

**FLORIDA**

LAWTON CHILES  
GOVERNOR



#55  
**DEPARTMENT OF TRANSPORTATION**

BEN G. WATTS  
SECRETARY

PD&E Department - MS 7-500  
11201 N. McKinley Drive  
Tampa, FL 33612-6403  
June 13, 1995

Division Administrator  
Federal Highway Administration  
227 N. Bronough Street, Room 2015  
Tallahassee, FL 31301-2015  
Attn: Mr. Maiser Khaled

**RE: Phase: Design and Construction Authorizations**  
**WPI No: 7116860**  
**State Project No: 15150-1565**  
**FA No: FFD-185-1(46)**  
**Project Limits: U.S. 19, from Gandy Boulevard to Alternate U.S. 19**  
**Counties: Pinellas and Pasco**

Dear Mr. Khaled:

Enclosed with this cover letter are an original and two copies of the completed Reevaluation Form 508-04 for the above referenced project. We are requesting your office's concurrence on this reevaluation so we may proceed with the projects referred to on page 1 of the attached Reevaluation.

Please advise us in writing when we may proceed with these projects.

Sincerely,

Michael J. Coleman, P.E.  
PD&E Engineer  
District Seven

Enclosure

cc: Mr. Leroy Irwin  
Rick Adair  
Jamal Nagamia  
Sharon Phillips

RECEIVED PD&E

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

ROUTE SLIP

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To: Name	Title	Date	Org/Rtg Symbol
Mr. M. Coleman	PD&E Engineer	6/29/95	Dist.7 - Tampa MS 7-500

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Remarks:

- Per Your Request
- For Your Information
- Per Our Conversation
- Note and Return
- Comment
- Take Appropriate Action
- Please Answer

Subject: Federal Project NO. XA-185-1(61)  
SA-185-1(64)  
State Project NO. 15150-3560  
15150-3566

Attached is a copy of the approved environmental  
Reevaluation (Form 508-04) for the subject  
Project, per your request of June 14, 1995.

Attachment

cc: Mr. Gary Evink, FDOT, W/cy Attachment

Thank you

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From: Name	Title	Tele:
Maiser Khaled FHWA	Transportation Engineer	942-9600

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Florida Department of Transportation  
PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design and Construction Authorization
- b. Document Type and Date of Approval: FONSI, May 5, 1990
- c. Project Number(s): 7116860 15150-1565 FFD-185-1(46)  
WPI SPN FAN
- d. Project Local Name and Limits: U.S. 19, from Gandy Boulevard to Alternate U.S. 19
- e. Segments of Highway Being Advanced: WPI: 7117045, SPN: 15150-3566, FAN: SU-  
185-1(64) U.S. 19, north of SR 60 to CSX rail crossing; WPI: 7117130, U.S. 19  
at Curlew Road, SPN: 15150-3560, FAN: XA-185-1(61); WPI: 7117037, SPN: 15150-1504,  
FAN: Not Assigned Yet, Harn Blvd. to 0.2 mi. north of SR 60
- 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 projects identified herein be advanced to the next phase of project development.

Reviewer Signature Block  
Michael J. Coleman 6, 14, 95  
District Project Development and Environment Engineer Date  
Kenneth A. Hart 6, 14, 95  
for District Secretary (or designee) Date  
\_\_\_\_\_ \_\_\_\_/\_\_\_\_/\_\_\_\_  
Federal Highway Administration, Area Engineer Date

III. FHWA CONCURRENCE BLOCK

Mauro Klapp 6, 29, 95  
for Federal Highway Administration, Division Administrator Date

**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 and 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)	_____
<b>C. NATURAL ENVIRONMENT:</b>		
1. Wetlands	( ) (X)	_____
2. Aquatic Preserves	( ) (X)	_____
3. Water Quality	(X) ( )	See Attachments A and B
4. Outstanding Florida Waters	( ) (X)	_____
5. Wild and Scenic Rivers	( ) (X)	_____
6. Floodplains	( ) (X)	_____
7. Coastal Zone Consistency	( ) (X)	_____
8. Coastal Barrier Islands	( ) (X)	_____
9. Wildlife and Habitat	( ) (X)	_____
10. Farmland	( ) (X)	_____
11. Visual/Aesthetic	( ) (X)	_____
<b>D. PHYSICAL IMPACTS:</b>		
1. Noise	( ) (X)	_____
2. Air	(X) ( )	See Attachment A
3. Construction	( ) (X)	_____
4. Contamination	( ) (X)	_____
5. Navigation	( ) (X)	_____

7. State Project Number: 15150-3560  
Federal Aid Project Number: XA-185-1(61)  
Work Program Item Number: 7117130  
Project Limits: Intersection improvement for Curlew Road at U.S. 19.  
Current Status: This project is the subject of this reevaluation, currently being advanced to federal-aid construction.
8. State Project Number: 15150-3571  
Federal Aid Project Number: SU-FFD-185-1(57)  
Work Program Item Number: 7116954 (interim improvements)  
Project Limits: South Tarpon Avenue to south of railroad overpass; 1.1 km (0.7 miles).  
Current Status: This interim widening project has been completed.
9. State Project Number: 15150-3706  
Federal Aid Project Number: XA-185-1(63)  
Work Program Item Number: 7117125  
Project Limits: U.S. 19, Live Oak Street to Pinellas/Pasco County Line; 2.1 km (1.3 miles).  
Current Status: This project is being advanced to state funded construction.
10. State Project Number: 15150-2548  
Federal Aid Project Number: FFD-185-1(30)  
Work Program Item Number: 7116645 (ultimate improvements)  
Project Limits: U.S. 19, Major Interchange at South of Tarpon Avenue to Pasco County Line (ultimate improvements).  
Current Status: Awaiting advancement to right-of-way phase.
11. State Project Number: 15150-1708  
Federal Aid Project Number: XU-1469-(4)  
Work Program Item Number: 7117158  
Project Limits: U.S. 19, 110th Avenue to 126th Avenue 1.8 km (1.1 miles); includes the 118th Avenue interchange.  
Current Status: This project is currently being designed.
12. State Project Number: 15150-1709  
Federal Aid Project Number: SU-185-(65)  
Work Program Item Number: 7116993  
Project Limits: U.S. 19 at Allen's Creek.  
Current Status: This project has been combined with WPI#7116967 and WPI#7116993 has been deleted from the work program.

**V. EVALUATION OF MAJOR DESIGN CHANGES** (e.g., typical section changes, alignment shifts, right of way changes, bridge to box culvert, drainage requirements).

Engineering design plans for the construction project segments being advanced have been reviewed. No major changes in typical sections have taken place since approval of the latest reevaluation dated March 3, 1994. No exceptions or variances are required.

**VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

**A. Threatened and Endangered Species**

The approved FONSI indicated no involvement with threatened or endangered species. However, due to the possibility of West Indian manatees being present at the Allen's Creek and Anclote River crossings, the Design Authorization Reevaluation of March, 1994 stated that the Department, in coordination with the U.S. Fish and Wildlife Service (USFWS), agreed to implement special provisions for the protection of manatees. The USFWS stated in a letter dated January 31, 1994 that with the implementation of these provisions, the proposed project improvements will have no effect on West Indian manatees or any other threatened or endangered species. These provisions are still intended to be provided for in the project design plans for 7116967 and 7117125.

**SPECIAL PROVISIONS FOR THE PROTECTION OF MANATEES**

The contractors and subcontractors shall ensure that care is taken to conduct all construction and related activities with caution relative to any endangered or threatened species protected by the Federal Endangered Species Act of 1973, the Florida Manatee Act, and the Federal Marine Mammal Protection Act of 1972, as amended. All construction personnel shall be advised of the potential presence of these species, of their endangered or threatened status, of their federal or state protection, and of the need to refrain from any action which would jeopardize the well-being of these species.

Although no blasting or demolition will be associated with project No. 7117125, a continuous Manatee Watch Program (MWP) will be established to minimize the potential impacts of the bridge construction on manatees. The latest provisions of U.S. Fish & Wildlife Service Manatee Watch guidelines are to be implemented during the construction period (see attached provisions).

**B. Construction**

The approved previous reevaluation identified construction impact commitments which have been incorporated into the latest edition of the FDOT's "Standard Specifications for Road and Bridge Construction."

In addition, as a part of this reevaluation effort, the FHWA has asked that the Department minimize construction noise impacts to noise-sensitive residential areas which are in close proximity to the project. 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, i.e. drilled shaft will be considered.
3. Preformed pile holes will be required where they are in proximity to any noise-sensitive land uses to minimize vibration transfer.

4. Backup 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.

Other construction related restrictions would include:

1. Restriction of operating hours for lighting the construction areas will be determined and required of the contractor prior to beginning construction activities that require lighting.
2. Coordination with the local communities 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.

### C. Wetland Mitigation

The reevaluation of 1994 cited proposed wetland mitigation at a ratio of 1:1 for a total of 1.66 hectares (4.1 acres), but stated that specific wetland impacts would be identified during the design process for each segment.

Since then, permit applications have been received for several segments being advanced.

In WPI #7117045, mitigation for losses to palustrine/forest and shrub-scrub wetlands in a ratio of 1.5:1 is required at two sites. Mitigation Site 1 (MS-1) consists of the creation of .29 hectare (.71 acre) of palustrine/forest and shrub/scrub wetlands.

Mitigation Site 2 (MS-2) consists of the creation of .24 hectare (.6 acre) of palustrine/forest and shrub/scrub wetlands.

Pond 4D consists of .4 hectare (1 acre) of a combined stormwater management pond and wetland creation area.

In WPI #7117125 a proposed stormwater treatment ditch will impact 0.12 hectare (0.3 acre) of wetlands in the right-of-way, but will not require mitigation.

### VII. PERMIT STATUS

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

1. Permit Status for U.S. 19, Gulf-to-Bay Boulevard (S.R. 60) to CSX rail crossing, includes interchange at Drew Street, WPI #7117045.

Agency	Type	Status
USACOE	Dredge and Fill	Issued Jan. 22, 1995
SWFWMD	Dredge and Fill and Surface Water	Issued Feb. 10, 1995
USEPA	Issuance of the NPDES Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction.	

2. Permit Status for U.S. 19 at Curlew Road; includes intersection, WPI #7117130.

Agency	Type	Status
USACOE	Dredge and Fill	Issued Mar. 20, 1995
SWFWMD	Dredge and Fill and Surface Water	Issued Jan. 25, 1995
USEPA	Issuance of the NPDES Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction.	

3. Permit Status for U.S. 19, Live Oak Street to Pinellas/Pasco County Line, WPI #7117125.

Agency	Type	Status
SWFWMD	Surface Water	Permit required
USEPA	Issuance of the NPDES Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction.	
USACOE	N/A	Permit not required
USCoast Guard	N/A	Permit not required

Permitting information for the remaining project segments will be available for future reevaluations as design plans and right-of-way requirements are developed.



2. Permit Status for U.S. 19 at Curlew Road; includes intersection, WPI #7117130.

Agency	Type	Status
USACOE	Dredge and Fill	Issued Mar. 20, 1995
SWFWMD	Dredge and Fill and Surface Water	Issued Jan. 25, 1995
USEPA	Issuance of the NPDES Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction.	

3. Permit Status for U.S. 19, Live Oak Street to Pinellas/Pasco County Line, WPI #7117125.

Agency	Type	Status
SWFWMD	Surface Water	Permit required
USEPA	Issuance of the NPDES Permit by the USEPA, issued as a general permit, is required by permittee 48 hours prior to commencement of construction.	
USACOE	N/A	Permit not required
USCoast Guard	N/A	Permit not required

Permitting information for the remaining project segments will be available for future reevaluations as design plans and right-of-way requirements are developed.

Attachment "A"  
for the Reevaluation of U.S. 19  
from Gandy Boulevard to Alternate U.S. 19  
June, 1995

## C. NATURAL ENVIRONMENT

### Water Quality Impacts in the Approved FONSI

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

#### Status:

Regulatory requirements apply to water quality issues. All water quality issues will be mitigated through compliance with the quality design requirements placed by the Southwest Florida Water Management District, an authorized regulatory agency. See Attachment B, Water Quality Impact Evaluation.

There has been no change in water quality impacts since the approval of the 1994 reevaluation. Therefore, there is no change in status.

## D. PHYSICAL IMPACTS

### Air Quality Impacts In the Approved FONSI

The U.S. 19/Sunset Point intersection was previously modeled in an April 1988 Air Quality Report. The approved FONSI stated that the project would not cause or contribute to an increase in carbon monoxide (CO) concentrations, based on results of simulations.

#### Status:

The U.S. 19/Sunset Point Road intersection, the "worst-case" intersection for the U.S. 19 corridor was remodeled with the updated air quality programs, MOBILE5A and CAL3QHC with the CALVIEW enhancement. There are two Mobile Home Parks on either side of U.S. 19 north of Sunset Point Road with mobile homes extremely close to the proposed edge of pavement. The closest mobile home within each Mobile Home Park was used as a receptor. The purpose of the microscale analysis is to predict the impact of the proposed improvements on future air quality conditions in the project vicinity. The No-Build Alternative is at grade while U.S. 19 is elevated in the Build Alternative.

The proposed project does not exceed the National Ambient Air Quality Standards (NAAQS). Based on the microscale dispersion analysis results, the proposed U.S. 19 project will not cause, or contribute to, CO concentrations above the one-hour and eight-hour NAAQS for CO. Therefore, the project will not have a significant impact on air quality.

The analysis indicates that CO concentrations for the Build Alternative will be lower than concentrations for the No-build Alternative. This project is in conformance with the State Implementation Plan's (SIP) purpose of eliminating or reducing the severity and number of NAAQS violations and achieving expeditious attainment of such standards.

For the portion of the project in Pinellas County:

This project is in an area which has been designated as nonattainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. According to the criteria set forth in Section 51.394 (c) of the Final Conformity Rule, this project has been grandfathered and therefore does not require

**Attachment "A"**  
**for the Reevaluation of U.S. 19**  
**from Gandy Boulevard to Alternate U.S. 19**  
**June, 1995**

a conformity determination. This project is in conformance with the State Implementation Plan because it will not cause violations of the National Ambient Air Quality Standards.

For the portion of the project in Pasco County:

The project is in an area which has been designated as attainment for the ozone standards under the criteria provided in the Clean Air Act Amendments of 1990. This project is in conformance with the State Implementation Plan because it will not cause violations of the National Ambient Air Quality Standards.

Therefore, there is no change in status.

## MANATEE WATCH PROGRAM GUIDELINES

The contractor and subcontractors shall ensure that care is taken to conduct all construction and related activities with caution relative to any endangered or threatened species protected by the Federal Endangered Species Act of 1973, the Florida Manatee Act, and the Federal Marine Mammal Protection Act of 1972, as amended. All construction personnel shall be advised of the potential presence of these species, of their endangered or threatened status, of their federal or state protection, and of the need to refrain from any action which would jeopardize the well-being of these species.

To minimize the potential impacts of bridge on manatees and sea turtles, a continuous Manatee Watch Program (MWP) will be established. The following conditions constitute the MWP and shall be included as special provisions; no blasting or demolition activities are required.

1. Seven days prior to the first bridge-related construction event, the contractors will provide the U.S. Fish and Wildlife Service (USFWS) and Department of Environmental Protection (DEP) Office of Protected Species Management a list of the chief and primary observers for the MWP and their qualifications. An outline of the MWP will also be submitted seven days prior to the first such event.

The outline will include time tables for any dredging, or construction watercraft activity; time tables for the MWP (start times for aerial survey as hereinafter required, and other survey positions); observer positions; a copy of the MWP log sheet; and map to record manatee sightings.

2. A formal MWP coordination meeting will be held at least two days prior to the first bridge-related construction event. Attendees will include the MWP chief and primary observers, construction contractors, FDOT, USFWS, DEP and other interested parties, such as the U.S. Coast Guard. All will be informed about the possible presence of manatees in the area, and that civil or criminal penalties can result from intentional or negligent annoyance, disturbance, harassment, molestation, capture, collection, injury and/or death of an endangered species or any part thereof. The construction contractors, and primary observer will present the protocol and logistics of bridge-related construction activities and the outline specified in condition No. 1.

3. All observers will follow the protocol established for the MWP

and will conduct the watch in good faith and to the best of their ability.

4. Each observer will be equipped with a two-way radio that will be dedicated exclusively to the MWP. Observers will also be equipped with polarized sunglasses, binoculars, a red flag for a backup visual communication system, and a sighting log with a map to record sightings at the bridge construction site and vicinity.

5. Any problems encountered during bridge construction events will be evaluated by the observers and contractors and logistical solutions will be presented to the USFWS and DEP. Corrections to the MWP will be made prior to the next event.

6. If an injured or dead manatee is sighted during construction, an observer will contact the Florida Marine Patrol St. Petersburg office at (813) 893-2221. In any such case, an observer will also call the USFWS Vero Beach office at (407) 562-3909. The observer will act according to the situation and will maintain contact with the injured or dead manatee. The foregoing telephone numbers shall be posted at all on-site telephones.

7. If an injured or dead manatee is rescued/recovered within three miles up or down the waterway from the bridge site during construction or if the injury/death of any manatee in the vicinity is documented to be caused by construction activity, that activity will be postponed until cause of injury or mortality can be determined by DEP and USFWS.

If injuries are substantially documented, all contributing construction activities will be suspended and the principle parties will meet to determine a better way to conduct the activity.

8. Operators of watercraft will be responsible for any collisions with manatees. Vessels associated with the project should operate at slow (no wake) speed while in shallow water, especially where the draft of the boat provides less than 3 feet of clearance with the bottom. Work boats should load and off-load at designated sites. Vessels used to transport personnel shall be shallow-draft vessels of the light displacement category, and shall follow routes of deep water to the maximum extent possible where navigational safety permits.

9. When turbidity barriers are used to prevent or minimize degradation of water quality, the barriers shall be of appropriate dimension to restrict the animals' access to the work area and to allow egress of any manatees which may enter the work area. Under such conditions, the barriers should use tangle-resistant or hemp rope when anchoring, or employ surface anchors to prevent

entangling manatees. Continuous surveillance will be maintained in order to free animals which may become trapped in silt or turbidity barriers.

10. Construction debris shall not be discarded into the water.

11. Signs will be posted on-site warning of the presence of manatees their endangered status, and precautions needed.

12. Within two weeks (14 days) after completion of all bridge-related construction, the chief observer will submit a report to the USFWS and DEP providing the names of the observers and their positions during the event, number and location of manatees seen and what actions were taken.

13. If any one of the above conditions is not met prior to or during the applicable activity, the chief observer of the MWP will have the authority to terminate the activity. Any liability for a violation of the above protective measures will be assumed by the construction contractors.