

**Florida Department of Transportation  
PROJECT REEVALUATION**

**I. GENERAL INFORMATION** (originally approved document)

- a. Reevaluation Phase: Design
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion (CE) approved 05/23/96; Design and Right-of-way Reevaluation – Approved 9/19/2000 for SR 79 from north end of West Bay Bridge to Steel Field Road (FPID: 217911-3), from Steel Field Road to Washington County Line (FPID: 217911-4), and from SR 30A to West Bay Bridge (FPID: 218003-1); Construction Reevaluation – Approved 06/03/02 for SR 79 from SR 30A to West Bay Bridge (FPID: 218003-1); Design and Right-of-way Reevaluation – Approved 08/03/04 for New West Bay Bridge, approaches and intersection at CR 388 (FPID: 217911-5); Right-of-way Reevaluation – Approved 12/13/04 for SR 79 from north end of West Bay Bridge to Steel Field Road (FPID: 217911-3), from Steel Field Road to Washington County Line (FPID: 217911-4), and from Bay County Line to North Environmental Road (FPID: 217911-6); and Construction Phase Reevaluation – Approved 1/20/06 for SR 79 from North End of CR 388 to Steel Field Road (FPID: 217911-3); Construction Phase Reevaluation – Approved 11/13/06 for SR 79 from Steel Field Road to Washington County Line (FPID: 217911-4); and Right-of-Way and Construction Reevaluation – approved 02/12/09 for SR 79 from north of Environmental Road to Strickland Road in Washington County (FPID: 220773-1).
- c. Project Numbers: Financial Project ID: 217911-1 and 220773-1  
Federal Aid Project (FAP) Number: N/A  
Work Program ID (old): 3110299 & 3119687  
State (old): 46090-1521 & 61040-1522
- d. Project Local Name, Location and Limits: SR 79 from SR 30 (US 98A) to SR 20 in Bay and Washington Counties, Florida
- e. Segments of Highway Being Advanced: SR 79 (South Arnold Road) from SR 30/US 98A (Front Beach Road) to Panama City Beach Parkway (previously Back Beach Road) in Bay County, Florida (Financial Project ID: 217911-2; FAP: N/A).
- f. Name of Analyst(s): PBS&J - Tallahassee

**II. CONCLUSION AND RECOMMENDATION**

The above environmental document has been reevaluated as required by Title 23 Code of Federal Regulations (CFR) 771 and 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 Administration Action remains valid.

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

REVIEWER SIGNATURE BLOCK

Blain L. Martin  
District Environmental Management Engineer

7 / 21 / 2010  
Date

**III. FHWA CONCURRENCE BLOCK**

[Signature]  
for Federal Highway Administration, Division Administrator

9 / 21 / 2010  
Date

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

	YES	/	NO	COMMENTS
<b>A. NATURAL ENVIRONMENT</b>				
1. Air Quality	[ ]		[ X ]	_____
2. Coastal and Marine	[ ]		[ X ]	_____
3. Contamination Sites	[ X ]		[ ]	<u>See Attachment A, Section A.3</u>
4. Farmlands	[ ]		[ X ]	_____
5. Floodplains	[ ]		[ X ]	_____
6. Infrastructure	[ ]		[ X ]	_____
7. Navigation	[ ]		[ X ]	_____
8. Special Designations	[ ]		[ X ]	_____
9. Water Quantity/Quality	[ ]		[ X ]	_____
10. Wetlands	[ ]		[ X ]	_____
11. Wildlife and Habitat	[ ]		[ X ]	<u>See Attachment A, Section A.11</u>
<b>B. CULTURAL IMPACTS</b>				
1. Historic/Archaeological	[ ]		[ X ]	<u>See Attachment A, Section B.1, SHPO Concurrence letter dated 7/30/09</u>
2. Recreation Areas	[ ]		[ X ]	_____
3. Section 4(f) Potential	[ ]		[ X ]	_____
<b>C. COMMUNITY IMPACTS</b>				
1. Aesthetics	[ ]		[ X ]	_____
2. Economics	[ ]		[ X ]	_____
3. Land Use	[ X ]		[ ]	<u>See Attachment A, Section C.3</u>
4. Mobility	[ X ]		[ ]	<u>See Attachment A, Section C.4</u>
5. Relocation	[ X ]		[ ]	<u>See Attachment A, Section C.5</u>
6. Social	[ X ]		[ ]	<u>See Attachment A, Section C.6</u>
<b>D. OTHER IMPACTS</b>				
1. Noise	[ ]		[ X ]	_____
2. Construction	[ ]		[ X ]	_____

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**V. CORRIDOR PROJECTS STATUS UPDATE**

The SR 79 multi-laning project consists of seven segments (Figure 1).

FPID	217911-2
FAPN	None
Project Limits:	From SR 30 (US 98A) to SR 30A (US 98)
<i>Current Status:</i>	<i>This segment is the subject of this Design Reevaluation. Is not funded under FDOT for right-of-way or construction.</i>
FPID	218003-1
FAPN	None
Project Limits:	From SR 30A (US 98/Panama City Beach Parkway, formerly Backbeach Road) to the West Bay Bridge.
<i>Current Status:</i>	<i>Construction of this segment is complete as of 5/2005.</i>
FPID	217911-5
FAPN	None
Project Limits:	New "Sister" West Bay Bridge, Approaches, and CR 388 Intersection Realignment.
<i>Current Status:</i>	<i>Construction of this segment is complete as of 10/2008.</i>
FPID	217911-3
FAPN	None
Project Limits:	From North of CR 388 to Steel Field Road.
<i>Current Status:</i>	<i>Construction of this segment is complete as of 09/2009.</i>
FPID	217911-4
FAPN	None
Project Limits:	From Steel Field Road to the Washington County Line.
<i>Current Status:</i>	<i>Construction of this segment is complete as of 10/2009.</i>
FPID	217911-6
FAPN	None
Project Limits:	From the Bay County Line to North of Environmental Road.
<i>Current Status:</i>	<i>Construction of this segment is complete as of 10/2009.</i>
FPID	220773-1
FAPN	None
Project Limits:	From North of Environmental Road to Strickland Road.
<i>Current Status:</i>	<i>This segment under construction as of 8/2009.</i>

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**VI. EVALUATION OF MAJOR DESIGN CHANGES**

This reevaluation of the segment of SR 79 (South Arnold Road) from SR 30/US 98A (Front Beach Road) to SR 30A/US 98 (Panama City Beach Parkway, formerly Back Beach Road) is being prepared by the City of Panama City Beach in coordination with the FDOT. Since the environmental document was approved (May 23, 1996) there have been changes in the typical section and the conceptual design of the SR 79 (South Arnold Road) intersection with SR 30/US 98A (Front Beach Road). This reevaluation considers any changes affecting the environment in this segment.

For FPID 217911-2, SR 79 (South Arnold Road) from SR 30/US 98A (Front Beach Road) to SR 30A/US 98 (Panama City Beach Parkway), the Preliminary Engineering Report (PER) recommended an urban roadway typical section along the existing transportation corridor consisting of two 12-foot travel lanes with a four-foot bike lane and five-foot sidewalk in each direction separated by a 22-foot grassed raised median within 102 feet of right-of-way. The PER also recommended that the project terminate at (Front Beach Road) in a "Y" intersection using the Eastern Intersection alignment alternative. The Eastern Intersection alignment would route the principal southbound to eastbound traffic to the east leg of the "Y" and provide a double eastbound left turn lane by truncating the leg to make a "T" intersection at SR 30/US 98A (Front Beach Road), as shown in Figure 2. This alternative was selected because it avoided taking commercial property in the middle of the "Y" and provided a configuration which eliminates the existing east leg/west leg conflicting movements.

SR 79 (South Arnold Road) from SR 30/US 98A (Front Beach Road) to SR 30A/US 98 (Panama City Beach Parkway, formerly Back Beach Road), is located within the area of the city undergoing economic redevelopment. The Panama City Beach Community Redevelopment Agency (CRA) developed a plan for revitalizing the area and address deficiencies identified in the *Front Beach Road Finding of Necessity Report for a Community Redevelopment Area* (June 2001) which include inadequate traffic capacity, lack of access management, inadequate pedestrian and bicycle facilities, and a lack of adequate and safe parking facilities. To address these concerns the CRA plans to reconstruct SR 30/US 98A (Front Beach Road) to provide a dedicated transit/bicycle lane on both sides of a two-lane divided urban road with sidewalks on the outside of the transit/bicycle lanes. Transit service will ultimately stretch from the East Multimodal Center to a West Multimodal Center to be built within the City Hall Complex on SR 79 (South Arnold Road).

The proposed widening of SR 79 (South Arnold Road) from two lanes to a four-lane divided urban facility with bicycle lanes and sidewalks is consistent with CRA plans for the area being redeveloped. However, there was concern that originally proposed "Y" intersection of SR 79 (South Arnold Road) and SR 30/US 98A (Front Beach Road) would not accommodate the proposed improvements along SR 30/US 98A (Front Beach Road). Further, this intersection is considered to be one of the focal gateway points within the city of Panama City Beach and is a location that is frequently traveled by tourists visiting the beaches. To identify an intersection design that would meet traffic demand and safely accommodate the transit/bicycle lane and pedestrian facilities proposed for SR 30/US 98A (Front Beach Road), the Panama City Beach Community Redevelopment Agency commissioned a *Conceptual Intersection and Drainage Improvement Study* (October 2009). This study developed and evaluated conceptual intersection alternatives for the intersection of SR 79 (South Arnold Road) and SR 30/US 98A (Front Beach Road). The analysis included traffic forecasting, traffic modeling and operational capacity analysis. Alternatives evaluated included the No Build Alternative (the "Y" intersection), and two build alternatives: a "T" intersection and a roundabout intersection. The intersection alternatives were evaluated for traffic capacity/level of service, access management, transit/bicycle/pedestrian facilities, pedestrian safety and control, aesthetics/green space, constructability/maintenance of traffic, and construction cost. The "T" intersection ranked best in all categories and was selected as the preferred alternative.

The current conceptual plans for the segment being advanced have been reviewed and compared to those in the Type 2 CE and the Preliminary Engineering Report (PER), dated June 1996. Changes in the conceptual design include the modification of the urban typical section to provide 11-foot travel lanes instead of 12-foot travel lanes, and modification of the SR 79 (South Arnold Road) intersection with SR 30/US 98A (Front Beach Road) to a "T" intersection instead of the recommended "Y" intersection. The reduction in lane width would avoid acquisition of a two-foot strip of right-of-way for the length of the project corridor and, since this segment is low speed, not part of the Strategic Intrastate System (SIS), and has low truck traffic, use of 11-foot travel lanes is consistent with FDOT

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design standards. The change in the intersection design at SR30/US 98A (Front Beach Road) from a "Y" intersection to the standard "T" intersection improves the traffic level of service in the design year to LOS C while maintaining the operation of the existing intersection of El Centro Blvd. with SR 30/US 98A (Front Beach Road), which would be closed under the "Y" intersection alternative. Further, the "T" intersection will accommodate the dedicated transit/bicycle lanes envisioned by the city of Panama City Beach in the *Front Beach Road Community Redevelopment Plan* and will provide a transit stop within the northwest corner of the intersection, as identified in the *Panama City Beach Transit Plan*. In addition, the safety of pedestrians and bicyclists in this tourist center would be improved with the "T" intersection. Pedestrian movements will utilize sidewalks along SR 79 (South Arnold Road) and SR 30/US 98A (Front Beach Road) and signalized crosswalks for safe passage through the intersection. Bicyclists traveling the transit/bicycle lanes on SR 30/US 98A (Front Beach Road) will also be able to utilize a signalized intersection without having to contend with free-flowing traffic that occurs in the "Y" intersection design.

The current design concepts for FPID 217911-2 differ from what was recommended in the Type 2 CE and the PER as described below.

1. **Typical Section:** The current conceptual design is essentially the same as that recommended in the Type 2 CE and the PER except that the typical section now consists of four 11-foot travel lanes.
2. **Intersection Design:** The intersection of SR 79 (South Arnold Road) with SR 30/US 98A (Front Beach Road) is proposed to be modified to a standard "T" intersection with signalized control for the safe and orderly movement of both vehicular and pedestrian traffic. This intersection concept would provide signalized control with dedicated pedestrian signals for crosswalk movements.

The "T" intersection design would be consistent with the multi-modal improvements envisioned by the City of Panama City Beach in the *Front Beach Road Community Redevelopment Plan* by accommodating a transit stop within the northwest corner of the intersection. Bicyclists and pedestrians would be accommodated as well by the bicycle lanes and sidewalks to be constructed along SR 79 (South Arnold Road).

3. **Drainage:** Pond sites for this segment were not identified in the original PD&E study. However, the urban typical section necessitates the collection and treatment of stormwater. The conceptual design for this segment proposes one pond with the outfall to be piped along the north side of SR 30/US 98A (Front Beach Road) to the Lullwater culvert which discharges onto the beach for overland flow to the Gulf of Mexico.
4. **Right-of-Way and Relocations:** The original PD&E concept for FPID 217911-2 would have required acquisition of a two-foot strip of right-of-way along the entire length of SR 79 (South Arnold Road) from SR 30/US 98A (Front beach Road) to SR 30A/US 98 (Panama City Beach Parkway) to accommodate the proposed 102-foot wide typical section. In addition, a small amount of right-of-way would have been required to accommodate turn lanes at the SR 79 (South Arnold Road) intersection with SR 30A/US 98 (Panama City Beach Parkway). The current concept reduces the previously-recommended typical section width to that of the existing right-of-way (100 feet) by reducing the travel lanes to 11 feet in width. The current concept would still require the acquisition of right-of-way (0.07 acre) at the intersection of SR 79 (South Arnold Road) with SR 30A/US 98 (Panama City Beach Parkway) to accommodate the turn lanes as in the original concept, but will also require 0.65 acre of right-of-way and the relocation of two businesses to construct the "T" intersection at SR 79 (South Arnold Road) and SR 30/US98A (Front Beach Road), 1.2 acres for the proposed stormwater pond, and 0.127 acre along Front Beach Road for the stormwater collection system.
5. **Infrastructure Impacts:** The proposed design would relocate the existing aboveground utilities underground. In addition, the construction of the proposed pond outfall system would have involvement with an existing water line, gas line, crossing sanitary sewer pipes, and numerous driveways. The existing Lullwater culvert would require additional capacity which is proposed to be provided by constructing an appropriately sized pipe adjacent to the existing 60-inch pipe.
6. **Wetlands:** There are no wetlands within the SR 79 (South Arnold Road) alignment.

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**VII. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

Commitment Compliance and Commitment Status

Commitments from the approved Type 2 CE, along with their current status, are presented below.

1. The following considerations for hikers using the Florida Trail during and after construction of the four-lane SR 79 facility and new, twin two-lane bridges at Pine Log Creek were made in the Programmatic 4(f) Evaluation approved February 1, 1996:
  - a. After the new northbound Pine Log Creek Bridge is constructed, relocation of traffic to the new structure must include accommodations for Florida Trail users, while the existing roadway and bridge are being reconstructed. Temporary directional signs will be posted by the construction contractor for the guidance of hikers. Upon completion of the project, hikers on the Florida Trail will be able to use either of the new twin roadway bridges.
  - b. Design of the project will include the installation of permanent pedestrian crossing markers in the form of signs.

*Status: Commitments were incorporated into the project by the Design Team. Traffic Control Plan General Notes commit to backfilling any drop-off adjacent to travel paths so that it is flush with the travel path, or to protecting with barricades, temporary barrier wall, or approved handrail. Pedestrian, bicycle and wheelchair traffic will be maintained at all times. The path shall be a minimum of five feet wide. Approved warning lights and signing will guide pedestrian and bicycle traffic. Variable message signs will be utilized. (Does not apply to the segment being advanced.)*

2. As a result of the Phase II Value Engineering Study, the following will occur during the final design of this project.
  - a. A Phase III Value Engineering Study will evaluate the potential for retaining existing base/pavement on the roadway segment from Woodville to Pine Log Creek.

*Status: A Phase III Value Engineering Study was not conducted. The Design Team for FPID 217911-4 and 217911-6 performed the evaluation to determine the locations where the proposed roadway elevations could be designed to match the existing roadway. Where the existing roadbed can be preserved, the existing roadway will be overbuilt to provide the additional travel lane and to remove the crown. (Does not apply to the project being advanced.)*

- b. Existing drainage structures will be evaluated for potential rehabilitation or extension.

*Status: The Design Team for FPID 217911-4 and 217911-6 evaluated the existing culverts and determined that due to age and the hydraulic needs of the project, all culverts would be replaced. (Does not apply to the project being advanced.)*

- c. Retention of initial runoff within roadway right-of-way will be evaluated.

*Status: For the project advancing (FPID 217911-2), an urban typical section will be utilized, requiring stormwater management facilities. The proposed drainage system will utilize curb inlets and storm drain pipes to convey onsite and offsite runoff to the proposed stormwater pond.*

3. Wetland impacts that will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.s 1344.

*Status: For project FPID 217911-2, there are no wetland impacts; therefore, no wetland mitigation will be necessary.*

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4. Three side streets, which previously entered SR 79 at unsafe locations, are to be improved. One street located in the middle of the east "Y" intersection ramp at the beginning of the project will be terminated in a cul-de-sac. Two other streets, located at the foot of the high level West Bay Bridge will be relocated for access at safer locations.

*Status: This commitment has been met for the two streets located at the foot of the West Bay Bridge in a prior project. The third side street (El Centro Blvd.) that intersects the east leg of the "Y" intersection at SR 79 (South Arnold Road) and SR 30/US 98A (Front Beach Road) is a part of the project covered by this Reevaluation. The redesign of the "Y" intersection to a "T" intersection will allow El Centro Blvd. to remain open, providing right-in and right-out movement.*

5. The following construction-related commitments, from Section 6.0 of the *Biological Assessment of the Effects of SR 79 Roadway Widening on the Flatwoods Salamander (Ambystoma cingulatum)* – April 2002, are required for the project to maintain concurrence with the "not likely to adversely affect" determination provided by the U.S. Fish and Wildlife Service. The Biological Assessment (BA) was prepared for project segments FPID Numbers 218003-1, 217911-3, and 217911-4. The West Bay Bridge segment (FPID Number 217911-5) was excluded from the BA because of an assumed absence of suitable habitat for the flatwoods salamander in the segment corridor.
  - a. All construction activity will be confined within the limited-width construction zone to the extent practicable for portions of the project in which potential flatwoods salamander habitat exists, i.e. sites ranked as "low-moderate" to "high". There are two terrestrial habitat areas identified within the proposed SR 79 right-of-way – Sites 18 and 21. No construction activity, nor any construction personnel, vehicles, or equipment will be allowed outside of the limited-width construction zone relative to these sites with the exception of temporary impact activity within proposed right-of-way for utilities and placement of silt fence with timely restoration to original topography and soils. In addition, these two terrestrial habitat areas within proposed right-of-way will be identified with orange barricade fence (2-inch mesh) along the perimeter edge. Signs will be placed on the fence identifying these sites as off-limit areas. All silt-fenced protected wetland adjacent to the limited-width construction zone will also be protected by hay bales. The standing water areas will be protected by floating turbidity barriers. The potential terrestrial habitat impact areas and associated limited-width construction zone areas will be identified on the construction plan sheets.
  - b. Storage/staging areas will be identified and approved (and added to the construction plan sheets) by appropriate agencies including the FDOT – Department of Environmental Management Office (DEMO) and U.S. Fish and Wildlife Service (USFWS) – Panama City Field Office during the pre-construction conference. These areas will be used as turning points, parking areas, and stockpiling areas to prevent vehicles or construction equipment from violating the appropriate construction zone limits. In no case will a storage/staging area be located within a breeding or terrestrial habitat.
  - c. No fertilizer, lime, or herbicide/pesticide will be applied within any part of the roadway shoulder for any portion of the project in which potential flatwoods salamander terrestrial habitat exists within the proposed right-of-way. This potential flatwoods salamander habitat will be identified on the construction plan sheets.
  - d. All dewatering activities will assure that water is not discharged directly to receiving waters, wetland systems, or to identified breeding or terrestrial habitat areas which could result in degradation/disturbance of potential flatwoods salamander habitat sites. Temporary sediment basins or traps shall be utilized to collect the discharge from dewatering activities to eliminate the potential for offsite sediment transport.
  - e. Personnel from the USFWS will be invited to attend the pre-construction conference to meet the contractor and to make a presentation if desired and to participate in the above-referenced conservation measure identification and approval. At the pre-construction conference, the Contractor will be informed of the penalties for disturbing protected species and violating the Endangered Species Act. The Contractor will be instructed to contact the DEMO if flatwoods salamanders are observed within the right-of-way. In addition, the training will include an overview of the basic natural history of the flatwoods salamander, reasons for the species decline and need for protection, and an overview of the project conservation strategy.

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- f. If any flatwoods salamanders are observed in or near the proposed right-of-way, all work will cease until the animal moves out of danger. Observations should be reported to the USFWS Panama City Field Office immediately (850) 769-0552. If necessary, arrangements can be made to have the individuals relocated by USFWS personnel.
- g. If a dead flatwoods salamander is found on the project site, the specimen should be placed in water and frozen, and the USFWS Panama City Field Office should be notified at (850) 769-0552. Final disposition of the specimen will be at the discretion of the USFWS.
- h. Post-construction surveys will be conducted for the establishment of exotic invasive plants within and adjacent to the right-of-way. Invasive species eradication will continue with routine management within the right-of-way by the FDOT maintenance department. Appropriate eradication methods using best management practices will be employed if exotic invasive plant problems are identified.

*Status: As of the last reevaluation, these commitments have been forwarded to the Design Team for inclusion on the plan sheets. It is likely that these commitments will be stipulated in the U.S. Army Corps of Engineers Permit (only for projects FPID 217911-3 and 217911-4). The thirteen final design pond sites for FPID 217911-3 and 217011-4 have been assessed and are not located within the secondary habitat buffer zone of any of the salamander breeding pond sites identified in the Biological Assessment (April 2002).*

*The salamander commitments do not apply to the project segment that is advancing (FPID 217911-2). However, the project was surveyed in December 2009 and no potential flatwoods salamander habitat and no other federally listed species were observed.*

New Commitments

- 1. Phase 2 Contamination Assessments will be conducted for the properties at 17140 Front Beach Road and at 16930 Panama City Beach Parkway to determine whether contamination is present and, if present, to identify the type, amount, source and area of contamination. Close coordination between the City of Panama City Beach, the FDOT, the property owner and the Florida Department of Environmental Protection will be maintained throughout the investigation.

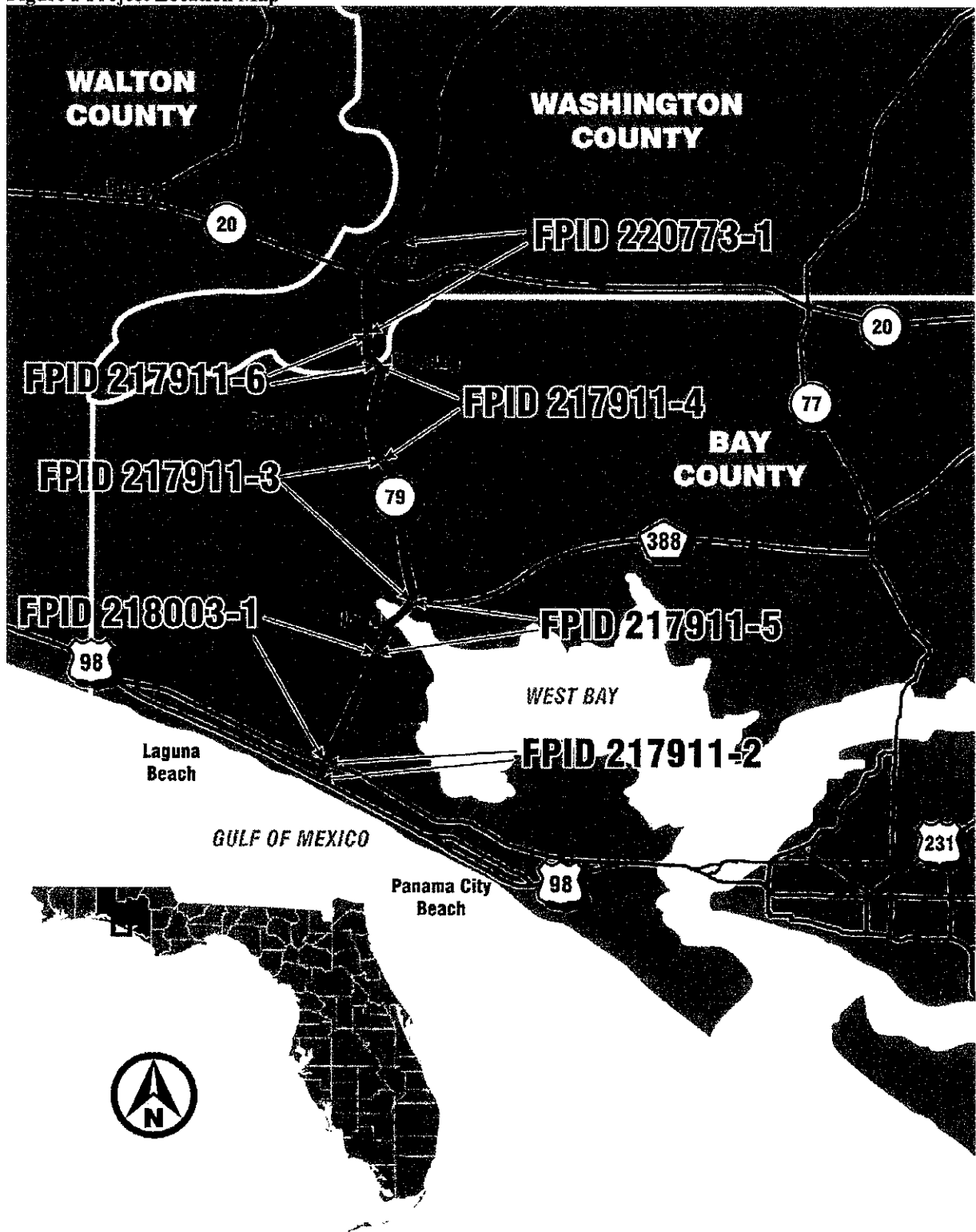
**VIII. PERMIT STATUS**

For project FPID 217911-2 and as of the date of this reevaluation, no permits have been applied for, although coordination with the agencies has occurred during project development. Those agencies from which permits may be required and will be obtained are:

<u>AGENCY</u>	<u>PERMIT</u>	<u>STATUS</u>
FDEP/NWFWMD	Environmental Resource Permit (Stormwater Permit)	To be issued
USEPA/FDEP	NPDES Permit	To be issued 48 hours prior to commencement of construction

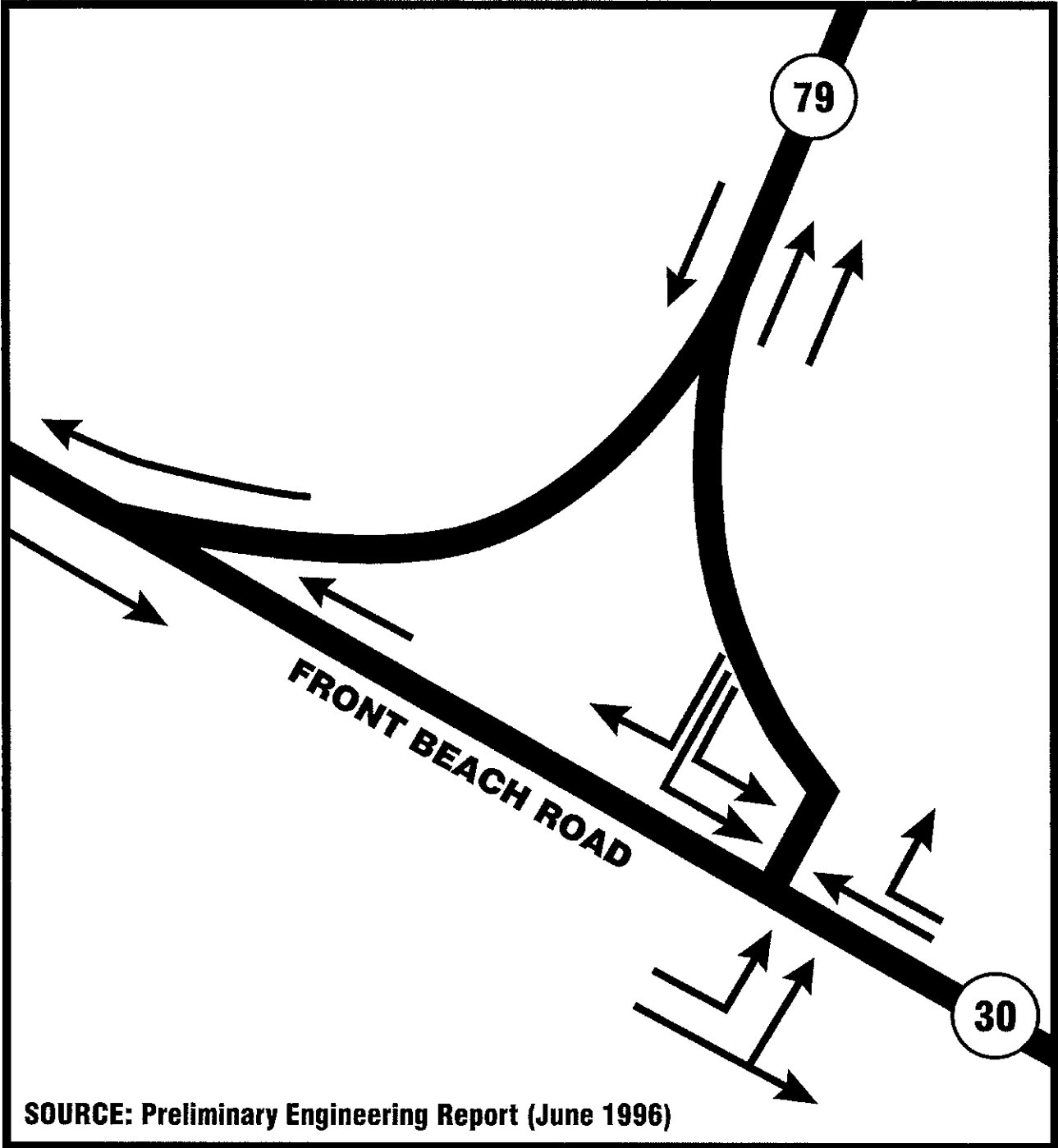
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Figure 1 Project Location Map



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Figure 2 SR 79/ SR 30 (US 98A/Front Beach Road) "Y" Intersection with Truncated Eastbound Leg



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**ATTACHMENT**

**A.3 Contamination Impacts**

An updated contamination survey has been completed for the FPID 217911-2. This survey identified five sites (Appendix A) including the three sites, previously identified, in the Type 2 CE. In accordance with the FDOT PD&E Manual Part 2, Chapter 22, each site was evaluated and assigned a risk ranking indicative of each site's potential for contamination problems. Table 1 identifies the five sites, information about the sites and the risk ranking assigned each site.

**Table 1  
Potential Contamination Sites in the Vicinity of the SR 79 (South Arnold Road) Improvements**

Map Number	Facility Name	ID Number	Database	Contamination Concern	Storage Tanks	Status	Impact Rating
1	Express Lane #12 17140 Front Beach Road	U001340755 (8500539)	LUST, UST	Unleaded Gas	3 UST removed, 1 UST in service	Open	Medium
2	El Centro Motel & Gift Shop (now Beachcomber by the Sea) 17120 Front Beach Road	U001340736 (8500484)	UST	Leaded & Unleaded Gas	7 UST removed	Closed	Low
3	City of Panama City Beach 110 South Arnold Road	U001340862 8518658	LUST, UST, AST	Unleaded Gas	1 AST in service, 2 UST removed	Open	Low
4	Chevron #79 Plaza (now Shell – Back Beach Road) 16930 Back Beach Road	U001341053 8841075	LUST, UST SUPERACT	Unleaded Gas	3 UST in service	Open	Medium
5	Sunshine Jr. #176 (now Express Lane #86) 16935 Panama City Beach Parkway	S106120827 8518760	LUST, SUPERACT	Unleaded Gas	1 UST in service 5 UST removed	Open	Medium

None of the potential sites identified have reported groundwater contamination migrating offsite. Therefore, the potential for involvement with contamination appears to be limited to acquisition of properties having, or previously having, contamination issues. Right-of-way acquisition is required from two Medium Risk sites. Both sites have had remediation activities performed and received No Further Action status from FDEP. The Express Lane #12 property would be completely acquired as part of the modification of the SR 79 (Arnold Road) intersection with SR 30/US 98A (Front Beach Road) from a "Y" configuration to a "T" configuration. The Sunshine Jr. Store #176 (now Express Lane #86) would have a 12.5-foot strip of right-of-way acquired along the east side of SR 79 (South Arnold Road) for a right turn lane on to SR 30A/US 98 (Panama City Beach Parkway).

The proposed project corridor has been evaluated and has identified potentially contaminated sites. A site assessment will be performed to the degree necessary to determine levels of contamination and, if necessary, evaluate options to remediate along with the associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action will be taken, where applicable.

**A.11 Wildlife and Habitat**

A field investigation on December 15, 2009 confirmed that there are no threatened or endangered species, or their habitat, occurring within the limits of the proposed SR 79 (South Arnold Road) improvements. There were noted three possible occurrences of Gulf Coast Lupine (*Lupinus westianus*), a state-listed threatened species, in the proposed stormwater pond site. However, December is not the season for positive identification. The site will be resurveyed during the appropriate season, and if, the species is verified as Gulf Coast Lupine (*Lupinus westianus*), coordination with Florida Department of Agriculture and Consumer Services and the Florida Fish and Wildlife Conservation Commission will be conducted, and appropriate mitigation for impacts, if warranted, will be undertaken.

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**B.1 Historic/Archaeological**

An updated Cultural Resources Assessment has been completed for the design changes proposed for FPID 217911-2. The survey has been completed in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended in 1992 and 36 CFR Part 800: Protection of Historic Properties.

The original Cultural Resources Assessment Survey (CRAS) and other surveys conducted in the project vicinity were reviewed before conducting a field review of SR 79 (South Arnold Road) from SR 30/US 98A (Front Beach Road) to SR 30A/US 98 (Panama City Beach Parkway) project limits. On June 9, 2009 a cultural resources assessment was conducted of this area. The primary focus of this assessment was the identification and evaluation of historic structures adjacent to the current right-of-way that have reached 50 years in age since the 1995 assessment. Therefore, the Area of Potential Effect (APE) was considered to be the existing SR 79 (South Arnold Road) right-of-way to the back property line of the adjacent parcels.

The June 9, 2009 Cultural Resources Assessment Survey could not locate a previously recorded historic structure, 8BY862, nor was a building matching the description of the 8BY862 structure encountered along the corridor. Therefore, it was concluded that this structure has been demolished.

One previously unrecorded historic structure, Gulf Beach Presbyterian Church (8BY1363), was located and evaluated during the survey. This building was determined to have no distinctive architectural features or known historical associations. Therefore, it was determined that 8BY1363 is not eligible for listing in the National Register of Historic Places, or otherwise of historical or architectural value.

Based on the results of the investigations, the Cultural Resources Assessment Survey concluded that the proposed project would still have no effect on historic properties listed or eligible for listing in the National Register of Historic Places (NRHP).

On June 18, 2009, the CRAS findings were submitted to Florida Division of Historical Resources (FDHR). On July 30, 2009 the FDHR concurred that the proposed project would have no effect on historic properties listed, or eligible for listing, in the NRHP. The State Historic Preservation Officer (SHPO) concurrence letter is included as Appendix B to this Reevaluation.

**C.3 Land Use**

The proposed project will require the acquisition of 0.65 acre within the "Y" intersection of SR 79 (South Arnold Road) with SR 30/US 98A (Front Beach Road) and at the SR 79(South Arnold Road) intersection with SR 30A/US 98 (Panama City Parkway) approximately 0.07 acre from the west side of SR 79 (South Arnold Road) and 0.7 acre from the east side of SR 79 (South Arnold Road). The land use designations of the properties to be acquired will change to transportation uses. Adjacent land uses are not expected to change as this segment of SR 79 is a multilane reconstruction of a road on its existing alignment in an urban area. Land use designations are under the jurisdiction of the local government.

**C.4 Mobility Impacts**

The existing SR 79 (South Arnold Road) has no access restrictions from the roadway to businesses, commercial properties, and side streets. The proposed improvements will change the road's Access Management Classification to Class 5. The proposed project will employ directional, modified directional, full, and signalized intersections to control access. A directional median opening provides u-turn and left-turn in movements from the roadway to a side street, but will not allow traffic access from the opposite side of the roadway. A modified directional median opening allows ingress and egress from the roadway to a side street, but will not allow through traffic. The proposed project would have directional modified median openings at San Vicente Street, Innocente Avenue, Hernando Avenue, and Firenzo Avenue. Side roads with no median opening include Inca Avenue, Guava Avenue and El Centro Boulevard. The remaining intersections, SR 30/US 98A (Front Beach Road) and SR 30A/US 98 (Panama City Beach Parkway), will have full, signalized intersections. Driveway entrances affected by the proposed improvements include the Winn Dixie Entrance #2 and Aqua Vista Condo which will have no median openings, and Beach Side Townhomes which will have a directional median opening. Although the traffic patterns

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will be altered by the presence of the 22-foot median, the affected side streets and entrances can be accessed through other median openings. Further, limiting the number of conflict points, separating the remaining conflict points, and removing turning movements from through lanes, should reduce the number of accidents and improve traffic flow.

**C.5 Relocation Impacts**

The original Preliminary Engineering Report completed for this project indicated for this project segment that no relocations would be necessary. However, the use of a signalized "T" intersection, which requires additional right-of-way, improves the traffic level of service in the design year (LOS C); maintains the intersection of El Centro Blvd. with SR 30/US 98A (Front Beach Road); accommodates the dedicated transit/bicycle lanes envisioned by the City of Panama City Beach in the *Front Beach Road Community Redevelopment Plan*; provides a transit stop within the northwest corner of the intersection, as identified in the *Panama City Beach Transit Plan*; and, enhances the safety of pedestrians and bicyclists in this tourist area where there is a high volume of pedestrian and bicycle traffic.

As a result of the design changes addressed in this reevaluation, including the need for additional right-of-way, an updated Conceptual Stage Relocation Plan (CSRP) was conducted for this project segment. The updated CSRP (January 2010) indicates that, for project segment FPID 217911-2, it will be necessary to acquire two businesses (one restaurant and one gas station). It was determined that there is sufficient commercial space available to fulfill the commercial needs. The impact on the local economy is expected to be minor. A right-of-way and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

**C.6 Social Impacts**

It is not anticipated that this project will impact community cohesion or public safety. However, those businesses currently utilizing the existing FDOT right-of-way for parking will lose those parking spaces. Locations where parking in the FDOT right-of-way occurs that are potentially affected by the proposed improvements include the motel/hotel on the northwest corner of San Vicente Court (the retail shops on the southwest corner of San Vicente Court will have no parking impacts); all parking occurring in the right-of-way of the existing SR 79 (South Arnold Road) westbound ramp onto SR 30/US 98A (Front Beach Road); some parking occurring in the right-of-way of the SR 30/US 98A (Front Beach Road) northbound ramp to SR 79 (South Arnold Road); and along SR 30/US 98A (Front Beach Road), the Beach Chamber Retreat, Country Lynn's Buffet and Everything A Dollar may lose some parking. There have been no significant changes in land use or demographics which would alter the Title VI considerations. This project is in compliance with Executive Order 12898.

Other than possible objections from some of the business owners that would lose the use of the state right-of-way for parking, there is no known public controversy associated with the proposed improvements.

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**APPENDIX A  
Location of Potential Contamination Sites**

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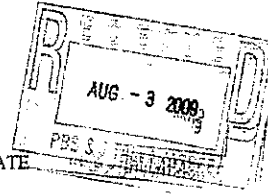
Location of Potential Contamination Site



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**APPENDIX B  
SHPO Concurrence Letter**

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FLORIDA DEPARTMENT OF STATE  
Kurt S. Browning  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

Mr. Dan Penton  
PBS&J  
2639 North Monroe Street  
Tallahassee, Florida 32303

July 30, 2009

RE: DHR Project File No.: 2009-3491  
Federal Identification No.: Not applicable/ PMS&J No.: 100006279  
Project: *Widening of SR 79 from SR30/US98 (Front Beach Road) to SR30/ US98 (Back Beach Road).*  
Bay County

Dear Mr. Penton:

Our office received and reviewed the referenced project in accordance with Chapters 267, *Florida Statutes*, for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value. The State Historic Preservation Officer is to advise and assist state and federal agencies when identifying historic properties, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects

Based on the information provided and a review of our records, this office concurs that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places. If you have any questions, please contact Alyssa McManus Architectural Historian, Transportation Compliance Review Program, by email [ammcmamus@dos.state.fl.us](mailto:ammcmamus@dos.state.fl.us), or by telephone at 850-245-6432.

Sincerely,

Laura A. Kammerer  
Deputy State Historic Preservation Officer  
For Review and Compliance

Pc: Laura Haddock, District 3

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