

COMMENTS AND COORDINATION REPORT



I-75 (SR 93) PD&E Study

From North of SR 52 to South of CR 476B
(Pasco, Hernando, and Sumter Counties)

FAP No.: 0751-120I

WPI No.: 41101

June 2007



Florida Department of Transportation
District Seven

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**I-75 (SR 93) PD&E STUDY
COMMENTS AND COORDINATION REPORT**

1.0 PROJECT DESCRIPTION

1.1 REPORT OVERVIEW

This report provides the documentation associated with the Public Involvement Program that was developed and implemented for the I-75 (SR 93) Project Development and Environment (PD&E) Study. The purpose of the program was to establish open communication with the general public and property owners as well as federal, state, and local agencies and elected officials concerned with the project. Early and continued communication was an integral part of this project to identify potential effects, issues, and solutions.

Information and a request for input and comment was disseminated in the form of an Advance Notification Package, which was mailed to federal, state, and local agencies. A study kick-off newsletter was developed and sent to federal, state, and local agencies as well as elected and appointed officials, the media, and owners of properties in the project area. Department representatives met and corresponded with property owners and the general public throughout the study process. The Public Hearing, which was held December 13, 2006, was advertised in the *Florida Administrative Weekly* and the *St. Petersburg Times*. Notification of the Public Hearing was sent to property owners, state, federal, and local agencies, elected and appointed officials, and the interested parties.

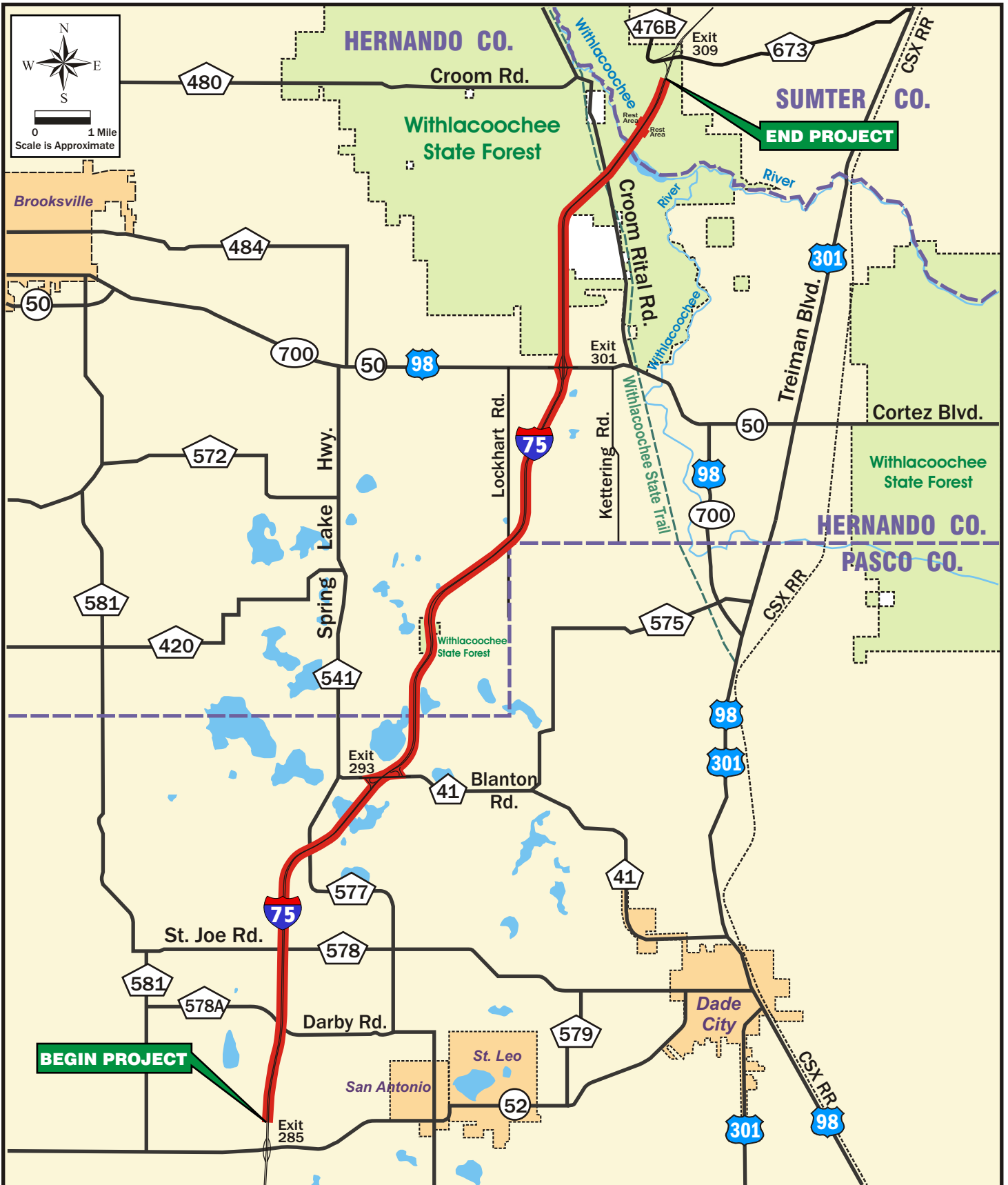
Coordination conducted and public comments received during the PD&E Study assisted the Department in granting Location and Design Concept Approval (LDCA) for the recommended construction alternative, an “ultimate” eight-lane interstate from north of SR 52 to south of SR 476B. The recommended alternative also includes improvements to the CR 41 (**Figure 7.2**) and SR 50 (**Figure 7.3**) interchanges. Design Option D was selected for the SR 50 improvements. A final newsletter will be sent to provide further details about the recommended alternative. An advertisement will also be placed in the *St. Petersburg Times*.

1.2 PROJECT DESCRIPTION

The purpose of the I-75 (SR 93) Project Development and Environment (PD&E) Study was to evaluate capacity improvements along a segment of I-75 (SR 93) that extends from just north of SR 52 in Pasco County to just south of CR 476B in Sumter County, Florida, a length of approximately 20.8 miles. The project limits are shown on **Figure 1.1**.

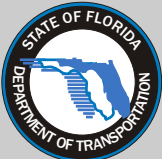
Within the study area, I-75 is currently a four-lane, interstate, limited access freeway. The study area also included two interchanges located at CR 41 (Blanton Road) and US 98/SR 50 (Cortez Boulevard).

The recommended improvements will be completed in two phases. In Phase 1, the mainline of I-75 will be widened to six lanes by constructing a 12-foot wide travel lane in each direction within the median, along the existing inside lane. This phase will also include the replacement of the existing I-75 bridges over SR 50 to accommodate the need for additional lanes along SR 50. In Phase 2, the mainline of I-75 will be widened to provide eight lanes by constructing an additional travel lane in each direction of I-75 along the existing outside lane. Phase 2 also includes the construction of improvements at the interchanges of I-75 at CR 41 and SR 50.



BEGIN PROJECT

END PROJECT



I-75 PD&E Study
 From N. of SR 52 to S. of CR 476B
 Pasco, Hernando & Sumter Counties
 WPI Seg. No.: 411014 1
 FAP No: 0751-1201

Project Location Map

2.0 PUBLIC INVOLVEMENT PLAN

A comprehensive Public Involvement Plan (PIP) was developed and implemented as part of this study. The purpose of this plan was to inform and solicit responses from all interested parties including local residents, public officials, agencies, and business owners. The program included three newsletters; the Kickoff Newsletter, Public Information Video Newsletter, and Public Hearing Newsletter, all of which are described further in Sections 4.0, 5.0, and 6.0. The program also included an Advance Notification package and a Public Hearing.

3.0 ADVANCE NOTIFICATION PACKAGE

3.1 ADVANCE NOTIFICATION

Through the Advance Notification process, the Florida Department of Transportation (FDOT) informed federal, state, regional, and local agencies of this project and its scope of anticipated activities. The project Advance Notification package was distributed to the Florida State Clearinghouse on March 21, 2005 and forwarded to those agencies listed below. Copies of the Advance Notification package and agency comments may be found in **Appendix A**.

3.2 ADVANCE NOTIFICATION MAILING LIST

An asterisk (*) indicates those agencies that responded to the package.

Federal

- Federal Highway Administration, Division Administrator
- Federal Emergency Management Agency, Mitigation Division Chief
- Federal Aviation Administration – Airports District Office
- Federal Railroad Administration – Office of Economic Analysis, Director
- U.S. Army Corps of Engineers, Regulatory Branch, District Engineer
- U.S. Department of Agriculture – Southern Region, Regional Forester
- U.S. Department of Health & Human Services – National Center for Environmental Health
- U.S. Department of Housing and Urban Development, Regional Environmental Officer
- U.S. Department of Interior – Bureau of Indian Affairs, Office of Trust Responsibilities
- U.S. Department of Interior – Bureau of Land Management, Eastern States Office
- U.S. Department of Interior, U.S. Geological Survey Chief
- U.S. Department of Interior – Fish and Wildlife Service, Field Supervisor
- U.S. Department of Interior – National Park Service, Southeast Regional Office
- U.S. Environmental Protection Agency, Region IV, Regional Administrator
- U.S. Coast Guard – Commander, Seventh District*

Tribal

- Poarch Band of Creek Indians of Alabama
- Muscogee (Creek) Nation of Oklahoma*
- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Seminole Nation of Oklahoma

State

- Environmental Management Office, Manager (MS 37)
- Federal Aid Program Coordinator (MS 35)
- Florida Department of Environmental Protection – Southwest District Office*
- Florida Department of State – Division of Historical Resources*
- Florida Fish and Wildlife Conservation Commission, Director, Office of Environmental Services*
- Florida Fish and Wildlife Conservation Commission – Regional Director
- Florida Transportation Commission
- Florida Department of Transportation – District 5

Regional

- Southwest Florida Water Management District – Executive Director*
- Withlacoochee Regional Planning Council – Executive Director*
- Tampa Bay Regional Planning Council – Executive Director*

Local

- Hernando County Metropolitan Planning Organization
- Pasco County Metropolitan Planning Organization
- Sumter County Board of County Commissioners

3.3 SUMMARY OF AGENCY COMMENTS AND RESPONSES

Comments were received from six (6) agencies included on the mailing list for the Advance Notification package. Two (2) agencies (indicated below) not included in the mailing list also provided comments. Outlined below is a summary of these comments with responses made at the time that the Advance Notification was distributed:

Agency 1: Tampa Bay Regional Planning Council

Comment: *“It appears that the project may adversely impact regionally-designated Riverine Habitat.”*

Response: The proposed project crosses the Withlacoochee River, which is designated as an Outstanding Florida Water. No direct stormwater discharge to the Withlacoochee River should be expected either from the proposed project improvements or the associated stormwater management facilities. Also, the use

of Best Management Practices during construction will minimize disturbance to the river.

Agency 2: Florida Department of Agriculture and Consumer Services – Division of Forestry (not included in mailing list)

Comment: *“Please note that the entrance to the Croom Motorcycle Area of the Withlacoochee State Forest (WSF) is located north of SR 50 and west of the interstate – the gatehouse along with the access road are all immediately adjacent to the interstate.....It is recommended that the site not be impacted by the proposed interstate widening project.”*

Response: The improvements in the area of the Croom Motorcycle Area will occur within existing right-of-way. The entrance and gatehouse will not be affected by these improvements.

Comment: *“The Silver Lake Recreational Area is located on the east side of the interstate just before the Withlacoochee River.....It is recommended that the site not be impacted by the proposed interstate widening project.”*

Response: There are no anticipated impacts to the Silver Lake Recreational area associated with the improvements to I-75.

Agency 3: Florida Department of State – Division of Historical Resources

Comment: No Comment/Consistent

Response: None required.

Agency 4: Withlacoochee Regional Planning Council

Comment: *“...the staff of the Withlacoochee Regional Planning Council reviewed the above-referenced project and find it to be consistent with the goals and policies of the WRPC’s adopted Strategic Regional Policy Plan for the Withlacoochee Region...”*

Response: None required.

Agency 5: U.S. Coast Guard – Seventh District

Comment: *“My examination indicates that there is sufficient factual support for concluding that the Withlacoochee River, the site of your bridge project, is navigable waters of the United States for the purposes of Coast Guard bridge permit requirements....if this project is federally funded, the Federal Highway Administration (FHA), as outlined in 23 CFR 650.805, has the responsibility to determine if a USCG permit is required.”*

Response: A USCG Bridge Questionnaire was completed and submitted to the FHWA for the proposed improvements to the I-75 bridge over the Withlacoochee River. It was determined that the river is not “susceptible to be used in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce”. All current vertical and horizontal clearances will be maintained by the proposed improvements.

Agency 6: NOAA – National Marine Fisheries Service, Habitat Conservation Division (not included in mailing list)

Comment: *“Based on our assessment of the proposed project, the resources affected are not ones for which we are responsible and, therefore, we do not have any comments to provide regarding this activity.”*

Response: None required.

Agency 7: Muscogee Creek Nation of Oklahoma

Comment: *“In looking at the project location and in checking with our resources, we do not foresee any impact.”*

Response: None required.

Agency 8: Southwest Florida Water Management District

Comment: *“In looking at the project location and in checking with our resources, we do not foresee any impact.”*

Response: None required.

4.0 PROJECT KICKOFF NEWSLETTER

A project kick-off newsletter was developed and mailed to federal, state, and local agencies, elected and appointed officials, and interested parties in March 2005. The purpose of the newsletter was to introduce the project and the study objectives. The newsletter announced the start of the project study, provided information on how to submit comments, and included the name and contact information of the District’s Project Manager.

5.0 COORDINATION EFFORTS

5.1 PUBLIC INFORMATION VIDEO NEWSLETTER

A second newsletter was mailed to property owners, appointed and elected officials, federal, state, and local agencies, and interested parties in October 2006. The newsletter announced the availability of a public information video compiled for the project. The video depicted the current conditions of the corridor and described the alternatives under

consideration. As indicated in the newsletter, the video was made available, beginning mid-October 2006, through several venues including Hernando and Pasco County Public Television, local libraries, MPO offices, FDOT District 7 offices, and online at www.mytbi.com. This newsletter also announced the date of the Public Hearing.

5.2 AGENCY COORDINATION MEETINGS

Throughout the course of the study, several meetings were held with state agencies which would be involved with this project or whose agreement is required for this project. A pre-application meeting was held with the Southwest Florida Water Management District on November 9, 2005. Two meetings were held (February and August 2006) with the Division of Forestry to discuss potential effects to the Withlacoochee State Forest. There was also a meeting (July 31, 2006) with FDOT District 5 officials to coordinate design year 2030 traffic volume forecasts on I-75 in the two districts.

5.3 LOCAL GOVERNMENT MEETINGS

Three meetings were held (November 2005, August 2006, and September 2006) with representatives of Hernando County to discuss issues including traffic, potential project impacts to DRIs in the area, and the design alternatives for the I-75 / SR 50 interchange. The project was also presented to the Pasco County MPO at their December 14, 2006 meeting.

6.0 PUBLIC HEARING

6.1 PUBLIC HEARING ADVERTISEMENTS

A Public Hearing was held on Wednesday, December 13, 2006 from 5-7 p.m. at the Ridge Manor West Community Center; 6376 Windmere Road, Brooksville, Florida. The Hearing was an opportunity for the public to comment and provide input regarding specific location, design, socio-economic effects, and environmental effects associated with the recommended alternative.

The Public Hearing was advertised in the *Florida Administrative Weekly* on November 17, 2006. The Hearing was also advertised as a quarter-page legal display (**Figure 6.1**) in the *St. Petersburg Times* on Wednesday, November 22, 2006, and on Wednesday, December 6, 2006.

PUBLIC HEARING



Interstate 75

Project Development and Environment (PD&E) Study

WPI Segment No: 411014 1 / FAP No: 0751-1201



The Florida Department of Transportation invites you to attend and participate in the Public Hearing for the Interstate 75 Project Development and Environment Study. The Public Hearing will be held:

Date: December 13, 2006

Time: 5:00 p.m. - 7:00 p.m.

Place: Ridge Manor West
Community Center
6376 Windmere Road
Brooksville, Florida 34602

The purpose of the Public Hearing is to present the proposed construction options for the widening of Interstate 75 from just north of State Route 52 in Pasco County to just south of County Road 476B in Sumter County. The proposed project includes the two-phased widening of I-75 from 4 to 8 lanes, with the initial phase adding one additional interior lane in each direction, and the second phase adding lanes to the outside, when the traffic along the corridor dictates the need for increased capacity.

The Public Hearing will allow interested persons the opportunity to express their views concerning the conceptual design and social, economic, and environmental effects of the proposed improvements. Aerial maps, concept plans, and project information will be available for public review during the Public Hearing.

FDOT representatives will be available, beginning at 5:00 p.m., to answer questions and receive comments. The formal portion of the Public Hearing will begin at 6:00 p.m. with an introduction by an FDOT representative, followed by a public comment period.

Project documents will be available for review at the Public Hearing. These documents will also be available at the New River Branch of the Pasco County Library, 34043 State Route 54, Zephyrhills, FL 33543 (Business Hours: Monday & Thursday, 12:00 p.m. - 9:00 p.m.; Tuesday & Wednesday, 10:00 a.m. - 6:00 p.m.; Friday & Saturday, 10:00 a.m. - 5:00 p.m.) and the East Hernando County Library, 6457 Windmere Road, Brooksville, FL 34602 (Business Hours: Monday, 9:30 a.m. - 8:00 p.m.; Tuesday - Saturday, 9:30 a.m. - 5:00 p.m.) from November 20 until December 23, 2006.

This Public Hearing is being held in accordance with 23 CFR 771, Section 339.155, Florida Statutes, Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968, and the Americans with Disabilities Act of 1990. Persons with disabilities who may require special accommodations at the Public Hearing should contact Manuel Santos, Project Manager, at least seven days prior to the Public Hearing by calling (800) 226-7220 / (813) 975-6173 or by email to manuel.santos@dot.state.fl.us. If you have questions about this project, please contact Manuel Santos at the numbers listed.

Persons who wish to submit written statements in lieu of, or in addition to, oral statements may do so at the Public Hearing, or they can mail them to the following address: Robert M. Clifford, AICP, Modal Planning and Development Manager, FDOT District Seven, M.S. 7-500, 11201 N. McKinley Drive, Tampa, Florida, 33612. All comments must be postmarked by December 23, 2006 to become part of the official Public Hearing record.

Figure 6.1 – I-75 PD&E Study Public Hearing Legal Display Ad

The Public Hearing newsletter was mailed on November 30, 2006. This newsletter announced the date, time, and location of the Hearing. It also served as a notice of potential effects to those property owners (pursuant to Florida Statutes 339.155) whose property falls either partly or entirely within 300 feet of the centerline of the proposed project.

Project documents, including the Preliminary Engineering Report, Pond Siting Report, Noise Study Report, Wetland Evaluation and Biological Assessment, Cultural Resource Assessment Survey, and Contamination Assessment, were available for public review from November 16, 2006 through December 23, 2006 at the East Hernando Library and the New River (Pasco County) Library.

The day of the Public Hearing, FDOT representatives were available between 5 p.m. and 6 p.m. to answer questions and discuss the project informally. Aerial photographs, display boards, and project documents were displayed showing the proposed improvements. The Public Information Video was shown continuously until 6 p.m. at which time FDOT representatives began the formal portion of the Hearing. The video was shown again during the formal portion of the Hearing. Immediately following the formal portion of the Hearing, the informal open house resumed and continued until 7 p.m.

During the hearing open house, a court reporter was available to receive comments in a one-on-one setting. In addition, verbal statements, written statements and exhibits submitted at the Hearing became part of the official Public Hearing record. Comments submitted via mail were to be postmarked December 23, 2006 to become part of the official Public Hearing record.

Sixty (60) people signed in at the Hearing. Five (5) people commented on the project during the formal portion of the Public Hearing, and a total of seventeen (17) written comments were received between December 13, 2006 and December 23, 2006. A copy of the official Public Hearing transcript is provided in **Appendix C**.

The Public Hearing was held in accordance with 23 CFR 771 and Titles VI and VIII of the Civil Rights Acts of 1964 and 1968 and the Americans with Disabilities Act of 1990.

6.2 PUBLIC HEARING COMMENTS

A total of twenty-two (22) comments were received from the Public Hearing for this project, five (5) verbal, and seventeen (17) written. All verbal comments were received during the formal portion of the hearing. The majority of comments concerned the removal of the traffic signal at SR 50 and Windmere Road and the construction of noise barriers. Official responses to these comments were sent in March 2007, and are included as **Appendix D**.

6.2.1 Verbal Comments – Open House

No comments were made to the court reporter during the open house portion of the Public Hearing.

6.2.2 Verbal Comment Summary – Formal Portion

Some persons made comments on more than one issue during the formal comment period. Therefore, numbers of comments may not match numbers of persons commenting.

Comment 1: Four (4) persons commented on the removal of the traffic signal at State Route 50 and Windmere Road. The major concern was access to businesses and homes and traffic safety, if the signal is removed.

Response: The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply these standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise DRI development plans.

Comment 2: Three (3) persons commented on the need for noise barriers for traffic noise abatement in the area of Ridge Manor West.

Response: Noise barrier analysis performed in the area of Ridge Manor West indicated 8 residences would be affected by traffic noise. The analysis did not yield a barrier design that would meet abatement criteria, even at the maximum allowable height of 22 feet.

Comment 3: One (1) person expressed his desire that the Department purchase property needed for additional right-of-way and storm-water management facilities quickly to avoid impacting ongoing development near the SR 50 interchange and at the Cortez Crossing Industrial Park.

Response: The department will be progressing directly into the design phase following FHWA approval of the PD&E study. Additional required right-of-way will be determined as the roadway and stormwater facilities are designated.

6.2.3 Written Comments

Comment 4: Nine (9) comments were received regarding the construction of barriers for traffic noise abatement.

Response: Based on the traffic noise study conducted for the project, noise barriers are not considered to be a feasible and reasonable abatement measure for any of the evaluated noise sensitive sites.

Comment 5: One (1) comment was received regarding the placement of Stormwater Pond 10B. The proposed location would remove vehicular access to her property. Nine (9) billboards are located on the property, along I-75. The property owner requested the pond be relocated to an adjacent property, or that her access be retained.

Response: We have reviewed our parcel mapping in the area of recommended stormwater pond site 10B and have identified the noted discrepancy. Comments will be taken into consideration when updating the Pond Siting Report during the design phase of the project.

Comment 6: Two (2) comments were received in support of Option D for the I-75 / SR 50 Interchange.

Response: None required.

Comment 7: Two (2) comments were received in opposition to Option C for the I-75 / SR 50 Interchange.

Response: None required.

Comment 8: One (1) comment was received in opposition to the construction of both Options C and D.

Response: The project study team evaluated many alternatives for improving the I-75 interchange with SR 50. The factors that were considered included construction and right-of-way acquisition costs, as well as social, economic, and environmental effects. All of these factors in addition to public comments received will be considered when making the decision to recommend a final improvement alternative for this interchange.

Comment 9: Five (5) comments were received regarding the removal of the traffic signal at SR 50 and Windmere Road.

Response: The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The existing Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to

apply access standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

Comment 10: One (1) comment was received requesting the use of “shielded, energy-efficient lighting that minimizes glare” at the improved CR 41 interchange.

Response: Any future lighting of the CR 41 interchange will require a Lighting Justification Report. This report will evaluate the different lighting options and will consider the surrounding land uses and any potential stray lighting impacts.

Comment 11: One (1) comment was received regarding potential wetlands impacts at the improved I-75 / CR 41 interchange. The commenter requested that the project “protect the wetlands, not impact them”.

Response: This project, if constructed, will require permits from the Southwest Florida Water Management District and the United States Army Corps of Engineers. The project will be designed to first avoid, then minimize, and finally mitigate any unavoidable impacts to wetlands.

Comment 12: One (1) comment was received regarding the proposed improvements ability to carry the increased traffic capacity as a result of future development in the area. The commenter noted that “one day there will be a need for Lockhart Road to be increased to four lanes” and that there is a “need for more east & west roads to funnel all of this traffic”. The commenter also asked “How will one interchange at Highway 50 (Cortez) ever handle this?”.

Response: The project study team utilized the Tampa Bay Regional Planning Model to help project future traffic volumes. This model includes future land uses from each County’s Comprehensive Plan for future planned growth. The future traffic volumes from the TBRPM were utilized to evaluate the I-75 interchange alternatives at SR 50.

Additional questions raised with respect to new East-West roads in the study area can best be answered by Hernando County Planning staff and/or the Hernando County Metropolitan Planning Organization.

Comment 13: “Please consider moving drainage retention area 19B to the private property on the east side of the interstate. The Thomas family and the developer of the proposed Hickory Hill Community would entertain a real estate swap.”

Response: The hydraulic feasibility of the identified parcel on the east side of I-75 for construction of stormwater pond #19B will be evaluated further when the Final Pond Siting is updated during the design of the project.

7.0 - RECOMMENDED ALTERNATIVE

7.1 RECOMMENDED ALTERNATIVE SELECTION

Recommended alternatives for I-75 (SR 93) were selected by working in cooperation with state and federal agencies and local government, as well as through the review of the public comments that were received throughout the study process.

7.1.1 I-75 Mainline Improvements

The proposed improvements would occur in two phases. The first phase proposes the addition of one 12-foot travel lane to the inside of the existing 4-lane roadway. Each direction of the roadway will then consist of three 12-foot travel lanes, 12-foot outside shoulders, and 12-foot inside shoulders. The proposed phase one improvements will be constructed within the existing right-of-way. The second phase proposes the addition of one 12-foot travel lane to the outside of the existing six-lane roadway. Each direction of the final proposed design will consist of four 12-foot travel lanes, 12-foot outside shoulders, and 12-foot inside shoulders. Additional right-of-way will be required for addition of stormwater management facilities.

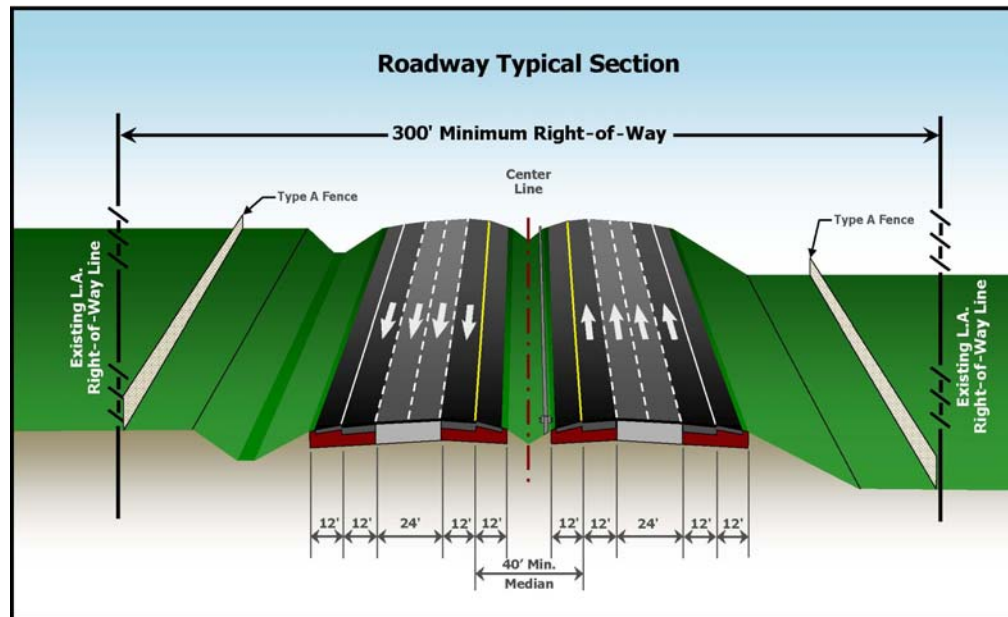


Figure 7.1 Recommended "Ultimate" Inside/Outside Widening of Interstate 75

7.1.2 County Road 41 Design Option

The “ultimate” proposed design option for the CR 41 interchange (**Figure 7.2**) will replace the existing northbound ramps in the northeastern quadrant with a diamond-type interchange ramp alignment similar to the existing SR 50 ramps. The northbound diamond off-ramp will provide for additional deceleration and queuing of vehicles at the ramp terminal. Additional right-of-way will be required in the southeastern quadrant for construction of the new off ramp.

The southbound ramps in the southwestern quadrant will be reconstructed with a partial cloverleaf configuration that will meet current design standards and provide sufficient queuing for vehicles at the ramp terminal with CR 41. Additional right-of-way will be required in the southwestern quadrant to accommodate the expanded footprint of the new ramp design.

This option will also relocate the existing access roads in the northwestern and southeastern quadrants of the improved interchange. The access road intersections will be relocated further from I-75 along CR 41 to allow for expansion of limited access right-of-way limits to meet current standards.

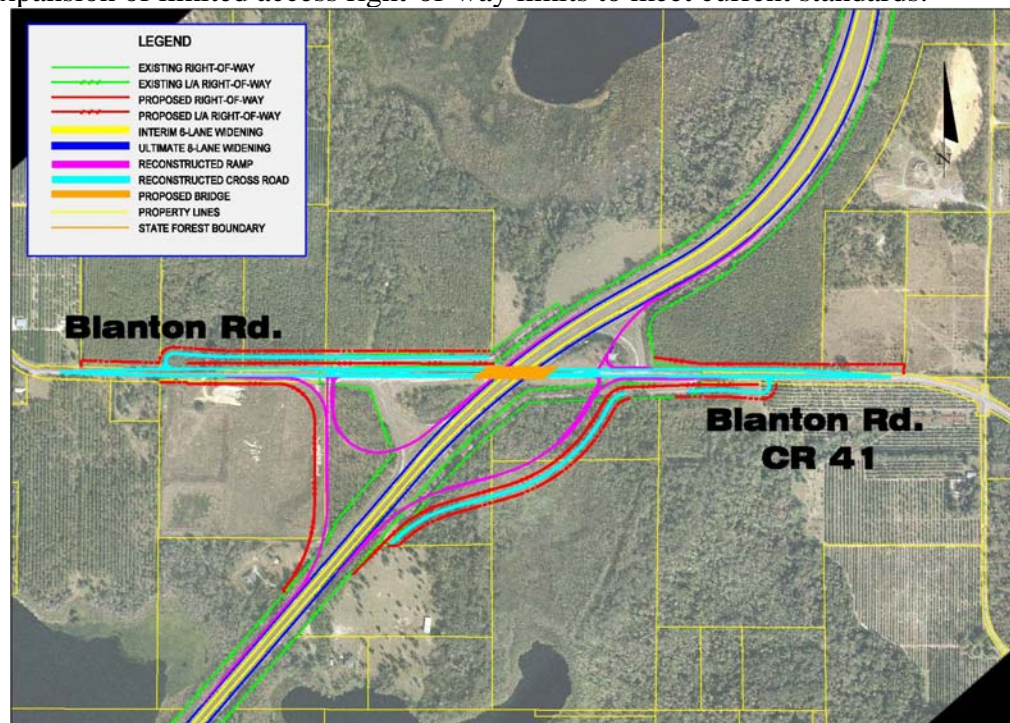


Figure 7.2 Recommended CR 41 Interchange Design Option

7.1.3 State Route 50 Design Option D

The Option D “ultimate” improvement (**Figure 7.3**) will accommodate the motorists who are traveling northbound on I-75 and are destined to westbound SR 50 by providing a direct “flyover” ramp, thus removing this traffic entirely from traveling through the signalized intersections at the termini of the I-75 northbound and southbound ramps to SR 50. To avoid access and relocation impacts to several businesses along SR 50, the “touchdown” point of the ramp is proposed within the SR 50 median. The northbound exit ramp terminus will be constructed approximately 3,900 feet south of SR 50 to allow for sufficient distance for deceleration and decision time for the movement to either the westbound flyover ramp or the eastbound at-grade ramp. The new northbound ramp design will require acquisition of additional right-of-way along the east side of I-75.

In addition, the existing I-75 bridges over SR 50 will be reconstructed to accommodate a greater number of lanes on SR 50 under the interstate. This improvement will be included with the initial 6-lane construction on I-75. The new bridges will be designed to accommodate the “ultimate” 8-lane I-75 roadway typical section. To meet current design standards, the new bridges will require a change in elevation of both the bridges and the I-75 roadway approaches. The roadway approaches to the new bridges will be reconstructed for a distance of approximately 2,000 feet to the south and 2,300 feet to the north of SR 50. The existing elevation of the on and off-ramps is lower than the grade of the proposed roadway. These ramps will be reconstructed to tie in to the reconstructed mainline elevation.

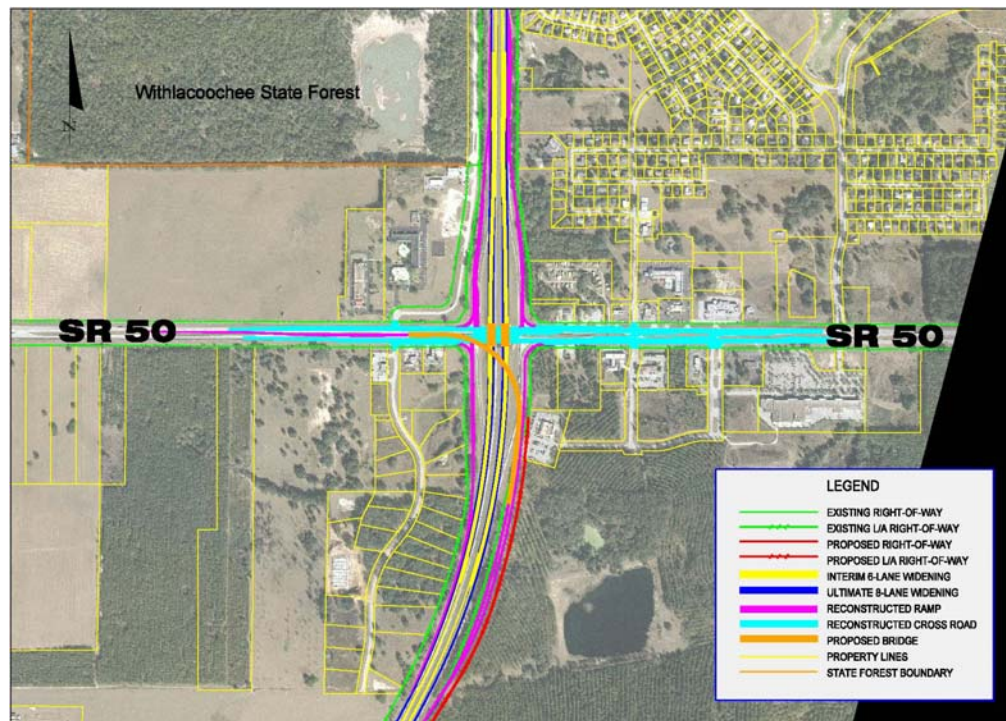


Figure 7.3 Recommended State Route 50 Design Option D

APPENDIX A

Advance Notification Package

I-75 PD&E Study
WPI No.: 411014 1
FAP No.: 0751-120I



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

Ms. Lauren Milligan, Coordinator
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-120I
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Ms. Milligan:

The attached Advance Notification package is for a Project Development and Environment (PD&E) Study on I-75 from north of SR 52 in Pasco County to south of CR 476 B in Sumter County. This information 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.

We are looking 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.

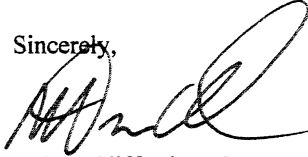
Your comments should be addressed to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive
M.S. 7-340
Tampa, FL 33612-6456

Ms. Lauren Milligan
March 21, 2005
Page 2

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Clifford', written in a cursive style.

Robert Clifford, AICP
Modal Planning and Development Manager

RC/kbm
Attachment

Ms. Lauren Milligan
March 21, 2005
Page 3

MAILING LIST (Please refer to Appendix A for a complete list of mailing addresses):

Federal Highway Administration, Division Administrator
Federal Emergency Management Agency – Mitigation Division, Chief
Federal Aviation Administration – Airports District Office
Federal Railroad Administration, Office of Economic Analysis, Director
U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
U.S. Department of Agriculture – Southern Region, Regional Forester
U.S. Department of Health & Human Services – National Center for Environmental Health
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of Interior – Bureau of Indian Affairs, Office of Trust Responsibilities
U.S. Department of Interior – Bureau of Land Management, Eastern States Office
U.S. Department of Interior – U.S. Geological Survey, Chief
U.S. Department of Interior – Fish and Wildlife Service, Field Supervisor
U.S. Department of Interior – National Park Service, Southeast Regional Office
U.S. Environmental Protection Agency – Region 4, Regional Administrator
U.S. Coast Guard – Commander (oan), Seventh District
Environmental Management Office, Manager (MS 37)
Federal-Aid Program Coordinator (MS 35)
Florida Department of Environmental Protection – Southwest District Office
Florida Department of State, Division of Historical Resources
Florida Fish and Wildlife Conservation Commission – Office of Environmental Services, Director
Florida Fish and Wildlife Conservation Commission – Regional Director
Florida Transportation Commission
Florida Department of Transportation, District Five
Southwest Florida Water Management District, Executive Director
Withlacoochee Regional Planning Council, Executive Director
Tampa Bay Regional Planning Council, Executive Director
Hernando County Metropolitan Planning Organization
Pasco County Metropolitan Planning Organization
Sumter County Board of County Commissioners
Pasco County Administrator
Hernando County Administrator
Sumter County Administrator
Miccosukee Tribe of Indians of Florida

Ms. Lauren Milligan
March 21, 2005
Page 4

Muscogee (Creek) Nation of Oklahoma
Poarch Band of Creek Indians of Alabama
Seminole Nation of Oklahoma
Seminole Tribe of Florida

Appendix A
Advanced Notification Mailing List
I-75 (SR 93) PD&E Study

FEDERAL

Division Administrator
Federal Highway Administration
227 N. Bronough Street, Room 2015
Tallahassee, FL 32301-2015

Chief, Mitigation Division
Federal Emergency Management Agency
3003 Chamblee Tucker Road
Atlanta, GA 30341

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

Director
Office of Economic Analysis (RRP-32)
Federal Railroad Administration
61 Forsythe Street SW, Suite 16T20
Atlanta, GA 30303

Col. Robert M. Carpenter, District Engineer
Regulatory Branch
U.S. Army Corps of Engineers
Post Office Box 4970
Jacksonville, FL 32232-0019

Regional Forester
Southern Region
U.S. Department of Agriculture
1720 Peachtree St.
Suite 760S
Atlanta, GA 30309

Area Supervisor
Habitat Conservation Division
National Marine Fisheries Service
3500 Delwood Beach Road
Panama City, FL 32408

Director
Office of Habitat Conservation
Nat'l. Oceanic and Atmospheric Administration
U.S. Department of Commerce
1315 East-West Highway
Silver Spring, MD 20910

National Center for Environmental Health
Centers for Disease Control
U.S. Dept. of Health and Human Services
4770 Buford Highway
MS F-29
Atlanta, GA 30341

Regional Environmental Officer
U.S. Department of Housing and Urban Development
Richard B. Russell Federal Building
40 Marietta St. NW
Atlanta, GA 30303

Chief
Environmental Services Staff
Office of Trust Responsibilities
Bureau of Indian Affairs
U.S. Department of Interior
Room 4560, Interior Building
18th and C Streets, N.W.
Washington, DC 20245-0001

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

Chief, Review Unit
Environmental Affairs Program
U.S. Geological Survey
12201 Sunrise Valley Drive
Reston, VA 20192

Mr. David Hankla, Field Supervisor
U.S. Fish & Wildlife Service
U.S. Department of Interior
6620 Southpoint Drive, South
Jacksonville, FL 32216

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

Mr. J. I. Palmer, Jr., Administrator, Region 4
U.S. Environmental Protection Agency
Atlanta Federal Center
61 Forsyth Street SW
Atlanta, GA 30303

Commander (oan)
U.S. Coast Guard
Seventh District
Brickell Plaza
909 S.E. First Avenue
Miami, FL 33131-3050

Appendix A
Advanced Notification Mailing List
I-75 (SR 93) PD&E Study

STATE

Manager
Environmental Management Office
Florida Department of Transportation, M.S. 37
605 Suwannee Street
Tallahassee, FL 32399

Federal-Aid Program Coordinator
Florida Department of Transportation, MS 35
605 Suwannee Street
Tallahassee, FL 32399

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

Dr. Janet Snyder Matthews, Director
Florida Department of State
Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Director, Office of Environmental Services
Florida Fish and Wildlife Conservation Commission
620 South Meridian Street
Tallahassee, FL 32399-6661

Greg Holder, Regional Director
Southwest Region
Florida Fish and Wildlife Conservation Commission
3900 Drane Field Road
Lakeland, FL 33811

Dennis David, Regional Director
Northeast Region
Florida Fish and Wildlife Conservation Commission
1239 SW 10th Street
Ocala, FL 34474

Florida Transportation Commission
605 Suwannee Street, M.S. 9
Tallahassee, FL 32399-0450

Florida Department of Transportation, District Five
Orlando Urban Office
133 South Semoran Blvd.
Orlando, FL 32807

REGIONAL

Executive Director
Southwest Florida Water Management District
2379 Broad Street
Brooksville, FL 34609

Executive Director
Withlacoochee Regional Planning Council
1241 SW 10th Street
Ocala, FL 34474

Executive Director
Tampa Bay Regional Planning Council
4000 Gateway Centre Blvd.
Suite 100
Pinellas Park, FL 33782

Hernando County Metropolitan Planning Organization
20 N. Main St., Room 262
Brooksville, FL 34601

Pasco County Metropolitan Planning Organization
West Pasco Government Center
7530 Little Road, Suite 320
New Port Richey, FL 34654

Sumter County Board of County Commissioners
209 North Florida St., Room 206
Bushnell, FL 33513

John Gallagher
Pasco County Administrator
West Pasco Government Center
7530 Little Road, Suite 340
New Port Richey, FL 34654

Gary Adams
Hernando County Administrator
20 North Main St., Room 460
Brooksville, FL 34601

Bernard Dew
Sumter County Administrator
209 North Florida St., Room 206
Bushnell, FL 33513

TRIBAL

The Honorable Billy Cypress, Chairman
Miccosukee Tribe of Indians of Florida
Miccosukee Business Committee
P.O. Box Box 440021, Tamiami Station
Miami, Florida 33144

Mr. A. D. Ellis, Principal Chief
Muscogee (Creek) Nation of Oklahoma
P.O. Box 580
Okmulgee, OK 74447

Mr. Eddie L. Tullis, Chairman
Poarch Band of Creek Indians of Alabama
5811 Jack Springs Road
Atmore, AL 36502

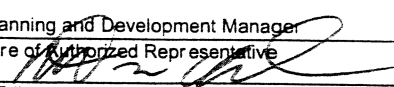
Appendix A
Advanced Notification Mailing List
I-75 (SR 93) PD&E Study

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

Ms. Patricia Wickham, PhD., Director
Department of Anthropology and Genealogy
Seminole Tribe of Florida
6300 Stirling Road, Room 421
Hollywood, Florida 33024

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

1. TYPE OF SUBMISSION: Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED March 21, 2005	Applicant Identifier 411014
<input type="checkbox"/> Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	3. DATE RECEIVED BY STATE		State Application Identifier
5. APPLICANT INFORMATION			4. DATE RECEIVED BY FEDERAL AGENCY
Legal Name: Florida Department of Transportation		Organizational Unit: Department: Office of Design	
Organizational DUNS:		Division: State Transportation Planners Office	
Address: Street: 605 Suwannee Street		Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr. First Name: Robert	
City: Tallahassee		Middle Name M.	
County: Leon		Last Name Clifford	
State: Florida	Zip Code 32399-0450	Suffix:	
Country: USA		Email: robert.clifford@dot.state.fl.us	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6001874		Phone Number (give area code) (813) 875-6436	Fax Number (give area code) (813) 975-6443
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) (See back of form for description of letters.)		7. TYPE OF APPLICANT: (See back of form for Application Types) A Other (specify)	
Other (specify)		9. NAME OF FEDERAL AGENCY: U.S. Department of Transportation	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program):		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: I-75 PD&E Study from north of SR 52 in Pasco County to south of CR 476 B in Sumter County WPI Seg. No.: 411014	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Pasco, Hernando, and Sumter Counties, Florida		14. CONGRESSIONAL DISTRICTS OF: a. Applicant Congressional District 2	
13. PROPOSED PROJECT Start Date: January 14, 2005		b. Project Congressional District 5	
Ending Date: January 15, 2007		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/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	
15. ESTIMATED FUNDING: To be determined		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
a. Federal \$.00	b. Applicant \$.00	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.	
c. State \$.00	d. Local \$.00	a. Authorized Representative	
e. Other \$.00	f. Program Income \$.00	Prefix Mr. First Name Robert	
g. TOTAL \$.00	Middle Name M.		
b. Title Modal Planning and Development Manager		Suffix AICP	
d. Signature of Authorized Representative		c. Telephone Number (give area code) (813) 975-6436	
		e. Date Signed 18 Mar - 05	

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Standard Form 424 (Rev. 9-2003)
 Prescribed by OMB Circular A-102

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

1. **Need for Project:** FDOT and the Metropolitan Planning Organizations (MPOs) of Pasco and Hernando Counties have identified in their 2025 Long-Range Transportation Plans the need to improve interstate highway I-75 to accommodate the projected future traffic volumes, enhance motorist safety and better serve evacuation and emergency response needs. I-75 is also part of the FDOT Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS).

2. **Description of the Project:** The proposed limits of this Project Development and Environment (PD&E) Study of I-75 are from north of SR 52 in Pasco County to south of CR 476B in Sumter County, Florida. Presently, I-75 (SR 93) is a 4-lane, divided, interstate, rural highway situated within a 300-foot-wide right of way. This PD&E study will evaluate widening improvement alternatives for I-75 within its existing right of way. Additional right of way, however, may be required for the placement of the stormwater management facilities. The total length of the project is approximately 21.5 miles. A project location map is attached.

3. **Environmental Information:**
 - a. **Land Uses:** Much of the project study area consists of agricultural and rural residential land. Conservation land in the Croom Tract of the Withlacoochee State Forest makes up a large portion of the northern portion of the study area. Ridge Manor West subdivision is also located along the north side of SR 50, east of I-75, in Hernando County. Commercial land uses are located at the interchanges of I-75 with SR 50 and SR 52. Uses at the SR 50 interchange include service stations, hotels, restaurants, and retail commercial sites. Uses at the SR 52 interchange include retail commercial and a restaurant.

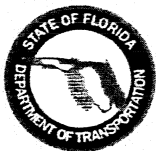
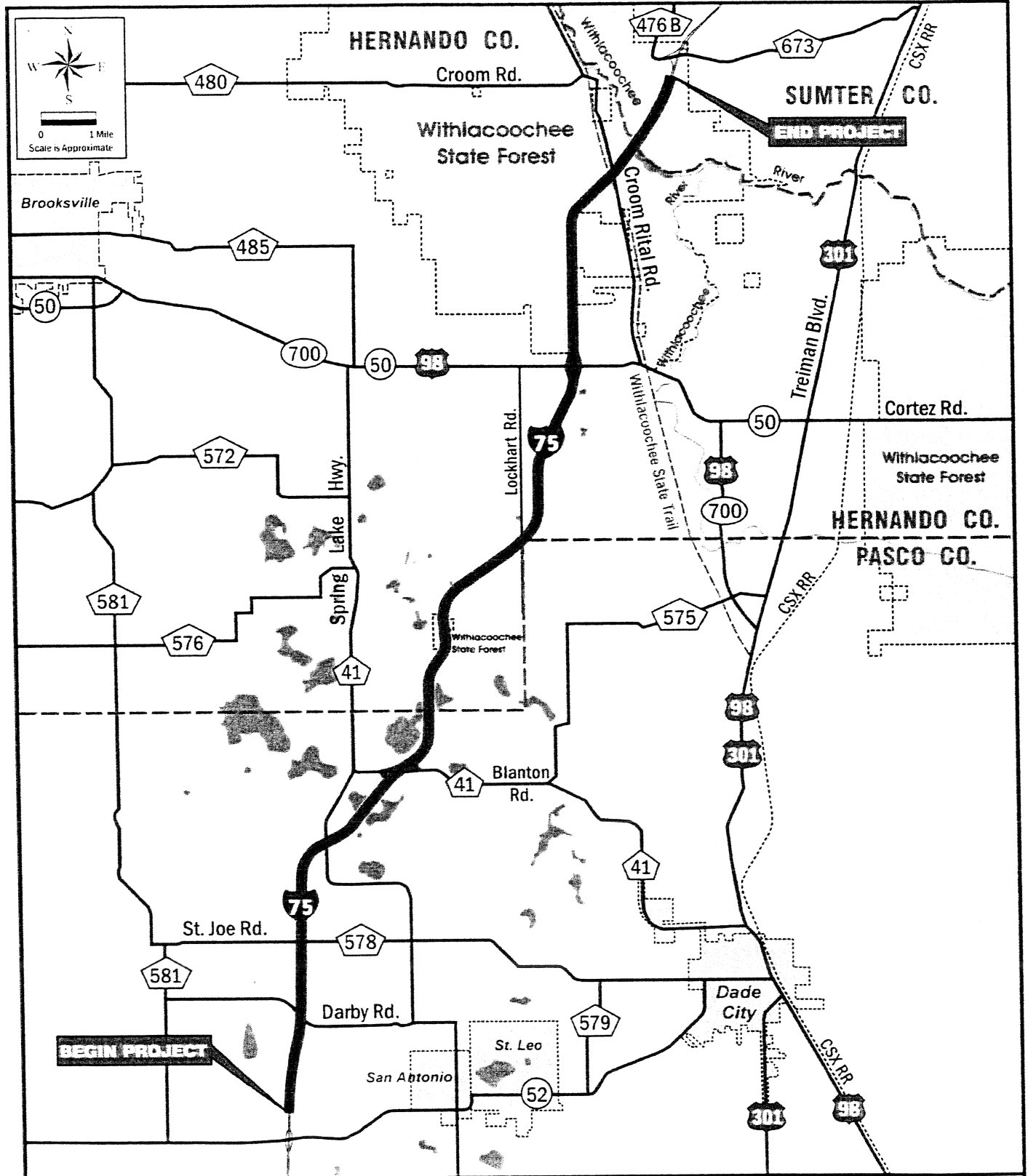
 - b. **Wetlands:** Preliminary wetland assessments will be based on the U.S. Geological Survey Quadrangle Maps, Natural Resource Conservation Service's Soil Survey for Pasco, Hernando, and Sumter counties, U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory Maps, and infrared and aerial photography. Field reviews of wetlands will also be conducted as part of this study. The wetland types expected to be encountered in the study area include primarily man-made swales and ponds, freshwater marshes, forested wetlands, lakes, and streams. The riverbanks of Withlacoochee River are mostly vegetated with emergent species, while the floodplain contains both bottomland swamp (FLUCFCS 615) and forested mixed wetlands. Exotics are also frequently seen in these areas. The study area also contains large areas of pasture, some of which are wet and/or contain small isolated depressional ponds. Executive Order 11990 will apply to the proposed project.

 - c. **Floodplains:** Based on Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA), the project is located in the vicinity of

Flood Zone A, which is classified as “areas of 100 year flood; base flood elevations and flood hazard factors not determined.” Potential impacts will be evaluated as set forth in Executive Order 11988 “Floodplain Management.”

- d. **Wildlife and Habitat:** Coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), Florida Natural Areas Inventory (FNAI), and U.S. Fish & Wildlife Service (USFWS) will be conducted during the PD&E Study. Because the project traverses the Croom Tract of the Withlacoochee State Forest, there is potential for the occurrence of both faunal and floral rare and/or protected species. Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted by experienced wildlife biologists. Specific field surveys for protected species that potentially occur within the study area will be conducted following established survey protocols and guidance provided by the regulatory agencies. Potential impacts to wildlife/protected species will be assessed and appropriate mitigation and minimization measures will be developed.
- e. **Outstanding Florida Waters:** I-75 crosses the portion of the Withlacoochee River that flows through the Withlacoochee State Forest and is an OFW.
- f. **Aquatic Preserves:** There are no State Aquatic Preserves within the project study area.
- g. **Coastal Zone Consistency:** A Coastal Zone Consistency determination is required.
- h. **Cultural Resources:** The State of Florida, Division of Historical Resources (DHR) Florida Master Site File will be consulted to determine the location of known archaeological sites and/or historic structures within or near the project study area. A Cultural Resource Assessment Survey will be conducted during the PD&E Study.
- i. **Coastal Barrier Resources:** There are no Coastal Barrier Resource Units in the study area.
- j. **Contamination:** Based on a preliminary field reconnaissance and Florida Department of Environmental Protection (FDEP) files review, there are potential hazardous material and/or contamination sites within the project corridor. However, there are no federal or state Superfund sites present. It is expected that the proposed study will have minimal contamination involvement; if there is any involvement it will most likely involve retail petroleum facilities. A Contamination Screening Evaluation will be conducted in accordance with Part 2, Chapter 22, of the FDOT PD&E Manual.
- k. **Sole Source Aquifer:** The project is not located within a sole source aquifer.

- l. Noise:** A detailed noise analysis will be conducted in accordance with Part 2, Chapter 17 of the FDOT PD&E Manual.
 - m. Section 4(f) Resources:** There are publicly owned lands along the project study area which potentially may be subject to Section 4(f) requirements. The Croom Tract of the Withlacoochee State Forest, which contains public land used for conservation and recreation, is located along both sides of I-75 in the northern portion of the study area. Two small state-owned parcels adjacent to I-75 and south of the main portion of the Croom Tract are also part of this resource. The Withlacoochee State Trail, a recreational trail along the Withlacoochee River, crosses I-75 within the WSF. If necessary, a Determination of Section 4(f) Applicability will be prepared for potential Section 4(f) resources and submitted to the Federal Highway Administration (FHWA).
- 4. Navigable Waterway Crossings:** I-75 crosses over the Withlacoochee River. A determination will be made by FHWA later in the project study under 23 CFR 650, Subpart H, Section 650.805, regarding whether or not a U.S. Coast Guard permit is required.
- 5. Permits Required:** Various permit applications may be required to be filed and approved prior to construction. Agencies which may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development):
 - Florida Department of Environmental Protection – EPA NPDES Permit
 - Southwest Florida Water Management District - Environmental Resource Permit
 - U.S. Army Corps of Engineers - Dredge and Fill Permit



I-75 PD&E Study

From N. of SR 52 to S. of CR 476 B
Pasco, Hernando & Sumter Counties

WPI Seg. No.: 4111014

FAP No.: 0751-1201

Project Location Map



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

Mr. Eddie L. Tullis, Chairman
Poarch Band of Creek Indians of Alabama
5811 Jack Springs Road
Atmore, AL 36502

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-120I
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Mr. Tullis:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally, future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Please submit any written comments you may have to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive.
M.S. 7-340
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark Clasgens, Project Manager, at (813) 975-6450.

Sincerely,

Robert Clifford, AICP
Modal Planning and Development Manager

Enclosures

cc: George Ballo, CEMO



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

Mr. A. D. Ellis, Principal Chief
Muscogee (Creek) Nation of Oklahoma
P.O. Box 580
Okmulgee, OK 74447

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-1201
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Mr. Ellis:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally, future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Please submit any written comments you may have to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive.
M.S. 7-340
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark Clasgens, Project Manager, at (813) 975-6450.

Sincerely,

Robert Clifford, AICP
Modal Planning and Development Manager

Enclosures

cc: George Ballo, CEMO



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

Ms. Patricia Wickham, PhD., Director
Department of Anthropology and Genealogy
Seminole Tribe of Florida
6300 Stirling Road, Room 421
Hollywood, Florida 33024

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-120I
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Ms. Wickham:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally, future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Please submit any written comments you may have to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive.
M.S. 7-340
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark Clasgens, Project Manager, at (813) 975-6450.

Sincerely,

Robert Clifford, AICP
Modal Planning and Development Manager

Enclosures

cc: George Ballo, CEMO



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

The Honorable Billy Cypress, Chairman
Miccosukee Tribe of Indians of Florida
Miccosukee Business Committee
P.O. Box Box 440021, Tamiami Station
Miami, Florida 33144

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-1201
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Mr. Cypress:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally, future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Please submit any written comments you may have to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive.
M.S. 7-340
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark Clasgens, Project Manager, at (813) 975-6450.

Sincerely,

Robert Clifford, AICP
Modal Planning and Development Manager

Enclosures

cc: George Ballo, CEMO



Florida Department of Transportation

11201 N. McKinley Drive • Tampa, FL 33612-6456 • Phone (813) 975-6000 • 1-800-226-7220

JEB BUSH
GOVERNOR

JOSÉ ABREU
SECRETARY

March 21, 2005

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

RE: WPI Seg. No.: 411014 1; FAP No.: 0751-1201
I-75 (SR 93) from north of SR 52 in Pasco County to south of CR 476 B in Sumter County
PD&E Study / Advance Notification
Pasco County / Hernando County / Sumter County

Dear Mr. Haney:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advance Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally, future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any first hand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Please submit any written comments you may have to:

Robert Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation District Seven
11201 North Malcolm McKinley Drive.
M.S. 7-340
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Mark Clasgens, Project Manager, at (813) 975-6450.

Sincerely,

Robert Clifford, AICP
Modal Planning and Development Manager

Enclosures

cc: George Ballo, CEMO

APPENDIX B

Official Comments and Responses

I-75 PD&E Study
WPI No.: 411014 1
FAP No.: 0751-120I



PUBLIC HEARING

INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B

Pasco, Hernando, and Sumter Counties

WPI Seg. No.: 411014 1

FAP No.: 0751-1201

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

Our property falls into Sections 16 AND 21, but your map does not reflect this. As a result you are putting Pond 10B, near station 1455 is being put across our property at a point that is only 50-75 ft. wide. This completely removes my southerly access to my property off Old Johnston Rd, and b/c of the creek which cuts my property in half, this is my only vehicular access to the South 30-35 acres of my property. If you shift this Pond West 75 feet to the next parcel (owned by Tampa Farms) ① you won't have to pay damages for the billboard currently in the 10B Pond ② you won't have to pay damages to us for cutting off access to half our property AND the cost of R-4 land for a 10B Pond, and ③ you won't have to pay damages for cutting off vehicular access to 9 Billboards on our property. You could put the pond on Tampa Farms' Agricultural land which would not cut off ours or their access to Balance of property. As long as the

NAME: MARIE PETERS

ADDRESS: 30020 Johnston Rd

DADE City, FL 33523

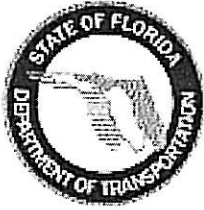
NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.

easement across my property to Pond 10B allowed vehicular access for me (not just a swake I can't drive across) this would seem to be a solution, that would save a lot of money.

Fold

Mr. Robert M. Clifford, AICP
District Modal Planning and Development Manager
Florida Department of Transportation, District 7
MS 7-500
11201 N. McKinley Drive
Tampa, FL 33612-6456

Fold



PUBLIC HEARING INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751-1201

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

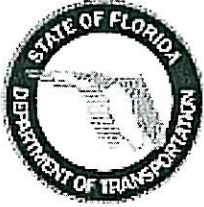
Complaint would be that I reside at
31035 Amberlea Rd and have 4 residence
on this property. Existing noise has increased
since purchase of property due to environment i.e.
hurricanes destroying tree line and speed on interstate
increasing. With widening of road & increase in
traffic volume I would expect traffic noise
to increase significantly. This would reduce
overall property value & hinder current living
capabilities. Recommend placing sound barrier
walls to reduce this issue. Cost would be
substantial but needs to be incorporated into
planning. Future building on this site would
better be supported if this was accomplished
now versus later. Please feel free to contact me on this
issue.

NAME: Rex Hobbs

ADDRESS: 31035 Amberlea Rd
Dade City FL 33523

Phone = 352-588-0493

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
EAP No.: 0751-1201

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

I would encourage option "D"
at the 50 75 interchange

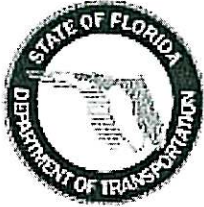
NAME:

Chris Kingsley - County Commissioner Dist 5

ADDRESS:

210 N Main St. Rm 460 Hernando County
Brooksville, FL 34601

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PUBLIC HEARING
INTERSTATE 75 PD&E STUDY
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December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

- 1) The proposed expanded partial cloverleaf is the best improvement for Pasco CR 41 (Exit 793)
- 2) Left-hand access to or from US 98/FL 50 is too dangerous.
- 3) Unfortunately the only reasonable option for Exit 301 is the proposed loop ramp in the northwest quadrant.
- 4) The expanded partial cloverleaf @ the southwest quadrant of Exit 793 doesn't necessarily require ~~seizing~~ taking the whole property
- 5) A similar loop ramp to Exit 301 would be good for the southeast quadrant of Exit 285 (FL 52)
- 6) The current Windmere Road signal will have to be moved to Sherman Hills Boulevard
- 7) See my suggestion list.

NAME:

DANIEL TIMOTHY DEY

ADDRESS:

5321 Nocklyn Road
Spring Hill, Florida, 34609-8755

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.

SUGGESTED HIGHWAY IMPROVEMENTS FOR INTERSTATE FLORIDA 75:

- A)Widen to at least six lanes, with redesigned carriageways in sharp curve areas.
- B)Extension of southbound deceleration lane before Exit 285 off-ramp.
- C)Replacement of existing northbound off-ramp at Exit 285 with quarter cloverleaf on southeast corner of I-75/SR 52 bridge leading to Flying J Truck Stop. Include turning ramps on southwest/southeast corners of new ramps.
- D)Closing of current east-to-north divider/entrance ramp.
- E)Widening of SR 52 bridge(overpass and underpass).
- F)Widening of bridge over abandoned Tarpon Springs-Trilby railroad line(ARE-372).
- G)Redesign Church Street Overpass.
- H)Maintain tree-lined sections of median near Sea Pond-Robinson Lake vicinity.
- I)Consider possible replacement of existing Withlacoochee River Bridge with Porter Bridge.
- J)Extend deceleration ramps to both Rest Areas.
- K)Plant trees in median at the following locations:
 - k1)Southwest of Lake Iola Road(Pasco CR 577)(Vicinity of MM 292).
 - k2)Northeast of Lake Iola Road(Pasco CR 577) *(Optional)*
 - k3)Northeast of Pasco County Road 41(MM 294).
 - k4)Hernando County Line to south of Church Street(MM 295-296).
 - k5)North of Church Street to Robinson Lake split(MM 296-298).
 - k6)Possibly Northeast of Lockhart Road(MM 299-300).
 - k7)Northwest of Oriole Lake(MM 305-306).

Interstate 75 and Pasco County Road 41 Vicinity(Exit 293):

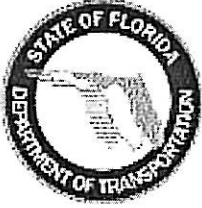
- A)Redesign connecting ramps according to Alternative #2 *(Expanded partial cloverleaf)*
- B)Widen Pasco County Road 41 median between Interstate 75 access ramps in order to accommodate new overpasses along sides of current overpass which should be eliminated.
- C)Acquiring private home on the southwest corner is not required.

Interstate 75 and United States Route 98/State Route 50 Vicinity(Exit 301):

- A)US 98-FL 50 west-to-south flyover ramp(if you decide to build it, instead of the other two alternatives) should have right-hand access, and should include west-to-north *and* east-to-south on ramps.
- B)Relocation and compensation for all businesses replaced by proposed loop ramp(preferred alternative).
- C)Signals at Windmere Road & Bronson Boulevard should be moved to Sherman Hills Boulevard.
- D)Proposed Frontage Road should connect to Sherman Hills Boulevard *(if flyover ramps are built)*
- E)Update Hospital Motorist Service Sign to reflect move outside of Brooksville City Limits.
- F)Consider a possible east-to-north flyover ramp beneath the proposed west-to-south flyover ramp.
- G)NO left-hand access to or from any flyover ramps.

Interstate 75 and Sumter County Roads 476B & 673 Vicinity(Exit 309):

- A)Correct cardinal direction signs for Sumter CR 476B(which runs north-south, not east-west).
- B)Correct cardinal direction signs for Sumter CR 673(which runs east-west, not north-south).
- C)Maintain widened tree-lined median north of the interchange.
- D)Extend northbound off-ramp south of underpass, connecting to existing off-ramp



PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751-1201

December 13, 2006

COMMENT FORM

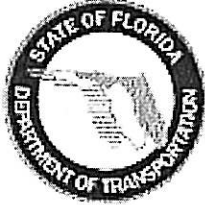
We encourage your comments regarding this project.

WITH THE COMPLETION OF 750 NEW HOMES THE
REMOVAL OF FIRE LIGHT AT WINDEMERE WOULD BE
DETRIMENTAL OF THE HEALTH OF THE RESIDENCY
REMOVAL OF THIS LIGHT LEAVES ZERO TRAFFIC
LIGHTS FOR RIDGE MANOR WEST TO EXIT OUR COMMUNITY
EXPANSION OF ROADS ARE GOOD BUT NOT TO THE
EXTENT OF LOSING BUSINESSES.

NAME: JAMES P. NICO

ADDRESS: 6511 BARCELONA BLVD
BROOKSVILLE FL 34607

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



**PUBLIC HEARING
INTERSTATE 75 PD&E STUDY**

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WPI Seg. No.: 411014 1
FAP No.: 0751-1201

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

PLEASE CONSIDER MOVING DRAINAGE
RETENTION AREA 19B TO THE PRIVATE
PROPERTY ON THE EAST SIDE OF THE
INTERSTATE. THE THOMAS FAMILY
AND THE DEVELOPER OF THE PROPOSED
HICKORY HILL COMMUNITY WOULD
ENTERTAIN A REAL ESTATE SWAP.

THE LAND ON THE EAST IS AT
A LOWER ELEVATION.

NAME: BRENT WHITLEY, SIERRA PROPERTIES

ADDRESS: 509 GUISANDO DE AVILA

TAMPA, FL, 33613 (813-549-7714)

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

*From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
EAP No.: 0751-120I*

December 7, 2006

Mr. Robert M. Clifford
Modal Planning and Development Manager
Interstate 75 PD&E Study

Dear Mr. Clifford:

As the owners of the property on the southeast and southwest sides of the County Road 41 Interchange, we have great interest in the design and placement of any upgrade considered due to future traffic demands.

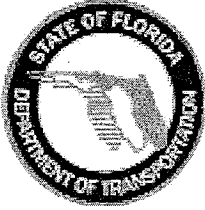
After reviewing the Project Development and Environment Study received from the State of Florida DOT we see no reason why a traditional diamond interchange both northbound and southbound wouldn't be in the best public interest as is the case in many of the nearby interchanges up and down I-75. Further, the proposed routing of the exit in the southeast quadrant of the interchange departs significantly from the highway, cutting through and thereby diminishing the value of that property. The curvature of this exit seems arbitrary and it appears the same result could be accomplished with a routing closer to I-75 near the existing frontage road with an opposite side radius of curvature.

While we have little knowledge of the process to date; we are fairly certain that more than one option is available to meet the needs of future growth. Since we have already received solicitations from law firms specializing in eminent domain, we assume this is a possibility. Private property rights are what separate America from much of the world and we do not take them lightly. We would like to know more about how the state arrived at the proposal as outlined in Figure 4; page six of the Public Hearing Newsletter recently received.

Thank you for the opportunity to comment.

Sincerely,
James F. Molbreak, Trustee

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PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
EAP No.: 0751-1201

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

Dear Sir

I would like to see a sound barrier installed on the north-east side of route 1-75 + Rt. 50,

I also do not like option C and it will deviate all businesses already in place on Rt 50 on both sides.

I also do not see where the new light will be for Wendover Rd will be as we going to drive 3-4 from mile to get in and out of our houses.

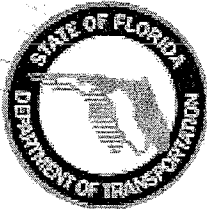
NAME:

David God

ADDRESS:

709 Lexington Circle
Brooksville Fla 34602

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 I
FAP No.: 0751-120I

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

We need a sound barrier to cut down
on traffic noise.

Project C on 50 + 75 is terrible
Project D is a little better

Need traffic lights to Ridge Manor West + Shema
Hills so we can get to Wynn Dunes

NAME:

Wendell Wendell

ADDRESS:

31086 Elmwood Circle

Brooksville, Fla 34602

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.

12/14/06

WOOBTRACE DRIVE

RIDGE MANOR, FL. 33523

F DOT District 7

11 N. McKinley Dr. M57-500

Tampa, FL. 33612

Dear Gentle person:

I am protesting the future removal of the traffic light on Rt 50 and Windmeadow Rd. in Ridge Manor Fl.

I use this light exclusively at least ten times a week during my trips to the Sunrise Plaza. It is the only safe way to cross Route 50.

Please go to plan (2) because a fly ramp is too costly. Remember the \$ spent is NOT YOURS. WE the OVERTAXED CITIZENS and their great-great grand children (as well as yours) must endure.

I am writing on behalf of my spouse Kenneth Amoss and sister in law P. L. Amoss. Please listen and conserve our tax \$. YOU can find an alternative way.

Sincerely,
Emma Lou Amoss
(OVER)

P.S. You are going to have to
widen Route 50 eventually. Do it
now, do it right get it all over
in one fell swoop. Don't half
— — — the job. A pent mind paying
taxes for a job well done. Don't add
to pay and pay and pay for useless
Btenders.

Sincerely

Kemma Lou Amoss



"Bob Tisdale"
<TisdaleH@Hillsborough
County.ORG>
12/20/2006 04:55 PM

To :<Manuel.santos@dot.state.fl.us>,
<marian.scorza@dot.state.fl.us>
cc
bcc
Subject Interstate 75 PD&E WPI Segment 411014 1/FAP 0751-120I-
comments

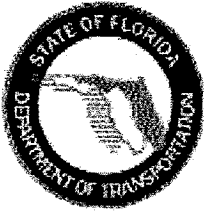
Hello,

It was my understanding that public comment on the referenced project is accepted through December 23, 2006. I live in the area east of I-75 on Amberlea Road. My mailing address is PO Box 1182, San Antonio, Florida 33576.

Please give consideration to the following:

- 1) The documentation states that the new County Road 41 Interchange would be very similar to that now at Highway 50. The Highway 50 exit is currently lighted with "stadium-type" lighting. Please consider in your environmental impact and energy calculations the benefit of using shielded, energy efficient lighting that minimizes glare, and light trespass instead of the stadium lighting. FDOT used energy-efficient, shielded (or similar to) lighting as part of the recent improvements of I-275 near the I-4 exchange and they work well.
- 2) Please consider as part of the environmental impact a noise abatement system along that part of the interstate that crosses Lake Moody, just south of the County Road 41 exit. Noise travels unobstructed across the lakes on either side of the interstate, adding miles to the distance impacted by travel noise. Large trucks must push their engines in order to get up the hill, regardless of which direction they are traveling. With the doubling of the lanes, the noise will only become greater. Walls could do double duty, the base of the wall serving as part of whatever stormwater containment/treatment system is required as part of doubling the impervious area, and the upper part of the wall to mitigate noise.

Thank you for your consideration of these comments.



**PUBLIC HEARING
INTERSTATE 75 PD&E STUDY**

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751-1201

RECEIVED
PLANNING UNIT
2006 DEC 27 PM 2:11

December 13, 2006

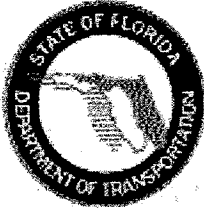
COMMENT FORM

We encourage your comments regarding this project.

As identified by the STATE NOISE EVALUATION (STUDY SHEET
5 RESIDENCE 9-12). ALL WILL BE AT NOISE LEVELS ABOVE
ESTABLISHED SAFE LEVELS AND NOISE REDUCTION WALLS
MUST BE INSTALLED. THE STATE SHOULD NOT REFUSE TO
BUILD THESE NOISE REDUCTION WALLS SIMPLY BECAUSE
OF COST. SAFETY SHOULD AND MUST REMAIN THE PRIORITY
FOR ALL NEW CONSTRUCTIONS TO MAKE DECISION BASED
ON THE NUMBER OF RESIDENCE IS THE WRONG DECISION.
YOUR CONSIDERATION IN THIS MATTER IS GREATLY
APPRECIATED.

NAME: Jo Ann Reid
ADDRESS: 31015 Amberlea Rd
Dade City FL 33523

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



PUBLIC HEARING

RECEIVED
PLANNING UNIT

INTERSTATE 75 PD&E STUDY PPM 2: 11

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 I
FAP No.: 0751-1201

December 13, 2006

COMMENT FORM

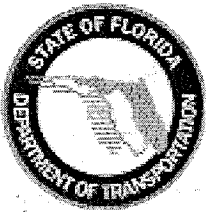
We encourage your comments regarding this project.

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OF COST. SAFETY SHOULD AND MUST REMAIN THE PRIORITY
FOR ALL NEW CONSTRUCTIONS TO MAKE DECISION BASED
ON THE NUMBER OF RESIDENCE IS THE WRONG DECISION.
YOUR CONSIDERATION IN THIS MATTER IS GREATLY
APPRECIATED.

NAME: Rhesea Johnson

ADDRESS: 31025 Amberlea Rd
Dade City FL 33523

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PUBLIC HEARING

INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
EAP No.: 0751-120I

RECEIVED
PLANNING UNIT

NOV 27 PM 2:10

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

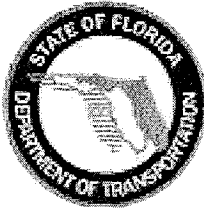
AS IDENTIFIED BY THE STATE NOISE EVALUATION (STUDY SHEET
5 RESIDENCE 9-12). ALL WILL BE AT NOISE LEVELS ABOVE
ESTABLISHED SAFE LEVELS AND NOISE REDUCTION WALLS
MUST BE INSTALLED. THE STATE SHOULD NOT REFUSE TO
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OF COST. SAFETY SHOULD AND MUST REMAIN THE PRIORITY
FOR ALL NEW CONSTRUCTIONS TO MAKE DECISION BASED
ON THE NUMBER OF RESIDENCE IS THE WRONG DECISION.
YOUR CONSIDERATION IN THIS MATTER IS GREATLY
APPRECIATED.

NAME: Joan Wright

ADDRESS: 31047 Amberlea Rd

Dade city FL 33523

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PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
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WPI Seg. No.: 411014 1
FAP No.: 0751-1201

RECEIVED
PLANNING UNIT
2006 DE 27 PM 2:12

December 13, 2006

Bill Smith
3270 Lockhart RD.
Brooksville FL 34602

COMMENT FORM

We encourage your comments regarding this project.

Dear FDOT & P D E Studys

I Also Have Concerns on How I will Be Able To
get IN & OUT OF My Driveway From my property
ONE Day There will Be A Need For Lockhart RD
To Be INCREASED To Four Lanes. The County
Comprehensive Plan Their ON The Eastern Side
of The County may Have more than 10,000 Homes
There. How will one ENTER Change AT Highway 50
cortez Ever Handle this. I Don't Think it will
I Think They will Need For More EAST & WEST Roads
To FUNNEL ALL OF THIS TRAFFIC. I Think the
County AND FDOT AND P.D.E will Have To Stud
this Area A Lot more Before ALL OF this Development
Can Take Place. Thankyou Again

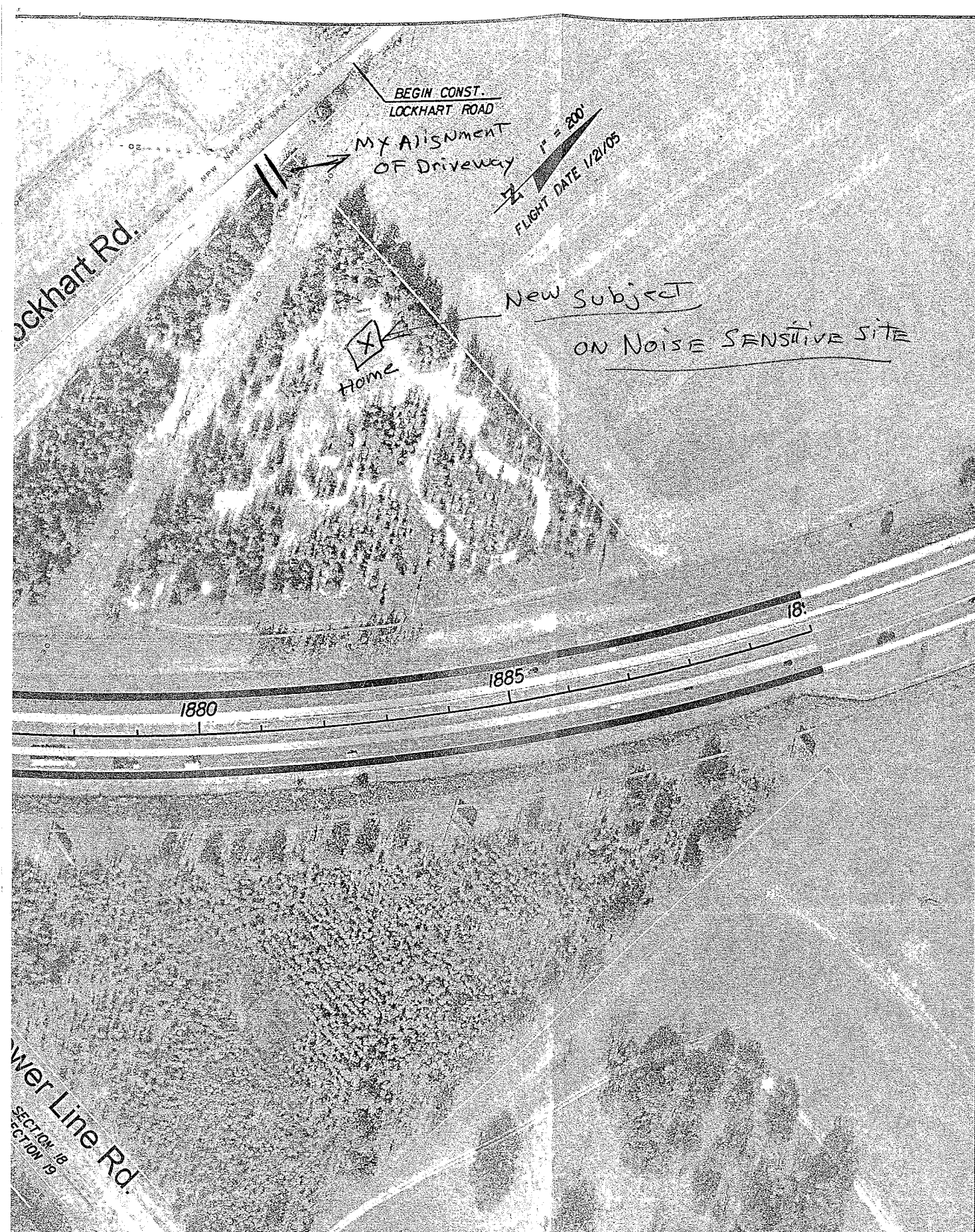
Bill Smith

MAILING NAME: Bill Smith

ADDRESS: 8607 RUTH PI.

TAMPA FL 33604

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



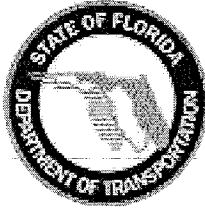
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ITE 600	ROAD NO.	COUNTY	FINANCIAL PROJECT ID
# 894	SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

CONCEPT PLANS

SHEET NO.

32



PUBLIC HEARING INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751-1201

December 13, 2006

Bill Smith
3270 Lockhart RD.
Brookville FL 34602

COMMENT FORM

We encourage your comments regarding this project.

Dear ADOT & P.D.E STUDY,

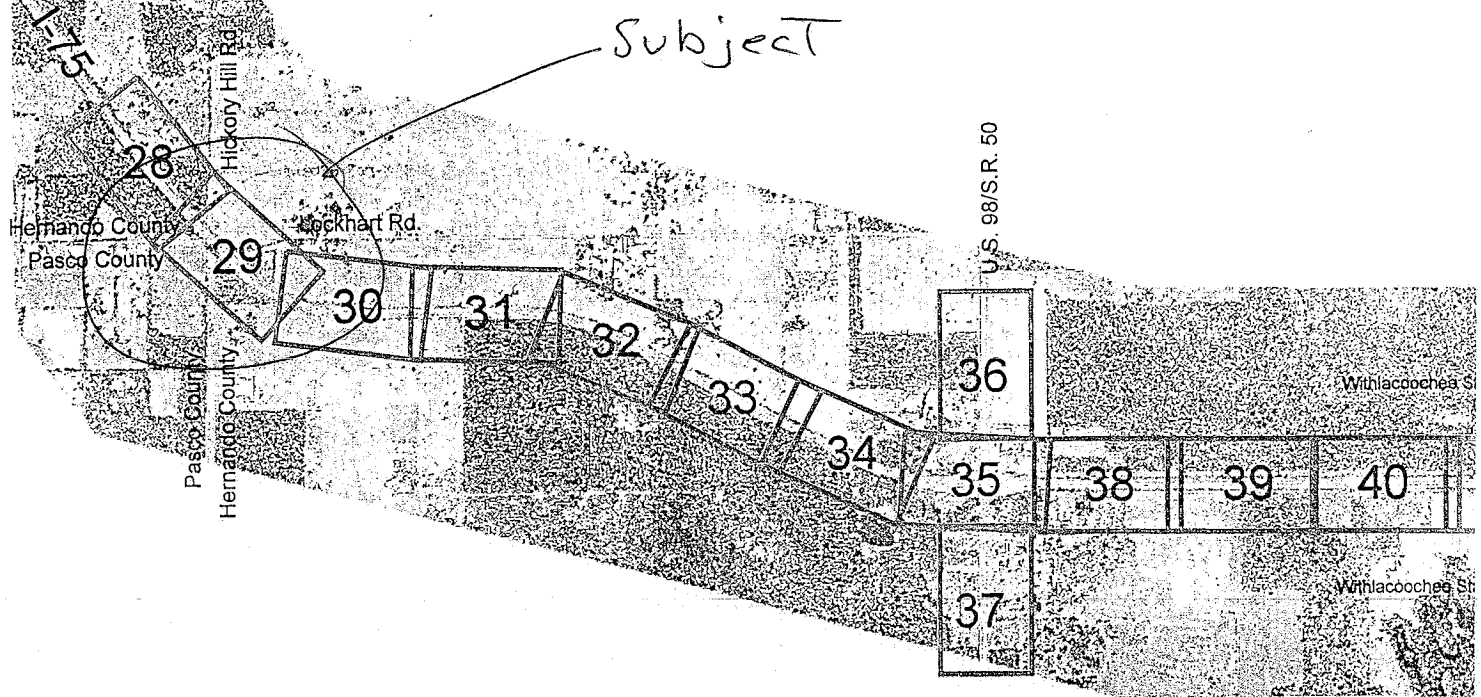
I would like to start by saying Thank you to all your staff for all their help. I have concerns with my parcel of property because of the way it is backed to I/75 & Lockhart RD where the Lockhart overpass comes over I/75 the property is shaped like a pie and has only one entrance alignment from Lockhart RD 3270. The property is all so in a valley and the noise level there is very very loud already. When the P.D.E STUDY were going on I had no structure there. BUT now there is a home please see attached copy. The sound levels here were NOT ANALYSIS on my property from what I have seen in the reports. The new dwelling should be ANALYSIS because the noise level there is very loud and when the traffic volumes are INCREASED it will be much louder. The noise level is very high AND ECHO what will it be like when over 10,000 more homes are in the area.

MAILING NAME: Bill Smith
ADDRESS: 8607 RUTH PI
TAMPA FLA 33604

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.

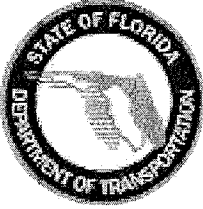
Bill Smith
 3270 Lochhart Rd.
 Brooksville FL ~~34601~~ 34602

Subject



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

LOCHNER
 13577 FEATHER SOUND DR. SUITE
 CLEARWATER, FLORIDA 33762
 FBPR CERTIFICATE OF AUTH. # 8



PUBLIC HEARING INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 1
FAP No.: 0751-1201

RECEIVED
PLANNING UNIT
2006 DEC 22 AM 12:36

December 23, 2006

COMMENT FORM

We encourage your comments regarding this project.

12-19-06

Don't know which alternative will finally be selected but in any case you must erect a sound barrier wall between the highway and the residential area of Ridge Manor West. It is noisy now and with more traffic (increased lanes) it will become unbearable.

Need a traffic control signal for traffic into and out of Ridge Manor West also.

With new residential construction ongoing, availability to SR 50 east and west and smooth traffic flow becomes much more critical.

It appears that an adequate amount of time is available to implement a plan that takes into account these considerations - remember new construction must make things better and not be done to meet immediate objectives. Harmon S Stearns

Harmon S. Stearns

NAME:
ADDRESS:

7110 LEXINGTON CIR RIDGE MANOR WEST

BROOKSVILLE FL 34602

(315) 254-4680

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



PUBLIC HEARING
INTERSTATE 75 PD&E STUDY

From North of SR 52 to South of CR 476B
Pasco, Hernando, and Sumter Counties
WPI Seg. No.: 411014 I
FAP No.: 0751-1201

RECEIVED
PLANNING UNIT
2006 DE 22 AM 12:34

December 13, 2006

COMMENT FORM

We encourage your comments regarding this project.

Re: -Planned redesign of the I-75 exit ramp to CR 41.
and the impact on wetlands-

Considering the "no net loss" of wetlands policy, I would like to express my concerns over impacts to wetlands by the DOT. "A little here and a little there" adds up to substantial wetland losses from roads. I would hope that you consider every possibility, even those more expensive, to keep from impacting wetlands. Even tho' the impacts are mitigated, we all know that is a poor second choice considering the success(?) of wetland mitigation. A headline once read DOT builds better roads than wetlands. Please protect the wetlands, not impact them. Thanks!

NAME: Pat Carver, Florida Federation of Garden Clubs
Water/Wetland Chr.
ADDRESS: 14315 Hale Rd
Dade City, FL 33523

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford at the address on the back of this form, by December 23, 2006. All comments are part of the project record and are available for viewing by the public and the media.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Marie Peters
30020 Johnston Road
Dade City, FL 33523

Dear Ms. Peters,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to our parcel mapping in the vicinity of Stormwater Pond site 10B.

We have reviewed our parcel mapping in the area of Recommended Stormwater Pond site 10B and have identified the discrepancy you noted. We will take your comments into consideration when updating the Pond Siting Report during the Design Phase of the project.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Rex Hobbs
31035 Amberlea Road
Dade City, FL 33523

Dear Mr. Hobbs,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to noise and sound barriers.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites along the corridor.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

James P. Nico
6511 Barcelona Blvd.
Brooksville, FL 34607

Dear Mr. Nico,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to the Windmere Road traffic signal.

The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented.

As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply access standards to the corridor. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

James F. Molbreak
13614 Montclair Place
Bradenton, FL 34202

Dear Mr. Molbreak,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to the CR 41 Interchange.

The project study team evaluated many different interchange configurations at CR 41, in addition to the feasible alternatives presented in the project study reports. The selection of the recommended alternative considered the environmental and socioeconomic impacts in addition to the operational benefits.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

David Bard
7119 Lexington Circle
Brooksville, FL 39602

Dear Mr. Bard,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards sound barriers and the Windmere Road traffic signal.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites along the corridor.

The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply these standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Doris Wendell
39086 Inwood Circle
Brooksville, FL 34602

Dear Ms. Wendell,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards sound barriers and traffic signals on SR 50.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites along the corridor.

The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply these standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Emma Lou Amoss
Woodtrace Drive
Ridge Manor, FL

Dear Ms. Amoss,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to the Windmere Road traffic signal and improvements along SR 50.

The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply these standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

The project study team evaluated many alternatives for improving the I-75 interchange with SR 50. The factors that were considered included construction and right-of-way acquisition costs, as well as social, economic, and environmental effects. All of these factors in addition to public comments received will be considered when making the decision to recommend a final improvement alternative for this interchange.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Bob Tisdale
P.O. Box 1182
San Antonio, FL 33576

Dear Mr. Tisdale,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards lighting at the CR 41 interchange and also sound barriers.

Any future lighting of the CR 41 interchange will require a Lighting Justification Report. This report will evaluate the different lighting options and will consider the surrounding land uses and any potential stray lighting impacts.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Jo Ann Reid
31015 Amberlea Road
Dade City, FL 33523

Dear Ms. Reid,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to sound barriers.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Rhesea Johnson
31025 Amberlea Road
Dade City, FL 33523

Dear Ms. Johnson,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to sound barriers.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Joann Wright
31047 Amberlea Road
Dade City, FL 33523

Dear Ms. Wright,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to sound barriers.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Bill Smith
8607 Ruth Place
Tampa, FL 33604

Dear Mr. Smith,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to noise and traffic generated by planned development.

We have revised the final Noise Study Report for the study to include your property at Lockhart Road as a noise receiver location. Based on this final noise study, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites along the I-75 corridor.

The project study team utilized the Tampa Bay Regional Planning Model to help project future traffic volumes. This model includes future land uses from each County's Comprehensive Plan for future planned growth. These future traffic volumes from the TBRPM were utilized to evaluate the I-75 interchange alternatives at SR 50.

Additional questions that you raised with respect to new East-West roads in the study area can best be answered by Hernando County Planning staff and/or the Hernando County Metropolitan Planning Organization.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Harmon S. Stearns
7110 Lexington Circle
Brooksville, FL 34602

Dear Mr. Stearns,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards sound barriers and traffic signals on SR 50.

Based on the traffic noise study conducted for the project, sound barriers are not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites along the corridor.

The recommended improvements along SR 50 on the approaches to the interchange with I-75 include implementation of current access management standards. The current Windmere Road Signal is closer than these standards allow. The signal was installed as a temporary measure until improvements to SR 50 and the I-75 interchange were implemented. As the traffic volumes in the SR 50 corridor increase, there will be a greater need to apply these standards. The final signal spacing on SR 50 is not yet determined pending finalization of the Sunrise development plans.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in black ink that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE KOPELOUSOS
INTERIM SECRETARY

Pat Carver
14315 Hale Road
Dade City, FL

Dear Mr. Carver,

Thank you for your interest in the Interstate 75 Project Development and Environment Study. The Department of Transportation values your input on the widening of I-75. You had written us with comments in regards to wetland impacts.

This project if constructed will require permits from the Southwest Florida Water Management District and the United States Army Corps of Engineers. The project will be designed to first avoid, then minimize, and finally mitigate any unavoidable impacts to wetlands.

Please feel free to contact me with any additional questions and/or comments at 813-975-6173.

Sincerely,

A handwritten signature in cursive script that reads "Manuel E. Santos".

Manuel E. Santos
Project Manager
manuel.santos@dot.state.fl.us

APPENDIX C

Public Hearing Transcript

I-75 PD&E Study

WPI No.: 411014 1

FAP No.: 0751-120I

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FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING
INTERSTATE 75 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
FROM NORTH OF SR 52 TO SOUTH OF CR 476B
IN PASCO, HERNANDO & SUMPTER COUNTIES, FLORIDA
TRANSCRIPT OF PROCEEDINGS

DATE: Wednesday, December 13, 2006
TIME: 5 p.m. to 7 p.m.
PLACE: Ridge Manor West Community Center
6376 Windmere Road
Brooksville, Florida 34602
REPORTED BY: MS. SHARON A. HARBITZ-TARTLER
NOTARY PUBLIC

I N D E X

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Notarial Certificate.....	32

Computer-Aided Transcription

1 MR. CLIFFORD: Good evening. My name is
2 Bob Clifford, and I'm the Modal Planning and
3 Development Manager for District Seven of the
4 Florida Department of Transportation.

5 Welcome to the Interstate 75 Project
6 Development and Environment Study Public Hearing.
7 This Public Hearing concerns the proposed
8 improvements on Interstate 75 from north of
9 SR 52 in Pasco County to south of SR 476B in Sumter
10 County.

11 Today is Wednesday, December 13, 2006, and it
12 is approximately 6 p.m. We are assembled at the
13 Ridge Manor West Community Center in Brooksville,
14 Florida.

15 This is your opportunity to receive
16 information on the project and officially comment
17 on the proposed "Build" alternatives and other
18 documents available here tonight.

19 The proposed "Build" alternatives are based on
20 comprehensive environmental and engineering
21 analyses completed to date, as well as on public
22 comments that have been received to date.

23 This Public Hearing is being conducted under
24 applicable federal and state laws. Those citations
25 are listed on the board next to the sign-in table.

1 When you arrived this evening, you should have
2 received an information packet containing an
3 informational brochure, a comment form, and a
4 speaker's card. If you were not able to sign
5 in or did not receive an information packet, please
6 stop by the sign-in table before leaving this
7 evening.

8 We've had the video running, but I know it's
9 been difficult to hear. So what I would like to
10 do is run the video again so everybody can hear
11 it and see it all at the same time. Then we'll
12 go through the rest of the formal portion of the
13 hearing and receive comments.

14 So at this point, what I would like to do is
15 run the video so you can all see it and hear it,
16 and then we'll go from there.

17 "The Florida Department of Transportation
18 welcomes you to tonight's Public Hearing for the
19 proposed improvements to Interstate 75.

20 "This Hearing is being conducted to allow
21 interested citizens an opportunity to ask questions
22 and offer comments on the location, conceptual
23 design, and potential effect of the proposed
24 improvements.

25 "At nearly 500 miles in length, Florida's

1 portion of Interstate 75 is one of the state's
2 great arteries of commerce, connecting the South
3 Florida metropolis with the west coast and north
4 central cities.

5 "I-75 is also a key element in Florida's
6 strategic and intermodal system. A transportation
7 system that is vital to Florida's economy,
8 homeland security, and evacuation planning efforts.

9 "The Florida Department of Transportation
10 is currently exploring ways to upgrade a portion
11 of Interstate 75 from north of State Road 52 in
12 Pasco County to south of County Road 476B in
13 Sumter County.

14 "Traffic forecasts conducted for I-75 in this
15 region show that significant increases in traffic
16 will occur over the next two decades.

17 "By 2030, we anticipate that Interstate 75
18 will need eight lanes to accommodate projected
19 traffic at an acceptable level of service.

20 "In addition to the need for more traffic
21 capacity on the Interstate, improvements will
22 also be needed at the existing interchange and
23 overpasses along this stretch of I-75.

24 "The Department is currently conducting a
25 Project Development and Environment, or

1 PD&E, Study for this portion of I-75.

2 "The PD&E Study process is used to develop
3 feasible "Build" alternatives for the project and
4 to provide a comprehensive evaluation of the
5 social, economic, and environmental effects of
6 the proposed improvements.

7 "The "No Build" or "No Project" alternative
8 is also considered a viable alternative, and will
9 remain so for the duration of this study.

10 "The "No Build" alternative does include any
11 major improvements to the existing roadway and only
12 routine maintenance and safety improvements would
13 be provided.

14 "The PD&E Study process reflects the efforts
15 of transportation engineers, environmental
16 scientists, and planning professionals, who work
17 together to develop the best solution for meeting
18 our state's transportation needs.

19 "After a thorough evaluation of this study's
20 alternatives, a "Recommended" alternative was
21 selected.

22 "The "Recommended" alternative is the
23 improvement that has been determined to be the most
24 suitable solution to address the future needs for
25 I-75.

1 "The "Recommended" alternative for this
2 portion of I-75 includes the addition of two
3 12-foot travel lanes in each direction.

4 "The widening would begin just north of
5 State Road 52 in Pasco County and would extend just
6 south of County Road 476B in Sumter County, a
7 distance of approximately 21.5 miles.

8 "The widening would occur in two phases. The
9 first phase would be to widen the highway to six
10 lanes, and this widening would be accomplished
11 within the existing median area.

12 "Several years from now, as traffic volumes
13 increase, the further final widening of eight
14 lanes would be completed, and these two final lanes
15 would be built to the outside lane.

16 "Both phases of the widening could be done
17 within the existing right of way, although some
18 additional land would be needed for ponds.

19 "Because the right-of-way requirements would
20 be minimal for the highway widening, the social and
21 environmental effects are not likely to be
22 significant.

23 "Improvements are also needed at two
24 interchanges along the project to increase their
25 traffic capacity and to improve the way they

1 operate.

2 "At the State Road 50 interchange, two
3 viable options remain under consideration, Option
4 "C" and Option "D."

5 "Option "C" would accommodate the west to
6 south traffic movement by building a fly-over style
7 entrance ramp to I-75.

8 "In order to maintain access to businesses
9 located along the north side of State Road 50, the
10 entrance point of the ramp would be placed in the
11 median.

12 "This ramp would require modification of the
13 other southbound entrance ramp so that they join
14 together before connecting to I-75.

15 "This alternative would eliminate the
16 temporary traffic signal at Windmere Road. The
17 advantage of this configuration is that it would
18 require no relocations.

19 "Its disadvantages include the left-side
20 ramp entrance required on State Road 50,
21 additional right-of-way acquisition in the
22 southwest quadrant of the interchange, and the
23 additional expense of constructing the high-level
24 bridge structure that would need to be built over
25 I-75.

1 "The second option for improving the State
2 Road 50 interchange, named Option "D," would
3 accommodate the north to west traffic movement by
4 building a fly-over style exit ramp from I-75.

5 "In order to maintain access to the businesses
6 located along the north side of State Road 50, the
7 touch-down point of the ramp is proposed within the
8 median.

9 "This option would require modifications to
10 the northbound exit ramp and would also eliminate
11 the temporary traffic signal at Windmere Road.

12 "The main advantage of this configuration is
13 that it provides a free-flow movement for traffic
14 exiting the Interstate.

15 "This services the major roadway as opposed
16 to the westbound to southbound fly-over ramp,
17 which services the minor roadway with a free-flow
18 movement. This option would not require any
19 business relocations.

20 "Disadvantages include additional right-of-way
21 acquisition in the southeast quadrant of the
22 interchange and the additional expense of
23 constructing the high-level bridge structure that
24 would need to be built over I-75.

25 "At County Road 41, the interchange would be

1 improved by reconfiguring the ramp layout to
2 form what is known as a "half-diamond arrangement."
3 This will eliminate the short, tight entrance and
4 exit ramps on the east side of I-75 and replace
5 them with longer, more gradual ramps, similar to
6 the existing layout at State Road 50.

7 "On the west side, the ramps will be
8 lengthened while maintaining the same basic
9 configuration. This alternative would require
10 reconstruction of the existing access roads in the
11 northwest and southeast quadrants of the
12 interchange.

13 "Among other benefits, these improvements will
14 greatly increase the vehicle-storage capacity of
15 the northbound exit ramp, which is currently
16 deficient.

17 "Effects of these improvements include one
18 potential residential relocation in the southwest
19 quadrant of the interchange and unavoidable
20 wetland and flood-plan encroachment on the
21 southeast quadrant.

22 "Before the Department of Transportation makes
23 any final decision on these alternatives, we need
24 to hear the comments of all who have an interest in
25 this project.

1 "It is only through participation of those
2 who use the facility and who live and work in the
3 area that the best possible alternatives can be
4 developed.

5 "All statements and comments made at this
6 Public Hearing will be fully considered by our
7 staff at the Florida Department of Transportation,
8 along with officials at the Federal Highway
9 Administration.

10 "Once the Federal Highway Administration
11 is satisfied that all comments have been addressed
12 and that any potential project effects have been
13 documented, the project will receive official
14 Federal Highway approval.

15 "It is expected that the Federal Highway
16 Administration will grant its approval by early
17 next year.

18 "At that time, we can begin work on the
19 project's detailed construction plans. As those
20 plans near completion, we can use them to determine
21 the exact amount of additional right of way needed
22 and then make the appropriate purchases. Once all
23 the needed right of way has been acquired,
24 construction can begin.

25 "The hearing tonight is one opportunity to

1 comment on the study. All interested participants
2 will be provided the opportunity to present
3 comments and statements regarding the "Recommended"
4 and "No Build" alternatives.

5 "Interested parties may submit their comments
6 regarding the proposed improvements to I-75 in
7 one of the following ways; by making a verbal
8 statement during the formal portion of the
9 hearing, by making a verbal statement to the
10 court reporter in a one-on-one setting, by
11 completing the comment form provided in the project
12 brochure and placing it in one of the comment
13 boxes this evening, or by mailing written comments
14 to us at the address listed on the comment form.

15 "In order for comments to become part of the
16 Public Hearing record, all letters and
17 correspondence should be postmarked by December
18 23rd, 2006.

19 "All comments, regardless of how they are
20 submitted, will be fully considered before final
21 recommendation is made to the Federal Highway
22 Administration.

23 "The Florida Department of Transportation is
24 dedicated to making travel in Florida safer and
25 more efficient.

1 "It is only through your help and support
2 however, that we can accomplish our mission to
3 provide a safe transportation system that ensures
4 the mobility of people and goods, enhances economic
5 prosperity, and preserves the quality of our
6 environment and communities."

7 MR. CLIFFORD: Okay. Thankfully we made it
8 through that. I was starting to get a little
9 nervous there, but we did. We will run that again
10 after the formal portion if people want to see it
11 or hear it again. We'll go through the rest of the
12 formal portion that I need to state, and then we'll
13 start the actual comments.

14 Those who wish to provide comments during this
15 portion of the Public Hearing should complete a
16 speaker's card and submit it to a Department
17 representative.

18 If anybody is interested, please raise your
19 hand, and we'll get you a copy of that. We can
20 do that and move forward.

21 In addition to making verbal statements, you
22 may also submit your comments to the District in
23 writing, comment forms at anyplace in one of the
24 comment boxes this evening, or you may complete
25 the form at a later date and mail it to the

1 preprinted address located on the back of the
2 sheet.

3 Please keep in mind that written comments
4 should be postmarked by December 23rd, 2006, to
5 be included in the official Public Hearing record.

6 Before I continue, I would like to recognize
7 any elected officials or representatives that are
8 here tonight.

9 I know Hernando County Commissioner Chris
10 Kingsley is here. Commissioner, thank you. Are
11 there any other elected officials or
12 representatives? No? Okay.

13 At this time, we will begin taking public
14 comments. I will call each speaker in the order
15 in which the requests were received.

16 In an effort to accommodate all requests to
17 speak, we ask that each speaker keep their comments
18 to five minutes.

19 Those who wish to provide additional comments
20 may return to the microphone following the last
21 speaker or you may present your additional comments
22 directly to the court reporter at the end of
23 tonight's hearing.

24 This is not a question-and-answer session.
25 This is a session designated for you to provide

1 formal, verbal comment to the project.

2 If you have specific questions about the
3 project, I would ask that you make your comment;
4 and then also, we have all the appropriate staff
5 here tonight to be able to answer your specific
6 questions on the project.

7 As I call your name, please step to the
8 microphone -- and actually, it's a small enough
9 group that I don't think we really need to
10 step to the microphone. Just speak loud enough
11 so everybody can hear you, and then we'll go
12 from there. State your name and address before you
13 make any comments so we have that for the record.

14 If you have any questions, please see one of
15 the Department representatives following this
16 portion of the Public Hearing. The first name I
17 have is Mr. David Hill.

18 MR. HILL: Thank you. My name is David Hill.
19 My office address is 31075 Cortez Boulevard, which
20 is on the card. I also live in Sherman Hills,
21 which is right behind here, and developed most of
22 this area on the north side and the northeast
23 quadrant of I-75 and 50.

24 MR. CLIFFORD: Would it be easier for
25 everybody if we had the speaker speak into

1 the mic? Then let's do that.

2 MR. HILL: Thank you. I'm concerned for a
3 number of reasons about Option "C," and probably
4 some of the things even in Option "D."

5 The people on the north side of State Road 50,
6 being Ridge Manor West, Sherman Hills, whatever, in
7 either of those subdivisions, I think are going to
8 be very adversely affected by the Option "C,"
9 because basically it takes out -- and I know that
10 you're saying that the traffic signal at Windmere
11 is going to go under either option. I think you
12 probably ought to rethink that.

13 But anyway, under Option "C," it would not
14 allow for any egress from Sherman Hills or Ridge
15 Manor West on Windmere going eastbound.

16 And with -- I fully know -- some of you may or
17 may not know -- that Sherman Hills Boulevard is
18 going to be realigned to the east of where it
19 currently is.

20 It would really require that anyone going
21 eastbound out of any of those communities in that
22 square mile, which encompasses a lot of houses,
23 to have to go to the newly realigned Sherman
24 Hills Boulevard to make a left turn to go east.

25 To me, that is, you know, something that

1 everyone who are residents back here need to
2 consider.

3 From a business standpoint, I'll speak for
4 myself. My family owns the Carriage Hills Plaza,
5 where I have an office. There are a number of
6 other businesses that are there.

7 That Option "C" totally cuts off any ingress
8 into that parking lot onto that frontage road.
9 Anyone wanting to come from I-75 and get into that
10 property, which is already developed, or any of the
11 other parcels which we own in there that are to be
12 developed, would have to go down to the realigned
13 Sherman Hills Boulevard interchange and make a
14 u-turn.

15 Now, I don't know about you. I just came back
16 from Tampa about -- well, 30 minutes before this
17 meeting.

18 And making a u-turn or forcing that much
19 traffic to make u-turns at that one interchange,
20 to me, doesn't sound like a very safe situation.
21 So, you know, it cuts us off.

22 And again, I have no interest in these
23 properties on the south side; but, you know,
24 friends of mine do, and whatever.

25 You've got a Racetrack service station there,

1 which I have Godly no idea how many cars a day go
2 in and out of there, and they come from the
3 Interstate.

4 "Option "C" is going to not allow those
5 people to get back onto 50 and make a left turn to
6 get back on I-75, either going north or south.

7 Likewise from McDonald's. Likewise from
8 Wendy's. Actually, even coming out of the Winn
9 Dixie parking lot would require, under this plan,
10 to go make a right turn and go down to the newly
11 realigned Sherman Hills intersection, where I guess
12 there will be a traffic signal, and make a u-turn.

13 I do not understand -- and I'm not a traffic
14 engineer, but I do not understand putting that much
15 traffic in a u-turn situation at that one point.
16 It just does not make sense to me.

17 I think the accident rates -- you know, what
18 you would have to do there to do that, I really
19 don't see how it would work.

20 "Option "D" for the east side of I-75, to me,
21 seems more plausible. It does -- some of things
22 that I mentioned about the ingress and egress from
23 the Sherman Hills Ridge Manor West Community would
24 not be as adversely affected, even though they're
25 still saying they're going to take out the traffic

1 signal. I think we're going to have to have more
2 conversations with them about that.

3 But on the east side, I think that is a more
4 plausible -- Option "D" is much more plausible.
5 I'm not sure how it affects my friends here at Best
6 Western and The Hampton Inn, as far as their
7 ability to get people out onto the Interstate from
8 their place of business.

9 I would like to say this. You know, and I
10 know money is tight everywhere; but again, I said I
11 just came back from Tampa.

12 I was sitting here trying to think of downtown
13 after you get through Malfunction Junction coming
14 north on I-275. There aren't any crossovers like
15 you're talking about.

16 There are widened and there are many six- and
17 even eight-lane roads that intersect with I-75 or
18 275.

19 What has happened is -- and, you know, back,
20 I'm sure, in the time that Interstate 275 has been
21 there, the amount of -- the number of widenings of
22 these bridges -- the I-75 bridges has been done on
23 many of those interchanges we're talking about.

24 I know you're saying you aren't spending any
25 money on State Road 50 right now, but it would seem

1 to me a much more plausible answer than either "C"
2 or "D."

3 I'm definitely against "C." If we have to go
4 with one, I would rather see "D." But I don't know
5 why you can't -- I know it costs money -- widen
6 50 at that point, widen the bridge, widen the area
7 under the bridge, lengthen the bridge, and allow
8 the traffic basically to flow as it is current.

9 That's really all I had to say. Thank
10 you very much.

11 MR. CLIFFORD: Thank you, Mr. Hill. The
12 "junction" you referred to, in our progress, we
13 refer to as "putting the function back into the
14 junction." Daniel Timothy Dey?

15 MR. DEY: Hi. My name is Daniel Timothy Dey.
16 I live at 5321 Nocklyn Road in Spring Hill. It's
17 not exactly Ridge Manor, but that's beside the
18 point.

19 I'm against Option "C" and "D" because it
20 cuts -- it requires left-turn access to 50, and
21 that's too dangerous.

22 I hate to say this, but I think I got to go
23 with Option "A." But if you do Option "A," you
24 really got to rebuild your hotel. I know Option
25 "C" is going to cut you off. I already saw the

1 map. That's going to cut you off. I'm sorry,
2 but either "A" or nothing.

3 Now, I just hope everyone is in favor of the
4 widening itself. I am. What other concerns do I
5 have?

6 County Road 41. The plan they were showing us
7 is going to cause floods, so the extended version
8 is -- the "clover-leaf" is better.

9 Pardon me. I'm not the best public speaker
10 for this. I'm sorry, but you got to say what you
11 got to say, or I do at least.

12 My concern, though, was that the widening of
13 the road might require getting rid of the wide
14 median. And in most cases it isn't, and that's
15 great.

16 I'm kind of disappointed, though, that they're
17 not planning to do so over at Mile Marker 305-306,
18 which is the lake. They're not planning to widen
19 that. They should.

20 I really wish I brought more of my paperwork
21 with me. What else? Gheeze, I forgot half of my
22 speech anyway, but I got comment forms on that.

23 MR. CLIFFORD: Please do the comment forms if
24 you can't remember.

25 MR. DEY: Thank you. Sorry.

1 MR. CLIFFORD: Rex Hobbs?

2 MR. HOBBS: Rex Hobbs. I reside at 31035
3 Amberlea Road, which is at the County Road 41 exit.
4 And on my property I have 4 of the 22 identified
5 properties that have houses on them that have to
6 put up with the increased noise.

7 The noise is at a level that's against the
8 standards they mention in their own book, and the
9 only reason they won't build walls to reduce this
10 noise is simply due to cost.

11 So what we're doing is overlooking safety for
12 particular costs. If we're going to increase and
13 enhance our capabilities, you have to have safety
14 involved.

15 And I would ask that even though the houses
16 and the increased noise is scattered about the
17 whole tract of upgrade, if it's one house or
18 four houses or if it's one trailer, that they
19 spend money to reduce the noise. Thank you.

20 MR. CLIFFORD: Thank you. James Nico?

21 MR. NICO: I'm James Nico, 6511 Barcelona
22 Boulevard right back here in the back of Sherman
23 Hills West -- Ridge Manor West.

24 Plan "C" and "D" both look pretty, but here
25 we're trying to improve roads at the expense of the

1 health of the people.

2 My wife and I sat out in front of the BP gas
3 station for eight days, eight hours a day, with a
4 video camera, taking pictures of potential
5 accidents.

6 We took those videos to Tampa, along with
7 Commissioner Pat Norvell at the time, and we got
8 a traffic light put in. Now they want to increase
9 750 homes in the back and take away the traffic
10 light.

11 I asked the question back then and got no
12 answer. I would like an answer again. How many
13 people must die at a traffic intersection before
14 you put in a traffic light?

15 Why don't you take all of the traffic lights
16 out of Tampa if you're going to take our traffic
17 light? It's the same thing. Kill people there.
18 Kill people here. For the safety of the people, we
19 need that traffic light. We can't do without it.

20 There's another option that you can use, and
21 that's extend the exits. If you go back a mile or
22 two, put an exit one or two miles long, you
23 don't have to build bridges. Just extend
24 the exits. You've got 300 miles between here
25 and Georgia. Extend it.

1 Just extend the exits and you don't have to
2 spend all the money to build the bridges. You
3 don't have to spend the excess of hundreds of
4 thousands of dollars to build your fly-overs. You
5 can just add a longer exit ramp.

6 And I was told that the reason you need a
7 longer fly-over or bridge, or whatever it is, is
8 because the trucks don't get up to speed going onto
9 the Interstate.

10 If you give them a half-mile run from the time
11 you get on the ramp, put an exit ramp for a half
12 mile, three-quarters of a mile, they'll be up to
13 speed.

14 So instead of thousands of dollars on a
15 fly-over, let's do it sensibly. Let's save money
16 for the people. Let's do it right for the
17 highways. Let's build the exit ramp the way it
18 should be built. Thank you.

19 MR. CLIFFORD: Thank you. John Pearson?

20 MR. PEARSON: My name is John Pearson.
21 I live in Ridge Manor West. I have two little
22 problems.

23 One is that traffic light. I fought hard to
24 get a traffic light so I could get out of my
25 development onto Route 50.

1 You can check your accident reports and find
2 out how many people have been killed at either
3 Windmere or Sherman Hills.

4 We finally convinced the traffic department,
5 DOT, to put in a "temporary light" at Windmere. We
6 must have a way of getting out of my development
7 without getting killed.

8 That's problem number one. Make sure we have
9 safe exit from Sherman Hills and Ridge Manor
10 West.

11 Problem two, referred to earlier, is noise. I
12 have a good friend that moved out of my area
13 because it was too noisy.

14 DOT said they can't do anything about it until
15 they improve the road. If they're going to improve
16 the road, get rid of the noise at north of 50.
17 Thank you.

18 MR. CLIFFORD: Thank you, Mr. Pearson. Is
19 there anybody else who wishes to make a formal,
20 verbal comment here?

21 Again, there is also opportunity after I
22 close the formal portion of the hearing with the
23 court reporter or in comment forms if you fill
24 that out tonight or it can be mailed in to us.
25 Does somebody else wish to make a comment?

1 MR. LACEY: Yeah. My name is Don Lacey.
2 Some of your options involve right of way and
3 drainage retention. There's a lot going into this
4 portion of State Road 50 for a couple, three miles
5 south for planned development.

6 The Cortez Crossing, if you need to in the
7 back of those lots, get it quickly; because I mean
8 they're developing, they're platted, and selling
9 and developing.

10 Option "C" is going to become less viable
11 quickly. As you go in there, the cost of right of
12 way is just going to start going way up as people
13 are putting buildings there.

14 Cortez Crossing Industrial Park is on the
15 southeast/southwest, if you will, of 50 and I-75.
16 And there are some areas where you have drainage
17 retention areas that look like they're probably
18 reasonably well-located.

19 They're obviously topographically done that
20 way, but they're part of projects that are going
21 forward with DRI.

22 The county and DOT need to talk about that
23 while that process is going on. And then there is
24 one that the zoning was just recently approved on.

25 So I believe some quick discussion with the

1 planning department of the county occur in a hurry
2 to look over those things to find out whether or
3 not there is some sort of cooperation with some of
4 the ability to work in those areas before you start
5 seeing the changes and the costs of that.

6 MR. CLIFFORD: Thank you. Is there anybody
7 else who wishes to comment?

8 MR. KINGSLEY: My name is Chris Kingsley. I'm
9 a commissioner out here in District 5. I put my
10 comments in writing, but some of the things, as
11 Mr. Lacey brought up -- and Mr. Clifford comes to
12 our MPO meetings, Metropolitan Planning
13 Organization, as we go through the process for the
14 transportation developments here in Hernando
15 County.

16 But the things that stand out mostly on those
17 particular proposals right now is the potential
18 for the negative business impacts, especially to
19 the people that would be on the north side of 50.
20 And, of course, to go along with that, there
21 are the residential impacts.

22 Several people have mentioned the traffic
23 lights, and how hard that was fought for. Pat
24 Norvell was on the board at that particular time
25 also, but he was the one who did most of the

1 fighting.

2 But beyond that, we do have about 700 houses
3 going in on the north side of the road and up
4 to 15,000 down here on the south side of the
5 road.

6 When you add those to the people that are
7 coming off of 75, as Mr. Hill said, and try to
8 make them come down to Sherman Hills Boulevard
9 where the traffic light, from what I understand,
10 will be -- to have them make a u-turn on 50th and
11 come back the other way would be sort of
12 detrimental probably to traffic and health.

13 But one of the things, like he also
14 mentioned, down in Tampa; if you've ever been to
15 Bruce B. Downs, there's some restaurants down
16 there, and they were able to do some planning in
17 advance.

18 And we may be a couple steps behind; but by
19 having meetings like this, we should be able to
20 come up with a design where we can actually access
21 not only businesses, but the residences on both
22 sides of Ridge Manor West and, of course, Sherman
23 Hills.

24 That's something we're going to have to start
25 working on for Sherman Hills. I wasn't, I should

1 say, completely aware of how this progress was
2 going in and how quickly -- I was thinking maybe
3 30 years from now we would see something out here,
4 but it looks like to me it will be sooner than
5 that.

6 MR. CLIFFORD: A little sooner than that.

7 MR. KINGSLEY: And one thing that I really
8 do agree with, being a resident out here as well,
9 is the noise impacts. There is very little buffer
10 from 75 to the east side or to the west side.

11 Of course we have the Crews Lake and the
12 motorcycle park over there that, you know, is a
13 great place for people to go and recreate.

14 But when you go through housing developments
15 in the southern part of the community, you see much
16 larger affected or unaffected buffers for noise.

17 And I know that there's representatives
18 here from several developments that are going in on
19 the east side and some on the west side of 75 that
20 are probably going to be just as high-end as
21 anything down in Tampa.

22 But beyond that, as you increase to eight
23 lanes, that's going to be an incredible amount of
24 noise going up 75 and down 75.

25 So whatever you can do to help us with the

1 noise impacts, that would be greatly appreciated.
2 And, of course, as everybody has already mentioned,
3 keep safety in mind.

4 So I look forward to working with you guys at
5 the MPO and whatever else would help with the
6 traffic problems. Thank you.

7 MR. CLIFFORD: Thank you. Last call.
8 Anybody else? Okay. At this point, what I'll
9 do is go ahead and close the formal portion of
10 the hearing.

11 We'll still be here to answer any questions
12 you have. If you have additional comments, please
13 provide them to us in writing or directly to the
14 court reporter. I'll go ahead and close.

15 The Public Hearing transcript, written
16 statements, exhibits, and reference materials
17 will be available for public inspection at our
18 District Seven office, 11201 North McKinley
19 Drive in Tampa, Florida, within three weeks.

20 It is approximately 6:40. I hereby
21 officially close the formal portion of the
22 Public Hearing for the Interstate 75 PD&E Study.

23 The Florida Department of Transportation
24 thanks you for you input and thanks you for
25 coming out tonight. Thank you.

(The Public Hearing adjourned at 7 p.m.)

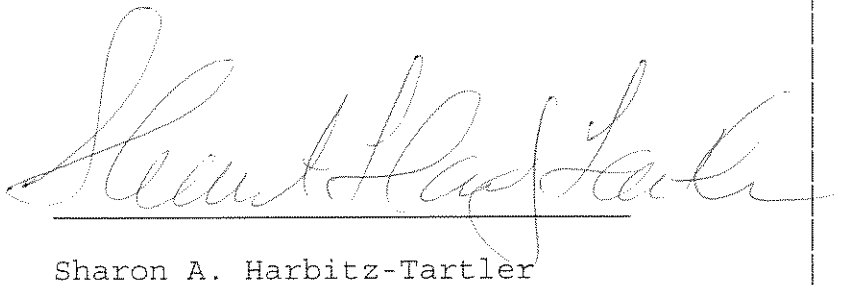
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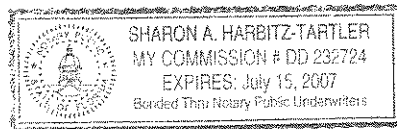
1 STATE OF FLORIDA)
2 COUNTY OF HILLSBOROUGH)

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

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

14 WITNESS my hand and seal this 20th day
15 of December, 2006, at Tampa, Hillsborough County, Florida.

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Sharon A. Harbitz-Tartler



TRANSCRIPT ORDERED: 12/13/06