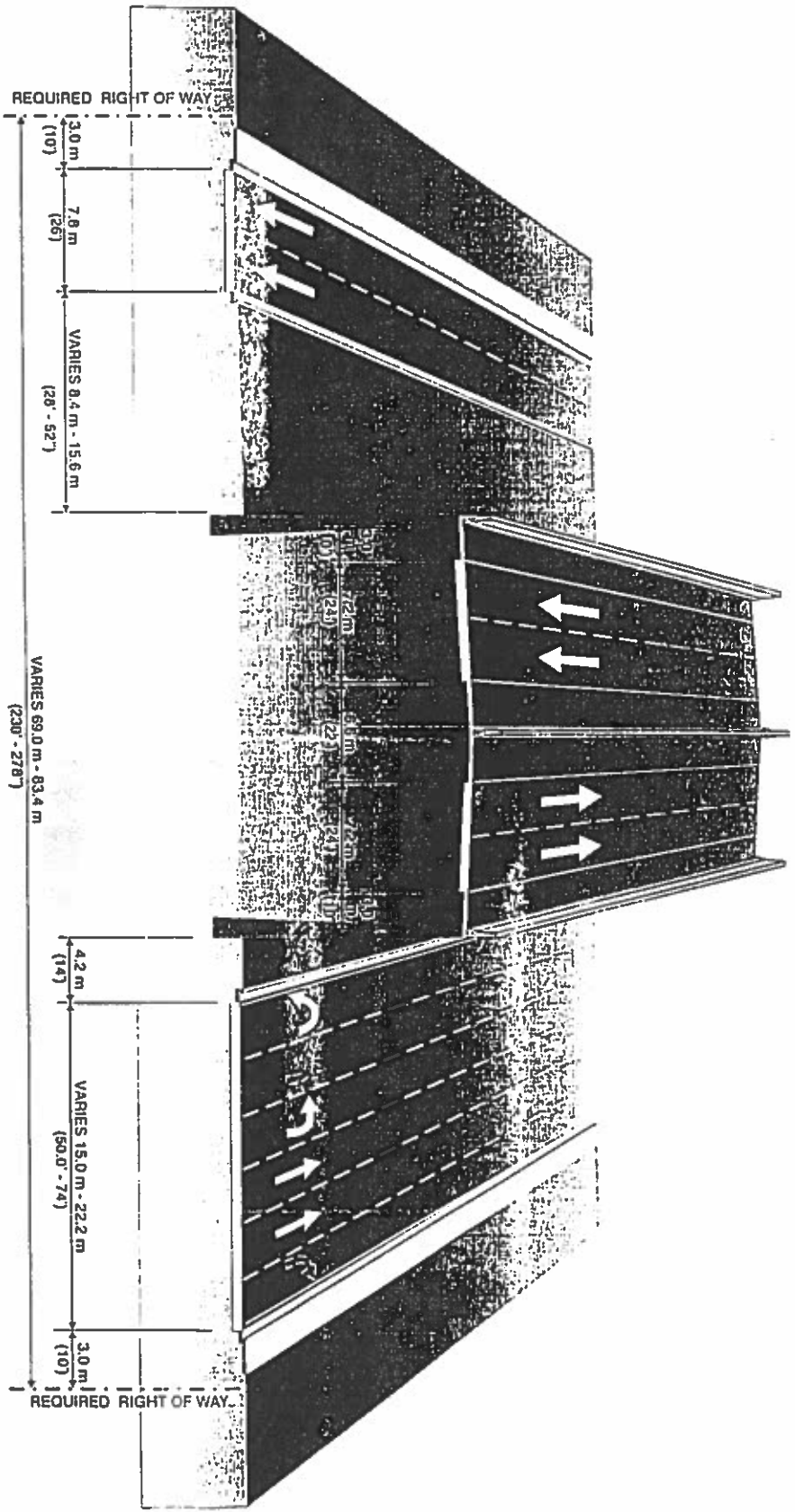
FLORIDA DEPARTMENT OF TRANSPORTATION

ULMERTON ROAD (S.R. 688)
PD&E STUDY REEVALUATION
From 119th Street to I-275
Pinellas County, Florida

PREVIOUSLY APPROVED
TYPICAL SECTION S.R. 688
SIX-LANE EXPRESSWAY

WPI/SEG. NO. 257/NO. 1
F&P NO. XA-1394(23)

FIGURE 8-2A



APPLIES TO:

Segment B - Interchanges at:
 113th St. N.
 Seminole Blvd. (All. U.S. 19)

FLORIDA DEPARTMENT OF TRANSPORTATION

ULMERTON ROAD(S.R. 688)

PD&E STUDY REEVALUATION

From 119th Street to I-275

Pinellas County, Florida

PREVIOUSLY APPROVED
 TYPICAL SECTION S.R. 688
 FOUR LANE EXPRESSWAY
 INTERCHANGE

DATE: 07/2011

FIGURE 8-11