

Comments and Coordination Report

Florida Department of Transportation - District VII

County Line Road (C.R. 578) Project Development and Environment Study From U.S. 19 (S.R. 55) to U.S. 41 (S.R. 45)

*Work Program Item Segment Number: 257298 1
Federal-Aid Program Number: 7822 001 S
Pasco and Hernando Counties, Florida*

The proposed project involves improving County Line Road (C.R. 578) to a multi-lane facility from U.S. 19 (S.R. 55) to east of U.S. 41 (S.R. 45) in Pasco and Hernando Counties, a distance of approximately 12.0 miles (19.3 kilometers). The project includes a segment of roadway along a new alignment. This segment is referred to as the Ayers Road Extension and extends from the interchange of C.R. 578 and the Suncoast Parkway to east of U.S. 41, a distance of approximately 3.5 miles (5.6 kilometers).



January 2003

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Prepared by:

URS Corporation Southern

January 2003

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Section 1.0

INTRODUCTION

1.1 REPORT OVERVIEW

This report provides the documentation associated with the Public Involvement Program that was developed and implemented for the County Line Road (C.R. 578) Project Development and Environment (PD&E) Study. The purpose of the program is to establish communication with the general public, property owners, and federal, state, and local government agencies and officials concerned with the project.

The primary vehicles for disseminating information for this study were the Advance Notification (AN) package, which was mailed to federal, state, and local agencies; project newsletters; small group meetings; an Alternatives Public Workshop; and a Public Hearing. Each of these tasks is outlined in this report. Also included in this report and the appendices are agency comments, Florida Department of Transportation (FDOT) responses, newsletters, project handouts, legal advertisements, comments from the public, and the Public Hearing transcript.

Section 2.0

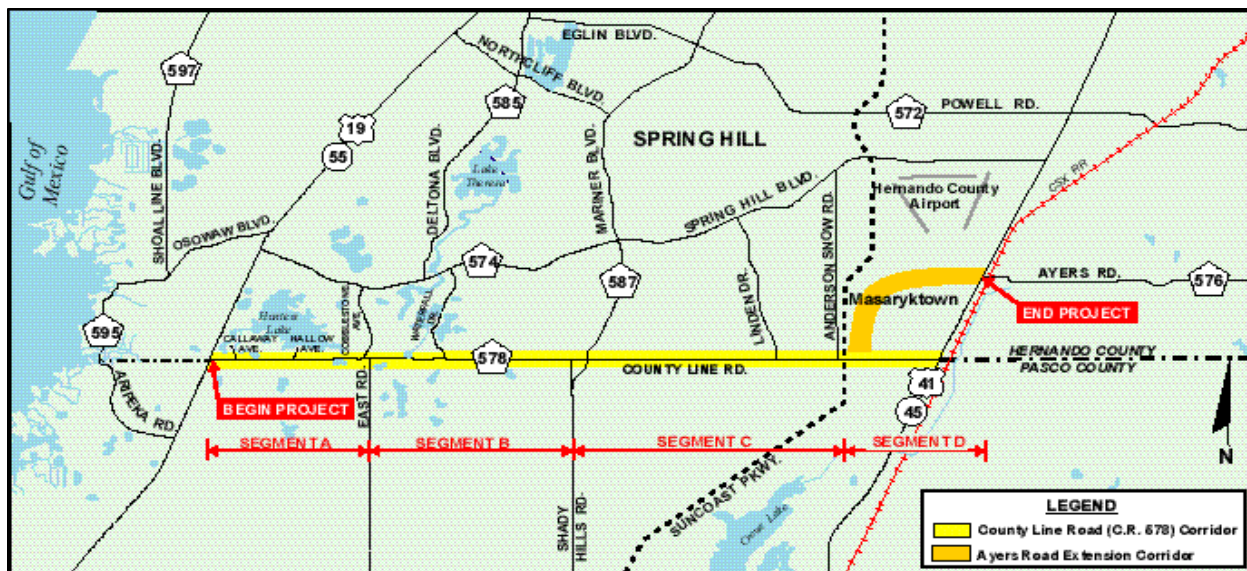
PROJECT SUMMARY

2.1 PROJECT SUMMARY

The FDOT conducted a PD&E Study which evaluated improvement options along the County Line Road (C.R. 578) corridor from the vicinity of U.S. 19 to the vicinity of U.S. 41 in Pasco and Hernando Counties, a distance of approximately 12.0 miles (mi) (19.3 kilometers (km)), as shown in Figure 1. A segment of roadway on new alignment, referred to as the Ayers Road Extension, was also studied. This segment extends from the C.R. 578/Suncoast Parkway interchange to the vicinity of the U.S. 41 and Ayers Road intersection, a distance of approximately 3.5 mi (5.6 km).

The C.R. 578 corridor is an east/west facility with a functional classification of a major collector and is a county-maintained (off-state system) roadway. The proposed project extends from the vicinity of U.S. 19 (S.R. 55) to the vicinity of U.S. 41 (S.R. 45). C.R. 578 is currently a two-lane rural roadway from U.S. 19 to Callaway Avenue, from Hallow Avenue to west of the Suncoast Parkway, and from east of the Suncoast Parkway to U.S. 41. From Callaway Avenue to Hallow Avenue, C.R. 578 is a four-lane divided suburban facility with an open drainage system. In addition, for 0.5 mi (0.8 km) west and east of the interchange at the Suncoast Parkway, C.R. 578 has been improved to a four-lane divided rural facility. The existing posted speed limit along C.R. 578 ranges from 40 to 55 miles per hour (mph) (60 to 90 kilometers per hour (kph)). The existing right-of-way (ROW) width ranges from 50 to 170 feet (ft) (15.0 to 52.0 meters (m)) except at the Suncoast Parkway interchange where the ROW width is 254 ft (77.4 m).

**FIGURE 2-1
PROJECT LOCATION MAP**



Primary land uses along C.R. 578 include numerous residential subdivisions, individual residences, commercial development, the Spring Hill Regional Hospital, the Suncoast Elementary School, and numerous religious facilities. Land uses along the Ayers Road Extension include the Hernando County Airport, residential subdivisions, individual single-family residences, and agricultural and pasture lands.

The project is located within Sections 1 through 6 of Township 24 South, Range 17 East and Sections 1 through 6 of Township 24 South, Range 18 East in Pasco County. In Hernando County, the project is located within Sections 31 through 36 of Township 23 South, Range 17 East; Sections 25, 26, 31 through 36 of Township 23 South, Range 18 East; and Section 30 of Township 23 South, Range 19 East.

As part of the PD&E Study process, several alternatives were identified and evaluated. Those alternatives were presented at a Public Workshop on December 14, 2000 and are described below.

To effectively assess and compare the affects of each roadway alignment, the project was divided into four study segments on the basis of existing land use patterns and location of crossover streets.

- Segment A: U.S. 19 to East Road.
- Segment B: East Road to Mariner Boulevard/Shady Hills Road.
- Segment C: Mariner Boulevard/Shady Hills Road to Suncoast Parkway.
- Segment D: Suncoast Parkway to U.S. 41.

In Segments A, B, and C, southern (S-1), centered (S-2), and northern (S-3) alignments were developed utilizing a suburban typical section.

The suburban typical section is a four-lane divided facility, with a 30 ft median in which 22 ft is raised, two 12 ft travel lanes in each direction, 8 ft outside shoulders with 5 ft of the shoulder paved, and 15 ft drainage swales. A 12 ft multi-use facility on the north side of the roadway and a 5 ft sidewalk on the south side of the roadway were also proposed. A minimum of approximately 155 ft of ROW would be required to construct these improvements.

In Segment D, due to this portion of C.R. 578 being constrained, the development of a new corridor, Ayers Road Extension, is needed in order to maintain the future transportation demand. This new corridor would improve the connection to Ayers Road west of U.S. 41, assist in improving access to the Hernando County Airport, and is consistent with the Hernando County 2025 Long Range Transportation Plan (LRTP). Two viable corridors (S-4 and S-5) were developed using the suburban typical section.

Based on further engineering and environmental analyses and comments from the Public Workshop, a preferred alignment was developed for presentation at the Public Hearing. Following is a description of the recommended alternative.

C.R. 578 from U.S. 19 to the Suncoast Parkway

The FDOT, in cooperation with the Hernando and Pasco County Metropolitan Planning Organizations (MPOs), recommended the “Build Alternative” of a four-lane suburban typical section, described previously, for the proposed improvements to C.R. 578.

For C.R. 578 from U.S. 19 to the Suncoast Parkway, a best-fit alignment, Alignment S-8, was developed to minimize any potential effects on the surrounding areas.

Ayers Road Extension from the Suncoast Parkway to U.S. 41

Following the Public Workshop, Alignment S-5 was selected as the recommended alternative. However, because of cultural resource involvement with Alignment S-5, a second alignment, S-8, was developed in order to minimize those effects. Alignment S-8 parallels the Masaryktown community and connects to the existing U.S. 41/Ayers Road intersection. Both alignments were presented at the Public Hearing.

The Ayers Road Extension will utilize the same suburban typical section as described previously.

The No-Build Alternative remained a viable alternative throughout the duration of the PD&E Study process. The No-Build Alternative would involve leaving the existing roadway as it is, with only routine maintenance as required.

Section 3.0

ADVANCE NOTIFICATION

3.1 *ADVANCE NOTIFICATION*

The FDOT, through the Advance Notification (AN) process, informed federal, state, and local government agencies of the outline of this PD&E Study and its scope. The Department initiated early project coordination on October 25, 1999, by distribution of an AN package to the State of Florida Department of Community Affairs (DCA) - State Clearinghouse. The FDOT will assure that the environmental document for this project will be reviewed for continued consistency with DCA policies. The agencies listed below received AN packages. Appendix A contains a copy of the AN package and the agency responses that were received by the Department.

3.2 *MAILING LIST*

Through the AN process, the Department coordinated with the following agencies:

Federal

Federal Highway Administration, Division Administrator (M.S. 29)
Federal Emergency Management Agency - Natural Hazards Branch, Chief
Federal Railroad Administration - Office of Economic Analysis, Director
Federal Aviation Administration - Airports District Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior - U.S. Geological Survey, Chief - Review Unit
U.S. Environmental Protection Agency - Region IV, Regional Administrator
U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor, Jacksonville
U.S. Department of Interior - Bureau of Land Management, Eastern States Office, Director
U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
U.S. Department of Health and Human Services - Center for Environmental Health and Injury Control

State

Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director
Florida Department of Environmental Protection - West Central Field Office, Planning Manager
Florida Department of State - Division of Historical Resources, State Historic Preservation Officer
Federal-Aid Programs Coordinator (M.S. 35)
Environmental Management Office, Manager (M.S. 37)

Regional

Tampa Bay Regional Planning Council, Executive Director
Withlacoochee Regional Planning Council, Executive Director
Southwest Florida Water Management District, Executive Director
Miccosukee Tribe of Indians of Florida, Chairperson
Muskogee (Creek) Nation of Oklahoma, Principal Chief
Poarch Band of Creek Indians of Alabama, Chairperson
Seminole Nation of Oklahoma, Principal Chief
Seminole Tribe of Florida, Chairperson

Local

Hernando County Metropolitan Planning Organization, Executive Director
Pasco County Metropolitan Planning Organization, Executive Director

3.3 SUMMARY OF AGENCY COMMENTS AND FDOT RESPONSES

Following is a summary of the comments received from the agencies as a result of the AN process and the FDOT responses to those comments.

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP)

Comment: We request to review the environmental documents for this project, and ask that it be submitted to the Florida State Clearinghouse for review pursuant to the Florida Coastal Management Program's consistency review determination. The project will be re-evaluated for consistency with the Department's authorities in the Florida Coastal Management Program on review of the subsequent environmental documents.

Response: It has been determined by FHWA that the project is a Type II Categorical Exclusion, and required coordination with all applicable agencies will be conducted during the PD&E phase and all subsequent phases.

Comment: The PD&E should be coordinated with the U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWCC), the Florida Department of Agriculture and Consumer Services – Division of Plant Industry, and/or permitting agencies, as appropriate.

Response: Many of these agencies have been contacted as a part of the AN process. There will be continued coordination throughout the PD&E Study with all appropriate agencies and permitting authorities.

Comment: Because so few systematic archaeological surveys have been done in this area, a detailed survey would be warranted in this corridor. This issue should be coordinated with the State Division of Historical Resources and addressed fully in the PD&E.

Response: The Department of State, Division of Historical Resources was contacted during the AN process, and coordination will continue throughout the PD&E process. See the following comment and response.

FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES

Comment: We note that the project will have a cultural resource survey performed. Therefore, conditioned upon the FDOT undertaking a cultural resource survey, and appropriately avoiding, minimizing, or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register, or otherwise of historical or architectural value. If these conditions are met the project will also be consistent with the historic preservation aspects of Florida's Coastal Management Program.

Response: A Cultural Resource Assessment Survey (CRAS) was performed for this project. This investigation was conducted under the provisions established by the National Historic Preservation Act of 1966, as amended, which is implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes. The survey was comprised of both a professional archaeological survey and a professional historic structures survey. Please see Section 4.0, Interagency Coordination. In a letter dated November 23, 1999, the State Historic Preservation Officer (SHPO) stated that conditioned upon the FDOT undertaking a cultural resource survey, and appropriately avoiding, minimizing, or mitigating project impacts to an identified significant archaeological or historic site, the proposed project will have no effect on historic properties listed or eligible for listing in the National Register of Historic Places (NRHP), or otherwise of historical or architectural value. The letter is included in Appendix A.

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Comment: We recommend the applicant complete an environmental assessment addressing the proposed project's impacts on area water resources. This assessment should identify the resources and discuss impacts proposed by the road project. Proposed mitigation activities should also be addressed in this report.

Response: A Wetlands Evaluation Report was completed for the project. The report identifies existing wetland communities, affected wetlands, and wetland mitigation. FDOT will utilize wetland mitigation through Senate Bill 1986 (FS Chapter 373.4137 Mitigation Requirements). Coordination with SWFWMD will be ongoing throughout project development, design, and construction.

WITHLACOOCHEE REGIONAL PLANNING COUNCIL

Comment: Applicant needs to be aware of the following Strategic Regional Policy Plan goals and policies, which may be applicable to this project:

Policy 4.6.2: Design and build new, local, state, and private roads, bridges, and causeways so as not to interfere with surface water flows, and with appropriate protective measures to avoid degrading water quality.

Policy 4.8.6: Design new transportation and utility facilities to avoid interference within natural operation of wetlands, and in a sufficient size and height to accommodate the movement and migration of wildlife through the area.

Policy 4.8.18: Design new public and private roads so as not to impede the natural flow of water.

Policy 4.9.2: Design roads and bridges to incorporate design features that facilitate the free passage of wildlife so as to avoid vehicle and animal collisions.

Policy 5.6.2: Ensure that transportation improvements in coastal high-hazard areas and environmentally sensitive areas are made only after evaluating the interests of human transportation need versus the need to protect and preserve regionally significant resources.

Response: The FDOT, through its PD&E Study process, has considered and addressed the applicable goals and policies from the Strategic Regional Policy Plan.

TAMPA BAY REGIONAL PLANNING COUNCIL

Comment: While we do not find the proposal to be regionally significant, all member local governments of the Tampa Bay Regional Planning Council's (TBRPC) Clearinghouse Review Committee and TBRPC's full policy board will be notified of the application for any comments concerning local significance. The applicant will be contacted if any local concerns are identified.

Response: Comment noted. No further comments were received from TBRPC.

Section 4.0

INTERAGENCY COORDINATION

As stated previously, federal, regional, state, and local agencies were contacted as a part of the AN process for the C.R. 578 PD&E Study. A list of those agencies is contained in Section 3.2 of this report. In addition to the early coordination, continuing coordination has been ongoing with many of those agencies. Following is a summary of the interagency coordination.

4.1 STATE HISTORIC PRESERVATION OFFICER

A Cultural Resource Assessment Survey (CRAS) was performed for this project and was comprised of both a professional archaeological survey and a professional historic structures survey. The CRAS identified 15 potentially eligible historic structures within the project's Area of Potential Effect (APE), none of which were considered eligible for listing on the National Register of Historic Places (NRHP). Thirteen prehistoric or historic archaeological sites were identified during the course of the investigation. One, the Alexsuk Site, was considered potentially eligible for listing on the NRHP. The CRAS was submitted to SHPO who concurred with the findings in the report. A Determination of Effects Report regarding the potentially eligible site was submitted to the Federal Highway Administration (FHWA) and to the SHPO. The FHWA, in consultation with the SHPO, has applied the Criteria of Effect and Adverse Effect found in 36 CFR Part 800.9, and determined that the proposed project will have an "adverse effect" on the Alexsuk Site, and invites the Advisory Council on Historic Preservation to participate in the consultation related to resolving the adverse effects. See the letters from FHWA and SHPO in Appendix B, Interagency Correspondence.

4.2 NATIVE AMERICAN COORDINATION & CONSULTATION

In accordance with Section 106 of the National Historic Preservation Act of 1966, coordination with Native American tribes was conducted concerning archaeological or historic resources potentially eligible for listing on the NRHP. Newsletters and notifications of the Public Workshop and the Public Hearing were provided to the Native American tribes identified in the Public Involvement Program. One letter was received from the Miccosukee Tribe of Indians regarding two archaeological sites, the Alexsuk Site and the Volkswagon Sinkhole, located within the project vicinity. They agree with the findings on the Alexsuk Site, but ask that the Volkswagon Sinkhole also be avoided. The letter is included in Appendix B. No other correspondence was received. Consultation was conducted by the FDOT with Mr. Steve Terry of the Miccosukee Tribe of Florida on November 19, 2002. The results of this consultation are reflected in the Memorandum of Agreement (MOA) dated December 20, 2002.

4.3 U.S. FISH AND WILDLIFE SERVICE

A Biological Assessment was prepared and submitted to the USFWS for their review. The report concluded that, with the inclusion of Eastern Indigo Snake provisions, the proposed project will have no effect on any federally listed threatened and endangered species.

4.4 SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

A Wetland Evaluation Report was submitted to the Southwest Florida Water Management District (SWFWMD) for the subject project. The Wetland Evaluation Report describes the existing wetlands within the study corridor and presents qualitative and quantitative information regarding potential wetland impacts for the study alternatives. As indicated in the report, the wetland impacts associated with the project are minimal, affecting about 1.51 acres (ac) of wetlands. These wetland impacts will be reevaluated during the final design stage of the project. Also, in accordance with the FHWA policy as contained in 23 CFR 771, a full range of mitigation options was considered in developing the project, including avoidance, minimization, restoration, enhancement and creation. An Environmental Resources Permit (ERP) will be required for the project. The FDOT will meet all criteria as set forth in the ERP Applicants Handbook. Coordination and further detailed analyses will occur during the design and permitting phases of the project.

4.5 FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

A Wetland Evaluation Report and Biological Assessment were submitted to the Florida Fish and Wildlife Conservation Commission (FWCC) for the subject project. The Biological Assessment concludes that, with the inclusion of Eastern Indigo Snake provisions, the proposed project will have no effect on any federally listed threatened and endangered species.

4.6 LOCAL GOVERNMENT AGENCIES

FDOT met periodically throughout the project process with local agencies in both Pasco and Hernando Counties. Several presentations were made to the Hernando County MPO and Pasco County MPO, as well as Hernando County and Pasco County staff. A list containing dates of those meetings is included in Appendix C.

Section 5.0

PUBLIC INVOLVEMENT PROGRAM

5.1 OVERVIEW

The Public Involvement Program developed for the C.R. 578 PD&E Study was prepared on July 15, 1999. A copy of the Public Involvement Program is provided in Appendix D. This section of the Comments and Coordination Report describes the methods by which property owners, elected and appointed officials, agencies, and other interested parties were notified of the project and its continuing status.

5.2 PUBLIC OFFICIALS AND AGENCIES KICKOFF MEETING

A Public Officials and Agencies kickoff meeting was held on Wednesday, October 27, 1999 from 10:00 a.m. until 12:00 p.m. at the VFW Post 8681, located at 18940 Drayton Street, Spring Hill, Florida. The format of the meeting was informal (open house); project fact sheets were provided for all attendees; and project graphics were on display.

The purpose of the meeting was to introduce the project and its study objectives, and to obtain specific information from the participants about the project, including technical, socioeconomic, and environmental data, as well as local knowledge and concerns as related to the proposed improvements.

Twenty-five people signed in at the meeting, including public officials, agency representatives, and citizens. Eleven written comments were received at the meeting, and one was mailed to the FDOT after the meeting. Following is a summary of the comments received.

Eight comments were received from residents of the Preston Hollow subdivision. While residents were in favor of the improvements, they were concerned about the project phasing creating a bottleneck in the vicinity of the entrance of their subdivision, which is located between Mariner Boulevard and the Suncoast Parkway. Their main concern was that it would cause a safety hazard for cars entering and leaving Preston Hollow. The residents would like to see the entire project constructed as one phase.

A comment was received from Mr. Ali Atefi of the Pasco County MPO. He asked that the functional classification of County Line Road be reviewed; maybe it should be an arterial.

Commissioner Kinglsey from Hernando County stated that this project should be fast tracked. Phasing the project would cause a two-lane section to be left in the middle and that is asking for trouble. He stated that the traffic demand is high enough so the entire roadway should be four-laned at the same time.

Mr. John Saunders, Hernando County Superintendent of Schools, stated on his comment form that County Line Road should be four-laned as soon as possible. The traffic volume is heavy now and will only get worse; an eight-year delay is too long.

A comment form was received from Mr. Robert Mattingly, Airport Manager, Hernando County Airport. Mr. Mattingly is in favor of the project and urges its immediate adoption. He stated that the airport has submitted the Ayers Road Extension as a candidate project under the FDOT Intermodal funding for FY 04/05. He asked that all lighting along the Ayers Road Extension be coordinated with the airport.

5.3 SMALL GROUP MEETINGS

One of the best ways to achieve consensus on a project is through small group meetings. Letters were mailed to civic groups, neighborhood associations, and homeowners associations giving them the opportunity to request a presentation by the project team. Several groups requested that the FDOT give them a presentation about the C.R. 578 project. FDOT met with and provided presentations to four civic groups – Kiwanis Club, Heritage Pines Homeowners Association, Autumn Oaks Homeowners Association, and Rolling Oaks Homeowners Association. A list including the dates of those meetings is included in Appendix C.

5.4 PUBLIC WORKSHOP

An Alternatives Public Workshop was held on December 14, 2000 at Frank W. Springstead High School. Over 200 people attended the workshop; 48 returned comment forms. Comments were generally positive regarding the need to make C.R. 578 a four-lane highway especially with the additional traffic anticipated with the upcoming opening of the Suncoast Parkway. However, many of the comments on the Ayres Road Extension were negative. Five people requested to be added to the mailing list for future meetings and hearings.

Those people having property adjoining the ROW favored alignments that minimized the effect on their property. Three people living along the ROW preferred the purchase of their entire property and relocation by the state. They were concerned with the closeness of the new alignment to their homes and the increased level of noise. There was also a fear of a decrease in property value due to a loss of property and the nearness of a four-lane highway. A summary of the comments received as a result of the Public Workshop is included in Appendix E of this report.

A Public Workshop scrapbook was prepared to document the materials that were on display at the workshop. The scrapbook is included in the project files.

5.5 PUBLIC HEARING

A Public Hearing was held on Thursday, August 8, 2002 at Frank W. Springstead High School located at 3300 Mariner Boulevard, Spring Hill, Florida. The purpose of the hearing was to present the recommended alternatives to the public and to provide them an opportunity to express their opinions regarding the location, design, socio-economic effects, and environmental impacts associated with the recommended alternative. The FDOT and its consultant team were

present at the hearing to informally discuss the project and answer questions for the general public. Aerial photographs and display boards outlining the recommended alternatives were on display. Information boards with the project schedule, typical sections, and project evaluation matrix were also available for review. A project video ran continuously during the informal portion of the hearing.

A project brochure was provided to the attendees as they signed in for the hearing. The brochures contained information about the FDOT ROW acquisition procedures and state and federal relocation assistance programs. During the formal portion of the hearing, the public was given the opportunity to provide oral statements regarding the proposed project. A court reporter was present during the hearing to take comments from the public and to provide a verbatim transcript of the formal proceedings.

One hundred ninety-two people signed the attendance sheets at the hearing. Three comment forms were received prior to the hearing; fourteen written comment forms were received at the hearing; and three comment forms were mailed, faxed, or e-mailed during the ten-day comment period following the hearing. Five of the comments were to request copies of aerial plan concepts for specific areas of the project. Aerial maps and letters were sent in response to these requests. Two of the comments were in favor of the project, two were against the project, and two disapproved of the Ayres Road Extension. Four of the comments had land use and/or relocation issues, eleven comments included concerns about safety issues including enforcement of speed limits, the need for left and right dedicated turn lanes, truck traffic, and driver sight distances. FDOT and County representatives at the hearing addressed many of these comments, concerns, and questions. However, a letter was sent in response to a comment from the Alexsuk family in Masaryktown regarding the Ayers Road Extension and its connection to the Hernando County Airport. Both the comment and the letter are included in Appendix F.

During the formal portion of the hearing, seven people made oral statements and seven people (including one person who had also given an oral statement) gave verbal comments to the court reporter. Following is a summary of these statements.

Three people were concerned about increased traffic noise and if any measures were being proposed to mitigate for this increase in noise. Another person who spoke was a lawyer representing a resident concerned about the proposed median affecting access to small businesses and neighborhoods, specifically access by emergency vehicles, and also about increased traffic noise. This speaker also said the medians present a safety hazard when large semi-trucks try to maneuver at an intersection. He felt that the homeowners who would be close to the new road should be accommodated with a noise barrier. The moderator asked that these speakers talk to FDOT representatives following the formal hearing regarding the noise issues. He also stated that regarding access issues, this is a county road and the FDOT will be working closely with both counties to determine access points and medians.

Other concerns were in regard to ROW acquisition. The moderator explained that this is the study phase and specific requirements regarding ROW will not be determined until the design phase. At that time, all acquisitions will be in accordance with appropriate regulations and owners will be compensated for any loss of property.

Two Masaryktown residents preferred the S-5 alternative because the S-8 alternative would run through the middle of the town and divide it into two. One of the residents thought that the entire community of Masaryktown should have been notified.

Another large concern was the increased traffic and drivers not obeying the speed limit. Two people were also anxious about bus stops for school children being so close to a large highway. There were two requests for a traffic light to be installed at the intersection of Linden Road and County Line Road because there have been many accidents at this intersection.

Three people brought up their concern about harming the environment. One mentioned the wildlife, such as hawks, squirrels, and deer on his property that will be harmed with this project. Another was concerned about the loss of trees, wildlife, and natural habitat.

One person was in favor of the recommended alternative because it would mean less taxpayer dollars to compensate commercial businesses. He believes that this route is the most feasible even if many citizens complain.

The hearing transcript and a summary of the comments are included in Appendix G. A Public Hearing scrapbook was prepared to document the materials that were on display at the hearing. The scrapbook is included in the project files.

Section 6.0

SUMMARY

6.1 *SUMMARY*

The comments received as a result of the Public Involvement Program, in combination with the engineering and environmental analyses performed for this project, were the basis for Pasco and Hernando Counties to select the preferred alternative. The preferred alternative is Alignment S-8 from U.S. 19 to the Suncoast Parkway and Alignment S-5 from C.R. 578 to U.S. 41, the Ayers Road Extension. This was the alternative which was most favored by the property owners and the local officials of the project area. It also involves the least effects to existing structures, the environment, and to the community.

The comments that were received at the Public Workshop and the Public Hearing primarily dealt with access management (median openings), effects of increased traffic noise, and ROW takings from individual properties.

APPENDIX A

Advance Notification Package



Florida Department of Transportation

11201 N. MCKINLEY DRIVE • TAMPA, FL 33612-6456 • (813) 975-6077 • (800) 226-7220
EMO • M.S. 7-500

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

October 25, 1999

Ms. Cherie Trainor, Coordinator
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

**RE: WPI Seg. No. 257298 1/FAP No. 7822 001 S
County Line Road (C.R. 578) Pasco and Hernando Counties Advance Notification**

Dear Ms. Trainor:

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 95-359. Distribution to local and Federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

Ms. Cherie Trainor
Page 2
October 25, 1999

We look forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period.

Your comments should be addressed to:

Jeraldo Comellas, Jr., P.E.
District EMO Engineer
Florida Department of Transportation
11201 N. McKinley Drive / M.S. 7-500
Tampa, Florida 33612-6456

Your expeditious handling of this notice is appreciated.

Sincerely,

Jeraldo Comellas, Jr., P.E.
District EMO Engineer

Enclosures

Ms. Cherie Trainor
Page 3
October 15, 1999

**ADVANCE NOTIFICATION
COUNTY LINE ROAD (C.R. 578) PD&E STUDY
MAILING LIST**

cc:

Federal Highway Administration, Division Administrator (M.S. 29)
Federal Emergency Management Agency - Natural Hazards Branch, Chief
Federal Railroad Administration - Office of Economic Analysis, Director
Federal Aviation Administration - Airports District Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior - U.S. Geological Survey, Chief - Review Unit
U.S. Environmental Protection Agency - Region IV, Regional Administrator
U.S. Department of Interior - Fish and Wildlife Service, Field Supervisor, Jacksonville
U.S. Department of Interior - Bureau of Land Management, Eastern States Office, Director
U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
National Park Service
U.S. Department of Health and Human Services - Center for Environmental Health and Injury
Control
Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director
Florida Department of Environmental Protection - West Central Field Office, Planning Manager
Florida Department of State - Division of Historical Resources, State Historic Preservation Officer
Tampa Bay Regional Planning Council, Executive Director
Withlacoochee Regional Planning Council, Executive Director
Hernando County Metropolitan Planning Organization, Executive Director
Pasco County Metropolitan Planning Organization, Executive Director
Southwest Florida Water Management District, Executive Director
Federal-Aid Programs Coordinator (M.S. 35)
Environmental Management Office, Manager (M.S. 37)
Miccosukee Tribe of Indians of Florida, Chairperson
Muskogee (Creek) Nation of Oklahoma, Principal Chief
Poarch Band of Creek Indians of Alabama, Chairperson
Seminole Nation of Oklahoma, Principal Chief
Seminole Tribe of Florida, Chairperson

1. **Need for Project:** The need for improvement along the C.R. 578 corridor was established based on the evaluation of the following conditions:

- Current substandard traffic operations within the study area,
- The expected future traffic demands along the C.R. 578 corridor,
- The projected future socioeconomic growth in northwest Pasco and southwest Hernando Counties,
- Substandard vertical sight distances,
- Use as a designated evacuation route, and
- Lack of adequate bicycle and pedestrian facilities.

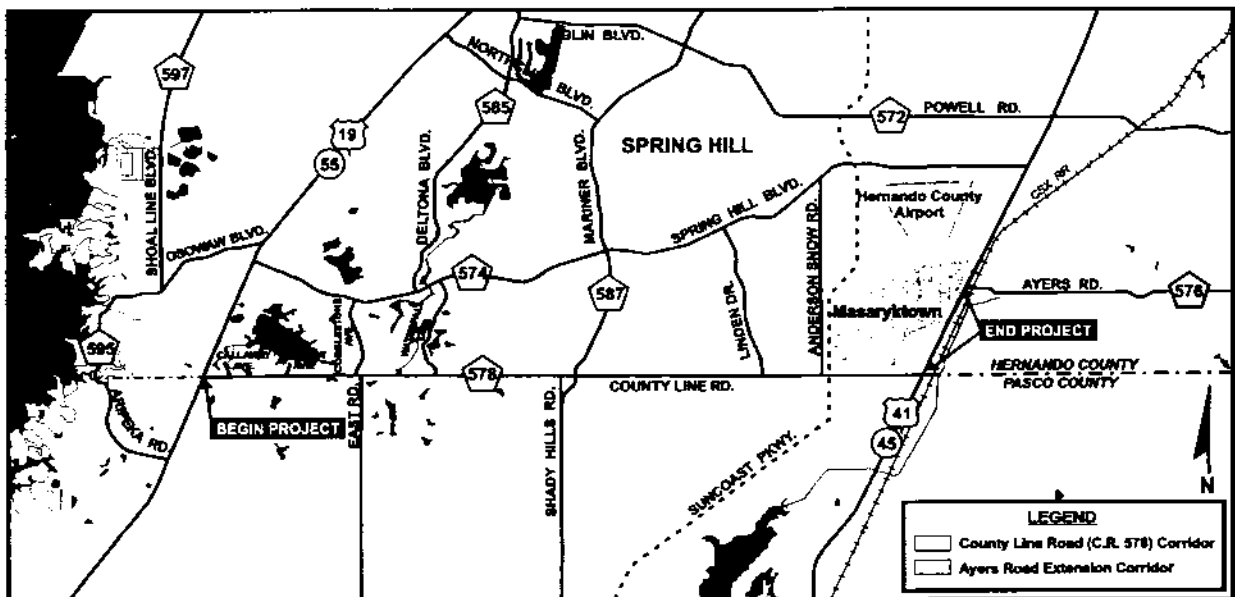
The portion of the project from U.S. 19 (S.R. 55) to Mariner Boulevard/Shady Hills Road is included in the Hernando County and Pasco County Metropolitan Planning Organizations (MPOs) 2020 Long Range Transportation Plans (LRTPs) and is recommended to be improved to a four-lane divided facility. The portion of C.R. 578 from Mariner Boulevard/Shady Hills Road to U.S. 41 (S.R. 45) is not currently included in either the Hernando County or Pasco County Comprehensive Plans or LRTPs. The Ayers Road Extension (C.R. 576), a proposed roadway connection on new alignment from C.R. 578/Suncoast Parkway to the vicinity of U.S. 41 and Ayers Road, is identified in the Hernando County 2010 Interim Plan as a two-lane facility and in the 2020 LRTP as a four-lane facility. The Ayers Road Extension is being proposed to provide continuous travel to the east of U.S. 41 and to provide improved access to the Hernando County Airport.

2. **Description of the Project:** C.R. 578 is an east/west facility with a functional classification of a major collector and is a county-maintained (off-state system) roadway. C.R. 578 is currently a two-lane rural roadway from U.S. 19 to Callaway Avenue and from Hallow Avenue to U.S. 41. From the vicinity of Callaway Avenue to Hallow Avenue, C.R. 578 has been expanded to a four-lane divided suburban facility with an open drainage system. The existing posted speed limit along C.R. 578 ranges from 40 mph to 55 mph. The existing right-of-way width ranges from 40 feet to 100 feet except at the Suncoast Parkway interchange where the right-of-way width is 230 feet.

The Florida Department of Transportation is conducting a PD&E Study which will evaluate improvement options along the C.R. 578 corridor from the vicinity of U.S. 19 to the vicinity of U.S. 41 in Pasco and Hernando Counties, a distance of approximately 11.0 miles, as shown in Figure 1. The proposed Ayers Road Extension (C.R. 576), a segment of roadway on new alignment, is being evaluated from the vicinity of the Suncoast Parkway to the vicinity of U.S. 41 and Ayers Road, for a distance of approximately 2.8 miles.

The project is located within Sections 1 through 6 of Township 24 South, Range 17 East and Sections 1 through 6 of Township 24 South, Range 18 East in Pasco County. In Hernando County, the project is located within Sections 31 through 36 of Township 23 South, Range 17 East; Sections 25, 26, 31 through 36 of Township 23 South, Range 18 East; and Section 30 of Township 23 South, Range 19 East.

FIGURE 1
PROJECT LOCATION MAP



3. **Environmental Information:**

- a. **Land Uses:** Primary land uses along C.R. 578 include numerous residential subdivisions, individual residences, commercial development, the Spring Hill Regional Hospital, the Suncoast Elementary School, the Hernando County Airport, and numerous religious facilities.
- b. **Wetlands:** There are numerous small wetlands close to or adjoining the existing right-of-way, primarily along the 3-mile segment of C.R. 578 east of U.S. 19. These wetlands are mainly small sandhill lakes and marshes that have greatly fluctuating water levels due to rainfall conditions. They are normally isolated but

may connect in a regional network during periods of high rainfall. However, few are anticipated to be directly affected by construction. The existing right-of-way (ROW) is located at the fringe of three small ponds or marshes, which are approximately 3 to 5 acres each. It is anticipated that less than 1 acre of wetlands would be directly affected.

- c. Floodplains: Examination of FEMA Community Panel Numbers 120230-0020C, 120230-0050C, 120230-0075C, 120110-270B, 120110-300B, and 120110-352B indicates that relatively small portions of the C.R. 578 right-of-way encroach upon the 100-year flood zone. These flood zone encroachment locations are as follows:
1. Approximately 900 feet of C.R. 578 from U.S. 41 to approximately 350 feet west of Marianna Street is shown as being in Flood Zone A on FEMA Panel Number 120230-0075C.
 2. Approximately 900 feet of C.R. 578 located between Beach Drive and Kelly Road is shown on FEMA Panel Number 120230-0050C as being in Flood Zone A.

The proposed roadway improvements should not support incompatible floodplain development since the improvements are primarily related to existing level of service deficiencies and are in accordance with the applicable County Comprehensive Plans.

There are no regulated floodways located within the project limits.

- d. Wildlife and Habitat: Based on field reviews of the site, the primary natural habitat adjacent to the project area is dry scrub dominated by such species as scrub live oak, live oak, turkey oak, sand pine, blue jack oak, and other species common within scrub communities.

The wetlands and nearby shallow lakes and sandhill forests along the western half of the project area have been reported as used, probably extensively, by numerous federal and state listed species, including the American alligator, little blue heron, limpkin, snowy egret, tricolored heron, white ibis, wood stork, and Florida sandhill crane.

Any impacts to protected species will be evaluated during the PD&E study process in accordance with the FDOT PD&E Manual, and the results of the evaluation will be coordinated with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. Coordination with these agencies will include the identification of critical habitat for the protected species being evaluated.

- e. Outstanding Florida Waters: Not Applicable
- f. Aquatic Preserves: Not Applicable
- g. Coastal Zone Consistency Determination Required: Yes No
- h. Cultural Resources: A Cultural Resources Assessment Survey will be conducted as part of the PD&E study process in accordance with the FDOT PD&E Manual. A preliminary examination of the project area was conducted and approximately 30 to 40 notable and potentially eligible historic resources were identified. These sites will be further investigated to determine their eligibility. The project improvements will be thoroughly coordinated with the State Division of Historical Resources.
- i. Coastal Barrier Resources: Not applicable
- j. Contamination: A detailed contamination inventory, evaluation, and risk assessment (Contamination Screening Evaluation) will be conducted as part of the PD&E Study process in accordance with the FDOT PD&E Manual to identify potential hazardous materials and petroleum-contaminated sites. Based on preliminary investigations, eight (8) potential petroleum-related sites and sixteen (16) potential contamination/hazardous-material-related sites have been inventoried within the study corridor. These sites will be further investigated to determine the contamination potential for prior (historical) or existing contamination.
- k. Other topics or comments: None.

4. Navigable Waterway Crossing?: Yes No

5. Permits Required: U.S. Army Corps of Engineers:
404 Permit

Southwest Florida Water Management District:
Environmental Resource Permit

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED	Applicant Identifier WPI Segment No. 257298 1														
		3. DATE RECEIVED BY STATE	State Application Identifier														
4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier															
5. APPLICANT INFORMATION																	
Legal Name: Florida Department of Transportation		Organizational Unit: Office of Design															
Address (give city, county, state, and zip code): 605 Suwannee Street Tallahassee, Leon Florida 32399-0450		Name and telephone number of person to be contacted on matters involving this application (give area code) Jeraldo Comellas, Jr., P.E. (813) 975-6000															
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 --- 6 0 0 1 8 7 4		7. TYPE OF APPLICANT: (enter appropriate letter in box) <input checked="" type="checkbox"/> A															
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter (s) in box (es): <input type="checkbox"/> <input type="checkbox"/> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other (Specify) _____		A. Stage B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School District I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify): _____															
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 2 0 5 TITLE Highway Planning and Construction		9. NAME OF FEDERAL AGENCY: U.S. Department of Transportation															
12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.): Pasco and Hernando Counties, Florida		11. DESCRIPTIVE TITLE OF APPLICANTS PROJECT: Financial Project Number: 257298 1 22 01 FAP Number: 7822 001 S County Line Road (C.R. 578) PD&E Study Pasco and Hernando Counties, Florida															
13. PROPOSED PROJECT: Start Date: 08/25/99 Ending Date: 02/25/02		14. CONGRESSIONAL DISTRICTS OF: a. Applicant b. Project: Congressional District 10															
15. ESTIMATED FUNDING: <table border="1" style="width:100%; border-collapse: collapse;"> <tr><td>a. Federal</td><td>\$ 1.35 M*</td></tr> <tr><td>b. Applicant</td><td>\$ 0.00</td></tr> <tr><td>c. State</td><td>\$ 0.00</td></tr> <tr><td>d. Local</td><td>\$ 0.00</td></tr> <tr><td>e. Other</td><td>\$ 0.00</td></tr> <tr><td>f. Program Income</td><td>\$ 0.00</td></tr> <tr><td>g. TOTAL</td><td>\$ 1.35 M*</td></tr> </table>		a. Federal	\$ 1.35 M*	b. Applicant	\$ 0.00	c. State	\$ 0.00	d. Local	\$ 0.00	e. Other	\$ 0.00	f. Program Income	\$ 0.00	g. TOTAL	\$ 1.35 M*	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS 7 a. YES. PRE-APPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE _____ b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
a. Federal	\$ 1.35 M*																
b. Applicant	\$ 0.00																
c. State	\$ 0.00																
d. Local	\$ 0.00																
e. Other	\$ 0.00																
f. Program Income	\$ 0.00																
g. TOTAL	\$ 1.35 M*																
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes" attach and explanation <input checked="" type="checkbox"/> No															
a. Typed Name of Authorized Representative Jeraldo Comellas, Jr., P.E.		b. Title District EMO Engineer	c. Telephone Number (813) 975-6000														
d. Signature of Authorized Representative		e. Date Signed															

**ADVANCE NOTIFICATION
MAILING LIST**

FEDERAL

Mr. James E. St. John, Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
M.S. 29
Tallahassee, FL 32301-2015

Mr. John Hankins, Jr., Regional Administrator
Region IV
U.S. Environmental Protection Agency
Atlanta Federal Center
100 Alabama Street SW
Atlanta, GA 30303-3104

Chief
Natural Hazards Branch
Federal Emergency Management Agency
1371 Peachtree Street, N.E., Suite 700
Atlanta, GA 30309

Mr. Michael Bentzien, Supervisor
Fish & Wildlife Service
U.S. Department of Interior
6620 South Point Drive South, Suite 310
Jacksonville, FL 32216-0912

Director
Office of Economic Analysis (RRP-32)
Federal Railroad Administration
400 Seventh Street S.W.
Washington, D.C. 20590-0001

Director
Eastern States Office
Bureau of Land Management
U.S. Department of Interior
411 Briarwood Drive, Suite 404
Jackson, MS 39206

Regional Environmental Officer
U.S. Department of Housing and Urban Development
Richard B. Russell Federal Building
75 Spring Street, S.W.
Atlanta, GA 30303-3309

Mr. Terry Rice, District Engineer
Regulatory Branch
U.S. Army Corps of Engineers
P.O. Box 4970
Jacksonville, FL 32201-4970

Chief - Review Unit
Environmental Affairs Program, M.S. 423
U.S. Geological Survey
U.S. Department of Interior, Room 2D318
12201 Sunrise Valley Drive
Reston, VA 22092-9998

Airports District Office
Federal Aviation Administration
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

Center for Environmental Health and Injury Control
Centers for Disease Control
U.S. Department of Health and Human Services
Special Programs Group, M.S. F-29
1600 Clifton Road
Atlanta, GA 30333

Southeast Regional Office
National Park Service
U.S. Department of Interior
100 Alabama Street, 1924 Building
Atlanta, GA 30303

**ADVANCE NOTIFICATION
MAILING LIST**

STATE

Mr. Bradley J. Hartman, Director
Florida Fish and Wildlife Conservation Commission
Office of Environmental Service
620 South Meridian Street
Tallahassee, FL 32399-1600

Ms. Deborah Getzoff, Director
Florida Department of Environmental Protection
Southwest District
3804 Coconut Palm Drive
Tampa, FL 33619

Ms. Janet Matthews, State Historic Preservation
Officer
Florida Department of State
Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Federal-Aid Programs Coordinator
Florida Department of Transportation
M.S. 35
605 Suwanee Street
Tallahassee, FL 32399

Mr. Leroy Irwin, Manager
Environmental Management Office
Florida Department of Transportation
M.S. 37
602 Suwanee Street
Tallahassee, FL 32399

REGIONAL

Mr. Manny C. Pumariaga, Executive Director
Tampa Bay Regional Planning Council
9455 Koger Boulevard
Suite 219

Ms. Linda Sloan, Executive Director
Withlacoochee Regional Planning Council
1241 S.W. 10th Street
Ocala, FL 32674-2798

Mr. Emilio Vergara, Executive Director
Southwest Florida Water Management District
2379 Broad Street
Brooksville, FL 34609-6899
St. Petersburg, FL 33702-2491

LOCAL AGENCIES

Mr. Dennis Dix, Executive Director
Hernando County Metropolitan Planning Organization
20 North Main Street, Room 262
Brooksville, FL 34601

Mr. Doug Uden, Executive Director
Pasco County Metropolitan Planning Organization
7530 Little Road
New Port Richey, FL 34653

**ADVANCE NOTIFICATION
MAILING LIST**

OTHER

Miccosukee Tribe of Indians of Florida
Mr. Billy Cypress, Chairperson
Miccosukee Business Committee
P.O. Box 440021, Tamiami Station
Miami, FL 33144

Mr. R. Perry Beaver, Principal Chief
Muskogee (Creek) Nation of Oklahoma
P.O. Box 580
Okmulgee, OK 74447

Mr. Eddie Tullis, Chairperson
Poarch Band of Creek Indians of Alabama
HCR 69A, Box 85B
Atmore, AL 36502

Mr. Jerry Haney, Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

Mr. James Billie, Chairperson
Seminole Tribe of Florida
6073 Sterling Road
Hollywood, FL 33024



Urbani

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

December 21, 1999

RECEIVED PD G E
1999 DE 27 PM 11:55

Mr. Jeraldo Comellas, Jr., P.E.
Department of Transportation
District EMO Engineer
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: U.S. Department of Transportation - Highway Planning and
Construction - WPI Seg. No. 257298 1 - FAP No. 7822 001 S -
Advance Notification - County Line Road (CR 578) PD&E Study
- Pasco and Hernando Counties, Florida
SAI: FL199911050866C

Dear Mr. Comellas:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, Section 216.212, Florida Statutes, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) notes that the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine the degree of environmental documentation necessary for this project. The DEP requests to review the environmental documents prepared for this project and requests that they be submitted to the Florida State Clearinghouse for review pursuant to the Florida Coastal Management Program's consistency review determination. The DEP notes that the project will be re-evaluated for consistency with the DEP's authorities in the Florida Coastal Management Program based on its review of the subsequent environmental documents. DEP also notes several issues to be addressed in the Project Development and Environmental Study. Please refer to the enclosed DEP comments.

The Southwest Florida Water Management District (SWFWMD) offers several comments and recommends that the applicant complete an environmental assessment addressing the proposed project impacts on area water resources. The assessment should identify the resources and discuss impacts proposed by the road project and proposed mitigation activities should also be addressed in this report. Please refer to the enclosed SWFWMD comments.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
205 East Main Street, Suite 104
Bartow, Florida 33830-4641

Mr. Jeraldo Comellas
December 21, 1999
Page Two

The Department of State (DOS) notes that the proposed project will have a cultural resource survey performed. Provided that the applicant completes the survey and appropriately avoids, minimizes, or mitigates impacts to any significant archaeological or historic sites identified in the survey, the above project will have no adverse effect. Please refer to the enclosed DOS comments.

The Department of Community Affairs (Department), pursuant to its role as the state's land planning agency, has reviewed the referenced project for consistency with the relevant local government comprehensive plan. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plan.

In addition, the Withlacoochee and Tampa Bay Regional Planning Councils have identified the policies and goals of their Strategic Regional Policy Plans which may apply to the proposed activity. The comments provided by the regional planning councils are enclosed for your review and consideration.

Based on the information contained in the advance notification and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the allocation of federal funds for the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews.

If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,



Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection
Janet Snyder Matthews, Department of State
Trisha Neasman, Southwest Florida Water Management District
Vivian Whittier, Withlacoochee Regional Planning Council
Kristi Thum, Tampa Bay Regional Planning Council

COUNTY: State

DATE: 11/05/1999
 COMMENTS DUE-2 WKS: 11/20/1999
 CLEARANCE DUE DATE: 12/13/1999
 SAI#: FL9911050866C

Message:

STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLICY UNITS
Agriculture Community Affairs Environmental Protection Fish & Wildlife Conserv. Comm OTTED State Transportation	Southwest Florida WMD	Environmental Policy/C & ED

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

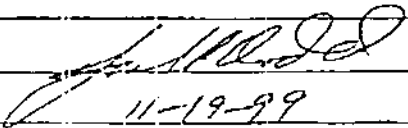
U.S. Department of Transportation - Highway Planning and Construction - WPI Seg. No. 257298 1 - FAP No. 7822 001 S - Advance Notification - County Line Road (CR 578) PD&E Study - Pasco and Hernando Counties, Florida.

To: Florida State Clearinghouse
 Department of Community Affairs
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (904) 922-6438 (SC 292-5438)
 (904) 414-0479 (FAX)

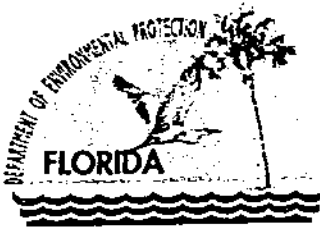
EO. 12372/NEPA
 No Comment
 Comments Attached
 Not Applicable

Federal Consistency
 No Comment/Consistent
 Consistent/Comments Attached
 Inconsistent/Comments Attached
 Not Applicable

Division of Forestry
 Forest Resource Planning
 & Support Services Bureau
 3125 Conner Blvd., Mail Stop C23
 Tallahassee, FL 32399-1650

Division/Bureau: _____
 Reviewed: 
 Date: 11-19-99

RECEIVED
 NOV 19 1999
 DIVISION OF FORESTRY
 FOREST RESOURCE PLANNING & SUPPORT SERVICES BUREAU



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

David B. Scrubs
Secretary

December 3, 1999

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RECEIVED
DECEMBER 3 1999
State of Florida Clearinghouse

RE: FDOT/Advance Notification- County Line Road CR 578, PD&E Study - Pasco and Hernando counties, Florida
SAI#: FL9911050866C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced Advance Notification. Based upon the information submitted, the proposed federal assistance for this project appears to be consistent with the Department's statutory authorities in the Florida Coastal Management Program. The Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary for this project. We request to review the environmental documents for this project, and ask that it be submitted to the Florida State Clearinghouse for review pursuant to the Florida Coastal Management Program's consistency review determination. The project will be re-evaluated for consistency with the Department's authorities in the Florida Coastal Management Program on review of the subsequent environmental documents. However, the following issues should be addressed in the Project Development and Environmental study.

Wildlife and Habitat

The primary natural habitat adjacent to the project area is listed as scrub. The potential presence, within the project area, of listed species that occur in scrub communities, such as scrub jays, sand skinks, and gopher tortoises, as well as gopher tortoise commensals, is not mentioned. The PD&E should be coordinated with the U. S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission to address this issue.

The potential presence of listed plant species that typically occur in scrub and or wetland communities within the project areas is also not mentioned. This issue should be coordinated with the U. S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Agriculture and Consumer Services - Division of Plant Industry, and/or permitting agencies, as appropriate, and addressed in the PD&E.

Cultural Resources

Because so few systematic archaeological surveys have been done in this area, a detailed survey would be warranted in this corridor. With high elevations, well drained soils and close proximity to water, there is a high probability for sites throughout the extent of the project area. Because of the environmental setting and the lack of data for the area, there likely are numerous unrecorded sites. Especially important is the inland region, which is poorly understood archaeologically and has the propensity for high site

DOT/Advance Notification

SAI# 9911050866C

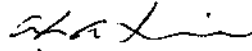
December 3, 1999

Page 2

density. This issue should be coordinated with the State Division of Historical Resources and addressed fully in the PD&E.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please contact me at (850) 487-2231.

Sincerely,



Abdul Hatim
Environmental Specialist
Office of Legislative and Governmental Affairs

/ah

CC: Dianne McCommons Beck, FDEP, SW District

COUNTY: State

DATE: 11/05/1999

COMMENTS DUE-2 WKS: 11/20/1999

CLEARANCE DUE DATE: 12/13/1999

Message:

SAI#: FL9911050866C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Agriculture
 Community Affairs
 Environmental Protection
 Fish & Wildlife Conserv. Comm
 X OTTED
 State
 Transportation

Southwest Florida WMD

Environmental Policy/C & ED

GOVERNOR'S OFFICE
 TOURS/STAFF/PROPERTY DEV.
 99-105-9 PM 6:15

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

U.S. Department of Transportation - Highway Planning and Construction - WPI Seg. No. 257298 1 - FAP No. 7822 001 S - Advance Notification - County Line Road (CR 578) PD&E Study - Pasco and Hernando Counties, Florida.

To: Florida State Clearinghouse
 Department of Community Affairs
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 922-5438 (SC 292-5438)
 (850) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: EOG/OTTED

Reviewer: [Signature]

Date: 11 8-99

- Office of the Secretary
- Office of International Relations
- Division of Elections
- Division of Corporations
- Division of Cultural Affairs
- Division of Historical Resources
- Division of Library and Information Services
- Division of Licensing
- Division of Administrative Services



- MEMBER OF THE FLORIDA CABINET
- State Board of Education
- Trustees of the Internal Improvement Trust Fund
- Administration Commission
- Florida Land and Water Adjudicatory Commission
- Siting Board
- Division of Bond Finance
- Department of Revenue
- Department of Law Enforcement
- Department of Highway Safety and Motor Vehicles
- Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
 Secretary of State

DIVISION OF HISTORICAL RESOURCES

November 23, 1999

Ms. Cherie Trainor
 State Clearinghouse
 Department of Community Affairs
 2555 Shumard Oak Boulevard
 Tallahassee, Florida 32399-2100

RE: DHR Project File No. 998248
 SAI# FL9911050866C
 Florida Department of Transportation - Advance Notification
 County Line Road (CR 578) PD&E Study
 FAP No. 7822 001 S
 Pasco and Hernando Counties, Florida

RECEIVED
 NOV 23 1999
 State of Florida Clearinghouse

Dear Ms. Trainor:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, *Florida Statutes*, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historic or architectural value.

We have reviewed the Advance Notification for the Florida Department of Transportation (FDOT) project referenced above. We note that the project will have a cultural resource survey performed. Therefore, conditioned upon the FDOT undertaking a cultural resource survey, and appropriately avoiding, minimizing, or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register, or otherwise of historical or architectural value. If these conditions are met the project will also be consistent with the historic preservation aspects of Florida's Coastal Management Program.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Sandra L. Kammerer

for Janet Snyder Matthews, Ph.D.
 State Historic Preservation Officer

JSM/Ese

xc: Jasmin Raffington, FCMP-DCA

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 488-1480 • FAX 488-7355
- Archaeological Research (850) 487-2299 • FAX 414-2207
- Historic Preservation (850) 487-2333 • FAX 922-0196
- Historical Museums (850) 488-1481 • FAX 921-2503
- Historic Pensacola Preservation Board (850) 393-5085 • FAX 393-7989
- Palm Beach Regional Office (561) 279-1177 • FAX 279-1176
- St. Augustine Regional Office (904) 825-3015 • FAX 825-5111
- Tampa Regional Office (813) 271-1134 • FAX 272-2111

COUNTY: Sta

DATE: 11/05/1999

COMMENTS DUE-2 WKS: 11/20/1999

CLEARANCE DUE DATE: 12/13/1999

SAI#: FL9911050866C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Agriculture
 Community Affairs
 Environmental Protection
 Fish & Wildlife Conserv. Comm
 OTTED
 State
 X Transportation

Southwest Florida WMD

Environmental Policy/C & ED

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 State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

U.S. Department of Transportation - Highway Planning and Construction - WPI Seg. No. 257298 1 - FAP No. 7822 001 S - Advance Notification - County Line Road (CR 578) PD&E Study - Pasco and Hernando Counties, Florida.

To: Florida State Clearinghouse
 Department of Community Affairs
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 922-5438 (SC 292-5438)
 (850) 414-0479 (FAX)

EO. 12372/NEPA

- No Comment
- Comments Attached
- Not Applicable

Federal Consistency

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

DOT Project

From: _____
 Division/Bureau: _____
 Reviewer: _____
 Date: _____



An Equal
Opportunity
Agency

Southwest Florida Water Management District

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6760
(813) 985-7481 or
1-800-435-0797 (FL only)
SUNCOM 578 2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7200
(941) 534-2448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

2379 Broad Street, Brooksville, Florida 34609-6894
(352) 796 7211 or 1-800-422-1470 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
World Wide Web: <http://www.swfwmd.state.fl.us>

Venice Service Office
115 Corporation Way
Venice, Florida 34292-3524
(941) 486-1212 or
1-800-320-3503 (FL only)
SUNCOM 526-6900

Leucato Service Office
2600 West Sovereign Path
Suite 226
Leucato, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3771

December 13, 1999

Ms. Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: Florida Department of Transportation- County Line Road
(CR 578) PD&E Study- Pasco and Hernando Counties,
Florida

SAI# FL9911050866C

Dear Ms. Trainor:

The Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. This evaluation concluded a consistency determination cannot be issued until additional information is provided on proposed water resource impacts.

We recommend the applicant complete an environmental assessment addressing the proposed project's impacts on area water resources. This assessment should identify the resources and discuss impacts proposed by the road project. Proposed mitigation activities should also be addressed in this report.

As a general rule, the District supports road projects that:

1. avoid impacts to high quality wetland systems;
2. avoid District managed lands;
3. minimize impacts to wetlands through use of steeper side slopes or construction of retaining walls within road rights-of-way adjacent to wetlands; and
4. avoid impacts to wetlands to accommodate stormwater treatment systems.

Ronald C. Johnson
Chair, Lake Wales

Brenda Menendez
Vice Chair, Tampa

Sally Thompson
Secretary, Tampa

Ronald E. Duncan
Treasurer, Safety Harbor

Monroe "Al" Coogler
Leucato

Joe L. Davis, Jr.
Wauchula

Rebecca M. Eger
Sarasota

John P. Harlan, IV
Bradenton

Watson L. Haynes, II
St. Petersburg

John K. Renke, III
New Port Richey

Pamela Blinnette-Taylor
Tampa

E. D. "Senny" Vergara
Executive Director

Gene A. Heath
Assistant Executive Director

Edward B. Helvenston
General Counsel

The District appreciates the opportunity to participate in this review. Please be advised that this review does not constitute approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,



Trisha Neasman, AICP
Government Planning Coordinator

TN

cc: Jeraldo Comellas, FDOT

Rand Baldwin, SWFWMD

LINDA S. SLOAN, A.I.C.P.
EXECUTIVE DIRECTOR

1241 S.W. 10th Street
OCALA, FLORIDA 34474-2798

Telephone 352/732-1315
Suncom 667-1315
FAX 732-1319
email: wrpc@atlantic.net



OFFICERS

EUGENE A. POOLE
CHAIRMAN

EUNICE NEVILLE
VICE-CHAIRMAN

WILBUR DEAN
SECRETARY

November 30, 1999

Ms. Cherie Trainor, Coordinator
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

SUBJECT: SAI #: FL9911050866C
U. S. Department of Transportation
WPI Segment No. 257298
I - FAP No. 7822 001 S
Advance Notification: CR578 PD&E Study
Pasco and **Hernando** Counties, Florida
WRPC ICR #: 109-H10-99-FDOT

Dear Ms. Trainor:

Pursuant to the provisions of Presidential Executive Order 12372, Governor's Executive Order 95-359, and WRPC Rules Ch. 29E-6, *FAC*, the staff of the Withlacoochee Regional Planning Council reviewed the above-noted project, which appears to be consistent with the WRPCs adopted *Strategic Regional Policy Plan for the Withlacoochee Region*, particularly with **Policy 2.4.13: Plan and design transportation facilities that provide maximum access to jobs and markets.**

Applicant needs to be aware of the following SRPP goals and policies which may be applicable to this project:

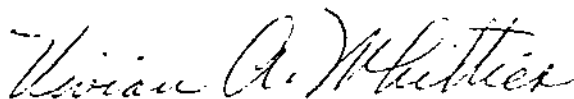
Policy 4.6.2: Design and build new, local, state, and private roads, bridges, and causeways so as not to interfere with surface water flows, and with appropriate protective measures to avoid degrading water quality.

Ms. Cherie Trainor, Coordinator
November 30, 1999
Page 2

- Policy 4.8.6:** Design new transportation and utility facilities to avoid interference within natural operation of wetlands, and in a sufficient size and height to accommodate the movement and migration of wildlife through the area.
- Policy 4.8.18:** Design new public and private roads so as not to impede the natural flow of water.
- Policy 4.9.2:** Design roads and bridges to incorporate design features that facilitate the free passage of wildlife so as to avoid vehicle and animal collisions.
- Policy 5.6.2:** Ensure that transportation improvements in coastal high-hazard areas and environmentally sensitive areas are made only after evaluating the interests of human transportation need versus the need to protect and preserve regionally significant resources.

We appreciate the opportunity to comment on this proposal.

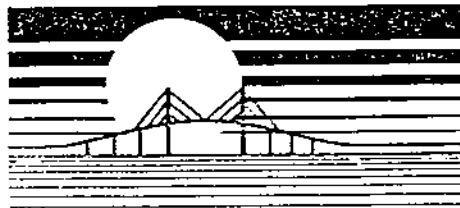
Sincerely,



Vivian A. Whittier
ICR Procedural Coordinator

LSS:vaw

Enc.



Tampa Bay Regional Planning Council

Chairman
Barbara Romano

Vice-Chairman
Commissioner Chris Hart

Secretary/Treasurer
Frederick T. Reeves

Executive Director
Manny L. Pumariega

November 17, 1999

Ms. Cherie Trainor
Florida State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: IC&R #349-99, PD&E Study for County Road 578 Grant Application, FSC
#FL9911050866, Pasco and Hernando Counties

Dear Ms. Trainor:

This letter constitutes acknowledgment and preliminary assessment of an application for the aforementioned project submitted under the provisions of Florida's Intergovernmental Coordination and Review (IC&R) process.

While we *do not* find the proposal to be regionally significant, all member local governments of the Tampa Bay Regional Planning Council's (TBRPC) Clearinghouse Review Committee and TBRPC's full policy board will be notified of the application for any comments concerning local significance. The applicant will be contacted if any local concerns are identified.

In accordance with the State's delegated IC&R review requirements, this project is considered to have met the requirements of the IC&R process and no further review will be required by our Agency. This letter constitutes compliance with IC&R only and does not preclude the applicant from complying with *other* applicable grant requirements or regulations.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Kristi Thum, Associate Planner
Intergovernmental Coordination & Review

KT/bj

cc: Mr. Jeraldo Comellas, Jr., P.E., Florida Department of Transportation, District Seven

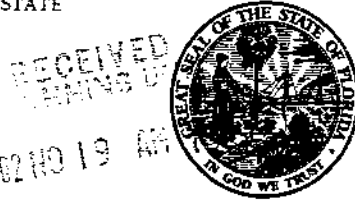
RECEIVED
NOV 17 1999

STATE OF FLORIDA

APPENDIX B

Interagency Correspondence

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

FLORIDA DEPARTMENT OF STATE
Jim Smith
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. James E. St. John
U.S. Department of Transportation
Federal Highway Administration, Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

November 12, 2002

Re: DHR No. 2002-09944 / Date Received by DHR: October 23, 2002
Federal-Aid Program No. 7822 001 S / Work Program Item Segment No. 257298 1
Section 106 Documentation and Determination of Effects for the Alexsuk Site (8HE426)
County Line Road (C.R. 578) Project Development and Environment Study from U.S. 19
(S.R. 55) to U.S. 41 (S.R. 45)

Dear Mr. St. John:

Our office has received and reviewed the above project in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise and assist federal agencies when identifying historic properties listed or eligible for listing in the *National Register of Historic Places*, assessing effects upon them, and considering alternatives to avoid or minimize adverse effects.

The referenced effects analysis indicates one archaeological site considered eligible for listing in the *National Register of Historic Places* (8HE426) is located within the area of potential effect for this project. In an effort to minimize impacts to the Alexsuk Site (8HE426), Alignment S-8 was investigated, and found to contain cultural deposits less dense than those present within Alignment S-5. However, Alignment S-5 has been chosen as the preferred alternative because construction of Alignment S-8 would produce more effects to the adjacent Masaryktown community. Since the construction of Alignment S-5 would compromise the integrity of site 8HE426 and thus directly alter the characteristic of this resource that qualifies it for inclusion in the *National Register*, it is the opinion of Janus Research, the Florida Department of Transportation, and the Federal Highway Administration that the proposed undertaking will have an adverse effect on the Alexsuk Site. Based on the information provided, this office concurs with this determination.

If you have any questions concerning our comments, please contact Mary Beth Fitts, Historic Sites Specialist, at mbfitts@mail.dos.state.fl.us or (850) 245-6333.

Sincerely,

Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

Xc: Mr. Marvin L. Williams, FHWA-FL
Mr. C. L. Irwin, FDOT - CEMO
Mr. Rick Adair, FDOT - District 7 EMO → MS FYF

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

<input type="checkbox"/> Director's Office (850) 245-6300 • FAX: 245-6435	<input type="checkbox"/> Archaeological Research (850) 245-6444 • FAX: 245-6436	<input checked="" type="checkbox"/> Historic Preservation (850) 245-6333 • FAX: 245-6437	<input type="checkbox"/> Historical Museums (850) 245-6400 • FAX: 245-6433
<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340	



U. S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650



November 20, 2002

IN REPLY
REFER TO:

HPO-FL

2002 NOV 22 PM 1:36

RECEIVED
PLANNING DIV

Don L. Klima, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW
Washington, DC 20004

Attn: Ms. Karen Thermer Brown

Dear Mr. Kilma:

Subject: County Road 578 Widening and Extension from U.S. 19 to U.S. 41
Federal-aid Project #: S-7822 (001)
State Financial Project #: 257298-1
Pasco and Hernando Counties

The Florida Department of Transportation is preparing to let a contract to widen CR-578 within the above noted limits. Pursuant to the requirements of Section 106 of the National Historic Preservation Act [16 U.S.C. Section 470 (f)] and 36 C.F.R., Part 800, the Federal Highway Administration (FHWA) has been consulting with Ms. Laura Kammerer of the State Historic Preservation Office (SHPO), to determine what effect this undertaking may have on the Alexsuk Site, which is eligible for listing in the *National Register of Historic Places (NRHP)*. This site is located within the limits of the subject project.

The FHWA, in consultation with the Florida SHPO, has applied the Criteria of Effect and Adverse Effect found in 36 C.F.R., Part 800.9, and made a determination that the proposed widening and extension project will have an "adverse effect" on the Alexsuk Site, and invites the Advisory Council on Historic Preservation to participate in the consultation related to resolving the adverse effects.

Enclosed for your use are the following items:

- The section 106 Documentation and Determination of Effects Case Report (October 2002), which includes the projects location and a map showing the Area of Potential Effect.

Don L. Klima
November 20, 2002

2

- A letter from the Florida Department of State, Division of Historical Resources, dated November 12, 2002, stating their final effects determination.

If you need additional assistance from this office, please contact Mr. Marvin L. Williams at (850) 942-9650, extension 3029.

Sincerely,

/s/ Marvin L. Williams
For: James E. St. John
Division Administrator

Enclosures

cc: Mr. C. L. Irwin, FDOT (MS-37)
Mr. Bryan Williams, FDOT, District Seven, Planning/EMO
Mr. Dr. Janet Snyder Matthews, SHPO, Tallahassee, FL



Miccosukee Tribe of Indians of Florida

Business Council Members
Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman
Max Billie, Treasurer

Andrew Bert Sr., Secretary

April 19, 2002

	A	ADVISOR, Lawmaker
		A.I.A.
		A.E.C.
✓		FIN. MGR.
✓		P & R HAXG
		SYST. DEV.
		ROW
		BRIDGE
		DIST. A
		DIST. B
✓		O.M.C.
		FILE

Mr. James St. John
U.S. Department of Transportation
Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, FL 3632301

Dear Mr. St. John:

The Miccosukee Tribe of Indians of Florida received your letter concerning the County Line Road 578 project in Pasco and Hernando Counties, Federal Aid Project # 7822 (001) S. We reviewed the Cultural Resources Assessment Survey and offer the following comments.

We disagree with the cultural resources assessment on Site 8PA185, Volkswagen Sinkhole. While there may not have been enough cultural resources for the site to be considered as eligible for listing in the National Registry of Historic Places, the Miccosukee consider all sinkholes as a sacred site. These areas were and are important to the Tradition, Culture, and Religion of the Miccosukee Tribe. Therefore, all sinkholes are important and should be avoided at all costs. We concur with the Cultural Resources Assessment for 8HE426 Alexsuk Site. This is another sinkhole. There were enough cultural resources left intact for this site to be considered as eligible for listing in the National Registry of Historic Places. This site also needs to be avoided at all costs.

The Tribe further requests that all cultural resources sites identified in the assessment be avoided, if at all possible.

Thank you for consulting with the Miccosukee Tribe. Please contact me at the below number if you require additional information.

Sincerely,

Steve Terry
NAGPRA and Section 106 Representative



— RA — KB → MS 257298,17

U. S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650

FLORIDA
www.fhwa.dot.gov/fldiv

February 28, 2002

IN REPLY
REFER TO: HPO-FL

Mr. R. Perry Beaver, Principal Chief
Muscogee (Creek) Nation of Oklahoma
P.O. Box 580
Okmulgee, OK 74447

Dear Mr. Beaver:

Subject: County Line Road (CR 578) from U.S. 19 to U.S. 41
Federal-aid Project #: 7822 (001) S
Pasco and Hernando Counties

The Federal Highway Administration (FHWA) wishes to consult with you under the requirements of 36 CFR Part 800 (revised 12 December 2000) – Protection of Historic Properties. It is our intent to comply with the regulations of the new Section 106 process as outlined in the revised regulations. This consultation request concerns the Project Development and Environment (PD&E) Study being conducted by the FHWA and the Florida Department of Transportation to evaluate capacity improvement alternatives for CR 578. The proposed project involves improving CR 578 from a primarily two-lane roadway to a multi-lane facility, from the vicinity of U.S. 19 to U.S. 41, a distance of approximately 12.0 miles. A segment of the proposed roadway on new alignment, referred to as the Ayers Road Extension, is being evaluated as one of the alternatives from the CR 578/Suncoast Parkway interchange to east of U.S. 41.

A Cultural Resource Assessment Survey (CRAS) has been conducted as part of the PD&E Study. The objective of this survey was to assess all cultural resources in terms of their eligibility for listing in the *National Register of Historic Places (NRHP)*. This project included initial testing of the preferred alignment of CR 578 and the proposed alternatives for the Ayers Road Extension.

The initial survey identified 13 archaeological sites within the area of potential effect (APE). Of the 13 archaeological sites, only one appears to be potentially eligible for listing in the *NRHP* under Criterion D. Site 8HE426 (Alexsuk) is considered regionally significant as it represents multiple periods of occupation indicating patterned use of the area in the Paleoindian (12,000-7500 BC), Middle-to-Late Archaic (5000-500 BC), and Formative (post-500 BC) periods.

CO: 1:05
308
1:05

Mr. R. Perry Beaver
February 28, 2002

2

The initial survey also identified fifteen historic resources within the APE. Fourteen resources are newly identified during this survey, and one resource was recorded during previous survey work. An additional survey of a proposed Ayers Road Extension Minimization Alternative identified four newly recorded historic resources. None of the 19 historic resources are considered eligible for listing in the *NRHP*.

The CRAS is being provided for your review, and we seek your comments concerning the survey, which is also being reviewed concurrently by the State Historic Preservation Officer. We would appreciate hearing from you within the time frame established in the regulations for these reviews. If you have any questions concerning this project or this request, please contact Mr. Marvin Williams at (850) 942-9650 x3029. We sincerely appreciate your cooperation in this effort.

Sincerely,

/s/ Marvin Williams
For: James E. St. John
Division Administrator

Enclosure

Cc: Mr. Michael Seifert, FDOT District 7
Mr. George Ballo, FDOT (MS-37) w/attachment

APPENDIX C

Local Government and Small Group Meetings

Meetings with Local Governments

County Meetings.	Date	Description
Hernando MPO	5/4/2000	
Pasco MPO	5/11/2000	
Hernando Staff	8/7/2000	Met with Hernando Staff at the Public Works build.
Pasco TAC	1/5/2001	
Pasco CAC	2/6/2001	
Pasco MPO	2/8/2001	
Pasco and Hernando	May-01	Met with Hernando Staff at DOT to look at alternatives
Pasco and Hernando	7/17/2001	Met with Hernando Staff at DOT to look at alternatives
Pasco / Hernando + Airport	8/23/2001	Met with Staff concerning Ayers Rd. mostly.

Small Group Meetings

Association Meetings	Date	Description
Kiwanis Club	10/5/2000	Gave presentation
Heratige Pines	11/9/2000	Gave presentation
Autumn Oaks	5/7/2001	Gave presentation
Rolling Oaks	9/11/2001	Gave presentation

APPENDIX D

Public Involvement Program

Public Involvement Program

Florida Department of Transportation - District VII

County Line Road (C.R. 578)

Project Development and Environment Study

From U.S. 19 (S.R. 55) to U.S. 41 (S.R. 45)

Work Program Item Segment Number: 257298 1

Federal-Aid Program Number: 7822 001 S

Pasco and Hernando Counties, Florida

In accordance with Part 1, Chapter 8 of the “Project Development and Environment Manual” this Public Involvement Program is submitted to the District Environmental Management Office Engineer for review and approval.



December 1999

Public Involvement Program

Florida Department of Transportation - District VII

County Line Road (C.R. 578)

Project Development and Environment Study

From U.S. 19 (S.R. 55) to U.S. 41 (S.R. 45)

Work Program Item Segment Number: 257298 1

Federal-Aid Program Number: 7822 001 S

Pasco and Hernando Counties, Florida

In accordance with Part 1, Chapter 8 of the "Project Development and Environment Manual" this Public Involvement Program is submitted to the District Environmental Management Office (EMO) Engineer for review and approval.

Submitted by: URS Greiner Woodward Clyde

Date: December 1, 1999

Approved: _____

District EMO Engineer

Date: _____



December 1999

PUBLIC INVOLVEMENT PROGRAM

This Program is in compliance with the “Project Development and Environment Manual,” Section 339.155, Florida Statute, (F.S.), Executive Orders 11990 and 11988, CEQ Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and 23 CFR 771.

The success of any transportation improvement is dependent upon a successful public outreach effort. Therefore, the Florida Department of Transportation (FDOT) is committed to conducting a pro-active public involvement program that focuses on soliciting community involvement throughout the project development process. The implementation of a strong public involvement effort will result in public awareness of, and support for, the project.

This document outlines the various methods by which the FDOT will distribute project information and solicit response from the community regarding local values and concerns. This Public Involvement Program will be updated and amended throughout the project development process. The program specifies the public involvement approach to be taken with the project; lists generally the contact persons, media, officials, and agencies; and indicates the means that will be used to involve them in the process. The FDOT will prepare responses to public inquiries as a result of the public involvement process. The collection of public input will occur throughout the project duration.

I. Description of Proposed Improvement

Project Name: County Line Road (C.R. 578) Project Development and Environment (PD&E) Study

WPI Segment Number: 257298 1

Federal-Aid Program Number: 7822 001 S

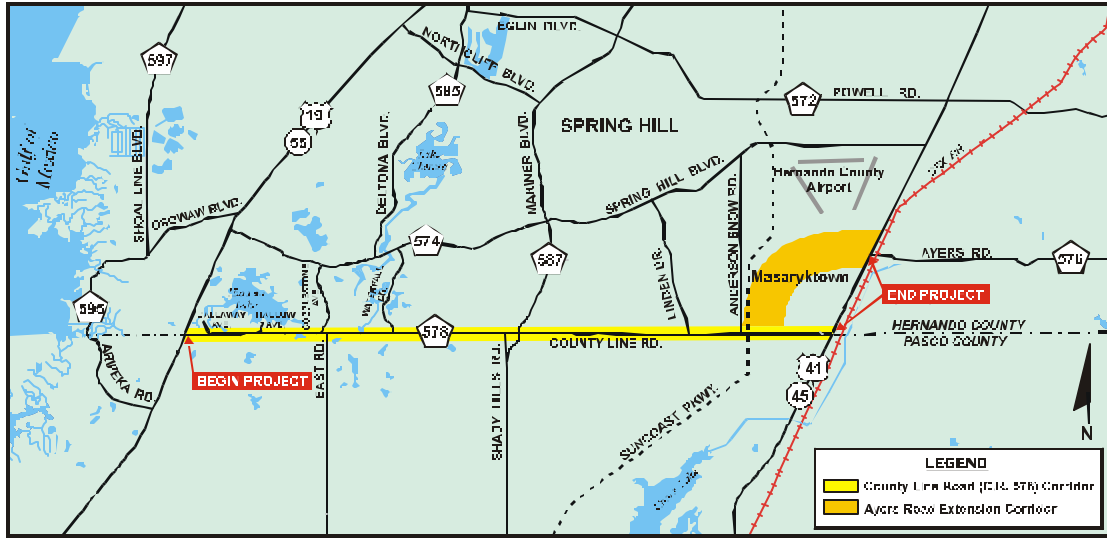
Project Limits: The study limits for the proposed County Line Road (C.R. 578) improvements are from the vicinity of U.S. 19 (S.R. 55) to the vicinity of U.S. 41 (S.R. 45) in Pasco and Hernando Counties, a distance of approximately 11.0 miles as shown in Figure 1. The Ayers Road Extension, a segment of roadway on new alignment, is being evaluated from the vicinity of the Suncoast Parkway to the vicinity of U.S. 41 and Ayers Road (C.R. 576), for a distance of approximately 2.8 miles

Proposed Activity: To conduct a PD&E Study to establish the location and design concepts for improvements to C.R. 578 in Pasco and Hernando Counties. This study will include the evaluation of a multi-lane divided typical section within the project limits.

Tentative Class of Action: Environmental Assessment/Finding of No Significant Impact



**Figure 1
Project Location Map**



II. Identification of Concerned Public

The following Federal, State, regional, and local agencies having a possible concern in this project due to jurisdictional review or expressed interest have been identified. These agencies will be contacted directly by the FDOT through the Advance Notification (AN) process at the outset of the project, in accordance with Part 1, Chapter 2 of the “PD&E Manual.” As other public agencies are identified throughout the Study, they also will be listed and contacted. For names of contacts and addresses, see Appendix A, Agencies Mailing List.

- Federal:**
 - Federal Highway Administration (FHWA)
 - Federal Emergency Management Agency (FEMA)
 - Federal Railroad Administration - Office of Economic Analysis
 - Federal Aviation Administration - Airports District Office
 - U.S. Department of Housing and Urban Development (HUD)
 - U.S. Department of Interior - U.S. Geological Survey (USGS)
 - U.S. Environmental Protection Agency - Region IV (EPA)
 - U.S. Department of Interior - Fish and Wildlife Service (FWS)
 - U.S. Department of Interior - National Park Service (NPS)
 - U.S. Department of Interior - Bureau of Land Management, Eastern States Office
 - U.S. Army Corps of Engineers - Regulatory Branch (COE)
 - U.S. Department of Health and Human Services - Center for Environmental Health and Injury Control

- State:** Florida Department of Environmental Protection (FDEP)



Florida Department of State, Division of Historical Resources, State Historic Preservation Office (SHPO)
Florida Fish and Wildlife Conservation Commission (FFWCC)
Federal-Aid Programs Coordinator, FDOT

Regional: Southwest Florida Water Management District (SWFWMD)
Tampa Bay Regional Planning Council (TBRPC)
Withlacoochee Regional Planning Council (WRPC)

Other: Miccosukee Tribe of Indians of Florida, Chairperson
Muskogee (Creek) Nation of Oklahoma, Principal Chief
Poarch Band of Creek Indians of Alabama, Chairperson
Seminole Nation of Oklahoma, Principal Chief
Seminole Tribe of Florida, Chairperson

Local: Pasco County

Public Works Department
School Board
Administrator
Parks and Recreation Department
Engineering Services
Planning Growth Management/Zoning Department
Office of Disaster Preparedness
Development Review Services
Property Appraiser
Sheriff's Department
Emergency Services Department
Utilities Construction and Contract Management Department

Hernando County

Public Works Department
School Board
Administrator
Parks and Facilities Maintenance Department
Engineering Department
Growth and Development Department
Property Appraiser
Sheriff's Department
Emergency Management
Development Department



Hernando County Airport
Utilities Department

The following elected and appointed officials and local public interest groups or organizations having a direct or expressed interest in the project study have been identified and will be contacted by the FDOT (Appendix B lists public officials names and addresses):

Elected and Appointed Officials:

Federal Officials

Robert Graham	United States Senator
Connie Mack	United States Senator
Karen Thurman	United States Representative (District 5)

State Officials

Virginia Brown-Waite	State Senator (District 10)
David Russell	State Representative (District 44)
Mike Fasano	State Representative (District 45)

Pasco County Officials

Metropolitan Planning Organization

Doug Uden	Executive Director
Allen Brenia	Chairman

Board of County Commissioners

Sylvia Young	District 1
Pat Mulleri (Chairperson)	District 2
Ann Hildebrand	District 3
Steve Simon	District 4
David Clark	District 5

School Board

John Long	Superintendent
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Hernando County Officials

Metropolitan Planning Organization

Dennis Dix
Patricia Novy

Executive Director
Chairwoman

Board Of County Commissioners

Patricia Novy (Chairperson)
Hannah Robinson
Bobbi Mills
Christopher Kingsley
Paul Sullivan

District 1
District 2
District 3
District 4
District 5

School Board

Dr. John Sanders

Superintendent

Public Interest Groups:

Hernando County Chamber of Commerce
Pasco County Chamber of Commerce

III. Public Notification

Public notification techniques are employed to notify the public of the proposed transportation improvement and to solicit public input into the Project Development process. Identification of mass media used to carry public notices, news releases, public service announcements, news items, and interviews will include:

NEWSPAPERS		
St. Petersburg Times-Pasco Times 11321 U.S. Highway 19 Port Richey, Florida 34668	Pasco News 13032 U.S. Highway 301 Dade City, Florida 33525	Tampa Tribune-Pasco 6214 U.S. Highway 19 New Port Richey, Florida 34653
St. Petersburg Times-Hernando Times 3233 Commercial Way Spring Hill, Florida 34606	Hernando Today 15299 Cortez Blvd Brooksville, Florida 34613	Tampa Tribune-Hernando 15299 Cortez Blvd Brooksville, Florida 34613

RADIO



JOY 91.5 FM - WLPJ 8410 U.S. Highway 19 Port Richey, Florida 34668	WWJB 1450 AM Newsradio 55 W Fort Dade Avenue Brooksville, Florida 34601	The Point WHPT 102.5 WHNZ 570 The Newstation 11300 4 th Street North, Suite 318 St. Petersburg, Florida 33716
WARM 94.9 FM - WWRM WSUN AM 620 877 Executive Center Drive West Suite 300 St. Petersburg, Florida 33702	WFLA Newsradio 970 AM WFLZ 93.3 FM 4002 Gandy Boulevard Tampa, Florida 33611	New Star 95.7 WMTX FM 1867 U.S. Highway 19 North Suite 500 Clearwater, Florida 34624
TELEVISION		
WXPX - TV 66 11300 4 th Street North, Suite 180 St. Petersburg, Florida 33716	WTVT TV - Channel 13 P.O. Box 31113 Tampa, Florida 33631	WFLA TV - Channel 8 P.O. Box 1410 Tampa, Florida 33601
WFTS Tampa Bay - ABC 28 4045 North Himes Avenue Tampa, Florida 33607	WTSP-TV Channel 10 CBS 11450 Gandy Boulevard North St. Petersburg, Florida 33702	WTOG-TV Channel 44 P.O. Box 20144 St. Petersburg, Florida 33742

Public notification techniques to be used in the project development process will include:

Legal/Display Newspaper Advertisements - Legal/display advertisements will be published in the *St. Petersburg Times - Pasco and Hernando Times* newspapers announcing the location, date, and time of the Alternatives Public Workshop and Public Hearing.

A quarter-page legal display advertisement announcing the Alternatives Public Workshop will be published 5 to 12 days prior to the Alternatives Public Workshop. News releases will be prepared for publication by the FDOT during the week of the workshop.

A quarter-page legal display advertisement announcing the Public Hearing will be published at least 21 days prior to the Hearing and again 5 to 12 days before the Hearing.

A subscription to the *St. Petersburg Times - Pasco and Hernando Times* will be delivered to the Department's consultant throughout the project duration. A chronological file of pertinent newspaper clippings will be maintained in the project files.

Newsletters - A maximum of four newsletters will be mailed directly to: all property owners of record within 300 feet on either side of the centerline of any viable alternative; local elected and appointed officials and agencies; public and private groups; and organizations, agencies, or businesses that request to be placed on the project mailing list prior to the Alternatives Public Workshop and Public Hearing.

Newsletters will be used to communicate directly with those on the project mailing list at key points throughout the study. The newsletters will contain information about the project, the PD&E process, the



project's current schedule, and public outreach activities. The newsletters will also serve as an additional notice to announce and provide invitations to upcoming public meetings.

News Releases to Local Media - News releases will be prepared by the FDOT PD&E Community Involvement Specialist for distribution to the media by the District Public Information Officer.

Invitational and Informational Letters - A mailing list will be established, and the following groups will be contacted to obtain input into the project development process and/or to provide project information and introduce opportunities for public comment:

- Those whose property lies, in whole or in part, within 300 feet on either side of the centerline of each project alternative as required by Florida Statute (Section 339.155, F.S.). The property owner list will be compiled from the Pasco and Hernando County Property Appraiser's office utilizing current tax maps and ownership records.
- Elected and appointed officials in the area (city, state, federal, county) and community leaders who have been identified or have requested to be put on the mailing list of officials and interested parties.
- Permitting agencies that have been identified and placed on the mailing list of officials and interested parties.
- Public and private groups, organizations, agencies, businesses, or individuals that request to be placed on the mailing list for this project.
- Media in the project area that have been identified and placed on a mailing list to be used for news release/distribution, advertisements, or any other concerns.

IV. Public Meetings

Prospective sites for any meetings to be held shall be inspected for suitability. Sites being considered for public meetings include Springstead High School and Calvary Community Nazarene Church. Consideration shall be given to location, parking capacity, seating capacity, ADA compliance, sound system, lighting, display space, and any other physical characteristic that would influence the viability of this site.

The following public information meetings will be held to involve the public and interested agencies in the project development process and to inform interested parties of the project's current status:

Public Official/Agency Kickoff Meeting - An invitation for the Kickoff Meeting will be mailed to the city, county, state, and federal officials representing, or having jurisdiction in, the project area. The Kickoff



Meeting will be held at the Veterans of Foreign Wars (VFW) Post, located on C.R. 578, to inform officials and agencies of the project and obtain local knowledge of concerns related to the proposed improvements.

Coordination Meetings with Local Officials - These meetings will be held prior to the Alternatives Public Workshop and the Public Hearing to apprise local officials of the project status, specific location, and design concepts and to receive their comments. Coordination will be accomplished by presentations upon request to both of the MPOs and/or their associated Technical Advisory Committees (TAC) and Citizen's Advisory Committees (CAC). In addition, if requested, presentations will be made to the Pasco and Hernando Boards of County Commissioners. Presentation materials may include the conceptual design plans and display boards. Up to fourteen (14) meetings are anticipated.

Alternatives Public Workshop - It is anticipated that one Alternatives Public Workshop will be held for this study. The Workshop will be conducted at a location near the project limits and at convenient hours to accommodate and promote attendance. The Workshop will be conducted by the FDOT and advertised in the *St. Petersburg Times - Pasco and Hernando Times* as an informational meeting. To enhance the public's understanding of the study and the need for the project improvements, an audio/visual presentation will be developed. Board mounted exhibits, concept plans, project brochures, and reports will be available that illustrate various improvements and alternatives under consideration.

The FDOT will individually notify elected and appointed officials on FDOT letterhead 25 to 30 days prior to the Workshop. Letters will also be sent to all parties on the updated mailing list 21 days prior to the Workshop. A memorandum with a location map will be sent to the FDOT's Community Involvement Specialist for submittal to the Central Environmental Management Office and the Public Information Office for distribution.

A briefing meeting will be held one (1) week prior to the Alternatives Public Workshop with the FDOT and its representatives to discuss potential public issues or concerns. The Alternatives Public Workshop will present to the public the results of the study to date and allow the public to express concerns, ask questions, and make comments for project files. The Workshop will follow an informal format with separate adjacent (if possible) rooms for audio/visual presentations and project displays. Brochure materials and an audio/visual presentation will direct and encourage the public to review the exhibits, ask questions, and discuss issues with the FDOT study team representatives.

Following the Workshop, a debriefing meeting will be held within two (2) weeks with the project team to identify, review, and discuss comments and issues expressed by the public at the Workshop. The Department will address issues raised at the Workshop and respond to them with the assistance of its consultant, as necessary, by letter, by a follow-up newsletter, by distribution of news releases, or by other appropriate techniques.



Responses to all written questions and comments not answered at the Workshop will be made in writing and summarized in a Comments and Coordination Report. Some comments may require immediate response to the commentor based on the comment received.

Public Hearing - In compliance with the “Project Development and Environment Manual,” 23 CFR 771, and Section 339.155, F.S., a formal Public Hearing will be held for this project once the draft environmental document has been approved by the FHWA. The legal advertisement will run at least 21 days and again 5 to 12 days prior to the Hearing. Elected and appointed officials and agencies will be notified 25 to 30 days prior to the Hearing. Property owners and civic associations included on the mailing list will be notified at least 21 days prior to the Hearing. The Public Hearing will be held to involve the public and interested agencies in the project development process, to inform interested parties of the project’s preferred alternative(s), and to solicit comments for the official project record.



Unscheduled Meetings and Presentations - The Consultant and its staff shall be available on short notice to attend meetings or make presentations at the request of the Department. Such meetings and presentations may be held at any hour between 8:00 a.m. and 12:00 midnight on any day of the week. The Consultant may be called upon to provide maps, press releases, advertisements, audio/visual displays, and similar material for such meetings. No more than twelve (12) such meetings are anticipated.

V. Coordination with Pasco and Hernando Counties

Upon issuance of the Notice to Proceed, a project Kickoff Meeting will be held for all local elected and appointed officials and agencies to provide them with information about the project and to solicit their comments and support.

Coordination meetings will be held with the Pasco County and Hernando County Metropolitan Planning Organizations (MPOs) to obtain their comments and discuss their concerns regarding the project. As part of this coordination, presentations will be made to the MPOs' Technical Advisory Committees (TACs) and Citizen's Advisory Committees (CACs) as well as the MPOs. Presentation materials for the TAC and CAC Meetings shall include copies of aerial photography depicting the preliminary design concept(s). Presentation materials for the MPO Meetings may include aerial photography, PowerPoint presentations, and display boards. A copy of the Pasco County and Hernando County MPOs' schedule of monthly meetings for 1999 (2000 not currently available) is included in Appendix C.

VI. Analysis and Evaluation of Public Input

This activity occurs throughout the life of the project and requires maintenance of files, newspaper clippings, letters, and especially direct contact before, during, and after any of the public meetings in the project development phase. The FDOT will receive copies of all pertinent public input received from concerned parties throughout the study duration.

Arrangements will be made for a court reporter to be present during public meetings at the discretion of the District Environmental Management Office Engineer. Other means of collecting input include:

- Either by personal contact or by written comment forms during the Alternatives Public Workshop and by letters, visits, or phone calls in response to said meeting.
- By personal contact and written comment forms during the Public Hearing or during the formal public testimony time frame of the Hearing. All comments, whether written or oral, will be documented in the transcript of Public Hearing proceedings.
- Informal meetings with civic groups, homeowners associations, churches, etc. will provide citizens with a comfortable setting where they can express their concerns regarding the proposed project.



Additionally, these meetings will be documented along with the Public Workshop and Hearing in the Comments and Coordination Report.

- Periodic newsletters will provide an opportunity for comments and questions throughout the project study. A contact person, telephone number, and address will be included in the project newsletters. In addition, the newsletters may contain a pre-addressed comment form that can be completed and returned to FDOT. All comments will be incorporated into the study as they are received.

VII. Alternatives Public Workshop/Public Hearing

In compliance with the “Project Development and Environment Manual,” 23 CFR 771, and Section 339.155, FS, a Public Hearing will be held.

Public Hearing/Workshop Site - Depending on schedule and availability, the Public Hearing/Alternatives Public Workshop may be held at:

Springstead High School
3300 Mariner Boulevard
Spring Hill, Florida 34609

or

Calvary Community Nazarene Church
235 Cobblestone Drive
Spring Hill, Florida 34646

Public Advertisement - Legal/display advertisements will be placed in the *St. Petersburg Times - Pasco and Hernando Times*. A quarter-page display advertisement will be published at least 21 days and 5 to 12 days prior to the Public Hearing. In addition, the Public Hearing will be advertised in the *Florida Administrative Weekly*.

Letters of Invitation - Letters of Invitation will be mailed to property owners as required by Section 339.155, F.S., a minimum of 21 days prior to the Public Hearing. Public officials and agencies will be notified a minimum of 25 to 30 days prior to the Hearing.

Hearing Preparation - Tape recording, audio/visual presentation, graphics, brochures, and comment forms will be prepared to supplement the formal Public Hearing presentation.



Transcript - A court reporter will produce a verbatim transcript of the Public Hearing to include written and oral comments received at the Hearing and written comments postmarked ten (10) days after the Hearing. The transcript will be forwarded to the District EMO Engineer.

Environmental/Engineering Documentation for Public Inspection - Documents that will be made available for public review include the Draft Environmental Document, Preliminary Engineering Report, Noise Study Report, Air Quality Report, Wetland Evaluation Report, Contamination Screening Evaluation Report, Cultural Resource Assessment Survey, Threatened and Endangered Species Evaluation Report, Location Hydraulics Report, and Conceptual Design Plans.

Location of Documents for Public Review - Public notice will be provided in the Public Hearing advertisement as to where the study documents are located for public review. Public review sites will include the Little Red School House Library and the FDOT and may include local government offices and chambers of commerce. The referenced documents will be available for public review 21 days prior to the Hearing date.

Title VI and Title VIII Civil Rights Acts - Information regarding the Title VI Program and the Relocation Assistance Program, which complies with Title VIII, will be provided at the Alternatives Public Workshop/Public Hearing presentation, in brochures, by signage, and through availability of personnel.

Americans with Disabilities Act Compliance - Notification of the Department's intent to comply with the ADA will be provided in the public advertisements for the Public Hearing, by invitational letters to property owners and local officials, by brochure, and by selection of a public meeting site that meets all ADA requirements.

VIII. Public Hearing Follow-Up

The following procedures will be undertaken after the Public Hearing:

Identification of Issues - The identification of issues brought up at the meeting is an integral part of the meeting debriefing process, which shall be attended by all staff members taking part in the meeting process and talking with the public. This meeting shall be held within two (2) weeks after the Hearing.

Responses to Questions and Comments - Questions and comments received from the public, but not answered at the Hearing, will be followed up after the Hearing. If a written response is necessary, the study team will prepare all letters of response for review and concurrence by the FDOT prior to being mailed to the person or group who posed the question or comment. A copy of all responses will be included in the project files and within the Comments and Coordination Report. This report will also summarize the responses to comments received from the Advance Notification process, the Alternatives Public Workshop, local government meetings, MPO Meetings, and any informal meetings.



Document Availability - Public notice will be provided by mail/newspaper advertisement as to the location of project documentation made available for public inspection. A public library or similar public accessible facility near the project corridor is the preferred location for placement of these materials.

Recommendation Notice - Once all comments are addressed and FHWA approves the final environmental document and grants Location Design Concept Acceptance (LDCA), a legal advertisement announcing FHWA's approval will be published in the *St. Petersburg Times - Pasco and Hernando Times*. A letter will be sent to all individuals on the Public Hearing mailing list (including property owners, elected officials, and agencies) to notify them of FHWA approval of the environmental document. This letter shall include the date the document was signed by FHWA, a brief description of the alternative selected, the schedule for remaining phases, and the name of the design project manager (if it has been assigned).

Public Hearing Transcript Package - A verbatim transcript, proof of publication, sign-in sheet, Public Hearing certification, and letters from the public will be provided to the FDOT.

Alternatives Public Workshop and Public Hearing Scrapbook - A scrapbook containing 11" x 17" reproductions of the Alternatives Public Workshop and Public Hearing display boards and presentation materials will be provided to the FDOT.

IX. Comments and Coordination Report

A Comments and Coordination Report will be developed to summarize the coordination with local officials. The report will also summarize the comments and responses, results, and recommendation of the Informal Meetings, Alternatives Public Workshop, and Public Hearing. The report will contain other public involvement techniques utilized in the study process such as the Advance Notification responses.

X. Location Design Concept Acceptance (LDCA) and Public Notice

In compliance with the "Project Development and Environment Manual," a public notice will be displayed in the *St. Petersburg Times - Pasco and Hernando Times*. A legal ad will be published to notify the public that the location and design concept acceptance has been received and that the project is proceeding to the next phase of project development.

XI. Public Information During Design and Construction

Additional public information techniques such as a Community Awareness Plan will be employed during the design and construction phases following the PD&E phase to keep the public informed of the project design and construction status.



APPENDIX A

**PUBLIC INVOLVEMENT PROGRAM
AGENCIES MAILING LIST**

FEDERAL	
<p>Mr. James E. St. John, Division Administrator Federal Highway Administration 227 North Bronough Street, Room 2015 M.S. 29 Tallahassee, FL 32301-2015</p> <p align="center">Director Office of Economic Analysis (RRP-32) Federal Railroad Administration 400 Seventh Street S.W. Washington, D.C. 20590-0001</p>	<p align="center">Regional Environmental Officer Federal Emergency Management Agency Region 4 3003 Chamblee Tucker Road Atlanta, GA 30341</p> <p align="center">Airports District Office Federal Aviation Administration 5950 Hazeltine National Drive, Suite 400 Orlando, FL 32822</p>
<p align="center">Regional Environmental Officer U.S. Department of Housing and Urban Development Richard B. Russell Federal Building 75 Spring Street, S.W. Atlanta, GA 30303-3309</p> <p>Mr. John Hankins, Jr., Regional Administrator Region IV U.S. Environmental Protection Agency Atlanta Federal Center 100 Alabama Street SW Atlanta, GA 30303-3104</p>	<p align="center">Chief - Review Unit Environmental Affairs Program, M.S. 423 U.S. Geological Survey U.S. Department of Interior, Room 2D318 12201 Sunrise Valley Drive Reston, VA 22092-9998</p> <p align="center">Mr. Michael Bentzien, Supervisor Fish & Wildlife Service U.S. Department of Interior 6620 South Point Drive South, Suite 310 Jacksonville, FL 32216-0912</p>
<p align="center">Director Eastern States Office Bureau of Land Management U.S. Department of Interior 411 Briarwood Drive, Suite 404 Jackson, MS 39206</p>	<p align="center">Mr. Terry Rice, District Engineer Regulatory Branch U.S. Army Corps of Engineers P.O. Box 4970 Jacksonville, FL 32201-4970</p>



<p>Center for Environmental Health and Injury Control Centers for Disease Control U.S. Department of Health and Human Services Special Programs Group, M.S. F-29 1600 Clifton Road Atlanta, GA 30333</p>	<p>Southeast Regional Office National Park Service U.S. Department of Interior 100 Alabama Street Atlanta, GA 30303</p>
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APPENDIX A

**PUBLIC INVOLVEMENT PROGRAM
AGENCIES MAILING LIST**

STATE

<p>Mr. Bradley J. Hartman, Director Florida Fish and Wildlife Conservation Commission Office of Environmental Service 620 South Meridian Street Tallahassee, FL 32399-1600</p>	<p>Ms. Deborah Getzoff, Director Florida Department of Environmental Protection Southwest District 3804 Coconut Palm Drive Tampa, FL 33619</p>
<p>Ms. Janet Matthews, State Historic Preservation Officer Florida Department of State Division of Historical Resources 500 South Bronough Street Tallahassee, FL 32399-0250</p> <p>Mr. Leroy Irwin, Manager Environmental Management Office Florida Department of Transportation, M.S. 37 602 Suwannee Street Tallahassee, FL 32399</p>	<p>Federal-Aid Programs Coordinator Florida Department of Transportation M.S. 35 605 Suwannee Street Tallahassee, FL 32399</p>

REGIONAL

<p>Mr. Manny C. Pumariaga, Executive Director Tampa Bay Regional Planning Council 9455 Koger Boulevard Suite 219 St. Petersburg, FL 33702-2491</p>	<p>Ms. Linda Sloan, Executive Director Withlacoochee Regional Planning Council 1241 S.W. 10th Street Ocala, FL 32674-2798</p>
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Mr. Emilio Vergara, Executive Director
Southwest Florida Water Management District
2379 Broad Street
Brooksville, FL 34609-6899



APPENDIX A

**PUBLIC INVOLVEMENT PROGRAM
AGENCIES MAILING LIST**

OTHER	
Micosukee Tribe of Indians of Florida Mr. Billy Cypress, Chairperson Miccosukee Business Committee P.O. Box 440021, Tamiami Station Miami, FL 33144	Mr. R. Perry Beaver, Principal Chief Muskogee (Creek) Nation of Oklahoma P.O. Box 580 Okmulgee, OK 74447
Mr. Eddie Tullis, Chairperson Poarch Band of Creek Indians of Alabama 5811 Jack Spring Road Atmore, AL 36502	Mr. Jerry Haney, Principal Chief Seminole Nation of Oklahoma P.O. Box 1498 Wewoka, OK 74884
Mr. James Billie, Chairperson Seminole Tribe of Florida 6300 Sterling Road Hollywood, FL 33024	



APPENDIX B

PUBLIC INVOLVEMENT PROGRAM ELECTED OFFICIALS MAILING LIST

ELECTED OFFICIALS	
<p>The Honorable Robert Graham United States Senator 101 E. Kennedy Boulevard Suite 3270 Tampa, FL 33602</p>	<p>The Honorable Pat Mulieri Pasco County Board of County Commissioners West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p>
<p>The Honorable Connie Mack United States Senator 600 N. Westshore Boulevard Tampa, FL 33609</p>	<p>The Honorable Ann Hildebrand Pasco County Board of County Commissioners West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p>
<p>The Honorable Karen Thurman U.S. Fifth Congressional District 5609 U.S. Highway 19 S. Suite H New Port Richey, FL 34652</p>	<p>The Honorable Steve Simon Pasco County Board of County Commissioners West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p>
<p>The Honorable Virginia Brown-Waite State Senator, District 10 County Government Complex, Room 200 20 N. Main Street Brooksville, FL 34601</p> <p>The Honorable David Russell State Representative, District 44 5331 Commercial Way, Suite 204 Spring Hill, FL 34606</p>	<p>The Honorable David Clark Pasco County Board of County Commissioners West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p> <p>The Honorable Sylvia M. Young Pasco County Board of County Commissioners West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p>
<p>The Honorable Mike Fasano State Representative, District 45 8217 Massachusetts Avenue New Port Richey, FL 34653</p>	<p>Mr. John Long Pasco County Superintendent of Schools 7227 Land O' Lakes Boulevard Land O' Lakes, FL 34639</p>



APPENDIX B

**PUBLIC INVOLVEMENT PROGRAM
ELECTED OFFICIALS MAILING LIST**

ELECTED OFFICIALS	
<p>The Honorable Hannah Robinson Hernando County Board of County Commissioners Hernando County Government Center 20 North Main Street, Room 460 Brooksville, Florida 34601</p> <p>The Honorable Christopher Kingsley Hernando County Board of County Commissioners Hernando County Government Center 20 North Main Street, Room 460 Brooksville, Florida 34601</p>	<p>The Honorable Bobbi Mills Hernando County Board of County Commissioners Hernando County Government Center 20 North Main Street, Room 460 Brooksville, Florida 34601</p> <p>The Honorable Paul Sullivan Hernando County Board of County Commissioners Hernando County Government Center 20 North Main Street, Room 460 Brooksville, Florida 34601</p>
<p>Dr. John Sanders Hernando County Superintendent of Schools 919 North Broad Street Brooksville, Florida 34601</p> <p>The Honorable Alan Brenia, Chairman Pasco County Metropolitan Planning Organization West Pasco Government Center 7530 Little Road, Suite 340 New Port Richey, FL 34654</p>	<p>The Honorable Patricia Novy Hernando County Board of County Commissioners Hernando County Government Center 20 North Main Street, Room 460 Brooksville, Florida 34601</p>



APPENDIX C

**PUBLIC INVOLVEMENT PROGRAM
1999 MEETING SCHEDULE
PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION**

MONTHS	MPO (10:00 A.M.)	TAC (1:00 P.M.)	CAC (10:00 A.M.)
January	-	-	-
February	11	8	9
March	11	8	9
April	8	5	6
May	13	10	11
June	10	7	8
July	8	6	6
August	12	9	10
September	9	7	7
October	14	11	12
November	4	1	2
December	9	6	7

MEETING LOCATIONS:

MPO: West Pasco Government Center
Board Room
7530 Little Road
New Port Richey, FL

TAC/CAC: West Pasco Government Center
Room 320
7530 Little Road
New Port Richey, FL

MPO - Metropolitan Planning Organization

TAC - Metropolitan Planning Organization Technical Advisory Committee

CAC - Metropolitan Planning Organization Citizen's Advisory Committee



APPENDIX C

**PUBLIC INVOLVEMENT PROGRAM
1999 MEETING SCHEDULE
HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION**

MONTHS	MPO (9:00 A.M.)	TAC (2:00 P.M.)	CAC (1:00 P.M)
January	-	-	-
February	4	22	-
March	4	-	17
April	-	26	-
May	6	24	-
June	3	28	16
July	8	-	-
August	-	23	-
September	2	-	15
October	-	25	-
November	4	22	-
December	2	-	-

MEETING LOCATIONS:

MPO: Hernando County Government Center TAC/CAC: Hernando County Government Center
 Board Room Room 262
 20 N. Main Street 20 N. Main Street
 Brooksville, FL 34601 Brooksville, FL 34601

MPO - Metropolitan Planning Organization
 TAC - Metropolitan Planning Organization Technical Advisory Committee
 CAC - Metropolitan Planning Organization Citizen's Advisory Committee





County Line Road (C.R. 578)
Project Development and Environment Study

APPENDIX E

Public Workshop Comments Summary

C.R. 578 (County Line Road) PD&E Study **Summary of Alternatives Public Workshop**

An Alternatives Public Workshop was held on December 14, 2000 at Springstead High School. Of the over 200 persons attending the workshop, 48 returned comment forms. Responses were generally positive regarding the need to make CR 578 a four-lane highway especially with the additional traffic anticipated with the upcoming opening of the Suncoast Parkway. However, many of the comments on the Ayres Road Extension were negative. Five persons requested to be added to the mailing list for future meetings and hearings.

Those persons having property adjoining the right-of-way favored alignments that minimized the affect on their property. Three persons living along the right-of-way preferred the purchase of their entire property and relocation by the state. They were concerned with the closeness of the new alignment to their homes and the increased level of noise. There was also a fear of loss in property value due to a loss of property and the nearness of a four-lane highway.

Eight (8) comments were received favoring the C.R. 578 project without specifying a particular alternative. Specific comments include:

- This is a much needed highway improvement. The sooner we begin the lower the cost.
- County Line Road must be widened soon. It is dangerous and will get worse when the Suncoast Parkway opens.
- This project is a must!
- There is no choice but to get this done.
- Widening of County Line Road definitely needs to be done ASAP. There needs to be a traffic light at County Line Road/U.S. 41 and Ayres Road/U.S. 41 when the project is completed.
- To minimize the cost of the total project, why not combine the alignments?
- As long as the taking of a portion of our property does not affect the construction of approved uses under C-1 zoning, we have no objections. The westbound turning lane must be aligned with the existing entrance so that the parcel to the west is not cut-off from east-west traffic.

Eight (8) comments expressed support for the Southern alignment (S1). Of these, five (5) pertained to Segment A, one (1) to Segment B, and two (2) to Segment C.

- From U.S. 19 to Mariner it should be widened on the Pasco side due to the number of homes that would have to be disrupted on the Hernando side.
- The road definitely needs widening. Segment A, S1 is the most inexpensive way for the state to proceed.
- The build alternative is imperative. The southern or middle route would be best. The segment from U.S. 19 to Mariner needs to be expedited.
- Segment A, S1 would be the least expensive to the state.
- S1 is more economical because Heritage Pines has built 4-lanes to line up with the S1 plan.

Three (3) comments expressed a preference for the Northern Alignment. Of these, two (2) pertained to Segment B and they preferred the northern alignment (S3) or the center alignment (S2). The primary reason was that S1 would bring the roadway right next to their homes thus reducing the value and enjoyment of their property.

Twenty-three comments were received regarding the Ayres Road Extension. Eight (8) opposed the extension portion of the project in its entirety. Two(2) preferred Alignment S5 and one preferred Alignment S4. Twelve comments opposed Alignment S4. Some of the comments included:

- S5 is better. There would be less highway noise and crossing a busy highway would be very unpleasant.
- S5 makes the most sense. It would have the least impact on residences and the environment and would make a great connector to I-75.
- S4 would not require our relocation.
- Segment D alternatives are too costly. Instead, continue along County Line Rd to U.S. 41.
- The bulk of traffic that reaches the last mile is southbound traffic that will be diverted north at great expense.
- The western route is extremely damaging to a planned development, “The Meadows,” making this project impossible.
- The by-pass of Masryktown is a complete waste of money.
- Expand U.S. 41 and County Line Road instead.
- We don’t need this by-pass.
- We are totally against Alternative S-4, which would affect the traffic to Masaryktown. Alternative S-5 would not affect the traffic into Masaryktown. Some families have small children and we are concerned with their safety.

Other Comments

Additionally, ten persons provided general comments on the current conditions of CR 578 without commenting specifically on any of the proposed alignments. Their primary concern was safety at several of the intersections along the route. Specific comments extracted from the returned comment sheets follow.

- Three (3) were concerned with aligning Cobblestone Drive with East Road and installing a traffic signal at this intersection.
- Three (3) comments stated that a traffic signal is needed at the intersection of U.S. 41 and County Line Road, even if this segment is not widened.
- We need a traffic light on East Road as soon as possible. The hill that is there makes it dangerous to exit onto County Line Road.
- County Line Road should be a 4-lane road all the way to U.S. 41 with a traffic light at the intersection.
- The speed limit in Segment A is currently 40 MPH as it passes Heritage Pines. I’m afraid that increasing the speed limit to 50 MPH will cause the traffic to travel at 60+ MPH.

- We need a turn lane from U.S. 41 west to prevent traffic from backing up.
- There should be a traffic light at Waterfall and C.R. 578 or at least a flashing yellow caution light.
- When will a decision be made on the purchase of right-of-way? Due to the lack of a decision on the final alignment it will be impossible to sell our property.
- We live on Galen Road and it is nearly impossible to get out of our street with all of the traffic.

APPENDIX F

Public Hearing Correspondence and Comments Summary



(R)

Florida Department of Transportation

11201 N. MCKINLEY DRIVE • TAMPA, FL 33612-6456 • (813)975-6000 • 1-800-226-7220
ENVIRONMENTAL MANAGEMENT OFFICE (EMO) • M.S. 7-500

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

September 17, 2002

John & Irene Alexsuk
16095 Palacky Street
Masaryktown, Fl. 34604

Linda Alexsuk
421 Broad Street
Masaryktown, Fl. 34604

Keith & Michelle Alexsuk
15424 Palacky Street
Masaryktown, Fl. 34604

RE: WPI Segment No. 257298 1/FAP No. 7822 001 S
County Line Road (C.R. 578) PD&E Study/Pasco and Hernando Counties

Dear Mr. & Mrs. John Alexsuk, Mr. & Mrs., Keith Alexsuk, and Ms. Linda Alexsuk:

Thank you for your comments concerning the subject Project Development and Environment PD&E Study. The Florida Department of Transportation (FDOT) appreciates your position as long-established members of the Masaryktown community and values your input. The Department has attempted to address your concerns relating to the FDOT, however, Hernando County will be better suited to address the other concerns.

1. Why is FDOT proposing improvements to a County facility?

C.R. 578 is a county facility and falls under the jurisdiction of both Pasco and Hernando Counties. The Metropolitan Planning Organizations (MPO) for both Pasco and Hernando Counties initiated the PD&E Study so that the proposed improvements will be eligible for federal funding. The FDOT involvement is as a partnering agency in the federal process. The FDOT assisted the counties by coordinating the PD&E Study, which includes the Public Involvement process. The selection of the recommended alternative was made in conjunction with Pasco and Hernando Counties based on public comments, engineering analyses, and environmental and social factors.

2. Why is FDOT proposing the Ayers road extension and not widening the existing alignment from the Suncoast Parkway to US 41?

As you mentioned in your letter, the Ayers Road Extension is consistent with the Hernando County MPO's Long Range Transportation Plan, and this is one of the requirements for a project to be eligible for federal funds. The Ayers Road Extension has been on the Hernando County MPO's Cost Affordable Plan since 1998. Additionally, Hernando County has stated that the need for the improvements to C.R. 578 and the Ayers Road Extension is to provide east-west connectivity; to alleviate future traffic congestion; and to provide improved access to the south side of the airport property for future growth. In addition, the Ayers Road Extension will provide an improved emergency evacuation route. The proposed connection from the Ayers Road Extension to the Hernando County Airport is not a part of this study. It will be a separate project by Hernando County and will be funded from multiple sources.

The portion of C.R. 578 from the Suncoast Parkway to U.S. 41 has been designated as a constrained facility by Hernando County. For this reason, that portion of the roadway was not considered for widening as a part of the proposed improvements for C.R. 578.

3. How will FDOT address the proposed splitting of your parcels, which affects your livestock?

The unfortunate consequence of almost all widening and new alignment projects are effects to property

September 6, 2002

Page 2

owners due to the need for right of way acquisitions. During the design and right of way phases, FDOT can evaluate a crossing that would facilitate the transfer of livestock across the new roadway.

4. How will FDOT address environmental concerns such as runoff, contamination, traffic noise and wildlife?

All state and local regulations regarding the treatment of runoff from the proposed roadway will be adhered to for the welfare of surrounding properties. This will involve the installation of stormwater facilities for treatment and attenuation.

Projected future traffic volumes on C.R. 578 and the proposed Ayers Road Extension will likely cause increased noise levels to the surrounding land uses. A traffic noise study was performed to determine if there were any reasonable and feasible measures to abate for the increased traffic noise. The conclusion was that there are no feasible and reasonable abatement measures for the projected traffic noise at this time. However, if the project continues into the design phase, traffic noise abatement considerations would be reevaluated at that time.

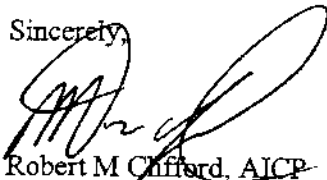
Several environmental aspects were studied as a part of the PD&E study to evaluate and address potential effects. Biological, Wetlands, and Contamination reports were prepared from the study so a concept could be developed that is sensitive to the surrounding environment. Sometimes, environmental effects are unavoidable, however, FDOT always strives to minimize these effects.

5. How will other concerns i.e. County Commissioners, Hernando's Landscape ordinance and Airport Development be addressed?

I will forward your concerns to the Hernando County MPO as these items will be best answered by their representatives.

We appreciate your comments and the interest you have shown in your community. If you have any further questions about the C.R. 578 PD&E Study, please contact the project manager, Mike Seifert at (800) 226-7220 / (813) 975-6922, or by e-mail to michael.seifert@dot.state.fl.us.

Sincerely,



Robert M Clifford, AICP
Modal Planning and Development Manager

Cc File
Dennis Dix, Hernando County

COMMENT FORM

18th, August 2002

Our names are John & Irene Alexsuk, we reside at 16095 Palacky Street, Masaryktown, Florida, 34604, we are both retired Poultry Egg Farmers, we have lived and worked in Masaryktown our entire lives. Linda Alexsuk, I reside at 421 Broad Street, Masaryktown, Florida 34604, I am currently a school teacher and have been for the last 29 years for the Hernando County School system. Keith & Michelle Alexsuk, we reside at 15424 Palacky Street, Masaryktown, Florida 34604. According to the 2nd Draft Engineering Report dated July 2002 "Corridor S4 and S5" affect our property. Keith is a local package driver for United Parcel Service. Michelle is a licensed real estate Broker-Associate specializing in vacant land sales in Hernando County since 1988.

According to the 2nd Draft Preliminary Engineering Report date July 2002, both alignments for the Ayers Road Extension affect our properties. The following comments reflect all of our opinions and thoughts in regards to the public hearing on August 8, 2002.

We travel County Line Road frequently from our home in Masaryktown to US 19 and find that traffic is relatively light until we approach the intersection of County Line Road and Mariner Blvd, we know first hand that it's at this point of County Line Road that is in the greatest need of improvements to elevate the congestion which is a highly populated area.

On the other hand population along County Line Road from US 41 to Mariner Blvd. is mostly sparse with the majority residing on acreage parcels. We realize that one day some of this acreage may also be developed so the need to improve all of County Line Road from US 19 to US 41 may be needed and impossible to avoid.

At one time there was a beautiful canopy of majestic trees along County Line Road between Anderson Snow Road and US 41, everyone who entered this canopy knew they were in Masaryktown, that all changed when the right-of-way was built for the Suncoast Parkway, so in keeping what is left (roughly less than a mile) as a scenic road makes no sense when improving all of County line as a straight access from US 19 & US 41 does.

Us Highway 19, State Road 50, US Highway 41, US Highway 301, US Highway 98, the Suncoast Parkway and Interstate 75 are all major accesses to and from Hernando County all are heavily traveled with the exception of the Suncoast Parkway, which is only lightly traveled in comparison to the other State Highways in our County.

State Road 50 is the only State Road that is an east-west access and as you know is well utilized by everyone. Hernando County has two County Roads that are direct east-west routes from US 19 to US 41 they are CR 574 (Spring Hill Dr.) and CR 578 (County Line Rd). The County is still widening and improving CR 574, when it is complete it will be a four-lane feeder road from US 19 to US 41, however the proposed improvements calls for CR 578 to be a four lane road that will abruptly sweep northeast onto the Ayer's Road Extension, leaving the last mile or so of CR 578 a narrow two-lane road leading to US 41.

We have to ask ourselves why would we want our tax dollars spent on constructing a new right-of-way close to 2 miles long to connect to US 41 when a right-way already exists to US 41 and improving it would be much more feasible as well as a direct access to US 41.

One would also wonder why the Florida Department of Transportation (FDOT) is proposing the improvement of a county owned road and the creation of a new county road extension. Is it because it is a feeder road from US 19 & US 41? Is this normal practice for FDOT to improve county owned road? Or is it that Hernando County wants a southern main entrance into the airport and for that reason and that reason alone FDOT is backing of this proposed project? We believe the latter to be more to the truth.

Referencing the 2nd Draft Preliminary Engineering Report it was confirmed in Section 7.0, page 7-3 "*Hernando County Airport has prepared plans that would provide a new connection to the proposed Ayers Road Extension*" and "*The Ayers Road Extension is identified in the Hernando County 2010 Interim Plan as a two-lane facility and in 2020 L RTP as a four-lane facility*". Another section in the 2nd Draft Report indicated the Hernando County Comprehensive Plan calls for the creation of the Airport Planned Development District, which is to protect airport runways from encroachments from residential development and other non-compatible land uses.

It is our understanding that the airport is County owned along with private investors with it's own profit and loss statements and the County's only revenue is from the tax base. If this is factual then how can FDOT use tax dollars to help subsidize a county roadway that is ultimately for the main entrance of the airport that is partly privately owned? Could it be for the benefit of aviation transportation purposes?

It was surprising to many of us at the Public Hearing that no County Commissioners (especially for the districts involved) or Airport Officials made themselves available and open to questions and concerns from the public. Where were their manners for not at least showing their appreciation for all the hard work from those of you at FDOT and the thousands of dollars we the tax payers have now spent on all the studies such as noise levels, environmental, wetlands, biological assessment, surveys, archaeology reports, engineering and etc. for their main entrance to the airport, really they should be ashamed of themselves.

Maybe there is an agreement with the County and Airport Officials to keep a low profile regarding the Ayers Road Extension and the improvement of CR 578 making one assume that this is only FDOT's project. It is disappointing that the majority of all MPO, Airport and County public meetings are held during business hours when we are working, fortunately we are able to at least obtain the minutes of these meetings which have shown how strong an issue the CR 578 and Ayers Road Extension project is especially for the County Airport.

A trip to the Hernando County Airport web site shows a sketch of the airport facility, the proposed Ayers Road Extension and the airport's connection road to the Extension. The site boasts that they are "fast becoming a player in Florida's High Tech Corridor". It is apparent that the industrial cluster is what the County wants most for it's economic growth, but our research indicated that a certain long term criteria must be met in order for the industrial cluster to be nationally successful otherwise it might be characterized by low wages, increasing technical obsolescence or have a negative attributes, such as high pollution. We are assuming that the Ayers Road Extension is what is needed to be a "better player" in Florida's High Tech Corridor, but at what cost to those of us who call the Masaryktown area our home.

Based on what we have been presented with by FDOT and our own research as a family unit we all agree that we strongly oppose the proposed Ayers Road Extension completely. We feel that CR578 should be improved directly from US 19 to US 41. Below are a few of our reason for why we oppose the Ayers Road Extension:

- *The Ayers Road Extension will destroy our long-term plans for our property that we feel will only enhance our community and is compatible with the majority of the surrounding land uses.*
- *The Ayers Road Extension will split our farm into two parcels and ultimately into three parcels. We do believe that if the Ayers Road Extension is built then the taking of a connection road to the airport will also be taken as well.*
- *Displaces our cattle and pastures.*
- *The need to create additional facilities, farm structures, hay barns, wells, fencing and etc. for the separated pastures and cattle.*
- *The constant inconvenience and risks of having to cross a four-lane highway to take care of separated pastures and cattle.*
- *The possibility of rental revenue loss due to the traffic noise and the close proximity of the Ayers Road Extension.*

- *The environmental impact of the property at the time of constructing the proposed Ayers Road Extension. What can we expect in the long term to our water and soil quality in respect to water run off from the road and other hazardous materials from local and truck traffic? What about hazardous spills?*
- *The increased noise levels from traffic. We are already subjected to traffic noise from US 41 and County Line Road as well as aviation traffic noise.*
- *The long-term effects on most of the Masaryktown community and us by being completely surrounded by busy roadways all within less than a two-mile radius. We feel that it will cause a depressed market in our steadily growing community and eventually decrease property values.*
- *Our quality of life will be changed drastically. We will no longer enjoy the abundant wildlife and peacefulness that we now love about where we call home.*
- *Both alignments will destroy a huge amount of majestic trees on the property many are hundreds of years old. Hernando County enacted a newly created "Landscape ordinance" wouldn't destroying these trees be a no-no or is it okay when in fact it's for the benefit of the County itself.*
- *The overall impact of the Ayers Road Extension along with the connector road to the airport and increased industrial use to our area.*
- *If this is actually the Ayers Road Extension then where does it extend to? Ayers Road from US 41 and east leads you to a stop sign and you have a choice of what narrow, dangerously winding two-lane County Road you'd like to take and both will take you to the more narrow, dangerously winding two-lane roads*
- *Allowing the Ayers Road Extension will allow for an Airport Development District in our back yards.*

John Alexsuk remembers that in the year 1939, a Mr. Root, a representative for the United States Government was in Masaryktown seeking to purchase land from property owners, as he recalls "I was in our living room at our place when he (Mr. Root) offered my mother \$105.00 for her 20 acres located where the airport is today". "At the time that was the going price for vacant land". "He said to my mother at that meeting that she would be able to get the land back for the same price of \$105.00 at the end of the war, when the Government no longer needed it to protect our Country". "My mother was never offered the land back or anything that I know of".

Now that land our government called "surplus" is threatening our quality life, our property values and our heritage.

Masaryktown was founded by, hard working farmers. These farmers made Masaryktown the "Egg Capital Of The World". Hernando County gained much revenue from the Masaryktown Community and in return received nothing from the County, the majority of the roads are still "grassy dirt lanes" and only a few have ever been paved and the easements/roads are usually well beyond over-grown before they are mowed. Masaryktown it seems has always taken care of itself and its community as best it could and with what resources it had including land to build a military base to help protect our Country.

In closing we would like to say that we hope that serious consideration will be made to stop the proposed Ayers Road Extension from becoming a reality and allow us to retain our quality of life as well as all who call Masaryktown their home.

John & Irene Alexsuk
16095 Palacky Street
Masaryktown, Florida 34604

Linda Alexsuk
421 Broad Street
Masaryktown, Florida 34604

Keith & Michelle Alexsuk
15424 Palacky Street
Masaryktown, Florida 34604

**County Line Road (CR-578) PD&E Study/Pasco and Hernando Counties
Summary of Comments
August 8, 2002**

The Public Hearing for the County Line Road (CR 578) PD&E Study was held on Thursday, August 8, 2002 from 4:30PM to 7:30PM at Frank W. Springstead High School located at 3300 Mariner Boulevard, Spring Hill, Florida. One hundred-ninety-two persons signed the attendance sheets at the Hearing. Three comment forms were mailed prior to the Hearing; fourteen written comment forms were received at the Hearing; and three comment forms were mailed, faxed, or e-mailed during the comment period following the Hearing. The comments were categorized by subject or issue and are summarized below. Many of the forms contained multiple comments about different issues, and each comment was categorized under the appropriate subject in Table 1.

Written Comments

**Table 1
Summary of Written Comments**

Land/ Relocation	Safety	Noise	Right of Way and Access	Other	In Favor	Opposed
4	11	4	9	7	3	4

Land/Relocation Issues

- Based on a 30-ft minimum setback between residential property and commercial property for the Preston Hollow neighborhood, will there be enough land left between the right-of-way and the back of our homes to build commercial properties according to current zoning?
- The widening of County Line Road will adversely affect property values of homes adjacent to the right-of-way.
- The state should buy all properties adjacent to the right of way at a fair market price.
- What is the projection for total relocations for this project?

Safety

- The hill on the east approach to Preston Hollow will become more dangerous with the additional lanes of traffic and the higher speeds due to the short sight distance between the Preston Hollow entrance and the top of the hill.
- A protected left turn arrow at northbound Mariner.
- Put sidewalks on the north side of the road. It is very dangerous for pedestrians. (2)

- What will be done with the contamination sites identified?
- Enforce the speed limits. (2)
- Commercial vehicles traveling above the speed limit create a danger to both life and property. Collisions involving houses along the right-of-way could cause significant damage to our homes.
- Why are thru trucks not allowed on the Pasco side between 8PM and 6AM while they are allowed on the Hernando side during this same time?
- Request an eastbound right turn lane at the intersection with Autumn Lake Boulevard and into the Crowne Pointe assisted living facility.
- The proposed highway will create problems with weather damage due to increased run-off during heavy storms.

Noise

- There are six sites in Segment C on the north side that fit the definition of noise sensitive sites. Is Preston Hollow one of them?
- Faster traffic due to the improved roadway will create louder noise for those of us who live close to the highway.
- Trees now limit the amount of noise at Preston Hollow. When these are cut down what kind of noise barriers do you plan to replace them?
- Sound barriers must be built to protect residences within 300 feet of the right-of-way.

Right-of-Way and Access

- The right-of-way in Segment C, Section 3 is 90 feet. Is that 45 feet on either side of the centerline or 90 feet to one side?
- The Ayres Road Extension seems un-useful. Alignment S-5 straight to US 41 is shorter and seems more logical.
- Segment S-5 of the Ayres Road Extension should be placed further east to avoid cutting trees and traversing wetlands in the area north of Korbus Road.
- The Suncoast Parkway has not met projected traffic volume expectations for feeding County Line Road and probably never will. Develop a less ambitious widening project that includes four lanes designed for lower speeds similar to Spring Hill Drive/Mariner Boulevard?
- We favor alignment S-1(S-8) with all the acquisition on the south side of the right-of-way.

- What is the 12-ft multi-use intended for on the north side? Pedestrians? Bikers?
- Access to several business properties will be severely affected without median cuts.
- No median cut at the entrance to my excavating and trucking business located in Segment B will force large tractor-trailers with heavy equipment to make U-turns to gain access to my property resulting in traffic backups as these vehicles block lanes waiting to turn.
- The current plan does not allow ingress or egress from southbound US 19 or from westbound CR 578 to the shopping center on the southeast corner of the intersection. Besides the business impacts, there are also concerns about the ingress and egress of emergency vehicles. Our highways are meant to serve the public and should not impede reasonable flow. Using the same plan that was presented for CR 578 the use of U-turns, left hand turn lanes, using a portion of the median, reducing the speed limit to 45 MPH, and adding traffic signals at intersections would allow traffic to flow smoothly and safely, even in an evacuation.

Other

- Widening the road will impact my quality of life.
- How will the archeological sites be handled?
- Request a copy of Sheet 12 of the Concept Plan (July 2002).
- Request a copy of the aerial sheet 14 of the Concept Plan with color legend if possible.
- Please send a larger map of Sheet 23, Alignment S-5.
- Please send a copy of the attendance list.
- Please send project handouts to be distributed the Massaryktown community residents.

In Favor/Opposed

- Congratulations on your efforts to improve our roads.
- We approve of the County Line Road widening project.
- Keep the present alignment as shown.
- We disapprove of Alignment S-8 (Ayres Road Extension) due to the imposition on ancient burial grounds and a large number of properties. S-8 would present a safety problem for people living in proximity to the highway.

- S-8 would ruin the lifestyle of the owners of the affect properties.
- We are opposed to turning County Line Road into a super highway.
- Taxpayers should not have to help special interest groups increase their wealth under the guise of an improvement.

Oral Comments Received During the Informal Portion of the Hearing

Many attendees spoke with FDOT staff and representatives at the Hearing. Many of their concerns were in regard to right-of-way and access. The owner of a beauty shop expressed concern over access to her property. Other business and property owners also expressed concerns about access to their properties or subdivisions. Several people who live along the right-of-way between US 19 and the Suncoast Parkway expressed concerns about how this project will affect their homes and if they were to be relocated. Several attendees from the Masaryktown area voiced their support for Alignment S-5.

Oral Statements Made During the Formal Portion of the Hearing or Given to the Court Reporter

During the formal portion of the Hearing, seven people made oral statements and seven people (including one person who had also given an oral statement) gave verbal comments to the court reporter. Following is a summary of these statements.

Three people were concerned about increased traffic noise and if any measures were being proposed to mitigate for this increase in noise. Another person who spoke was a lawyer representing a resident concerned about the proposed median affecting access to small businesses and neighborhoods, specifically access by emergency vehicles, and also about increased traffic noise. This speaker also said the medians present a safety hazard when large semi-trucks try to maneuver at an intersection. He felt that the homeowners who would be close to the new road should be accommodated with a noise barrier. The moderator asked that these speakers talk to FDOT representatives following the formal hearing regarding the noise issues. He also stated that regarding access issues, this is a county road and the FDOT will be working closely with both counties to determine access points and medians.

Other concerns were in regard to right-of-way acquisition. The moderator explained that this is the study phase and specific requirements regarding right-of-way will not be determined until the design phase. At that time, all acquisitions will be in accordance with appropriate regulations and owners will be compensated for any loss of property.

Two Masaryktown residents preferred the S-5 alternative because the S-8 alternative would run through the middle of the town and divide it into two. One of the residents thought that the entire community of Masaryktown should have been notified.

Another large concern was the increased traffic and drivers not obeying the speed limit. Two people were also anxious about bus stops for school children being so close to a large highway.

There were two requests for a traffic light to be installed at the intersection of Linden Road and County Line Road because there have been many accidents at this intersection.

Three people brought up their concern about harming the environment. One mentioned the wildlife, such as hawks, squirrels, and deer on his property that will be harmed with this project. Another was concerned about the loss of trees, wildlife, and natural habitat.

One person was in favor of the recommended alternative because it would mean less taxpayer dollars to compensate commercial businesses. He believes that this route is the most feasible even if many citizens complain.

APPENDIX G

Public Hearing Transcript

ORIGINAL

CR 578 (County Line Road)
PD&E Study, from U.S. 19 to U.S. 41
PUBLIC HEARING

WPI NUMBER: 257298 1
FAP NUMBER: 7822 001 S

DATE: Thursday, August 8, 2002
TIME: 4:30 p.m. - 7:30 p.m.
PLACE: Frank W. Springstead High School
3300 Mariner Boulevard
Spring Hill, Florida
REPORTED BY: MS. SHARON K. RUBY
NOTARY PUBLIC

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I N D E X

PAGE NO.

Formal Hearing

3

Public Comments

18

Notarial Certificate

27

1 MR. CLIFFORD: Good evening. Welcome to the
2 County Line Road Public Hearing at Springstead High School.
3 The public hearing is being conducted here tonight
4 concerning the proposed alignments on County Line Road from
5 U.S. 19 to U.S. 41 including a new alignment referred to as
6 the Ayers Road Extension. The project is in both Pasco and
7 Hernando Counties.

8 My name is Bob Clifford, and I am the Planning
9 Development Manager for District 7 of the Florida Department
10 of Transportation. The public hearing is your opportunity
11 to receive your information on the project and to publicly
12 and officially comment on the recommended build alternative
13 and the documents available here tonight. The recommended
14 build alternative is based on environmental and engineering
15 analyses accomplished to date, as well as public comments
16 received.

17 Today is Thursday, August 8, 2002, and it is
18 approximately 6:05 p.m. This project development and
19 environment study and public hearing are conducted under
20 applicable federal and state laws. Those citations along
21 with the advertisement dates are listed on the board next to
22 the sign-in table. At this time I would like to introduce
23 representatives that may assist you in answering any
24 questions regarding the materials or displays that we have
25 here this evening.

1 First I would like to introduce Mike Seifert,
2 project manager for the project; Kirk Bogen, the
3 department's project development engineer; Ron Pscion, our
4 consultant project manager; and Marian Pscion, the district
5 public information officer.

6 I would like to briefly describe the
7 alternatives and evaluation process that led the department
8 to the recommended build alternative presented here tonight.
9 The need for the capacity improvement is identified in the
10 Hernando and Pasco County Metropolitan Planning Organization
11 2025 Long Range Transportation plans. This PD&E study,
12 initiated in 1999, was divided into four evaluation
13 segments: Segment "A" from US 19 to East Road; Segment "B"
14 from East Road to Mariner Boulevard; Segment "C" from
15 Mariner Boulevard to the Suncoast Parkway; Segment "D" from
16 the Suncoast Parkway to US 41 or the Ayers Road Extension.

17 A comprehensive evaluation process was applied
18 during the alternatives analysis period. Some of the
19 factors used in the evaluation process include public
20 comments gained throughout the study period, analysis of
21 traffic projections, ability to accommodate existing and
22 projected traffic, accident history, social and
23 environmental effects and consistency with local government
24 comprehensive plans.

25 The study evaluated three different, four-lane

1 typical sections that included rural, urban and suburban
2 typical sections. The department in cooperation with the
3 Hernando and Pasco Metropolitan Planning Organization
4 recommends the build alternative of a four-lane suburban
5 typical section. That is what's here on display tonight.

6 Left, right and centered alignment alternatives
7 were evaluated from US 19 to the Suncoast Parkway. However,
8 to minimize effects a best fit alignment alternative was
9 selected as the recommended build alternative. That
10 consisted of a combination of left, right and center
11 alignments.

12 For the Ayers Road Extension, two alternative
13 alignments are still under evaluation. One alignment was
14 developed in an attempt to minimize effects on an
15 archaeological site that was found to be potentially
16 eligible for placement on the National Register of Historic
17 Places. The other alignment was a western alignment which
18 was developed in an effort to minimize project effects to
19 the adjacent community. The Ayers Road alignment selection
20 will be made following this public hearing.

21 The no-build alternative, which will remain a
22 viable alternative throughout the study process, consists of
23 providing routine maintenance and requires no construction
24 costs. However, this alternative does not meet -- does not
25 meet the traffic volume and operational needs of the County

1 Line Road Corridor. The design of County Line Road is
2 currently funded in the adopted five year work program of
3 the department as shown in your handout. There are also
4 right-of-way reserve funds in the work program to begin the
5 right-of-way acquisition process. Construction is not
6 currently funded in the five year program.

7 Details of all the alternatives and an
8 evaluation matrix are included in the preliminary
9 engineering report, which is available here tonight for your
10 review and comment. The matrix is also in your handout and
11 shown on display. Detailed drawings of the recommended
12 alternative and other graphics are displayed here tonight as
13 well. Please review the materials and provide us your
14 comments.

15 You may provide your comments by giving an oral
16 statement to the court reporter during the public hearing.
17 For those of you who prefer to provide written comments, you
18 may complete the comment form included in your handout that
19 can be submitted to the court reporter, dropped in one of
20 the comment boxes or mailed to us at the preprinted address.
21 To be included in the record, all letters and correspondence
22 need to be postmarked no later than August 19, 2002.

23 You may also provide your comments during this
24 portion of the public hearing. Please complete a speaker
25 card. It looks like this. You have -- several people do

1 not. If you need one, raise your hand. And I will call
2 your name in the order in which they are received. If you
3 wish to speak and have not turned in a card, please raise
4 your hand and we'll get you a copy of the card.

5 At this time I would like to recognize any
6 elected officials or their representatives who are here
7 tonight. Are there any such people here tonight? Seeing
8 none I would also -- seeing none we'll move on.

9 Before the first speaker begins, I would like to
10 remind everyone that this portion of the hearing is not a
11 question and answer period. The purpose of this portion is
12 to allow you to make public statements regarding your views
13 and comments on the project. If you have any specific
14 questions, please see one of the department representatives
15 following this portion of the hearing. The public hearing
16 is scheduled to conclude at 7:30 p.m. tonight. I would
17 request that you limit your comments to three minutes to
18 provide an opportunity for others to speak. If you need
19 more time, you can come back up after everyone has had the
20 opportunity to comment. Before making your statement,
21 please state your name and address for the court reporter.
22 At this point we'll start that portion of the hearing.

23 The first individual that I have who has filled
24 out a comment form is Dilip Wadhwani. Is he here? No.

25 Okay. Bob Cooper.

1 MR. COOPER: Good evening. My name is Bob
2 Cooper. I live in Preston Hollow at 12328 Knotty Pine
3 Court. The only thing I can see is a problem with the
4 information is from Page 8.6, Section 8. Noise sensitive
5 sites you'll find on any property when they're occupied and
6 where frequent human use occurs. For lowering noise
7 levels -- typical noise into the sites include residences,
8 schools, churches and so forth. For this project noise
9 sensitive sites that continue to experience noise levels
10 that reach or exceed 66 decibels require consideration.

11 I live in Section C in Preston Hollow. For this
12 section you have six noise sensitive sites on the north
13 side. Is Preston Hollow one of them? If not, I would like
14 to know why. I live very close to the road. I know there
15 are other people that are going to lose their homes and so
16 forth and have a lot more to say tonight than I do, but I do
17 have considerations.

18 On County Line Road the traffic laws are not
19 observed. The speed limit is 55 miles an hour for Suncoast
20 to just before Mariner Boulevard. From Mariner to 19 it's
21 anywhere from 40 to 50. The faster traffic goes the more
22 noise it creates. When I sit down on my lanai in the
23 morning, and there is a rush in the afternoon, with the
24 diesel trucks and the semis going by it's like a freight
25 train.

1 Okay. One reason the road is being widened is
2 because of heavy traffic, okay. Heavy traffic produces 85
3 decibels. Heavy trucks can produce up to 90 decibels and
4 motorcycles up to 100. Okay. Now, I notice in Section C
5 the right of way is going to be 90 feet. Is that 45 feet to
6 the north or 45 feet to the south or is it 90 feet to the
7 north? If so, why? Right now where I live there is trees.
8 Now when those trees are cut down what type of barriers are
9 you going to put up to lessen the noise?

10 Right now along Suncoast Silver Thorn is having
11 a berm built because the people complain of noise, which
12 incidentally is a less traveled road than County Line Road.
13 On the Pasco side from 8:00 p.m. to 6:00 a.m. there is no
14 through truck traffic. Not on the Hernando side. Why not?
15 Finally, all my concerns are my quality of life, me, my
16 family and neighbors. It's going to have a negative impact
17 on my life and property value. Thank you.

18 MR. CLIFFORD: Thank you. Mr. Cooper, I'd ask
19 after this portion you get with some of our representatives
20 that can answer some of your questions.

21 The next individual we have is Kathy
22 Schnackenberg. Is that close?

23 MS. SCHNACKENBERG: Yeah. Kathy Schnackenberg,
24 16018 Wilson Boulevard in Masaryktown. Looking at the Ayers
25 Road Extension that you're planning, most of the

1 community -- I'll speak for them, too -- would like the S-5
2 because you're not disrupting the community. If you go with
3 the S-8, you're going right down and right through Wilson
4 and Palacky to make a turn road. So you're adding two more
5 roads that you're going to have traffic on. You're taking a
6 small community that's been there for years and now you're
7 going to cut it in half. And you haven't notified anyone
8 but the homeowners whose property you're taking. So the
9 rest of the community doesn't even know what you're doing.
10 So they can't speak because they were never notified of this
11 meeting. That's what I wanted to say.

12 MR. CLIFFORD: Okay. Thank you. The next
13 individual is Robert Mills.

14 MR. MILLS: My name is Robert Mills. I live at
15 1203 Garfield Avenue. I would kind of like --

16 MR. CLIFFORD: Mr. Mills, could you speak up a
17 little.

18 MR. MILLS: My name is Robert Mills. I live at
19 1203 Garfield Avenue. My concerns are the same as
20 Ms. Schnackenberg. Why can't we use the alignment that does
21 not impact the residents of Masaryktown as this one does.
22 Another concern is according to your alignment there I'm
23 going to be 100 feet off the right of way of the road as it
24 comes through Masaryktown. Are there going to be as the
25 earlier gentleman spoke any type of noise consideration

1 barriers, things of that nature? Has that been taken into
2 account?

3 I also want to know -- I live at the
4 intersection of Hviezdoslav and Jackson, which is basically
5 right at the upper northwest corner of Masaryktown. Will
6 there at one time in the future be an access off of
7 Hviezdoslav onto this road? Right now I'm on a limerock
8 road. It's not a very well-traveled road. It is a quiet
9 road. This Ayers Road alignment is going to greatly impact
10 my lifestyle and quality of life and it will indeed affect
11 my property values.

12 A lot of people in Masaryktown are wondering why
13 can't they just take the County Line Road and move it all
14 the way out to Highway 41 and improve 41 north to Ayers
15 Road. It would have a lot less impact on everybody in
16 Masaryktown. We're still trying to figure out for the life
17 of us why this can't be done. It seems to be a much cheaper
18 alternative than the Ayers Road Extension. That is pretty
19 much all I have to say right now. Thank you.

20 MR. CLIFFORD: Thank you. The next individual
21 is Charles Adrian.

22 MR. ADRIAN: Hello. My name is Charles Adrian,
23 530 South State Street in Westerville, Ohio. And my concern
24 is -- and by the way, not everybody is going to be happy.
25 I'm not particularly happy, but as much engineering as

1 you've done I think you want to take another look at that
2 intersection of 19 and County Line. Currently it's pretty
3 well the southeast quadrant is bottled up. And, of course,
4 I'm concerned about customers for the 7-Eleven store. And
5 it's difficult, if not impossible, going westbound or
6 southbound to access that site.

7 But more important I think is the fact that we
8 ought to look at it more closely as to access for emergency
9 squads and the fire department and so forth. Again, if the
10 service is trying to get in there from the west or from the
11 north and south it's difficult, if not impossible, to get a
12 vehicle in that direction. It's not a good thing. The
13 median -- the concrete median proposed on 19 -- on 19 blocks
14 it, and then, of course, the slow median on County Line
15 blocks it. I'd like to have another look at what you're
16 proposing from a safety point of view. Thank you.

17 MR. CLIFFORD: Thank you. Those are all the
18 cards I have. Is there anybody else who would like to make
19 a statement?

20 MR. SIMON: Can I?

21 MR. CLIFFORD: Sir.

22 MR. SIMON: My name is Brent Simon, and I'm an
23 attorney. I represent Mr. Adrian.

24 MR. CLIFFORD: Can you state your address, sir.

25 MR. SIMON: Yes. 5612 Grand Boulevard, New Port

1 Richey, Florida. And I represent Mr. Adrian who just spoke.
2 Besides Mr. Adrian there are several other people here who
3 are very concerned about the median issue, and there are a
4 number of businesses that have large trucks and it is a --
5 we believe it's going to present a huge problem for these
6 trucks, and we'd hope that DOT would try to accommodate the
7 people that live on this road and work on this road versus
8 just using this road to drive by.

9 Another big issue is there is a number of homes
10 that are being taken but there is a number of homes that are
11 being left. The ones that are being left have a huge
12 concern about does DOT got a noise barrier wall that is
13 going to be built as a part of this project. I looked at
14 the maps and I didn't see one. Can anybody here comment to
15 that?

16 MR. CLIFFORD: As I understand it, there are
17 currently no noise walls proposed as part of the project.

18 MR. SIMON: I think there are a number of people
19 here that -- if you all would stand up or raise your hand
20 and show DOT -- but there are a number of people here that
21 will be greatly affected by basically a super highway going
22 right next to their residence with no noise barrier. So we
23 would employ DOT if you're going to build this road to
24 please be considerate of the people that you're not taking
25 their land from and protect them, because we know if you're

1 taking their land you're forced to protect them because
2 they're going to get representation to take care of them,
3 but let's take care of the other people as well.

4 Those were the main issues, the large trucks.
5 This road -- please don't think that County Line Road is
6 just a connection between 19 and 41. But we're more
7 concerned, the people that live here and operate their
8 businesses, this is how they make their life -- their
9 livelihood. They need access to the road. So these medians
10 that you're planning are really going to kill a lot of the
11 businesses. And we'd ask DOT -- you may have certain rules
12 that says you can't have a median except for every quarter
13 of a mile, but please consider that when someone is pulling
14 a gooseneck truck, a loaded semi tractor-trailer, you're
15 going to present a greater safety problem with them trying
16 to maneuver at an intersection. That's mainly it.

17 We just ask DOT to really consider the median
18 issues and try to stretch the limits and give as many median
19 cuts as possible. And then also the noise barrier walls.
20 This road is not all commercial. Some of it is residential,
21 especially the new road you're putting in through
22 Masaryktown. I'm sorry. I won't speak --

23 MR. CLIFFORD: Go ahead.

24 MR. SIMON: Whenever you're coming through this
25 you've got -- as shown on your maps you've got this huge

1 residential area where you're going to be basically bringing
2 41 and 19 right by their residences. And if you consider
3 the federal noise requirements I'm sure that it would
4 require a noise barrier, if not for the initial use of the
5 road for the ultimate amount of traffic which would occur in
6 like five to ten years that this road will allow. So please
7 consider these factors.

8 MR. CLIFFORD: Thank you. We will consider all
9 applicable federal and state standards related to all
10 impacts, not just noise. The other issue, I will also say,
11 related to the access issues are -- this is a county road.
12 We will work closely with the two counties as they determine
13 where the access points and medians will be as part of the
14 roadway.

15 Is there anybody else that would like to speak?
16 Just come on up.

17 MS. MILLS: My name is Doris Mills, and I'm at
18 1203 Garfield Avenue, and I'm speaking on behalf of my
19 neighbor. The proposal will cut right through her property
20 and she will not have access to the back half of her
21 property. She owns 28 acres. And what is she supposed to
22 do with that property?

23 MR. CLIFFORD: All property that -- will be
24 acquired in accordance with all appropriate regulations and
25 she'll be compensated for the loss of her property.

1 MS. MILLS: But are you going to buy all 28
2 acres when you're going through the front portion of her
3 property?

4 MR. CLIFFORD: None of that has been determined.
5 We're not at that phase. This is the study phase. That's
6 when you get to the design phase we determine specifically
7 what is necessary. At that point in time we'll be able to
8 see what is required.

9 MS. MILLS: But how can we make decisions based
10 on information that isn't given to us? I mean you have us
11 here because you want to know how we feel about it, but we
12 aren't faced with all the information that we need in order
13 to be able to make a judgment.

14 MR. CLIFFORD: We've given you all the
15 information we have at this point in time of the process,
16 and it is a process.

17 MS. MILLS: Okay. So before any decisions are
18 made you will have those answer and we will be able to come
19 before you again?

20 MR. CLIFFORD: This will be the last public
21 hearing related to this part of the study. There will be
22 further public input information as we go through the
23 remainder of the process, the design, acquisition and
24 construction part of the process.

25 MS. MILLS: But is it predetermined at that

1 point?

2 MR. CLIFFORD: Is what predetermined?

3 MS. MILLS: The design. I mean will our input
4 be possible at that time?

5 MR. CLIFFORD: Your input will be possible and
6 it always matters.

7 MS. MILLS: Thank you.

8 MR. CLIFFORD: Anyone else?

9 MS. MORRISON: My name is Jodie Morrison and I
10 live at 16207 Mudrow Street. We just recently moved into
11 the area. I'm currently concerned about the extension you
12 have. I see it being no benefit to anyone in our community.
13 I see it as destruction of the property, the value of the
14 people's lives and the community's life that you are doing.
15 Also I am a geology major. I'm an environmental scientist.
16 So you're not only destroying the people's homes, you're
17 also destroying the animals, the trees and the natural
18 habitat.

19 No matter what you say and what you do and how
20 you try and present yourselves and all your knowledge you
21 have, I still don't believe what you're doing with that
22 extension is any benefit except for these people that want
23 it, which are the people that are wealthy, well to do, and
24 the airport and whatnot. It's not helping this community at
25 all. I think if they want to get where they need to go they

1 can take County Line to 41 and they will get there just the
2 same. It is just a matter of moments versus destroying
3 property that belongs to this community, not to people such
4 as yourselves that are developers. Thank you.

5 MR. CLIFFORD: Anybody else like to comment?
6 Seeing no one, I'll follow-up with the public hearing
7 transcript, written statements, exhibits and reference
8 materials will be available for public inspection at the
9 District 7 Office at the Florida Department of
10 Transportation located at 11201 North McKinley Drive, Tampa,
11 Florida, within three weeks. It is approximately 6:30. I
12 hereby officially close the formal portion of the public
13 hearing for the County Line Road PD&E Study. The Florida
14 Department of Transportation thanks you for attending. Good
15 evening.

16 (Whereupon, the following public comments were made to
17 the court reporter)

18 MR. COOPER: My name is Bob Cooper. 12328
19 Knotty Pine Court, Spring Hill. I live very close to County
20 Line Road. That's why I'm here. I'm here because I'm
21 against the road. I've taken some notes from the proposals
22 that are here about noise sensitive areas. Like I said, my
23 house is very close. And as it is now with the speed limit
24 not being enforced or observed it's like freight trains
25 going by during rush hours in the morning and the afternoon.

1 I live in Preston Hollow. Right now we have
2 trees that buffer some of the noise out. Now when this road
3 goes through they're going to cut the trees down. I want to
4 know what the Florida Department of Transportation is going
5 to do as far as putting more barriers up. A case in point
6 is they're constructing a barrier right now for Silver Thorn
7 because the Suncoast Highway is very close to residents over
8 there.

9 One reason that the road is being widened is
10 because of heavy traffic. Heavy traffic produces decibels
11 up to 85. Heavy trucks can be produce up to 90 decibels and
12 motorcycles up to 100 decibels. So I'd just like to know
13 what they're going to do for the people that live next to
14 this road because it's making an impact of life that is not
15 good for me and my family and neighbors.

16 Also on the Pasco side there is a sign that
17 says no through trucks between the hours of 8:00 p.m. and
18 6:00 a.m. Not on the Hernando side. Why not? Also listed
19 in some of the proposals here they state that for Segment C,
20 Section 3, there are six noise sensitive sites listed on the
21 north side. I'd like to know if Preston Hollow is one of
22 them and if not why. That's about it.

23 MS. STOWERS: My name is Tammy Stowers. I live
24 at 18640 County Line Road. During school time my concerns
25 are if the lanes are widened to two lanes -- if the road is

1 widened more traffic flow. The kids stand on the edge of
2 our property to be picked up by the school bus. My concern
3 is the speed of traffic, the amount of traffic and how it
4 might affect them and endanger them.

5 I'm interested in -- my feelings are to have a
6 light in at the intersection of County Line and Linden
7 Drive. The other thing is the median strip right there too.
8 The access of people who live in the houses right there
9 cannot access out. They have to drive all the way down the
10 opposite direction past the church in order to turn around
11 and go west. In other words, when we're leaving out of our
12 house in the morning there is a median strip we're going to
13 possibly be facing in front of us that will force us to turn
14 right and go a good distance out of our way and U-turn
15 around to be able to go west. Mainly my concern is for the
16 children, the bus stop situation and whether or not speeds
17 will be reduced or a traffic light placed -- put into effect
18 at the intersection.

19 As far as where Linden meets County Line Road,
20 there have been previous accidents, and I'm also aware that
21 one person on the edge of County Line Road going to his
22 mailbox right there near Linden and County Line was also
23 killed due to the speed of traffic, not, you know, being
24 visible, visibly seen. So that's my main concern for the
25 traffic -- a traffic light in that area.

1 MS. SCALISE: Marlene Scalise. 18640 and 18630
2 County Line Road. We're owners of that property. And we
3 have a concern for the renters that have children and how is
4 the traffic speed going to be dealt with. And also we would
5 like to see a light on the corner of Linden and County Line
6 Road because there is an intersection there and there have
7 been several accidents. Also there was a -- about fifteen
8 years ago when it wasn't as congested there was someone
9 killed at a slow -- you know, when there wasn't that much
10 traffic. So there is a problem there with speeding and
11 safety for the children and getting to and from the other
12 side since it's going to be a double lane. That's our
13 concern.

14 MR. DOWNEY: Edward Downey. My business is
15 located at 9299 County Line Road, Spring Hill, 34608, and
16 the business is Suncoast Water Gardens. In reviewing the
17 second traffic concept, July, 2002, it appears that no
18 center turn lane is planned but rather medians forcing
19 U-turns well past my business. As a new business owner this
20 plan will severely limit customer access to my business. Is
21 it DOT's purpose to put small businesses out of business? I
22 am strongly opposed to this concept. I desire to see center
23 turn lanes particularly where the majority of businesses are
24 located.

25 I am also opposed to the twelve foot common

1 cycle path on the Hernando side. This is unnecessary. I
2 would also like to request a copy of the aerial sheet twelve
3 of the concept plans, July, 2002, be sent to me. Thank you.

4 MR. FLANNERY: My name is Richard L. Flannery,
5 220 Corpus Road. They've got intentions of going right
6 through my property on that Design 8, and we've got a bunch
7 of huge, big oak trees there. We've got ten acres. And I
8 want to keep all them trees that I possibly can. I only
9 cleared out enough for my trailer to sit there and my son's
10 new house that he's finished. And we want to leave them
11 woods like that because that's what purifies the air and it
12 gives me plenty of shade. I'm retired and I'm disabled and
13 I can't get out in the sun and work, but I can do little
14 jobs in the shade.

15 I don't know where else I can relocate and get
16 another ten acres. And he's got two children. That's
17 enough land for all four of us to live on, ten acres. And I
18 don't want to see it destroyed by a highway coming right
19 through the middle. I thought the laws were designed to
20 save the big, huge oak trees. And we don't need a road
21 right through our property. And I'm definitely against the
22 plan -- Plan 8 it is that goes through our property.
23 Whatever plan that is. I think it's 8. I think 5 is the
24 one closest to the interstate or the turnpike. But I don't
25 want it. I don't want the noise. I don't want the land

1 divided up. They'll come in one corner of it next to Jim
2 Crawford's house and it will go out the middle of it. There
3 ain't going to be room for us down there. And if we did
4 have room left on that ten acres -- there might be a five
5 acre section there, but who the hell wants to live that
6 close to a damn road?

7 I moved out there in the middle of them trees so
8 it would be a sound barrier from the highway noises. I'm
9 close and convenient to stores, post office. I can't find
10 any land around there, another ten acre section. I can't
11 find it. I've looked all over and I can't find it,
12 something with huge oak trees on it to give me plenty of
13 shade and peace and quiet. I'm retired and I don't need a
14 lot of noise.

15 I watch my hawks, feed my squirrels, have deer
16 and turkey on the property. I don't want a highway coming
17 through it. And I love to watch nature. Right now nature
18 can do anything it wants to there. I've even caught rattle
19 snakes on it, turtles. I carry them off and turn them loose
20 in the woods someplace else where no one lives. I don't
21 want to see any destruction of wildlife.

22 The noise would be another major concern. I
23 don't want that at all. I'm definitely against it. And
24 I'll cut this short now. We're in the process now of
25 widening 41 highway. I don't know when they intend to have

1 it all the way up here, but when they get 41 widened coming
2 out of Brooksville with it and up from Land 'O Lakes with it
3 eventually they're going to come together sooner or later.
4 And that's where they need to run County Line Road over to
5 41. They don't need that other highway. If you want to put
6 another highway up there to serve the airport, they need to
7 do it from up there at the other end of the county, not down
8 there where we're at.

9 MR. UZZLE: My name is Gregory, middle initial
10 H, last name is Uzzle. I'm a real estate broker. I'm a
11 born and raised native of this area. My family has been
12 doing real estate for at least 50 years in the county. The
13 name of my company is Suns Nature Coast Real Estate. This
14 alternative is the best for the people. He's telling me to
15 come and do this. What's happened in the past with road
16 widening, like Little Road and Ridge Road and all of that,
17 is that most people that are complaining the way it is
18 because they're the ones that is trying to get us for the
19 most money and they don't like to go with the feasible
20 route.

21 But this route here, I've been studying this for
22 like ten -- like five, six years. This route is the best
23 because it affects less commercial and the overall -- it
24 affects us totally because it's less taxes that we have to
25 pay, because this comes out of our pocket. So if they go

1 with this route it would be less -- effective as far as
2 tax-wise for us because we won't have to buy much commercial
3 people out and there is so much vacant road on the other --
4 you know, vacant road on the other side of the road. It's
5 more suitable and they can plan their area a little bit
6 better. It's the recommended alternative. I am
7 representing Mr. William T. Erzen. He's owned property on
8 this road since it was dirt. And he's out in PA and he
9 asked me to represent him on this issue.

10 But this is the best alternative because totally
11 it affects the taxpayers less dollars because of the cost of
12 affecting commercial property. That is a fact. Because
13 there -- the other people that are actually doing the
14 complaining, they want it to go this side because they
15 probably own property and they're going to want to get paid
16 commercial price. You see what I'm saying? It's a fact.
17 That's why they squeal so much. I don't want it on that
18 side. It's supposed to be our side. Because they're going
19 to make the big cheese, the money, and it's going to cost
20 us, the taxpayers, more in the long run.

21 MS. HARTT: Charlene Hartt. My idea for the
22 speed rail, since we're going to be doing this anyway, I
23 think the whole country would need this because you've got
24 Amtrak which is your -- it's better to do it above, and I
25 think it would be much better for the transportation. It

1 would help the country much better and everybody would be
2 able to see each other more often. And for people that
3 can't drive, especially the elderly, it would probably help
4 them a lot. And I would like everybody in Tallahassee to
5 think this over. It would be a great idea for Florida and
6 for the rest of the country.

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1 STATE OF FLORIDA)
2 COUNTY OF HILLSBOROUGH)
3

4 I, SHARON K. RUBY, Notary Public in and for the
5 State of Florida at large, hereby certify that the Public
6 Hearing was recorded in Stenotypy by me and that the
7 foregoing pages constitute a true and correct transcription
8 of my recordings thereof.

9 I FURTHER CERTIFY that I am neither an attorney nor
10 of counsel for the parties to this cause nor a relative or
11 employee of any attorney or party connected with this
12 litigation and that I have no interest in the outcome of
13 this action.

14 WITNESS my hand and seal this 20th day of August,
15 2002, at Tampa, Hillsborough County, Florida.

16 
17 SHARON K. RUBY
18 TRANSCRIPT ORDERED: 08-08-01



Sharon Kay Ruby
MY COMMISSION # CC950154 EXPIRES
July 2, 2004
HONOLULU TRAVELER PLAN INSURANCE, INC

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*County Line Road (C.R. 578)
Project Development and Environment Study*