

**Florida Department of Transportation
PROJECT REEVALUATION**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Advance to Construction Authorization
- b. Document Type and Date of Approval: Environmental Assessment/Finding of No Significant Impact (EA/FONSI) May 7, 1990, as updated by the Advance to Right-of-Way (ROW) Reevaluation approved on May 3, 2006.
- c. Project Numbers: 15150-1565 FFD-185-1(46) 256774 1
 State Federal-Aid Financial Project
- d. Project Local Name, Location and Limits: State Road (S.R.) 55 (U.S. 19) from S.R. 694 (Gandy Boulevard) in Pinellas County to S.R. 595 (Alternate U.S. 19) in Pasco County, Florida.
- e. Segment of Highway Being Advanced: S.R. 55 (U.S. 19) from Whitney Road to south of Seville Boulevard and S.R. 55 (U.S. 19) from south of Seville Boulevard to north of S.R. 60; Financial Project Number (FPN): 256881 1; Federal Aid Project Number: 1851 113 P and (FPN) 256881 2, Federal Aid Project Number not assigned yet.
- f. Name of Analyst: Roberto G. Gonzalez

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 Code of Federal Regulations (CFR) 771 or the *Project Development and Environment (PD&E) 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 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



Environmental Administrator

3 / 23 / 09

Date

III. FHWA CONCURRENCE BLOCK



FHWA Urban Transportation Engineer

4 / 30 / 09

Date

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IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

A. NATURAL ENVIRONMENT	YES/NO	COMMENTS
1. Air Quality	() (X)	<u>See Attachment A</u>
2. Coastal and Marine	() (X)	<u>See Attachment A</u>
3. Contamination Sites	() (X)	<u>See Attachment A</u>
4. Farmlands	() (X)	<u>See Attachment A</u>
5. Floodplains	() (X)	<u>See Attachment A</u>
6. Infrastructure	() (X)	<u>See Attachment A</u>
7. Navigation	() (X)	<u>See Attachment A</u>
8. Special Designations	() (X)	<u>See Attachment A</u>
9. Water Quality/Quantity	() (X)	<u>See Attachment A</u>
10. Wetlands	() (X)	<u>See Attachment A</u>
11. Wildlife and Habitat	() (X)	<u>See Attachment A</u>
B. CULTURAL IMPACTS		
1. Historic/Archaeological	() (X)	<u>See Attachment A</u>
2. Recreation Areas	() (X)	<u>See Attachment A</u>
3. Section 4(f) Potential	() (X)	<u>See Attachment A</u>
C. COMMUNITY IMPACTS		
1. Aesthetics	() (X)	<u>See Attachment A</u>
2. Economics	() (X)	<u>See Attachment A</u>
3. Land Use	() (X)	<u>See Attachment A</u>
4. Mobility	() (X)	<u>See Attachment A</u>
5. Relocation	() (X)	<u>See Attachment A</u>
6. Social	() (X)	<u>See Attachment A</u>
D. OTHER IMPACTS		
1. Noise	() (X)	<u>See Attachment A</u>
2. Construction	() (X)	<u>See Attachment A</u>

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CORRIDOR PROJECTS STATUS UPDATE

FDOT is improving U.S.19 from S.R. 694 (Gandy Boulevard), Pinellas County, to Alternate U.S. 19 (S.R. 595) in Pasco County. The study corridor includes the following design segments.

1. FPN: 257070 1
Federal Aid Project Number: 1469 005 U
Project Limits: S.R. 55 (U.S. 19) from north of 49th Street to south of 126th Avenue; included 118th Avenue interchange.
Current Status: Under construction
2. FPN: 256957 1
Federal Aid Project Number: N/A
Project Limits: S.R. 55 (U.S. 19) from north of S.R. 60 to CSX railroad crossing (south of Northeast Coachman Road).
Current Status: Construction complete
3. FPN: 256881 1
Federal Aid Project Number: 1851 113 P
Project Limits: S.R. 55 (U.S. 19) from north of Whitney Road to south of Seville Boulevard.
Current Status: **This segment is the subject of this Advance to Construction Reevaluation**
4. FPN: 256881 2
Federal Aid Project Number: Not assigned yet
Project Limits: S.R. 55 (U.S. 19) from south of Seville Boulevard to north of S.R.60.
Current Status: **This segment is the subject of this Advance to Construction Reevaluation**
5. FPN: 256888 1
Federal Aid Project Number: N/A
Project Limits: S.R. 55 (U.S. 19) from south of Northeast Coachman Road to north of Sunset Point Road.
Current Status: Construction complete

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|-----|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. | FPN:
Federal Aid Project Number:
Project Limits: | 256890 1
FL 63 007 R
S.R. 55 (U.S. 19) from north of
Sunset Point Road to south of
Countryside Boulevard; includes
Enterprise Road interchange.
ROW acquisition beginning |
| | Current Status: | ROW acquisition beginning |
| 7. | FPN:
Federal Aid Project Number:
Project Limits: | 256562 1
F 185-1 (38)
S.R. 55 (U.S. 19) from south of
Countryside Boulevard to north of
S.R. 580. |
| | Current Status: | Construction Complete |
| 8. | FPN:
Federal Aid Project Number:
Project Limits: | Not assigned
Not assigned
S.R. 55 (U.S. 19) from north of S.R.
580 to north of C.R. 95. |
| | Current Status: | Unfunded |
| 9. | FPN:
Federal Aid Project Number:
Project Limits: | Not assigned
Not assigned
S.R. 55 (U.S. 19) from north of C.R.
95 to north of Nebraska Avenue. |
| | Current Status: | Unfunded |
| 10. | FPN:
Federal Aid Project Number:
Project Limits: | Not assigned
Not assigned
S.R. 55 (U.S. 19) from north of
Nebraska Avenue to south of
Timberland Road. |
| | Current Status: | Unfunded |
| 11. | FPN:
Federal Aid Project Number:
Project Limits: | Not assigned
Not assigned
S.R. 55 (U.S. 19) from south
Timberland Road to south of Lake
Street. |
| | Current Status: | Unfunded |
| 12. | FPN:
Federal Aid Project Number:
Project Limits: | Not assigned
Not assigned
S.R. 55 (U.S. 19) from south of Lake
Street to the Pinellas Trail. |
| | Current Status: | Unfunded |

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

The Federal Highway Administration (FHWA) approved the EA/FONSI for the S.R. 55 (U.S. 19) Corridor Project Development and Environment (PD&E) Study on May 7, 1990. A Design Alternatives Report for the corridor was prepared to further document the preferred alternative (April 1986 and its addendum dated February 1988). For the segments being advanced by this reevaluation, the preferred alternative proposed a six-lane mainline typical section (three in each direction) with two-lane, one-way frontage roads on each side.

Between the approval of the FONSI and initiation of the design phase for this corridor, FDOT conducted a Feasibility Study to determine correct placement for overpasses along U.S. 19 (U.S. 19 Sub Corridor Report [*U.S. 19 Whitney to S.R. 60 Interchange Feasibility Study*, May 2004]). This Feasibility Study reviewed the construction of operational improvements and design considerations for several overpasses as part of the overall improvement plan for U.S. 19, including elimination of the proposed U.S. 19 overpass at Nursery Road and the addition of a proposed U.S. 19 overpass at Seville Road. These concepts were developed to minimize ROW needs in the corridor. These concepts were evaluated in the Advance to ROW Reevaluation for the project segments of S.R. 55 (U.S. 19) from north of Whitney Road to south of Seville Boulevard and from south of Seville Boulevard to north of S.R. 60, which was approved by FHWA on May 3, 2006.

The current Phase III design plans, dated July 9, 2008, for the segments being advanced with this reevaluation have been reviewed and compared to the concept approved in the 1990 FONSI and the 2006 Advance to ROW Reevaluation. The current design is consistent with the previous environmental documents; therefore, there is no change in status.

The current design (July 2008) calls for the construction of three ponds, SMF-1 (associated with 256881-1) and SMF-1-S, SMF-1-N, and SMF-2 (associated with 256881-2). SMF-1 is located at the northeast corner of U.S. 19 and 3rd Street. SMF-1-N is located at the northwest corner of U.S. 19 and Druid Road. SMF-1-S is located at the southwest corner of U.S. 19 and Druid Road. SMF-2 is located at the southwest corner of U.S. 19 and S.R. 60. These ponds are consistent with those identified in the previous reevaluation.

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VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

Mitigation

Based on a review of the Phase III plans and conversations with the design project managers, anticipated wetland impacts include 0.52 acres in segment 256881-1 and 0.65 acres in segment 256881-2. Wetland impacts will be mitigated using *Chapter 373.4137 Florida Statute* (F.S.). Permits from the Southwest Florida Water Management District (SWFWMD) have been issued. Permit coordination with the U.S. Army Corps of Engineers (USACE) is currently underway.

Commitments

Wetlands

The bottomland hardwood forest and cypress wetland communities are anticipated to provide flood control and habitat for a variety of wildlife including marsh birds and mammals. Valuable habitats are limited along the corridor due to the urban nature of the existing facility. Some of these wetlands are dominated by invader species along the edges, (i.e., willow, shrub, and saltbush).

These existing communities are anticipated to require less mitigation than the more valuable wetlands. All mitigation is proposed at a 1:1 ratio for a total of 4.10 acres. The existing communities have been impacted by previous road construction, and the minimal acreage required for the proposed improvements is not anticipated to significantly impact these wetlands.

Status: Consultation with FDOT environmental permits staff confirmed that the proposed locations and quantities of wetlands impacts associated with the current design are consistent with those outlined in the original PD&E study. It is currently estimated that 0.52 acres in segment 256881-1 and 0.65 acres in segment 256881-2 will be the mitigated through F.S. S.373.4137. Permits from SWFWMD have been issued. Permit coordination with USACE is currently underway.

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: U.S. 19 (256881-1) passes over Allen's Creek. Because of the potential for manatee involvement, FDOT remains committed to the inclusion of the FDOT Manatee Technical Special Provisions in the final design plans for this segment.

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There are no manatee issues associated with 256881-2. Therefore, there is no change in status.

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 finalized and include adequate access to major traffic generators, such as businesses and residences. Therefore, there is no change in status.

Hazardous Waste

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

Status: The Hazardous Waste Site Inventory Report (December 1987) identified 19 possible sites within the two segments being advanced with this reevaluation. The report did not provide risk rankings for these sites. Recent discussions with the District Contamination Impacts Coordinator have indicated that recent additional corridor investigations have been conducted for the segments being advanced with this reevaluation. For segment 256881-1, these investigations have documented 10 Medium and 3 High contamination sites. For segment 256881-2, these investigations have documented 6 Medium and 1 High contamination sites. These sites will be remediated as appropriate as this project progresses to letting. Therefore, there is no change in status.

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).

Status: None of the archaeological sites or historic structures identified during the PD&E study Cultural Resource Assessment Survey (CRAS) are located within the two design segments being advanced with this reevaluation. A CRAS, including fieldwork, was prepared in October 2008 for preferred SMF site SMF-1 (associated with design segment 256881-1) and SMF sites SMF 1-S, 1-N, and 2 (associated with design segment 256881-2). No cultural resources were found. The CRAS was submitted to FHWA for review and coordination with the State

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Historic Preservation Office (SHPO). The SHPO concurred on March 17, 2009. Since there are no cultural resources identified within these two design segments, the project will have no effect on significant archaeological sites or historic structures; therefore, there is no change in status.

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 status of these segments, construction noise impacts are not expected.*

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 USACE for approval and monitoring of stormwater and dredge and fill activities.

Status: *All water quality issues will be mitigated through compliance with the design standards required by SWFWMD, including performance standards in accordance with Chapter 62-40, F.A.C. Permits from SWFWMD have been issued. Permit coordination with USACE is currently underway.*

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VII. PERMITS STATUS

The following list provides for the status of environmental permits by each regulatory agency for the segments being advanced by this reevaluation.

FPID 256881 1: U.S. S.R 55 (U.S. 19) from north of Whitney Road to south of Seville Boulevard

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Permit	No. 44025287.003 Issued 9/19/06 Expires 9/19/11
USACE	Individual Permit	Application No. SAJ-2006-02199
FDEP	Stormwater Discharge from Large and Small Construction (replaces National Pollution Discharge Elimination System [NPDES])	Issued 48 Hours prior to construction

FPID 256881 2: U.S. S.R 55 (U.S. 19) from south of Seville Boulevard to north of S.R. 60

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Permit	No. 44025287.002 Issued 10/16/06 Expires 10/16/11
USACE	Nationwide Permit	Application No. SAJ-2008-4170 Issued 10/31/08 Expires 10/31/2010
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

A. NATURAL ENVIRONMENT

Air Quality Impacts

Based on the results of the micro-scale dispersion analyses conducted under simulated worst-case conditions, the planned improvements to S.R. 55 (U.S. 19) will not cause nor contribute to exceeding the one- and eight-hour air quality standards for carbon monoxide (CO). Furthermore, upon comparison with the results derived from the simulated conditions without the project, the findings show a reduction in CO concentrations with the improvements. No adverse comments were received from local and state agencies regarding air quality.

This project is in conformance with the State Implementation Plan, because it will not cause violations of air quality standards and will not interfere with any transportation control measures. Air pollution may be temporarily increased during construction; however, potential construction air quality impacts minimized and mitigation measures will be implemented as necessary.

Status: The entire state of Florida has been designated as attainment area for all the air quality standards under the criteria provided in the Clean Air Act Amendments (CAAA). Therefore the CAAA conformity requirements do not apply to this project and there is no change in status.

Coastal and Marine Impacts

The proposed project is consistent with the State of Florida's Coastal Zone Management Program (letter from the Office of the Governor, dated April 2, 1983). The project area is not located within a designated unit of the Florida Coastal Barrier Island Resource System.

Status: There is no change in status.

Contamination Impacts

The State of Florida has evaluated the proposed ROW and has identified potential hazardous waste sites for the various proposed alternatives. Eighty six (86) potential contamination sites, as listed in the 1987 *Hazardous Waste Site Inventory Report*, were found within the project corridor.

Preferred pond sites also will need to be cleared for biotics and contamination. If any pond locations change during future phase submittals, please notify the environmental administrator for appropriate environmental coordination.

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Status: The Hazardous Waste Site Inventory Report, (December 1987) identified 19 possible sites within the two segments being advanced with this reevaluation. The report did not provide risk rankings for these sites. Recent discussions with the District Contamination Impacts Coordinator have indicated that recent additional corridor investigations have been conducted for the segments being advanced with this reevaluation. For segment 256881-1, these investigations have documented 10 Medium and 3 High contamination sites. For segment 256881-2, these investigations have documented 6 Medium and 1 High contamination sites. These sites will be remediated as appropriate as this project progresses to letting. Therefore, there is no change in status.

Farmland Impacts

Through coordination with the Natural Resources Conservation Service, it has been determined that the project area, which is located in the urbanized area of Pinellas and Pasco counties, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.

Status: There is no change in status.

Floodplain Impacts

Based on the Flood Boundary Maps for Pinellas County, the Federal Emergency Management Agency (FEMA) has delineated floodplains within the project corridor in accordance with Executive Order 11988, FHWA Program Manual (FHPM) 6-7-3(2), Paragraph 7, as well as Chapter 24 of the FDOT *Project Development and Environmental Manual*. Improvement to the structures crossing Alligator Creek and the Anclote River will meet the requirements for obstruction in regulatory floodways. It was recommended that the Alligator Creek structure be widened and the Anclote River structure be replaced.

Status: Neither the Anclote River nor Alligator Creek is located within the segments being advanced by this reevaluation. As shown on the FEMA Flood Insurance Rate Map, Panels 12103C0128G and 12103C0136G dated September 3, 2003, there are no changes in impacts to floodplains for the segments being reevaluated. The U.S. 19 project is located within the Flood Zones of X and AE. Zone X is defined as areas of 500-year flood and Zone AE is defined as a zone with base flood elevations determined. No floodplain compensation or mitigation is anticipated and there is no change in status.

Infrastructure Impacts

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It is anticipated that utilities within the corridor will require some relocation as part of the proposed project. Coordination with the local utility companies will be necessary. Although S.R. 55 (U.S. 19) crosses the tracks owned by CSX Transportation Railroad at two locations, north of Drew Street and south of the Anclote River, the proposed project will have no impact on railroads.

Status: According to the FDOT Project Manager, coordination with the local utility companies is on-going and relocation activities will continue through the construction phase. No railroad crossings are located within the segments being advanced as part of this reevaluation. Therefore, there is no change in status.

Navigation Impacts

The United States Coast Guard has provided FDOT permitting staff correspondence indicating that a bridge permit is not necessary for the bridge replacement proposed at Allen's Creek. Advance approval of the bridge was given, based on the determination that the waterway is navigable in law, but not actually navigated other than by rowboats, canoes, and small motorboats.

Status: There is no change in status.

Special Designation Impacts

The waters of Pinellas County (Allen's Creek) are located within the Pinellas County Aquatic Preserve and therefore should be considered OFW. The discharge of stormwater into an OFW requires the application of more stringent water quality criteria than for Class II Waters, as specified in Chapter 17-3 of the Florida Administrative Code.

Within the project study limits, only two water bodies which approximate their natural conditions would receive encroachment, Allen's Creek and the Anclote River. Both have existing bridge crossings. The approved FONSI stated that minimal impacts to the aquatic preserve are anticipated from the construction of S.R. 55 (U.S. 19), since these areas currently receive storm water runoff from the highway. The proposed project would provide treatment in accordance with applicable sections of Chapter 17-25 F.A.C. and Chapter 40D-4, F.A.C. prior to discharge into the preserves.

The approved FONSI stated that no rivers within the project corridor are included within the National Wild and Scenic River System as described in the Wild and Scenic Rivers Act (PL-90-542) as amended.

The approved FONSI did not address Scenic Highways.

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Status: Allen's Creek is located in Segment 256881-1. Stormwater management permits have been issued by SWFWMD for both segments of this project and will reflect these more stringent water quality criteria for the treatment of highway stormwater run-off into an Aquatic Preserve/Outstanding Florida Water (OFW). Therefore, there is no change in status.

For Wild and Scenic Rivers, there is no change in status.

A review of the FDOT Scenic Highway approved corridors website indicates that there are no Scenic Highways in the vicinity of the segments being advanced by this reevaluation.

Water Quality/Quantity Impacts

A Stormwater Management Plan will be developed that will reflect the more stringent criteria required for water bodies designated as aquatic preserve/OFW and will meet, at a minimum, the requirements of SWFWMD in rule 40D-4 and 40D-40. Any additional stormwater treatment measures found necessary, over and above the Best Management Practices (BMPs), in order to obtain Chapter 17-25, F.A.C. compliance will be state funded. Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

Status: A Stormwater Management Plan has been prepared and the stormwater permits have been issued for the segments being advanced by this reevaluation; therefore, there is no change in status.

Wetland Impacts

Because the project area is located in a heavily urbanized area and is mainly confined within the ROW, substantial impacts to wetland areas are not anticipated.

Those wetlands that are anticipated to be affected by the project are not considered highly valuable in terms of wildlife, endangered species, recreation, or agriculture. Their disturbance or displacement is not expected to substantially affect natural resources. Wetland impacts will be avoided to the greatest extent possible by roadway design.

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

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Status: Consultation with FDOT Environmental permits staff also confirmed that the proposed locations and quantities of wetland impacts associated with the current design are consistent with those outlined in the original PD&E study. It is currently estimated that 0.52 acres will be mitigated through F.S. S.373.4137 for Segment 256881-1 and 0.65 acres will be mitigated through the F.S. S.373.4137 Segment 256881-2. Environmental permits have been issued by SWFWMD. Permit coordination with USACE is underway. Therefore, there is no change in status.

Wildlife and Habitat Impacts

A review of relevant literature revealed that the occurrence of endangered and threatened species within the project corridor is limited since there is no designated critical habitat for endangered species within the vicinity of this project. These findings resulted in the issuance of a letter from the United States Fish and Wildlife Service (USFWS), dated January 31, 1994, stating that the proposed project is "not likely to adversely affect any federally protected threatened or endangered species."

Status: U.S. 19 (256881-1) passes over Allen's Creek. Because of the potential for Manatee involvement, FDOT remains committed to the inclusion of the FDOT Manatee Technical Special Provisions in the final design plans for this segment. There are no manatee issues associated for 256881-2.

A review of the current Florida Fish and Wildlife Conservation Commission (FFWCC) Bald Eagle Nesting Locator Map indicated that there is Bald Eagle nesting site (Site #PI029) located approximately 400 ft from the proposed ROW of 256881-1. Although the nest was inactive in 2008, its location falls within the secondary eagle protection zone of 660 ft. However, the site is outside of the project's construction zone and is separated from the roadway by a commercial plaza. FDOT does not anticipate impacts to this site; therefore, there is no change in status.

B. CULTURAL IMPACTS

Historic and Archaeological Impacts

A survey of archeological and historical resources was conducted for the entire PD&E study corridor. The *Phase I Cultural Resources Survey* was designed to provide information about possible archaeological and historical resources, including historic structures, which may be impacted by the project. A total of seven archaeological sites were identified. In addition, 18 historic standing

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structures were recorded and evaluated during the Phase I cultural resources survey of the ROW corridor.

A CRAS of the project corridor was performed in accordance with 36 CFR, Part 800 and in coordination with the SHPO. The FONSI contained a letter from the SHPO, dated January 23, 1985, stating that the project will have no effect on historical resources.

Status: None of the archaeological sites or historic structures identified during the PD&E study CRAS are located within the two design segments being advanced with this reevaluation. A CRAS, including fieldwork, was prepared in October 2008 for preferred SMF site SMF-1 (associated with design segment 256881-1) and sites SMF 1-S, 1-N, and 2 (associated with design segment 256881-2). No cultural resources were identified. The CRAS was submitted to FHWA for review and coordination with the SHPO. The SHPO concurred on March 17, 2009. Since there are no cultural resources identified within these two design segments, the project will have no effect on significant archaeological sites or historic structures and there is no change in status

Recreation Areas

There are no designated recreational facilities within the study area.

Status: FDOT is aware of the proximity of the proposed Progress Energy Trail to this segment and has accommodated for the facility in the design plans. The planned improvements will not use any recreational land. In addition, it is not expected that there will be additional aesthetic intrusion, noise, or vibration effects that would affect recreational activities. Therefore, there is no change in status.

Section 4(f) Potential Impacts in the Approved FONSI

The proposed project will not require the acquisition or alteration of any public recreation or historic resources. No national, state, or local park properties will be required for project development; therefore, there will be no usage of Section 4(f) lands.

Status: There is no change in status.

C. COMMUNITY IMPACTS

Aesthetic Impacts

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The construction of the proposed improvements would result in visual/aesthetic impacts to the adjacent corridor. These impacts would unavoidably result from the integration of the roadway with existing and proposed street patterns, elevated or depressed portions, requisite retaining walls, etc. The highway will be designed to be integrated in the urban fabric of the community. Measures to minimize visual/aesthetic impacts include the design of mostly at-grade frontage roads, construction on low landscape fills, architectural detailing on elevated structures, and landscape trimming for some structural elements.

Status: No landscaping provisions have been requested by the local governments; therefore, no landscape plans are included in the current plans (July 2008) for the segments being advanced with this reevaluation.

Economic Impacts

Evaluation of the proposed improvements/effects upon community service indicates no negative impacts and with increased capacity and Level of Service (LOS). Vehicles using U.S. 19 will benefit from the proposed improvements.

Status: This project will not change the accessibility or character of the local environment. FDOT does not anticipate significant changes in the growth rate patterns, business activities, property values, or tax revenue; therefore, there is no change in status.

Land Use Impacts

The proposed improvements to S.R. 55 (U.S. 19) are consistent with the Pinellas County Updated Plan for Pinellas County, dated May 3, 2005, and the Pasco County Comprehensive Land Use Plan. No adverse impacts to land use were identified in the approved FONSI.

Status: A recent field review conducted along the project corridor on July 17, 2008, identified no substantial land use changes. This project is consistent with Pinellas County's Future Land Use Map last updated March 18, 2008. Furthermore, the project is consistent with the Pinellas County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) adopted July, 2008, amended September, 2008 for 2008-2013, (Pages 3-17 and 3-18) and FDOT State Transportation Improvement Program (STIP) for 2007-2012 (Pages, 2295, 2370, 2423 and 2470) Therefore, there is no change in status.

Mobility Impacts

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Conversion of U.S. 19 to a controlled access facility will increase accessibility to fronting commercial properties by decreasing the travel time required for medium to long-range trips.

Several bus stops with shelters are located throughout the corridor. The Pinellas Suncoast Transit Authority (PSTA) operates 3 routes within the project limits.

The proposed project includes a service/frontage road design, which incorporates a continuous one-way, wide outside curb lane striped for bicycle use. Adequate crossroad travel ways for bicycles have been provided at interchanges and overpasses.

Status: Throughout the limits of the project, consideration has been given for a 3-foot (ft.) undesignated lane along the frontage roads. An exception to this exists along the east side, northbound frontage road, between Haines-Bayshore and Belleair Road, where a wide sidewalk has been included for shared bike and pedestrian traffic. FDOT is currently coordinating with the Pinellas County MPO to assess additional options to accommodate the Progress Energy Trail into the final design. The remaining pedestrian facilities are consistent with the 6-ft. sidewalk shown in the approved PD&E study typical section and therefore there is no change in status.

The project is consistent with the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (December 2004), the MPO's Transportation Improvement Plan (July 2008), and the State Transportation Improvement Plan (July 2008).

Relocation Impacts

The approved FONSI stated that the development of the proposed project would result in 16 residential and 26 business relocations, for a total of 42 relocations throughout the entire corridor. There are no special cases identified on this project such as handicapped, disabled displaces or elderly that warrant special assistance.

Status: Upon review of the current design plans (July 2008) and consultation with the design project manager, relocations are not required for the mainline construction of the two segments being advanced with this reevaluation. However, the property previously known as "Old Don Pablo" was addressed as part of advanced ROW acquisition for the corridor for the SMF-1 in Segment 256881-1. Segment 256881-2 has three business relocations associated with the construction of ponds SMF-2, SMF-1-N, and SMF-1-S. Therefore, there is no change in status.

Social Impacts

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The construction of this project is expected to minimally disrupt neighborhood activity. Since the project adjoins existing ROW on an existing roadway, its completion will not subdivide neighborhoods or negatively impact neighborhood identity, nor does the project separate residences from community facilities such as churches, schools, shopping areas or civic or cultural facilities. This project is not expected to contribute to the social isolation of any special populations of elderly, handicapped, minority or transit dependant.

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

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

FDOT conducted a corridor meeting on October 20, 2005, to update the public of pertinent project developments. Questions from the public were general in nature; however, the focus of most of the questions regarded access changes along the frontage roads. No controversy has been identified.

Status: Based on the United States Census Bureau website, there are no concentrations of residences with a median income of less than \$26,800 living within the project buffer area. Therefore, there have been no significant changes in the land use or demographics which will alter Title VI considerations and this project is in compliance with Executive Order 12898. No community services were impacted by this project. FDOT conducted an additional corridor meeting on March 29, 2008. No controversy has been noted. Therefore, there is no change in status.

D. OTHER IMPACTS

Noise Impacts

Land use along the S.R. 55 (U.S. 19) corridor was identified as primarily commercial. Furthermore, displacement of noise sensitive sites was expected to occur as the land use along the corridor became more urbanized. Noise levels for 2010 Build conditions were predicted to approach or exceed the Noise Abatement Criteria (NAC) at noise sensitive sites. Based on the analysis at that time, noise abatement measures were determined to be incompatible with the design and function of the project or were not considered economically feasible.

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Status: There are noise sensitive areas within the design segments currently being advanced to construction. Because of the elapsed time since the original analysis (PD&E Noise Report, June 1988), an updated traffic noise analysis was conducted. The findings of this analysis are documented in the Design Noise Study Technical Memorandum (October 2008).

The noise sensitive areas identified include only residential sites, and were analyzed under Activity Category B of FHWA's NAC. The approach criterion is defined as within two decibels (dBA) of the NAC in order to remain consistent with the PD&E phase analysis. The five noise sensitive areas include: Donovan's Adult Park, the Columns at Allen's Creek Apartments, the Imperial and Bay Cove Apartments, Japanese Gardens Mobile Estates, and the Royal Breeze Apartments.

Noise levels for the year 2028 Build conditions were predicted to approach or exceed the NAC at 78 of the 207 residences analyzed. Some residences (primarily first row) within each of the noise sensitive areas were predicted to be affected by traffic noise. Noise levels at the affected sites are expected to range from 65.1 to 77.2 dBA. The results also indicate that noise barriers would provide at least the minimum 5-dBA reduction and would meet the cost reasonable criterion of \$35,000 per benefited residence at two (Columns at Allen's Creek Apartments and Japanese Gardens Mobile Estates) of the five noise sensitive areas considered for abatement.

A multiple barrier configuration at the Columns at Allen's Creek Apartments was found to be a cost reasonable and feasible abatement measure for the residences predicted to be affected at this location. The configuration consists of an 8-ft. high, 336-ft. long ROW barrier combined with a 14-ft. high, 1,040-ft. long barrier located along the mainline roadway shoulder. However, when surveyed regarding the construction of this proposed barrier combination, the property owner voted NO, he did not approve of FDOT's plans for construction of a noise barrier adjacent to his property. Consequently, a noise barrier will no longer be considered for the Columns at Allen's Creek Apartment complex.

A configuration consisting of two ROW barriers at the Japanese Gardens Mobile Estates was found to be a cost reasonable and feasible abatement measure for residences predicted to be affected at this noise sensitive area. The configuration includes a 12-ft. high, 585- ft. long barrier south of the entrance drive and a 12- ft. high, 279-ft. long barrier north of the entrance drive. The barrier configuration accommodates engineering constraints that limited the barrier lengths. When surveyed regarding the construction of this proposed barrier combination, the property owner voted YES, that he did approve of the FDOT's plan for construction of two noise barriers adjacent to his property, and YES, that he is willing to provide the FDOT with a 5-ft. perpetual easement within his

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property. Therefore, the noise barriers for the Japanese Gardens Mobile Estates are be included in the U.S. 19 current design plans (July 2008).

Noise barriers were found to be either not cost reasonable or feasible at Donovan's Adult Park, the Imperial and Bay Cove Apartments, and the Royal Breeze Apartments. Based on the analysis performed to date, there appears to be no apparent solutions available to mitigate traffic noise at these three locations.

Construction Impacts

Construction activities will have air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities which could excessively inconvenience the community so that motorists, residents and business persons can plan travel routes in advance.

Status: Construction impacts of this project are unavoidable and temporary. Construction impacts will be minimized by adhering to the latest edition of FDOT's Standard Specifications for Road and Bridge Construction. Additional mitigation measures may be implemented when construction activity is in close proximity to residential areas or other noise-sensitive sites. Therefore, there is no change in status.

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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).

Date

5/7/90

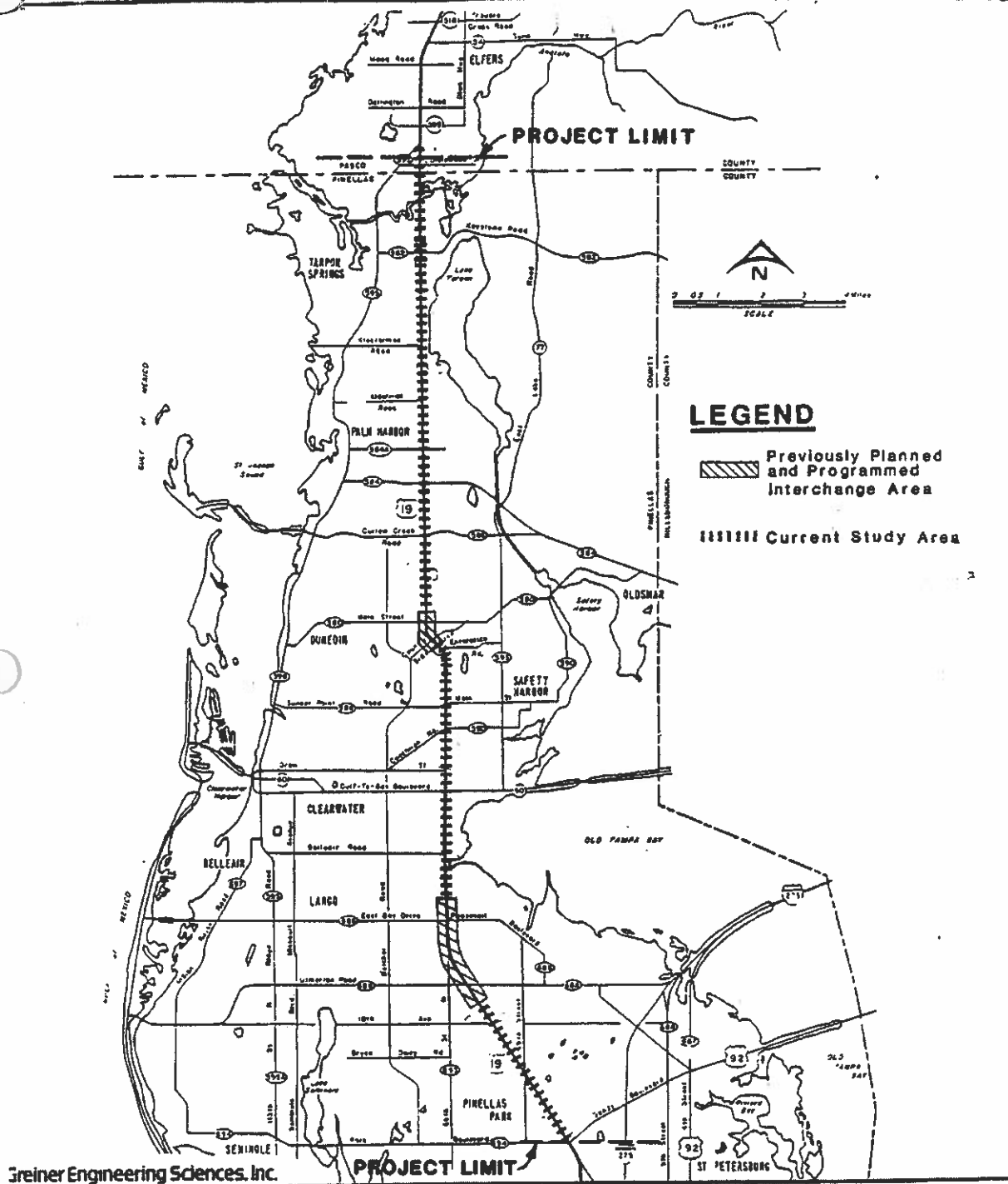
Bohndel

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.

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

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PROJECT REEVALUATION**



**U.S. 19 PROJECT DEVELOPMENT
AND ENVIRONMENTAL STUDIES**
Pinellas and Pasco Counties, Florida
STATE PROJECT NO. 15150-1585

U.S. 19 CORRIDOR STUDY AREA

Florida Department of Transportation
EXHIBIT 1

Florida Department of Transportation PROJECT REEVALUATION

