

**JOINT FEDERAL, STATE, LOCAL
PINELLAS COUNTY GOVERNMENT - PUBLIC NOTICE
Tuesday, May 28, 2019**

The Federal Emergency Management Agency and Florida Division of Emergency Management have received the following application for Federal grant funding. Final notice is hereby given of the Federal Emergency Management Agency's (FEMA) consideration to provide funding in the form of Hazard Mitigation Grant Program. Funds will be provided in accordance with Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended.

Under the National Environmental Policy Act (NEPA), federal actions must be reviewed and evaluated for feasible alternatives and for social, economic, historic, environmental, legal, and safety considerations. Under Executive Order (EO) 11988 and EO 11990 FEMA is required to consider alternatives to and to provide public notice of any proposed actions in or affecting floodplains or wetlands. EO 12898 also requires FEMA to provide the opportunity for public participation in the planning process and to consider potential impacts to minority or low-income populations.

Funding for the proposed project will be conditional upon compliance with all applicable federal, tribal, state and local laws, regulations, floodplain standards, permit requirements and conditions.

Applicant:

Transportation Division, Pinellas County Government Public Works

Project Title:

ENV RFI HMGP 4337-437 Mast Arm Hardening at 16 Locations on Evacuation Routes, Structural

Location of Proposed Work:

The affected location areas include 16 intersections that are located on Evacuation Routes in Pinellas County. Each intersection is approximately 150 feet by 150 feet (22,500 square feet or 0.52 acres).

1. Roosevelt Blvd. & U.S. 19 N., Largo
2. Park Blvd. & Belcher Rd., Pinellas Park
3. 54th Ave. N. & 62nd St. N., West Lealman
4. West Bay Dr. & Indian Rocks Rd., Belleair Bluffs
5. 54th Ave. N. & 58th St. N., Kenneth City
6. Park Blvd. N. & Seminole Blvd., Seminole
7. State Road 580 & Forest Lakes Blvd., Oldsmar
8. Gulf Blvd. & 140th Ave., Madeira Beach
9. 113th St. & 54th Ave., Seminole
10. 49th St. N. & 70th Ave. N., Pinellas Park
11. Park Blvd. & Ridge Rd., Seminole
12. Seminole Blvd. & Lark Dr., Largo
13. Park Blvd. & Johnson Blvd., Seminole
14. Seminole Blvd. & Johnson Blvd., Seminole
15. Seminole Blvd. & 126th Ave., Largo
16. East Tarpon Ave. & U.S. 19, Tarpon Springs

Proposed Work and Purpose:

The proposed project involves the hardening of traffic signal infrastructure by constructing mast arm signals made of galvanized steel in place of span wire at 16 intersections in the county. The 16 proposed intersection locations, consisting of 64 total mast arm structures (4 mast arms per location) are located on evacuation routes. Mast arms made of galvanized steel will mitigate against wind speeds up to 150 mph, providing a stronger infrastructure that is less likely to go out of service in the event of strong winds or a hurricane. The mast arms will increase public safety for citizens by providing operational evacuation roadways pre and post-storm. The hardening of traffic signal infrastructure will also reduce future costs associated with staff time and physical repairs to span wire traffic signals.

Project Alternatives:

The alternatives to the project that have been and will be considered are:

1) No Action Alternative: No action alternative would be to keep the traffic signals hung by span wire which can fall or become damaged from storm-force winds. The fall of span wire could result in traffic signals becoming inoperable, potentially blocking access on the roadway and creating a dangerous situation.

2) Other Feasible Alternative: The other feasible alternative would be a steel pole/span wire design. Steel poles will provide additional protection from the existing signal configuration in that the new poles would be designed to withstand additional wind loads in accordance with current requirements.

These two alternatives to the proposed project are not viable because under:

Alternative 1) Span wires held in place by concrete poles will start to fail when wind speeds are between 65-90 mph, where mast arms made of galvanized steel will mitigate against wind speeds up to 150 mph. The fall of span wire could result in traffic signals becoming inoperable, potentially blocking access on the roadway and creating a dangerous situation; even more so when located on an evacuation route that is used by citizens seeking safety. Mast arm signals made of galvanized steel in place of span wire constructed at intersections located on evacuation routes will ensure these roadways remain open and that emergency personnel have access post-storm.

Alternative 2) The primary detriments of this alternative are: (1) Mast arms are required within 10 miles of the coast unless they physically cannot be installed due to geometric constraints, and (2) a pole and span wire system would still likely fail during a high wind event at the connection point of the pole and span wire.

Comment Period:

Comments are solicited from the public; local, state or federal agencies; and other interested parties in order to consider and evaluate the impacts of the proposed project. The comments should be made in writing and addressed to the Florida Division of Emergency Management, Bureau of Recovery and Mitigation, 2555 Shumard Oak Blvd., Tallahassee, FL 32399-2100. These are due by Thursday, June 27, 2019. The State will forward comments to applicable regulatory agencies as needed. Interested persons may submit comments, obtain more detailed information about the proposed action, or request a copy of the findings by contacting:

Local Contact/Title
Agency
Email
Phone:

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