

Florida Department of Transportation
PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Construction Authorization
- b. Document Type and Date of Approval: EONSI May 7, 1990
FAP: FD 185-1(46)
- c. Project Number(s): 7117045 256957
WPI Segment No. Financial Project No.
- d. Project Local Name and Limits: U.S. 19 from Gandy Boulevard in Pinellas County to
Alternate U.S. 19 in Pasco County
- e. Segments of Highway Being Advanced: U.S. 19 from S.R. 60 to CSX Railroad Crossing
- f. Name of Preparer(s): Rick Adair

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 the Federal 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 project identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

Rick Adams for JC
District Environmental Management/Office Engineer

11/2/00
Date

III. FHWA CONCURRENCE BLOCK

Sharon Shambue
FHWA Urban Transportation Engineer

11/6/2000
Date

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages 1

| | |
|---------------------------|--|
| To <u>Th. Kirk Bogdan</u> | From <u>Sharon Shambue</u> |
| Dpt./Agency <u>FDOT</u> | Phone # <u>(850) 942-9650 Ext 3021</u> |
| Fax <u>(813) 975-6451</u> | Fax # <u>(850) 942-9691</u> |

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

CORRIDOR PROJECTS STATUS UPDATE

The approved FONSI was divided into the following projects:

1. Financial Project Number: 257111 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117199
Project Limits: U.S. 19, Gandy Boulevard to 110th Avenue; 4.2 kilometers (km) 2.6 miles (mi).
Current Status: Awaiting advancement to design.

2. Financial Project Number: 257070 1
Federal Aid Project Number: 1469 004 U
Work Program Item Number: 7117158
Project Limits: U.S. 19, 110th Avenue to 126th Avenue; includes the 118th Avenue interchange; 1.8 km (1.1 mi).
Current Status: This project is currently being designed. Right-of-way (ROW) currently scheduled in 2005.

3. Financial Project Number: 256549 1
Federal Aid Project Number: 1851 036 P
Work Program Item Number: 7116624
Project Limits: U.S. 19, north of 126th Avenue to south of S.R. 686; includes Ulmerton Road and 66th Street interchanges; 2.7 km (1.7 mi).
Current Status: Completed.

4. Financial Project Number: 257112 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117200
Project Limits: U.S. 19, 126th Avenue to south of Haines Bayshore Boulevard; 5.8 km (3.6 mi).
Current Status: Awaiting advancement to design.

5. Financial Project Number: 256881 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7116967
Project Limits: U.S. 19, south of Haines Bayshore Boulevard to south of Harn Road; 1.8 km (1.1 mi); includes Belleair interchange.
Current Status: Awaiting advancement to ROW phase in 2008. The project segment associated with Work Program Item (WPI) Number 7116993 has been incorporated into this WPI number. WPI No. 7116993 has been deleted from the Work Program. Currently in design.

6. Financial Project Number: 256906
Federal Aid Project Number: Not applicable
Work Program Item Number: 7116993
Project Limits: U.S. 19 at Allen's Creek.
Current Status: This project has been combined with WPI No. 7116967; WPI No. 7116993 has been deleted from the Work Program.

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

7. Financial Project Number: 256949 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117037
Project Limits: U.S. 19, from Harn Boulevard to north of Gulf-to-Bay Boulevard; includes S.R. 60 interchange; 1.9 km (1.2 mi).
Current Status: Awaiting advancement to design.
8. Financial Project Number: 256957 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117045
Project Limits: U.S. 19, north of Gulf-to-Bay Boulevard (S.R. 60) to CSX railroad crossing; includes major interchange at Drew Street; 1.4 km (0.8 mi).
Current Status: **This project is the subject of this reevaluation, currently being advanced to construction.**
9. Financial Project Number: 256888 1
Federal Aid Project Number: Not applicable
Work Program Item Number: 7116974
Project Limits: U.S. 19, south of Coachman Road to north of Sunset Point Road; includes interchange at Sunset Point Road and NE Coachman Road; 2.1 km (1.3 mi).
Current Status: Awaiting advancement to ROW phase, currently scheduled for 2001.
10. Financial Project Number: 256890 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7116976
Project Limits: U.S. 19, north of Sunset Point Road to south of Countryside Boulevard; includes Enterprise interchange; 1.8 km (1.1 mi).
Current Status: This project is currently being designed. (ROW) currently scheduled in 2008.
11. Financial Project Number: 256562 1
Federal Aid Project Number: 1851 038 P
Work Program Item Number: 7116637
Project Limits: U.S. 19, south of Countryside Boulevard to north of S.R. 580; 2.4 km (1.5 mi).
Current Status: This project has been constructed.
12. Financial Project Number: 257114 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117202
Project Limits: U.S. 19, south of S.R. 580 to south of Curlew Road; 2.9 km (1.8 mi).
Current Status: Awaiting advancement to design.
13. Financial Project Number: 257087 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117175
Project Limits: Interchange improvement for Curlew Road at U.S. 19.; 0.00016 km (0.001 mi).
Current Status: Awaiting advancement to design.

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

14. Financial Project Number: 257115 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117203
Project Limits: U.S. 19, south of Curlew Road to north of C.R. 95; 1.9 km (1.2 mi)
Current Status: Awaiting advancement to design.
15. Financial Project Number: 257116 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117204
Project Limits: U.S. 19, north of C.R. 95 to north of Tampa Road; 1.6 km (1.0 mi).
Current Status: Awaiting advancement to design.
16. Financial Project Number: 257117 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117205
Project Limits: U.S. 19, north of Tampa Road to Beacon Groves; 1.8 km (1.1 mi).
Current Status: Awaiting advancement to design.
17. Financial Project Number: 257118 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117206
Project Limits: U.S. 19, from Beacon Groves to Fox Chase; 1.3 km (.8 mi).
Current Status: Awaiting advancement to design.
18. Financial Project Number: 257119 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117207
Project Limits: U.S. 19, from Fox Chase to south of Klosterman Road; 2.3 km (1.4 mi).
Current Status: Awaiting advancement to design.
19. Financial Project Number: 257120 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117208
Project Limits: U.S. 19, south of Klosterman Road to south of Tarpon Springs Entrance; 1.9 km (1.2 mi).
Current Status: Awaiting advancement to design.
20. Financial Project Number: 257121 1
Federal Aid Project Number: Not yet assigned
Work Program Item Number: 7117209
Project Limits: U.S. 19, south of Tarpon Springs Entrance to Live Oak Street; 0.00016 km (0.001 mi).
Current Status: Awaiting advancement to design.
21. Financial Project Number: 256868 1
Federal Aid Project Number: 1851 057 P
Work Program Item Number: 7116954
Project Limits: U.S. 19, south of Tarpon Avenue to south of railroad overpass; 1.1 km (0.7 mi).
Current Status: This interim widening project has been completed.

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

22. Financial Project Number: 256570 1
Federal Aid Project Number: 1851 030 P
Work Program Item Number: 7116645 (ultimate improvements)
Project Limits: U.S. 19, Major interchange at south of Tarpon Avenue to Pasco
County Line; 1.8 km (1.1 mi).
Current Status: Awaiting advancement to ROW phase.
23. Financial Project Number: 257037 1
Federal Aid Project Number: 1851 063 P
Work Program Item Number: 7117125
Project Limits: U.S. 19, from Live Oak Street to Pinellas/Pasco County Line; 2.1 km
(1.3 mi).
Current Status: Construction completed.

Florida Department of Transportation
PROJECT REEVALUATION FORM

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

No major design changes have occurred within the segment being advanced to construction. Four design variances were needed to incorporate the improvements within the purchased ROW. They include:

1. Below standard shoulder width on the ramps,
2. Below standard shoulder width on the mainline,
3. Below standard median width, and
4. Below standard border width.

The length of the U.S. 19 bridge over the S.R. 60 has been extended to accommodate a stormwater treatment facility. Due to the excessive dollar amount of ROW needed to construct the original design concept, H.W. Lochner has been contracted to reduce the typical section width and minimize future ROW purchases for the segment north of the Drew Street interchange improvements. If Lochner's design is feasible, it may be used for the remaining design segments located in the heavily urbanized sections of the U.S. 19 corridor where ROW is at a premium. The H.W. Lochner redesigned typical section will not be utilized in this segment.

VI. MITIGATION STATUS AND COMMENTS

1. The bottomland hardwood flood control and habitat Valuable habitats are in facility. Some of these willow, shrub, and saltwater than the more valuable hectares (ha) [4.10 acres road construction, and that anticipated to significant

? Federal Act #157

icipated to provide
ds and mammals.
re of the existing
ng the edges, (i.e.,
ire less mitigation
ratio for a total of
pacted by previous
mprovements is not

Status: Wetland impact mitigated pursuant to Chapter 373, F.S. and

this project will be
ements of Part IV,

2. Due to the suitable habitat and potential for manatee involvement, manatee protection measures will be implemented as a part of the recommended action.

Status: There is no suitable manatee habitat within this particular segment of the corridor, therefore, no protection measures will be included in the design plans.

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

Status: Adequate access to major traffic generators such as businesses and residences will be provided.

**Florida Department of Transportation
PROJECT REEVALUATION FORM**

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

Status: Potential contamination sites along the project have been identified and appropriate clean up measures are under way.

5. Any historic or archaeological remains encountered will cause stoppage of contractors operations until the proper action is taken by the State Division of Archives, History and Records Management, Bureau of Historic Sites and Properties.

Status: No sites listed, or eligible for listing, in the National Register of Historic Places are located within this segment.

6. The development of a storm water management plan will be a major element of the final design of this project. The plan will be developed during the preliminary engineering stage of the final design contracts and provided to the FDER and to the Southwest Florida Water Management District (SWFWMD) for conceptual approval. Permits will be obtained from the SWFWMD, FDER, and the United States Army Corps of Engineers (COE) for approval and monitoring of storm water and dredge and fill activities.

Status: The FDOT has consulted with the SWFWMD and designed a storm water system that meets state water quality standards.

VII. PERMITS STATUS

The following provides for the status of environmental permits by each regulatory agency for the segment being advanced under this reevaluation: the SWFWMD, the COE and the United States Environmental Protection Agency (USEPA).

Permit Status for U.S. 19, Gulf-to-Bay Boulevard (S.R. 60) to CSX railroad crossing, includes major interchange at Drew Street:

| <u>Agency</u> | <u>Type</u> | <u>Status</u> |
|---------------|-------------|---|
| COE | Nationwide | N/A |
| SWFWMD | ERP | Expires 6-22-04 |
| USEPA | NPDES | Issuance of the National Pollution Discharge Elimination System (NPDES) Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction. |

B. CULTURAL IMPACTSSection 4(f) Lands

The approved FONSI identified five parks adjacent to the U.S. 19 corridor. The FONSI and associated Draft Environmental Impact Statement (DEIS) of 1988 indicated there would be no involvement with Section 4(f) lands because no land acquisition, alteration, or aesthetic intrusion would occur and noise or vibration would not affect park activities. The approved 1995 reevaluation addressed access to Anderson Park, the only park whose access is provided by U.S. 19, and the only one whose access is affected by the proposed project. Currently, both north- and south-bound vehicular traffic have access to Anderson Park. The proposed one-way frontage road configuration will provide access to the park via the northbound frontage road. In order to enter Anderson Park from southbound U.S. 19, traffic will be required to gain access to the northbound frontage road at the Klosterman Road interchange, approximately 1.1 kilometers (3400 feet) south of the park entrance. Vehicular traffic exiting the park and wishing to travel south on U.S. 19 will be required to proceed approximately .61 kilometers (2000 feet) on the northbound frontage road to the future Meres Avenue interchange. The 1995 reevaluation stated that coordination with the local government having jurisdiction over the parks is documented in the DEIS.

Status:

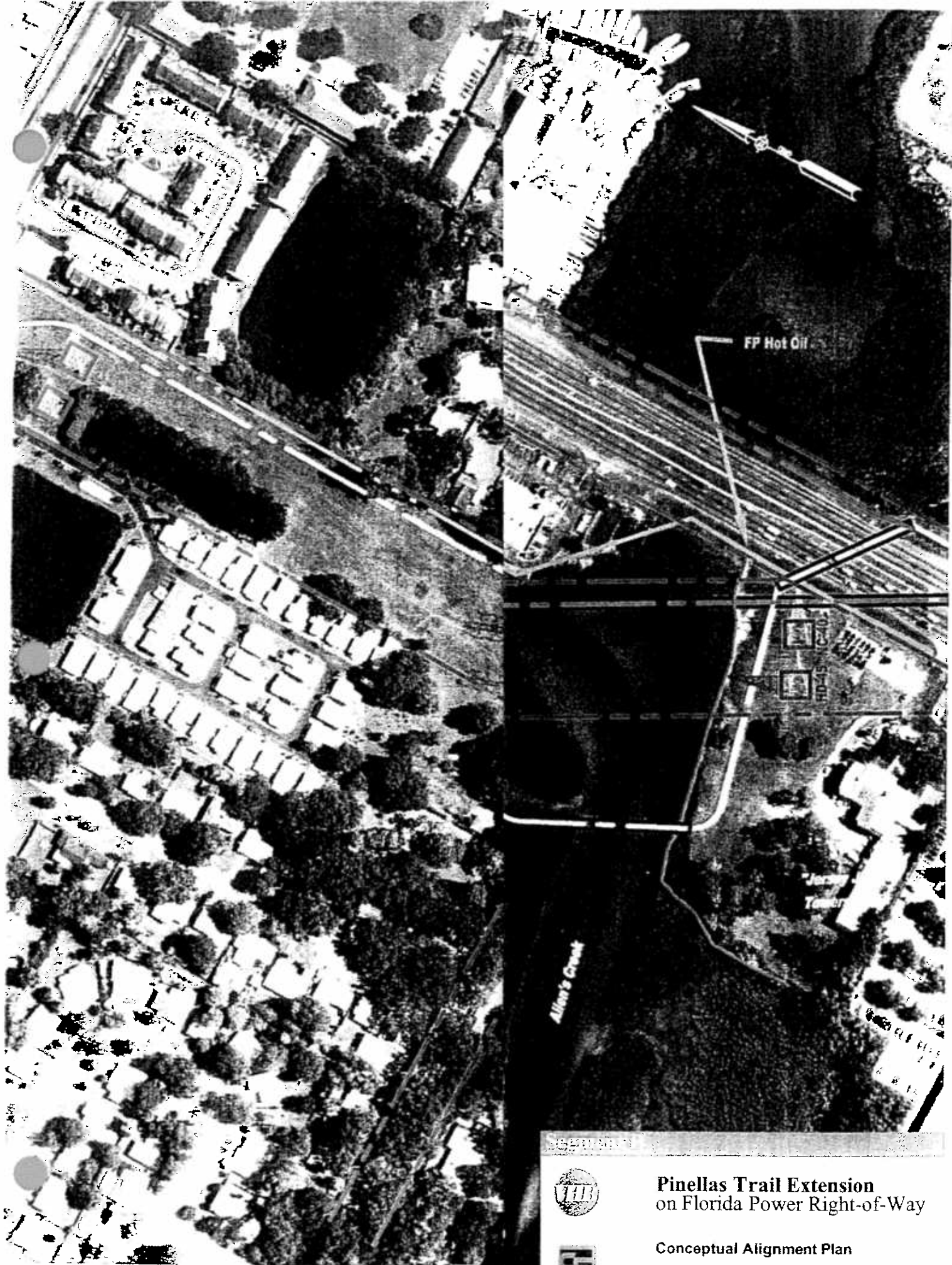
An examination of the project design segment led to the discovery of a small park located south and east of the Drew Street intersection. The park, which is owned and operated by the City of Clearwater, appears to be part of a larger parcel that the City is using as a water treatment plant. The park consists of two soccer fields and three soccer goals. No ROW will be taken from the park property, but a minor change in access is proposed with the improvements. Currently, the park has direct access from U.S. 19. When the improvements are constructed, the public will access the park via the frontage road. This change in access will not affect the use of the park property and the Section 4(f) status will not change.

Pedestrian/Bicycle Facilities

FDOT has established bicycle policies in both the Roadway Traffic Design Standards and the Plans Preparation Manual. The approved reevaluation of 1995 stated that frontage roads and side streets associated with this project were designed to be bicycle-friendly in accordance with Design Bulletin 93-3, dated March 3, 1993, by the provision of 4.3-meter(m) [14-foot(ft)] wide outside lanes, plus an additional .6 m (2 ft) of width, resulting in a designated bicycle path 1.2 m (4 ft) wide.

Status:

The outside lane on the frontage roads will be 14 ft wide. The extra (2 ft) will provide sufficient room to accommodate bicyclists.



DATE: 11/11/11

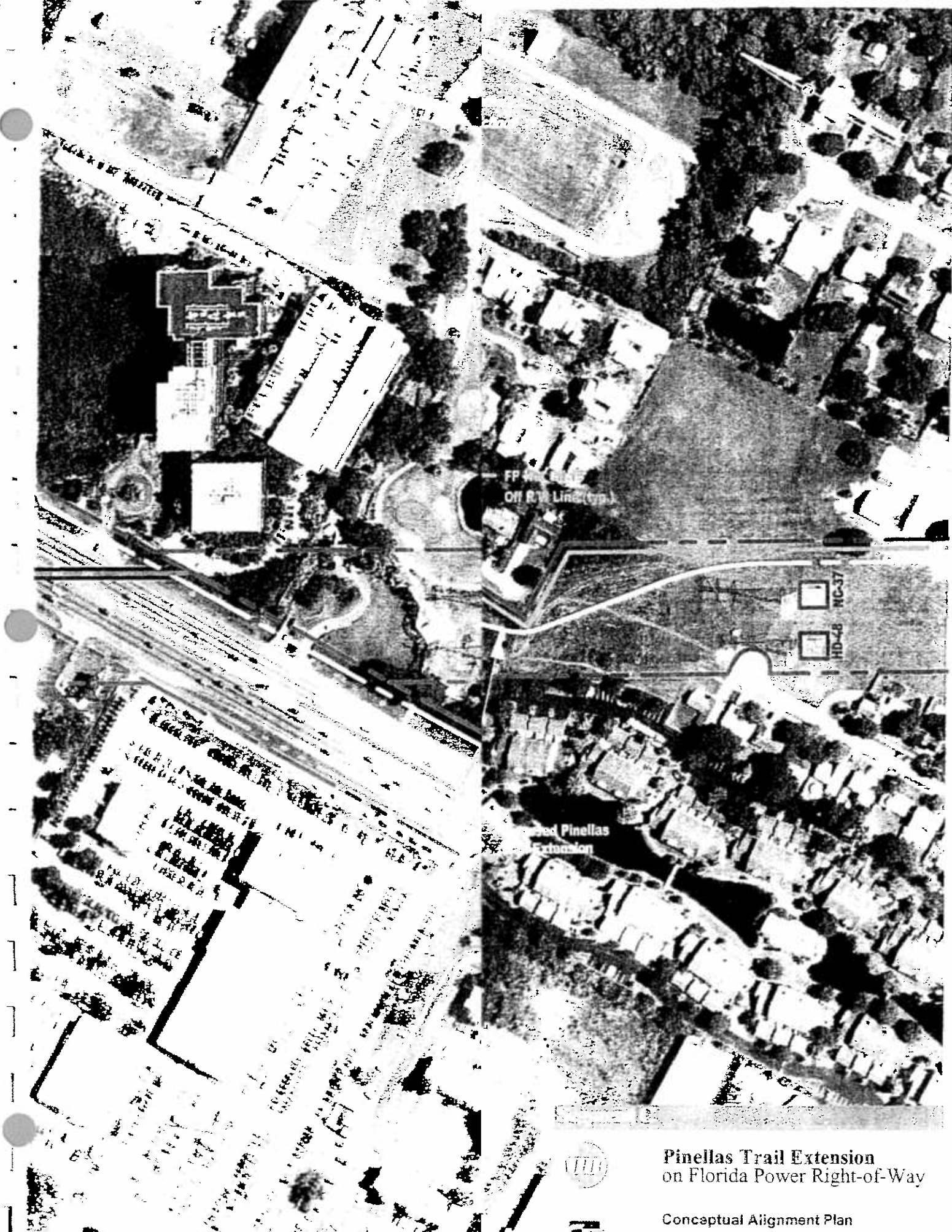


Pinellas Trail Extension on Florida Power Right-of-Way



Conceptual Alignment Plan

Sheet 22 of 41



Off R/W Line (typ)

HD-48 NC-37

Pinellas Extension



Pinellas Trail Extension on Florida Power Right-of-Way



Conceptual Alignment Plan

US 19 Segments 256881-1-52-01

2/06

Phone consultation with Michelle Green-District 7 Bicycle Coordinator

1. How does the multi-use along this section relate to the Progress Energy Trail, is it part of it? It is part of the Progress Energy Trail which is an extension of the Pinellas Trail.
2. How will bicyclist cross at the intersection of Bellaire Rd. given that the plans don't have a pedestrian cross walk or other design modifications to accommodate trail usage to the other side of the trail (the trail is proposed to connect to a segment parallel to US 19) at this intersection. The MPO has proposed a pedestrian overpass at this location but funds associated with this component of the project have diminished; the MPO's CMAC funds have been reduced and other funding must be used. Therefore, at present, the continuation of the Progress Energy Trail and this segment are on-hold. The soonest it will be constructed if funding issues are resolved, is in the next 3-5 years. The Phase II plans contain a segment of the Progress Energy Trail and address consideration for improvements that will allow for future construction of the pedestrian bridge. Currently, pedestrians can cross at the light at Whitney and cross again at Bellaire and pick-up the trail down from the signalized intersection.

Additionally, ROW and height/safety issues with the proposed pedestrian overpass have prevented finalization of the project. The project ROW/foot-print has been an issue, as additional ROW would need to be acquired for touch-down of the pedestrian overpass in front of the auto dealership (Walker Ford than is in the current plans for the frontage road). As a result, the plans for the project will need to be tweaked in order to meet these criteria. Furthermore, the initial design of the pedestrian bridge was so high, that proximity to power lines above it, have become problematic. Safety restrictions prevent power lines from being in close proximity to a structure/or people. Therefore, the lines would have to be moved and the cost absorbed by the agency asking for the relocation.

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 SE 1st Ave, Ste 432
Miami, FL 33131-3050
Staff Symbol: (dpb)
Phone: (305) 415-6747
Fax: (305) 415-6763
Email: wtate@d7.uscg.mil

16211/FL
F28-503
19 January 2006

Ms. Katasha Cornwell
Florida Department of Transportation
11201 N. McKinley Dr.
Tampa, FL 33612-6456

Dear Ms. Cornwell:

This is in response to your letter of 23 November 2005 concerning our previous Advanced Approval designation for your project, FM 2568811/US 19 (SR 55); from N of Whitney Rd to S of Seville Dr, US 19/SR 55 Bridge across Allen Creek, Clearwater, Pinellas County, FL.

The Commandant has given his advance approval to the location and plans of bridges to be constructed across reaches of waterways navigable in law, but not actually navigated other than by rowboats, canoes, and small motorboats. In such cases, the clearances provided for high water stages are considered adequate to meet the reasonable needs of navigation (33 CFR 115.70).

Based on our determination, our previous Advanced Approval designation issued on 10 November of 1993 is still valid, based upon your newly submitted Bridge Project Questionnaire. A Coast Guard bridge permit will not be required for the proposed bridge replacement. Although an individual bridge permit isn't required, you still must comply with all other applicable federal, state, and local laws and regulations. When the bridge is no longer used for transportation purposes, it must be removed and you must notify us that the waterway has been cleared.

If you have any questions about our approval, please call me at (305) 415-6747.

Regards,

A handwritten signature in black ink, appearing to read "W. Gwin Tate III".

W. GWIN TATE III
Associate Bridge Management Specialist
U.S. Coast Guard
By direction

District 7 Utility Department

JAN 23 2006