

**Florida Department of Transportation
PROJECT REEVALUATION**

I. GENERAL INFORMATION (originally approved document)

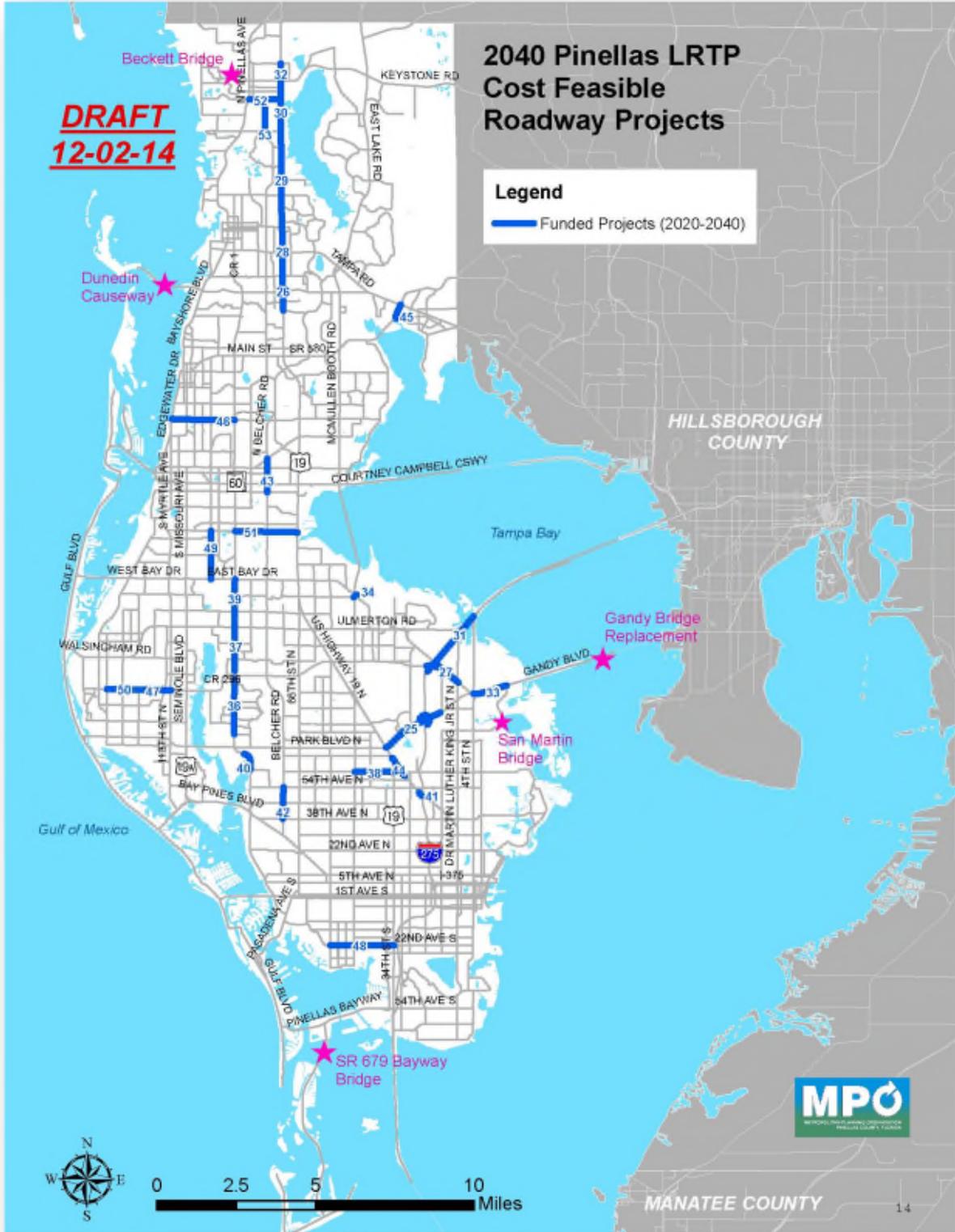
- a. Reevaluation Phase: Right of Way Reevaluation
- b. Document Type and Date of Approval: DEIS/Finding of No Significant Impact (DEIS/FONSI) May 7, 1990. (see page A-1)
- c. Project Numbers: WPIS#256774-1; WPI#7116893 FFD-185-1(46)
SPN#15150-1569 Federal Aid Project No. (FAP)
- d. Project Local Name, Location and Limits: State Road (SR) 55 (US 19) from SR 694 (Gandy Boulevard) in Pinellas County to SR 595 (Alternate US 19) in Pasco County, Florida.(see page A-2)
- e. Segments of Highway Being Advanced: Roadway Segment One: WPIS No. 256774-2/ SR 55 (US 19) from north of SR 580 (Main St.) to Northside Drive. Roadway Segment two: WPIS No. 256774-3/SR 55 (US 19) from Northside Drive to north of CR 95. (see page A-3)
- f. Project Segment Planning Consistency:

Plan Consistency for Projects 256774-2 and 3					
Currently Adopted LRTP	Pinellas County Metropolitan Planning Organization (MPO) Pinellas Transportation Plan, Pinellas County 2040 (LRTP) adopted December 10, 2014, showing committed funding for the project.				
Y/N	Yes				
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments
Right of Way	Pinellas County MPO TIP Amended November 12, 2014 Pages 3-10 and 11	STIP Approved by FHWA September 30, 2014 Current STIP Report Used	\$5,313,100	TIP FY 2015-2016 STIP FY 2015-2016	Plan Consistency Completed

- g. Name of Analyst: Robin Rhinesmith

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MPO 2040 Pinellas L RTP



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II. CONCLUSION AND RECOMMENDATION

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

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

REVIEWER SIGNATURE BLOCK


_____ 9, 3, 2015
District Representative Date

III. FHWA CONCURRENCE BLOCK


_____ 9, 8, 2015
Federal Highway Administration, Division Administrator Date

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Transportation Improvement Plan (TIP) – 256774 - 2 and 3

STIP Report

Selection Criteria	
Approved STIP County/MPO Area: Pinellas Related Items Shown	Detail Report Financial Project: 256774 _

HIGHWAYS								
Item Number: 256774 2		Project Description: US 19 (SR 55) FROM N OF SR 580(MAIN ST) TO NORTHSIDE DR						
District: 07		County: PINELLAS		Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.		Project Length: 1.028MI		
Extra Description: RECONSTRUCT US 19 WITH FRONTAGE ROADS, GOES WITH SEGMENT 3								
Phase / Responsible Agency		Fiscal Year						
		<2015	2015	2016	2017	2018	>2018	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	LF - LOCAL FUNDS						4,485,000	4,485,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	CM - CONGESTION MITIGATION - AQ					1,173,560		1,173,560
	DDR - DISTRICT DEDICATED REVENUE					26,476,706		26,476,706
	SU - STP, URBAN AREAS > 200K					22,706,263		22,706,263
Phase: CONSTRUCTION Totals:						50,356,529		50,356,529
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	DIS - STRATEGIC INTERMODAL SYSTEM	54,812						54,812
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	BRRP - STATE BRIDGE REPAIR & REHAB	104						104
	DDR - DISTRICT DEDICATED REVENUE	2,970						2,970
	DEMW - ENVIRONMEN MITIGATION-WETLANDS	657						657
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	42,526						42,526
	DS - STATE PRIMARY HIGHWAYS & PTO	30,243						30,243
	DS - STATE PRIMARY HIGHWAYS & PTO	95,241						95,241
	SA - STP, ANY AREA	882,611						882,611
	SU - STP, URBAN AREAS > 200K	3,885,136						3,885,136
Phase: PRELIMINARY ENGINEERING Totals:		4,939,488						4,939,488
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	SU - STP, URBAN AREAS > 200K				5,313,100			5,313,100
Item: 256774 2 Totals:		4,994,300			5,313,100		54,841,529	65,148,929
Item Number: 256774 3		Project Description: US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95						
District: 07		County: PINELLAS		Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT		Project Length: 1.282MI		
Extra Description: RECONSTRUCT US 19 WITH FRONTAGE ROADS, GOES WITH SEGMENT 2								
Phase / Responsible Agency		Fiscal Year						
		<2015	2015	2016	2017	2018	>2018	All Years
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	UNFUNDED						4,485,000	4,485,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	UNFUNDED						52,092,587	52,092,587
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	TOTAL OUTSIDE YEARS	6,132,098						6,132,098
Item: 256774 3 Totals:		6,132,098					56,577,587	62,709,685
Project Totals:		11,126,398			5,313,100		111,419,116	127,858,614
HIGHWAYS Totals:		11,126,398			5,313,100		111,419,116	127,858,614
Grand Total:		11,126,398			5,313,100		111,419,116	127,858,614

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IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

A. SOCIAL IMPACTS:	YES/NO	COMMENTS
1. Land Use Changes	() (X)	_____
2. Community Cohesion	() (X)	_____
3. Relocation Potential	(X) ()	<u>See Page 7</u>
4. Community Services	() (X)	_____
5. Title VI Consideration	() (X)	_____
6. Controversy Potential	() (X)	_____
7. Utilities & Railroads	() (X)	_____
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)	_____
C. NATURAL ENVIRONMENT:		
1. Wetlands	() (X)	_____
2. Aquatic Preserves	() (X)	_____
3. Water Quality	() (X)	_____
4. Outstanding Florida Waters	() (X)	_____
5. Wild and Scenic Rivers	() (X)	_____
6. Floodplains	() (X)	_____
7. Coastal Zone Consistency	() (X)	_____
8. Coastal Barrier Islands	() (X)	_____
9. Wildlife and Habitat	() (X)	_____
10. Essential Fish Habitat	() (X)	_____
11. Farmlands	() (X)	_____
12. Visual/Aesthetics	() (X)	_____
D. PHYSICAL IMPACTS:		
1. Noise	(X) ()	<u>See Page 9</u>
2. Air	() (X)	_____
3. Construction	() (X)	_____
4. Contamination	(X) ()	<u>See Page 9</u>
5. Navigation	() (X)	_____

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

The Federal Highway Administration (FHWA) approved the Draft Environmental Impact Statement (DEIS)/Finding of No Significant Impact (FONSI) for the US 19 (SR 55) Project Development and Environment (PD&E) Study on May 7, 1990. The FHWA determined that the project's class of action would be classified as a FONSI following the PD&E study's public hearing process. Within these two segments that constitute this Right of Way Reevaluation, the original PD&E Study's preferred alternative included six through lanes with two lanes of one-way frontage road in each direction, new overpasses at the proposed Michigan Boulevard Extension and Northside Drive, with a new interchange at Curlew Road. For the overpass proposed at Michigan Avenue, a northbound exit ramp from US 19 to Michigan Avenue and a southbound entrance ramp from Michigan Avenue to US 19 were to be provided.

In 2007, FDOT conducted a study to develop the conceptual design and complete the traffic operational analysis for the upgrading of the US 19 arterial that included the segments being advanced with this Reevaluation. This study recommended that US 19 be reconstructed as a 6-lane controlled access facility with one-way frontage roads and further supported that the two overpasses at the Michigan Boulevard Extension and Northside Drive be replaced with a single overpass located near Winding Creek Boulevard. The interchange at Curlew Road is to be provided as proposed in the original PD&E Study.

The current Phase II design plans submittal (dated September 2014) for the segments being advanced with this Reevaluation have been reviewed and compared to the previous PD&E Study concept plans.

The current design consists of a 6-lane controlled access facility with 2-lane one-way frontage roads in each direction, which is consistent with the previous PD&E Study concepts. Access ramps to the frontage roads are being provided in all four quadrants of the overpass. The design plans reduced frontage roads to 1-lane where access ramps are provided; however, in these instances, the ramps provide the second lane. Frontage roads were reduced to one lane to reduce right-of-way impacts and the proposed reductions were modeled in CORSIM. No problems were noted in the analyses or simulations. For all locations where a single frontage lane is provided, the projected 2040 volumes on the frontage roadways are low enough to be accommodated on a single lane. The current design plans also replace the overpasses at the Michigan Boulevard Extension and Northside Drive with a single overpass near Winding Creek Boulevard. In the original PD&E study, overpasses were proposed at a future Michigan Ave. extension and at Northside Drive. The overpass at Michigan Ave. provided access ramps in all four quadrants from the frontage roads to US 19. The overpass at Northside Drive did not provide access ramps between the frontage roads and US 19. In the current design access ramps are being provided to and from the frontage roads in all four quadrants at the proposed overpass near Winding Creek Blvd. An interchange is still planned to be constructed for the Curlew Road intersection, which is consistent with the PD&E Study concepts. Other than the change to a single overpass noted above, there are no other major design changes compared to the previous PD&E Study concept

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plans. The proposed interchange at US 19 and Curlew Road is not subject to the preparation of an IJR. The FDOT will be having an informal plans review workshop for the two design segments later this year. The outcome of that event will be addressed in the future Construction Authorization Reevaluation for the two projects.

ROW changes relate to the provision of stormwater management facility (SMF) ponds on new ROW since the DEIS/FONSI concepts did not indicate any SMF or FPC locations, as well as a corner clip at Curlew Road. Approximately 10.12 acres of new ROW is required to construct the project. Overall, the mainline related ROW needs have been reduced when compared to the previous PD&E Study. Relocations are required for design segment WPIS No. 256774-2. SMF 1 is an existing residential property and SMF 2S is an existing commercial property. No relocations are required for WPIS No. 256774-3 SMFs 2N or 3N/3S.

The current design (September 2014) calls for the construction of four SMF ponds. The WPIS No. 256774-2 project includes two new SMFs (SMF 1 and SMF 2S). The project will also modify the existing FDOT SMF located on Evans Road within the existing pond ROW. The WPIS No. 256774-3 project includes two new SMFs (SMF 2N and SMF 3N/3S). All SMF locations have been evaluated for threatened and endangered species, cultural resource and hazardous materials/contamination involvement. They are all included in the ACOE and SWFWMD permit submittals so threatened and endangered species involvement was evaluated as part of preparing the permit packages. Evidence of the state-listed gopher tortoise (*Gopherus polyphemus*) was observed in SMF 2N by the presence of two active burrows. Per FFWCC guidelines, a final survey will be performed prior to construction and all gopher tortoises will be relocated from the pond site in accordance with FDOT's standard operating procedures. No other threatened or endangered species were observed within the project limits. A Cultural Resources Assessment Survey (CRAS) Technical Memorandum Stormwater Management Facility Sites (SMF) and Historic Resources Survey Update (HRSU) was prepared. This CRAS included both design segments including the SMF locations that are addressed in this Reevaluation. FHWA concurred with the CRAS conclusions on April 21, 2014, and SHPO concurrence of the conclusions was received April 25, 2014. The CSERs prepared for both design segments also evaluated the SMF locations. Based on the CSERs rating results, one of the SMF locations is to undergo future field testing for any contamination or hazardous materials involvement. The outcome of that future field testing will be documented in the projects' construction reevaluation.

Project Limits:

The two design segments being advanced with this Right of Way Reevaluation are described as follows:

- Segment One – US 19 (SR 55) from North of SR 580 (Main Street) to Northside Drive
Status: Phase II Design Complete;

- Segment Two – US 19 (SR 55) from Northside Drive to North of CR 95
Status: Phase II Design Complete.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

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A. Mitigation Status

Wetland and surface water systems were limited along the two project segments due to the urban conditions along the corridor. Wetlands and surface waters with potential to be impacted by the proposed improvements were inventoried within the entire project corridor and quantified in the 1988 Permit Coordination Report. A total of forty-seven systems were identified within all segments. The forty-seven locations included twenty-nine drainage ditches, five retention ponds, ten wetlands adjacent to the roadway, and three navigable waterways with bridge crossings. A total of 4.10 acres of wetland and surface water impacts were identified in the FONSI (1990).

Because the project is located in a highly-urbanized area and is mainly confined within the existing right-of-way, substantial impacts to jurisdictional waters are not anticipated.

Status: The current Reevaluation covers two project design segments. Both project segments require permit coordination with the (state) Southwest Florida Water Management District (SWFWMD) and (federal) US Army Corps of Engineers (USACE) regulatory agencies. Jurisdictional determinations for each agency differ. Based on a review of the Phase II plans (September 2104) anticipated wetland impacts include the following:

SWFWMD Jurisdiction: *Currently, there are 0.03 acres of Surface Water (SW) (i.e. Curlew Creek and associated branches) and 0.94 acre of Other Surface Water (OSW) impacts associated with the two design segments being advanced with this Reevaluation. Impacts to the 0.03 acres of the remnants of Curlew Creek (SWs 9, 10 and 27) and the two adjacent branches (SWs 13, 21 and 26) are considered de minimis as all linear features have been previously impacted through channelization and rip-rap installation. The Environmental Resource Permit (ERP) application was submitted to the SWFWMD on February 20, 2015.*

USACE Jurisdiction: *The USACE permit application was approved on March 18, 2015 as a Nationwide Permit #41 No mitigation was required to fill 0.52 acres of roadside swales.*

B. Commitment Compliance

Manatees

Due to the suitable habitat and potential for manatee involvement, a mitigation plan in accordance with the Florida Manatee Act will be implemented as part of the recommended action.

Status: There is no manatee habitat located in the segments being advanced with this Reevaluation. Therefore, manatee protection measures are not included in the design plans.

Maintenance of Traffic

Maintenance of traffic throughout the project corridor will be given special consideration. Access to major traffic generators such as businesses and residences will be provided.

Status: Traffic control plans have been included in the Phase II plans (September 2104), which include adequate access to major traffic generators, such as businesses and residences. Otherwise, for MOT activities, the FDOT's contractor will adhere to all appropriate sections of the Standard Specifications for Road and Bridge Construction, which includes provisions to maintain access to adjacent properties during construction (Section 102).

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Hazardous Waste

Any hazardous waste sites discovered during design or construction will be investigated by the Florida Department of Environmental Protection (FDEP) and appropriate clean-up measures will be taken prior to continuation of work in the area.

Status: The FDEP was cited in the FONSI text as it was most likely the responsible state agency having the responsibility to handle contamination and hazardous materials issues. Contamination Screening Evaluation Reports (CSER) were prepared for the northern design segment 256774-3/ US 19 (SR 55) from Northside Drive to North of CR 95 and for the southern design segment 256774-2/ US 19 (SR 55) from North of SR 580 (Main Street) to Northside Drive. For the northern segment, the CSER identified twenty-five (25) facilities/sites were identified and given the following risk rankings: three (3) "High", five (5) "Medium", eleven (11) "Low", and six (6) sites ranked "No". For the southern segment, the CSER identified twenty-one (21) facilities/sites which were given the following risk rankings: one (1) "High", two (2) "Medium", twelve (12) "Low", and six (6) sites ranked "No". Both CSERs also evaluated all of the proposed SMF location including the selected sites. For the sites ranked "High", an active petroleum cleanup is underway; for the sites ranked "Medium", the petroleum cleanup has been completed. Overall, for the four (4) total sites ranked "High" and the seven (7) sites ranked "Medium", a Level 2 field screening is planned to determine if construction activities could be affected within the vicinity of these sites. For some of the "High" ranked sites, they are undergoing a cleanup processes which is not being handled by the FDOT as the parcels are privately owned locations where the property owner is responsible for undertaking the clean up actions. Where necessary, the design plans will be marked up to indicate where the FDOT's CAR contractor will handle any needed contamination and/or hazardous materials removal activities.

Historic and Archaeological

Any historic or archeological remains encountered will cause stoppage of contractors until the proper action is taken by the State Division of Archives, History and Records Management and the Bureau of Historic sites and Properties (now the Division of Historical Resources, also known as the State Historic Preservation Officer [SHPO]).

Status: No historic or archaeological sites listed or eligible for listing in the National Register of Historic Places (NRHP) are located within the two segments being advanced with this Reevaluation. The Cultural Resources Assessment Survey (CRAS) Technical Memorandum Stormwater Management Facility Sites (SMF) and Historic Resources Survey Update (HRSU) was prepared in February 2014 and submitted to the Federal Highway Administration (FHWA). This CRAS included both design segments and their selected SMF locations that are addressed in this Reevaluation. FHWA concurred on April 21, 2014, and SHPO concurrence was received April 25, 2014.

Noise Commitment Compliance

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

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- 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 lands has been noted.
- Safety and engineering aspects, as related to the roadway user and the adjacent property owners have been reviewed; and
- Any other mitigation circumstances found in Section 17-4.6.1 of the PD&E Manual have been analyzed.

Status: Because of the elapsed time since the original noise analysis (PD&E Noise Report, June 1988) was completed, an updated traffic noise analysis is being conducted. The updated traffic noise analysis will be performed in fulfillment of the amended Title 23 Code of Federal Regulations Part 772 (effective July 13, 3011) using the latest version of the Traffic Noise Model (TNM). The findings of this analysis will be documented in a Noise Study Report Update (NSRU). A summary of the NSRU results will be documented in the projects' future Construction Authorization Reevaluation.

Construction Noise

Construction noise will be controlled as specified in Section 4.0 (of the approved FONSI).

Status: During the construction phase of the project, short-term noise may be generated by stationary and mobile construction equipment. The construction noise will be temporary at any location and will be controlled by adherence to the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction. Due to the existing commercial land uses along these two project segments construction noise impacts are not expected.

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Stormwater Management Plan

The development of a stormwater management plan will be a major element of the final design of this project. The plan will be developed during the preliminary engineering phase of the final design contracts and provided to FDEP and to SWFWMD for conceptual approval. Permits will be obtained from SWFWMD, FDEP, and the USACE for approval and monitoring of stormwater and dredge and fill activities.

Status: FDOT has designed stormwater system that is in compliance with the design standards required by SWFWMD, including performance standards in accordance with Chapter 62-40, Florida Administrative Code (F.A.C.). An Environmental Resource Permit application has been submitted to SWFWMD and a permit will be issued before construction begins. A permit has also been approved by the USACE (see permit status discussion below).

Transit Commitment Compliance

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(s) of this project.

Status: Coordination is ongoing for the provision of bus stops.

VII. PERMIT STATUS

The following list provides the status of environmental permits required by each regulatory agency for the segment being advanced by this Reevaluation:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Permit Individual Permit Application # 708717	Application submitted February 20, 2015
USACE	Nationwide Permit (NWP) #41 SAJ-2003-07123(NW-GGL)	Issued/Approved
FDEP	Stormwater Discharge from Large and Small Construction (replaces National Pollution Discharge Elimination System [NPDES])	Issued 48 hours prior to construction

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ATTACHMENT A-1

scan

2567741

Federal Highway Administration
Region Four

ADMINISTRATIVE ACTION
FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation
Federal Highway Administration

and

Florida Department of Transportation

State Project Number: 15150-1565
Federal Project Number: FFD-185-1(46)
Work Program Number: 7116860

U.S. Highway 19 (State Road 55) from Gandy Boulevard (State Road 694) in Pinellas County to Alternate U.S. 19 (State Road 595) in Pasco County, Florida.

This project consists of upgrading 24.6 miles of U.S. 19 from a 4- and 6-lane at-grade arterial to a 6- and 8-lane controlled access expressway. There are 12 major interchanges, 13 overpasses/minor interchanges, and 6 grade separations planned in this section of U.S. 19.

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

5/7/90
Date

Beth W. Blackman
Division Administrator
Federal Highway Administration

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

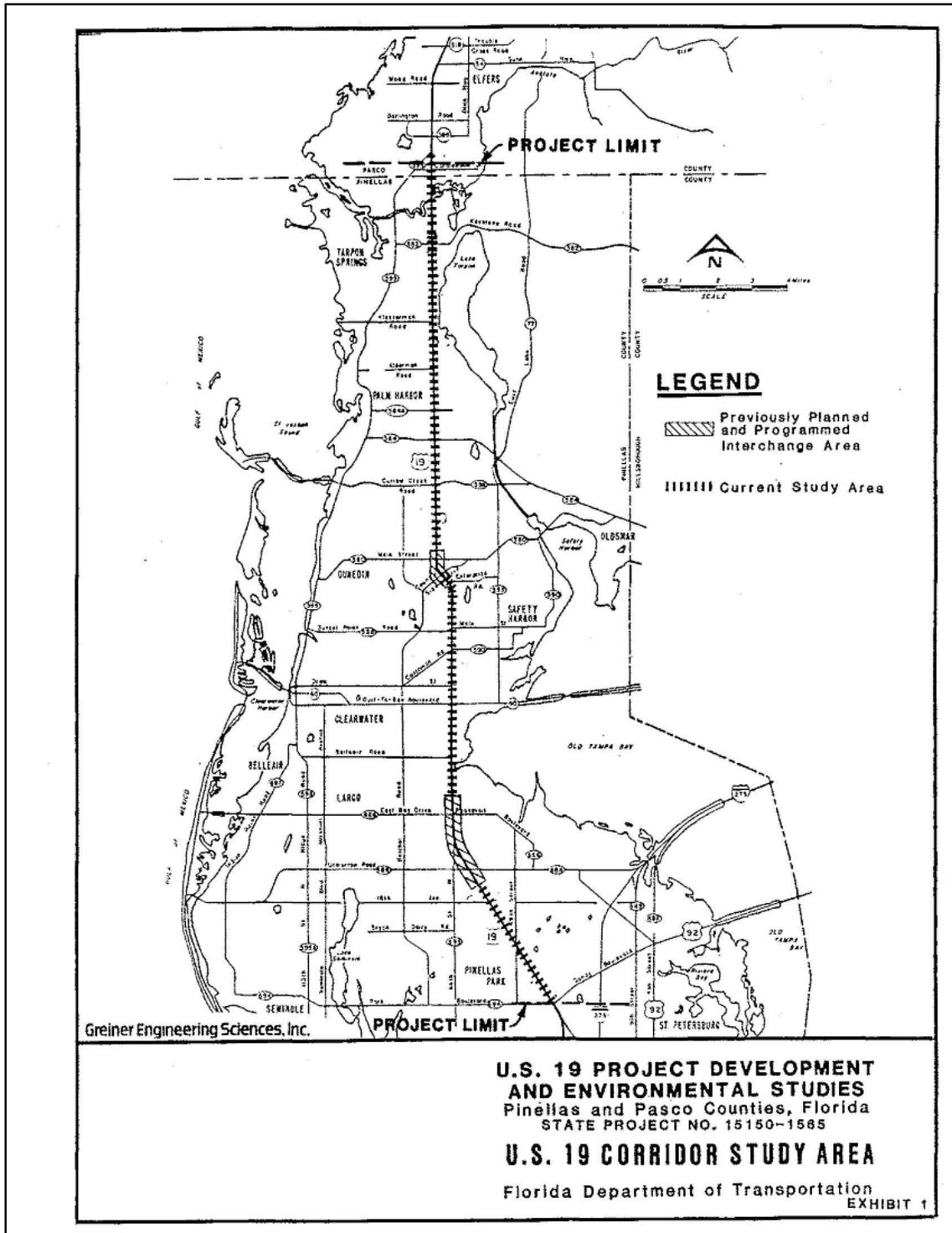
81
103

U.S. Highway 19 is the only continuous north-south general land service highway serving the populous west coast of the Pinellas/Pasco County area. The Florida Department of Transportation proposes to improve U.S. 19 (SR 55) from Gandy

109-111
119-120

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ATTACHMENT A-2



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ATTACHMENT A-3

