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Florida Department of Transportation  
PROJECT REEVALUATION FORM

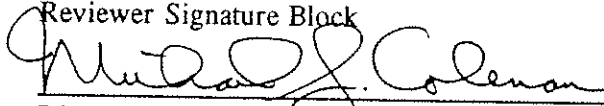
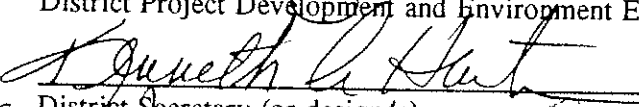
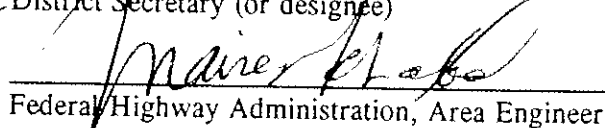
I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Authorization
- b. Document Type and Date of Approval: Finding of No Significant Impacts, May 7, 1990 and Draft EIS, October 27, 1988
- c. Project Number(s): 15150-1565 7116860 FFD-185-1(46)  
SPN WPN FAN
- d. Project Local Name and Limits: US 19, from Gandy Boulevard to Alternate US 19
- e. Segments of Highway Being Advanced: US 19, Live Oak Street to Pasco County Line, SPN: 15150-1706, FAN: SA-185-1(63), WPI: 7117125; US 19, South of Haines Bayshore to South of Harn Rd., SPN: 15150-1579, FAN: SU-185-1(68), WPI: 7116967; US 19, 110th Ave. to 125th Ave., SPN: 15150-1708, FAN: XU-1469-(4), WPI: 7117158; US 19 at Allen's Creek, SPN: 15150-1709, FAN: SU-185-1(68), WPI: 7116993.
- f. County: Pinellas and Pasco

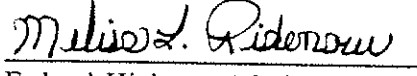
II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of 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 project identified herein be advanced to the next phase of project development.

Reviewer Signature Block  District Project Development and Environment Engineer	<u>2/14/94</u> Date
 for District Secretary (or designee)	<u>2/16/94</u> Date
 Federal Highway Administration, Area Engineer	<u>3/3/94</u> Date

III. FHWA CONCURRENCE BLOCK

for  Federal Highway Administration, Division Administrator	<u>3/3/94</u> Date
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## CORRIDOR PROJECTS STATUS UPDATE

The approved FONSI and Draft EIS were divided into the following projects:

1. State Project Number: 15150-1579  
Federal Aid Project Number: SU-185-1(68)  
Work Program Item Number: 7116967  
Project Limits: US 19, south of Haines Bayshore Boulevard to south of Harn Road (1.1 miles); includes Belleair Interchange.  
Current Status: This project is the subject of this reevaluation for advancement to federal aid design.
2. State Project Number: Not assigned yet  
Federal Aid Project Number: Not assigned yet  
Work Program Item Number: 7117037  
Project Limits: US 19, Harn Road to north of Gulf-to-Bay Boulevard (SR 60) (1.2 miles).  
Current Status: Design is scheduled to begin in fiscal year 1995/96.
3. State Project Number: 15150-2566  
Federal Aid Project Number: SU-185-1(64)  
Work Program Item Number: 7117045  
Project Limits: US 19, north of Gulf-to-Bay Boulevard to CSX rail crossing (0.9 mile).  
Current Status: This project has been designed and is being advanced to the right-of-way acquisition phase.
4. State Project Number: 15150-1580  
Federal Aid Project Number: Not assigned yet  
Work Program Item Number: 7116974  
Project Limits: US 19, south of Coachman Road to north of Sunset Point Road (1.3 miles); interchange at Sunset and Coachman.  
Current Status: This project is currently being designed. The right-of-way phase is scheduled for fiscal year 1997/98.
5. State Project Number: 15150-1581  
Federal Aid Project Number: Not assigned yet  
Work Program Item Number: 7116976  
Project Limits: US 19, north of Sunset Point Road to south of Countryside Boulevard (1.1 miles).  
Current Status: This project is currently being designed.
6. State Project Number: 15150-2545  
Federal Aid Project Number: F-185-1(38)  
Work Program Item Number: 7116637  
Project Limits: US 19, south of Countryside Boulevard to north of SR 580 (1.5 miles).  
Current Status: This project is currently under construction.
7. State Project Number: 15150-1560  
Federal Aid Project Number: SA-185-1(67)  
Work Program Item Number: 7117130  
Project Limits: US 19 at Curlew Road.  
Current Status: This project has been advanced to the right-of-way acquisition phase.

8. State Project Number: 15150-3571  
Federal Aid Project Number: FFD-185-1(57)  
Work Program Item Number: 7116954 (interim)  
Project Limits: South Tarpon Avenue to south of railroad overpass (0.7 mile).  
Current Status: Interim widening project has been constructed.
9. State Project Number: 15150-1706  
Federal Aid Project Number: SA-185-1(63)  
Work Program Item Number: 7117125  
Project Limits: US 19, Live Oak Street to Pinellas/Pasco County Line (1.3 miles).  
Current Status: This project is the subject of this reevaluation for advancement to federal aid design.
10. State Project Number: 15150-1548  
Federal Aid Project Number: FFD-185-1(30)  
Work Program Item Number: 7116645  
Project Limits: US 19, Major interchange at south of Tarpon Avenue to Pasco County Line (ultimate).  
Current Status: Right of way partially purchased. Construction is unfunded.
11. State Project Number: 15150-1708  
Federal Aid Project Number: XU-1469-(4)  
Work Program Item Number: 7117158  
Project Limits: US 19, 110th Avenue to 126th Avenue (1.1 miles): includes the 118th Avenue interchange.  
Current Status: This project is the subject of this reevaluation for advancement to federal aid design.
12. State Project Number: 15150-1709  
Federal Aid Project Number: SU-185-1(68)<sup>65</sup>  
Work Program Item Number: 7116993  
Project Limits: US 19 at Allen's Creek.  
Current Status: This project is the subject of this reevaluation for advancement to federal aid design, under WPI #~~7116967~~.

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**IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

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

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

The conceptual design recommended a six- and eight-lane freeway/expressway with frontage roads from SR 694 (Gandy Boulevard) in Pinellas County north to Alternate US 19 in Pasco County. No major conceptual design changes have occurred since the FONSI was approved. The project segments being advanced for design under this reevaluation coincide with portions of Segments A and D as described in the approved FONSI.

Segment A

The design scope for State Project Number 15150-1708 from 110th Avenue to south of 126th Avenue (1.1 miles) includes six through-lanes with two-lane one-way frontage roads; overpass design at 118th Avenue North and frontage road bridges over Cross Bayou Canal. The design scope for State Project Number 15150-1579 from south of Haines Bayshore Boulevard to south of Harn Road (1.1 miles) includes six through-lanes to Nursery Road and eight through-lanes to south of Harn Road with two-lane one-way frontage roads, interchange at Belleair Road, overpass at Nursery Road, and bridge structure over Allen's Creek.

Segment D

The design scope for State Project Number 15150-1706 from Live Oak Street to Pasco County Line includes six through-lanes and two-lane one-way frontage roads, overpass at the Pinellas Trail (CSX rail line), and bridge structures over the Anclote River.

The approved FONSI noted that the US 19 improvements would include both open and closed drainage systems. Once sufficient design information is available for the above noted design projects, a new water quality impact evaluation will be conducted if federal aid right of way funds are programmed for acquisition of any water quality treatment pond sites for these sections of US 19.

**VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

The commitments identified on page 40 of the approved FONSI, with two exceptions, have since been incorporated into the FDOT's "Standard Specifications for Road and Bridge Construction". The two exceptions include wetland mitigation and special provisions for protection of manatees during construction activities.

The wetlands mitigation commitment recognizes the need to replace the more valuable wetlands impacted by the proposed projects. Mitigation was proposed at a 1:1 ratio for a total of 4.10 acres. Future permitting activities for the unconstructed portions of US 19 will result in varying mitigation ratios based on specific wetland impacts identified during the design process for each project. A summary of the permit stipulations for wetlands mitigation will be provided in future reevaluations.

Special provisions for the protection of manatees at the Allens Creek and the Anclote River bridge crossings have been established by the Department and coordinated with the US Fish and Wildlife Service (USFWS) as part of statewide biological assessment activities for situations where manatees are involved with highway improvement projects. These provisions are contained in the District's Manatee Watch Program (MWP) file and will be

included in the appropriate construction contracts for the projects.

As part of this reevaluation process, these provisions were re-submitted to the USFWS in compliance with the Endangered Species Act, as amended to seek their concurrence that adherence to the provisions will ensure that there will be "no effect" on the manatees. The results of this coordination and confirmation of their concurrence is documented in their January 31, 1994 letter (see attached correspondence).

As part of this reevaluation effort, the FHWA has asked that the Department minimize construction noise impacts to noise sensitive residential areas, motels, and hotels which are in close proximity to the projects. The following specific construction impact mitigation measures will be implemented where the project engineer determines that the above noted noise sensitive sites exist at the time of construction:

1. The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Pile driving operations will be restricted to the hours of 7 a.m. to 9 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e. drilled shaft.
3. Preformed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
4. Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure eight pattern when dumping, spreading, or compacting materials.
5. Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
6. Coordination with the local community and law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

## VII. PERMIT STATUS

Since design has not yet been initiated, no permit application packages have been submitted to the affected agencies. The affected permitting agencies for the project segments being advanced include the United States Coast Guard (USCG), U.S. Army Corps of Engineers (USACOE), Southwest Florida Water Management District (SWFWMD), and the Florida Department of Environmental Protection (FDEP).

## ATTACHMENT A

## B. CULTURAL IMPACTS

Pedestrian/Bicycle Facilities impacts in the approved FONSI:

The FONSI's proposed conceptual design provided for a continuous one-way outside curb lane striped to provide a four-foot-wide bicycle lane along the frontage roads and provided similar bicycle facilities for affected side streets.

Status:

Bicycle facilities associated with the frontage roads and cross streets will be designed in accordance with FDOT's March 3, 1993 Design Bulletin: 93-3 or its successor and additional right of way is not expected.

## C. NATURAL ENVIRONMENT

Wetland impacts in the approved FONSI:

In accordance with Executive Order 11990, the approved document addressed wetland impacts, indicating type, location and acreage (4.1 acres) to be impacted as well as avoidance measures. The document "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."

Status:

Re-evaluation activities associated with wetland impacts resulted in performing the "Wetland Evaluation Technique (WET), Volume II, Version 2.1" for the purpose of determining the function, uniqueness and value of representative wetland sites affected by the proposed improvements. The result of this WET II analysis is as follows:

A total of 47 wetland sites have been identified along the project corridor. The 47 sites include 29 drainage ditches, five retention ponds, ten forested wetlands, and three navigable waterways with bridge crossings. From these, six representative wetland systems were evaluated using the Wetland Evaluation Technique.

The representative wetlands were chosen based on size, quality, and amount of impact. In general, the wetlands evaluated are relatively large, of good quality, and have potential impact greater than 0.25 acres (except the retention ponds). The following wetland types were evaluated:

- I) Wetland Site C-3 - Drainage Ditch - PEMIHx
- II) Wetland Site B-9 - Retention Pond - PUBHx
- III) Wetland Site C-8D - Forested Wetland - PF02F
- IV) Wetland Site B-2 - Scrub-Shrub Wetland - E2SS3U
- V) Wetland Site B-4 - Allen's Creek - E10WL
- VI) Wetland Site D-2 - Anclote River - E2EMIP

The results of the analysis were indicative of moderately disturbed, urban wetlands systems. As expected, the evaluated functions and values were moderated by past disturbances,

hydroperiod alteration, invasion of nuisance species, proximity to a major road system, etc..

The representative ditch system rated high probability values in terms of effectiveness for "Floodflow Alteration", "Sediment/Toxicant Retention", and "Nutrient Removal" functions. Moderate wildlife values are associated with most of the permanently flooded ditch systems along the corridor.

The retention ponds rated moderate values for most of the evaluated functions. The size of these facilities along with limited littoral fringe reduced their effectiveness in performing most functions.

The representative forested wetland (C-8D) is a moderate to high quality system, although it is within an urban setting. Its effectiveness in performing the evaluated functions is a direct result of its size, adjacent land uses, past disturbances, and current vegetation composition. Wildlife values were moderated by past disturbances to the hydrology, urban setting, and isolation from large natural areas.

The estuarine systems evaluated (B-2, B-4, and D-2) showed good wetland integrity overall. Although most systems along US 19 have been adversely affected by surrounding developments, the hydrologic functions remain moderate to high in terms of effectiveness. The scrub-shrub wetland has experienced some nuisance species invasions and the banks of Allen's Creek and the Anclote River have been altered. Regardless, the wildlife values remain moderate even though available habitat in the area continues to decline. These wetlands remain important for floodflow alteration and sediment/nutrient retention and removal.

Based upon the results of the Wetland Evaluation Technique and wetland avoidance and mitigation measures to be implemented during the design and construction phases, it is determined that there is no significant change to wetland impacts as described in the approved FONSI.

#### Outstanding Florida Waters impacts in the approved FONSI:

The approved FONSI stated "The waters of Pinellas County are located within the Pinellas County Aquatic Preserve and therefore would be considered as Outstanding Florida Waters." The document further described the State of Florida administrative code (Chapter 17-25 F.A.C.) which requires more stringent stormwater treatment for direct discharge into Outstanding Florida Waters.

#### Status:

The tidally influenced waters within the Pinellas County Aquatic Preserve are designated by the State of Florida as Outstanding Florida Waters. This designation applies more stringent water quality criteria than for Class III Waters. Such criteria are identified in Chapter 17-3 of the Florida Administrative Code. The more stringent water quality criteria will be satisfied and will be reflected in future permits issued for the project by the appropriate permitting agencies. Future issuance of these permits will constitute Certification of Compliance with State water quality standards pursuant to Section 401, PL 92-500. Therefore, once the design plans are completed and permits issued by the appropriate agencies, compliance with Federal and State water quality standards by treating highway stormwater runoff will be reflected in accordance with the applicable rules and regulations.



Coastal Barrier Island impacts in the approved FONSI:

The approved document did not address Coastal Barrier Islands impacts.

Status:

In accordance with Chapter 26 of the FDOT PD&E Manual, review of the Coastal Barrier Resource System (CBRS) finds that this project is not subject to the provisions of the Coastal Barrier Resources Act.

Wildlife and Habitat impacts in the approved FONSI:

Based on coordination with the USFWS and subsequent review for critical habitat and field surveys, it was found that involvement with federally protected threatened and endangered species was limited. However, because of the potential involvement with the West Indian Manatee at the Allen's Creek and Anclote River crossings, mitigation measures to protect this species during construction were committed to by the FDOT.

Status:

A field survey was performed on November 11, 1993 for the purpose of re-evaluating the status of involvement with federal and state protected species within the limits of the approved FONSI. The survey was based on the most current available listing of threatened and endangered species provided by the US Fish and Wildlife Service (USFWS) and the Florida Game and Freshwater Fish Commission (FGFWFC).

The field survey re-affirmed the absence of critical habitat associated with any federally protected species. A review of the FGFWFC publication Florida Atlas of Breeding Sites for Herons and Their Allies, Technical Report #10, September 1991, and FGFWFC bald eagle nesting site maps for Pinellas County found no breeding or nesting sites to be located within two miles of the project corridor.

Based on the results of this survey and recognition of potential manatee involvement at Allen's Creek and the Anclote River, coordination with the USFWS was again performed by the FDOT. On January 31, 1994 the USFWS responded by letter that the proposed corridor project is "not likely to adversely affect any federally protected threatened or endangered species." This finding supports the earlier 1980 letter from the USFWS, wherein the USFWS concurred with the FHWA's determination of "no effect" [sic] on any federally protected endangered or threatened species.

D. PHYSICAL IMPACTS

Noise impacts in the approved FONSI:

Based on the June 1988 Noise Report, the approved document addressed various noise mitigation alternatives including soundproofing of structures outside of the proposed right-of-way. The FONSI concluded that "Property acquisition and soundproofing are not considered effective or economically feasible measures."

Status:

Consideration given to soundproofing as discussed in the original document is still considered adequate even based on recent FHWA guidance. However, it should also be noted that the State of Florida prohibits by statute the use of transportation funds for other than transportation purposes, such as soundproofing privately owned structures (Chapter 339, Sections 339.08 and 339.09, F.S.). Given the prohibition of the use of State Transportation funds, the original findings of the approved and supporting documents show that soundproofing was not considered to be effective or economically feasible. Therefore, there is no change in the original findings of the approved document relative to soundproofing measures.

#### Air Quality impacts in the approved FONSI:

The approved FONSI and supporting air quality report identified a decrease in one- and eight- hour carbon monoxide concentrations for the Build versus No-Build alternatives at the two worst case locations, Sunset Boulevard and Gulf-to-Bay Boulevard (SR 60).

#### Status:

Use of the latest Mobile model has consistently found that it predicts lower emission factors than those previously derived in the earlier models. Consequently, the original air quality analysis results are still valid. Also, the approved FONSI noted the following: "This project is in an area where the State Implementation Plan does not contain any transportation control measures." This statement applies to that portion of the project which is located in Pasco County. The greatest portion of this project is located in Pinellas County (approximately 23.7 miles) and the following language should be added to the project files: "Approximately 23.7 miles of this project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP) which was approved by the Environmental Protection Agency on June 15, 1981. The Federal Highway Administration has determined that both the transportation plan and the transportation improvement program conform to the SIP." The Federal Highway Administration has determined that this project is included in the transportation improvement program for the Pinellas County MPO. Therefore, this project conforms to the SIP. The air quality statement for that portion of the project in Pasco County should be amended to state: "This project is in an area where the SIP does not contain any transportation control measures. This portion of the project is in conformance with the SIP because it will not cause violations of air quality standards and will not interfere with any transportation control measures."

#### Construction impacts in the approved FONSI:

The approved FONSI addressed temporary disruption of traffic and pedestrian circulation and access and provided for strict adherence to FDOT's Standard Specifications for Road and Bridge Construction.

#### Status:

Construction impact mitigation measures will be implemented in the vicinity of these sensitive sites as contained in the "Commitment Compliance" section of this reevaluation.

#### Contamination impacts in the approved FONSI:

The approved FONSI and the 1987 "Hazardous Waste Site Inventory Report" identified 86

potential contamination sites. The potential sites associated with the project segments to be advanced under this re-evaluation will be assessed to determine levels of contamination and remediation during the design process.

Status:

Detailed assessment and remediation has occurred for those project segments which have been constructed, are presently being constructed, or are being advanced for construction in the near future. Thirteen potentially contaminated sites have been identified within the project segments being advanced under this re-evaluation. Detailed Level II assessments will be performed for these project segments and the results will be addressed in future reevaluations.

## VI. PERMITS STATUS

Since design has not yet been initiated, no permit application packages have been submitted to the affected agencies. The affected permitting agencies for the project segments being advanced include the United States Coast Guard (USCG), U.S. Army Corps of Engineers (USACOE), Southwest Florida Water Management District (SWFWMD), and the Florida Department of Environmental Protection (FDEP).



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
P.O. BOX 2676  
VERO BEACH, FLORIDA 32961-2676

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January 31, 1994

Richard Darden  
Environmental Specialist  
Florida Department of Transportation  
11201 N. Malcolm Mckinley Drive  
MS 7-500  
Tampa, FL 33612-6403

FWS Log No: 4-1-94-284  
Dated: December 23, 1993  
Applicant: Florida Department of  
Transportation  
County: Pinellas

Dear Mr. Darden:

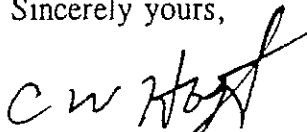
Reference is made to your letter dated December 23, 1993, for Project Number M-7116954, State Project Number 15150-1579, to widen the U.S. 19 bridges over the Anclote River and Allen's Creek in Pinellas County. This report is submitted in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661, et seq.) and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et seq.).

The Florida Department of Transportation (FDOT) has stated that 19 conditions listed on your attached Manatee Watch Program Guidelines will be included in any contract issued for the work. Therefore, the FDOT states that the project will have "no effect" on the West Indian manatee. Pinellas County has a low level of watercraft related manatee mortality. Based on this information, the Service finds that the two bridge replacements are not likely to adversely affect the West Indian manatee.

Furthermore, based on our general knowledge of the area and the urbanized nature of the road corridor, the proposed project is not likely to adversely affect federally-listed threatened or endangered species.

Although this does not constitute a Biological Opinion described under Section 7 of the Endangered Species Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made to the project or if additional information regarding potential impacts on listed species becomes available, please notify our office. Should you have any questions on this issue, contact Bruce Birnhak of my staff at (407) 562-3909.

Sincerely yours,



C. W. (Bill) Hoelt  
Acting Field Supervisor

cc:

FWS, Jacksonville, FL  
DEP, Tallahassee, FL