

**Florida Department of Transportation  
PROJECT REEVALUATION**

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

- a. Reevaluation Phase: Design Change and Right of Way Acquisition Reevaluation
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion (Type 2 CE) and approved on November 27, 2000; and Design Change Reevaluation approved on February 2, 2004; (see Attachment B)
- c. Project Numbers:     N/A    NH-75-1(91)275     258736 1  
                                  State    Federal Aid                     Financial Project
- d. Project Local Name, Location and Limits: I-75 from south of State Road (SR) 56 to north of SR 52; Pasco County, Florida
- e. Segments of Highway Being Advanced: I-75 from north of County Road (CR) 54 to north of SR 52; (Segment C); Financial Project Number (FPN) 258736 2. FAP # NH-75-1(91)275. See attached Reevaluation Project Location Map [Figure 1]
- f. Project Segment Planning Consistency:

**Plan Consistency for Project Segment  
(FPN 258736-2: I-75 from north of CR 54 to north of SR 52)**

<b>Currently Adopted LRTP</b>	<b>2035 Pasco County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP), adopted December 10, 2009, Table 3-1-1</b>				
<b>Y/N</b>	<b>Yes -</b> ROW \$ 5,823,288 in FY 2009-2014 and \$117,708,000 in FY 2016-2020 CST \$78,558,000 in FY 2021-2025				
<b>Phase</b>	<b>Currently Approved TIP</b>	<b>Currently Approved STIP</b>	<b>TIP/STIP \$</b>	<b>TIP/STIP FY</b>	<b>Comments</b>
PE (Final Design)	Completed	Completed	Completed	Completed	Ongoing
ROW	7/1/2011-6/30/2016 TIP Amended 5/10/2012 Page AM 12-9	7/1/2011-6/30/2016 STIP Amended 5/25/2012 #12-13	TIP & STIP-\$6,738,877 TIP & STIP-\$5,234,569 TIP & STIP-\$20,178,853 TIP & STIP-\$8,239,755	2012 2013 2014 2015	
Construction	N/A	N/A	N/A	N/A	Construction funding is not presently listed in the currently approved TIP or STIP

See **Attachment D** for support information.

- g. Name of Analyst: Robin Rhinesmith

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**II. CONCLUSION AND RECOMMENDATION**

The above environmental document has been reevaluated as required by 23 Code of Federal Regulations (CFR) 771 and the *Project Development and Environment Manual* of the Florida Department of Transportation (FDOT). A public hearing was held on December 8, 2011. The hearing transcript is attached to this determination (**Attachment C**) and a summary of the public input is included in **Section VIII**. Through the reevaluation, it was determined that no substantial changes have occurred to the social, economic, or environmental impacts of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

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

**REVIEWER SIGNATURE BLOCK**

  
\_\_\_\_\_  
District Representative

7/11/12  
Date

**III. FHWA CONCURRENCE BLOCK**

  
\_\_\_\_\_  
for: Federal Highway Administration, Division Administrator

7/11/12  
Date

**Florida Department of Transportation  
PROJECT REEVALUATION**

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

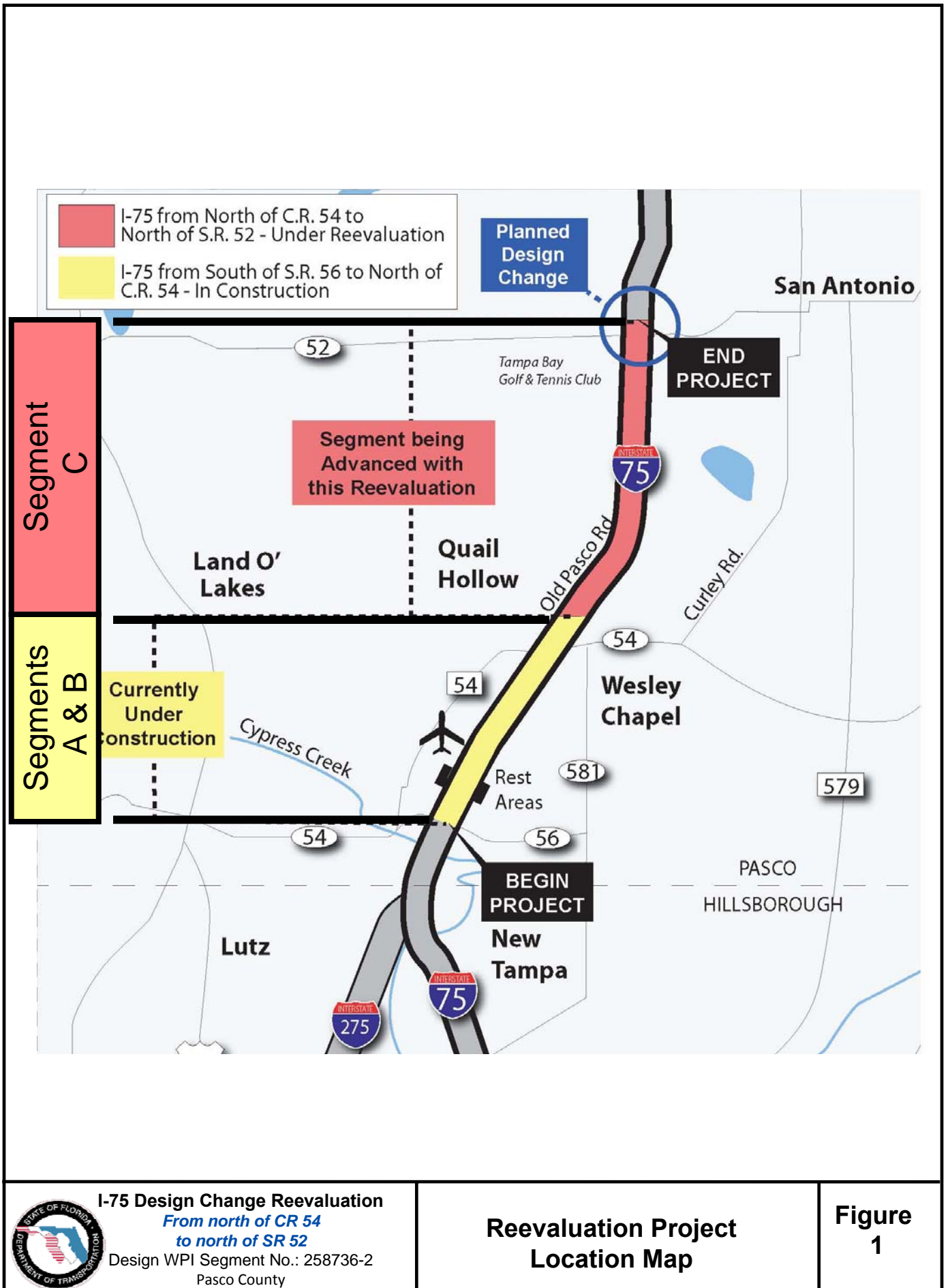
<b>A. SOCIAL IMPACTS :</b>	<b>YES/NO</b>	<b>COMMENTS</b>
1. Land Use Changes	( ) (X)	<u>See Attachment A</u>
2. Community Cohesion	( ) (X)	<u>See Attachment A</u>
3. Relocation Potential	(X) ( )	<u>See Attachment A</u>
4. Community Services	( ) (X)	<u>See Attachment A</u>
5. Title VI Consideration	(X) ( )	<u>See Attachment A</u>
6. Controversy Potential	( ) (X)	<u>See Attachment A</u>
7. Utilities & Railroads	( ) (X)	<u>See Attachment A</u>
<b>B. CULTURAL IMPACTS:</b>		
1. Section 4(f) Lands	( ) (X)	<u>See Attachment A</u>
2. Historic Sites/Districts	( ) (X)	<u>See Attachment A</u>
3. Archaeological Sites	( ) (X)	<u>See Attachment A</u>
4. Recreation Areas	( ) (X)	<u>See Attachment A</u>
5. Pedestrian/Bicycle Facilities	( ) (X)	<u>See Attachment A</u>
<b>C. NATURAL ENVIRONMENT:</b>		
1. Wetlands	( ) (X)	<u>See Attachment A</u>
2. Aquatic Preserves	( ) (X)	<u>See Attachment A</u>
3. Water Quality	( ) (X)	<u>See Attachment A</u>
4. Outstanding Florida Waters	( ) (X)	<u>See Attachment A</u>
5. Wild and Scenic Rivers	( ) (X)	<u>See Attachment A</u>
6. Floodplains	( ) (X)	<u>See Attachment A</u>
7. Coastal Zone Consistency	( ) (X)	<u>See Attachment A</u>
8. Coastal Barrier Islands	( ) (X)	<u>See Attachment A</u>
9. Wildlife and Habitat	( ) (X)	<u>See Attachment A</u>
10. Essential Fish Habitat	( ) (X)	<u>See Attachment A</u>
11. Farmlands	( ) (X)	<u>See Attachment A</u>
12. Visual/Aesthetics	( ) (X)	<u>See Attachment A</u>
<b>D. PHYSICAL IMPACTS:</b>		
1. Noise	(X) ( )	<u>See Attachment A</u>
2. Air	( ) (X)	<u>See Attachment A</u>
3. Construction	( ) (X)	<u>See Attachment A</u>
4. Contamination	( ) (X)	<u>See Attachment A</u>
5. Navigation	( ) (X)	<u>See Attachment A</u>

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**CORRIDOR PROJECTS STATUS UPDATE**

The approved Type 2 CE for I-75 from south of SR 56 to north of SR 52 consisted of four segments (Segments A-D as shown on **Attachment B**, Location Map from the original Type 2 CE). The Construction Authorization Reevaluation (approved April 30, 2008) combined the original Segment C (north of CR 54 to Overpass Road) and Segment D (Overpass Road to north of SR 52) into a single Segment C. The corridor now consists of three segments as shown on Figure 1, Location Map for this reevaluation. FPN 408459-4 encompasses the original Segment A, FPN 421831-4 encompasses the original Segment B, and FPN 258736-2 encompasses the revised Segment C. The current design segment information is presented below:

Segment A	Financial Project Number:	408459-4
	Federal Aid Project Number:	0751-105-I
	Project Limits:	I-75 from south of SR 56 to CR 54
	Current Status:	Construction is ongoing
Segment B	Financial Project Number:	421831-4
	Federal Aid Project Number:	NH-75-1(91)275
	Project Limits:	I-75 Interchange from south of CR 54 to north of CR 54
	Current Status:	Construction is complete
Segment C	Financial Project Number:	258736-2
	Federal Aid Project Number:	NH-75-1(91)275
	Project Limits:	I-75 from north of CR 54 to north of SR 52
	Current Status:	<b>This is the subject of the Design Change and Right of Way Acquisition Reevaluation</b>



**I-75 Design Change Reevaluation**  
*From north of CR 54 to north of SR 52*  
 Design WPI Segment No.: 258736-2  
 Pasco County

**Reevaluation Project Location Map**

**Figure 1**

**Florida Department of Transportation  
PROJECT REEVALUATION**

**V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA** (e.g., Typical Section Changes, Alignment Shifts, ROW Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The Federal Highway Administration (FHWA) approved the Type 2 CE for the I-75 (SR 93) Project Development and Environment (PD&E) Study and an Interchange Modification Report (IMR) for the I-75/SR 52 interchange on November 27, 2000. For Segment C (I-75 from north of CR 54 to north of SR 52), the FHWA approved a six-lane freeway section including improvements for the I-75 interchange with SR 52. Proposed improvements to I-75 consisted of widening into the border of I-75 (resulting in three 12-foot lanes in each direction with a 64-foot median). Interchange improvements at SR 52 consisted of adding a new loop ramp in the northwest quadrant for westbound to southbound traffic. Offsite stormwater management facilities were proposed to accommodate the proposed roadway improvements.

In order to prepare this Reevaluation for I-75 from north of CR 54 to north of SR 52, the Phase II design plans (October 2011) were compared to the approved Type 2 CE and *Final Preliminary Engineering Report (PER)* (December 2000) and the subsequent approved reevaluations.

There were design changes identified with the plans review, which are noted below.

**Identified Design Changes for Segment C:**

The design change to the proposed I-75 improvements includes changing the typical section in the vicinity of the Overpass Road bridge (including transitions, approximately 4800 feet south and 1900 feet north of the bridge) to avoid replacing the Overpass Road bridge structure. The proposed typical section under the Overpass Road bridge will change to widening into the median instead of towards the border. The resultant median width is proposed as a minimum of 40-feet within the area of this design change. The typical section on **Figure 2** and **Concept Plan Sheets 1-3** depict the design change. An additional change to the proposed I-75 improvements includes shifting the I-75 southbound widening away from the Tampa Bay Golf & Country Club (TBG&CC) south of SR 52. The proposed typical section in this vicinity will change the widening of the southbound lanes into the median instead of towards the border. There is no change to the widening of the northbound lanes. This change is to minimize potential impacts to the TBG&CC as a result of the I-75 widening. Including transitions, the length of this shift will extend from the bridge over SR 52 to approximately 12,600 feet south of the bridge over SR 52. The resultant I-75 median width is proposed as a minimum of 52-feet within the area of this design change. No other design changes are currently planned along the I-75 portion of the project.

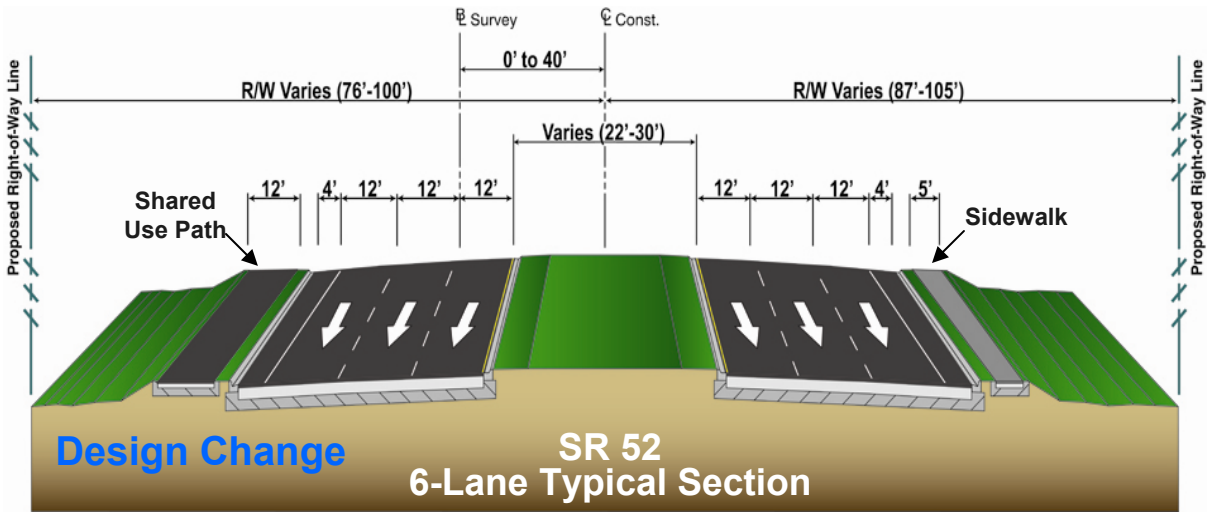
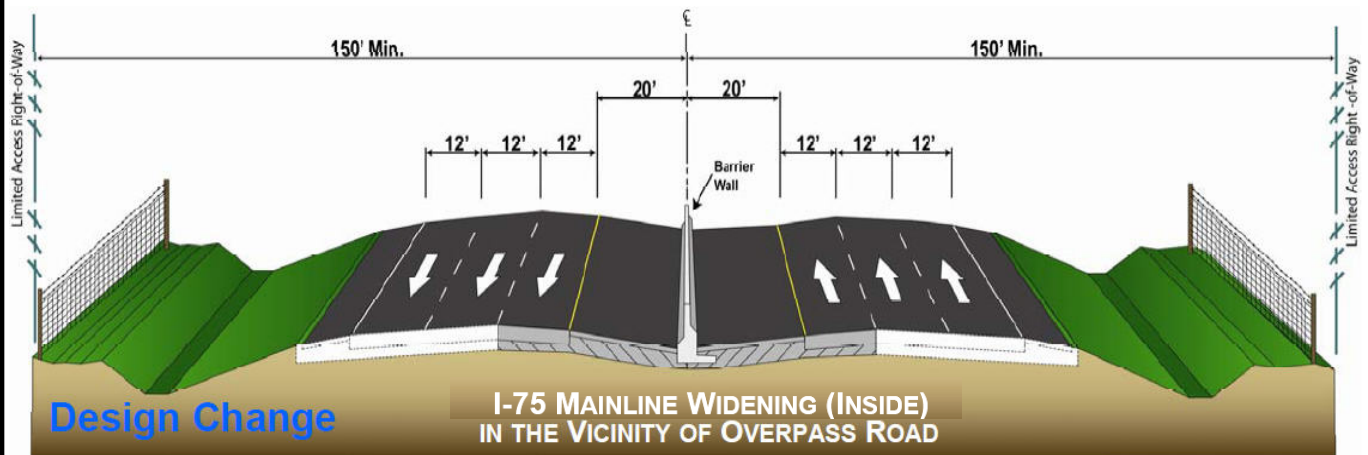
The typical section for SR 52 is proposed to change from a 4-lane section to a 6-lane section to match a future widening of SR 52 to the west (as approved in a Design Change

**Florida Department of Transportation  
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Reevaluation on February 2, 2007 of an Environmental Assessment/Finding of No Significant Impact dated July 13, 1988 for SR 52 from the US 19 to I-75) and to the east (as approved in a State Environmental Impact Report dated July 26, 2005 for SR 52 from I-75 to east of Emmaus Cemetery Road). The 6-Lane Typical Section for SR 52 is shown on **Figure 2**. Access to properties on the north side of SR 52 is proposed to change with the addition of a frontage road along the north side of SR 52 and the access for Old Tampa Bay Drive is proposed to change to align with the new frontage road on the north side. **Concept Plan Sheets 4-6** depict the design change.

**Identified Design Variations and Design Exceptions**

The Final PER for Segment C identified a Design Variation for Border Width would be required. The Phase II plans indicate Design Variations for Border Width along I-75 and SR 52, are under development. A Design Variation for Base Clearance will also be required and will be prepared following approval of the final pavement design.

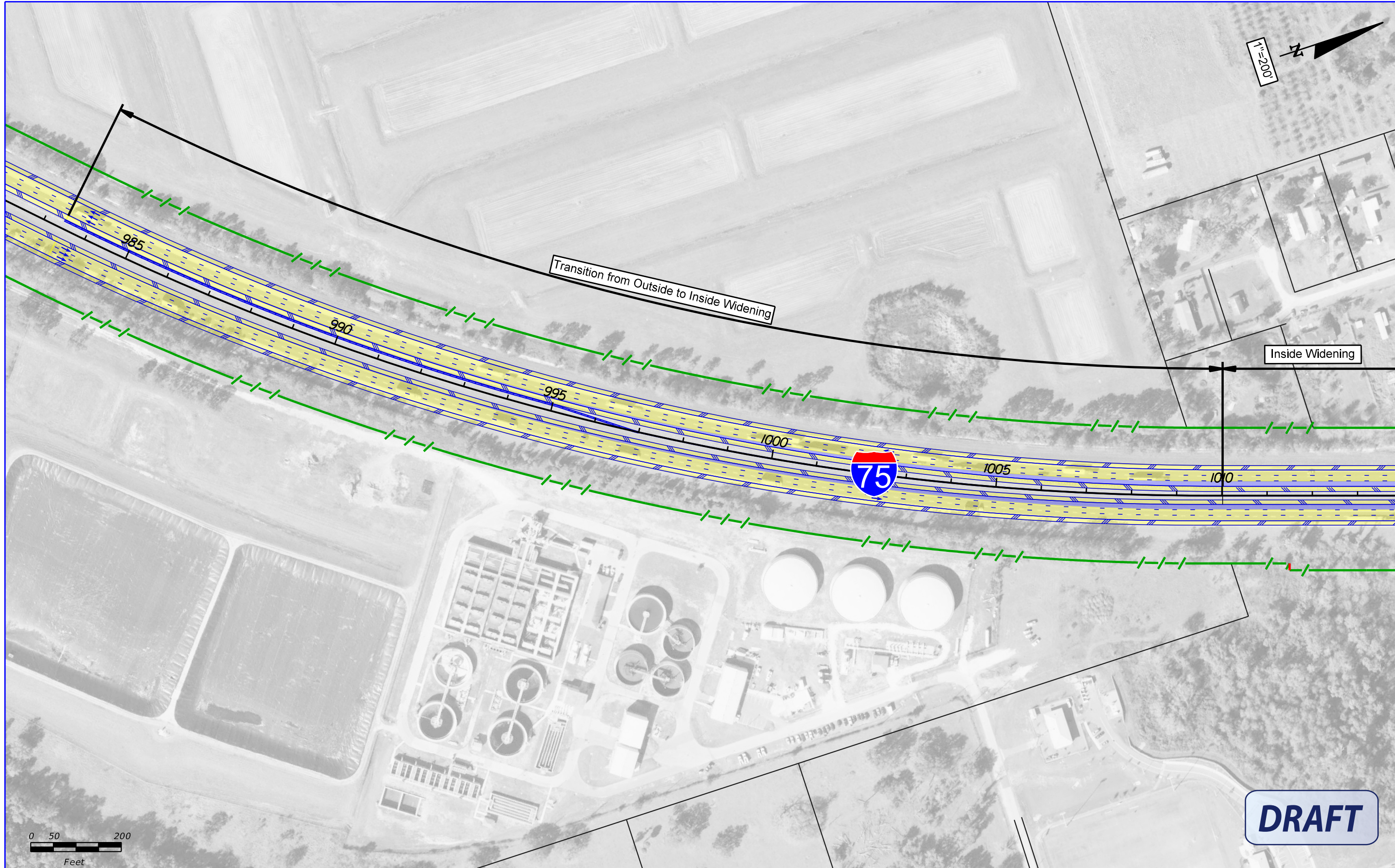


**I-75 Design Change Reevaluation**  
*From north of CR 54  
 to north of SR 52*  
 Design WPI Segment No.: 258736-2  
 Pasco County

**Typical Sections showing  
 Design Changes  
 I-75 and SR 52**

**Figure  
 2**





**DRAFT**

**LEGEND**

	ROADWAY CENTERLINE
	PLANNED ROADWAY
	PLANNED BRIDGE
	PLANNED MEDIAN
	PLANNED SIDEWALK
	POND SITE

	DESIGN CHANGES FROM PD&E
	POTENTIAL RELOCATION
	EXISTING PROPERTY LINE
	EXISTING RIGHT-OF-WAY
	PLANNED RIGHT-OF-WAY
	EXISTING LIMITED ACCESS R/W
	PLANNED LIMITED ACCESS R/W
	LANE DESIGNATION

Flight Date: 2009

American Consulting Engineers of Florida, LLC.  
 2818 Cypress Ridge Blvd, Suite 200  
 Wesley Chapel, Florida 33544  
 Phone: (813) 435-2600 Fax: (813) 435-2601  
 Certificate of Authorization No. 9302  
 Jeffrey S. Novotny, P.E. No. 51083

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	WPI Segment No.
	PASCO	258736-2 (Design Segment)

I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52

**I-75 CONCEPT PLAN SHEET**

SHEET NO.  
1



**DRAFT**

**LEGEND**

	ROADWAY CENTERLINE
	PLANNED ROADWAY
	PLANNED BRIDGE
	PLANNED MEDIAN
	PLANNED SIDEWALK
	POND SITE

	DESIGN CHANGES FROM PD&E		EXISTING PROPERTY LINE
	POTENTIAL RELOCATION		EXISTING RIGHT-OF-WAY
			PLANNED RIGHT-OF-WAY
			EXISTING LIMITED ACCESS R/W
			PLANNED LIMITED ACCESS R/W
			LANE DESIGNATION

Flight Date: 2009

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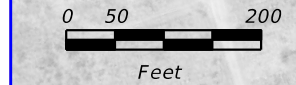
I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52

**I-75 CONCEPT PLAN SHEET**

SHEET NO.  
2

1"=200'

Transition from Outside to Inside Widening



**DRAFT**

<b>LEGEND</b>	ROADWAY CENTERLINE	DESIGN CHANGES FROM PD&E	EXISTING PROPERTY LINE
	PLANNED ROADWAY	POTENTIAL RELOCATION	EXISTING RIGHT-OF-WAY
	PLANNED BRIDGE	<i>Flight Date: 2009</i>	PLANNED RIGHT-OF-WAY
	PLANNED MEDIAN		EXISTING LIMITED ACCESS R/W
	PLANNED SIDEWALK		PLANNED LIMITED ACCESS R/W
	POND SITE		LANE DESIGNATION

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<i>STATE OF FLORIDA</i> <b>DEPARTMENT OF TRANSPORTATION</b>		
ROAD NO.	COUNTY	WPI Segment No.
	PASCO	258736-2 (Design Segment)

*I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52*

**I-75 CONCEPT PLAN SHEET**

SHEET NO.  
3

**Begin Project**  
 FPID: 258736-2 I-75 Widening

Ossie Murphy Road

Per SR-52  
 PD&E Study

Frontage Road

Per SR-52  
 PD&E Study

1"=200'

6 Lane Typical Section per  
 approved PD&E study for SR 52  
 from Suncoast Parkway to I-75  
 (Reevaluation Accepted 2-2-2007)

Old Pasco Road

Frontage Road

Road

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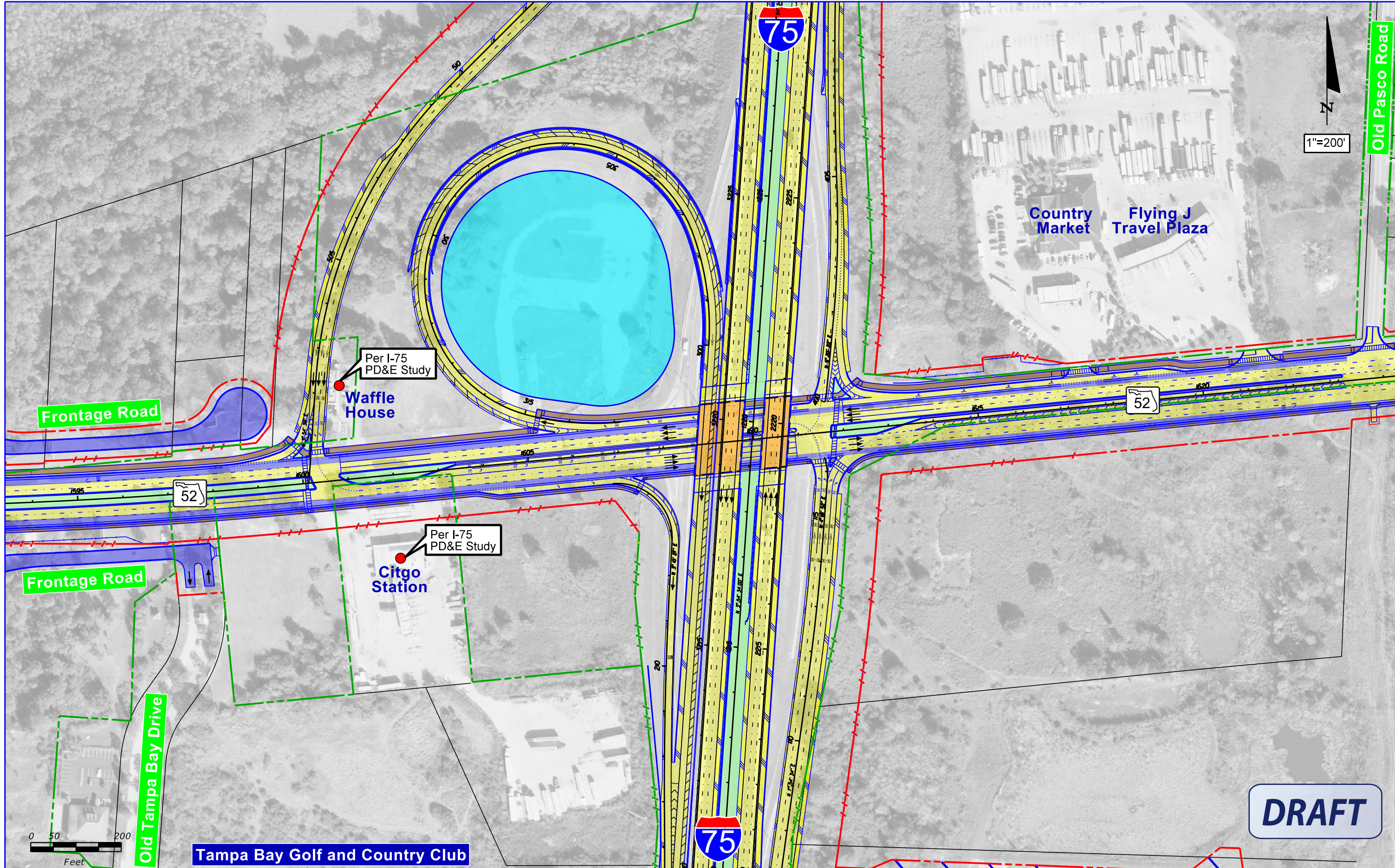
<b>LEGEND</b>	ROADWAY CENTERLINE	DESIGN CHANGES FROM PD&E	EXISTING PROPERTY LINE
	PLANNED ROADWAY	POTENTIAL RELOCATION	EXISTING RIGHT-OF-WAY
	PLANNED BRIDGE	Flight Date: 2009	PLANNED RIGHT-OF-WAY
	PLANNED MEDIAN		EXISTING LIMITED ACCESS R/W
	PLANNED SIDEWALK		PLANNED LIMITED ACCESS R/W
	POND SITE		LANE DESIGNATION

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	WPI Segment No.
	PASCO	258736-2 (Design Segment)

I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52  
**SR 52 CONCEPT PLAN SHEET**

SHEET NO.  
4



**Tampa Bay Golf and Country Club**

**LEGEND**

	ROADWAY CENTERLINE
	PLANNED ROADWAY
	PLANNED BRIDGE
	PLANNED MEDIAN
	PLANNED SIDEWALK
	POND SITE

	DESIGN CHANGES FROM PD&E
	POTENTIAL RELOCATION
	EXISTING PROPERTY LINE
	EXISTING RIGHT-OF-WAY
	PLANNED RIGHT-OF-WAY
	EXISTING LIMITED ACCESS R/W
	PLANNED LIMITED ACCESS R/W
	LANE DESIGNATION

Flight Date: 2009

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	WPI Segment No.
	PASCO	258736-2 (Design Segment)

I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52

**SR 52 CONCEPT PLAN SHEET**

SHEET NO.  
5

1"=200'



Fresco Road

Uradco Place

Commerce Drive

Corporate Lake Boulevard

**End Project**  
FPID: 258736-2 I-75 Widening

6 Lane Typical Section per approved PD&E study for SR 52 from I-75 to East of Emmaus Cemetery Rd. (7-26-2005)

52

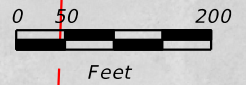
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<b>LEGEND</b>	ROADWAY CENTERLINE	DESIGN CHANGES FROM PD&E	EXISTING PROPERTY LINE
	PLANNED ROADWAY	POTENTIAL RELOCATION	EXISTING RIGHT-OF-WAY
	PLANNED BRIDGE	<i>Flight Date: 2009</i>	PLANNED RIGHT-OF-WAY
	PLANNED MEDIAN		EXISTING LIMITED ACCESS R/W
	PLANNED SIDEWALK		PLANNED LIMITED ACCESS R/W
	POND SITE		LANE DESIGNATION

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	WPI Segment No.
	PASCO	258736-2 (Design Segment)

I-75 Design Change Reevaluation  
 North of CR 54 to North of SR 52

**SR 52 CONCEPT PLAN SHEET**

SHEET NO.  
6

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**VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

**A. Mitigation Status**

Impacts to wetlands will be mitigated using Florida Statutes 373.4137.

Status:

*The mitigation status is still valid. Coordination has been ongoing with the Southwest Florida Water Management District related to stormwater and environmental resource permitting for this segment of the project. Wetland mitigation will be coordinated in the permitting and construction of the proposed improvements. The FDOT intends to utilize Florida Statutes 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE.*

**B. Commitment Compliance**

The following project-specific commitments were included in the previously approved Type 2 CE.

Commitment:

The number and location of residential properties in the Tampa Bay Golf and Tennis Club development that acquire building permits prior to the date that the Federal Highway Administration (FHWA) approves this environmental document will be established. During subsequent reevaluations for this project, the effect of traffic noise on those residences will be determined and abatement considerations evaluated, where warranted.

Status of this commitment:

*The Noise Study Report prepared for the approved Type 2 CE indicated one residential unit was located within the 66 dBA contour (stated as 492 feet from the centerline of I-75). A Technical Memorandum was prepared by PBS&J for FDOT on June 4, 2008 documenting a traffic noise re-analysis for the Tampa Bay Golf & Country Club. In the re-analysis, predicted noise levels were produced using the FHWA Traffic Noise Model (TNM), version 2.5. Pasco County building permits issued in the Tampa Bay Golf and Tennis Club were reviewed and it was determined that nine receiver locations had permits issued prior to the date that the FHWA approved the Environmental Document (Date of Public Knowledge - November 27, 2000). The Technical Memorandum indicated nine homes along Collar Drive were found to have received building permits before November 27, 2000. The results of the analysis indicated a noise barrier along the I-75 right of way was not a cost reasonable abatement measure. A review of the Phase II plans indicate no substantial horizontal or vertical alteration of the project along I-75 adjacent to the Tampa Bay Golf & Country Club. A Draft Noise Study Report (NSR) Update Addendum was prepared on May 29, 2012 for the entire project corridor using TNM version 2.5. The NSR Update Addendum confirmed the results of the June 4, 2008 Technical Memorandum related to the Tampa Bay Golf & Country Club, that a noise barrier was not a cost reasonable abatement measure.*

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*The proposed design change to shift the widening of southbound I-75 towards the median instead of towards the border in the vicinity of the Tampa Bay Golf & Country Club is intended to further reduce the potential for noise or other impacts to the adjacent properties. This commitment has been fulfilled.*

**Commitment:**

A total of 11 sites were classified as potential contamination sites. Three sites were assigned a risk rating of "low", eight sites were assigned a risk rating of "medium" and no sites were assigned a "high" risk rating. The eight sites that were assigned a risk rating of "medium" are recommended for further evaluation in the form of soil and groundwater sampling and testing for the presence of petroleum products during the design phase of this project.

**Status of this commitment:**

*This commitment is still valid. Of the 11 sites that were classified as potential contamination sites in the approved Type 2 CE, four of these were located within Segment C of the project which is the subject of this reevaluation. Two of these sites were assigned a "medium" risk rating and recommended for further evaluation during the design phase. A Level II Contamination Assessment testing is scheduled following the submittal of Phase III plans. The Level II testing will confirm the status of the previously found sites to see if any Level III remediation will be necessary. The Level II assessment results will be discussed in the Construction Reevaluation for this segment.*

**Commitment:**

Archeological field testing will be conducted for the preferred pond and floodplain compensation areas during the design phase of this project for review and concurrence by FHWA and the State Historic Preservation Officer (SHPO).

**Status of this commitment:**

*This commitment is still valid. SMF and FPC sites have been surveyed for archaeological sites during the ongoing design process and the survey results have been coordinated with the FHWA and SHPO. No NRHP-eligible properties have been identified and therefore, none would be affected. SHPO concurred with these findings on June 25, 2009; January 19, 2010, and June 28, 2012. Any new SMF and FPC sites will be evaluated for cultural resources again as part of reviewing the Phase III plans. The results of the review process will be addressed in the Construction Reevaluation.*



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**VII. PERMIT STATUS**

The following list provides the status of environmental permits required by each regulatory agency for the segment being advanced by this reevaluation:

**Segment C**

<u>Agency</u>	<u>Type</u>	<u>Status</u>
SWFWMD	Environmental Resource Permit (ERP)	Application to be submitted after Phase II
USACE	Individual Permit	Application to be submitted after Phase II
FDEP	Stormwater Discharge from Large and Small Construction (replaces National Pollution Discharge Elimination System [NPDES])	Issued 48 hours prior to construction

**VIII. PUBLIC HEARING SUMMARY**

After the Type 2 CE was approved and before this reevaluation, a Corridor Public Meeting was held on September 17, 2007 at the Victorious Life Church in Wesley Chapel, FL, which included Segments A, B & C of this project. Design information, available at the time of the Meeting, was on display for public input. Input included requests for noise walls and improved traffic safety at the signals for the I-75/SR 52 interchange.

The FDOT held a Design Change Reevaluation Public Hearing on December 8, 2011, from 5:00 p.m. to 7:00 p.m. at the Atonement Lutheran Church, 29617 State Road 54, Wesley Chapel, Florida. The purpose of the hearing was to solicit input from the public regarding the planned design changes and associated environmental effects. The hearing also fulfilled statutory mandates outlined in F.S. Chapter 335.199 that requires FDOT to notify property owners and local governments of certain access management changes to state highways.

FDOT utilized numerous methods to encourage public participation including notification to state and local officials and distribution of a notification letter on November 14, 2011 to adjacent land owners and persons on the project mailing list. A notice of the hearing and public availability of draft reevaluation documents was published in the *Florida Administrative Weekly* on November 18, 2011 and in the *Pasco Tribune newspaper* on November 19 and December 1, 2011. Project documents were available for public review at the hearing.

The hearing was conducted in an open house format with a formal opportunity for public testimony. A handout package was provided to participants. One hundred fifteen (115) people signed the attendance sheets at the hearing. Exhibits were on display with FDOT representatives available for discussion with participants. FDOT staff was available

**Florida Department of Transportation**  
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from the areas of right of way, environmental management and public information. Participants could provide verbal comments to the court reporter in a one-on-one setting or submit written comments at the hearing or during the official comment period that ended on December 19, 2011. At 6:00 p.m. the formal portion of the hearing began with the FDOT's Project Manager, Amy Neidringhaus serving as the moderator who gave a brief synopsis of the project by showing a brief Powerpoint presentation and opened the floor for public comment. Public comments were made by nine (9) persons. Twelve (12) persons gave public comments to the court reporter outside the formal portion. Nine (9) written comments were provided at the hearing and twenty-two (22) additional written comments were provided during the comment period. Informal discussions with the participants and FDOT representatives included issues related to noise, construction timing, removing existing vegetation along I-75 within the right of way. The public hearing transcript is attached to this reevaluation document as **Attachment C** and is also available in the project file.

As a result of the public hearing process and ongoing public outreach, the issue of noise levels related to properties within the Tampa Bay Golf and Country Club is the predominant concern raised by the public associated with the project. To address these concerns, the FDOT has developed the design change to shift the widening of southbound I-75 towards the median instead of towards the border in the vicinity of the Tampa Bay Golf & Country Club. This design change is intended to reduce the potential for noise or other impacts to the adjacent properties. A Construction Open House will be scheduled at the beginning of the construction phase.

**Florida Department of Transportation  
PROJECT REEVALUATION**

**ATTACHMENT A**

**A. SOCIAL IMPACTS**

A.1. Land Use Changes

The approved Type 2 CE indicated the existing land uses adjacent to the 1-75 corridor consist of general agriculture, commercial, industrial and some low density residential areas in a rural setting. The proposed project was consistent with future land use plans. Population growth trends in Pasco and northern Hillsborough counties have shown a high growth rate over the past thirty years. Future land uses are expected to follow the established trends, and secondary development or land use changes associated with the proposed project are unlikely.

*Status: A field review in October 2011 for this segment indicates that current land use is similar to that described in the Type 2 CE. The Adopted 2025 Pasco County Future Land Use Map (FLUM) Adopted June 27, 2006, Revised January 20, 2012, indicates residential uses, mixed uses, public uses and employment centers within Segment C. This project will not impact future land uses within the corridor. Therefore, there is no change in status.*

A.2. Community Cohesion

The approved Type 2 CE indicated there was no involvement with Community Cohesion with this project.

*Status: A review of land use and communities along the corridor has found that the proposed project will not impact community cohesion. There is no change in status.*

A.3. Relocation Potential

The approved Type 2 CE indicated the proposed improvements may require the relocation of three businesses. One additional vacant commercial location may also be an additional business relocation. No residential relocations will be required as a result of the proposed improvements.

*Status: The businesses noted for relocation in the approved Type 2 CE were located on the west side of the SR 52 interchange. One of the businesses and the additional vacant commercial parcel were acquired by Pasco County and acquired by FDOT through advance acquisition. The two remaining identified business relocations (Waffle House on north side of SR 52 and Four Star Fuel (formerly Texaco) station on the south side of SR 52) are still required.*

*A Conceptual State Relocation Plan Update (CSRP Update) was prepared on June 19, 2012. The CSRP Update documented three business relocations – Waffle House and Four Star Fuel as noted in the original CSRP. A third business relocation is Mike’s Mobile Tire Service that is a tenant on the same parcel as Four Star Fuel. The placement*

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*of the northern frontage road along SR 52 will require ten residential relocations, four single family residential and six mobile homes. One of those residential relocations was also identified in the SR 52 Design Change Reevaluation approved by FHWA on February 2, 2007. The CSRP Update indicates sufficient replacement land for construction, commercial properties for sale, and single family or mobile home housing for sale or lease exist in the area and the relocation impact to the community will be minimal. The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; and relocation resources are available to all residential and business relocates without discrimination. Therefore, there is a change in status.*

**A.4. Community Services**

The approved Type 2 CE indicated there was no involvement with Community Services with this project.

*Status: A review of land use and community and emergency services along this design segment indicated that there continue to be no schools, churches, or cemeteries, located within this project segment. There is no change in status.*

**A.5. Title VI Consideration**

The approved Type 2 CE indicated the project was not expected to impact any distinct minority, ethnic, elderly, or handicapped groups. This project was developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

*Status: As noted in section A.3. Relocations, a CSRP Update was prepared on June 19, 2012 that identified 10 residential relocations. All the residential displacees on this project are minority. The displacees are individuals or families of African-American or Mexican-American decent. One displacee is a 91 year old woman that serves as the rent collector for the other rental properties. One of the resident families includes a deaf girl who requires proximity to a special school.*

*Considering the quality and condition of the housing, considering rents and potential income earned, it is concluded that Last Resort Housing Supplements will be necessary for residential relocations on this project. Through personal interview the family of the girl has indicated an interest in moving to Plant City. Research has indicated sufficient special needs facilities exist in Plant City. The impacts on Title VI resources are minimal, therefore, there is a change in status.*

**A.6. Controversy Potential**

According to the approved Type 2 CE, the FDOT provided an Advance Notification Package to State and Federal agencies and other interested parties. No adverse or

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negative comments were received in response to the Advance Notification dated June 10, 1997. A Public Workshop was held on December 3, 1997 to present the No Build and Viable Build alternatives and to solicit comments from interested citizens. The viable Build alternatives included widening of the existing roadway by adding the additional travel lanes in the border (Alternative 1), and widening of the existing roadway by adding the additional travel lanes in the median (Alternative 2). A total of 113 public workshop notices were mailed to property owners in the I-75 project area and 32 notices were mailed to public agencies and officials. Approximately fifty persons attended the Meeting and eight written comments were received. The general consensus from the attendees was acceptance of the Build alternatives. No comments were received in favor of the No Build alternative. Following the public workshop, several modifications were made to the Build alternatives that led to the identification of the recommended alternative, which includes outside widening with reduced border width and a loop ramp at the S.R. 52 interchange.

A Public Hearing was held on July 27, 2000 to present the No Build and recommended Build alternatives to the public for comments. Approximately 37 persons attended the Hearing and four written comments were received. In addition to the written comments, one person spoke during the formal portion and one person made an oral statement during the informal portion. All comments received from the Public Hearing were in support of the project; however, requests were made to include improvements to the I-75/S.R. 54 interchange as part of this Study. A separate PD&E Study for this interchange was completed in 1988 and the proposed improvements in the 1988 study were included in the preferred alternative.

*Status: A Corridor Public Meeting was held on September 17, 2007 at the Victorious Life Church in Wesley Chapel, FL, which included Segments A, B & C of this project. Design information, available at the time of the Meeting, was on display for public input. Input included requests for noise walls and improved traffic safety at the signals for the I-75/SR 52 interchange.*

*As noted in Section VIII, a Design Change Reevaluation Public Hearing was held on December 8, 2011 at the Atonement Lutheran Church for Segment C of this project. The purpose was to present the proposed design changes and provide the public an opportunity to provide input on the changes and the design elements for the project segments. The predominant concern raised by the public involved noise level issues related to properties within the Tampa Bay Golf & Country Club. See Attachment C for the Public Hearing Transcript.*

*The proposed design change to shift the widening of southbound I-75 towards the median instead of towards the border in the vicinity of the Tampa Bay Golf & Country Club is intended to further reduce the potential for noise or other impacts to the adjacent properties. There is no change in status.*

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A.7. Utilities & Railroads

The approved Type 2 CE indicated several utility companies including Pasco County Utilities, Peoples Gas Systems, Tampa Electric Company, Withlacoochee River Electric Cooperative, Tampa Bay Water, Florida Power Corporation, FSN Cable, Inc. (now Brighthouse Networks), and GTE Florida, Inc. (now Verizon Florida, LLC) have facilities within the 1-75 ROW. Coordination with the utility companies will continue through the project development and construction phases. There are no railroad crossings within the project limits.

*Status: Utility coordination is underway and will be completed before the project letting date. No railroad crossings are located within this segment. There is no change in status.*

**B. CULTURAL IMPACTS**

B.1. Section 4(f) Lands

The approved Type 2 CE indicated there was no involvement with Section 4(f) Lands with this project.

*Status: A review of land use along this design segment indicated that since approval of the Type 2 CE, Pasco County constructed a regional park (Wesley Chapel District Park) along the south side of Overpass Road between I-75 and Boyette Road. The active components of the park are not located along the I-75 right of way and no additional right of way or easements are required from the County property to construct the project. The project will have no impact to park access, nor any recreational uses of the park, therefore there is no involvement with Section 4(f) Lands. There is no change in status.*

B.2. Historic Sites/Districts

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes, a Cultural Resource Assessment Survey (CRAS) was conducted in 1997 for the I-75 (SR 93) PD&E Study from south of SR 56 to north of SR 52 to assess the potential for impacts to any historical resources within the project study area. The CRAS included background research and a field survey coordinated with the SHPO. The historical/architectural survey resulted in the recording of one historic cemetery within the viewshed of the 1-75 project corridor but outside of the proposed project right of way. The Holton Cemetery (Florida Master Site File [FMSF] site 8PA619) was established in the 1880s and is still used for burials. Based on the lack of significant historical evidence, and unique gravestones and burial practices, the FHWA, after application of the National Register Criteria of Significance, found that the Holton Cemetery was not eligible for listing on the National Register of Historic Places (NRHP). The SHPO rendered the same opinion, as stated in a letter dated April 24, 1998. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the FHWA, after

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consultation with the SHPO, has determined that no NRHP properties would be affected. The FHWA issued a letter dated May 1, 1998 indicating this opinion.

A probability analysis was also conducted during the PD&E Study for 20 preferred pond sites and 7 preferred floodplain compensation (FPC) sites. All of these sites are located within the previously surveyed Area of Potential Effects (APE) and will not require further historical/architectural field survey. No historic structures are associated with any of the preferred pond and FPC sites.

*Status: SMF and FPC sites have been surveyed for historic resources during design and coordinated with FHWA and SHPO. No NRHP-eligible properties would be affected. SHPO concurred with these findings on June 25, 2009; January 19, 2010, and June 28, 2012. The SMF and FPC sites will be evaluated for cultural resources again in the Phase III plans and any changes will be addressed in the Construction Reevaluation.*

*An Historic Resources Survey Update Technical Memorandum was prepared for this design segment in February 2012. Two previously recorded historic linear resources, Old Dade City Road (8PA113) and State Road 54 (8PA2472), cross the I-75 project corridor. Both have been previously determined not eligible for listing in the NRHP by the SHPO. No additional historic resources were identified. This Historic Resources Survey Update was coordinated with FHWA and SHPO. FHWA determined that no NRHP-eligible properties would be affected. SHPO concurred with these findings on March 15, 2012. Therefore, there is no change in status.*

**B.3. Archaeological Sites**

In accordance with the National Historic Preservation Act of 1966, as amended, and Chapter 267, Florida Statutes, a CRAS was conducted in 1997 for the I-75 (SR 93) PD&E Study from south of SR 56 to north of SR 52 to assess the potential of impacts to any archaeological sites in the project study area. The CRAS included background research and a field survey coordinated with the SHPO. Background research and a review of the FMSF indicated that one archaeological site was recorded within the project corridor. As a result of the field survey, the location of the previously recorded site was confirmed and fifteen new sites were discovered. Among the 16 total sites, two are classified as single artifact sites, three as artifact scatters, and 11 as lithic scatters. All are considered to have limited research potential. Neither the previous site nor the newly discovered sites will be affected by the proposed project. The FHWA, after application of the National Register Criteria of Significance, found that the sites were not eligible for listing on the NRHP. The SHPO rendered the same opinion, as stated in a letter dated April 24, 1998. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the FHWA, after consultation with the SHPO, has determined that no NRHP properties would be affected. The FHWA issued a letter dated May 1, 1998 indicating this opinion.

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A probability analysis was also conducted during the PD&E Study for 20 preferred pond sites and 7 preferred FPC sites. Six previously recorded archaeological sites are associated with eight of the preferred pond and FPC sites. These recorded sites include single artifacts, and lithic and artifact scatters. None is considered eligible for listing in the NRHP. An assessment of archaeological site location probability indicated that ten of the preferred pond and FPC sites have a high potential for site occurrence; six were considered to have a moderate potential; and 11 are deemed to have a low site probability. If archaeological sites are discovered, they are anticipated to be small lithic or artifact scatters, and with rare exception, would not be considered significant in terms of NRHP eligibility criteria. However, the proposed pond and FPC sites which have a moderate or high archaeological site probability will need to be archaeologically field tested for review by the FHWA and the SHPO during the design phase of this project.

*Status:*

*SMF and FPC sites have been surveyed for archaeological sites during design and coordinated with FHWA and SHPO. No NRHP-eligible properties would be affected. SHPO concurred with these findings on June 25, 2009; January 19, 2010, and June 28, 2012. Therefore, there is no change in status. The SMF and FPC sites will be evaluated for cultural resources again in the Phase III plans and any changes will be addressed in the Construction Reevaluation.*

B.4. Recreation Areas

The approved Type 2 CE indicated there was no involvement with Recreation Areas with this project.

*Status: A review of land use along this design segment indicated that since approval of the Type 2 CE, Pasco County constructed a regional park along the south side of Overpass Road between I-75 and Boyette Road. The active components of the park are not located along the I-75 right of way and no additional right of way or easements are required from the County property to construct the project. The project will have no impact to park access, nor any recreational uses of the park. There is no change in status.*

B.5. Pedestrian/Bicycle Facilities

The approved Type 2 CE did not address Pedestrian/Bicycle Facilities impacts along the project corridor. The *Final PER* indicated, "There are no pedestrian and/or bicycle facilities along I-75 in the study area."

*Status: The Pasco County Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP) adopted December 10, 2009 identifies SR 52 to be improved with pedestrian facilities and bicycle accommodations as cost affordable within the limits of this project. The Phase II plans show a 12-ft. shared use path on the north*



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*side of SR 52, a proposed 5 ft. sidewalk on the south side of SR 52 and 4 ft bicycle lanes on both sides of SR 52.*

*Pasco County Public Transportation does not offer any local bus routes within this project segment. The local and express routes are located outside the limits of this segment; therefore, there is no change in status.*

**C. NATURAL ENVIRONMENT**

**C.1. Wetlands**

The approved Type 2 CE indicated, the impact on wetlands within the project corridor is 1.29 ha. (3.19 ac). Mitigation for the loss of these wetlands will take place through Florida Statute 373.4137.

*Status: Coordination has been ongoing with the Southwest Florida Water Management District related to stormwater and environmental resource permitting for this segment of the project. Wetland mitigation will be coordinated in the permitting and construction of the proposed improvements. The FDOT intends to utilize Florida Statutes 373.4137 to mitigate impacts to wetlands as noted in the approved Type 2 CE. Therefore, there is no change in status.*

**C.2. Aquatic Preserves**

The approved Type 2 CE indicated this project was determined to have no involvement with Aquatic Preserves.

*Status: There is no change in status.*

**C.3. Water Quality**

The approved Type 2 CE indicated that no adverse impacts to water quality are anticipated. The proposed storm water facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the Southwest Florida Water Management District. Therefore, no further mitigation for water quality impacts will be needed. A Water Quality Impact Evaluation (WQIE) was conducted for this project.

*Status: The SWFWMD permit for this segment will be obtained and the Florida Department of Environmental Protection (FDEP) permit will be obtained 48 hours prior to construction. Therefore, there has been no change in status.*

**C4. Outstanding Florida Waters**

The approved Type 2 CE indicated the Stormwater Management Facilities (SMF) sites were evaluated assuming the facilities will be designed as wet detention systems

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providing treatment for 1.5 inches of runoff in facilities discharging directly in Outstanding Florida Waters (OFW) and treatment of 1 inch of runoff for facilities not discharging directly to OFW.

*Status: There is no change in status.*

C.5. Wild and Scenic Rivers

The approved Type 2 CE indicated this project was determined to have no involvement with Wild and Scenic Rivers.

*Status: There is no change in status.*

C.6. Floodplains

The approved Type 2 CE indicated the Federal Emergency Management Agency (FEMA) (Flood Insurance Rate Maps) has completed a Flood Insurance Study (FIS) for Pasco County dated February 17, 1989, and there were no floodways indicated within the project corridor. Although Cypress Creek and Trout Creek are not considered floodways, FEMA has performed a hydraulic and hydrologic analysis for both streams.

In accordance with Executive Order 11988, "Floodplain Management," USDOT Order 5650.2, "Floodplain Management and Protection," and Chapter 23, Code of Federal Regulations, Part 650A, impacts to floodplains from the construction of the proposed project were considered. Portions of the study area for the proposed 1-75 widening are located within the floodplain limits shown on the FIRM Community Panels. The area from Cypress Creek to approximately 300 m (1000 ft) north of Trout Creek lies within the 100-year flood boundary Zone A4. Zone A4 is an area of 100-year flood, in which the base flood elevation [elevation 16.45 m (54 ft) NVGD to the west and elevation 16.15 m (53 ft) NVGD to the east] and flood hazard factors have been determined by FEMA.

The following areas intermittently lie within the 100-year flood boundary Zone A: from the northbound rest area extending north approximately 1340 m (4400 ft); from approximately 700 m (2300 ft) south of S.R. 54 to approximately 305 m (1000 ft) south of S.R. 54; from S.R. 54 extending north approximately 1220 m (4000 ft); from approximately 305 m (1000 ft) north of Tupper Road extending north approximately 305 m (1000 ft); from 488 m (1600 ft) north of Old McKendree Road extending north approximately 305 m (1000 ft). Zone A is an area of 100-year flood, in which the base flood elevation and flood hazard factors have not been determined by FEMA.

The remaining corridor of the project limits either lies in Zone C (areas of minimal flooding) or Zone X (areas determined to be outside the 500-year floodplain).

This project can be categorized as Category 4: PROJECTS ON EXISTING ALIGNMENT INVOLVING REPLACEMENT OF EXISTING DRAINAGE

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STRUCTURES WITH NO RECORD OF DRAINAGE PROBLEMS as defined in the FDOT Drainage Manual.

Mitigation for encroachment into the 100 year floodplain will be compensated through the construction of floodplain compensation ponds. These ponds and their locations will be addressed in the design phase of this project.

*Status: The FEMA FIRMs Map Community Panel that cover the project area are as follows: 120230 – 0250D, 120230 – 0275D, 120230 – 0425D and 120230 – 0450D. The project crosses the 100-year floodplain in a couple of locations; none of which are associated with named waterways. There are no regulatory floodways within the project limits. The Phase II plans identify five floodplain compensation sites (FPCs 15-17, 23A, 23B, 24 & SR 52) to meet the floodplain compensation requirements of the project. The current drainage design is consistent with the Type 2 CE. Stormwater permits will be obtained prior to construction; therefore, there has been no change in status.*

C.7. Coastal Zone Consistency

The approved Type 2 CE indicated the FDEP, determined that the project is consistent with the Florida Coastal Zone Management Program (CZMP) on August 11, 1997.

*Status: There is no change in status.*

C.8. Coastal Barrier Islands

The approved Type 2 CE indicated this project was determined to have no involvement with Coastal Barrier Islands.

*Status: There is no change in status.*

C.9. Wildlife and Habitat

The Type 2 CE indicated this project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR, Part 402 and the Endangered Species Act of 1973, as amended. The United States Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FFWCC), the Florida Natural Areas Inventory (FNAI), the National Resource Conservation Service (NRCS), and the FDOT Threatened & Endangered Species List were all consulted to establish a list of threatened or endangered species potentially occurring within the project area. The project area was surveyed between August and October 1997. Observation of habitat adjacent to the I-75 ROW indicates that the listed species with the greatest potential for occurrence are wading birds foraging in the wetland areas. Due to the large amount of suitable foraging and nesting habitat in the project area, impacts from the proposed improvements to I-75 are expected to be minimal. Disturbed vegetative conditions associated with the potential habitat areas limit the use and/or presence of

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listed species. Only minimal effects to upland species are expected and limited primarily to the gopher tortoise, a state species of special concern. The growing concentration of residential areas within the upland portions of the study area and the fragmentation of available upland habitat by agricultural activities limit the potential occurrence of protected wildlife. The proposed project is not located in an area designated as "Critical Habitat" by the USFWS. On April 4, 1999, the USFWS concurred that there would be "No Effect" on any federally protected threatened or endangered species.

*Status: An individual permit will be acquired for the construction of this project from the Army Corps. of Engineers. This permitting process includes the required consultation process with the USFWS. The outcome of this consultation process will be addressed in the Construction Reevaluation for this design segment. There is no change in status.*

**C.10. Essential Fish Habitat**

The approved Type 2 CE did not address Essential Fish Habitat (EFH) impacts along the project corridor.

*Status: The project is not located within, and/or will not adversely affect areas identified as EFH; therefore, an EFH consultation is not required.*

**C.11. Farmlands**

The approved Type 2 CE indicated this project was determined to have no involvement with Farmlands.

*Status: There is no change in status.*

**C.12. Visual/Aesthetics**

The approved Type 2 CE did not address Aesthetic impacts along the project corridor.

*Status: A field review in October 2011 for this segment verified that the aesthetic impacts are minimal. No request for landscaping has been received from Pasco County and no landscaping plans are included in the Phase II design plans. There is no change in status.*

**D. OTHER IMPACTS**

**D.1. Noise**

In accordance with 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise", an assessment of traffic noise was conducted for this project. The FHWA has established guidelines for the relationship between land use and design year noise levels. Residences, churches, motels, hospitals, parks and recreation areas are in Category B with a Noise Abatement Criteria (NAC) level of 67 decibels on the A-

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weighted scale (dBA). Noise sensitive sites predicted to "approach" within 1 dBA of the NAC or exceed the NAC were identified.

The noise study was conducted utilizing the FHWA STAMINA 2.0 (Florida Version 2.1) traffic noise prediction model. The traffic noise impact evaluation identified 3 noise sensitive sites in Segment B, 17 in Segment C and 12 in Segment D as approaching or exceeding the FHWA NAC for a total of 32 affected noise sensitive sites. The sites included two motel swimming pools (Master's Inn and Comfort Inn), a swimming pool and shuffleboard court at Quail Run RV Park, and the remainder were residential sites. The range of increase from existing conditions to design year build is 1.3 to 1.7 dBA. Noise level increases up to 3 decibels are not perceptible to the average human being; therefore, noise impacts from the proposed project are considered minimal.

Noise abatement measures were evaluated for the affected noise sensitive sites including traffic system management, alignment modifications, property acquisition, land use controls and noise barriers. None of the noise abatement measures evaluated were found to be feasible and cost reasonable. Land use controls can be used to minimize the future development of noise sensitive sites.

The Tampa Bay Golf and Tennis Club is a master planned unit development located south of S.R. 52 and west of I-75. At the time of the noise evaluation for the PD&E Study phase of this project, construction had been completed for only one residence and a noise level of 66.5 dBA was predicted at the residence indicating that future noise abatement should be considered. All residences that have been planned, designed, and programmed (i.e., have acquired a building permit) prior to the date that FHWA approves this environmental document will be evaluated in a noise analysis and considered for abatement if predicted noise levels approach or exceed the NAC during the project's subsequent design phase. Currently, building permits are being acquired and construction is beginning on other lots in this development. The exact location and number of residences that are to be evaluated cannot be determined at this time. During subsequent reevaluations for this project, the number and location of residential properties that acquired building permits prior to the date that FHWA approves this environmental document should be determined and a noise evaluation performed for those residences.

*Status: The Noise Study Report (NSR) prepared for the approved Type 2 CE indicated one residential unit was located within the 66 dBA contour (stated as 492 feet from the centerline of I-75). A Technical Memorandum was prepared for FDOT on June 4, 2008 documenting a traffic noise re-analysis for the Tampa Bay Golf & Country Club. In the re-analysis, predicted noise levels were produced using the FHWA Traffic Noise Model (TNM), version 2.5. Pasco County building permits issued in the Tampa Bay Golf and Tennis Club were reviewed to determine and it was determined that nine receiver locations had permits issued prior to the date that the FHWA approved the Environmental Document (Date of Public Knowledge - November 27, 2000). The*

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*Technical Memorandum indicated nine homes along Collar Drive were found to have received building permits before November 27, 2000. The traffic noise analysis determined noise levels at five of the nine receiver locations were predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) for the build condition using projected year 2032 traffic. A potential noise barrier located along the I-75 right of way was analyzed for the 5 affected residences. The analysis determined that a noise barrier could provide at least a 5dBA reduction to all five of the affected residences at barrier heights ranging between 16 and 22 feet. The lowest cost per benefited residence was achieved at a height of 20 ft. and a length of 1,300 ft. The barrier would provide at least a 5 dBA reduction to all 5 of the affected residences with this barrier configuration. At \$156,000 per benefited residence (using \$30.00 per sq. ft of noise barrier), the noise barrier cost exceeds the current FDOT reasonable criterion of \$42,000 per benefitted receiver. Using the cost criteria of the approved Type 2 CE, the barrier cost could have yielded \$104,000 per benefited residence (using \$20.00 per sq. ft of noise barrier) which exceeds the reasonable criterion used in the approved Type 2 CE of \$20,000 per benefitted receiver. Therefore, a noise barrier along the proposed I-75 right of way was not a cost reasonable abatement measure. A review of the Phase II plans indicate no substantial horizontal or vertical alteration of the project along I-75 adjacent to the Tampa Bay Golf & Country Club.*

*A Draft NSR Update Addendum was prepared on May 29, 2012 for Segment C (I-75 from north of CR 54 to north of SR 52) . The NSR Update Addendum presents the results of the traffic noise analysis for the project using the TNM version 2.5. Five noise sensitive areas were evaluated. A total of 93 individual noise sensitive sites were evaluated within the five areas. The results of the traffic noise analysis predict that with the planned improvements, traffic noise levels would approach, meet, or exceed the Noise Abatement Criteria (NAC) at 54 of the 93 sites. The 54 sites are comprised of recreational vehicle (RV) lots and a recreational area (an area with a common pool and shuffleboard/horseshoe courts) within the Quail Run RV Resort, single-family residences, and a recreational area (a golf course) at Tampa Bay Golf and Country Club. None of the predicted traffic noise levels are predicted to increase substantially from existing levels.*

*The traffic noise abatement measures that were considered for the project were traffic management, alternative roadway alignment, and noise barriers. With the exception of a potential noise barrier at the Quail Run RV Resort, the results presented in this document demonstrate that none of the measures would be both feasible and cost reasonable to reduce predicted traffic noise impacts. Following procedures detailed in the FDOT's PD&E Manual, noise abatement measures will only be considered for the lots within the Quail Run RV Resort that are occupied 51 or more percent of the year. The FDOT coordinated with the property owner who confirmed occupancy 51 or more percent of the year and expressed a desire for a noise barrier. Therefore, construction of a noise barrier at this location will be contingent on a detailed engineering review to determine if there are any reasons why the barrier could not be constructed. Of note, should the*

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*engineering review reveal that a barrier could be constructed at the evaluated location but there would be additional costs to do so, the additional costs will be included in the final cost reasonableness evaluation of the barrier.*

*The FDOT will further investigate the potential construction of a noise barrier for the Quail Run RV Resort prior to preparing the project's Construction Reevaluation. The noise impacts on this project will be minimal; therefore, there is a change in status.*

D.2. Air

The approved Type 2 CE indicated the No Build and Preferred Build Alternatives were subjected to an air quality screening test COSCREEN98. A review of the traffic data showed the signalized intersection at the S.R. 54 interchange as having the worst combination of high traffic volumes and nearby reasonable receptor sites.

The predicted concentrations are well below the national ambient air quality standards of 35 part per million for I-hour and 9 parts per million for an 8-hour averaging time. Therefore, the project is not expected to cause concentrations of CO that would exceed the NAAQS.

The project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, therefore conformity does not apply.

Status: *There is no change in status.*

D.3. Construction

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, water quality, traffic flow, visual, and noise impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and unpaved roads. These impacts will be minimized or controlled by adherence to all State and local regulations, the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of Best Management Practices.

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Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays. Access of all businesses, residences, and recreational facilities will be maintained to the extent practical through controlled construction scheduling. Signage will be used, as appropriate, to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities which could excessively inconvenience the community, so that motorists, residents, and business persons can plan travel routes accordingly. All provisions of the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction will be followed.

Noise and vibration impacts will be from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction.

*Status: Segment C is still under design and a Traffic Control Plan (TCP) is under development and will be prepared with the Phase III Plans. However, all construction activities will comply with the latest version of the FDOT Standard Specifications for Road and Bridge Construction. Therefore, there has been no change in status.*

**D.4. Contamination Impacts**

The approved Type 2 CE classified a total of 11 sites into one of three types of contamination potential: hazardous waste contamination only (HI, H2, etc.), petroleum products contamination only (P-1, P-2, etc.) and sites contaminated with both petroleum and hazardous waste (HP1, HP2, etc.). All 11 sites are potentially contaminated by petroleum products; no sites are potentially contaminated by hazardous wastes or by a combination of petroleum and hazardous wastes. Seven of the 11 sites are located at the S.R.54/1-75 interchange which is in Segment B; four of the 11 sites are located at the S.R. 52/I-75 interchange which is in Segment D. Three sites (one in Segment B and two in Segment D) were assigned a risk rating of "low", eight sites (six in Segment B and two in Segment D) were assigned a "medium" risk rating, and no sites were assigned a "high" risk rating. The eight sites that were assigned a risk rating of "medium" are recommended for further evaluation in the form of soil and groundwater sampling and testing for the presence of petroleum products during the design phase of this project.

*Status: Of the 11 sites that were classified as potential contamination sites in the approved Type 2 CE, four of these were located within Segment C of the project which is the subject of this reevaluation. Two of these sites were assigned a "medium" risk rating and recommended for further evaluation during the design phase. The parcel containing one of these sites assigned a "medium" risk (located in the northwest quadrant of SR 52 and I-75) was acquired by FDOT. A Level II Contamination Assessment testing is scheduled following the Phase III plans. The Level II testing will confirm the status of the previously found sites to see if any Level III remediation will be necessary. The Level II*



**Florida Department of Transportation  
PROJECT REEVALUATION**

**ATTACHMENT A**

*assessment results will be further discussed in the Construction Reevaluation for this segment. There is no change in status.*

**D.5. Navigation Impacts**

The approved Type 2 CE indicated this project was determined to have no involvement with Navigation Impacts.

*Status: There is no change in status.*

**Florida Department of Transportation  
PROJECT REEVALUATION**

**ATTACHMENT B**

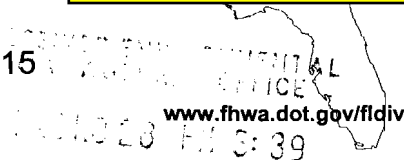
**Pages from the Original  
approved Type 2  
Categorical Exclusion  
and subsequent  
approved  
Re-evaluation**



#31

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

Original Type 2 Categorical Exclusion  
and Interchange Modification Report  
Approval - 11/27/2000



November 27, 2000

IN REPLY REFER TO: HPO-FL

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

Subject: Type 2 Categorical Exclusion  
Federal-Aid Project No.: NH-75-1(91)275  
WPI Seg. No.: 2587361  
SR 93 (I-75), from South of SR 56 to North of SR 52  
Pasco County

Dear Mr. Comellas:

The Federal Highway Administration (FHWA) has reviewed and concurred in the Class of Action determination for the subject project limits. We are also granting approval of the Final I75/SR52 Interchange Modification Report. A signed copy of the Type 2 Categorical Exclusion and the Interchange Modification Reports are enclosed for your use.

Should you have any questions, please contact me at (850) 942-9650 Ext. 3032.

Sincerely,

For: James E. St. John  
Division Administrator

Enclosure

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**INTERCHANGE MODIFICATION PROPOSAL**

**REVIEW CHECKLIST AND CERTIFICATION STATEMENT**

Interchange Location: Mainline: Interstate 75      Crossroad: State Road 52

DOT District: Seven      District Contract: C-6227

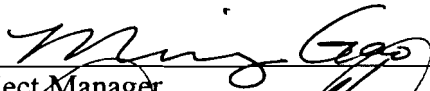
Applicant: FDOT District Seven, Environmental Management Office

Contact: Mr. Kirk Bogen, P.E., District Project Development Engineer

**EXCEPTIONS (POLICY, PROCEDURE, STANDARDS):**

**CERTIFICATION:**

This document has been reviewed to ensure consistency with the analysis techniques and documentation requirements as agreed to in the Methodology Letter of Understanding (MLOU) and the Interchange Process (except as noted above).

  
\_\_\_\_\_  
Project Manager


11-2-2000  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
District Planning Manager

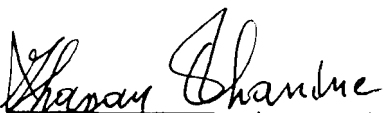
2 Nov 00  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
District Interchange Review Coordinator

11-2-2000  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
 District Secretary or designee

11/3/00  
\_\_\_\_\_  
Date

APPROVED:  DATE: 11/27/2000  
For the Division Administrator

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL DETERMINATION

FORM 650-040-02  
ENVIRONMENTAL MANAGEMENT - 05/97  
PAGE 1 OF 12

1. GENERAL INFORMATION

County: Pasco  
Project Name: I-75 (S.R. 93)  
Project Limits: From South of S.R. 56 to North of S.R. 52

Project Numbers: NH-75-1(91)275 Federal      258736 1 WPI

Original Type 2 Categorical Exclusion  
Signature Page - 11/27/2000

2. PROJECT DESCRIPTION

- A. Existing Conditions: See Attachment 1
- B. Proposed Improvements: See Attachment 1

3. CLASS OF ACTION

- |  |   |
|--|---|
| <p>A. Class of Action:</p> <p><input type="checkbox"/> Environmental Assessment</p> <p><input type="checkbox"/> Environmental Impact Statement</p> <p><input checked="" type="checkbox"/> Type 2 Categorical Exclusion</p> | <p>B. Other Actions:</p> <p><input type="checkbox"/> Section 4(f) Evaluation</p> <p><input type="checkbox"/> Section 106 Consultation</p> <p><input type="checkbox"/> Endangered Species Assessment</p> |
|--|---|

C. Public Involvement:

- 1.  A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
- 2.  A public hearing was held and a transcript is included with the environmental determination. Approval of this Type 2 Categorical Exclusion determination constitutes location and design concept acceptance for this project.
  - An opportunity for a public hearing was afforded and a certification of opportunity is included with the environmental determination. Approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
- 3.  A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute location and design concept acceptance for this project.
  - An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this Type 2 Categorical Exclusion DOES NOT constitute location and design concept acceptance for this project.

D. Cooperating Agency:  COE  USCG  FWS  EPA  NMFS  NONE

4. REVIEWERS' SIGNATURES

Ming Gao  
FDOT Project Manager

11 / 2 / 2000  
Date

Rick Adair  
FDOT Environmental Administrator

11 / 2 / 2000  
Date

\_\_\_\_\_  
FHWA Urban Transportation Engineer

\_\_\_ / \_\_\_ / \_\_\_  
Date

5. FHWA CONCURRENCE

Sharon Chamble  
(For) Division Administrator

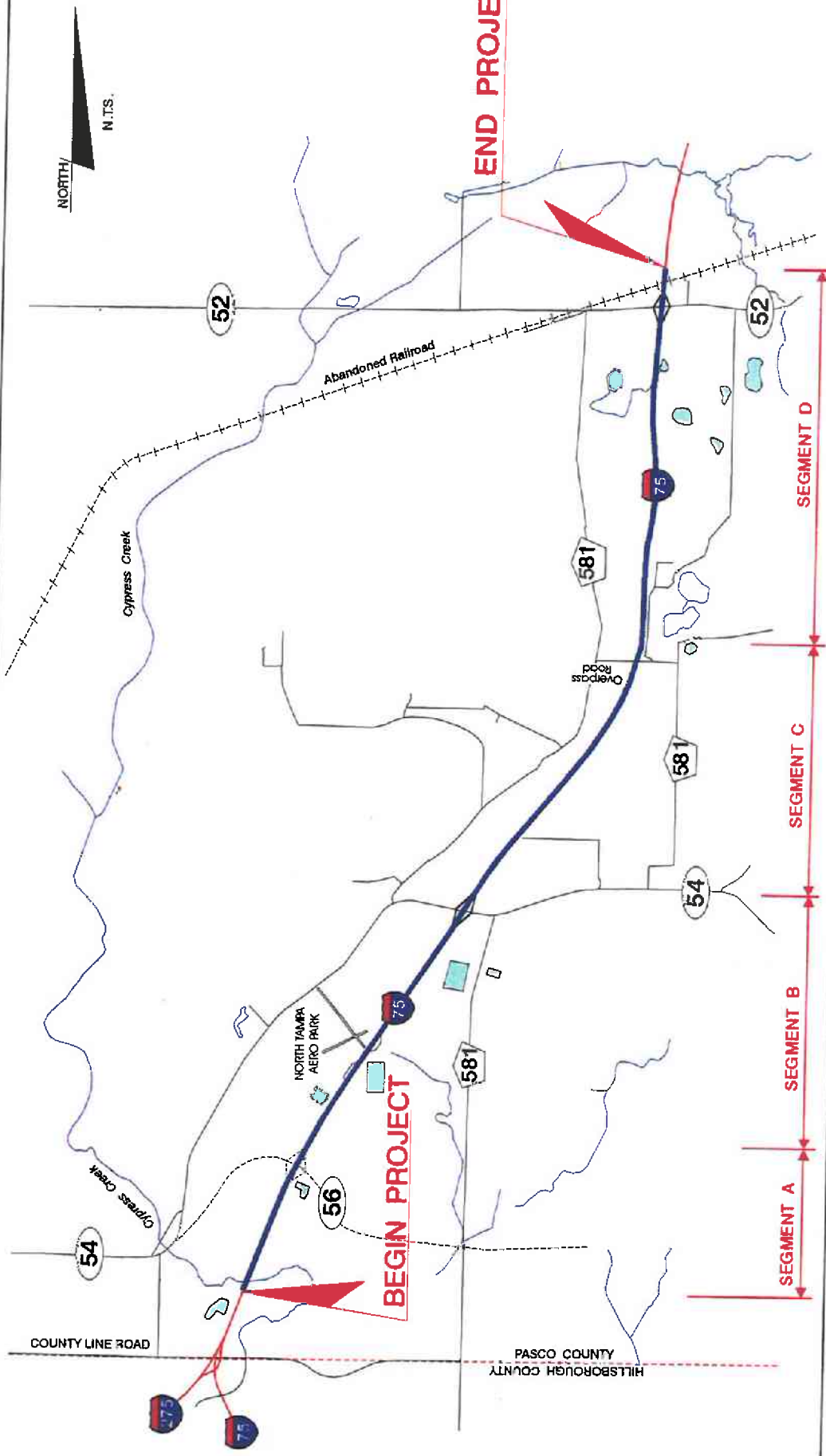
11 / 27 / 2000  
Date

**6. IMPACT EVALUATION**

Topical Categories	S	M	N	N	REMARKS
	I	I	o	o	
	g	n	n	I	
	n		e	n	
				v	
<b>A. SOCIAL IMPACTS</b>					
1. Land Use Changes	[ ]	[ ]	[X]	[ ]	<u>See Attachment A</u>
2. Community Cohesion	[ ]	[ ]	[ ]	[X]	
3. Relocation Potential	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
4. Community Services	[ ]	[ ]	[ ]	[X]	
5. Title VI Considerations	[ ]	[ ]	[X]	[ ]	<u>See Attachment A</u>
6. Controversy Potential	[ ]	[ ]	[X]	[ ]	<u>See Attachment A</u>
7. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
<b>B. CULTURAL IMPACTS</b>					
1. Section 4(f) Lands	[ ]	[ ]	[ ]	[X]	
2. Historic Sites / District	[ ]	[ ]	[X]	[ ]	<u>See letter dated 4/24/1998</u>
3. Archaeological Sites	[ ]	[ ]	[X]	[ ]	<u>See letter dated 4/24/1998</u>
4. Recreation Areas	[ ]	[ ]	[ ]	[X]	
<b>C. NATURAL ENVIRONMENT</b>					
1. Wetlands	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
2. Aquatic Preserves	[ ]	[ ]	[ ]	[X]	
3. Water Quality	[ ]	[ ]	[X]	[ ]	<u>WQIE dated 6/19/2000</u>
4. Outstanding Florida Waters	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
5. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	
6. Floodplains	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
7. Coastal Zone Consistency	[ ]	[ ]	[X]	[ ]	<u>See letter dated 8/11/97</u>
8. Coastal Barrier Islands	[ ]	[ ]	[ ]	[X]	
9. Wildlife and Habitat	[ ]	[X]	[ ]	[ ]	<u>See letter dated 3/1/99</u>
10. Farmlands	[ ]	[ ]	[ ]	[X]	
<b>D. PHYSICAL IMPACTS</b>					
1. Noise	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
2. Air	[ ]	[ ]	[X]	[ ]	<u>See Attachment A</u>
3. Construction	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
4. Contamination	[ ]	[X]	[ ]	[ ]	<u>See Attachment A</u>
5. Navigation	[ ]	[ ]	[ ]	[X]	
a.	[ ]				FHWA has determined that a Coast Guard permit IS NOT required in accordance with 23 CFR 650, Subpart H.
b.	[ ]				FHWA has determined that a Coast Guard permit IS required in accordance with 23 CFR 650, Subpart H.

**E. PERMITS REQUIRED**

Southwest Florida Water Management District (SWFWMD)  
 United States Army Corps. of engineers (USACOE)  
 United States Environmental Protection Agency (USEPA)



FLORIDA DEPARTMENT OF TRANSPORTATION

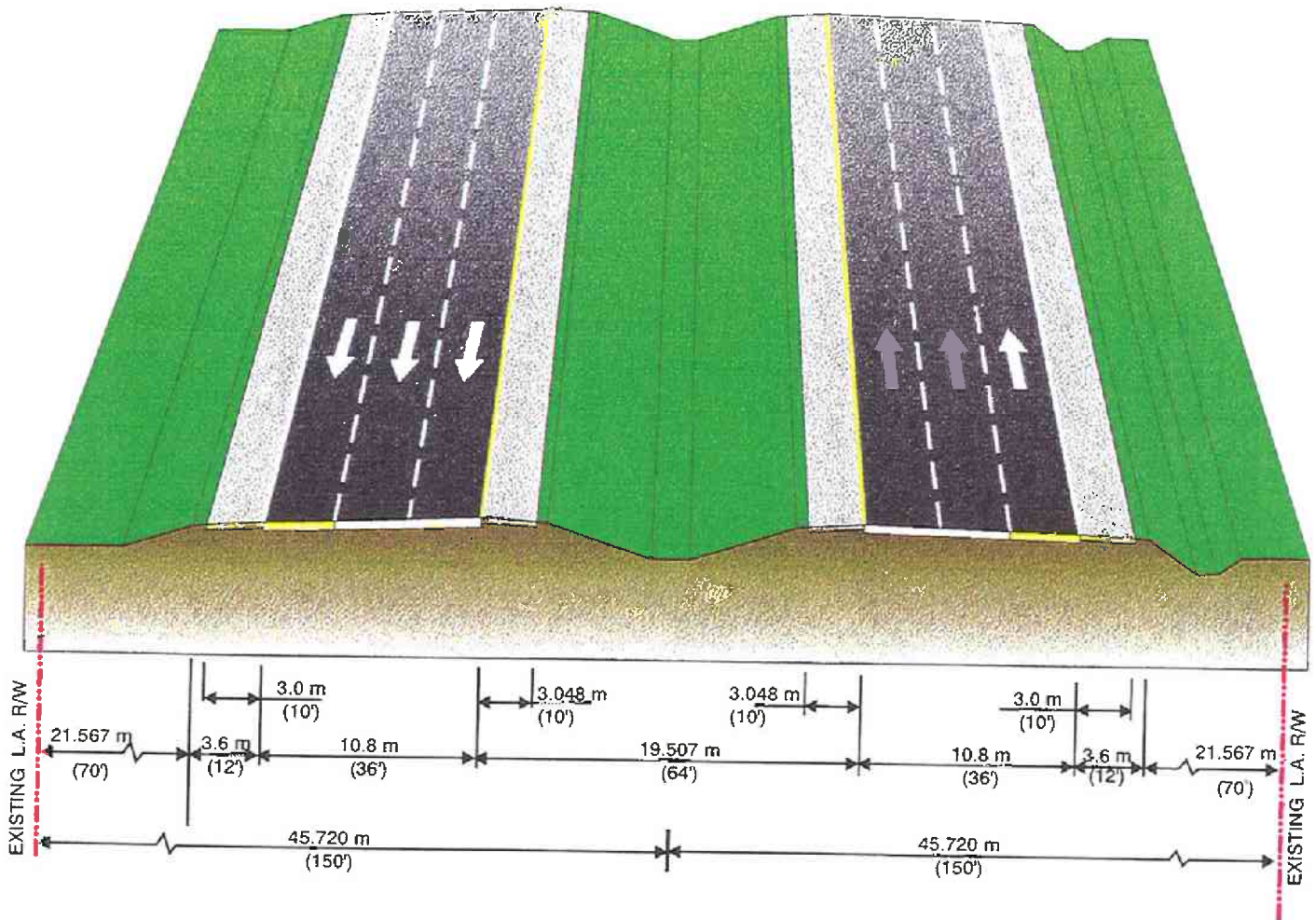
I-75 (S.R. 93)  
PD&E STUDY

From South of S.R. 56 to North of S.R. 52  
Pasco County, Florida

**PROJECT LOCATION MAP**

**LEGEND**

- Project Limits
- River / Water
- Railroad
- State Road Numbers
- County Road Numbers
- Proposed Roadway



DESIGN SPEED: 110 km/h (70 mph)

**LEGEND**

 Denotes Widening

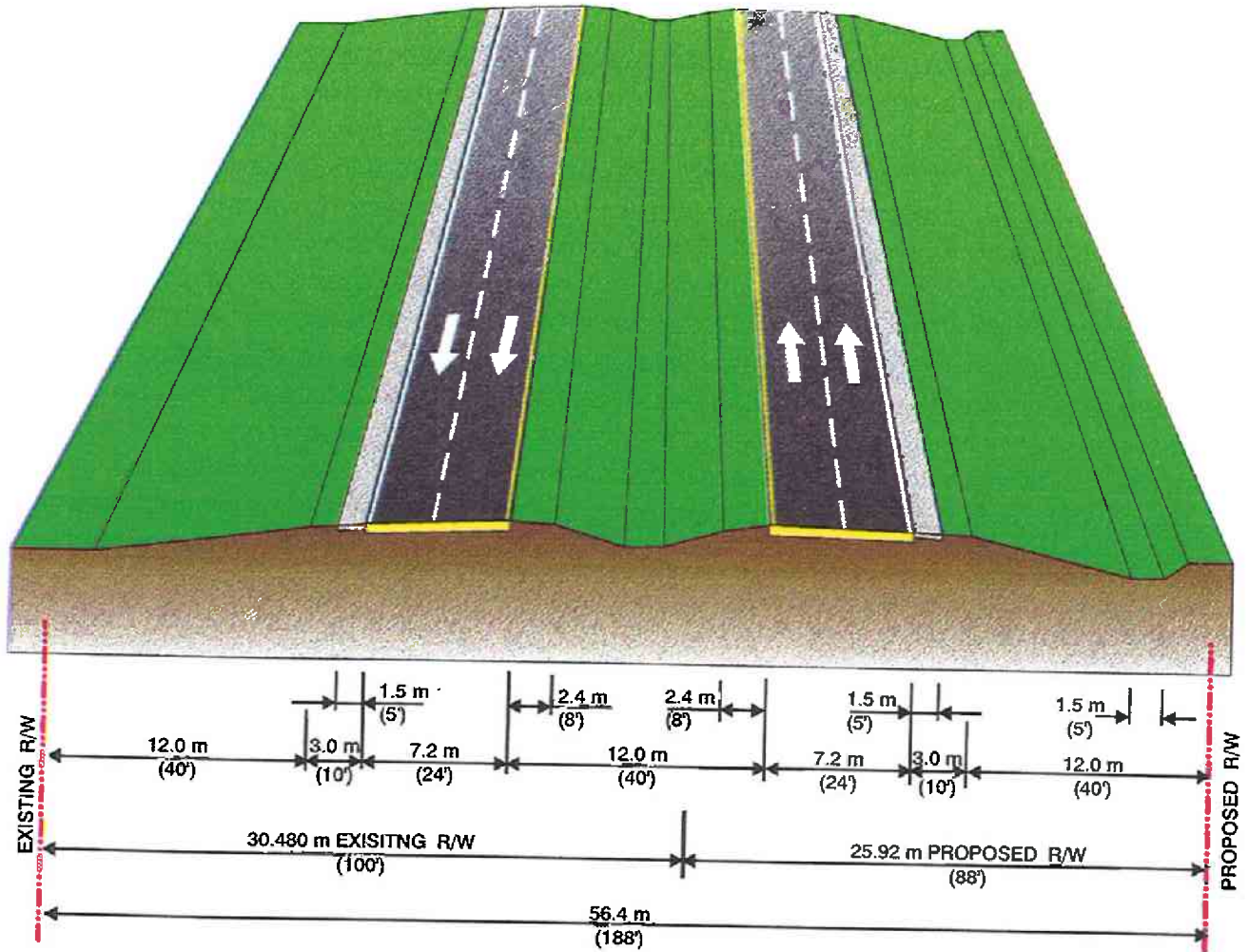
FLORIDA DEPARTMENT OF TRANSPORTATION

**I-75 (S.R. 93)**  
**PD&E STUDY**  
From South of S.R. 56 to North of S.R. 52  
Pasco County, Florida

**PROPOSED TYPICAL SECTION 3**

SPN #: 14140-1423  
WPI #: 7147619  
FAP#: NH-75-1(91)275





DESIGN SPEED: 90 km/h (55 mph)

COREL 175 : REPORTS : PER SECT 4 : FIG. 8-12 CER 8-7-20

FLORIDA DEPARTMENT OF TRANSPORTATION

I-75 (S.R. 93)

PD&E STUDY

From South of S.R. 56 to North of S.R. 52

Pasco County, Florida

**PROPOSED TYPICAL  
 SECTION 12**

SPN #: 14140-1423  
 WPI #: 7147819  
 FAP#: NH-75-(91)275

FIGURE 8-12

Design Change Reevaluation Approval  
Signature Page - 2/2/2004

Florida Department of Transportation

PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Type II Categorical Exclusion November 27, 2000
- c. Project Numbers: 258736 1 NH-75-1-(91)275  
(If applicable) Financial Project Federal Aid
- d. Project Local Name, Location and Limits: I-75 from south of SR 56 to north of SR 52, Pasco County, FL
- e. Highway Segment having the Design Change: I-75 from south of SR 56 to CR 54, Pasco County (FPN 408459 4)
- f. Name of Analyst(s): Rick Adair

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of the FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

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

REVIEWER SIGNATURE BLOCK

Rick Adair  
District Environmental Representative

1/29/04  
Date

III. FHWA CONCURRENCE BLOCK

Maxine Williams  
Federal Highway Administration, Division Administrator

Feb 1 2 2004  
Date

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

	YES / NO		COMMENTS
<b>A. SOCIAL IMPACTS</b>			
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Title VI Considerations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>B. CULTURAL IMPACTS</b>			
1. Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Historic Sites / Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Pedestrian / Bicycle Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>C. NATURAL ENVIRONMENT</b>			
1. Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment "A"</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment "A"</u>
7. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Coastal Barrier Islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Visual / Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>D. PHYSICAL IMPACTS</b>			
1. Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Contamination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment "A"</u>
5. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Florida Department of Transportation  
PROJECT REEVALUATION**

**ATTACHMENT C**

**Public Hearing  
Transcript**

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PUBLIC HEARING  
I-75 DESIGN CHANGE REEVALUATION

DATE: Thursday, December 8, 2011  
TIME: 5:00 p.m. - 7:00 p.m.  
PLACE: Atonement Lutheran Church  
29617 State Road 54  
Wesley Chapel, Florida  
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR, RPR  
Registered Merit Reporter  
Registered Professional Reporter  
Notary Public, State of Florida

## I N D E X

	<u>NAME OF SPEAKER</u>	<u>PAGE</u>
1		
2		
3		
4	Formal Opening.....	3
5	Comments to the Court Reporter.....	21
6	Robert Shrader.....	21
7	William and Wilma Buschey.....	23
8	Kris Wedington.....	24
9	Percida Rodriguez.....	25
10	Stephen Vavrica.....	26
11	Anthony and Lynne Scotto.....	27
12	Miriam DeLucie.....	28
13	Betty and Edward Collins.....	29
14	Marvin Robertson.....	30
15	Mary Phelps.....	31
16	Charles E. Watkins.....	32
17	Phyllis Watkins.....	34
18		
19		
20	Certificate of Reporter.....	35
21	Concordance Index..... (36 - 42)	

Computer-Aided Transcription

1 MS. NEIDRINGHAUS: Good evening. Welcome to the  
2 I-75 Public Hearing. My name is Amy Neidringhaus and I  
3 am the project manager for this project for the Florida  
4 Department of Transportation. We are here to talk about  
5 design changes to I-75 from south of State Road 56 to  
6 north of State Road 52, including improvements to the  
7 interchange at State Road 52 in Pasco County. This  
8 project was originally approved by the Federal Highway  
9 Administration in November of 2000.

10 Today is Thursday, December 8th, 2011, and it is  
11 approximately 6:00 p.m. We are assembled at Atonement  
12 Lutheran Church, 29617 State Road 54, Wesley Chapel,  
13 Florida. This is your opportunity to receive information  
14 on the project and officially comment on the proposed  
15 design changes and documents available here tonight. The  
16 proposed design changes are based on comprehensive  
17 environmental and engineering analyses completed to date,  
18 as well as on public comments that have been received.

19 This hearing is being conducted under applicable  
20 federal and state laws. Those citations are listed on  
21 the board at the registration table.

22 When you arrived this evening, you should have  
23 received an information packet containing a project  
24 brochure with a comment form. If you were not able to  
25 sign in or did not receive an information packet, please

1 stop by the sign-in table before leaving this evening.

2 Those who wish to make comments during this portion  
3 of the Public Hearing should complete a speaker's card  
4 and give it to a Department representative. If you did  
5 not receive a card, please raise your hand and a  
6 Department representative would be happy to bring one to  
7 you.

8 In addition to making verbal statements, you may  
9 also submit your comments to the District in writing.  
10 Comment forms may be placed in one of the comment boxes  
11 this evening or you may complete the form and mail it to  
12 the pre-printed address on the back of the comment form.  
13 Please keep in mind that written comments should be  
14 postmarked by December 19th, 2011, to be included in the  
15 official public hearing record.

16 Before I continue, I would like to recognize any  
17 elected officials or their representatives who are here  
18 tonight. I would ask you to please stand and introduce  
19 yourselves for the record.

20 (No response.)

21 I will now provide you with a brief description of  
22 the project. The limits of the Design Change  
23 Reevaluation extend from the south of State Road 56 to  
24 north of State Road 52. No changes are proposed for the  
25 portion of I-75 from south of State Road 56 to north of



1 County Road 54, which is currently under construction.

2 The final design plans for the I-75 mainline in the  
3 segment, from north of County Road 54 to north of State  
4 Road 52, are consistent with the concepts shown in  
5 previously approved documents except in the vicinity of  
6 Overpass Road. The previously approved Project  
7 Development and Environment or PD&E concept plans include  
8 three travel lanes in each direction with 10-foot paved  
9 shoulders and a 64-foot median, and the reconstruction of  
10 the Overpass Road bridge.

11 This reevaluation proposes a change to the I-75  
12 mainline for a distance of approximately 1/2 mile in the  
13 vicinity of Overpass Road. The proposed typical section  
14 under the Overpass Road bridge will change from widening  
15 to the outside to widening to the inside or center to  
16 avoid replacing the Overpass Road bridge. The resultant  
17 median width proposed is a minimum of 40 feet within the  
18 area of this design change.

19 The Department is planning design changes along  
20 State Road 52 that vary from the concept that was  
21 originally approved. Reconstruction of a portion of  
22 State Road 52 in the vicinity of the I-75 interchange was  
23 included in the previously approved PD&E documents. This  
24 reevaluation proposes to change the State Road 52 roadway  
25 section from the previously approved 4-lane typical

1 section to a 6-lane section, shown here in blue, to match  
2 the future widening of State Road 52 to the west and east  
3 of I-75. Access to properties along State Road 52 is  
4 proposed to change with the addition of a frontage road.  
5 The access for Old Tampa Bay Drive is proposed to align  
6 with the new frontage road. Additional right-of-way will  
7 be required for these design changes and for stormwater  
8 management facilities.

9 This reevaluation addresses and documents the  
10 engineering changes and potential environmental effects  
11 associated with these planned design changes to determine  
12 if the impacts differ from those shown in the approved  
13 environmental document.

14 The design changes were evaluated to determine the  
15 type and extent of effects to the social, cultural,  
16 natural, and physical environments that are a part of the  
17 project. The project brochure includes a matrix that  
18 shows the environmental effects for the planned design  
19 changes.

20 One of the unavoidable consequences on a project  
21 such as this is the necessary relocation of families or  
22 businesses. On this project, we anticipate the  
23 relocation of four previously identified businesses, two  
24 of which the Department has already purchased. In  
25 addition, the proposed design change necessitates the

1 relocation of four residences, not previously identified.

2 These relocations are marked on the aerial displays  
3 with red dots.

4 If you are required to make any type of move as a  
5 result of a Department of Transportation project, you can  
6 expect to be treated in a fair and helpful manner and in  
7 compliance with the Uniform Relocation Assistance Act.

8 You will be contacted by an appraiser who will  
9 inspect your property. We encourage you to be present  
10 during the inspection and provide information about the  
11 value of your property.

12 You may also be eligible for relocation advisory  
13 services and payment benefits. If you are being moved  
14 and you are unsatisfied with the Department's  
15 determination of your eligibility for payment or the  
16 amount of that payment, you may appeal that  
17 determination.

18 You will be promptly furnished necessary forms and  
19 notified of the procedures to be followed in making that  
20 appeal.

21 A special word of caution - if you move before you  
22 receive notification of the relocation benefits that you  
23 might be entitled to, your benefits may be jeopardized.

24 The relocation specialists who are supervising this  
25 program are Andrew Nappi and Jim Beverly. They will be

1 happy to answer your questions and will also furnish you  
2 with copies of relocation assistance brochures.

3 Andrew Nappi and Jim Beverly, if you would please  
4 stand so that anyone who is involved in a relocation on  
5 this project will know that you are who they need to see  
6 regarding that.

7 The draft reevaluation is on display this evening.  
8 In addition, Department engineers and environmental  
9 specialists are present to answer any questions you may  
10 have and to address your personal concerns.

11 Design is being finalized for the planned  
12 improvements and right-of-way acquisition is funded to  
13 begin in 2012.

14 The Florida Department of Transportation would like  
15 your comments concerning the planned design changes.  
16 There are three ways that you can provide your comments  
17 for the official record:

18 Your project handout contains a comment sheet that  
19 you may complete and leave with us;

20 You may take the form home, complete it, and mail  
21 it to me at the address shown on the back of the comment  
22 sheet. Comments must be postmarked by December 19, 2011.

23 You may make your comments verbally tonight by  
24 speaking to the court reporter or at the microphone  
25 during the public comment portion of this hearing.

1           Comments will be evaluated and, where feasible, may  
2 be incorporated into the project's design. The  
3 Department's findings will be submitted to the Federal  
4 Highway Administration for approval.

5           At this time, we will begin taking public comments.  
6 I will call each speaker in the order in which their  
7 requests are received.

8           In an effort to accommodate all requests to speak,  
9 we ask that each speaker keep their comments to three  
10 minutes. Those who wish to provide additional comments  
11 may return to the microphone following the last speaker  
12 or you may present your additional comments directly to  
13 the court reporter at the end of tonight's hearing.

14           As I call your name, please step to the microphone  
15 and state your name and address before making your  
16 comment. If you have questions, please see one of the  
17 Department representatives following this portion of the  
18 hearing.

19           The first speaker is Mr. Richard Phelps.

20           MR. PHELPS: I'll pass.

21           MS. NEIDRINGHAUS: Thank you, sir.

22           Our second speaker Mr. Charles Watkins.

23           MR. WATKINS: Yeah. My name is Charles E. Watkins.  
24 I live at the 9851 Rolling Circle, San Antonio, Florida;  
25 33576 is my zip.

1 My questions, generally I have three of them:

2 Number one, I would like to know what is the  
3 proposed planning by you folks for dust control. Now,  
4 when they start this road construction there's going to  
5 be dust and when we have a prevailing easterly wind every  
6 bit of that dust that is raised, I don't care how much  
7 spraying we do, there's still going to be drying out, and  
8 the dust is going to be in the air and it's going into  
9 Tampa Bay, it is going into our community. There's no  
10 ifs, ands or buts about it.

11 The other question I had is noise abatement. I  
12 understand that you're taking the trees down. If you sit  
13 over there or if you go over to our community and you  
14 hear one of these 18-wheelers go by and hit the rumble  
15 strips, it will chatter your teeth. So what's going to  
16 happen when they start with the compacting and everything  
17 else that they have to do to get the road ready, get it  
18 road-ready for paving?

19 And my other question is what is going to happen now  
20 for the retention basin? I know that you guys did an  
21 awful lot of thinking and forethinking on this retention  
22 basin, but what's going to happen if we have like we  
23 normally have, a Category 3 hurricane? That retention  
24 basin is not going to be able to handle the amount of  
25 water.

1           That is designed to take the runoff water coming  
2 off the expressway lam I not correct? So if there is  
3 something that's going to happen, we have a Category 3  
4 hurricane, it's all going to be under water over in that  
5 area.

6           So I guess those are my three questions. I thank  
7 you.

8           MS. NEIDRINGHAUS: Thank you, Mr. Watkins. Your  
9 comments and questions will become part of our document  
10 sent to the Federal Highway Administration.

11           MR. WATKINS: Thank you.

12           MS. NEIDRINGHAUS: Our next speaker is Ms. Williams.

13           MS. WILLIAMS: My name is MaryLace Williams. I live  
14 at 10505 Collier Drive, San Antonio, Florida; Tampa Bay  
15 Golf and Country Club.

16           One of the questions that I have a major concern is,  
17 we have continuing accidents on a daily basis almost  
18 underneath the interstate at this point. Putting in the  
19 access road as it is defined on your maps will -- since  
20 the residents of Tampa Bay will have to cross a six-lane,  
21 are we planning to put in traffic lights at that  
22 intersection, or are we going to be dodging bullets as  
23 usual?

24           The other one, again, is the sound barrier wall.  
25 I've been informed that the federal government did a

1 sound study and you did an assessment in 2000 and that  
2 cannot be requested to be redone because it's in a  
3 20-year projection. So I'm assuming that the houses on  
4 Rolling Circle that will be within 25 feet of the  
5 interstate will not have any kind of barrier. Is this  
6 correct?

7 MS. NEIDRINGHAUS: Ms. Williams, I'm sorry. I can't  
8 address questions at this time. They will be part of our  
9 public record. I appreciate your comments.

10 MS. WILLIAMS: Okay. That's fine.

11 MS. NEIDRINGHAUS: Our next speaker is Mr. Ivin.

12 MR. IVIN: My name is David Ivin. My address is  
13 Starwood Lawn Ventures, 6310 Capital Drive, Lakewood  
14 Ranch, Florida, 34202.

15 I have two concerns. And the reason here is, again  
16 **I represent Starwood Lawn Ventures. It's a subsidiary of**  
17 **Starwood SLV -- Tampa Bay Starwood Lawn Ventures who's**  
18 **the owner of 290 golf holes in Tampa Bay Golf and Country**  
19 **Club, also the declarer of the Masters Association, so**  
20 **I'm here on behalf of the Masters Association and SLV**  
21 **Tampa Bay Starwood Lawn Ventures.**

22 Two concerns regarding the project: One is the  
23 entry into the Tampa Bay Golf and Country Club  
24 neighborhood. The frontage road will impact our current  
25 structures that we have out -- that are out there today.



1 The visibility of the neighborhood will be significantly  
2 impacted, and we would like consideration for the ability  
3 to move or have construction done in the area of the new  
4 frontage road for an entry monument for the neighborhood  
5 since, again, our visibility will be impacted, which  
6 impacts the value, you know, of all of the lots and the  
7 neighborhood, and not just the SLV lots, but the rest of  
8 the residents that live in the neighborhood.

9 Second is, I just want to reiterate, I guess, the  
10 concern regarding the sound attenuation in the  
11 neighborhood as a part of a Masters Association. That  
12 impacts quite a few people, not just -- it does directly  
13 impact, you know, significantly the people that live  
14 right adjacent to it. It is a concern for everyone in  
15 the neighborhood. So we would like that reconsidered, if  
16 at all possible. Thank you.

17 MS. NEIDRINGHAUS: Thank you, Mr. Ivin.

18 Our next speaker is Mr. John LeRoux.

19 MR. LEROUX: My name is John LeRoux. My business  
20 address is 3090 Charles Avenue in Clearwater. I'm an  
21 attorney that represents Waffle House. And on behalf of  
22 Waffle House, I wanted to make the comments that the  
23 design that I've seen of the project indicates that  
24 there's just one cloverleaf which is located on the  
25 northwest -- or northwest quadrant of the interchange.

1 And we propose that that be changed and modified so that  
2 the new road does not impact -- or should I say the  
3 Waffle House that's located out there.

4 The other comment that I have on behalf of Waffle  
5 House is I've listened to some of the project principals  
6 that were here today that indicated that while funding is  
7 available for right-of-way now funding for construction  
8 is not within the five-year work program, and it was not  
9 contemplated that it might even be constructed until  
10 2020. If that's the case, the question that we have,  
11 Waffle House and I would imagine on behalf of others  
12 along the project that would be impacted directly by the  
13 taking, is why would you want to displace a business,  
14 displace residents and take away jobs from people now  
15 when you don't necessarily need that property until  
16 perhaps ten years from now?

17 And I think that that should be taken into  
18 consideration as to whether or not the project position  
19 is needed now, first of all.

20 The second point that I would make relating to the  
21 acquisition would be if the project is to go forward, has  
22 the Department considered granting extended possession  
23 for folks that may end up having to lose their homes or  
24 lose their business location where they can -- even if  
25 the right-of-way is acquired by the Department of

1 Transportation, that they consider allowing people to  
2 stay on that property until such time as it's absolutely  
3 needed for construction, or at least it's needed for  
4 clearance of construction? And I think that should be  
5 taken into account.

6 MS. NEIDRINGHAUS: Thank you, Mr. LeRoux, for your  
7 comments. Our next speaker is Mr. Hart.

8 MR. HART: Good evening. I usually don't need a  
9 mike. The people know I'm a hard act to follow; let's  
10 say that.

11 I'm talking for the people here that live on Fade  
12 Court and. Rolling Circle we're going to be within  
13 between you and me of the highway, that distance. That's  
14 ridiculous.

15 If you look down at Wesley Chapel, what's happened  
16 down there, there's condominiums down there. Go by there  
17 tonight. There's a couple of lights that are on 40 or  
18 50 houses there. That's due to the fact that people left  
19 their property, either abandoned or left, because of the  
20 traffic problem.

21 There's a few suggestions that I do have, but let me  
22 just say this: I spent 15 years in highway construction,  
23 and roads can be moved. There is no question of that.  
24 They can be moved. I don't understand why across from --  
25 I'm speaking on behalf of Tampa Bay Golf and Country Club

1 now -- from mile 283 to mile 285, there's nothing across  
2 the street but pasture land, not even one structure for  
3 miles. Why can't you just take the one or two lanes that  
4 you want to move -- the southbound lane, leave the  
5 southbound, it's fine, we'll put up with the noise. The  
6 **minute you come any closer, it's a truck roller's**  
7 **hazardous material**, you go on and on and on. There's  
8 enough accidents. There today I seen two. Traffic was  
9 stopped for almost two hours out there for accidents, so  
10 I don't think so we need anymore of that.

11 This pasture land across the street, I have no idea  
12 who owns it or what the projects are, if they've been  
13 funded over there or whatever. I believe that you can  
14 move the highway two lanes over to the right. That's not  
15 a serious problem.

16 I look and see the amount of money  
17 **36 point** for acquisition, that's a lot of money.

18 Anybody else have any comments? I don't know what  
19 else I can say. We just don't want the highway in the  
20 southbound lane. If you take and put that over in the  
21 northbound lane, you won't have a problem at all.

22 Okay. Thank you.

23 MS. NEIDRINGHAUS: Thank you, Mr. Hart.

24 Is there anyone else that would like to make a  
25 statement?

1 MS. VANBECK: I will. Do I have to go to the mike?

2 MS. NEIDRINGHAUS: Yes, please.

3 MS. VANBECK: All right. My name is Pam VanBeck.  
4 My address is 29638 Fade Court, San Antonio, Florida.

5 The gentleman that just spoke brought up the fact  
6 that a semi could roll over and possibly hit a house.  
7 My house was hit by a tire from a semi. And so I just  
8 wanted to make that comment that if it would have hit the  
9 back side of my house where all my windows are, it could  
10 have come into my bedroom window and it possibly could  
11 have been catastrophic, along with my nine-foot sliding  
12 window and my other six-foot window that's in my kitchen.

13 So that's a point I'm trying to make, is that a  
14 safety issue is a big concern for my location because,  
15 like the gentleman that just spoke, we are literally off  
16 the freeway.

17 So that's all.

18 MS. NEIDRINGHAUS: Thank you for your comments.

19 Is there anyone else that would like to make a  
20 statement?

21 MR. KENNEDY: Gerald Kennedy, 10329 Collier Drive.  
22 And I would like to echo most of the people that talk  
23 about sound barriers.

24 As it is now, I have a lanai in the back porch on  
25 the back that you can't sit out there and relax because

1 of the noise -- noise level, and it's enclosed. So if  
2 you move that and the trees, that's going to go out.

3 So I can't see where -- this stuff has been done  
4 years ago. It should be done when the impact is being  
5 made on the neighborhood.

6 And that's all I have to say. Thank you.

7 MS. NEIDRINGHAUS: Thank you, sir.

8 Is there anyone else who would like to make a  
9 statement?

10 MR. FRANCISCO: My name is Rick Francisco. I live  
11 at 9449 Rolling Circle, San Antonio.

12 My question is -- or comment is if you can move the  
13 lanes to the center as opposed to the outside with, the  
14 bridge why can't you do that? Why can't you go past  
15 Tampa Bay community and instead of moving them closer  
16 move it in the center, in the inside lanes or the inside  
17 part.

18 MS. NEIDRINGHAUS: Thank you, Mr. Francisco, for  
19 your comment.

20 Is there anyone else who would like to make a  
21 comment?

22 MS. CARCIERI: Good evening. My name is Fran  
23 Carcieri. I also live in Tampa Bay. And at a meeting we  
24 attended not too long ago, a resident told me a few years  
25 ago a reassessment was done regarding the noise there,

1 but there weren't that many people that lived in Tampa  
2 Bay at that time.

3 We had a gentleman speak not too long ago, Mr. Ivin,  
4 who told you about all of the lots there and the number  
5 of people that live there now. I do believe that it  
6 should be reassessed for a noise -- for the noise value  
7 there. A wall should be put up for protection.

8 Like this poor woman, a tire went into her house,  
9 it's a danger to all of the people that live there, and  
10 certainly we don't want to lose any property value, so I  
11 do believe it should be reconsidered.

12 Thank you.

13 MS. NEIDRINGHAUS: Thank you, ma'am, for your  
14 comment.

15 Is there anyone else who would like to make a  
16 comment?

17 MR. HART: This is not a redress. I didn't give you  
18 my name. John Hart, 9417 Rolling Circle, 33576, and I  
19 was speaker number six.

20 MS. NEIDRINGHAUS: Thank you, sir.

21 Is there anyone else who would like to make a  
22 comment?

23 It's approximately 6:25. I hereby officially close  
24 the formal portion of the I-75 Design Change Reevaluation  
25 Public Hearing. All of the graphics on display this

1 evening will be available for review on our website at  
2 www.myTBI.com by tomorrow afternoon. That website  
3 address is in your handout.

4 The Florida Department of Transportation thanks you  
5 for attending. Travel safely and buckle up.

6 Good night.  
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1 Robert Shrader  
2 9333 Rolling Circle  
3 San Antonio, Florida 33576

4 The comment I would like to make is that the  
5 expansion -- the lane expansion on I-75 as it passes a  
6 community which is part of Tampa Bay Golf and Country  
7 Club known as Heron's Cove, that there is a road current  
8 plan, and I've spoken to someone with the D.O.T., Matt  
9 Schew and he told me there's no current plan to put in  
10 any kind of traffic or sound barrier, and when they build  
11 this new outside lane, it will be literally within about  
12 50 feet of occupied homes?

13 So it constitutes not only a noise nuisance,  
14 but it constitutes a danger in that you're going to have  
15 high speed traffic with essentially no barrier beyond  
16 what's there now, which is a vinyl fence, one of those  
17 vinyl PVC fences. That's a very limited noise barrier.  
18 So if you had a bad accident, somebody fall asleep at the  
19 wheel of a semi on the road, what would stop them.

20 In other words, the houses are so close to the edge  
21 of the road, when they expand this lane out and take the  
22 trees out, there would be no barrier between southbound  
23 traffic on I-75 at high speed.

24 If somebody leaves the road and has an accident, a  
25 spin-out accident, they could easily wound up in  
someone's back yard and collide with their house. So

1           some kind of noise and/or traffic barrier needs to be  
2           created there along that southbound side, the west side  
3           of the road southbound lane as it passes Tampa Bay Golf  
4           and Country Club, particularly as it passes Rolling  
5           Circle.

6                   And I'll show you on the diagram again, Rolling  
7           Circle, you can see what I'm talking about is right here.  
8           They're going to bring this lane all the way out here and  
9           these trees are going to be taken out. So what you'll  
10          have is only that little distance. This is all paved, so  
11          you'll have that little distance right there between the  
12          traffic and the homes.

1 William and Wilma Buschey  
2 9423 Rolling Circle  
3 San Antonio, Florida 33576

4 Well, our main concern is if you look at our  
5 property, first of all, we're down below the highway and  
6 the highway is elevated from where we are. There are a  
7 few trees behind us, which is very nice.

8 What happens if a tanker runs out of control and  
9 there's nothing there and they move another lane closer  
10 to us and ten feet more of concrete and that tanker rolls  
11 through and into my house.

12 Seriously, this is -- if you see how it's -- imagine  
13 a truck being that high and us being down here and that  
14 thing coming off the highway with speed out of control.  
15 The plastic fence, that's nothing, and that was put up,  
16 I'm sure, by the builders to treat noise, which is also a  
17 factor, a danger, I think, and those things run at high  
18 speed. I don't want a gas tanker in my back yard.

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1 Kris Wedington  
2 9351 Rolling Circle  
3 San Antonio, Florida 33576

4 I am directly affected by this change more than  
5 most of the people here, because my house is literally  
6 jutting right at the highway. I think it's wonderful  
7 that they're building the extra lane, and God knows that  
8 they need it.

9 My only thing is cleaning out brush and possibly  
10 some trees. I would like a sound wall or sound barrier  
11 of some sort like you see on the Suncoast or in Orlando.  
12 Those brick-type ones that are quite tall would make a  
13 significant difference for home value, noise and safety.

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1 Percida Rodriguez  
2 9347 Rolling Circle  
3 San Antonio, Florida 33576

4           The way I see it -- the way I see it, the line  
5 between my house and the road that's going to be there,  
6 I mean they could probably see me sitting in my lanai,  
7 people that are just passing by, you know, in their  
8 cars.

9           It's so close, that's going to be -- I mean now  
10 there's trees, you know, and it's like a conservation,  
11 but it's less than 300 feet away from 75 right now.

12           I didn't know that this was proposed in 2000, you  
13 know, the widening of 75. I would have never bought the  
14 house. I paid \$179,000 for my house, which now is worth  
15 like \$99,000. I just don't understand that. I thought I  
16 was never going to have to move again, never. I'm  
17 sixty-seven so -- you know, I figured, oh, I love my  
18 house, this is where I'm going to be from now on.

19           I hope that something will be done.  
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1 Stephen Vavrica  
2 9326 Rolling Circle  
3 San Antonio, Florida 33576

4           The question about the wall being put up on 75 on  
5 the westbound lane, I just want -- I'm hoping that they  
6 put a wall up there, especially widening the roadway  
7 another 12 feet. In our homes, it's noisy.  
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1 Anthony and Lynne Scotto  
2 9307 Rolling Circle  
3 San Antonio, Florida 33576

4           The noise when you sleep, when you go outside is  
5 sometimes -- it's unbearable, and I have tinnitus in my  
6 ear from ringing and it drives me nuts. I can't sleep at  
7 night. I have to sleep with something in my ears. And  
8 I'm documented for that, too. All right.

9           And it's not good for resell value, the whole  
10 section. And the builder told us that there was going to  
11 be a wall and he lied to everybody in the community, and  
12 then he's not there no more so we're stuck.

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1 Miriam DeLucie  
2 29718 Tee Shot Drive  
3 San Antonio, Florida 33576

4 If I would have known this was being built, I would  
5 have never bought there. With the sound now, I can't  
6 sleep. This is really going to throw me through a loop.  
7 It's very noisy.

8 The sound is terrible. It's very, very bad. And am  
9 going to be able to sell my house? I sold my house and  
10 retired to come here to live on a main road for all that  
11 noise? I don't think it was right. The builder should  
12 have told us. I would never have bought there.

13 It's very, very noisy, very disturbing. I've got to  
14 keep my windows closed. I can never open them. I've  
15 always got to keep this closed from all of the dirt from  
16 the road and the sound. They need to put up a barrier,  
17 15-foot barrier, not a six-foot. That's not going to  
18 help the situation at all. I'm right there so that's --  
19 I don't know why the builder didn't tell us. I would  
20 never come from New York. I'm not going to be able to  
21 sell my house now because of this. It's close to the  
22 road, too noisy.

23 If they put up a sound barrier, at least it will  
24 dull the noise for now. And now that it's going to be  
25 even closer, I'm going to have problems. I'm going to  
have problems with this. I think that's it.



1 Betty and Edward Collins  
29732 Tee Shot Drive  
2 San Antonio, Florida 33576

3 I'm upset that they're not putting a barrier wall  
4 in. The noise in our area you can hear even during the  
5 night, even with the windows closed. And I felt that  
6 they should have made some plans to put a barrier wall  
7 in.

8 That's it. I want a barrier wall.

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1 Marvin Robertson  
2 9315 Rolling Circle  
3 San Antonio, Florida 33576

4 My major concern is if they remove trees and all of  
5 that, we will have no sound barrier to our homes. And  
6 the traffic noise on 75 is constant 24 hours a day, 7  
7 days a week and it can be very disturbing. So I wish  
8 they would find a way to put up a sound barrier.

9 That's pretty much it.

10 They've taken the concerns of the original map which  
11 showed a light going in where we are, but that's it.  
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1 Mary Phelps  
2 9314 Rolling Circle  
3 San Antonio, Florida 33576

4           How shall I say it? I would prefer to have a wall  
5 up at the end of Rolling Circle on behalf of the safety  
6 reasons of all of the people that live on that back  
7 side.

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1 Charles E. Watkins  
2 9851 Rolling Circle  
3 San Antonio, Florida 33576

4 I would like to know what they're proposing to do  
5 about isolating the noise, the noise abatement when they  
6 start the construction for the people that live in Tampa  
7 Bay Country Club, you know, because apparently they're  
8 basing everything on a feasibility study, you know, and  
9 we have to live in the area, so I would like to know what  
10 their plans are.

11 They're going to put up a wall, a privacy wall like  
12 they did down on 275 where the communities that are down  
13 there are. Are they just going to grin and bare it.

14 Question two: I'd like to know what they plan on  
15 doing in the retention basin for retaining the water.  
16 What happens if we have a Category 3 hurricane with the  
17 water that's coming in?

18 What's going to happen with this water after it  
19 fills up the retention basin? The water that normally  
20 runs off of the expressway, when it builds up, that  
21 floodplain area, where's the water going to go then.

22 Question number three is: We've discussed the  
23 noise abatement, but what are we going to do about dust  
24 abatement when the construction starts?

25 We have a prevailing easterly wind that blows every  
once in awhile, and you can check the dust. When the

1 wind's blow from the east, are they going to shut down  
2 all the construction activities after the wind is blowing  
3 from the east? It's not feasible. So what's going to  
4 happen is there has to be a way to isolate this area over  
5 there when they start these machines.

6 I mean I know that they can go around and they can  
7 separate dust when they go through there. They can spray  
8 the dust and they can keep that down with the rollers and  
9 trucks and everything else. When that dries up, they  
10 can't keep it wet constantly.

11 So that dust is going into our homes, our  
12 air-conditioning units on our vehicles, in our  
13 neighborhoods, you know, and what do they plan on doing  
14 about that? And that is a real problem.

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1 Phyllis Watkins  
2 9851 Rolling Circle  
3 San Antonio, Florida 33576

4 My comment is merely this: I'm a golfer, and not a  
5 good one, and on occasion on one hole, 17, I hit right  
6 over the fence and through the trees, and I have seen my  
7 ball bounce on the highway.

8 So if the highway is moved closer to us, I'm just  
9 concerned that some of us bad golfers are going to  
10 encounter and cause an accident.

11 That's it.  
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1 STATE OF FLORIDA )

2 COUNTY OF HILLSBOROUGH )

3 I, CATHY J. JOHNSON MESSINA, Registered Merit  
4 Reporter, Registered Florida Reporter, and Notary Public in  
5 and for the State of Florida at large, hereby certify that  
6 the Public Hearing was recorded in Stenotypy by me and that  
7 the foregoing pages constitute a true and correct  
8 transcription of my recordings thereof.

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

14 WITNESS my hand and seal this 19th day of  
15 December, 2011, at Tampa, Hillsborough County, Florida.

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Court Reporter  
My Commission Expires:



TRANSCRIPT ORDERED: 12-08-11

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**Florida Department of Transportation  
PROJECT REEVALUATION**

**ATTACHMENT D**

**LRTP – TIP – STIP  
Support information**

**Table 3-1-1  
Pasco County Capacity Summary  
Cost Affordable List of Roadway Projects including ITS/CMS**

Pasco County MPO 2035  
LRTP Table 3-1-1  
Committed Projects 2009-14

Includes Cost Affordable Projects funded by Hernando County

Facility	From	To	Lanes		Funding Source	PD&E/PE		Present Day Costs Right of Way		Construction		Total	Year of Expenditure Cost				Additional Notes
			Existing + Committed	Improved Lanes		Cost	Time Period	Cost	Time Period	Cost	Time Period		PD&E/PE	Right of Way	Construction	Total	
<b>Committed Projects (2009 to 2014)</b>																	
Bell Lake Rd	Alpine Rd	Collier Pkwy	2U			\$ 20,000	Committed	\$ 197,475	Committed	\$ 682,565	Committed	\$ 900,040					
C.R. 52A (CLINTON AVE)	C.R. 41 (FT KING HWY)	U.S. 301	4D			\$ 543,600	Committed	\$ 5,436,148	Committed	\$ 12,089,134	Committed	\$ 18,068,882					
C.R. 54 (E)	OLD PASCO RD	SR 581	6D			\$ 260,749	Committed	\$ -	Committed	\$ 5,209,076	Committed	\$ 5,469,825					
C.R. 54 (E)	U.S. 301 (GALL BLVD)	WIRE/23RD ST	4D/2U			\$ 403,940	Committed	\$ 1,385,000	Committed	\$ -	Committed	\$ 1,788,940					
Centennial Rd	US-301		Intersection			\$ 10,000	Committed	\$ 13,068	Committed	\$ 133,333	Committed	\$ 156,401					
Clinton Ave	Pasadena	Ft King	2D			\$ 172,869	Committed	\$ 2,750,035	Committed	\$ 4,306,526	Committed	\$ 7,229,430					
COLLIER PKWY	PARKWAY BLVD	HALE	4D			\$ 344,776	Committed	\$ -	Committed	\$ 15,043,087	Committed	\$ 15,387,863					
COLLIER PKWY	HALE	PINES PKWY	2U			\$ 932,995	Committed	\$ 3,408,309	Committed	\$ 2,836,617	Committed	\$ 7,177,921					
Congress/Orchid/Lake/Pine Hill			Intersection			\$ 424,110	Committed	\$ 349,001	Committed	\$ 1,494,722	Committed	\$ 2,267,833					
CR 54	I-75		Bridge			\$ -	Committed	\$ -	Committed	\$ 3,876,752	Committed	\$ 3,876,752					
CR 579A (PROSPECT)	W OF INTERSECTION	S OF CLINTON AVE	Widen/Resurface							\$ 986,500	Committed	\$ 986,500					
DECUBELLIS	RIVERRIDGE	TOWNCENTER	4D			\$ 223,586	Committed	\$ 656,015	Committed	\$ 1,713,031	Committed	\$ 2,592,632					
Denton	East Rd		Intersection			\$ -	Committed	\$ -	Committed	\$ 1,695,000	Committed	\$ 1,695,000					
East Rd	Sherman Dr	County Line	Realignment			\$ 238,835	Committed	\$ 1,009,324	Committed	\$ 1,623,624	Committed	\$ 2,871,783					
Elementary School	Hicks Rd	Carl St	Level & Widen			\$ 94,640	Committed	\$ -	Committed	\$ 1,853,441	Committed	\$ 1,948,081					
Embassy Blvd	Moorehead Ln		Median Mod.			\$ 10,000	Committed	\$ -	Committed	\$ 56,500	Committed	\$ 66,500					
Fox Hollow Dr	Moorehead Ln		Signal					\$ -	Committed	\$ 194,287	Committed	\$ 194,287					
Grand Blvd	Cecelia Dr		Signal			\$ 40,830	Committed	\$ 200,000	Committed	\$ 992,196	Committed	\$ 1,233,026					
High School	Cricket St	Chicago Ave	Extend & Widen			\$ -	Committed	\$ -	Committed	\$ 1,180,865	Committed	\$ 1,180,865					
High School	Sweetbriar Blvd	Anclote Blvd	Extend & Resurface			\$ 69,512	Committed	\$ -	Committed	\$ 956,736	Committed	\$ 1,026,248					
Hudson Ave	Little Rd		Intersection			\$ 10,000	Committed	\$ 17,500	Committed	\$ 1,186,500	Committed	\$ 1,214,000					
Hudson Ave	US-19		Intersection			\$ 10,000	Committed	\$ -	Committed	\$ 291,822	Committed	\$ 301,822					
I - 75	S OF I75/I275 INTCHG	S OF SR 56	12F			\$ -	Committed	\$ -	Committed	\$ 43,987,985	Committed	\$ 43,987,985					
I - 75	N OF SR/CR 54	N OF SR 52	6D					\$ 5,823,288	Committed			\$ 5,823,288					
I - 75	S OF SR 56	N OF CR 54	Add Lanes					\$ 4,763,151	Committed			\$ 4,763,151					
I - 75	N OF SR 52	S OF CR 476B (SUMTER)	Study			\$ 65,000	Committed					\$ 65,000					
I - 75	N OF SR52	PASCO/HERNANDO CO	Add Lanes					\$ 26,951,830	Committed			\$ 26,951,830					
I-75	CR 54							Underway		\$ 750,000	Underway	\$ 750,000					
I-75	S OF I75/I275 INTCHG	S OF SR 56	Interchange							\$ 43,987,985	Committed	\$ 43,987,985					
I-75	N OF CR 54	SR 52	Resurfacing							\$ 2,121,593	Committed	\$ 2,121,593					
I-75	SR 52	PASCO/HERNANDO CO	Resurfacing							\$ 4,155,416	Committed	\$ 4,155,416					
Lake Patience	Oakstead	US-41	2D			\$ -	Committed	\$ 6,750,000	Committed	\$ 14,860,250	Committed	\$ 21,610,250					
Little Rd	Ross Ln		Signal Project			\$ 26,000	Committed	\$ -	Committed	\$ 297,307	Committed	\$ 323,307					
Little Rd	Seeley		Signal Project			\$ 26,404	Committed	\$ -	Committed	\$ 310,995	Committed	\$ 337,399					
Little Rd	St Lawrence Dr		Signal project			\$ 33,000	Committed	\$ -	Committed	\$ 386,370	Committed	\$ 419,370					
Main St	Congress	Rowan	2D			\$ 411,613	Committed	\$ 944,393	Committed	\$ 4,268,364	Committed	\$ 5,624,370					
Maint., Misc Signals			Misc			\$ -	Committed	\$ -	Committed	\$ 4,406,972	Committed	\$ 4,406,972					
Maint., Misc Signals			Misc			\$ -	Committed	\$ -	Committed	\$ 4,266,188	Committed	\$ 4,266,188					
Maint., Misc Signals			Misc			\$ -	Committed	\$ -	Committed	\$ 5,881,571	Committed	\$ 5,881,571					
Maint., Misc Signals			Misc			\$ -	Committed	\$ -	Committed	\$ 6,276,159	Committed	\$ 6,276,159					
Maint., Misc Signals			Misc			\$ -	Committed	\$ -	Committed	\$ 6,075,663	Committed	\$ 6,075,663					
Milestretch Dr	Arcadia Rd		Intersection			\$ 44,383	Committed	\$ 200,000	Committed	\$ 691,560	Committed	\$ 935,943					
Moon Lake Rd	SR-52		Intersection			\$ 14,074	Committed	\$ 250,000	Committed	\$ 350,600	Committed	\$ 614,674					
Perrine Ranch Rd	Bridge	Seven Springs Blvd	Safety			\$ -	Committed	\$ -	Committed	\$ 769,658	Committed	\$ 769,658					
Perrine Ranch Rd	Grand Blvd		Intersection			\$ -	Committed	\$ 1,927,530	Committed	\$ 3,478,422	Committed	\$ 5,405,952					
Perrine Ranch Rd	Seven Springs Blvd		Intersection			\$ 575,279	Committed	\$ 1,583,406	Committed	\$ 2,037,070	Committed	\$ 4,195,755					
RIDGE RD	LITTLE RD	MOON LAKE RD	4D			\$ -	Committed	\$ -	Committed	\$ 38,000,000	Committed	\$ 38,000,000					
RIDGE RD EXT	C.R. 587 (MOON LAKE)	SUNCOAST PKWY	4D			\$ 4,339,744	Underway	\$ -	Committed	\$ 51,327,876	Committed	\$ 55,667,620					
S.R. 52	I-75 SB RAMPS	BOYETTE RD (MCKENDREE)	4D			\$ 6,979,675	Committed	\$ 34,898,369	Committed	\$ 34,898,369	Committed	\$ 76,776,413					
S.R. 54	CROSSINGS BLVD (W of Suncoast)	(Ashley) W MEADOWBROOK DR	Intersection			\$ 123,734	Underway	\$ -	Committed	\$ 5,431,577	Committed	\$ 2,423,734					
S.R. 54	CROSSINGS BLVD (W of Suncoast)	(Ashley) W MEADOWBROOK DR	Intersection							\$ 200,523	Committed	\$ 5,656,060					
S.R. 54/C.R. 54	WEST OF SR 581	C.R. 577 (CURLEY RD)	6D			\$ -	Committed	\$ 60,145,264	Underway	\$ 13,656,051	Committed	\$ 73,801,315					
S.R. 54/C.R. 54	WEST OF SR 581	C.R. 577 (CURLEY RD)	6D			\$ -	Committed	\$ -	Committed	\$ 13,000,000	Committed	\$ 13,000,000					
Shady Hills	Peace Blvd		Intersection			\$ 132,473	Committed	\$ 579,176	Committed	\$ 1,895,650	Committed	\$ 2,607,299					
SR 52	E OF SUNCOAST PKWY	US 41	Resurfacing							\$ 4,959,537	Committed	\$ 4,959,537					
SR 52	FM RESCO TO MCKENDREE	FM SHAKESPEARE TO PROSPECT	Resurfacing							\$ 1,082,379	Committed	\$ 1,082,379					
SR 54A (BLACK LAKE)	VANDERBILT RD	E OF BLACK LAKE RD	Resurfacing							\$ 729,852	Committed	\$ 729,852					
SR-52	Prospect Rd		Intersection			\$ 225,400	Committed	\$ 1,630,912	Committed	\$ 3,521,994	Committed	\$ 5,378,306					
SR-54	Ballantrae		Signal			\$ 24,961	Committed	\$ -	Committed	\$ 565,000	Committed	\$ 589,961					
SR-54	Boyette Rd		Intersection			\$ 254,600	Committed	\$ 500,000	Committed	\$ 1,922,809	Committed	\$ 2,677,409					
SR-54	Progress Pkwy		Intersection			\$ -	Committed	\$ -	Committed	\$ 256,212	Committed	\$ 256,212					
SUNLAKE BLVD	HILLSBOROUGH CO	T. ROWE PRICE ACCESS	2U			\$ 952,000	Committed	\$ -	Committed	\$ 10,781,684	Committed	\$ 11,733,684					
SUNLAKE BLVD	T. ROWE PRICE ACCESS	S.R. 54	Intersection, 4D			\$ 210,650	Committed	\$ -	Committed	\$ 3,000,000	Committed	\$ 3,210,650					
Sunlake Blvd	Mentmore		Signal Project			\$ 32,036	Committed	\$ -	Committed	\$ 258,685	Committed	\$ 290,721					
Sunlake Blvd	Mentmore		Signal Project			\$ 13,800	Committed	\$ -	Committed	\$ 311,885	Committed	\$ 325,685					
Trinity Blvd	Duck Slough		Signal Project			\$ 32,000	Committed	\$ -	Committed	\$ 361,600	Committed	\$ 393,600					
U.S. 19	PINELLAS COUNTY LINE	SR 52	Continous Right Turn Lanes							\$ 21,814,233	Committed	\$ 21,814,233					
U.S. 19	PINELLAS COUNTY LINE	HERNANDO COUNTY LINE	Median Improvements							\$ 9,500,000	Committed	\$ 9,500,000					
U.S. 41	TOWER RD	RIDGE RD EXT	4D			\$ 7,590,043	Committed	\$ 37,950,212	Committed	\$ 4,475,306	Committed	\$ 50,015,561					



Facility	From	To	Lanes		Funding Source	Present Day Costs				Year of Expenditure Cost				Additional Notes		
			Existing + Committed	Improved Lanes		PD&E/PE		Right of Way		Construction		Total				
						Cost	Time Period	Cost	Time Period	Cost	Time Period	PD&E/PE	Right of Way		Construction	Total
CHANCEY RD EXT	MEADOW POINTE BLVD	STANLEY	00	2U	Developer	\$ 389,812	2016-2020	\$ 1,603,949	2016-2020	\$ 5,359,920	2016-2020	\$ 7,353,681	\$534,043	\$2,197,410	\$7,340,000	Pasco County MPO 2035 LRTP Table 3-1-1 Cost Affordable Plan 2015-35
CHANCEY RD EXT	MEADOW POINTE BLVD	STANLEY	2U	4D	County	\$ 368,587	2031-2035			\$ 5,068,083	2031-2035	\$ 5,436,671	\$818,264	\$0	\$11,250,000	
CHANCEY RD EXT	STANLEY	NEW RIVER RD	00	2U	Developer	\$ 979,749	2016-2020	\$ 3,498,591	2016-2020	\$ 22,142,338	2016-2020	\$ 26,620,678	\$1,342,257	\$4,793,070	\$30,330,000	
CHANCEY RD EXT	STANLEY	C.R.579 - MORRIS BRIDGE RD	2U	4D	County	\$ 1,186,413	2026-2030	\$ 3,485,093	2026-2030	\$ 16,313,202	2031-2035	\$ 20,984,708	\$2,242,321	\$6,586,826	\$36,210,000	
CHANCEY RD EXT	NEW ROAD B	MEADOW POINTE BLVD	00	2U	Developer	\$ 1,212,750	2016-2020	\$ 4,990,063	2016-2020	\$ 16,675,305	2016-2020	\$ 22,878,118	\$1,661,467	\$6,836,387	\$22,840,000	
CHANCEY RD EXT	NEW ROAD B	MEADOW POINTE BLVD	2U	4D	County	\$ 1,146,716	2031-2035			\$ 15,767,370	2031-2035	\$ 16,914,086	\$2,545,710	\$0	\$35,005,562	
CLINTON AVE EXT	S.R. 52	C.R. 577 (CURLEY RD)	00	4D	County	\$ 1,287,053	2016-2020	\$ 3,776,298	2021-2025	\$ 7,685,877	2021-2025	\$ 12,749,228	\$1,763,263	\$6,079,840	\$12,374,262	
CLINTON AVE EXT	S.R. 52	C.R. 577 (CURLEY RD)	00	4D	TRIP					\$ 9,993,419	2021-2025	\$ 9,993,419	\$0	\$0	\$16,089,405	
COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	2U	4D	County	\$ 442,766	2021-2025	\$ 1,299,104	2021-2025	\$ 6,081,947	2026-2030	\$ 7,823,817	\$712,853	\$2,091,557	\$11,494,880	
COLLIER PKWY	PINES PKWY	C.R. 583 (EHREN CUTOFF)	00	2U	County	\$ 1,103,560	Underway	\$ 5,924,160	2021-2025	\$ 24,940,460	2021-2025	\$ 31,968,180	\$0	\$9,537,898	\$40,154,141	
COLLIER PKWY EXT	C.R. 583 (EHREN CUTOFF)	SR 52	00	2U	Developer	\$ 1,903,376	2021-2025	\$ 5,584,632	2026-2030	\$ 26,145,280	2026-2030	\$ 33,633,288	\$3,064,435	\$10,554,954	\$49,414,579	
CONNERTON BLVD	PLEASANT PLAINS PKWY	EHREN CUTOFF	00	4D	Developer	\$ 1,014,699	2021-2025	\$ 2,977,195	2026-2030	\$ 4,526,907	2026-2030	\$ 8,518,801	\$1,633,665	\$5,626,899	\$8,555,853	
CONNERTON BLVD	PLEASANT PLAINS PKWY	EHREN CUTOFF	00	4D	County					\$ 9,411,272	2026-2030	\$ 9,411,272	\$0	\$0	\$17,787,305	
CR 578	AT MARINER BLVD				County					\$ 8,000,000	2016-2020	\$ 8,000,000	\$0	\$0	\$10,960,000	
DECUBELLIS	STARKEY	TOWNCENTER	2U	4D	County	\$ 446,490	Underway	\$ 673,891	Underway	\$ 9,862,638	2016-2020	\$ 10,983,018	\$0	\$0	\$13,511,814	
DECUBELLIS	C.R. 1 (LITTLE RD)	STARKEY	2U	4D	County	\$ -		\$ -		\$ 10,038,222	2016-2020	\$ 10,038,222	\$0	\$0	\$13,752,364	
DREXEL	LAKE PATIENCE	TOWER RD	00	2U	Developer	\$ 835,739	2031-2035	\$ 2,452,116	2031-2035	\$ 11,479,945	2031-2035	\$ 14,767,800	\$1,855,341	\$5,443,698	\$25,485,478	
EILAND BLVD	HANDCART	CLIFTON DOWN DR	2U	4D	County	\$ 177,466	2016-2020	\$ 520,697	2016-2020	\$ 2,437,718	2016-2020	\$ 3,135,881	\$243,128	\$713,355	\$3,339,674	
EILAND BLVD	CLIFTON DOWN DR	DEAN DAIRY	2U	4D	County	\$ 587,150	Underway	\$ 326,700	2016-2020	\$ 11,472,254	2016-2020	\$ 12,386,104	\$0	\$447,579	\$15,716,988	
EILAND BLVD	DEAN DAIRY	U.S. 301 (GALL BLVD)	2U	4D	County	\$ 520,484	Underway	\$ 277,471	2016-2020			\$ 797,955	\$0	\$380,136	\$380,136	
EILAND BLVD	DEAN DAIRY	U.S. 301 (GALL BLVD)	2U	4D	County			\$ 158,129	2021-2025	\$ 13,902,938	2021-2025	\$ 14,061,067	\$0	\$0	\$0	
ELAM RD	OVERPASS RD	CURLEY RD	00	2U	Developer	\$ 1,293,352	2026-2030	\$ 3,794,782	2026-2030	\$ 17,765,835	2026-2030	\$ 22,853,969	\$2,444,435	\$7,172,138	\$33,577,428	
FANNING SPRINGS DR	C.R. 587 (GUNN HWY)	STARKEY	00	2U	Developer	\$ 909,231	2016-2020	\$ 5,985,887	2016-2020	\$ 20,003,053	2016-2020	\$ 26,898,171	\$1,245,646	\$8,200,666	\$27,404,182	
HILLS CO. RD	LIVINGSTON	CR 581	2U	4D	County					\$ 29,611,981	2026-2030	\$ 29,611,981	\$0	\$0	\$55,966,644	
HILLS CO. RD	LIVINGSTON	CR 581	2U	4D	County	\$ 2,155,751	2021-2025	\$ 6,325,119	2021-2025			\$ 8,480,870	\$3,470,760	\$10,183,442	\$0	
HILLS CO. RD		Bridge Overpass		Overpass	County					\$ 22,619,520	2026-2030	\$ 22,619,520	\$0	\$0	\$42,750,893	
HILLS CO. RD	MEADOW POINTE BLVD	U.S301 (GALL BLVD)	00	2U	Developer	\$ 2,521,197	2026-2030	\$ 7,397,356	2026-2030	\$ 34,631,820	2026-2030	\$ 44,550,373	\$4,765,062	\$13,981,003	\$65,454,140	
I - 75	S.R. 56	C.R. 54	4F	6F	SIS	\$ -		\$ -		\$ 31,290,000	2021-2025	\$ 31,290,000	\$0	\$0	\$44,900,000	
I - 75	C.R. 54	S.R. 52	4F	6F	SIS	\$ -		\$ 117,708,000	2016-2020	\$ 76,558,000	2021-2025	\$ 194,266,000	\$0	\$174,496,496	\$129,383,020	
I - 75	S.R. 52	HERNANDO CO.	4F	6F	SIS	\$ -		\$ -		\$ 125,533,000	2016-2020	\$ 125,533,000	\$0	\$0	\$186,096,755	
LACOOCHEE-TRILBY ACCESS			00	2U	County	\$ 386,400	2031-2035	\$ 1,133,722	2031-2035	\$ 5,307,688	2031-2035	\$ 6,827,810	\$857,808	\$2,516,863	\$11,783,067	
LAKE PATIENCE	TOWER RD	TOWN CENTER	00	4D	County	\$ 306,334	2016-2020			\$ 9,938,580	2021-2025	\$ 10,244,915	\$419,678	\$0	\$16,001,114	
LAKE PATIENCE	TOWER RD	TOWN CENTER	00	4D	Developer	\$ 764,426	2016-2020	\$ 3,145,366	2016-2020	\$ 4,784,409	2021-2025	\$ 8,694,201	\$1,047,264	\$4,309,151	\$7,702,899	
LAKE PATIENCE	SUNLAKE DR	OAKSTEAD BLVD	2U	4D	County	\$ 293,799	2015	\$ 862,025	2021-2025	\$ 4,035,696	2021-2025	\$ 5,191,520	\$358,435	\$1,387,860	\$6,497,471	
LAKE PATIENCE	OAKSTEAD BLVD	U.S.41	2U	4D	County	\$ 1,055,536	2015	\$ 3,097,011	2021-2025	\$ 14,499,114	2021-2025	\$ 18,651,661	\$1,287,754	\$4,986,188	\$23,343,574	
LEONARD RD	SUNLAKE DR	HENLEY RD	00	2U	County	\$ 638,262	2021-2025	\$ 1,872,703	2031-2035	\$ 8,767,334	2031-2035	\$ 11,278,299	\$1,027,602	\$4,157,401	\$19,463,481	
LITTLE RD EXT	FIVAY	U.S. 19	4D	6D	County	\$ 742,181	2016-2020	\$ -	Underway	\$ 16,773,343	2016-2020	\$ 17,515,524	\$1,016,788	\$0	\$22,979,480	
LIVINGSTON	S.R. 54	COLLIER PKWY	00	4D	County	\$ 592,918	2021-2025	\$ 1,739,660	2031-2035	\$ 8,144,477	2031-2035	\$ 10,477,055	\$954,598	\$3,862,045	\$18,080,739	
MANSFIELD	S.R. 56	MANSFIELD EXT	00	2U	Developer	\$ 1,324,822	2021-2025	\$ 5,445,766	2021-2025	\$ 8,283,544	2021-2025	\$ 15,054,132	\$2,132,963	\$8,767,683	\$13,336,506	
MANSFIELD	S.R. 56	MANSFIELD EXT	2U	4D	County					\$ 17,207,279	2026-2030	\$ 17,207,279	\$0	\$0	\$32,521,757	
MANSFIELD	MANSFIELD EXT	S.R. 54	00	4D	Developer	\$ 710,250	2021-2025	\$ 2,083,919	2021-2025	\$ 3,170,385	2021-2025	\$ 5,964,554	\$1,143,503	\$3,355,110	\$5,104,319	
MANSFIELD	MANSFIELD EXT	S.R. 54	00	4D	County					\$ 6,585,791	2021-2025	\$ 6,585,791	\$0	\$0	\$10,603,124	
MCKENDREE REALIGNMENT	OVERPASS RD	ELAM RD	00	4D	Developer	\$ 268,224	2026-2030	\$ 786,989	2026-2030	\$ 1,197,291	2026-2030	\$ 2,252,504	\$506,943	\$1,487,409	\$2,262,880	
MCKENDREE REALIGNMENT	OVERPASS RD	ELAM RD	00	4D	County					\$ 2,487,115	2026-2030	\$ 2,487,115	\$0	\$0	\$4,700,647	
MCKENDREE REALIGNMENT	ELAM RD	TYNDAL RD	00	4D	County	\$ 945,845	2021-2025	\$ 2,775,172	2026-2030	\$ 12,992,380	2026-2030	\$ 16,713,397	\$1,522,810	\$5,245,075	\$24,555,598	
MCKENDREE REALIGNMENT	TYNDAL RD	S.R. 52	00	4D	Developer	\$ 1,333,533	2021-2025	\$ 3,912,673	2026-2030	\$ 5,952,571	2026-2030	\$ 11,198,777	\$2,146,988	\$7,394,952	\$11,250,360	
MCKENDREE REALIGNMENT	TYNDAL RD	S.R. 52	00	4D	County					\$ 12,365,185	2026-2030	\$ 12,365,185	\$0	\$0	\$23,370,199	
MEADOW POINTE BLVD	S.R. 56	S.R. 54	2U	4D	County	\$ 1,355,178	2026-2030	\$ 3,976,181	2031-2035	\$ 18,615,079	2031-2035	\$ 23,946,438	\$2,561,286	\$8,827,122	\$41,325,475	
MENTMORE	ASHLEY GLEN BLVD	MEADOWBROOK DR	00	2U	Developer	\$ 250,912	2021-2025	\$ 736,193	2021-2025	\$ 3,446,595	2021-2025	\$ 4,433,700	\$403,968	\$1,185,271	\$5,549,018	
NEW RIVER BLVD	S.R. 54	OVERPASS RD EXT	00	2U	Developer	\$ 1,419,806	2021-2025	\$ 4,165,808	2021-2025	\$ 19,502,846	2021-2025	\$ 25,088,460	\$2,285,888	\$6,706,951	\$31,399,582	
NEW RIVER RD	S.R. 56	CHANCEY EXT	00	2U	Developer	\$ 286,851	2021-2025	\$ 841,642	2021-2025	\$ 3,940,272	2021-2025	\$ 5,068,765	\$461,830	\$1,355,044	\$6,343,838	
NEW RIVER RD EXTENSION	S.R. 54	Z.WEST EXT	00	2U	Developer	\$ 865,499	2026-2030	\$ 2,539,433	2026-2030	\$ 11,888,730	2026-2030	\$ 15,293,662	\$1,635,793	\$4,799,528	\$22,469,700	
NEW ROAD A	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	00	2U	Developer	\$ 1,260,075	2026-2030	\$ 3,697,144	2026-2030	\$ 17,308,727	2026-2030	\$ 22,265,946	\$2,381,542	\$6,987,602	\$32,713,494	
NORTH COLLECTOR	ROADWAY A	SUNLAKE DR (S)	00	2U	Developer	\$ 360,640	2026-2030	\$ 1,058,141	2026-2030	\$ 4,953,842	2026-2030	\$ 6,372,623	\$681,610	\$1,999,886	\$9,362,761	
NORTHWOOD PALMS BLVD	HILLSBOROUGH CO	S.R. 56	00	2U	Developer	\$ 504,867	2016-2020	\$ 1,481,312	2016-2020	\$ 6,934,984	2016-2020	\$ 8,921,163	\$691,668	\$2,029,397	\$9,500,928	
OLD DIXIE	NEW YORK AVE	ARIPEKA RD	00	2U	Developer	\$ 1,889,019	2015	\$ 5,542,508	2016-2020	\$ 25,948,071	2016-2020	\$ 33,379,598	\$2,304,603	\$7,593,236	\$35,548,857	
OVERPASS RD	PASCO RD	MCKENDREE RD	2U	4D	County	\$ 273,840	2016-2020	\$ 803,466	2016-2020	\$ 3,761,545	2016-2020	\$ 4,838,851	\$375,161	\$1,100,748	\$5,153,317	
OVERPASS RD EXT	MCKENDREE RD	BOYETTE RD	2U	4D	County	\$ 121,457	2016-2020	\$ 356,363	2016-2020	\$ 1,668,368	2016-2020	\$ 2,146,188	\$166,396	\$488,217	\$2,285,664	
OVERPASS RD EXT	C.R. 577 (CURLEY RD)	C.R. 579 (HANDCART)	00	4D	County	\$ 1,831,893	2016-2020	\$ 5,374,894	2021-2025	\$ 25,163,360	2021-2025	\$ 32,370,147	\$2,509,693	\$8,653,579	\$40,513,010	
OVERPASS RD EXT	C.R. 579 (HANDCART)	C.R. 41 (FT KING HWY)	00	4D	Developer	\$ 1,447,373	2016-2020	\$ 4,246,685	2021-2025	\$ 6,148,199	2021-2025	\$ 11,842,257	\$1,982,901	\$6,837,163	\$9,898,600	
OVERPASS RD EXT	C.R. 579 (HANDCART)	C.R. 41 (FT KING HWY)	00	4D	County											



# Florida Department Of Transportation

**Federal Aid Management Office**  
James Jobe - Manager

[Logon](#)

## STIP Amendments

[Manually Approved STIP Amendments](#)

Fiscal Year: 2012

STIP Report Sorted by Amendment Number

12-13

Item Segment:  -

Amendment #	Date	Assigned MPO Name	Project Name
12-13	5/10/2012	Pasco MPO	258736-2 I-75 from N of SR/CR 54 to N of SR 52 - Advance ROW

[Close](#)

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment

FY2011/12 - 2015 /16

\*\* This STIP is in an MPO Area \*\*

STIP Amendment Number: 12-13

TIP Page Number: AM 12-9

TIP Amendment 5-10-2012 (AM-12-9) and  
STIP Amendment 5-25-2012 (#12-13)

On **Thursday, May 10, 2012**, the **Pasco MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: **2-6**)

This document was electronically signed  
5/15/2012

This document was electronically signed  
5/15/2012

Manny Lajmiri  
Pasco MPO  
Metropolitan Planning Organization Chairman or Designee  
[Pasco MPO](#)

This document was electronically signed  
5/22/2012  
Richard Lutten  
FDOT Federal Aid

Federal Aid Management Manager or Designee

STIP amendment criteria:

**H - Major Scope Change all Other**

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas  
**E - The MPO is not in an air quality non-attainment or maintenance area.**

Project Name **258736-2 I-75 from N of SR/CR 54 to N of SR 52 - Advance ROW**

Linda Stachewicz  
FIDOT  
FDOT District Representative or Designee District 07

This document was electronically signed  
5/22/2012  
Shakira Crandol  
FHWA

Federal Highway Authorization

TIP Amendment 5-10-2012 (AM-12-9) and  
STIP Amendment 5-25-2012 (#12-13)

Status	ITEM	Fund	Ver	Description	< FY 2012	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	> FY 2016
Original STIP	258736 2	AD		I-75 (SR 93) FROM N OF SR/CR 54 TO N OF SR 52 4 TO 6 LANES, INCLUDES SR 52 INTERCHANGE IMPROVEMENT Managed by FDOT							
		ACNH	ROW		0.00	0.00	23,556,932.00	0.00	0.00	0.00	0.00
		ACSA	ROW		0.00	75,000.00	0.00	0.00	0.00	0.00	0.00
		BNIR	ROW		4,142,929.00	19,656,246.00	7,911,868.00	0.00	0.00	0.00	0.00
		DDR	ROW		30,000.00	0.00	0.00	0.00	0.00	0.00	0.00
		DI	ROW		2,515,802.00	0.00	0.00	0.00	0.00	0.00	0.00
		DIH	ROW		48,766.00	500,000.00	0.00	0.00	0.00	0.00	0.00
		HPP	ROW		0.00	3,383,625.00	0.00	0.00	0.00	0.00	0.00
		NHAC	ROW		0.00	216,875.00	0.00	0.00	0.00	0.00	0.00
		TRIP	ROW		0.00	205,000.00	0.00	0.00	0.00	0.00	0.00
Proposed Project	258736 2	G1		I-75 (SR 93) FROM NORTH OF SR/CR 54 TO NORTH OF SR 52 4 TO 6 LANES, INCLUDES SR 52 INTERCHANGE IMPROVEMENT Managed by FDOT							
		ACSA	ROW		0.00	75,000.00	15,000.00	0.00	0.00	0.00	0.00
		BNIR	ROW		4,142,929.00	1,064,913.00	9,188,668.00	3,713,899.00	0.00	0.00	0.00
		DDR	ROW		30,000.00	0.00	0.00	4,525,856.00	0.00	0.00	0.00
		DI	ROW		2,515,802.00	0.00	0.00	0.00	0.00	0.00	0.00
		DIH	ROW		50,146.00	446,031.00	128,823.00	0.00	0.00	0.00	0.00
		DS	ROW		0.00	60,000.00	259,300.00	0.00	0.00	0.00	0.00
		HPP	ROW		0.00	3,383,625.00	0.00	0.00	0.00	0.00	0.00
		NH	ROW		0.00	0.00	10,370,187.00	0.00	0.00	0.00	0.00
		NHAC	ROW		0.00	0.00	216,875.00	0.00	0.00	0.00	0.00
		TRIP	ROW		0.00	205,000.00	0.00	0.00	0.00	0.00	0.00
Funding Source After Change	254479 1	AD		INHOUSE CONTINGENCY DO NOT, REPEAT DO NOT, OPEN THIS ITEM FOR CHARGES!!! Managed by FDOT							
		DIH	ROW		0.00	38,435.00	1,147.00	732,767.00	5,014,103.00	3,352,677.00	0.00
		HPP	ROW		0.00	1.00	0.00	0.00	0.00	0.00	0.00

254544 1		AD		RIGHT OF WAY CONTINGENCY FUNDS TO BE SPLIT OUT FOR ESTIMATE CHANGES. Managed by FDOT												
		ACSA	ROW	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		BNSD	ROW	0.00	1,472,877.00	1,000,000.00										
		BNIR	ROW	0.00												
		DDR	ROW	0.00	2,647,081.00										411,239.00	990,000.00
		DIRS	ROW	0.00	44,797.00											
		DS	ROW	0.00	152,221.00	3,271,819.00									1,728,412.00	0.00
		EB	ROW	0.00	0.00											
		HPP	ROW	0.00	0.00											
		NHAC	ROW	0.00	0.00											
		SA	ROW	0.00	0.00	500,000.00									500,000.00	640,853.00
		SU	ROW	0.00	0.00											
		TRIP	ROW	0.00	0.00											
Funding Source Balance Before Change				1,380.00	-14,446,760.00	-6,516,981.00									10,135,695.00	4,983,530.00
Funding Source Balance After Change					4,355,417.00	4,772,966.00									10,135,695.00	4,983,530.00
Net Change to Funding Source				-1,380.00	18,802,177.00	11,289,947.00										
Proposed Project Before Change				6,737,497.00	24,036,746.00	31,468,800.00										
Proposed Project After Change				6,738,877.00	5,234,569.00	20,178,853.00										
Net Change to Project				1,380.00	-18,802,177.00	-11,289,947.00										
Net Change to Funding Source				-1,380.00	18,802,177.00	11,289,947.00										
Net Change to Proposed Project				1,380.00	-18,802,177.00	-11,289,947.00										
Net Change to STIP																

TIP Amendment 5-10-2012 (AM-12-9) and STIP Amendment 5-25-2012 (#12-13)

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605 Suwannee Street, MS 21, Tallahassee, Florida 32399.



For additional information please e-mail questions or comments to:  
(Richard Luten: [Richard.Luten@dot.state.fl.us](mailto:Richard.Luten@dot.state.fl.us) or call 850-414-4463)

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