

ALTERNATIVE CORRIDOR EVALUATION
METHODOLOGY MEMORANDUM

Florida Department of Transportation

District Seven

SR 56 Extension

From US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

March 2020

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

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1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE process is typically performed concurrent with the Efficient Transportation Decision Making (ETDM) screening efforts (that precede the Project Development and Environment (PD&E) phase) to identify, evaluate, eliminate, and then recommend reasonable alternative corridor(s) for further study in the PD&E phase. A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE study.

The purpose of this Methodology Memorandum (MM) is to document the evaluation methodology to be utilized for the elimination and recommendation of alternative corridor(s) conceived as part of the SR 56 Extension Study. The MM details the goals of the evaluation, the methodology, how coordination with stakeholders will occur, and the basis for decision making. This MM will be reviewed by the Environmental Technical Advisory Team (ETAT) members during a 30-day comment period. The evaluation of the corridor(s) will be detailed in the Alternative Corridor Evaluation Report (ACER). The results documented in the ACER will identify the reasonable alternative corridor(s) to be recommended for advancement to the PD&E Study for further analysis.

1.1 CONTACT PERSONNEL

Brian Shroyer, Multimodal Project Manager
FDOT District Seven
11201 North McKinley Drive
Tampa, FL 33612
(813) 975-6449
Brian.Shroyer@dot.state.fl.us

Kirk Bogen, P.E., Environmental Management Engineer
FDOT District Seven
11201 North McKinley Drive
Tampa, FL 33612
(813) 975-6448
Kirk.Bogen@dot.state.fl.us

Kristen Carson, Public Information Officer
FDOT District Seven
11201 N. McKinley Drive
Tampa, Florida 33612
(813) 975-6202
Kristen.Carson@dot.state.fl.us

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1.2 PROJECT INFORMATION

In June 2019, FDOT District Seven initiated the ACE process as part of the study to extend SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. The Pasco County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP) identifies the SR 56 Extension, a new four-lane roadway from US 301 to Chancey Road, as an “Unfunded Roadway Need”. While the project is not currently included in the Cost Feasible Plan of the LRTP, it is identified as Priority #19 within the Pasco County MPO’s 2019 List of Priority Projects.

Currently, no other phases beyond the ongoing PD&E phase are included in the FDOT Five Year Work Program and FDOT State Transportation Improvement Program (STIP) for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. As the project advances, FDOT District Seven will coordinate with the Pasco County MPO to ensure that the LRTP is amended to identify the project and programmed funding in order to satisfy planning consistency requirements.

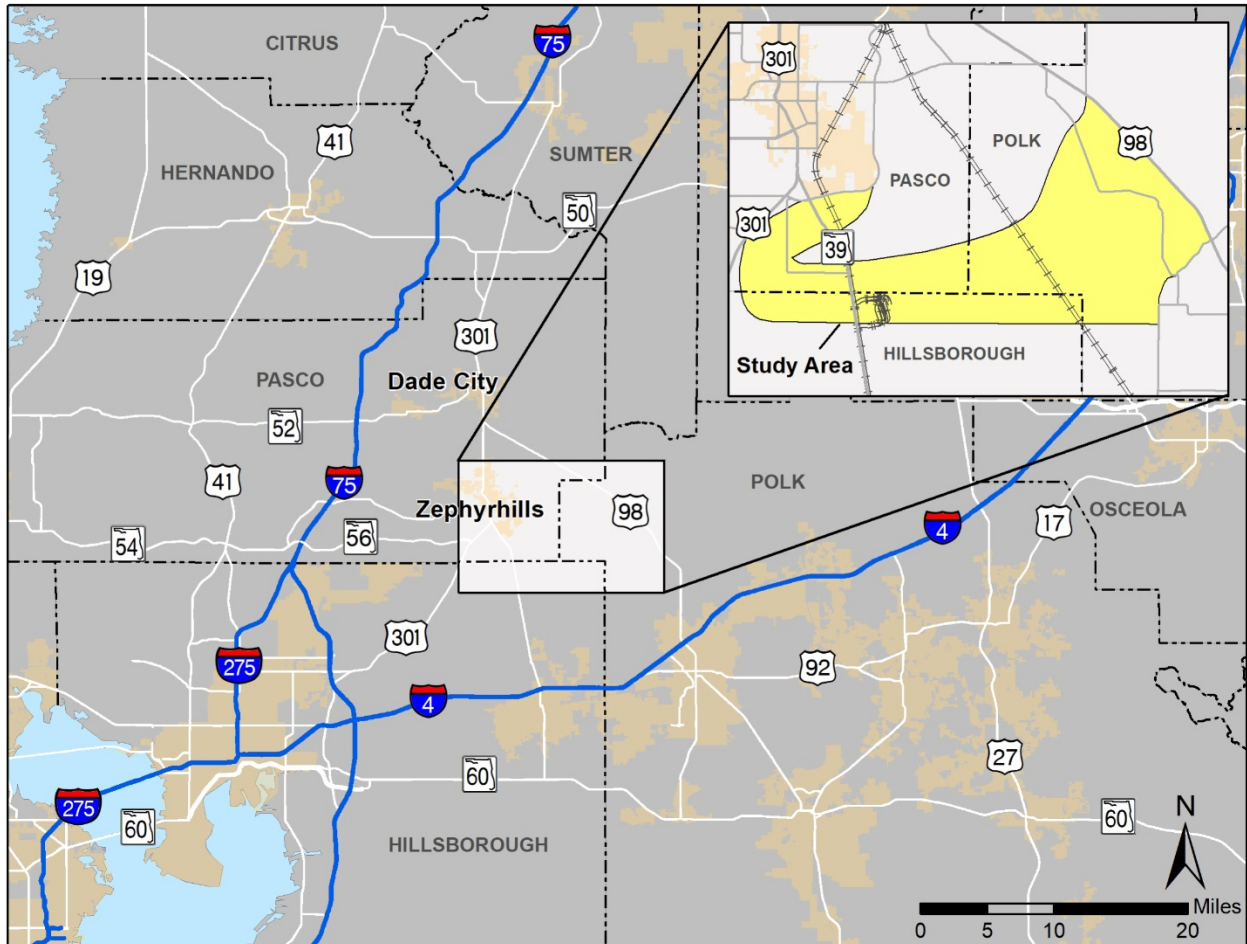
1.3 PROJECT DESCRIPTION

The ACE study will evaluate potential alternative corridors for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County. SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. A project location map is shown in **Figure 1-1**.

It is important to note that SR 56 intends to serve as an extension of SR 54, which currently stretches from US 19 to the intersection with SR 56 just west of I-75. At this point, SR 54 becomes CR 54/Wesley Chapel Boulevard as it heads north to intersect with SR 581/Bruce B. Downs Boulevard. From SR 581/Bruce B. Downs Boulevard to US 301, the facility transitions back to SR 54. **Figure 1-2** shows the state road designations within the vicinity of the project.

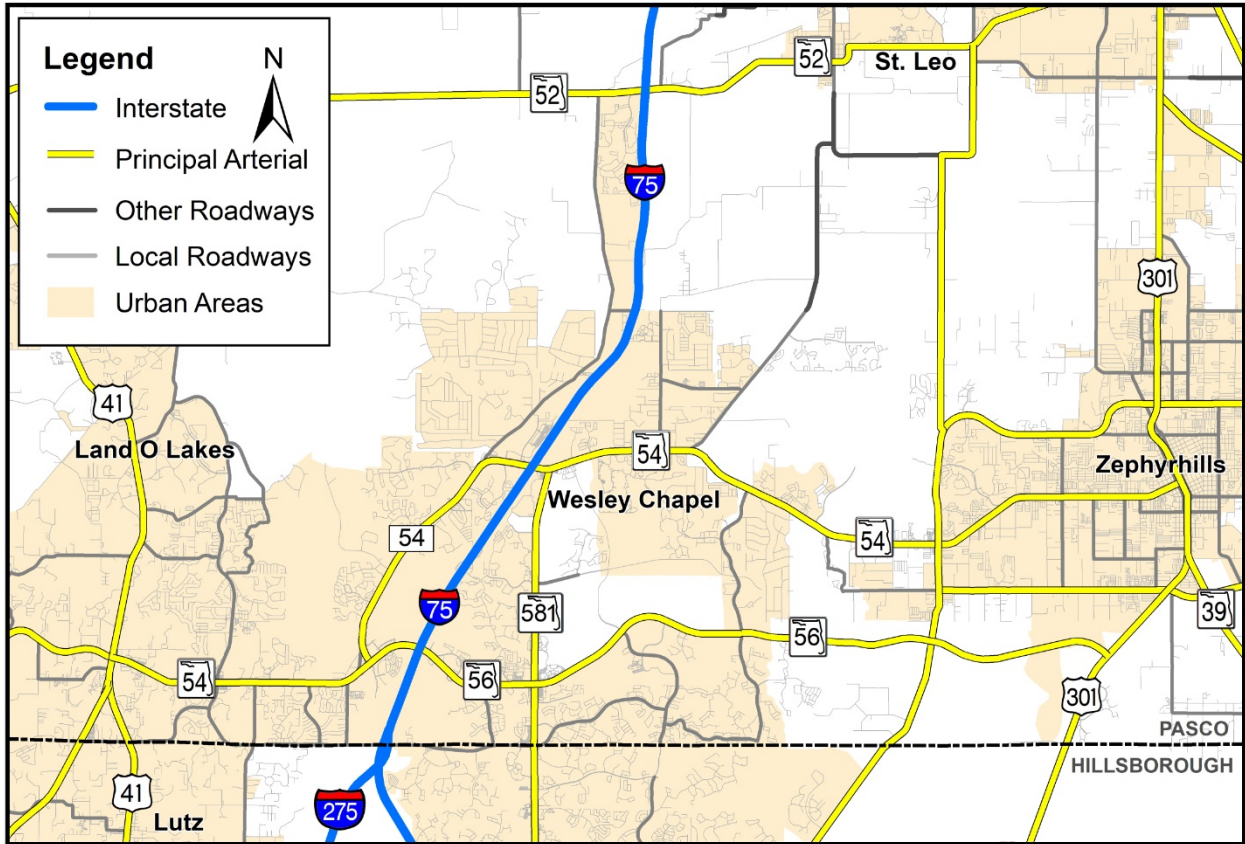
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**FIGURE 1-1
PROJECT LOCATION MAP**



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FIGURE 1-2
STATE ROAD DESIGNATIONS



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1.4 PURPOSE AND NEED

Purpose

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

Need

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County MPO. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/SR 41, Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

System Linkage

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

2.0 GOALS AND OBJECTIVES OF THE ALTERNATIVE CORRIDOR EVALUATION

2.1 INTENT OF THE ALTERNATIVE CORRIDOR EVALUATION

The ACE process, as defined in the PD&E Manual Part 1, Chapter 4 and ETDM Manual, meets the intent of 23 Code of Federal Regulations (CFR) § 450 (Planning Regulations) and 23 United States Code (U.S.C.) §168 (Integration of Planning and Environmental Review). It documents and links planning activities for use in the National Environmental Policy Act (NEPA) environmental analysis in accordance with the Planning and Environment Linkages described under Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act. It is FDOT's intent to utilize the ACE process for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 so that planning decisions can be directly incorporated into the NEPA process.

Alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input.

Based on this evaluation, alternatives can be refined and advanced for further study or eliminated from further consideration.

2.2 STATUS IN PROJECT DELIVERY

The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019. As part of the Planning Screen, two areas (Alternatives #1 and #2) – that would likely encompass all alternative corridors to be developed for this study – were screened to help identify sensitive resources and other fatal flaws that should be avoided. There are no proposed corridors from any previously completed planning activities. The Planning Screen Summary Report may be found via the Environmental Screening Tool (EST) at <https://www.florida-etat.org/est/> or public access website at <https://etdmpub.florida-etat.org/est/>. The naming of each alternative corridor identified in the ACE will remain consistent throughout the ACE process and be carried through the PD&E phase.

2.3 DECISION POINTS/MILESTONES

This Draft MM will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft MM. Once comments on the Draft MM have been incorporated, a link to the revised MM will be included in the republished Planning Screen Summary Report.

The revised MM and implementation of the ACE process will be documented in the ACER. The results of the ACE will determine which corridors are not feasible or do not meet the purpose and need and should be eliminated from further study. The Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft ACER. After ETAT review, the ACER will be submitted to the FDOT Office of Environmental Management (OEM), the Lead Agency under the NEPA Assignment Program, for acceptance and concurrence. After acceptance and concurrence from FDOT OEM, the Planning Screen Summary Report will be republished which will include links to the approved MM and ACER.

3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

3.1 DATA COLLECTION

Data sets to be used to evaluate each project corridor’s social, cultural, natural, and physical environmental impacts will be derived from Geographic Information Systems (GIS) data housed within the EST, Florida Geographic Data Library (FGDL), and websites of relevant counties and municipalities. Field and literature reviews will be performed, as appropriate, to verify key project corridor constraints. **Table 3-1** presents a preliminary list of the main GIS data layers to be used in the assessment of the project study area.

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**TABLE 3-1
GIS DATA LAYERS**

Category	Data Layer	Primary Source	Secondary Source
Social	U.S. Census Data (minority & low income)	EST or FGDL	
	Airports	Pasco County	EST or FGDL
	Railroads	Pasco County	EST or FGDL
	Cemeteries	Pasco County	EST or FGDL
	Civic Centers	EST or FGDL	
	Community Centers	EST or FGDL	
	Correctional Facilities	Pasco County	EST or FGDL
	Cultural Centers	EST or FGDL	
	Fire Stations	Pasco County	EST or FGDL
	Government Buildings	EST or FGDL	
	Golf Courses	EST or FGDL	
	Health Care Facilities	Pasco County	EST or FGDL
	Hospitals	Pasco County	EST or FGDL
	Laser Facilities	EST or FGDL	
	Law Enforcement Facilities	Pasco County	EST or FGDL
	Religious Centers	Pasco County	EST or FGDL
	Schools	Pasco County	EST or FGDL
	Social Service Facilities	EST or FGDL	
	Veteran Facilities	EST or FGDL	
	Residential Uses	Pasco County	EST or FGDL
	Developments of Regional Impact	EST or FGDL	Pasco County
	Planned Unit Developments	Pasco County	EST or FGDL
	Enterprise/Opportunity Zones	EST or FGDL	
Existing Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Future Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Prime Farmlands	EST or FGDL		
Cultural	American Indian Lands	EST or FGDL	
	Florida Site File Archaeological/Historic Resources	EST or FGDL	Pasco County
	Florida Site File Bridges	EST or FGDL	
	Florida Site File Cemeteries	EST or FGDL	
	Florida Site File Historic Standing Structures	EST or FGDL	Pasco County
	Florida Site File Resource Groups	EST or FGDL	
	National Register of Historic Places	EST or FGDL	
	State Historic Highways	EST or FGDL	
	Local Parks	Pasco County	EST or FGDL
	State Parks	EST or FGDL	
	Existing and Future Trails	EST or FGDL	

**TABLE 3-1
GIS DATA LAYERS (CONTINUED)**

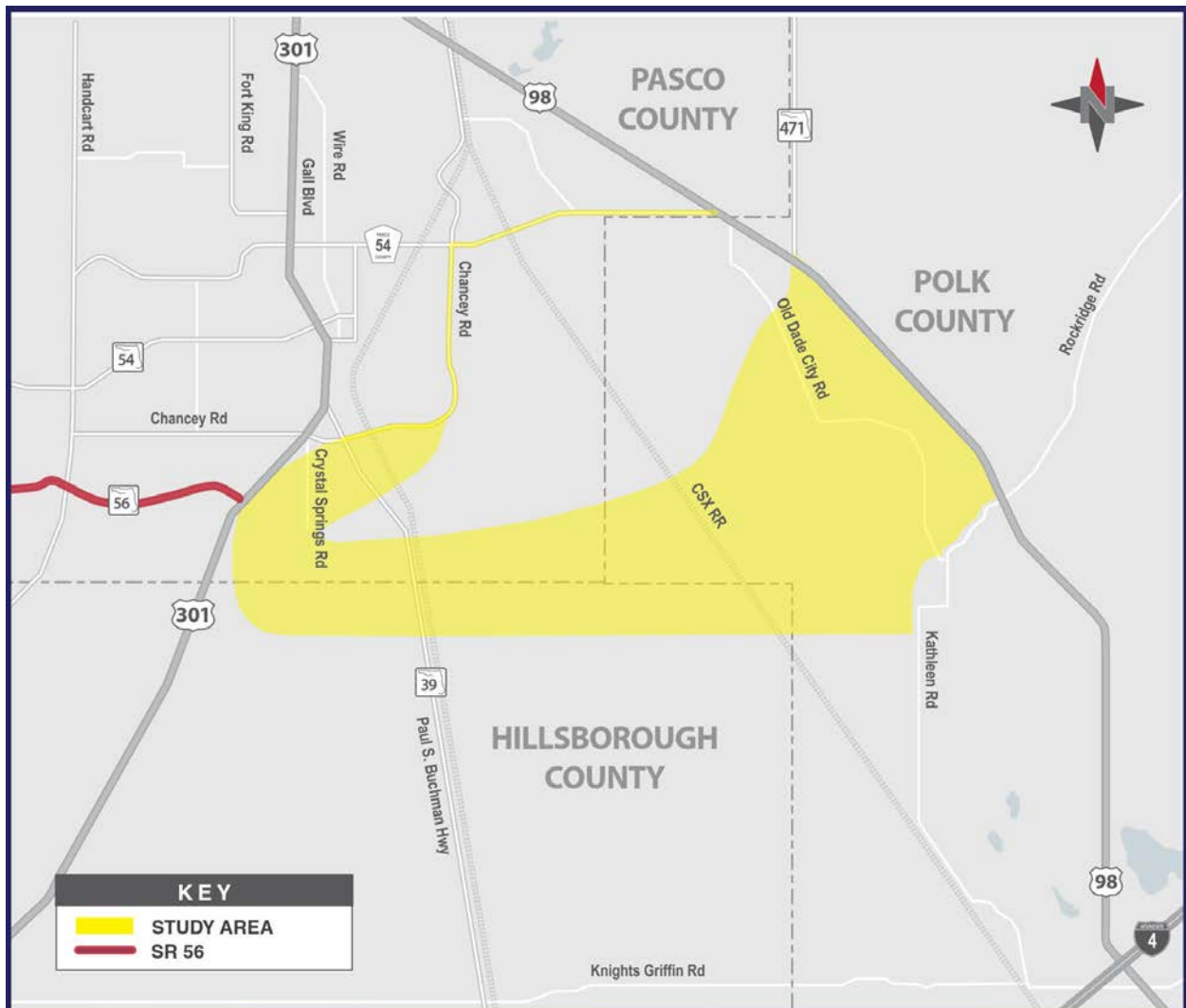
Natural	100-Year Floodplain	EST or FGDL	
	Soils	EST or FGDL	Pasco County
	Verified Impaired Waters	EST or FGDL	
	Outstanding Florida Waters	EST or FGDL	
	Aquifers (principal & sole source) & Recharge Areas	EST or FGDL	Pasco County
	Wellhead Protection Locations & Areas	Pasco County	
	Wetlands	EST or FGDL	Pasco County
	Mitigation Banks & Service Areas	EST or FGDL	
	Bald Eagle Nesting Territories (i.e. Eagle Nesting Locations)	EST or FGDL	
	Wood Stork Nests	EST or FGDL	
	Protected Species Occurrence Potential (including Consultation Areas) – multiple layers	EST or FGDL	
	Florida Black Bear Road Mortality Locations	EST or FGDL	
	Critical Wildlife Areas/Habitat	EST or FGDL	Pasco County
	Managed Lands/Public Lands	EST or FGDL	Pasco County
	Conservation Lands	EST or FGDL	Pasco County
	SWFWMD Owned Lands	EST or FGDL	Pasco County
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	EST or FGDL	
	Abandoned Railways	EST or FGDL	Pasco County
	Brownfields	EST or FGDL	
	Hazardous Waste Facilities (including Superfund)	EST or FGDL	
	Nuclear Sites	EST or FGDL	
	Petroleum Contamination Monitoring Sites	EST or FGDL	
	Storage Tank Contamination Monitoring	EST or FGDL	
	Super Act Risk Sources & Wells	EST or FGDL	
	Toxic Release Inventory Sites	EST or FGDL	
	Landfills	Pasco County	
	Radio, Television, & Cellular Towers/Structures	EST of FGDL	Pasco County
	Airport Obstructions	EST of FGDL	
	Railroad Crossings	EST of FGDL	
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	
	Drinking Water & Groundwater Wells	EST of FGDL	
	Power Transmission Lines & Substations	EST of FGDL	
	Dams	EST of FGDL	
Power Plants	EST of FGDL		

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3.2 STUDY AREA

The study area that will be used for the ACE reflects the study area that was evaluated during the ETDM Planning Screen; it simply combines the two areas that were denoted as Alternative #1 and Alternative #2 in the ETDM Planning Screen. **Figure 3-1** shows the ACE study area.

**FIGURE 3-1
ACE STUDY AREA**



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3.3 IDENTIFY CORRIDOR CONSTRAINTS

The GIS data will be used to identify corridors that avoid and minimize impacts to sensitive environmental features to the greatest extent practicable. The data sources included in Table 3-1 will be applied to locate social, cultural, natural, and physical constraints within the study area. Based on ETAT commentary from the ETDM Planning Screen, features identified as important considerations include, but are not limited to: low income residents, aesthetics, archaeological and historic resources, Florida Managed Areas (including Upper Hillsborough Preserve), recreational facilities associated with the Upper Hillsborough Preserve (trails, camp sites, etc.), 100-year floodplain, water quality (including Outstanding Florida Waters), wetlands, wildlife and habitat, contamination, infrastructure-related facilities (airport, dams, power plant, etc.), and noise.

3.4 IDENTIFY POTENTIAL CORRIDORS

The portion of SR 56 extending from I-75 to Mansfield Boulevard is functionally classified as an urban principal arterial and consists of six general purpose lanes. The section of SR 56 extending from Mansfield Boulevard to US 301 is a four-lane facility (expandable to six lanes) featuring a ten-foot wide multi-use trail on the south side of the road, a five-foot wide sidewalk on the north side of the road, and seven-foot wide bicycle lanes in each direction. As such, to tie into the existing roadway, a similar typical section accommodating up to six lanes of traffic including sidewalk/trail facilities and bicycle lanes will be developed and utilized in the evaluation of the alternative corridors.

To allow for flexibility in developing proposed alignments that avoid potential constraints, corridors with a width of 250 feet will be evaluated as part of this ACE. This width can accommodate a range of potential typical sections that account for up to six general purpose lanes and possible multimodal features, including a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. The typical sections and the corridor alignments will be further refined during the PD&E Study. A planning-level traffic analysis is being performed as part of the ACE study to evaluate and compare traffic conditions and other relevant measures of effectiveness for each of the proposed alternative corridors and other key surrounding roadways in the study area.

It is anticipated that up to four corridors will be developed for evaluation as part of this ACE study.

3.5 CORRIDOR ANALYSIS AND EVALUATION CRITERIA

The alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the range of corridors to be compared on an equal level. Each criterion is described below in more detail.

It should be noted that the evaluation matrix tables in this section are examples displayed to demonstrate how they may look in the ACER. The number of columns and rows showing corridors will be adjusted to reflect the actual number of corridors created and evaluated. If during the evaluation, changes are identified to engineering or environmental considerations and evaluation criteria, this methodology will be re-evaluated to ensure that it continues to meet the intent of the ACE process. If changes are necessary, they will be coordinated with the ETAT and FDOT OEM.

3.5.1 PURPOSE AND NEED EVALUATION

Each corridor will be evaluated for how well it satisfies the project purpose and need and will be assigned a ‘Yes’ or ‘No’ for its ability to:

- Allow regional traffic to bypass the City of Zephyrhills
- Provide an alternative east-west connection to US 98
- Link to other major facilities (such as SR 39/Paul Buchman Highway and Chancey Road)

Any corridor that does not satisfy at least three of the four stated purpose and need criteria will be eliminated from further consideration. All remaining corridors will be evaluated using other considerations such as environmental impacts, engineering feasibility, associated costs, and agency/public input. **Table 3-2** provides the purpose and need evaluation criteria.

**TABLE 3-2
PURPOSE AND NEED EVALUATION CRITERIA**

Corridor	Allows Traffic to Bypass Zephyrhills	Provides East-West Connection to US 98	Links to Other Major Facilities
A			
B			
C			

3.5.2 ENVIRONMENTAL EVALUATION

The potential direct, indirect, and cumulative effects on the environment will be considered for each alternative corridor. **Table 3-3** provides an evaluation matrix that will be populated with data based on the GIS layers identified in Table 3-1 and the footprints of the respective corridors to be developed. Quantifiable values for the social, cultural, natural, and physical environments will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (such as High, Medium, or Low). For listed species occurrence potential, an assessment of likelihood of impact will be made by a qualified biologist through the review of species occurrence databases from the sources identified in Table 3-1, as well as limited pedestrian wildlife surveys within the ACE study area shown in **Figure 3-1**. Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

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**TABLE 3-3
ENVIRONMENTAL EVALUATION CRITERIA**

Category	Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C	Corridor D
			Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Social	Potential Residential Displacements	Number				
	Potential Non-Residential Displacements	Number				
	Community Facilities	Number				
	Neighborhoods	Number				
	Community Cohesion	Degree				
	Special Populations (low income or minority populations)	Number				
	Prime Farmlands	Acres				
Cultural	Historic Resources	Number				
	Archaeological Resources	Number				
	Potential Section 4(f) Resources	Number				
	Recreational Facilities	Number				
Natural	Listed Species Occurrence Potential	Degree				
	Managed/Conservation Lands	Acres				
	Forested Wetlands	Acres				
	Non-Forested Wetlands	Acres				
	100-Year Floodplain	Acres				
	Water Features	Acres				
	Water Quality (Verified Impaired Watersheds)	Number				
Special Designations (OFWs)	Number					
Physical	Potential Contamination Sites	Number				
	Noise Sensitive Sites	Number				

3.5.3 ENGINEERING EVALUATION

The engineering factors that will be used to evaluate the alternative corridors are listed in **Table 3-4**. The engineering factors include potential utility conflicts and involvement with infrastructure items such as railroad crossings, drainage basins, stormwater pond requirements, and new required right-of-way. Quantifiable values for the factors will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (such as High, Medium, or Low). Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

**TABLE 3-4
ENGINEERING EVALUATION CRITERIA**

Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C
		Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Utility Conflicts	Degree			
Railroad Crossings	Number			
Drainage Basins	Number			
Stormwater Ponds	Acres			
Right-of-Way	Acres			

Estimated construction, wetland mitigation, and right-of-way costs will be provided for each alternative corridor and displayed in **Table 3-5**. Construction costs will be developed utilizing FDOT Long Range Estimates (LRE). Right-of-way costs will be estimated based upon general costs of land and buildings in the study area by land use type and unit right-of-way costs obtained from FDOT District Seven. Wetland mitigation costs will be based on the average mitigation bank costs from bids submitted every two years to the District and the cost of Southwest Florida Water Management District-FDOT mitigation program sites developed pursuant to Section 373.4137, Florida Statutes, adjusted for the Consumer Price Index provided annually by FDOT OEM.

**TABLE 3-5
EVALUATION OF COSTS**

Cost Category	Corridor A	Corridor B	Corridor C
	Amount	Amount	Amount
Construction Costs			
Right-of-Way Costs*			
Wetland Mitigation Costs			

*Includes mitigation costs which may be required for potential impacts to managed/conservation lands.

3.5.4 NARRATIVE ASSESSMENT

Based on the evaluation criteria described above, a narrative discussion and assessment of each of the alternative corridors will be prepared in compliance with elements and issues contained in 23 U.S.C. § 168(c). This narrative will provide a discussion of the affected environment, advantages and limitations of each corridor, and highlight any specific factors that may result in a corridor's elimination. Public and

agency input (consideration of input received from the ETAT, project stakeholders, and the general public) will be summarized in the narrative.

3.5.5 PUBLIC AND AGENCY CONSIDERATIONS

Public, agency, and ETAT member input received during the alternatives screening process will be used to refine the purpose and need, corridor constraints, and evaluation criteria in order to evaluate the corridors. A complete description of the opportunities for public input into the corridor evaluation process is provided in Section 4.0. The results documented in the ACER will be made available to the ETAT through the EST for 30 calendar days. Notification of the public meetings will be distributed to all the individuals on the project mailing list (such as local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups, and property owners) within the affected study area. If meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

3.6 APPROACH TO ELIMINATING UNREASONABLE ALTERNATIVES

Any corridor that does not meet the purpose and need for the project or is not considered feasible will be eliminated from further consideration upon FDOT OEM approval. The corridors considered reasonable for detailed study as a result of the purpose and need evaluation will be compared using the evaluation criteria described in Section 3.5. The corridor evaluation involves both quantitative and qualitative comparisons of the evaluation criteria. The comparative analysis will include the following:

- Environmental impacts (quantitative and qualitative)
- Engineering factors and associated cost estimates (technical feasibility) (quantitative)
- Narrative assessment (advantages and limitations) (qualitative)
- Public support including plan consistency and controversy potential (qualitative)

Upon completion of the comparative analysis, additional corridors may be eliminated, with FDOT OEM concurrence, based on disproportionate environmental impacts or impacts that cannot be mitigated. The comparative evaluation process is discussed further in Section 3.6.1. At the conclusion of the ACE study, FDOT may recommend that a “most probable” corridor(s) be carried forward into the PD&E phase. The PD&E Study project documentation will be prepared in accordance with the PD&E Manual and shall, therefore, be in compliance with all applicable state and federal laws, executive orders, and regulations. In compliance with the ETDM Master Agreement, agency involvement regarding project needs, issues, evaluation criteria, avoidance, minimization, decisions, and preliminary mitigation concepts will be a continuous effort throughout the ETDM and ACE processes. The evaluation criteria and units of measure used to assess and compare alternative corridors will include resource issues that are consistent and acceptable to each respective resource agency. The ACE process ensures that alternative corridors are evaluated consistently.

3.6.1 SUMMARY OF CORRIDOR IMPACTS

The potential impacts for each criterion evaluated will be provided for each corridor and summarized in a matrix similar to **Table 3.6**. The intent of the matrix is to facilitate an overall comparison of the alternative corridors.

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**TABLE 3-6
SUMMARY OF CORRIDOR IMPACTS**

Corridor	Evaluation Criteria					Recommended for Further Consideration
	Purpose and Need	Environmental Impacts	Engineering Factors	Associated Costs	Agency/Public Support	
A						
B						
C						

3.7 ALTERNATIVE CORRIDOR EVALUATION REPORT

The results of the analysis described above will be summarized in the ACER. This report will be submitted to the ETAT and interested stakeholders through the EST for a period of 30 calendar days. Once comments are addressed, a public information meeting will be held to inform the public of the study results. The appropriate decision making matrices will be included in the ACER to substantiate findings, provide reasons for eliminating corridors, and to identify the corridor(s) that will be carried forward into the PD&E phase. A link to the ACER will be included in the republished Planning Screen Summary Report.

4.0 STAKEHOLDER COORDINATION

Public outreach conducted as part of the ACE will be used to engage stakeholders to identify community values and concerns that may affect the development and evaluation of the project corridors. **Table 4-1** lists the public and agency events that either have occurred or are planned to take place.

**TABLE 4-1
PLANNED PUBLIC MEETINGS**

Meeting	Purpose	Schedule
Elected Officials/Agencies Project Kick-Off Meeting	To introduce the project, set expectations for the ACE process and project study, and present the project schedule	08/13/2019
Small Group Meetings (as needed)	To receive input on the project (as needed)	Ongoing
Public Information Meeting	To present the results of the ACE and seek public opinion on corridor recommendations	Fall 2020 (Tentative)

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. ETAT coordination will continue throughout the ACE process with ETAT reviews of this MM and the ACER. It should be noted that additional meetings with the public, elected officials, special interest groups, and/or public agencies may occur (as needed) through the project study/ACE process. Other communication aids are being and will continue to be utilized, including a project website (including an interactive WikiMap Tool) and newsletters.

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5.0 CONCLUSION

In conclusion, the purpose of this MM is to document and describe the ACE methodology to be conducted as part of the study evaluating the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The MM details the goals of the evaluation, the methodology, the process for stakeholders/public coordination, and the basis for decision making. The evaluation of the corridors will be detailed in the ACER, and the results will identify the reasonable alternative corridor(s) for NEPA analysis.