

Overpass Road PD&E Study

From Old Pasco Road to US 301
FPID No: 432734-1



Environmental Assessment

November 2016



Federal Highway Administration
Florida Division

ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT
AND
SECTION 4(f) *De Minimis* USE OF THE WESLEY CHAPEL DISTRICT PARK

U.S. Department of Transportation Federal Highway Administration
and
Florida Department of Transportation

Financial Project Identification Number: 432734-1

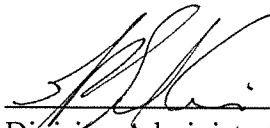
Overpass Road From Old Pasco Road To US 301
Pasco County, Florida

Pasco County, in coordination with the Florida Department of Transportation and the Federal Highway Administration, is conducting a Project Development & Environment (PD&E) Study for evaluating capacity improvements to the existing Overpass Road and Kossik Road segments, the connection of these segments on new alignment, and the addition of an interchange at Overpass Road with Interstate 75 in Pasco County, Florida.

Submitted pursuant to 42 U.S.C. § 4332(2)(c) and 49 U.S.C. § 303

Approved For Public Availability

11 / 17 / 2016
Date


Joseph P. Sullivan
Division Administrator
Federal Highway Administration

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Section 1.0

DESCRIPTION OF PROPOSED ACTION

1.1 PROJECT DESCRIPTION

This proposed roadway improvement project in Pasco County involves the widening of existing segments of Overpass Road (Old Pasco Road to 0.86 miles east of Boyette Road, 0.49 miles west of Curley Road to 1.45 miles east of Curley Road) and Kossik Road (Coolwood Drive/Ghost Train Lane to United States Highway 301 [US 301]); the addition of an interchange at Overpass Road and Interstate 75 (I-75); and the connection of existing segments of Overpass Road and Kossik Road on new alignment (0.86 miles east of Boyette Road to 0.49 miles west of Curley Road and 1.45 miles east of Curley Road to Coolwood Drive/Ghost Train Lane). The proposed improvements for Overpass Road include the following:

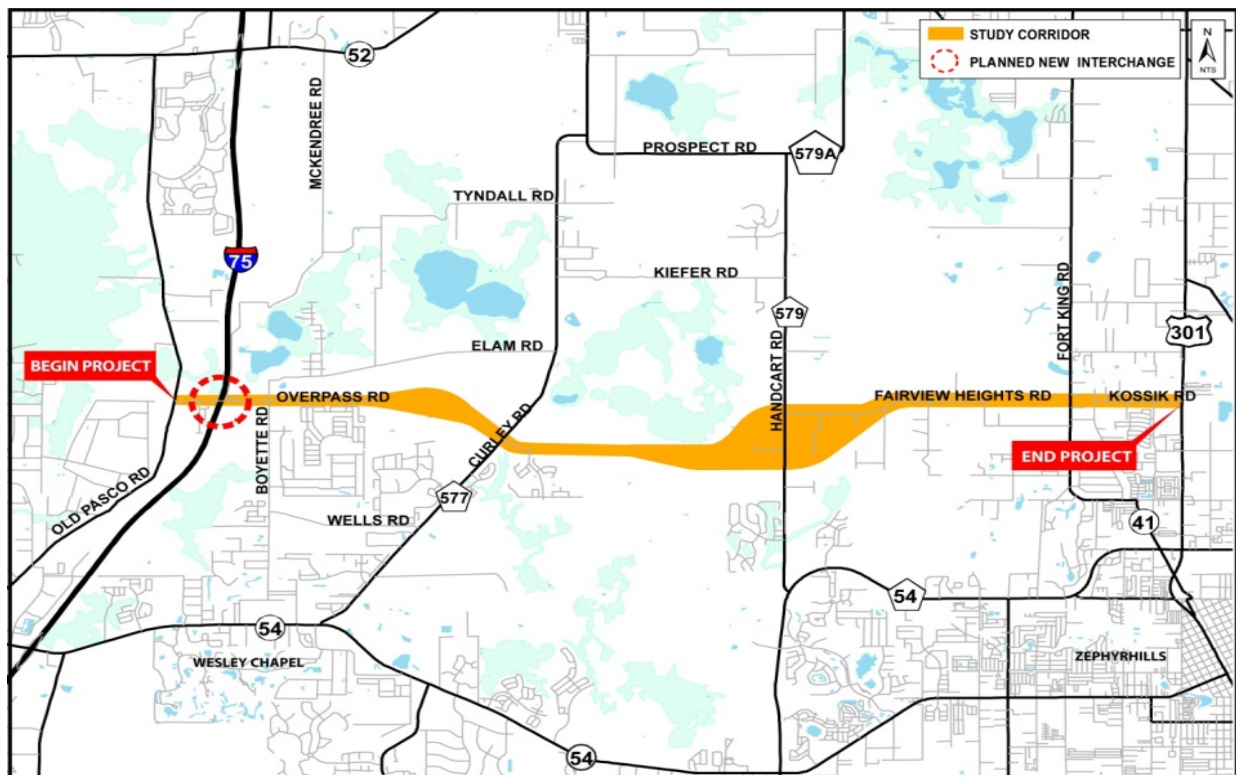
- Four lanes from Old Pasco Road to I-75
- A new interchange at I-75 and Overpass Road
- Six lanes plus two auxiliary lanes from I-75 to Boyette Road
- Six lanes from Boyette Road to US 301

In addition to these improvements, several access modifications will be required. The existing Blair Drive access to Overpass Road will be closed and a new two-lane paved roadway will be constructed with a connection to Old Pasco Road. The existing McKendree Road access at Overpass Road will also be relocated to an alternate location on Boyette Road (north of Overpass Road). At the Wesley Chapel District Park, vehicular access will be eliminated at the existing secondary entrance located on Overpass Road (approximately 1,000 feet east of I-75). The park entrance will be reconfigured to enhance access for alternative modes of transportation, including pedestrians and bicyclists, during the design phase of the project.

While the PD&E Study including the Environmental Assessment (EA) and supporting technical documents required under the National Environmental Policy Act (NEPA) project development process will further evaluate and seek Location Design Concept Acceptance (LDCA) for the ultimate interchange concept (Flyover Ramp Alternative), actual construction of the interchange may occur in two phases. The first phase would construct a diamond interchange with dual westbound-to-southbound left-turn lanes in the Opening Year (2022); the second phase would construct the westbound-to-southbound Flyover Ramp when warranted by future traffic conditions. Note that the footprint of the diamond interchange falls within the proposed right-of-way (ROW) of the ultimate improvements. Therefore, any impacts associated with the diamond interchange would be less than ultimately approved through the NEPA process.

The project limits extend from Old Pasco Road on the west to US 301 on the east, for a total length of approximately 9.0 miles. The study corridor is shown on **Figure 1-1**.

**FIGURE 1-1
PROJECT LOCATION MAP**



Overpass Road is currently an east-west County roadway that is comprised of two unconnected segments. The first segment exists from Old Pasco Road to approximately 0.86 miles east of Boyette Road, while the second segment exists from 0.49 miles west of Curley Road to 1.45 miles east of Curley Road. It is located south of State Road (SR) 52 and north of County Road (CR) 54/SR 54 and traverses over I-75 without ramp connections to the interstate. The existing segments of Overpass Road serve mostly local trips and are classified as collector roadways. The existing number of lanes for each segment is as follows:

- Old Pasco Road to Boyette Road (two-lanes undivided)
- Boyette Road to 0.86 miles east of Boyette Road (four-lanes divided)
- 0.49 miles west of Curley Road to Curley Road (two- and four-lanes divided)
- Curley Road to Angelstem Boulevard (four-lanes divided)
- Angelstem Boulevard to 1.45 miles east of Curley Road (two-lanes divided)

The posted speed limit is 30 miles per hour (mph) between Old Pasco Road and Boyette Road and 45 mph east of Boyette Road.

Kossik Road currently exists as a two-lane undivided roadway from the intersection of Coolwood Drive/Ghost Train Lane east to the intersection with Green Slope Drive, where it transitions to a four-lane divided paved section and terminates at the intersection of US 301. Throughout a major portion of the two-lane segment, the roadway is unpaved. The posted speed limit ranges from 25 mph to 35 mph from Coolwood Drive to US 301.

Blair Drive is currently a two-lane north-south roadway that intersects Overpass Road just west of I-75. As a privately-maintained facility, it provides residents of the Williams Acres subdivision with direct access to Overpass Road. While there is no posted speed limit along Blair Drive, Florida law states that any residential roadway speed limit is 30 mph unless otherwise posted.

1.2 PURPOSE

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting a PD&E Study for evaluating capacity improvements to the existing Overpass Road and Kossik Road segments, the connection of these segments on new alignment, and the addition of an interchange at Overpass Road with I-75 in Pasco County, Florida. The purpose of the study is to identify and evaluate potential locations, develop conceptual alignments, and identify impacts and mitigation measures for the proposed improvements.

Due to the concurrent request for new access at Overpass Road with I-75 (the federal action), and the fact that the majority of the project occurs on new alignment, the study is being developed as an EA in accordance with the FHWA NEPA project development process. A *Preliminary Interchange Justification Report (PIJR)* for the proposed interchange at I-75 and Overpass Road has been prepared concurrently with the Overpass Road PD&E Study and is available under separate cover; the PIJR received a *Determination of Engineering and Operational Acceptability* by the FHWA on May 27, 2014.

Pasco County is the applicant/project sponsor and is not seeking federal funds for the project improvements. Due to the federal action for the new interchange with I-75, FDOT serves as the liaison between Pasco County and FHWA. In future phases of project development, developers with vested rights along the project corridor will be donating land and/or constructing portions of the roadway through their property, consistent with the approved PD&E Study, their legally-binding Master Planned Unit Development (MPUD) Conditions of Approval, Development Agreements, the Pasco County Land Development Code, or other documents specifying improvements to Overpass Road. An Interlocal Agreement which clearly defines the responsibilities of Pasco County and FDOT will be developed at the appropriate stage in the project's implementation process.

The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System

(SIS) network. The proposed interchange is projected to divert traffic demand from future over-capacity conditions at the two adjacent interchanges at I-75/SR 52 and I-75/CR 54, which are currently experiencing congestion from the northbound off-ramps queuing onto the I-75 mainline. In addition, the proposed project will enhance incident management capabilities by providing additional detour route options; enhance emergency management capabilities by providing additional access to I-75; and aid emergency evacuation within the County, as Overpass Road runs parallel or connects to four primary state evacuation routes (SR 52, CR/SR 54, I-75, and US 301). Figure 1-1 provides the general vicinity of the proposed corridor; **Figure 1-2** provides the proposed interchange location and spacing between the existing adjacent interchanges.

Overall, the construction of a new interchange at I-75, as well as the extension and widening of Overpass Road to US 301, will be critical in accommodating anticipated travel demands and enhancing safety. These improvements will work to ensure that mobility is maintained on Florida's SIS and enhanced between existing/proposed developments along the roadway network in eastern Pasco County.

During the project's planning phase, the County previously developed and evaluated three Build Alternatives (O-1, O-2, and O-3) and a No-Build Alternative. The results of this effort are documented in the *Final Overpass Road Route Study* (Route Study) dated March 2005. Based upon engineering and environmental analyses, as well as comments received at the Public Workshop held on March 3, 2005, Alternative O-3 was established to be the Preferred Alternative during the planning phase. The Overpass Road PD&E Study has further refined and evaluated all proposed build alternatives from the Route Study and identified future improvements needed to alleviate existing transportation deficiencies and accommodate future population and employment growth. The proposed Build Alternatives have been developed to avoid or minimize impacts to sensitive features such as wetlands, existing structures, wildlife and habitat, contamination sites, and cultural resources.

Based upon the engineering and environmental analyses results, an alternatives comparison matrix has been developed and is provided in the *Preliminary Engineering Report* and the *EA*. The matrix identifies the effects of each alternative on the social, economic, cultural, natural, and physical environment.

**FIGURE 1-2
PROPOSED INTERCHANGE SPACING**



1.3 TRANSPORTATION PLAN CONSISTENCY

The Overpass Road project is consistent with locally adopted plans. The *Pasco County Fiscal Year (FY) 2016-2020 Capital Improvement Plan* (CIP) identifies full funding through construction (FY 2020/2021) for the first phase of the new interchange proposed at I-75 and Overpass Road and the widening of Overpass Road from Old Pasco Road to I-75 (two to four lanes) and I-75 to Boyette Road (two to six lanes plus two auxiliary lanes) [CIP 5020] and the PD&E Study for Overpass Road from I-75 to US 301 [CIP 5025]. The Design phase for the proposed interchange is fully funded in FY 2016/2017. Construction of a new interchange at I-75 and Overpass Road and the widening of the roadway from Curley Road to east of River Glen Drive to a four-lane divided facility is identified in the Pasco County Metropolitan Planning Organization (MPO) *2040 Cost Affordable Long Range Transportation Plan* (LRTP) with construction funded during the 2020 to 2025 time frame. The four-lane widening of the existing segment of Overpass Road from Old Pasco Road to Boyette Road and the extension of the roadway as a four-lane divided facility from the future McKendree Road realignment to Curley Road and from east of River Glen Drive to Green Slope Drive is funded for construction in the 2026 to 2030 time frame. The ‘Needs Plan’ of the LRTP shows that the Overpass Road corridor is anticipated to warrant six lanes by the year 2040.

Overpass Road from Old Pasco Road to US 301 is shown as a four-lane facility on Map 7-22, ‘Future Number of Lanes (2035)’ of the Transportation Element of the adopted Pasco County Comprehensive Plan. Note, however, that a Comprehensive Plan Amendment was approved on August 10, 2010 for the Pasadena Hills Area Plan (Ordinance 10-21), which shows Overpass Road from Old Pasco Road to US 301 on Figure PH-4, ‘2050 Future Transportation Map’ as a six-lane facility. While the Transportation Element of the Comprehensive Plan does not specifically identify the interchange improvements as cost-affordable, I-75 at Overpass Road is listed on Table 7-2B, ‘Major Intersections with Entering Traffic Volumes Exceeding 75,000’ as an intersection with entering traffic volumes greater than 100,000 vehicles per day (vpd).

The Pasco County MPO FY 15/16-19/20 *Transportation Improvement Program* (TIP) was amended on June 9, 2016, to include the interchange at I-75 and Overpass Road. The interchange project also includes the widening of Overpass Road from Old Pasco Road to Boyette Road. Per CFR Title 23, Part 450.216(b), phases of the project identified using Local Funds (LF) are included in the *State Transportation Improvement Program* (STIP) by reference. In addition, the widening of I-75 from south of SR 56 to the Pasco/Hernando County line is currently included in the Pasco County MPO FY 15/16-19/20 TIP, as well as the STIP. Portions of the I-75 widening project are complete or construction is currently underway.

Section 2.0

PROJECT NEED

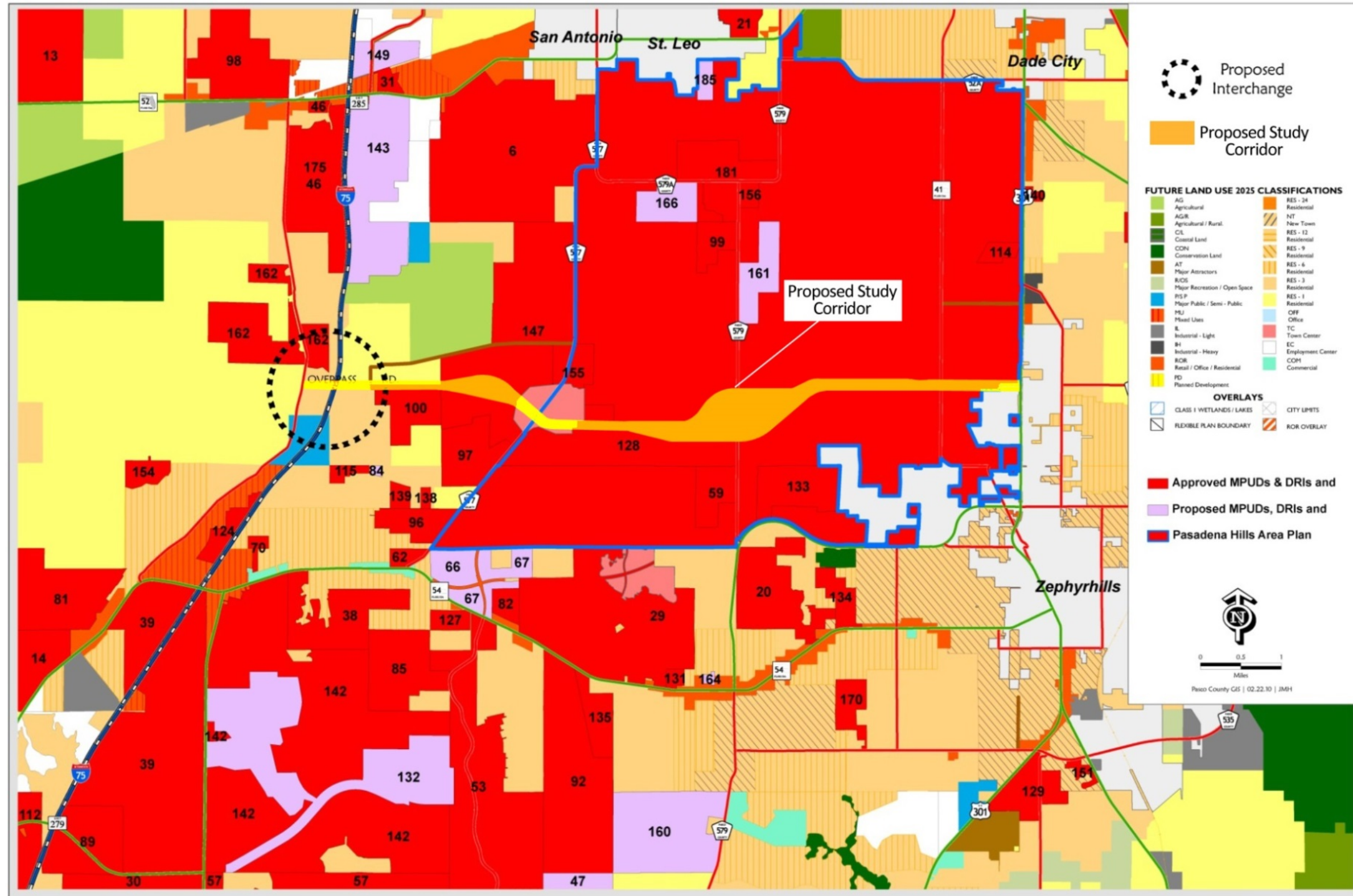
2.1 FUTURE POPULATION AND EMPLOYMENT GROWTH

The large amount of population growth experienced in Pasco County has resulted in increased traffic volumes and congestion at the interchanges of I-75 with SR 56, CR 54, and SR 52, as well as on CR/SR 54 and SR 52. Numerous developments have been approved within the east central area of Pasco County and are in various stages of planning and construction. For example, in 2008, the County approved a Comprehensive Plan Amendment for Pasadena Hills (Pasadena Hills Area Plan) consisting of 20,000 acres in east central Pasco County. Specific new land uses approved in the amendment include 41,987 residential units, 2.26 million non-residential square feet, and 500,000 square feet of office development.

The impact of these developments is reflected in the projected increases in population, employment, and the number of dwelling units in the general area. A comparison of socioeconomic data between the 2006 and 2035 Tampa Bay Regional Planning Model (TBRPM) for Development of Regional Impact (DRI) and Master Planned Unit Development (MPUD) projects in the surrounding area of the project indicates that the population in these traffic analysis zones (TAZs) is projected to grow from 53,000 in the year 2006 to 218,000 in the year 2035, with an estimated growth of 300 percent between 2006 and 2035. **Figure 2-1** shows the DRI and MPUD projects that are planned and/or approved in the project area.

The dramatic increases in population and employment projected to occur over the next 25 years in east central Pasco County will likely result in significant increases in traffic volumes throughout the area. The existing interchanges located at I-75/SR 56, I-75/CR 54, and I-75/SR 52 and the corresponding roadways of SR 54 and SR 52, are already experiencing congestion and are not expected to be able to effectively serve the future vehicular demand entering or exiting I-75 in the study area. The Overpass Road improvements along with the proposed new interchange at I-75 and Overpass Road would better serve the future traffic demand resulting from the forecasted population and employment growth.

FIGURE 2-1
PROPOSED DEVELOPMENTS IN THE STUDY AREA



Note: Numbers provided on figure represent specific developments. Please refer to **Appendix A** for a table of the corresponding development names.

2.2 REGIONAL MOBILITY AND CONNECTIVITY

The proposed I-75/Overpass Road interchange and Overpass Road corridor improvements are anticipated to play a significant role in terms of enhancing regional mobility and connectivity, as the I-75 corridor serves as part of Florida’s designated SIS network and connects major residential and employment centers throughout the state. In addition, the widening and extension of Overpass Road will provide an additional major east-west corridor, facilitating travel between I-75 and US 301. Furthermore, as Overpass Road runs parallel to two primary state evacuation routes (SR 52 and SR 54), the extension and widening is anticipated to further enhance traffic flow and aid in emergency evacuation within Pasco County. The proposed Overpass Road improvements will be critical in improving overall safety, emergency access, and traffic circulation within eastern Pasco County, as the corridor is ideally positioned parallel to two major east-west state arterials (SR 52 and SR 54) and would connect to two major north-south facilities (I-75 and US 301).

2.3 FUTURE TRAVEL DEMAND

Table 2-1 presents existing 2010 and projected 2040 Annual Average Daily Traffic (AADT) volumes, as well as Levels of Service (LOS) for facilities surrounding Overpass Road (I-75, SR 52, CR 54/SR 54, and US 301). The existing and projected AADT volumes and LOS have been derived from the PIJR and developed using the TBRPM, with adjustments to account for approved and proposed developments within the study area. Based on the increase in population and employment figures, traffic projections were extrapolated to the Design Year (2040).

**TABLE 2-1
EXISTING YEAR (2010) AND DESIGN YEAR (2040) AADT VOLUMES AND LOS**

Segment	2010		2040	
	AADT	LOS	AADT	LOS
I-75 (SR 54 to SR 52)	51,000	C	165,800	F
SR 52 (I-75 to McKendree Road)	20,800	F	71,500	F
CR 54/SR 54 (I-75 to Boyette Road)	35,500	D	91,500	F
US 301 (SR 54 to SR 52)	22,500	B	43,400	B

As noted previously, the eastern portion of Pasco County is experiencing dramatic population and employment growth due to an increase in development. The significant increase in growth has resulted in high traffic volumes and deficient LOS at the SR 52 and CR 54 interchanges with I-75. Accordingly, the LOS on facilities surrounding Overpass Road are anticipated to degrade to a LOS F if no interchange is added or capacity improvements do not occur.

Please refer to the PIJR for a detailed evaluation of traffic impacts.

2.4 RELIEF TO PARALLEL FACILITIES

The proposed interchange and the extension and widening of the Overpass Road corridor to US 301 are anticipated to reduce traffic congestion on the east-west arterials of SR 52 and CR 54/SR 54 (parallel facilities) by providing an additional connection with I-75, as well as divert traffic demand from the projected over-capacity conditions at the adjacent SR 52 and CR 54 interchanges with I-75.

2.5 EMERGENCY EVACUATION

I-75 and US 301 are primary facilities of the state evacuation route network established by the Florida Division of Emergency Management. While Overpass Road does not currently serve as part of the state or the County evacuation route network, its role in facilitating traffic during emergency evacuation periods is anticipated to be significant as the proposed interchange would provide access to I-75 and US 301.

The addition of the proposed interchange will enhance incident management capabilities by providing additional detour route options and enhance emergency management capabilities by providing additional access to I-75, one of the state's primary evacuation routes. While incident/emergency management capabilities are not the primary purpose or need for the project, they are a tertiary need and logical benefit realized through improved mobility, roadway connectivity, and access to the interstate system.

2.6 BICYCLE AND PEDESTRIAN FACILITIES

On the rural portions of Overpass Road from Old Pasco Road to Boyette Road, there are no existing bicycle facilities. From the transition area just east of the Boyette Road intersection to the Overpass Road eastern terminus and from Curley Road to Watergrass Parkway, there are 4-foot striped (undesignated) bicycle lanes.

There are no accommodations for pedestrians west of Boyette Road. Pedestrian facilities currently exist along Overpass Road between Boyette Road and the eastern terminus, where a 10-foot multi-use pathway exists on the south side. There is a short segment of sidewalk along the east side of Boyette Road south of the Overpass Road intersection. From Curley Road to Watergrass Parkway, sidewalks exist along both sides of Overpass Road.

Per *Policies 1.5.4 and 1.5.5* in the Transportation Element of the *Pasco County Comprehensive Plan*, bicycle and pedestrian facilities should be included in the planning and design of all roadway improvement projects involving widening or new construction. In addition, both the Comprehensive Plan and the Pasco County MPO's 2040 LRTP identify a planned multi-use trail along the Overpass Road corridor. As such, both pedestrian and bicycle facilities will be constructed as part of the Overpass Road project.

2.7 *TRANSIT*

Public transportation services in Pasco County are provided by the Pasco County Board of County Commissioners (BCC) through Pasco County Public Transportation (PCPT). The services predominantly consist of fixed-route transit buses and paratransit service operating throughout West Pasco, Dade City, and the City of Zephyrhills. According to the *Pasco County Comprehensive Plan* and the Pasco County MPO 2040 LRTP, Overpass Road (including the proposed extension to US 301) will serve as a future transit route, with local bus service anticipated between the year 2030 and 2040.

2.8 *STUDY COORDINATION*

The County, in coordination with the FDOT, informed federal, state, and local government agencies of the scope of this PD&E/NEPA study. The FDOT initiated a Programming Screen event for the project through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) on February 13, 2008, as ETDM #9871 *Overpass Road from Old Pasco Road to US 301*. The Final Programming Screen Summary Report, including the Class of Action (COA) determination and acceptance by FHWA, was published on August 12, 2008.

An Advance Notification (AN) Package for the current PD&E/NEPA Study was sent to the State of Florida Department of Environmental Protection (FDEP) – State Clearinghouse and other state, federal and local agencies and officials on June 29, 2012. In addition, the County distributed a Public Official/Agency Kickoff letter and newsletter for the Overpass Road PD&E Study on August 24, 2012. The AN Package, which includes the ETDM Final Programming Screen Summary Report, is provided in **Appendix B**. Further details are provided in *Section 5.0* of this document.

Section 3.0

ALTERNATIVES CONSIDERED

3.1 CORRIDOR EVALUATION

The need for additional east-west capacity has long been evaluated and documented by the Pasco County MPO as part of the long-range transportation planning process. Currently, the study area is served by only three major east-west roadways: SR 56, CR/SR 54 and SR 52. The TBRPM 2035 Cost Affordable network used in the projection of traffic volumes for both this PD&E Study and the PIJR includes programmed improvements to these existing facilities based on the FDOT Five Year Work Program and/or the Pasco County MPO 2035 *Cost Affordable LRTP*, such as the following:

- SR 56 four-lane extension from Meadow Pointe Boulevard to US 301
- I-75 and CR 54 interchange modifications
- SR 54 widening to six lanes from SR 581 (Bruce B Downs Boulevard) to CR 577/Curley Road and four lanes from CR 577/Curley Road to CR 579/Morris Bridge Road
- SR 52 widening to four lanes from CR 580 (Bellamy Brothers) to Old Pasco Road, six lanes from I-75 Southbound Ramps to Boyette Road, and four lanes from McKendree Road to Emmus Cemetery Road

It should be noted that even with improvements to these parallel corridors, the demand for additional east-west capacity in the study area still remains. Therefore, in consideration of future land use plans and growth projections, the Pasco County MPO identified the need and general location for a new east-west corridor parallel to CR/SR 54 and SR 52. Since projected growth is expected to significantly affect mobility in the area, it was determined that a corridor route study was needed to assist the County in reaching a decision based on project need, location, conceptual design, potential impacts, and estimated cost for any needed improvements. As such, the *Overpass Road Route Study* (Route Study) was commissioned on September 23, 2003 to evaluate viable capacity and safety improvement alternatives from Old Pasco Road to Fort King Road in east-central Pasco County. This Route Study was developed in accordance with criteria set forth in the FDOT *PD&E Manual*, NEPA project development process, and Pasco County standard ROW requirements established in the *Pasco County Standard Roadway Typical Sections for Collector and Arterial Roadways* and addressed five major criteria: Long Range Planning, Safety, Property and Social Impacts, Environmental Impacts, and Cost.

Upon initiation of the corridor Route Study, two Build Alternatives (O-1 and O-2) as well as a No-Build Alternative were studied. Alternatives O-1 and O-2 were developed to address long range planning and safety needs and to minimize social, environmental, and economic impacts, as well as comments received from the public and other pertinent factors. Alternatives O-1 and O-2 were presented by the County at a Public Workshop on October 28, 2004.

Based on public comments received in opposition to both Alternatives O-1 and O-2 at the Public Workshop, a new Build Alternative (O-3) was developed to reduce, to the extent feasible, impacts to residents located south of Fairview Heights Road and east of Handcart Road. From west to east, Alternative O-3 followed the same corridor alignment as Alternative O-2 to approximately 5,000 feet west of Handcart Road. At this point, Alternative O-3 turned northeast across the southeast corner of the Kirkland Ranch property before curving east to intersect Handcart Road at the west end of Fairview Heights Road. Alternative O-3 then followed the Fairview Heights ROW, or slightly north, to the point where Fairview Heights Road turned south. From this point, Alternative O-3 followed the same proposed alignment as Alternatives O-1 and O-2. **Figure 3-1** provides aerial displays of the three corridor alignments considered during the Route Study; **Figure 3-2** provides these same alignments on one graphic.

Alternative O-3, along with Alternative O-2 (which was preferred to Alternative O-1 at the first workshop), were presented by the County at a second Public Workshop held on March 3, 2005. Based on the five major criteria evaluated in the Route Study and comments received from both public workshops, Alternative O-3 (with a four-lane urban typical section), was recommended at the conclusion of the corridor phase because of the following:

- Utilized the existing ROW to the maximum extent feasible, thereby reducing impacts to residents and ROW acquisition costs
- Satisfied the long range planning objectives of the Pasco County Comprehensive Plan and LRTP
- Had the least amount of affected parcels and potential relocations
- Had the least impact on local residents (most of public agreed at workshop)
- Was the least costly of all alternatives

The typical section for all corridor alternatives consisted of two, 12-foot travel lanes in each direction separated by a 46-foot-wide landscaped median that would provide for expansion to six lanes if warranted by future needs. Four-foot bicycle lanes were included within the paved shoulder. A 5-foot sidewalk and 10-foot multi-use path, which would meander through 32-foot landscaped borders and utility zones, were also included.

FIGURE 3-1
OVERPASS ROAD ROUTE STUDY ALIGNMENTS (AERIAL)

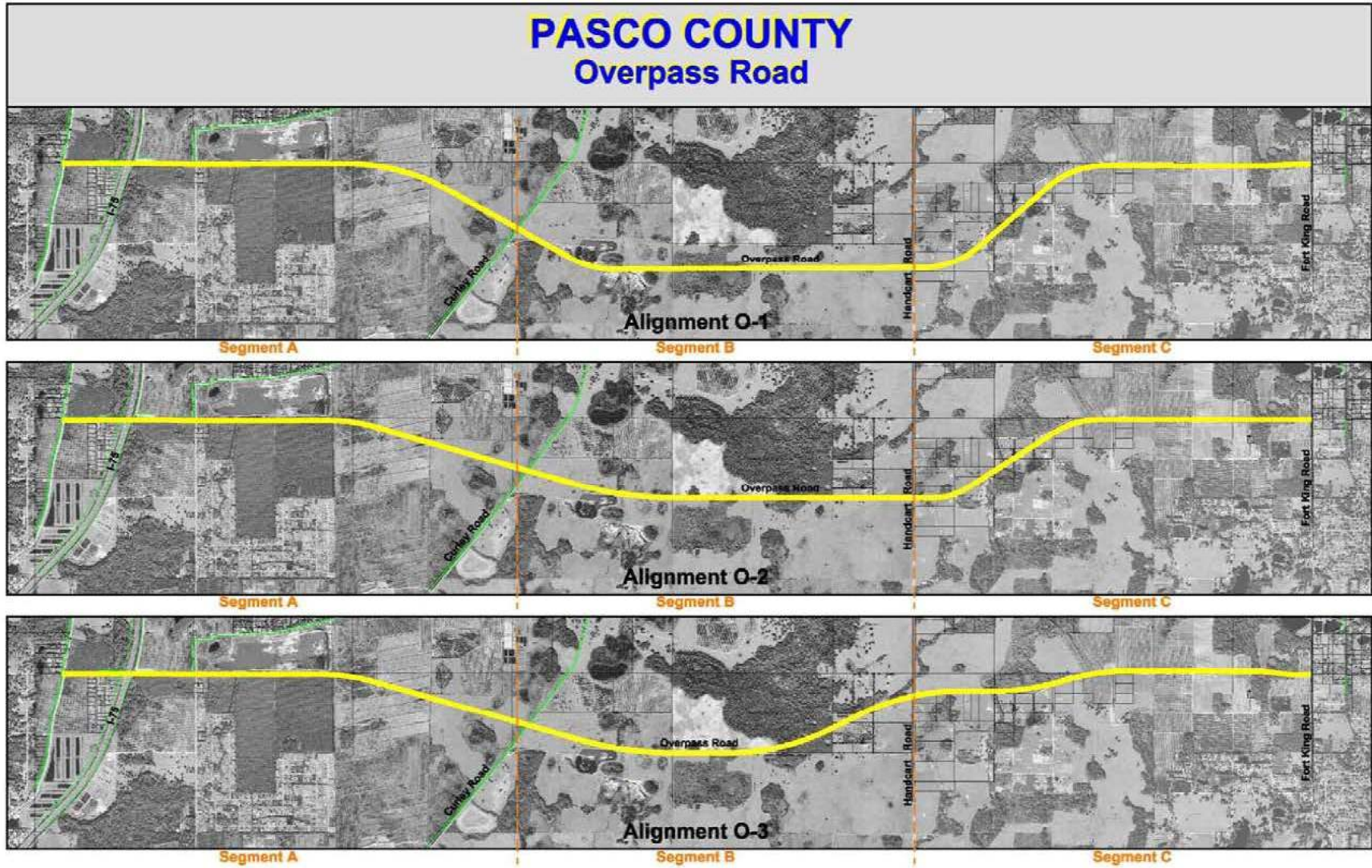
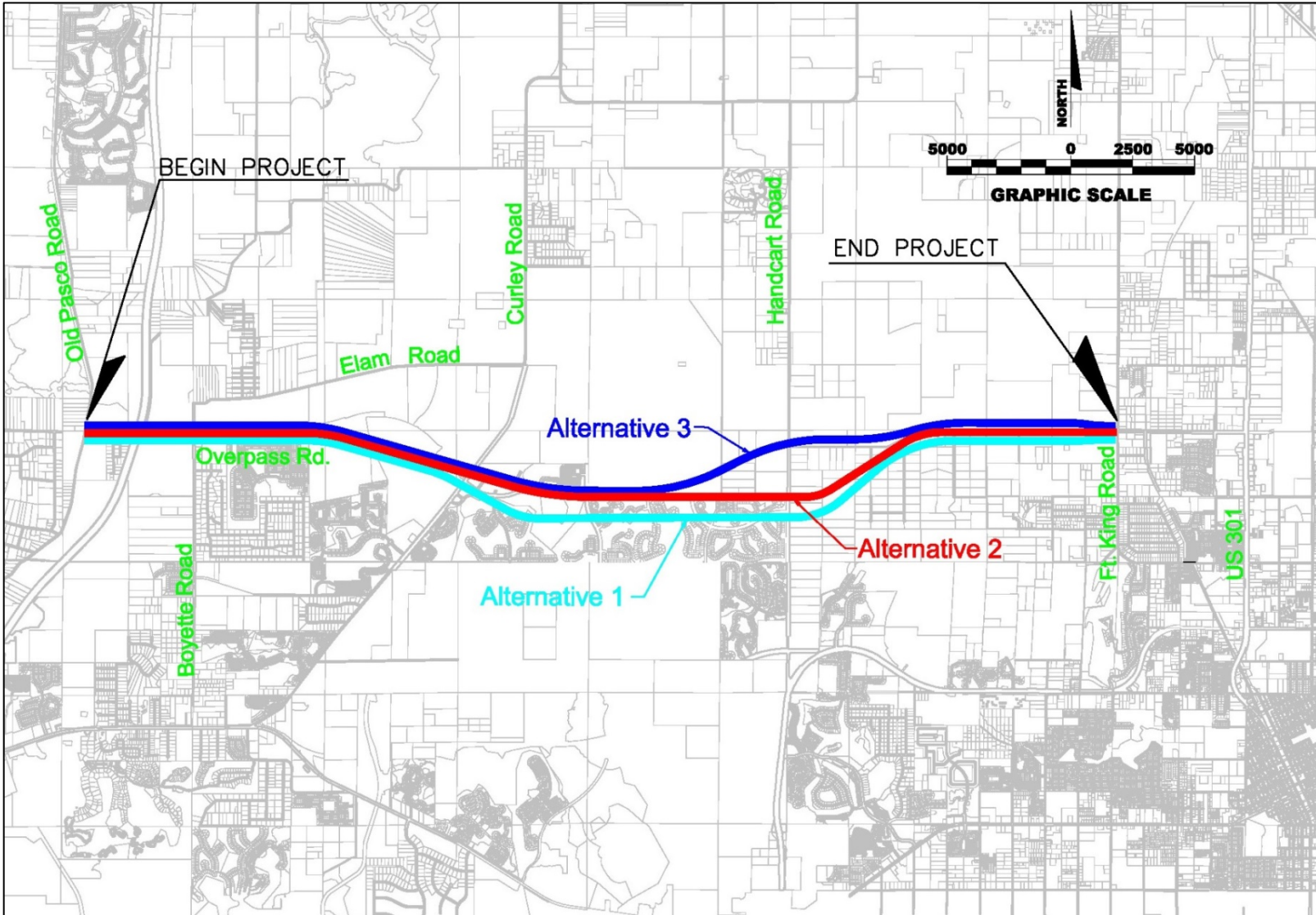


FIGURE 3-2
OVERPASS ROAD ROUTE STUDY ALIGNMENTS (GRAPHIC)



At a publicly-advertised meeting held on April 26, 2005, the Pasco County BCC approved Alternative O-3 from the Route Study as the County's preferred alternative for further consideration. At the time of this study, a direct connection of the preferred alternative with I-75 was not evaluated. As such, additional evaluation and documentation for the Overpass Road corridor that includes a potential new interchange with I-75 was determined to be required in order to comply with both state and federal requirements.

As the concurrent request for new access at Overpass Road with I-75 constitutes a federal action, it was determined that a full PD&E Study and *Interchange Justification Report* (IJR) would be required in accordance with FHWA project development policies and procedures. The Overpass Road PD&E Study has further refined and evaluated all proposed build alternatives from the Route Study and identified additional improvements needed to alleviate existing transportation deficiencies and accommodate future population and employment growth. These additional improvements are described further in subsequent sections of this report.

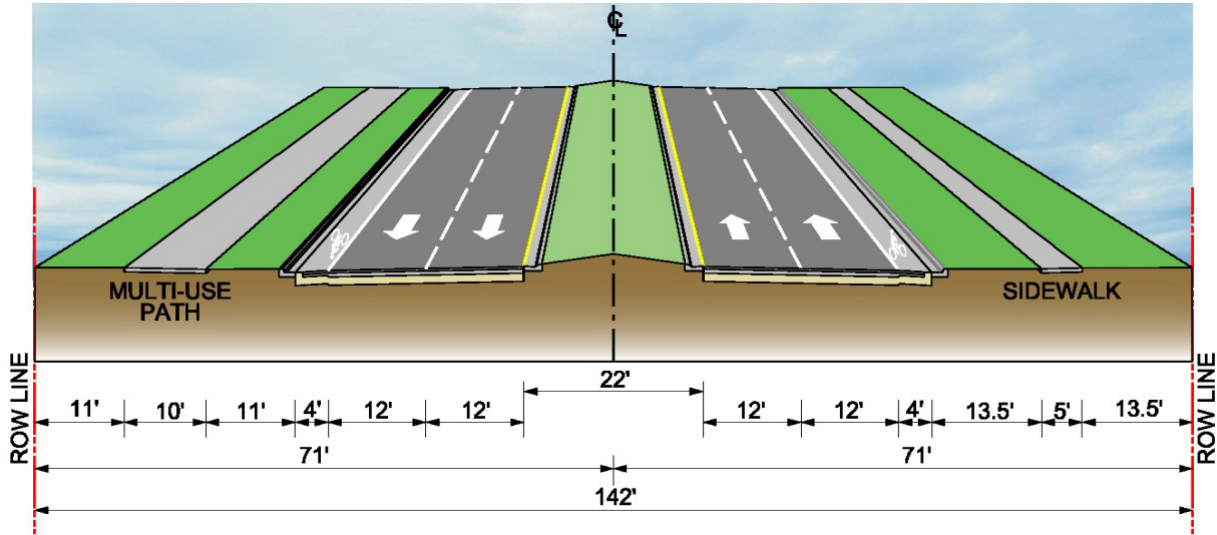
3.2 TYPICAL SECTIONS

The typical sections developed for Overpass Road provide for four lanes from Old Pasco Road to I-75; six lanes (plus two auxiliary lanes) from I-75 to Boyette Road; and six lanes from Boyette Road to US 301. **Table 3-1** identifies the various typical sections evaluated throughout the project corridor. **Figures 3-3 through 3-9** graphically depict these typical sections, which are the same for each of the Build Roadway Alternatives O-1, O-2, and O-3.

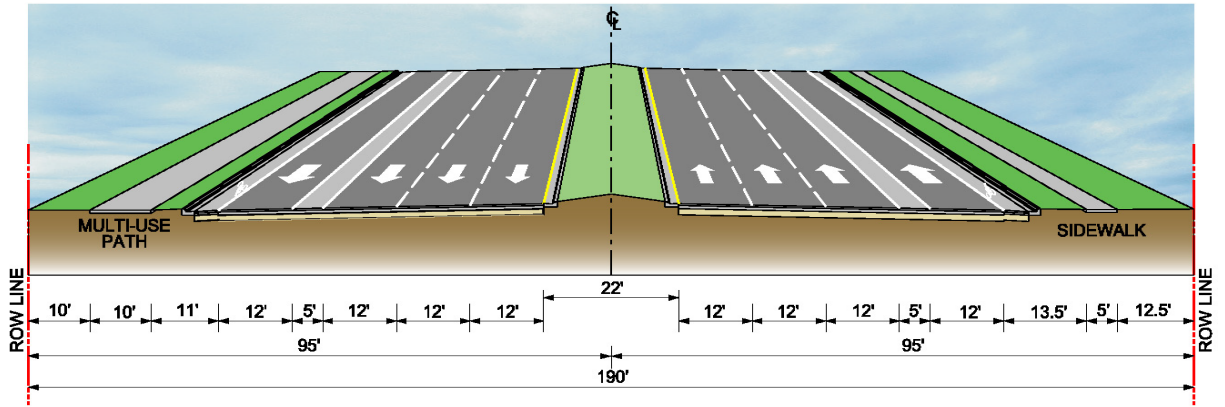
**TABLE 3-1
TYPICAL SECTION EVALUATION**

Location	Typical Section Description	Typical Section Width (feet)
Old Pasco Road to I-75	Four-Lane Divided, Urban	142
I-75 to Boyette Road	Six-Lane Divided plus Two Auxiliary Lanes, Urban	190
Boyette Road to Future McKendree Road Realignment	Six-Lane Divided, Urban	128
Future McKendree Road Realignment to Promenade Town Center	Six-Lane Divided, Urban	166
Through Promenade Town Center	Six-Lane Divided, Urban	128
Promenade Town Center to Fort King Road	Six-Lane Divided, Urban	166
Fort King Road to US 301	Six-Lane Divided, Urban	128

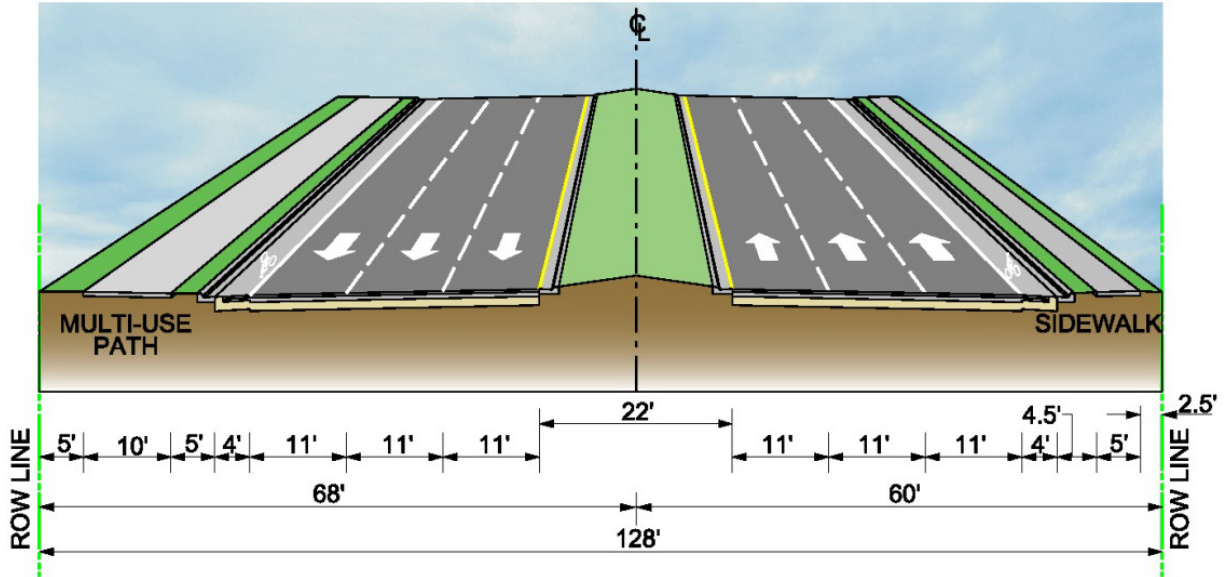
**FIGURE 3-3
FOUR-LANE DIVIDED URBAN TYPICAL SECTION
OLD PASCO ROAD TO I-75**



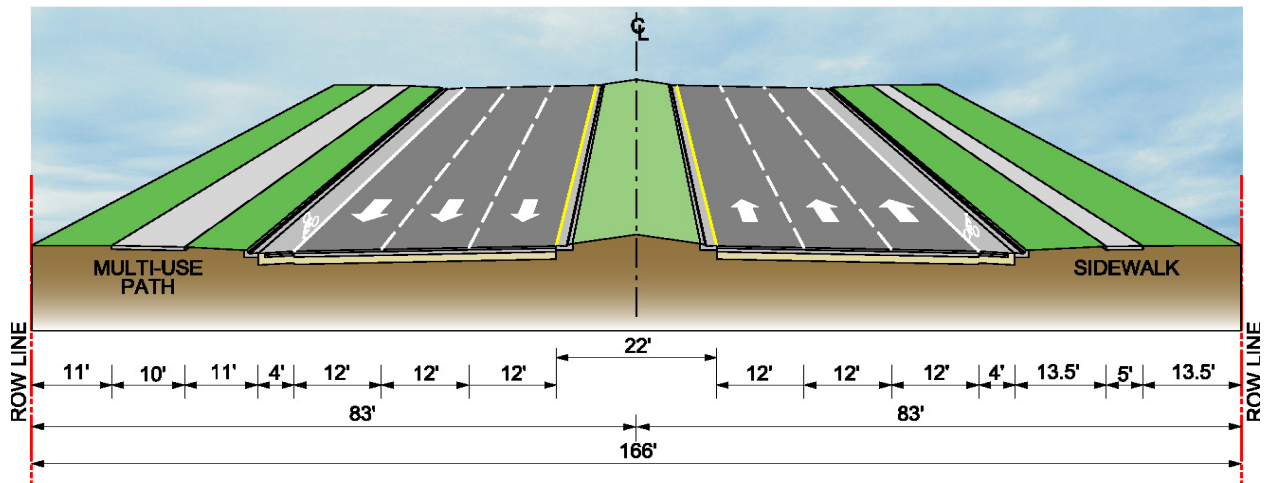
**FIGURE 3-4
SIX-LANE DIVIDED PLUS TWO AUXILIARY LANES URBAN TYPICAL SECTION
I-75 TO BOYETTE ROAD**



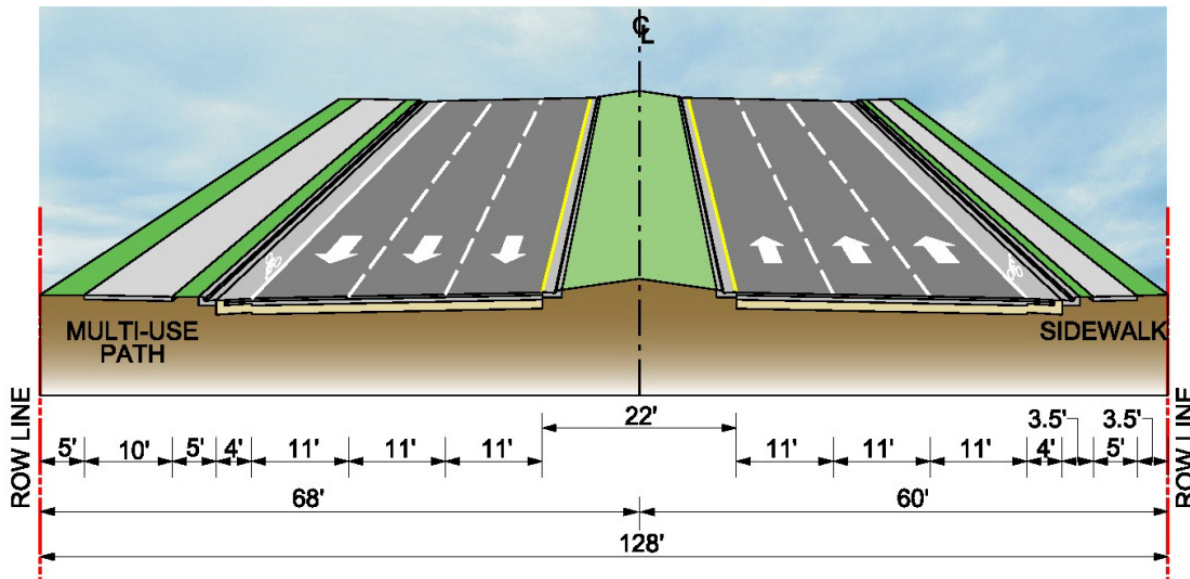
**FIGURE 3-5
SIX-LANE DIVIDED URBAN TYPICAL SECTION
BOYETTE ROAD TO FUTURE MCKENDREE ROAD REALIGNMENT**



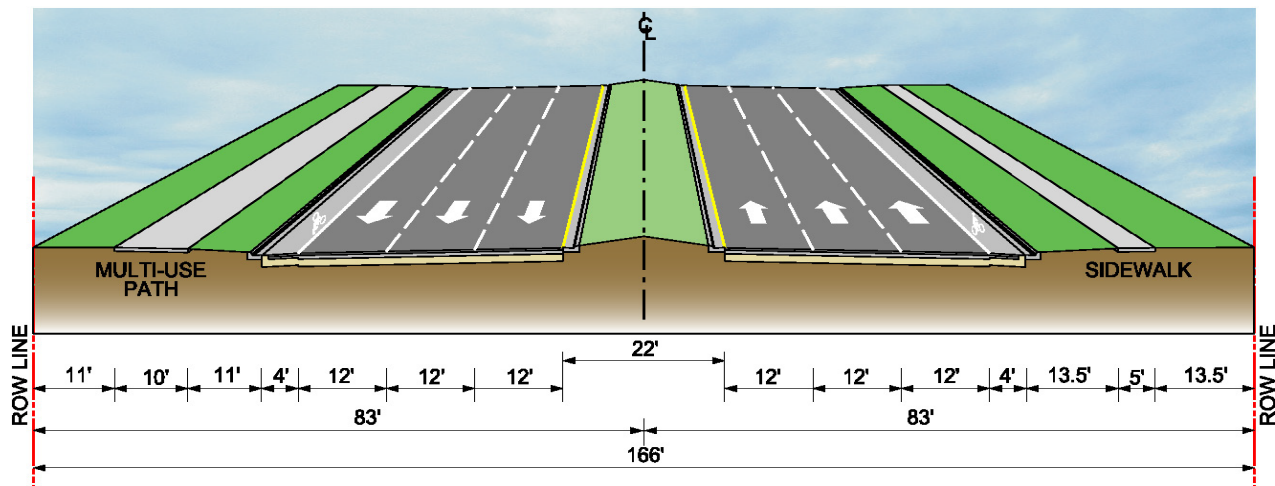
**FIGURE 3-6
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE MCKENDREE ROAD REALIGNMENT TO PROMENADE TOWN CENTER**



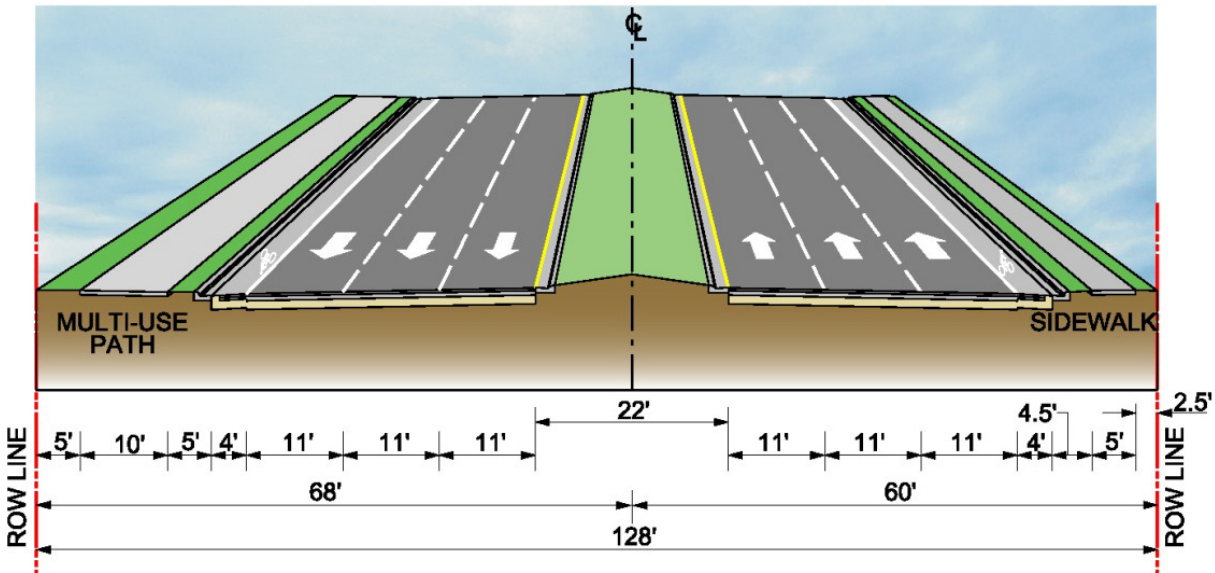
**FIGURE 3-7
SIX-LANE DIVIDED URBAN TYPICAL SECTION
THROUGH PROMENADE TOWN CENTER**



**FIGURE 3-8
SIX-LANE DIVIDED URBAN TYPICAL SECTION
PROMENADE TOWN CENTER TO FORT KING ROAD**



**FIGURE 3-9
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FORT KING ROAD TO US 301**



3.3 ALTERNATIVES ANALYSIS

The alternatives development process for Overpass Road and a new interchange at I-75 took the following items into consideration:

- Results of the Route Study - All previous alignments considered were refined to account for development and construction since 2005, as well as any Master Roadway Plans or designs included as conditions of approved future development.
- Extension of the eastern terminus for the Overpass Road corridor from the Route Study (Fort King Road) to US 301 - The extension was requested by FHWA during the methodology meeting for the PIJR. The signed PIJR *Methodology Letter of Understanding* was approved by representatives of the County, FDOT, and FHWA in August 2010.
- Engineering Factors - Design, location, and alignment of the improved and new facilities.
- Environmental Factors - Social, economic, cultural, natural, and physical factors.
- Public Involvement Factors - Needs and concerns of the community and local governments.
- Economic Factors - Project costs and the opportunity to optimize benefits.

Based on these factors, several Build Alternatives and a No-Build Alternative have been developed as part of this study. The following sections describe the No-Build Alternative, as well as the conceptual alignments and interchange configurations developed for the Build Alternatives and the evaluation methods used to compare these alternatives.

3.3.1 EVALUATION FACTORS AND METHODOLOGY

The following sections provide further details on the factors and methodologies used to systematically evaluate and compare each of the alternatives based on the selected criteria.

3.3.1.1 Potential Parcels Affected

All of the proposed Build Alternatives were evaluated for their potential impacts to individual parcels. The analysis was based on information obtained from the Pasco County Property Appraiser's Office and overlaid on project aerials. Parcels intersected by a proposed Build Alternative by any amount were counted as "affected."

3.3.1.2 Potential Relocations

All of the proposed Build Alternatives were evaluated for their potential relocation impacts to residential and business uses. Potential residential relocations were identified from the affected parcels when the proposed ROW for the alternative or a stormwater pond was determined to have a direct impact on a structure. Direct impacts include residential structures that are located within the ROW limits or within 20 feet of the alternative or stormwater pond. A distance of 20 feet was chosen as this is generally the minimum setback distance between the ROW and a residential structure permitted by most jurisdictions. Potential business relocations also included impacts to parking and access.

3.3.1.3 Churches

All of the proposed Build Alternatives were evaluated for their potential impacts to churches. The analysis was based on information obtained from the Pasco County Property Appraiser's Office and overlaid on project aerials then field verified. Church parcels intersected by a proposed Build Alternative by any amount were counted as "affected."

3.3.1.4 Schools

All of the proposed Build Alternatives were evaluated for their potential impacts to schools. The analysis was based on information obtained from the Pasco County Property Appraiser's Office and overlaid on project aerials then field verified. School parcels intersected by a proposed Build Alternative by any amount were counted as "affected."

3.3.1.5 Parks/Recreation

All of the proposed Build Alternatives were evaluated for their potential impacts to properties that are publicly-owned parks, recreation areas, or wildlife and waterfowl refuges. Those properties that were determined to potentially be either directly or indirectly affected by a proposed Build Alternative were identified and quantified.

3.3.1.6 Cultural Resources

All of the proposed Build Alternatives were evaluated for their potential impacts to significant cultural resources and included an assessment of potential effects to archaeological sites and historic resources. Potential effects were based on the known presence of significant cultural resources within the Area of Potential Effect (APE) established for each proposed Build Alternative.

The broad corridor study area selected for the preliminary analysis measured approximately 500 feet to both sides of the existing roadway and three proposed Build Roadway Alternatives, including proposed pond sites. The study area for the proposed new interchange at I-75 and Overpass Road encompassed the footprint of all five proposed Build Interchange Alternatives, including the proposed pond sites.

Known or potentially significant cultural resources are defined as those properties either listed, determined eligible, or considered potentially eligible for listing in the National Register of Historic Places (NRHP). Study methods included a review of the available data, including Florida Master Site File (FMSF) records, NRHP listings, U.S. Department of Agriculture (USDA) Soil Survey and U.S. Geological Survey (USGS) quadrangle maps, Publication of Archival Library and Museum Materials (PALMM) aerials, relevant previous *Cultural Resource Assessment Survey* (CRAS) reports conducted in the project area, and other documents. A field reconnaissance was also conducted for the purpose of identifying any potentially significant resources, as well as to “ground truth” the general archaeological site location predictive model.

3.3.1.7 Potential Noise-Sensitive Sites

All of the proposed Build Alternatives were evaluated for potential noise-sensitive sites. Land uses such as residences, motels, schools, churches, recreation areas, and parks are considered incompatible with highway noise levels exceeding the Noise Abatement Criteria (NAC). In order to compare the various alternatives, noise level contours were developed for the future improved roadway facility based on projected traffic for the Design Year (2040). These noise contours delineate the distance from the improved roadway’s edge-of-travel lane to where 66 A-weighted decibels [dB(A)] (FDOT/FHWA criteria for residential, parks, places of worship, schools and other ancillary activities) is expected to occur in the future (2040).

Within the project limits, the contours extend 194 feet from the proposed roadway’s edge-of-travel lane for each proposed Build Alternative. The contours were drawn on project aerials and potential noise-sensitive sites located within the contour lines were counted and field verified for each alternative.

3.3.1.8 Wetlands

In order to assess the approximate locations and boundaries of existing wetland communities within the study area, available site-specific data was collected and reviewed prior to field

reviews. The study area for the purpose of the wetland and surface water analysis is defined as a 300-foot buffer extending from both sides of the project corridor for each proposed Build Alternative. The following information was collected and analyzed:

- True color aerials of the project study area, (1 inch = 200 feet) 2012
- USDA, Natural Resource Conservation Service (NRCS), *Soil Survey of Pasco County, Florida* (1982)
- Florida Association of Professional Soil Scientists, *Hydric Soils of Florida Handbook* (Hurt, 2007)
- USGS 7.5 minute San Antonio and Dade City quadrangle maps (1997)
- U.S. Fish and Wildlife Service (FWS), *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin, et al., 1979)
- FDOT, Florida Land Use, Cover and Forms Classification System (FLUCFCS), 3rd edition, January 1999
- Southwest Florida Water Management District (SWFWMD) Geographic Information System (GIS) FLUCFCS Database

Environmental scientists familiar with Florida natural communities conducted field reviews of the study area. Field evaluations consisted of pedestrian transects throughout all natural habitat types found within and immediately adjacent to the study area. The purpose of the reviews was to verify and/or refine preliminary habitat boundaries and classification codes established through in-office literature reviews and aerial photograph interpretation. Approximate wetland boundaries were identified in accordance with the *Florida Wetlands Delineation Manual* (Gilbert et al., 1995), Chapter 62-340, Florida Administrative Code (FAC) and the guidelines found within U.S. Army Corps of Engineers (USACE) *Regional Supplement to the Corps of Engineers Delineations Manual: Atlantic and Gulf Coastal Plain Region* (USACE, 2010). During field investigations, each wetland and surface water habitat within the project study area was visually inspected and photographed. Attention was given to identifying plant species composition for each community. Exotic plant infestations and other disturbances such as soil subsidence, clearing, canals, power lines, etc. were noted. Attention was also given to identifying wildlife and signs of wildlife usage at each wetland and adjacent upland habitat within the study area.

All wetland and other surface water habitats within the project study area were classified using FLUCFCS (FDOT, 1999) and the FWS *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin, et al., 1979).

Based on the data collected, potential wetland and surface water impacts were quantified for each proposed Build Alternative. The impact area of each wetland/surface water body equals its total acreage for each alternative and includes the proposed stormwater ponds.

3.3.1.9 Floodplains

The current Flood Insurance Rate Maps (FIRMs) for unincorporated areas of Pasco County, published by the Federal Emergency Management Agency (FEMA), were reviewed to determine the location of floodplains within the study area. The footprint of each of the Build Alternatives was overlaid on the aerial-based floodplain map and the intersecting areas were calculated. Note that this exercise did not develop site-specific avoidance or minimization options. Each proposed Build Alternative was evaluated to determine its additional impacts above and beyond any existing floodplain impacts within the existing ROW.

3.3.1.10 Potential Threatened and Endangered Species

The study area for the purpose of the threatened and endangered species analysis was defined as a 300-foot buffer extending from both sides of the proposed ROW for each proposed Build Alternative. The study area was evaluated for potential occurrences of federally- and state-listed plant and animal species in accordance with 50 Code of Federal Regulations (CFR) 17 and Chapters 5B-40 and 68A-27, FAC. The *Florida Natural Areas Inventory* (FNAI) was also contacted for available information on listed species occurrences within a 1-mile radius of the study area. The evaluation also consisted of literature review, database searches, and field assessments of the project study area to identify the potential occurrence of protected species and/or presence of federally-designated critical habitat.

Based on an evaluation of collected data and results of the field reviews, the potential for federally- and state-listed species to occur within or adjacent to the proposed Build Alternatives was identified.

3.3.1.11 Potential Contamination Sites

The study area for the contamination screening was defined as a 0.25-mile from the centerline of the project corridor. Potential contamination sites were identified as a result of database searches, review of historical aerial photography, previous *Contamination Screening Evaluation Reports* (CSER) conducted in the area, and field reconnaissance surveys. Each proposed Build Alternative was then ranked “High,” “Medium,” “Low,” or “No” risk for potential contamination, consistent with criteria outlined in Part 2, Chapter 22 of the FDOT *PD&E Manual*. High or medium ranked potential contamination parcels intersected by a proposed Build Alternative by any amount were counted as “affected.”

3.3.1.12 Costs

Preliminary estimates were developed for the costs associated with each proposed Build Alternative. These costs include Design, ROW, Construction, and Construction Engineering and Inspection (CEI) amounts. The FDOT Long Range Estimate (LRE) data was used to estimate costs for the proposed construction. These costs include estimates for all known aspects of

construction to date for roadway, structures, and construction costs related to pond sites and floodplain mitigation, as well as for Maintenance of Traffic (MOT), Mobilization, and any contingencies. Design and CEI costs were estimated at 10 percent of the estimated construction cost for each proposed Build Alternative. All engineering estimates provided reflect present day costs.

The ROW costs for the Build Interchange Alternatives were estimated using unit costs established based on future land uses for any potential parcels affected (as used in development of Pasco County's CIP) and were coordinated with the Pasco County Property Appraiser's Office. The unit costs agreed upon are as follows:

- Northwest Quadrant: \$8 per square foot
- Northeast Quadrant: \$10 per square foot
- Southwest Quadrant: \$8 per square foot
- Southeast Quadrant: \$5 per square foot

A base cost was calculated using the unit cost and the estimated ROW required. The base cost was multiplied by a factor of 2.5 to estimate the total acquisition cost and a 25 percent contingency factor was added to reach the total ROW cost.

The ROW costs for the Build Roadway Alternatives were estimated using the "just market value" of land and structures for any potential parcels affected, as obtained from the Pasco County Property Appraiser's Office (via the website). This base cost was multiplied by a factor of 2.5 and 3.0 to estimate a range for the total acquisition cost.

3.3.2 NO-BUILD ALTERNATIVE

The No-Build Alternative assumes that the proposed Overpass Road corridor and interchange at I-75 are not constructed and no improvements other than those currently programmed in the Pasco County MPO Cost Affordable LRTP or FDOT Five Year Work Program will be implemented. Certain advantages would be associated with implementation of the No-Build Alternative, including the following:

- No major construction costs
- No disruption to existing land uses due to construction activities
- No ROW acquisitions
- No disturbance to natural resources

The disadvantages of the No-Build Alternative include the following:

- Increased traffic congestion and deficient operational conditions on the surrounding roadway network
- Not consistent with the local transportation plans
- Does not enhance regional mobility or connectivity
- Increased roadway maintenance costs on the surrounding roadway network

Detailed traffic operational analysis for the No-Build Alternative is provided in the PIJR, which received a *Determination of Engineering and Operational Acceptability* by the FHWA on May 27, 2014. The No-Build Alternative will remain a viable alternative throughout the PD&E Study process.

3.3.3 *TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS ALTERNATIVE*

The FHWA defines TSM&O as “an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.” The TSM&O Alternative seeks to optimize the efficiency of the current transportation system by implementing low-cost strategies such as the following:

- Adding turn or auxiliary lanes, and converting high occupancy vehicles (HOV) lanes to reversible lanes
- Optimizing traffic signals (improves overall operation) including signal coordination
- Improving interchange termini
- Milling and resurfacing to extend pavement life
- Improving roadway signage and pavement markings
- Traffic management strategies
- Enhancing pedestrian facilities

Typically, TSM&O improvements are implemented to reduce or eliminate the need for roadway widening or construction of a new facility. As the majority of the Overpass Road corridor does not exist, TSM&O improvements are not viable options for implementation along this facility. It is noted that some TSM&O concepts have already been implemented along parallel facilities such as CR/SR 54 and SR 52. However, they will not provide adequate long-term capacity necessary to reduce or eliminate the need for the project. It was determined that the TSM&O Alternative does not satisfy the purpose and need for the proposed project because of the following:

- It does not accommodate future population and employment growth
- It does not improve regional mobility and connectivity

- It does not accommodate future travel demand
- It does not provide relief to parallel facilities
- It does not improve emergency evacuation capabilities or response times

The TSM&O Alternative does not directly impact any of the other evaluation factors. Based on this alternative's failure to satisfy the purpose and need for this project, the TSM&O Alternative has been eliminated from further consideration.

3.3.4 MULTIMODAL ALTERNATIVE

The Multimodal Alternative for the Overpass Road PD&E Study is limited to existing, planned and programmed service operated by PCPT. Multimodal transportation options such as bus and mass transit were considered as part of the Pasco County MPO LRTP process and determined to be not sufficient to exclusively meet the travel demands within the study area. However, the proposed project is not intended to preclude future implementation of any of these options, nor does it preclude the implementation of other options such as managed lanes in the future. It was determined that the Multimodal Alternative does not satisfy the purpose and need for the proposed project because of the following:

- It does not accommodate future population and employment growth
- It does not improve regional mobility and connectivity
- It does not accommodate future travel demand
- It does not improve emergency evacuation capabilities or response times

The Multimodal Alternative does not directly impact any of the other evaluation factors. Based on this alternative's failure to satisfy the purpose and need for this project, the Multimodal Alternative has been eliminated from further consideration.

3.3.5 BUILD INTERCHANGE ALTERNATIVES

Five Build Interchange Alternatives have been developed at the proposed interchange of I-75 and Overpass Road and were analyzed based on the criteria and methodologies described in *Section 3.3.1*, as well as results of the traffic operational analysis presented in the PIJR. In addition, the ultimate number of lanes needed for Overpass Road between Old Pasco Road and Boyette Road are included with each Build Interchange Alternative. A detailed description of each alternative is provided below and shown graphically on **Figures 3-10 through 3-14**. Note that each of the proposed Build Interchange Alternatives satisfies the purpose and need for the project because of the following:

- It will accommodate future population and employment growth
- It will improve regional mobility and connectivity
- It will accommodate future travel demand

- It will provide relief to parallel facilities
- It will improve emergency evacuation capabilities and response times

Detailed traffic operational analyses for each of the Build Interchange Alternatives are provided in the PIJR, which received a *Determination of Engineering and Operational Acceptability* by the FHWA on May 27, 2014.

3.3.5.1 Diamond Interchange Alternative

A diamond interchange is the most basic interchange form with a four-ramp configuration connecting the freeway to the surface road. This alternative provides two-lane on-/off-ramps to/from the south and single-lane on-/off-ramps to/from the north. **Figure 3-10** shows the proposed geometry for the Diamond Interchange configuration, along with existing and future ROW lines.

The Diamond Interchange Alternative affects a total of 22 parcels (no business, 10 residential, and 12 other), with one potential residential relocation located on the south side of Overpass Road between Old Pasco Road and Blair Drive. This represents the lowest impact to overall parcels and second lowest impact to residential parcels of the proposed Build Interchange Alternatives. There are two potential noise-sensitive sites affected for the Diamond Interchange Alternative. No churches or schools are affected by this alternative.

The Diamond Interchange Alternative potentially affects approximately 4.74 acres of one recreational resource, the Wesley Chapel District Park, located in the southeast quadrant. It is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of an interchange at Overpass Road. Therefore, no park facilities are located or planned within the areas that are potentially impacted by the interchange. No NRHP-eligible or -listed cultural resources were identified within or adjacent to this alternative.

Five recorded archaeological sites (8PA463, -464, -465, -623, and -2038) are located within or near the footprint for the Diamond Interchange Alternative. Of these, one archaeological site (8PA465) was determined eligible for listing in the NRHP by the State Historic Preservation Office (SHPO). No historic resources that are listed, determined eligible, or considered potentially eligible for the NRHP are associated with the Diamond Interchange Alternative including pond sites. The Diamond Interchange Alternative is ranked Medium in terms of its potential for significant archaeological sites and Low for potential for significant historic resources.

Potential total impacts to wetlands (including other surface waters) related to the Diamond Interchange Alternative have been estimated at 12.3 acres, representing the second lowest impact to wetland resources. The Diamond Interchange Alternative is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within the Diamond Interchange Alternative, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

Out of a total of two potential contamination sites identified in the vicinity of the Diamond Interchange Alternative both are ranked as having a Low risk for potential contamination impact. In addition, two suspect well locations (7943 Blair Drive and 7826 Dowd Drive) were observed for the Diamond Interchange Alternative.

The total cost for the Diamond Interchange Alternative is \$51.6 million, which includes \$3.3 million for Design, \$12.2 million for ROW, \$32.8 million for Construction, and \$3.3 million for CEI. The total ROW acreage required for this alternative is 12.45 acres. The Diamond Interchange Alternative has the lowest ROW and total costs among the proposed Build Interchange Alternatives.

This type of interchange minimizes impacts to the adjacent properties more than the other types of interchanges and avoids the interweaving traffic flows that occur in other configurations. However, this alternative creates the highest number of conflict points and requires triple left-turn lanes for the westbound-to-southbound movement; without triple left-turn lanes, this alternative will not provide adequate capacity to accommodate the design year travel demand, which does not meet the purpose or satisfy the need of the project.

While it is recognized that the Diamond Interchange Alternative is the least costly option and was preferred by the public, this alternative alone will not be able to satisfactorily handle the traffic volumes projected for the Design Year (2040). In addition, providing triple left-turn lanes onto the I-75 southbound on-ramp is not an operationally safe or practicable option. As such, the Diamond Interchange Alternative has been eliminated from further detailed evaluation.

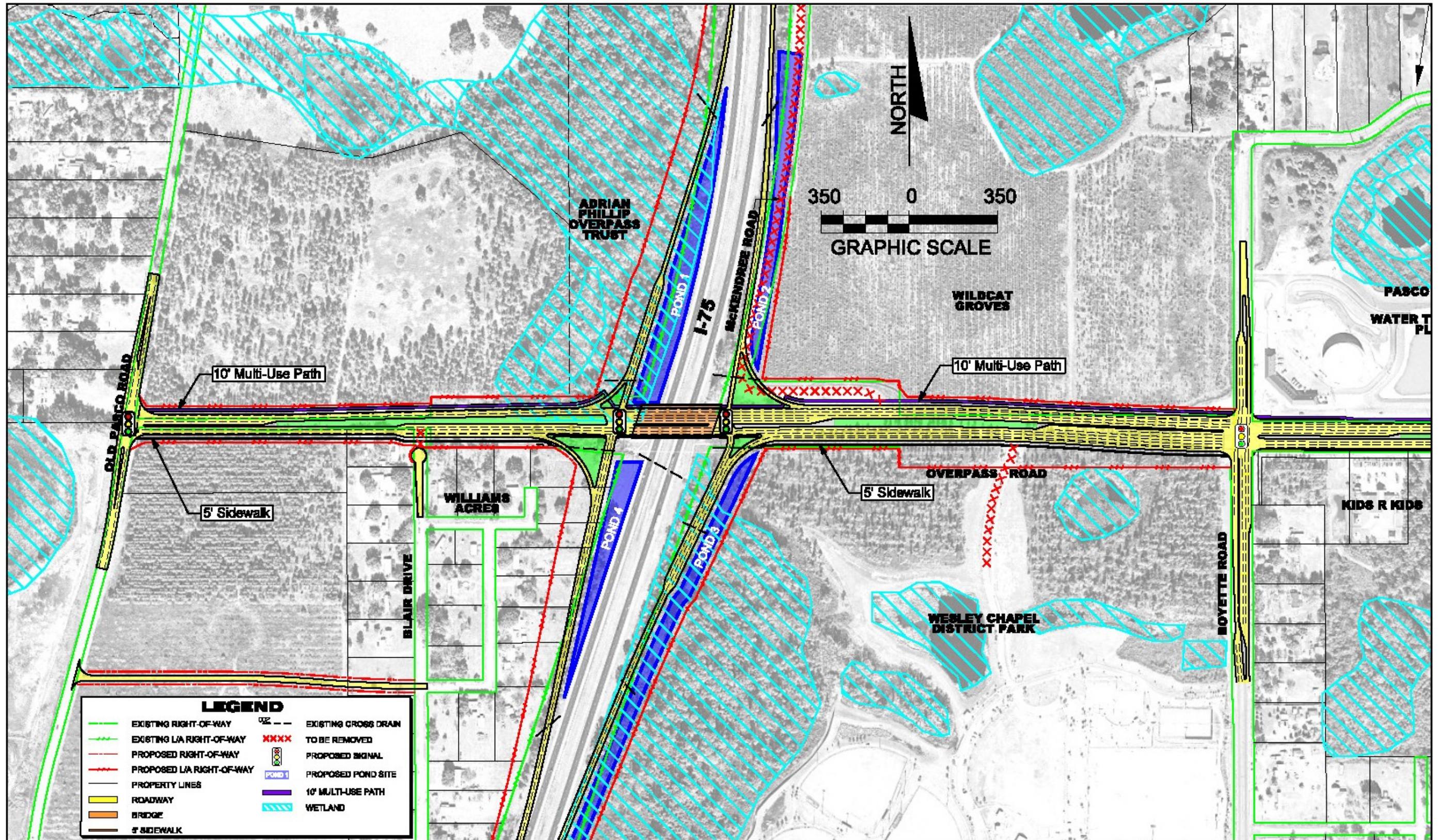


FIGURE 3-10
DIAMOND INTERCHANGE ALTERNATIVE

3.3.5.2 *Diverging Diamond Interchange Alternative*

A Diverging Diamond Interchange (DDI) Alternative was developed for this area due to the high number of vehicles turning left from westbound Overpass Road to southbound I-75. **Figure 3-11** shows the proposed geometry for the DDI Alternative along with existing and future ROW lines. A DDI has a higher capacity for left-turn movements when compared to the conventional diamond interchange. While the ramp configuration is similar to a traditional diamond interchange, traffic on the crossroad moves to the left side of the roadway for the segment between signalized ramp intersections. By moving traffic to the left, left-turning vehicles can enter the limited access highway without the need for a left-turn signal phase at the signalized ramp intersections. In addition, left-turning vehicles on the crossroad do not conflict with opposing through traffic and may turn without stopping.

All signalized ramp terminal intersections operate in a highly efficient manner because there are only two phases. Traffic signals do not control the entry of vehicles onto I-75; therefore, vehicle platoons generated by an up-stream traffic signal would be dissipated in the DDI Alternative.

The DDI Alternative affects a total of 24 parcels (no business, 12 residential, and 12 other), including one potential residential relocation located on the south side of Overpass Road between Old Pasco Road and Blair Drive. There are two potential noise-sensitive sites affected for the DDI Alternative. No churches or schools are affected by this alternative.

The DDI Alternative potentially affects approximately 7.45 acres of one recreational resource, the Wesley Chapel District Park, located in the southeast quadrant. It is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of an interchange at Overpass Road. Therefore, no park facilities are located or planned within the areas that are potentially impacted by the interchange. No NRHP-eligible or -listed cultural resources were identified within or adjacent to this alternative.

Five recorded archaeological sites (8PA463, -464, -465, -623, and -2038) are located within or near the footprint for the DDI Alternative. Of these, one archaeological site (8PA465) was determined eligible for listing in the NRHP by the SHPO. No historic resources that are listed, determined eligible, or considered potentially eligible for the NRHP are associated with the DDI Alternative including pond sites.

The DDI Alternative is ranked Medium in terms of its potential for significant archaeological site and Low for potential for significant historic resources.

Potential total impacts to wetlands (including other surface waters) related to the DDI Alternative have been estimated at 15.2 acres, representing the second highest impact to wetland resources. The DDI Alternative is not estimated to impact any floodplains.

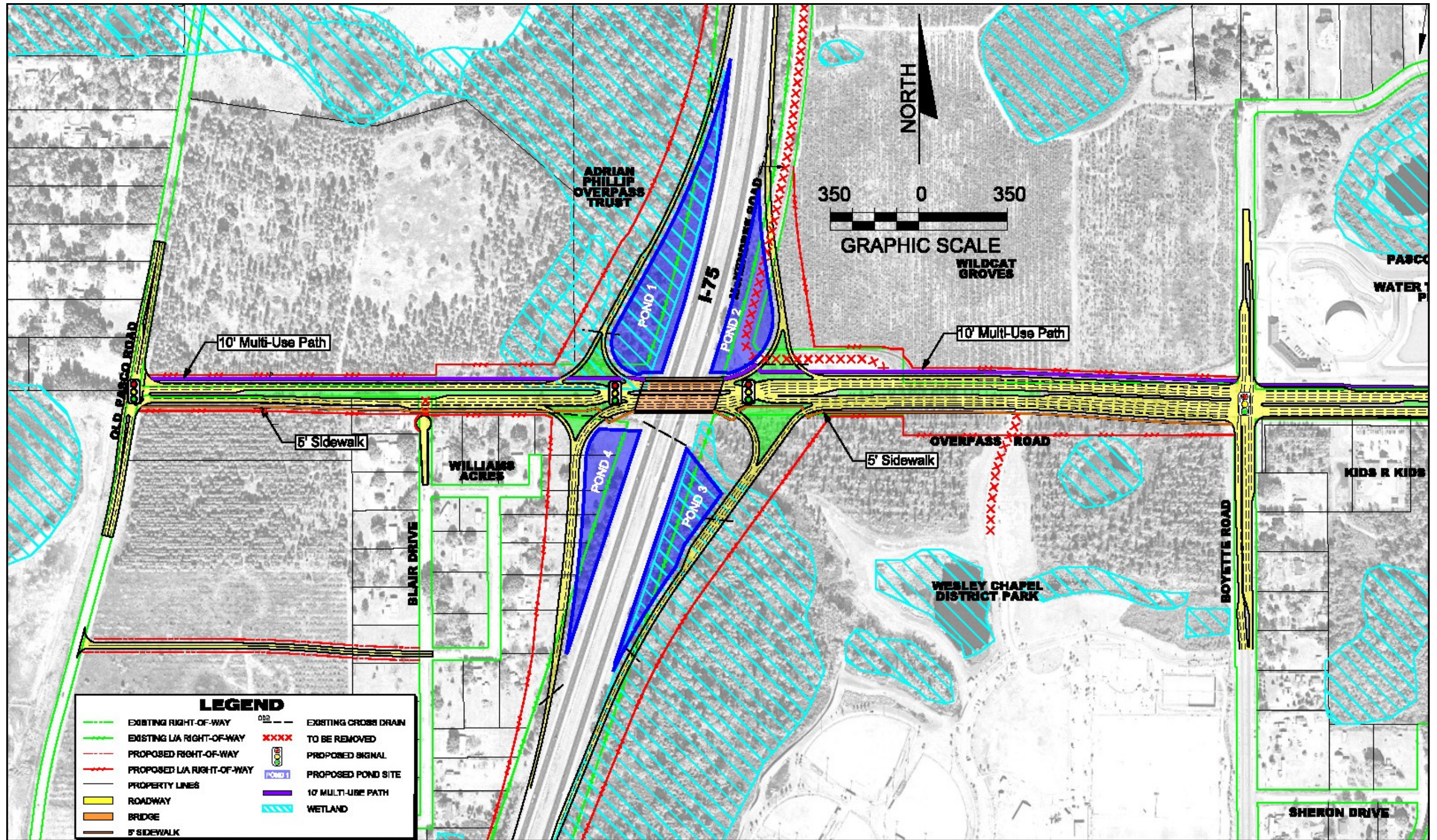


FIGURE 3-11
DDI ALTERNATIVE

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within the DDI Alternative, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

Out of a total of two potential contamination sites identified in the vicinity of the DDI Alternative both are ranked as having a Low risk for potential contamination impact. In addition, three suspect well locations (7943 Blair Drive, 7852 Dowd Drive, and 7826 Dowd Drive) were observed for the DDI Alternative.

The total cost for the DDI Alternative is \$55.8 million, which includes \$3.2 million for Design, \$17.7 million for ROW, \$31.7 million for Construction, and \$3.2 million for CEI. The total ROW acreage required for this alternative is 18.0 acres. The DDI Alternative has the third lowest ROW and second lowest total costs among the proposed Build Interchange Alternatives.

A DDI has a higher capacity for left-turn movements when compared to the conventional diamond interchange. While the ramp configuration is similar to a traditional diamond interchange, traffic on the cross street moves to the left side of the roadway for the segment between signalized ramp intersections. By moving traffic to the left, left-turning vehicles can enter the limited access highway without the need for a left-turn signal phase at the signalized ramp intersections. In addition, left-turning vehicles on the crossroad do not conflict with opposing through traffic and may turn without stopping. The configuration operates best when there are proportionally fewer vehicles traveling straight through on the cross street, and may become inferior to other diamond interchange configurations when ramp movement volumes approach through movement volumes.

While there are several positive attributes to the configuration from an operational standpoint, a DDI concept does not meet standard driver expectancy, as vehicles are required to drive on the left side of the roadway through the interchange. As such, the DDI Alternative has been eliminated from further detailed evaluation.

3.3.5.3 Flyover Ramp Alternative

The Flyover Ramp Alternative provides a two-lane westbound-to-southbound flyover grade-separated, free-flow movement in lieu of triple left-turn lanes for the predominant movement. This improves the signal operations at both ramp terminal intersections by removing a large volume of traffic and reduces the number of lanes through the interchange in the westbound direction. **Figure 3-12** shows the proposed geometry for the Flyover Ramp Alternative along with existing and future ROW lines.

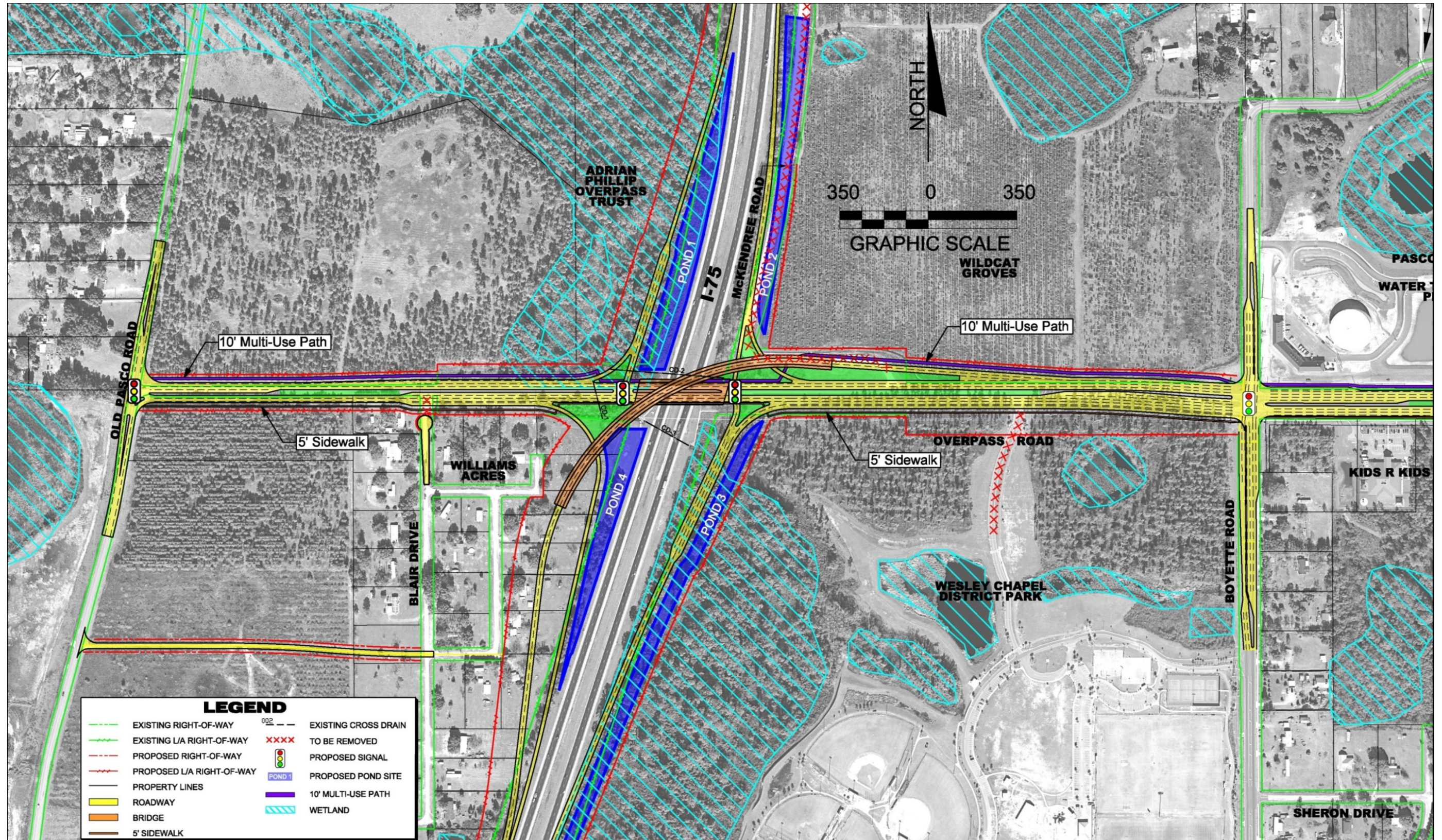


FIGURE 3-12
FLYOVER RAMP ALTERNATIVE

The Flyover Ramp Alternative affects a total of 24 parcels (no business, 13 residential, and 11 other), including eight potential residential relocations located on the south side of Overpass Road between Old Pasco Road and Blair Drive. There are two potential noise-sensitive sites affected for the Flyover Ramp Alternative. No churches or schools are affected by this alternative.

The Flyover Ramp Alternative potentially affects approximately 4.80 acres of one recreational resource, the Wesley Chapel District Park, located in the southeast quadrant. It is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of an interchange at Overpass Road. Therefore, no park facilities are located or planned within the areas that are potentially impacted by the interchange. No NRHP-eligible or -listed cultural resources were identified within or adjacent to this alternative.

Five recorded archaeological sites (8PA463, -464, -465, -623, and -2038) are located within or near the footprint for the Flyover Ramp Alternative. Of these, one archaeological site (8PA465) was determined eligible for listing in the NRHP by the SHPO. No historic resources that are listed, determined eligible, or considered potentially eligible for the NRHP are associated with the Flyover Ramp Alternative including pond sites. The Flyover Ramp Alternative is ranked Medium in terms of its potential for significant archaeological site and Low for potential for significant historic resources.

Potential total impacts to wetlands (including other surface waters) related to the Flyover Ramp Alternative have been estimated at 13.4 acres, representing the third lowest impact to wetland resources. The Flyover Ramp Alternative is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within the Flyover Ramp Alternative, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

Out of a total of two potential contamination sites identified in the vicinity of the Flyover Ramp Alternative both are ranked as having a Low risk for potential contamination impact. In addition, six suspect well locations (7943 Blair Drive and 7852, 7840, 7826, 7810, and 7752 Dowd Drive) were observed for the Flyover Ramp Alternative.

The total cost for the Flyover Ramp Alternative is \$95.9 million, which includes \$6.0 million for Design, \$24.1 million for ROW, \$59.8 million for Construction, and \$6.0 million for CEI. The total ROW acreage required for this alternative is 23.0 acres. The Flyover Ramp Alternative has the second highest ROW and highest total costs among the proposed Build Interchange Alternatives.

While this alternative adds a third level to the interchange resulting in increased costs for the bridge, retaining walls, and earthwork, the Flyover Ramp Alternative provides optimal traffic operations compared to all other Build Interchange Alternatives. As such, the Flyover Ramp Alternative is recommended for further detailed evaluation.

3.3.5.4 Loop Ramp Alternative

The Loop Ramp Alternative provides a two-lane westbound-to-southbound loop ramp in the northwest quadrant of the interchange in lieu of at-grade triple left-turn lanes. This alternative replaces the left-turn movement with a right-turn movement and eliminates some conflict points. **Figure 3-13** shows the proposed geometry for the Loop Ramp Alternative along with existing and future ROW lines.

The Loop Ramp Alternative affects a total of 22 parcels (no business, eight residential, and 14 other), including one potential residential relocation located on the south side of Overpass Road between Old Pasco Road and Blair Drive. There are two potential noise-sensitive sites affected for the Loop Ramp Alternative. No churches or schools are affected by this alternative.

The Loop Ramp Alternative potentially affects approximately 4.33 acres of one recreational resource, the Wesley Chapel District Park, located in the southeast quadrant. It is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of an interchange at Overpass Road. Therefore, no park facilities are located or planned within the areas that are potentially impacted by the interchange. No NRHP-eligible or -listed cultural resources were identified within or adjacent to this alternative.

Five recorded archaeological sites (8PA463, -464, -465, -623, and -2038) are located within or near the footprint for the Loop Ramp Alternative. Of these, one archaeological site (8PA465) was determined eligible for listing in the NRHP by the SHPO. In addition to the five archaeological sites, a segment of historic Overpass Road (8PA2069) abuts the Loop Ramp Alternative. No other historic resources that are listed, determined eligible, or considered potentially eligible for the NRHP are associated with the Loop Ramp Alternative including pond sites. The Loop Ramp Alternative is ranked Medium in terms of its potential for significant archaeological site and Low for potential for significant historic resources.

Potential total impacts to wetlands (including other surface waters) related to the Loop Ramp Alternative have been estimated at 41.4 acres. The Loop Ramp Alternative also impacts 2.1 acres of floodplains. This alternative has the largest wetland and floodplain impacts among all proposed Build Interchange Alternatives.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within the Loop Ramp Alternative, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

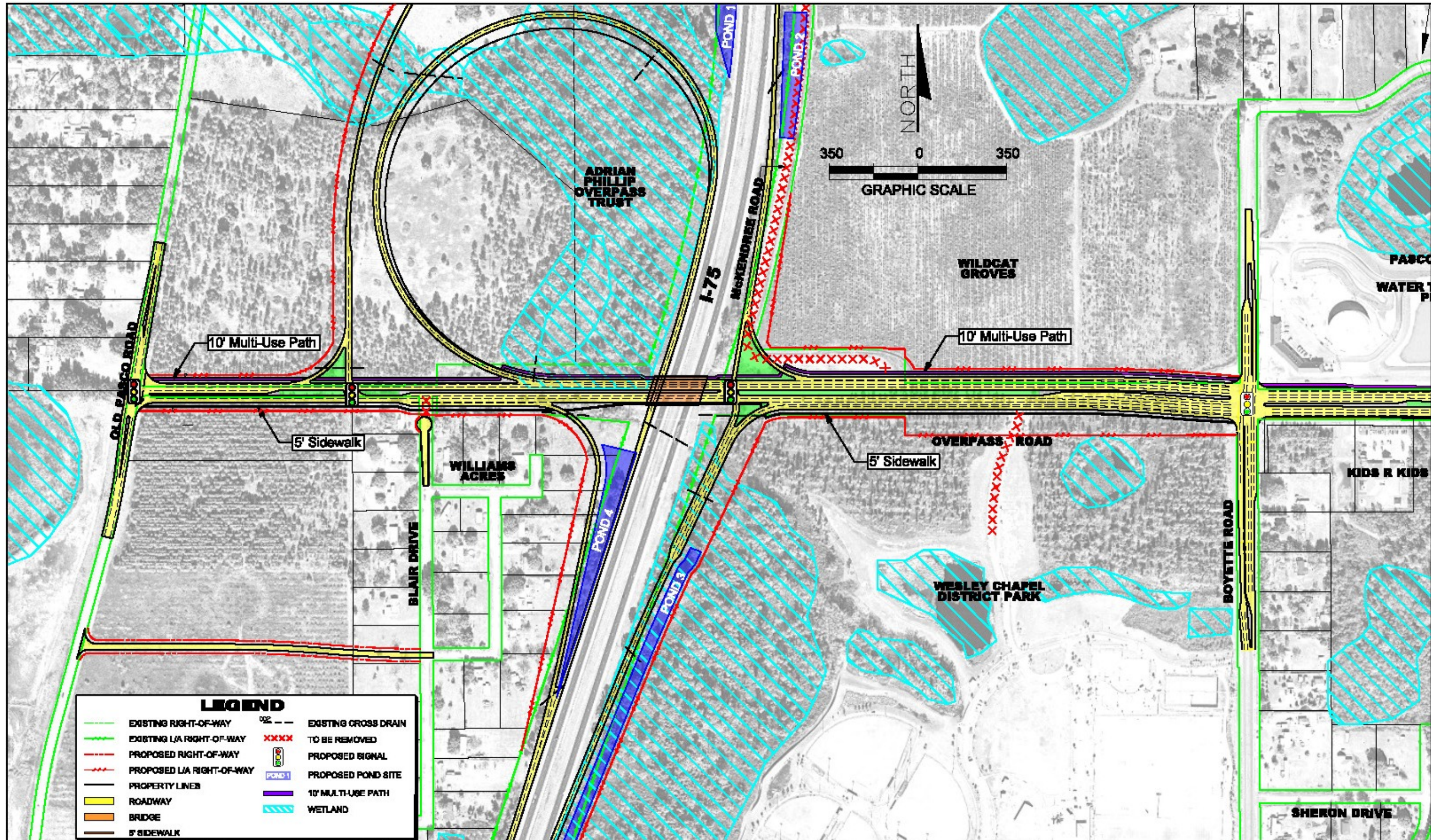


FIGURE 3-13
LOOP RAMP ALTERNATIVE

Out of a total of two potential contamination sites identified in the vicinity of the Loop Ramp Alternative both are ranked as having a Low risk for potential contamination impact. In addition, one suspect well location (7943 Blair Drive) was observed for the Loop Ramp Alternative.

The total cost for the Loop Ramp Alternative is \$94.1 million, which includes \$3.5 million for Design, \$52.4 million for ROW, \$34.7 million for Construction, and \$3.5 million for CEI. The total ROW acreage required for this alternative is 49.10 acres. The Loop Ramp Alternative has the highest ROW and second highest total costs among the proposed Build Interchange Alternatives.

The Loop Ramp Alternative provides a two-lane westbound-to-southbound loop ramp in the northwest quadrant of the interchange in lieu of an at-grade triple left-turn movement. This configuration replaces the triple left-turn movements with a right-turn movement and eliminates some conflict points. Although it improves the operation of the westbound-to-southbound movement, this alternative requires the largest amount of ROW and has the greatest wetland and floodplain impacts of all the Build Interchange Alternatives. As such, the Loop Ramp Alternative has been eliminated from further detailed evaluation.

3.3.5.5 Single Point Urban Interchange Alternative

The Single Point Urban Interchange (SPUI) Alternative provides two-lane on-/off-ramps to/from the south and single-lane on-/off-ramps to/from the north. **Figure 3-14** shows the proposed geometry for the SPUI Alternative, along with existing and future ROW lines. A SPUI is similar to a diamond interchange except the two ramp terminal intersections are combined into a single intersection. While the SPUI ROW requirements are similar to a diamond interchange, the footprint of the interchange is considerably wider. Therefore, two bridge options were evaluated for the SPUI configuration:

- A conventional rectangular bridge and
- A bow-tie shape bridge mirroring the turning movements

The conventional rectangular bridge would employ typical construction with parallel girders spanning between parallel substructure elements. The beams would generally be of the same type, design, and construction. Likewise, standard details could be used for the superstructure slab, barriers, and substructure elements. The relative uniformity of the bridge elements means this bridge option would likely have lower construction costs. This bridge option does require the construction of more bridge deck than is required for the movements, but the reduction in construction cost would likely offset the addition of material costs. The additional space has the potential to be fitted with landscaping and/or hardscaping.

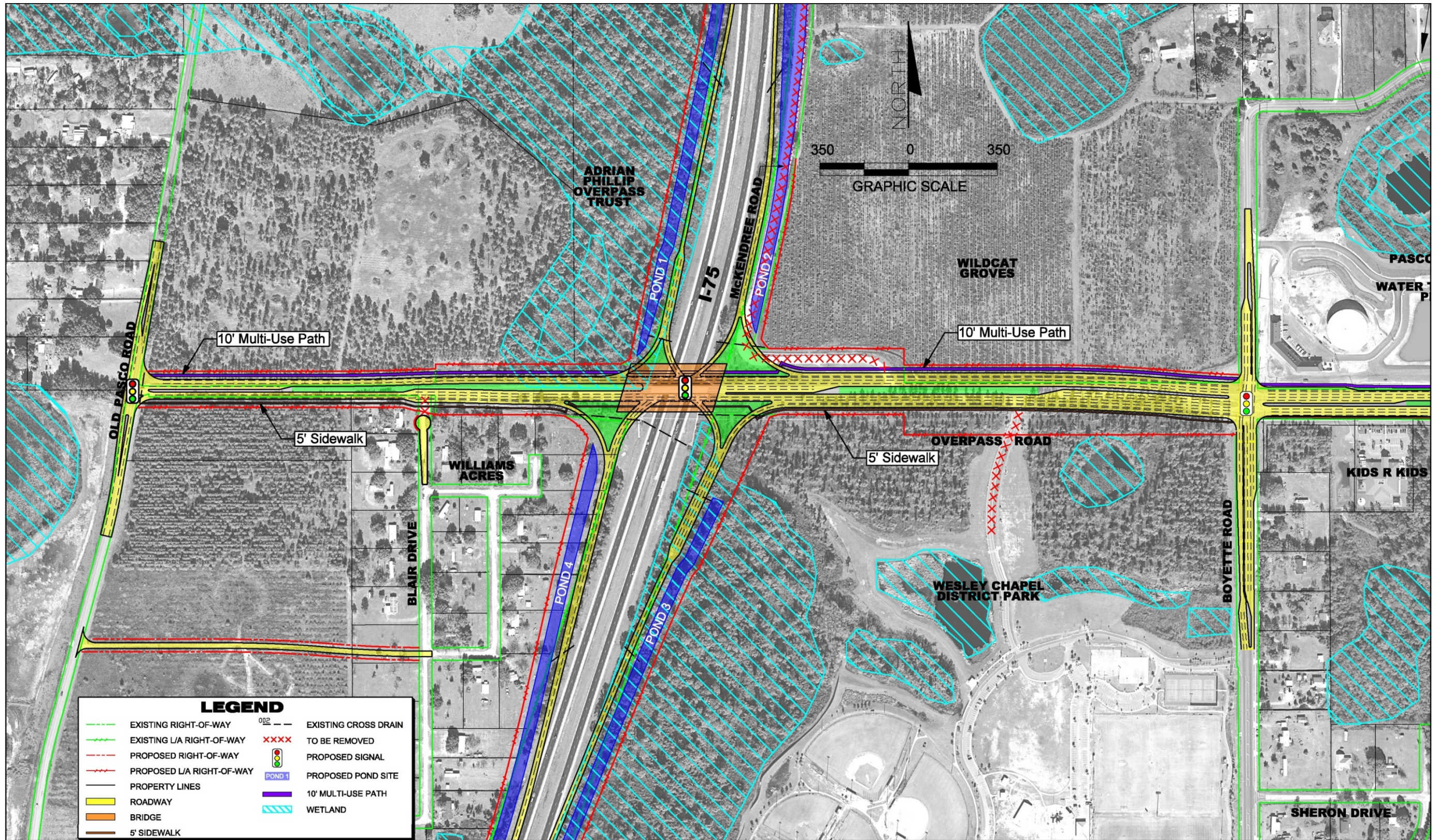


FIGURE 3-14
SPUI ALTERNATIVE

The bow-tie bridge would employ flared concrete girders or curved steel girders with stringers. This option would reduce the plan area of concrete deck required for the rectangular bridge, as it would mimic the movements of the intersection. It is also likely to be a more aesthetically pleasing structure, when compared to the rectangular bridge. However, the design and construction costs of this option would likely be higher than the more conventional rectangular bridge due to the relatively complex girder arrangement, atypical superstructure slab, and irregular substructure elements. This option may be appropriate if aesthetics are a high priority at this intersection.

The SPUI Alternative affects a total of 23 parcels (no business, 12 residential, and 11 other), with no potential residential or business relocations. There are two potential noise-sensitive sites affected for the SPUI Alternative. No churches or schools are affected by this alternative.

The SPUI Alternative potentially affects approximately 4.67 acres of one recreational resource, the Wesley Chapel District Park, located in the southeast quadrant. It is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of an interchange at Overpass Road. Therefore, no park facilities are located or planned within the areas that are potentially impacted by the interchange. No NRHP-eligible or -listed cultural resources were identified within or adjacent to this alternative.

Five recorded archaeological sites (8PA463, -464, -465, -623, and -2038) are located within or near the footprint for the SPUI Alternative. Of these, one archaeological site (8PA465) was determined eligible for listing in the NRHP by the SHPO. No historic resources that are listed, determined eligible, or considered potentially eligible for the NRHP are associated with the SPUI Alternative including pond sites. The SPUI Alternative is ranked Medium in terms of its potential for significant archaeological site and Low for potential for significant historic resources.

Potential total impacts to wetlands (including other surface waters) related to the SPUI Alternative have been estimated at 10.9 acres, representing the lowest impact to wetland resources. The SPUI Alternative is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within the SPUI Alternative, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

Out of a total of two potential contamination sites identified in the vicinity of the SPUI Alternative both are ranked as having a Low risk for potential contamination impact. In addition, one suspect well location (7943 Blair Drive) was observed for the SPUI Alternative.

The total cost for the SPUI Alternative is \$63.9 million, which includes \$4.3 million for Design, \$12.4 million for ROW, \$42.9 million for Construction, and \$4.3 million for CEI. The total ROW acreage required for this alternative is 12.8 acres. The SPUI Alternative has the second lowest ROW and third lowest total costs among the proposed Build Interchange Alternatives.

The SPUI Alternative allows free-flow operations on the major roadway by creating a separate, signalized intersection at the arterial roadway with closely spaced ramp terminals. While the SPUI ROW requirements are similar to a diamond interchange, the footprint of the interchange is considerably wider. The SPUI Alternative also requires additional signage and its design makes pedestrian crossing difficult. As such, the SPUI Alternative has been eliminated from further detailed evaluation.

3.3.6 BUILD INTERCHANGE ALTERNATIVES SUMMARY

Table 3-2 provides an evaluation matrix summarizing the impacts and estimated costs for all Build Interchange Alternatives. These alternatives, along with the No-Build Alternative, were presented at an Alternatives Public Workshop held on November 29, 2012.

TABLE 3-2
BUILD INTERCHANGE ALTERNATIVES EVALUATION MATRIX

Evaluation Factors	Diamond Interchange	DDI	Flyover Ramp	Loop Ramp	SPUI
Business Parcels Affected	0	0	0	0	0
Residential Parcels Affected	10	12	13	8	12
Other Parcels Affected	12	12	11	14	11
Potential Business Relocations	0	0	0	0	0
Potential Residential Relocations	1	1	8	1	0
Churches	0	0	0	0	0
Schools	0	0	0	0	0
Parks/Recreation	1	1	1	1	1
Cultural Resources	Low	Low	Low	Low	Low
Potential Noise-Sensitive Sites	2	2	2	2	2
Wetlands (Acres)*	12.3	15.2	13.4	41.4	10.9
Floodplain (Acres)**	0.0	0.0	0.0	2.1	0.0
Potential Threatened & Endangered Species Involvement	Yes	Yes	Yes	Yes	Yes
Potential Contamination Sites (High/Medium)	0/0	0/0	0/0	0/0	0/0
Estimated Costs (in millions)***					
Design****	\$3.3	\$3.2	\$6.0	\$3.5	\$4.3
ROW	\$12.2	\$17.7	\$24.1	\$52.4	\$12.4
Construction	\$32.8	\$31.7	\$59.8	\$34.7	\$42.9
CEI****	\$3.3	\$3.2	\$6.0	\$3.5	\$4.3
Total Costs (in millions)	\$51.6	\$55.8	\$95.9	\$94.1	\$63.9

- Notes: * Wetland impacts based on field review (September 2012); includes impacts to other surface waters.
 ** Floodplain impacts based on currently effective FEMA FIRMs.
 *** Engineering estimates are in present day costs. Costs include improvements on Overpass Road from Old Pasco Road to Boyette Road, plus the interchange.
 **** 10% of construction cost.

3.3.7 BUILD ROADWAY ALTERNATIVES

Three Build Roadway Alternatives have been developed for the proposed widening and extension of Overpass Road. Each alternative has been analyzed based on the criteria and

methodologies described in *Section 3.3.1*, as well as results of the traffic operational analysis presented in the PIJR. A detailed description of each alternative is provided below and shown graphically on **Figure 3-15**. Note that each of the proposed Build Roadway Alternatives satisfies the purpose and need for the project because of the following:

- It will accommodate future population and employment growth
- It will improve regional mobility and connectivity
- It will accommodate future travel demand
- It will provide relief to parallel facilities
- It will improve emergency evacuation capabilities

3.3.7.1 *Alternative O-1*

Alternative O-1 follows the existing segment of Overpass Road from Boyette Road to 0.86 miles east of Boyette Road along the north side of the Palm Cove subdivision. From there, Alternative O-1 turns southeastward to Curley Road then continues south and east and follows the newly constructed portion of Overpass Road through the WaterGrass development, adjacent to the WindChase subdivision and Watergrass Elementary School. The new alignment then heads in a southeasterly direction to Handcart Road. After crossing Handcart Road, this alternative turns northward to Fairview Heights Road, parallels Fairview Heights Road for a short distance, then curves slightly south and back north and east to intersect with Fort King Road, west of the Kossik Road Extension. From this point, Alternative O-1 heads east and follows Kossik Road to terminate at US 301.

Alternative O-1 affects a total of 63 parcels (one business, 26 residential, and 36 other). This represents the highest impact to residential parcels of the proposed Build Roadway Alternatives. There are three potential relocations along Alternative O-1, all single-family homes located on large (5 acres or greater) parcels between Handcart Road and Fort King Road. In addition, this alternative contains the second highest number of sites potentially sensitive to noise impacts (61).

Alternative O-1 affects one church located on the south side of Overpass Road, immediately west of the Palm Cove subdivision (Water's Edge Community Church) and one school located on the south side of Overpass Road within the Watergrass Community Development District (Watergrass Elementary); however, no impacts are anticipated to these facilities. No parks or recreation facilities are affected by this alternative.

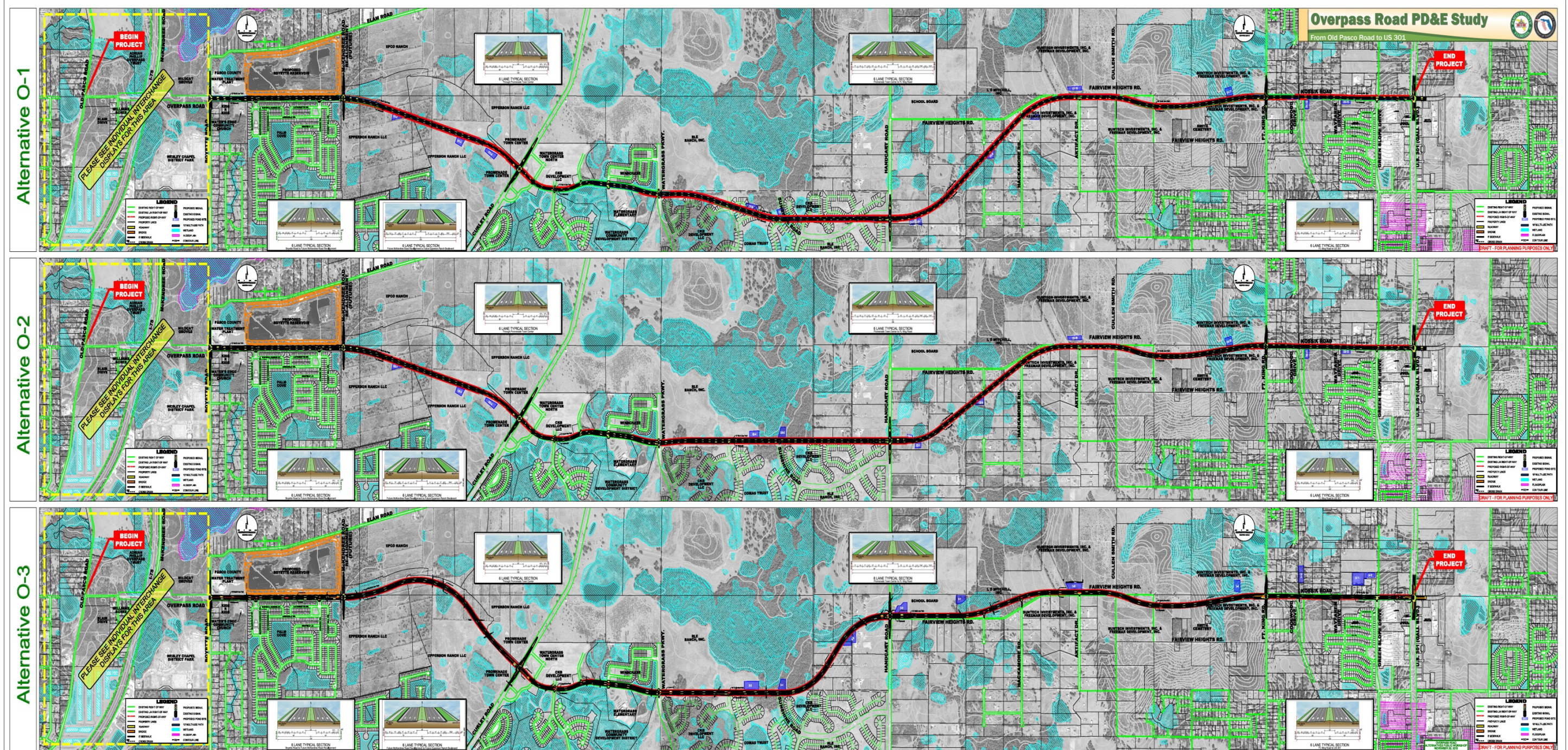


FIGURE 3-15
BUILD ROADWAY ALTERNATIVES

Fourteen previously recorded archaeological sites are located within 500 feet of Alternative O-1. Of these sites, 8PA465 was determined eligible for listing in the NRHP. In addition, 11 previously recorded historic linear resources and structures are located within 500 feet of Alternative O-1. These include a segment of Old Pasco Road (8PA2069); a segment of US 301 (8PA2675); two residences (8PA2597 and 8PA2598), and the Country Cottages Resource Group (8PA2595), located at 8133 Gall Boulevard and comprised of six buildings constructed in 1950 (8PA2599 through 8PA2603, 8PA2227).

Potential total impacts to wetlands (including other surface waters) related to Alternative O-1 have been estimated at 25.9 acres, representing the second highest impacts to wetland resources. Alternative O-1 is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within Alternative O-1, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative “may affect, but is not likely to adversely affect” any listed species.

Out of a total of eight potential contamination sites identified along Alternative O-1, two are ranked as having a Low risk for potential contamination impact and six are ranked as having No risk. In addition, one potable well at 36331 Fairview Heights Road and five suspect well locations were observed along Alternative O-1.

The total cost for Alternative O-1 ranges between \$121.5 and \$122.9 million, which includes \$9.5 million for Design, between \$7.3 and \$8.7 million for ROW, \$95.2 million for Construction, and \$9.5 million for CEI. The total ROW acreage required for this alternative is 107.84 acres. Alternative O-1 has the second lowest ROW and total costs among the proposed Build Roadway Alternatives.

3.3.7.2 *Alternative O-2*

Alternative O-2 follows approximately the same alignment as Alternative O-1, except that Alternative O-2 heads directly east from the WindChase subdivision and Watergrass Elementary School to cross Handcart Road approximately 760 feet north of Alternative O-1. East of Handcart Road, Alternative O-2 curves northeast to Fairview Heights Road and then turns east and follows the same alignment as Alternative O-1 to US 301.

Alternative O-2 affects a total of 60 parcels (one business, 21 residential, and 38 other). This represents the second highest impact to residential parcels and overall parcels of the proposed Build Roadway Alternatives. There are three potential relocations along Alternative O-2, all single-family homes located on large (5 acres or greater) parcels south of Fairview Heights Road between Rita Place and Artifact Drive. In addition, this alternative contains the highest number of sites potentially sensitive to noise impacts (70).

Alternative O-2 affects one church located on the south side of Overpass Road, immediately west of the Palm Cove subdivision (Water's Edge Community Church) and one school located on the south side of Overpass Road within the Watergrass Community Development District (Watergrass Elementary); however, no impacts are anticipated to these facilities. No parks or recreation facilities are affected by this alternative.

Thirteen previously recorded archaeological sites are located within 500 feet of Alternative O-2. Of these sites, 8PA465 was determined eligible for listing in the NRHP. In addition, 11 previously recorded historic linear resources and structures are located within 500 feet of Alternative O-2. These include a segment of Old Pasco Road (8PA2069); a segment of US 301 (8PA2675); two residences (8PA2597 and 8PA2598), and the Country Cottages Resource Group (8PA2595), located at 8133 Gall Boulevard and comprised of six buildings constructed in 1950 (8PA2599 through 8PA2603, 8PA2227).

Potential total impacts to wetlands (including other surface waters) related to Alternative O-2 have been estimated at 17.0 acres. This represents the lowest overall wetland impacts of all proposed Build Roadway Alternatives. Alternative O-2 is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within Alternative O-2, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative "may affect, but is not likely to adversely affect" any listed species.

Out of a total of eight potential contamination sites identified along Alternative O-2, two are ranked as having a Low risk for potential contamination impact and six are ranked as having No risk. In addition, one potable well at 36331 Fairview Heights Road and six suspect well locations were observed along Alternative O-2.

The total cost for Alternative O-2 ranges between \$120.9 and \$122.5 million, which includes \$9.4 million for Design, between \$8.1 and \$9.7 million for ROW, \$94.0 million for Construction, and \$9.4 million for CEI. The total ROW acreage required for this alternative is 110.69 acres. Alternative O-2 has the highest ROW cost; however, it has the lowest construction and total costs among the proposed Build Roadway Alternatives.

3.3.7.3 *Alternative O-3*

Alternative O-3 follows the same alignment as Alternatives O-1 and O-2 from Boyette Road to east of the Palm Cove subdivision. From there, Alternative O-3 curves north and then back south to follow the newly constructed portion of Overpass Road through the WaterGrass development and adjacent to the WindChase subdivision and Watergrass Elementary School. East of the WindChase subdivision, this alternative follows the same alignment as Alternative O-2 for a short distance, and then turns northeasterly to cross Handcart Road approximately 2,000 feet north of Alternative O-2, just north of Fairview Heights Road. Alternative O-3

parallels Fairview Heights Road to Cullen Smith Road. East of Cullen Smith Road, all three alternatives meet and then follow the same alignment east to US 301.

Alternative O-3 affects a total of 55 parcels (one business, 16 residential, and 38 other). This represents the lowest impact to residential and overall parcels of the proposed Build Roadway Alternatives. There are no potential relocations located along the proposed alignment. In addition, this alternative contains the fewest number of sites potentially sensitive to noise impacts (58).

Alternative O-3 affects one church located on the south side of Overpass Road, immediately west of the Palm Cove subdivision (Water's Edge Community Church) and one school located on the south side of Overpass Road within the Watergrass Community Development District (Watergrass Elementary); however, no impacts are anticipated to these facilities. No parks or recreation facilities are affected by this alternative.

Fourteen previously recorded archaeological sites are located within approximately 500 feet of Alternative O-3. Of these sites, 8PA465 was determined eligible for listing in the NRHP. Eleven previously recorded historic linear resources and structures are located within 500 feet of Alternative O-3. These include a segment of Old Pasco Road (8PA02069); a segment of US 301 (8PA02675); two residences (8PA02597 and 8PA02598), and the Country Cottages Resource Group (8PA2595), located at 8133 Gall Boulevard and comprised of six buildings constructed in 1950 (8PA2599 through 8PA2603, 8PA2227).

Potential total impacts to wetlands (including other surface waters) related to Alternative O-3 have been estimated at 28.3 acres. This represents the highest overall wetland impacts of all proposed Build Roadway Alternatives. Alternative O-3 is not estimated to impact any floodplains.

Several federally- and state-listed species (including the eastern indigo snake, wood stork, Florida burrowing owl, and Florida sandhill crane) were identified as having the potential to occur within Alternative O-3, due to the presence of suitable habitat and/or documented occurrences of the species within the proposed alignment. Effect determinations conducted indicate that this alternative "may affect, but is not likely to adversely affect" any listed species.

Out of a total of eight potential contamination sites identified along Alternative O-3, two are ranked as having a Low risk for potential contamination impact and six are ranked as having No risk. In addition, one potable well at 36331 Fairview Heights Road was observed along Alternative O-3.

The total cost for Alternative O-3 ranges between \$123.5 and \$124.3 million, which includes \$9.9 million for Design, between \$4.5 and \$5.3 million for ROW, \$99.2 million for Construction, and \$9.9 million for CEI. The total ROW acreage required for this alternative is 119.50 acres. Alternative O-3 has the lowest ROW cost; however, it has the highest construction and total costs among the proposed Build Roadway Alternatives.

3.3.8 **BUILD ROADWAY ALTERNATIVES SUMMARY**

Table 3-3 provides an evaluation matrix summarizing the impacts and estimated costs for the Build Roadway Alternatives. These alternatives, along with the No-Build Alternative, were presented at an Alternatives Public Workshop held on November 29, 2012.

**TABLE 3-3
BUILD ROADWAY ALTERNATIVES EVALUATION MATRIX**

Evaluation Factors	Alternative O-1	Alternative O-2	Alternative O-3
Business Parcels Affected	1	1	1
Residential Parcels Affected	26	21	16
Other Parcels Affected	36	38	38
Potential Business Relocations	0	0	0
Potential Residential Relocations	3	3	0
Churches	1	1	1
Schools	1	1	1
Parks/Recreation	0	0	0
Cultural Resources	Low	Low	Low
Potential Noise-Sensitive Sites	61	70	58
Wetlands (Acres)*	25.9	17.0	28.3
Floodplain (Acres)**	0.0	0.0	0.0
Potential Threatened & Endangered Species Involvement	Yes	Yes	Yes
Potential Contamination Sites (High/Medium)	0/0	0/0	0/0
Estimated Costs (in millions)***			
Design****	\$9.5	\$9.4	\$9.9
ROW	\$7.3 - \$8.7	\$8.1 - \$9.7	\$4.5 - \$5.3
Construction	\$95.2	\$94.0	\$99.2
CEI****	\$9.5	\$9.4	\$9.9
Total Costs (in millions)	\$121.5 - \$122.9	\$120.9 - \$122.5	\$123.5 - \$124.3

- Notes: * Wetland impacts based on field review (September 2012); includes impacts to other surface waters.
 ** Floodplain impacts based on currently effective FEMA FIRMs.
 *** Engineering estimates are in present day costs. Costs include improvements on Overpass Road from Old Pasco Road to Boyette Road, plus the interchange.
 **** 10% of construction cost.

3.4 **RECOMMENDED ALTERNATIVE**

Based on previous planning efforts; engineering and environmental analyses; public comments submitted via the project website at www.overpassroad.com and received at the Alternatives Public Workshop held at the Victorious Life Church on November 29, 2012; the *Determination of Engineering and Operational Acceptability* of the PIJR received by the FHWA on May 27, 2014; and approval by the Pasco County BCC at a Board meeting held on April 23, 2013, the **Flyover Ramp Alternative** (Interchange) and **Alternative O-3** (Roadway) are being proposed as the Recommended Build Alternative. While it is recognized that the Diamond Interchange Alternative is the least costly option and was preferred by the public, this alternative alone will not be able to satisfactorily handle the traffic volumes projected for the Design Year (2040). Therefore, while the PD&E Study including the EA and supporting technical documents required

under the NEPA project development process will further evaluate and seek Location Design Concept Acceptance (LDCA) for the ultimate Flyover Ramp Alternative, actual construction of the interchange may occur in two phases. The first phase would construct a diamond interchange with dual westbound-to-southbound left-turn lanes in the Opening Year (2022); the second phase would construct the westbound-to-southbound Flyover Ramp when warranted by future traffic conditions. Note that the footprint of the diamond interchange falls within the proposed ROW of the ultimate improvements. Therefore, any impacts associated with the diamond interchange would be less than ultimately approved through the NEPA process. An additional advantage of the Flyover Ramp Alternative is that the ROW can be purchased for the ultimate construction footprint at current prices, making it a more economical option.

While Alternative O-3 is comparable in cost with the other two build roadway options, this alternative does not require any residential or business relocation and has the fewest number of potential noise-sensitive sites. In addition, Alternative O-3 is consistent with existing and planned development along the corridor and is supported by the majority of the public and stakeholders, including the Pasco County School Board.

3.4.1 REFINEMENTS TO THE RECOMMENDED ALTERNATIVE

Subsequent to the Alternatives Public Workshop, draft versions of the supporting engineering and environmental technical documents prepared for the Recommended Build Alternatives were submitted to FDOT District Seven for review. Based on this review, FDOT District Seven commented that ponds are not to be located within the existing FDOT/I-75 ROW. As such, the four ponds initially proposed within the interchange infield areas for the Flyover Ramp Alternative were consolidated into two ponds and relocated to new locations.

Based on comments received during and following the Alternatives Public Workshop, the Victorious Life Church requested that a new access road for Blair Drive proposed through church-owned land be moved to the southern end of the property. After meeting with church representatives, the plans were changed to relocate the access road. **Figure 3-16** graphically depicts the revised Recommended Build Interchange Alternative and southern location of the Blair Drive access.

A portion of Alternative O-3 through the Epperson Ranch property has been realigned and the typical section width has been reduced to be consistent with the approved Epperson Ranch South MPUD Master Plan (Rezoning and Conditions of Approval) approved by the BCC on November 5, 2014. On September 1, 2015, the developer of the Epperson Ranch property received authorization to commence the eastern portion of the alignment from approximately 0.49 miles west of Curley Road to Curley Road through approval of the developer's Final Mitigation Plan and a Nationwide Permit issued by the USACE [Permit No. SAJ-2014-01744 (NW-TEH)]. The developer constructed this segment in order to access an approved single-family residential subdivision known as "Park Place", which received a Department of the Army permit from the USACE on September 10, 2015 [Permit No. SAJ-2006-07911 (SP-TEH)].

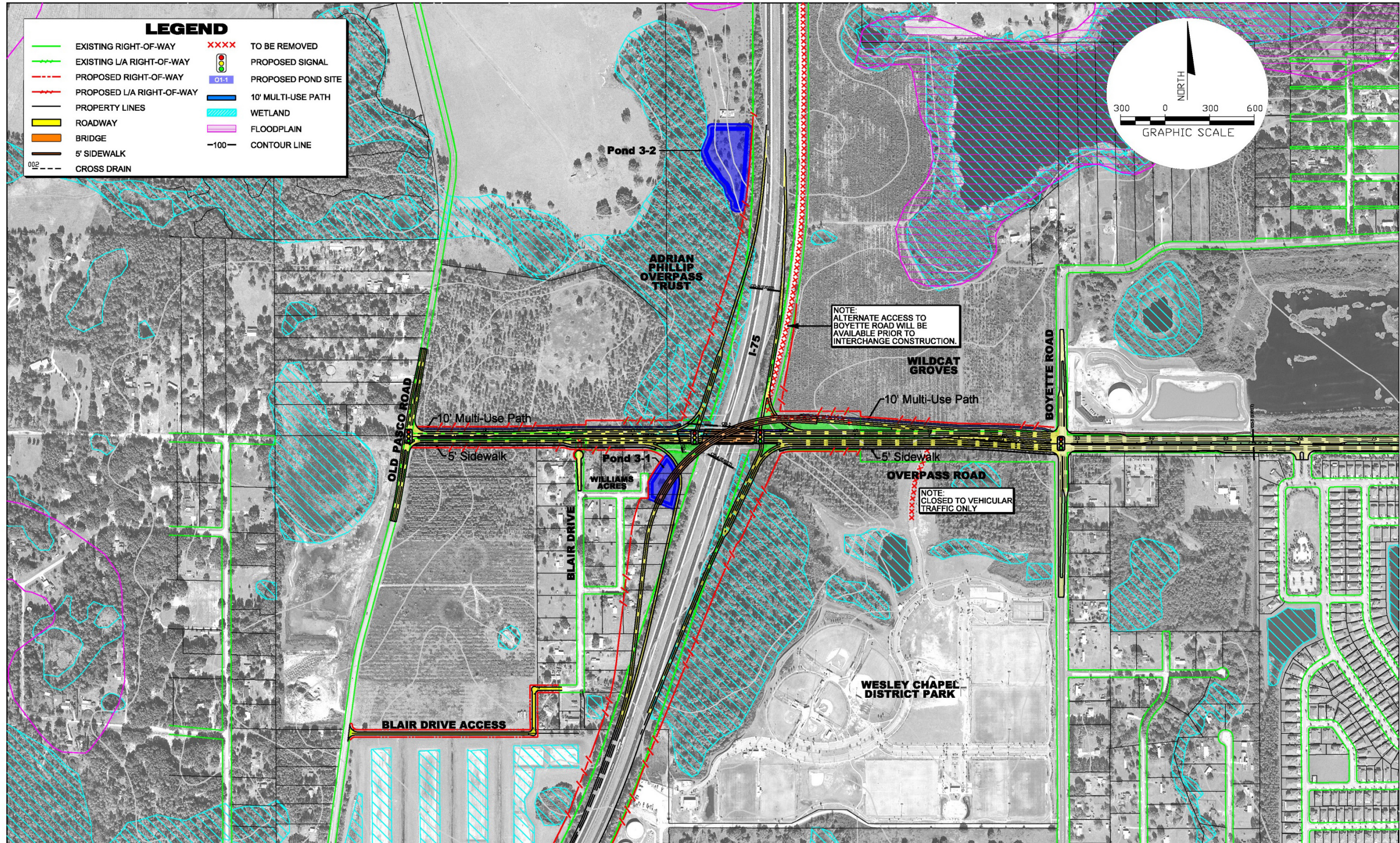


FIGURE 3-16
RECOMMENDED BUILD INTERCHANGE ALTERNATIVE

Table 3-4 identifies the revised typical sections recommended for the project corridor. **Figure 3-17** graphically depicts the refined Recommended Build Roadway Alternative, while **Figures 3-18 through 3-26** graphically reflect the adjusted typical sections along the corridor.

**TABLE 3-4
RECOMMENDED TYPICAL SECTIONS**

Location	Typical Section Description	Typical Section Width (feet)
Old Pasco Road to I-75	Four-Lane Divided, Urban	142
I-75 to Boyette Road	Six-Lane Divided plus Two Auxiliary Lanes, Urban	190
Boyette Road to Future McKendree Road Realignment	Six-Lane Divided, Urban	128
Future McKendree Road Realignment to Future Epperson Ranch Boulevard		152
Future Epperson Ranch Boulevard to Promenade Town Center		128
Through Promenade Town Center		128
Promenade Town Center to Fort King Road		166
Fort King Road to US 301		128
Blair Drive Access	Two-Lane Undivided, Rural	74

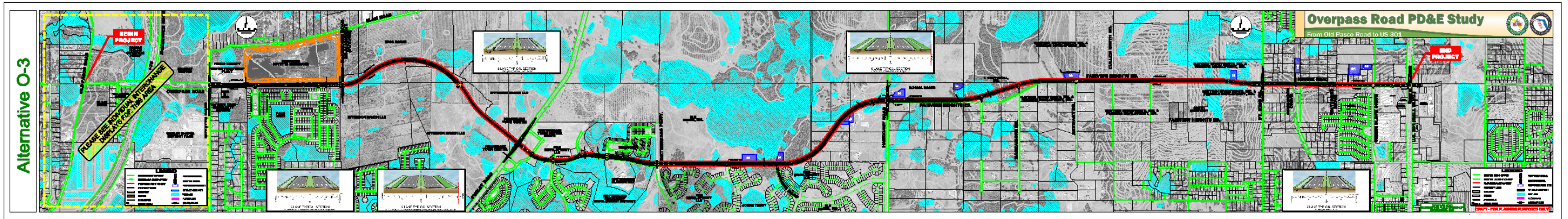
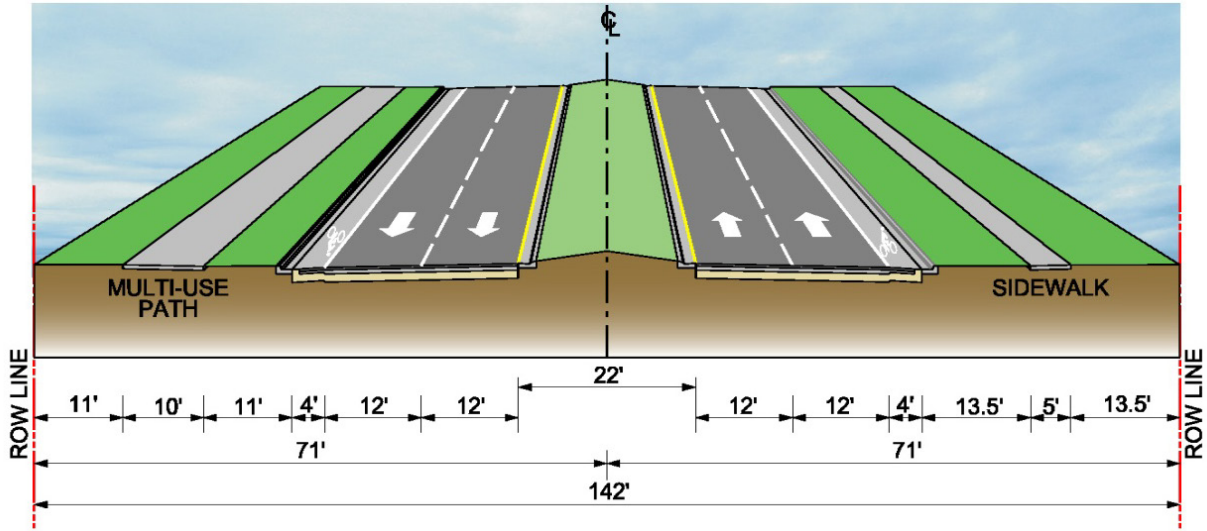
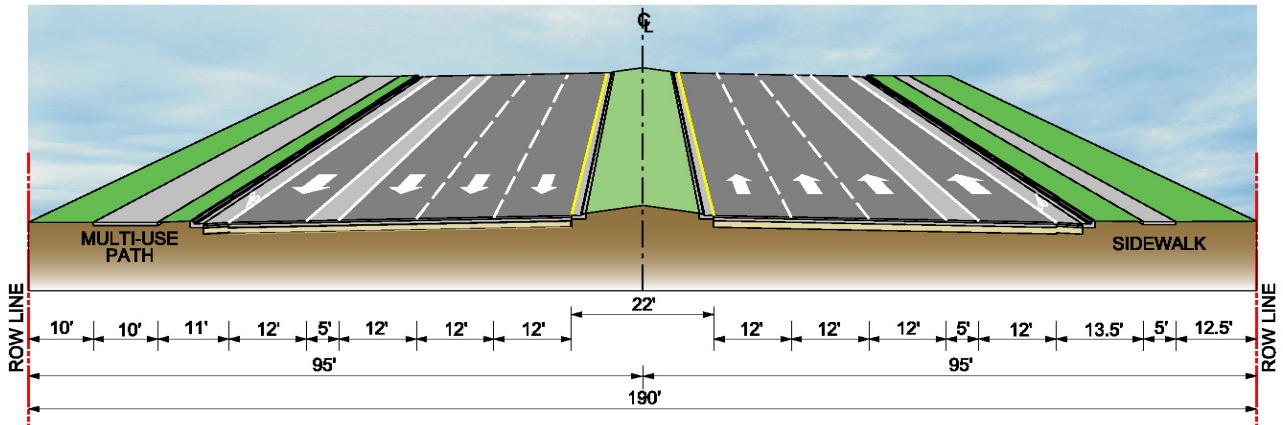


FIGURE 3-17
RECOMMENDED BUILD ROADWAY ALTERNATIVE

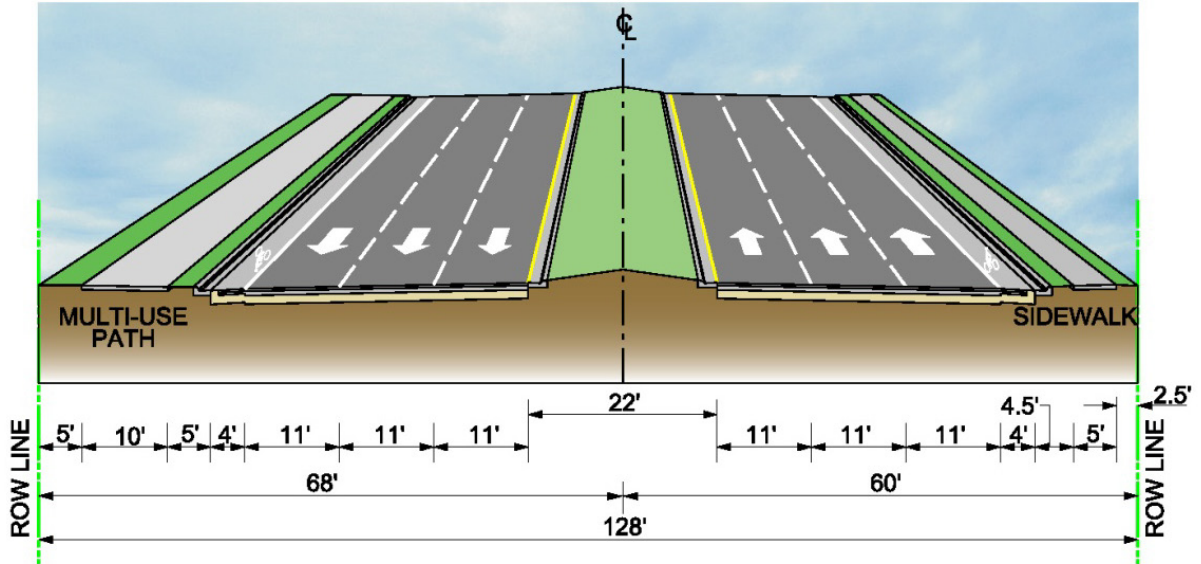
**FIGURE 3-18
FOUR-LANE DIVIDED URBAN TYPICAL SECTION
OLD PASCO ROAD TO I-75**



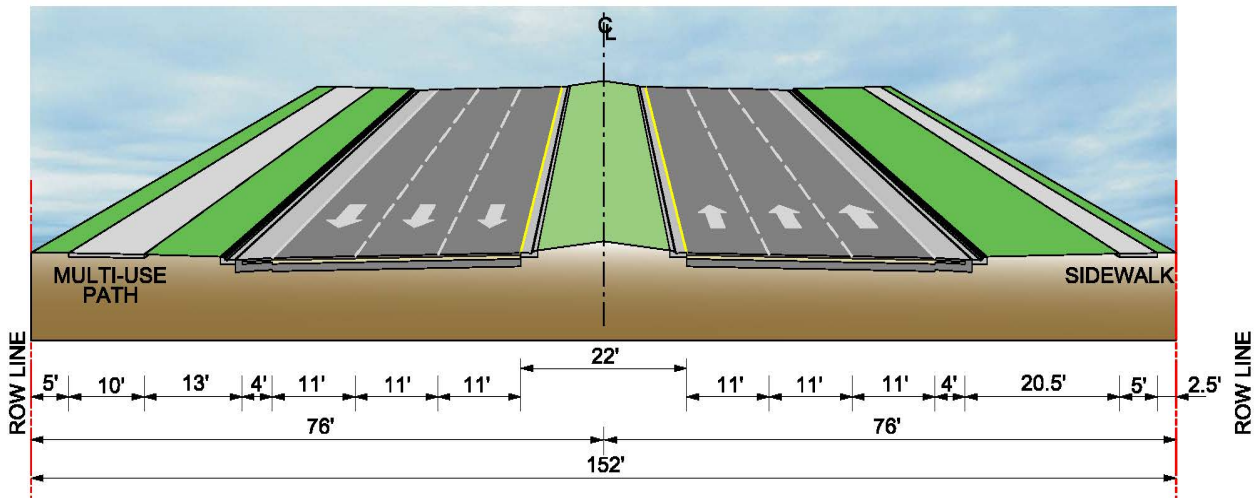
**FIGURE 3-19
SIX-LANE DIVIDED PLUS TWO AUXILIARY LANES URBAN TYPICAL SECTION
I-75 TO BOYETTE ROAD**



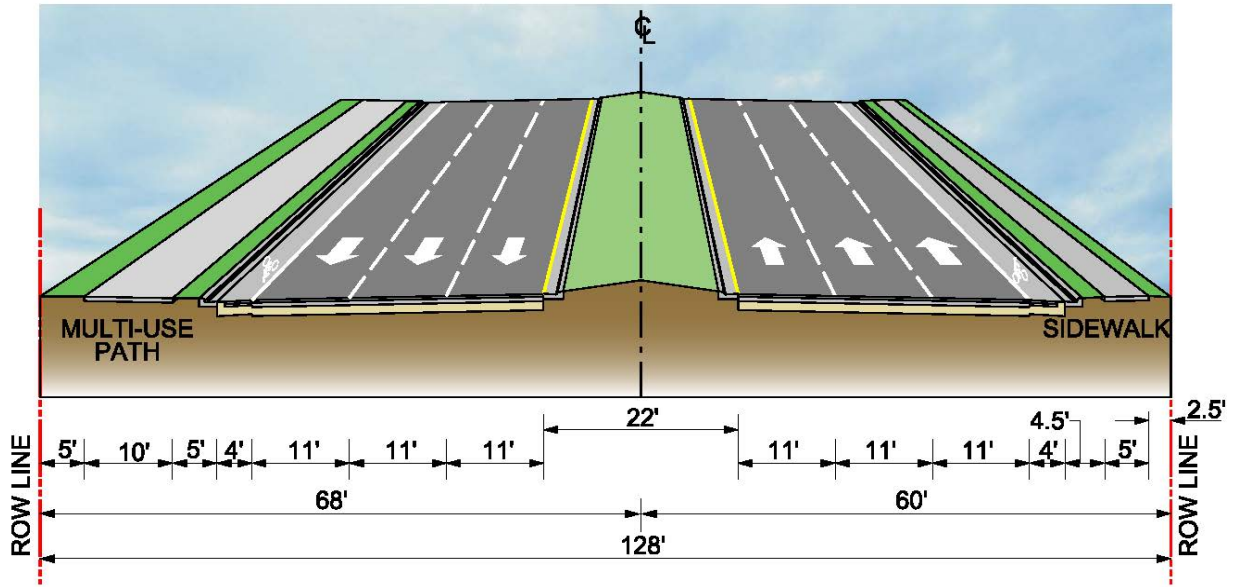
**FIGURE 3-20
SIX-LANE DIVIDED URBAN TYPICAL SECTION
BOYETTE ROAD TO FUTURE MCKENDREE ROAD REALIGNMENT**



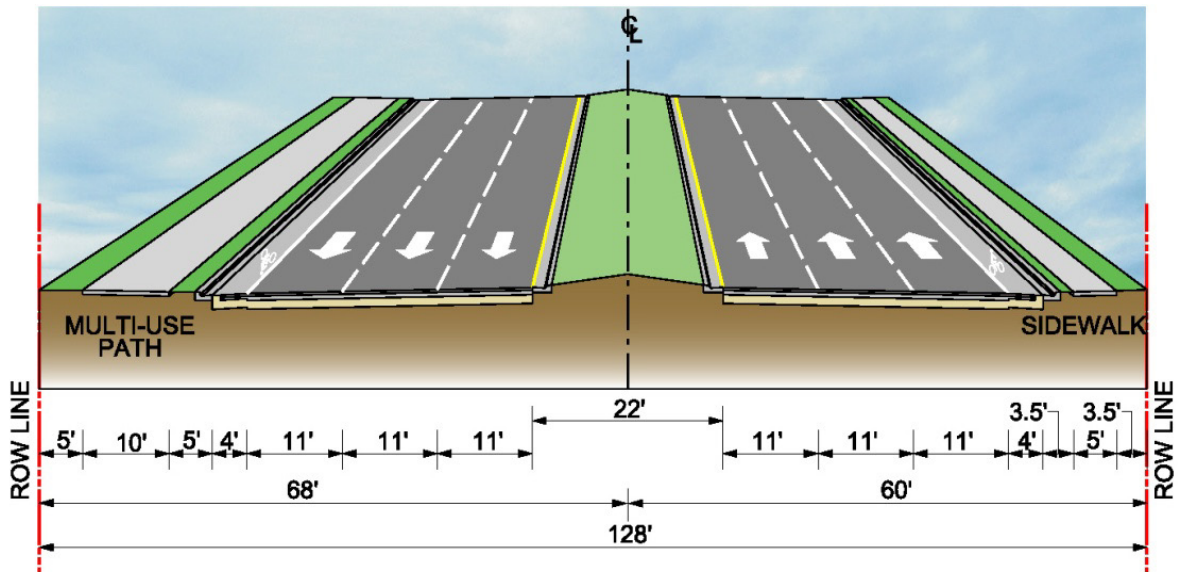
**FIGURE 3-21
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE MCKENDREE ROAD REALIGNMENT TO FUTURE EPPERSON RANCH BOULEVARD**



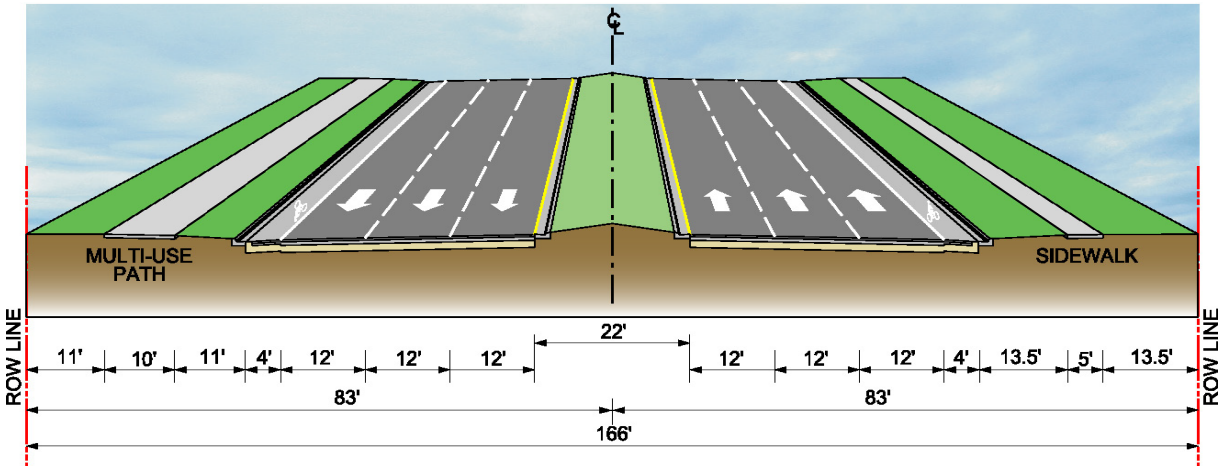
**FIGURE 3-22
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE EPPERSON RANCH BOULEVARD TO PROMENADE TOWN CENTER**



**FIGURE 3-23
SIX-LANE DIVIDED URBAN TYPICAL SECTION
THROUGH PROMENADE TOWN CENTER**



**FIGURE 3-24
SIX-LANE DIVIDED URBAN TYPICAL SECTION
PROMENADE TOWN CENTER TO FORT KING ROAD**



**FIGURE 3-25
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FORT KING ROAD TO US 301**

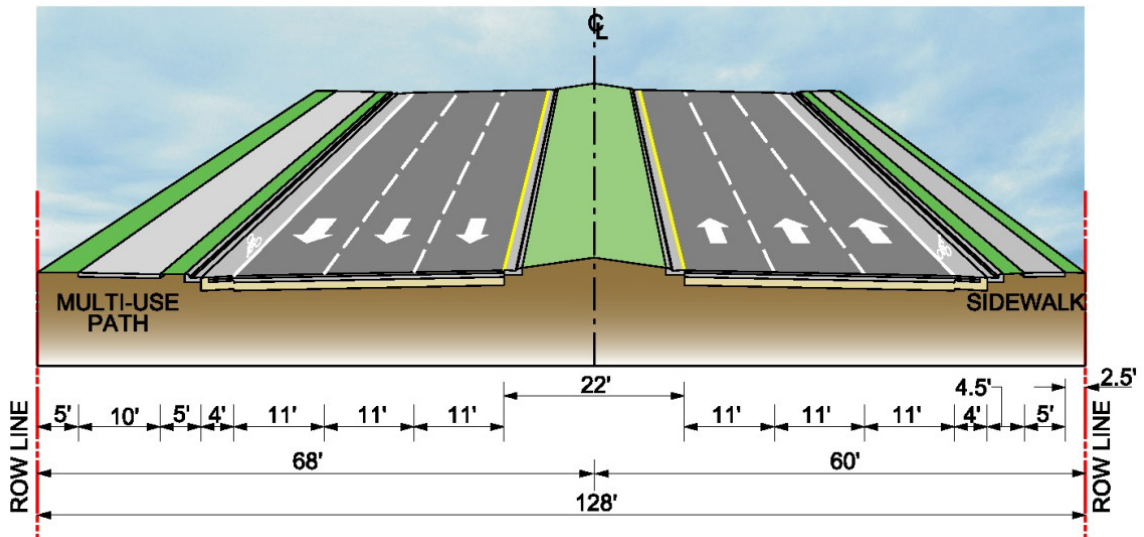
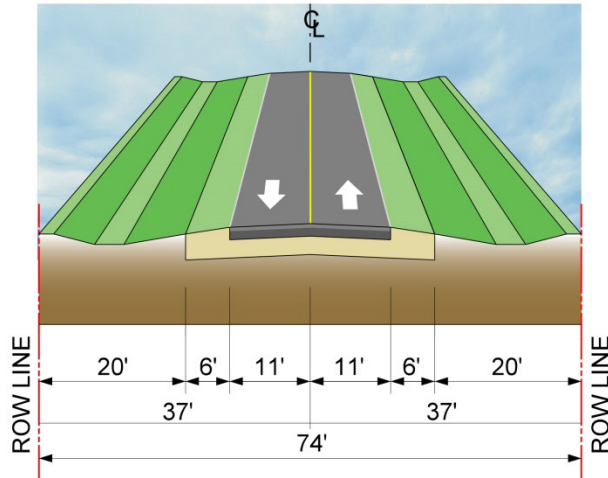


FIGURE 3-26
TWO-LANE UNDIVIDED RURAL TYPICAL SECTION
BLAIR DRIVE ACCESS



The combined Recommended Build Alternative (Interchange and Roadway segments) for the PD&E Study, hereafter referred to as the ***O-3 Flyover Alternative***, has been further evaluated in subsequent sections of the EA; the project plan sheets are provided in **Appendix C**. In addition to the Recommended Build Alternative, the No-Build Alternative will also continue to remain a viable option throughout the PD&E Study process.

Section 4.0

IMPACTS

A description of the potential impacts to identified social/economic, cultural, natural and physical resources associated with the Recommended Build Alternative is presented in this section. All comments received as a result of the ETDM Programming Screen and AN process were reviewed and considered. Specific agency coordination is documented in Section 4.0, where applicable.

4.1 SOCIAL AND ECONOMIC

4.1.1 LAND USE CHANGES

As previously described in *Section 2.0*, the proposed project is intended to support future land use changes and population/employment growth in east central Pasco County. The proposed action is consistent with the Pasco County Comprehensive Plan and will not alter the course of development identified in local land use plans.

4.1.1.1 Existing Land Use

The project corridor passes through an area of unincorporated Pasco County that is characterized by rural and suburban development. **Table 4-1** provides the current county zoning designations for the areas located within a half-mile of the Recommended Build Alternative. The majority of the area surrounding the project corridor currently exists as agricultural land or as residential use (MPUD/Planned Development).

TABLE 4-1
EXISTING LAND USE BY ZONING DISTRICT

Existing Zoning District	Total Acres	Percent of Corridor
AC – Agricultural District	3,312	34.3
AR – Agricultural Residential	2,624	27.2
C - Commercial	4	0.0
ER – Estate Residential	186	1.9
MPUD – Planned Development	2,670	27.7
R – Residential District	271	2.8
City of Zephyrhills	589	6.1

Source: Pasco County Zoning Map. Note: AR includes AR, AR1, AR5; C includes C1 and C2; ER includes ER and ER2; R includes R1, R1MH, R2 R2MH, RMH

4.1.1.2 Future Land Use

The future land use approved along the proposed corridor differs considerably from existing development patterns. **Table 4-2** provides the future county zoning designations for the areas located within a half-mile of the Recommended Build Alternative. The majority of the agricultural/rural use now present is to be replaced by residential/mixed-use planned development, a significant portion of which will be developed as part of the Pasadena Hills Area Plan. Approved in 2008, Pasadena Hills consists of 20,000 acres and includes 41,987 residential units, 2.26 million non-residential square feet, and 500,000 square feet of office development. Approximately half of the proposed corridor is included within the Pasadena Hills Overlay District, which consists of a mix of the future zoning districts presented in Table 4-2. Based on the forgoing, the proposed action is consistent with the future development patterns approved in east central Pasco County.

**TABLE 4-2
FUTURE LAND USE BY ZONING DISTRICT**

Future Zoning District	Total Acres	Percent of Corridor
AG – Agricultural	1,691	17.5
EC – Employment Center	113	1.2
MU – Mixed Use	88	0.9
P/SP – Major Public/Semi-Public	269	2.8
RES – Residential	6,408	66.4
ROR – Retail/Office/Residential	11	0.1
TC – Town Center	261	2.7
VMU – Village Mixed Use	245	2.5
City of Zephyrhills	582	6.0
Pasadena Hills Overlay District	5,056	52.4

Source: Pasco County Future Land Use Map

Note: AG includes AG and AGR; RES includes RES1, RES3 and RES6; VMU includes VMU1 and VMU2B

4.1.2 COMMUNITY COHESION

The proposed action will not result in the relocation of existing community focal points (community centers, schools, churches), and is not anticipated to split or isolate an existing population. Construction of the proposed interchange will result in the potential relocation of eight properties within the southwest quadrant of I-75 and Overpass Road. These eight properties are located adjacent to I-75, along the eastern edge of an existing mobile/manufactured home community. As such, the proposed improvements will not bisect the community and are not anticipated to have a detrimental effect on its remaining residents.

4.1.3 RELOCATION POTENTIAL

The Recommended Build Alternative results in eight potential residential relocations, all located in the southwest quadrant of the proposed interchange within the Williams Acres residential subdivision. The potential relocation residences are identified at the addresses shown in **Table 4-3**.

**TABLE 4-3
POTENTIAL RESIDENTIAL DISPLACEMENTS - PROPERTIES**

Address	Type	Occupancy	Year Constructed
7943 Blair Drive, Zephyrhills	Mobile Home	Owner	1983
7852 Dowd Drive, Zephyrhills*	Mobile Home	Rental	1981
7840 Dowd Drive, Zephyrhills	Mobile Home	Owner	1997
7826 Dowd Drive, Zephyrhills	Mobile Home	Owner	1973
7810 Dowd Drive, Zephyrhills*	Mobile Home	Rental	2001
7752 Dowd Drive, Zephyrhills	Mobile Home	Rental	1972
7742 Dowd Drive, Zephyrhills	Mobile Home	Rental	1972
7616 Blair Drive, Zephyrhills	Mobile Home	Rental	1988

*Same owner.

All are mobile/manufactured homes with the oldest dating back to 1972 and the newest constructed in 2001. The occupancy column indicates whether the resident is the owner or a renter of the parcel. Of the eight residences potentially requiring relocation, three are owner-occupied and five are rental properties, of which two are owned by the same person. Additional demographic information for the impact area is discussed in *Section 4.1.5.2*. There are no business relocations required as a result of the Recommended Build Alternative.

The ROW acquisition and relocation will be carried out in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Uniform Act) (Public Law 91-646), as amended by Public Law 100-17 for Federal and Federally Assisted Programs, 23 CFR and 49 CFR, Part 24 and with Sections 334.048, 339.09 and 421.55, Florida Statutes (FS) Rule 14-66, FAC. The *Conceptual Stage Relocation Plan* (CSR), which provides further details on the impacted parcels and resulting relocations, is available under separate cover.

4.1.4 COMMUNITY SERVICES

Community services typically serve the needs of the surrounding area and provide a focal point for adjacent neighborhoods and communities. For the purpose of this study, community services include churches, schools, parks, recreational facilities, and public facilities. The following subsections further describe the community services located within the project study area that are potentially impacted by the Recommended Build Alternative.

4.1.4.1 Churches

The Water's Edge Community Church is located within the study area on the south side of Overpass Road, immediately west of the Palm Cove subdivision. The Recommended Build Alternative will not impact this resource.

4.1.4.2 Schools

Watergrass Elementary School is located within the study area on the south side of Overpass Road, within the Watergrass Community Development District. The school has one main access point at Windchase Way and one pedestrian access point (sidewalk) located approximately 550 feet east of the main entrance. The Recommended Build Alternative will not directly impact this facility.

Because the improvements include an additional travel lane in each direction, adequate and safe pedestrian/bicycle facilities, street crossing(s) and access to the school will be included in the design of the project. At a minimum, the project improvements as currently conceptualized include a multi-use path, sidewalks, and bicycle lanes spanning the entire length of the Recommended Build Alternative, with no change in the location of the main entrance or secondary (pedestrian) access.

4.1.4.3 Parks and Recreational Facilities

One public park/recreational facility, the Wesley Chapel District Park, is located within the study area. Pasco County owns and maintains the park, a 143.65-acre tract of land in the southeast quadrant of I-75 and Overpass Road. Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space. The nearest park amenities to the proposed improvements are located approximately 600 feet east of I-75 and 1,000 feet south of Overpass Road. All of these features are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas. While temporary impacts to park access may occur during project construction, the Recommended Build Alternative will not permanently impact the community's use or enjoyment of the park facilities and amenities.

The Wesley Chapel District Park has also been evaluated for potential Section 4(f) impacts and is discussed in *Section 4.2.1* of this document.

4.1.4.4 Public Facilities

There are no public facilities located within the study area.

4.1.5 **NONDISCRIMINATION CONSIDERATIONS**

4.1.5.1 **Title VI**

Title VI of the Civil Rights Act of 1964 (Title VI) provides that no person shall, on the grounds of race, color or national origin, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program or activity receiving federal financial assistance. Other federal and state authorities extend nondiscrimination coverage to classifications such as age, religion, gender, disability and family status. This project has been developed in accordance with and satisfies the requirements of Title VI and related federal and state policies.

4.1.5.2 **Environmental Justice**

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and racial minority populations and low-income populations. An adverse effect on minority and/or low-income populations occurs when:

- The adverse effect occurs primarily to a minority and/or low-income population, or
- The adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations.

The process to assess Environmental Justice (EJ) concerns begins with the identification of low-income and minority populations. Area population characteristics were identified in the CSRP through analysis of 2010 US Census Tract data. **Table 4-4** presents the population percentages by income, race and ethnicity for Pasco County and the Census tracts surrounding the project corridor.

**TABLE 4-4
POPULATION BY INCOME, RACE, AND ETHNICITY**

Area	Low-Income	Minority (Racial)	Hispanic
Pasco County	12.3%	9.8%	10.8%
Census Tract 320.05	3.9%	6.4%	8.1%
Census Tract 320.06	7.3%	12.1%	16.6%
Census Tract 321.03	11.4%	29.9%	21.2%
Census Tract 321.04	4.4%	24.9%	25.1%
Census Tract 321.05	3.0%	28.7%	23.3%
Census Tract 328.01	2.9%	10.6%	9.4%
Census Tract 328.03	1.2%	7.6%	8.6%
Census Tract 329.01	12.3%	11.9%	9.3%

Source: Race/Ethnicity 2010 US Census, Tract, DP01; Income 2010 ACS, Tract, DP03

Census-tract level data indicates the presence of minority and low-income populations in the area of the project. In addition, the Pasco County MPO 2040 LRTP has designated the area bounded by CR 54 (south), Overpass Road (north), Old Pasco Road (west) and I-75 (east) as an EJ Area due to the potential presence of minority populations. This designation is based on 2010 US Census Block data, where individual blocks having minority populations (calculated as total population minus white population) greater than or equal to 25 percent of the total block population and over 150 persons were considered minority EJ Areas. The Census Block contains the Williams Acres manufactured/mobile home community, The Grove at Wesley Chapel (retail/non-population generator), the Quail Run RV Resort, Pasco Woods Apartments and a few scattered residences. Pasco Woods Apartments, which is located approximately two miles south of the proposed interchange area near CR 54, is a designated assisted/affordable housing facility.

Based upon the analysis of available data and knowledge of the project area, the potential effects (positive and negative) to affected populations have been evaluated. Positive effects to result from the Recommended Build Alternative include improved regional mobility, reduced congestion on parallel facilities, improved multi-modal access, and enhanced emergency response/evacuation capabilities. The benefits associated with the project will not likely be accrued by any single group, but be evenly distributed across the community. The potential negative effects to low-income and minority populations include impacts due to noise and relocation issues, as described further below.

The *Noise Study Report* (NSR) prepared for this project identifies 67 impacted noise-sensitive sites based on projected future conditions with the proposed improvements. The affected sites are generally located in the residential developments of Williams Acres (3 receptors), Palm Cove (36 receptors), Windchase (17 receptors), near Handcart Road (1 receptor), and along Kossik Road (10 receptors). These residential areas contain a relatively similar number of unmitigated impacts, where potential reasonable and feasible noise abatement methods (such as noise barriers) are not predicted to reduce noise levels. As such, the residences located in the residential developments of Williams Acres and along Kossik Road, which potentially support a low-income or minority population, will not bear a disproportionate share of the negative noise impacts.

As described in *Section 3.3*, five alternative configurations were initially evaluated for the proposed interchange. While four out of the five Build Interchange Alternatives had fewer relocation impacts than the Recommended Build Alternative, they were determined to have significant impacts to other resources such as wetlands, Section 4(f) properties, and a designated Comprehensive Plan Subarea slated for Employment Center development. In addition, the Recommended Build Alternative was determined through operational analysis approved by FHWA in the PIJR to best meet the traffic needs and driver expectancy within the project area for the Design Year (2040). As such, although every effort has been made to avoid or minimize impacts along the project corridor, the relocation of eight residences in the Williams Acres development located within the southwest quadrant of the proposed interchange are unavoidable.

Of these eight residences, three are owner-occupied and five are rental properties, of which two are owned by the same person.

In order to further assess the demographic composition of the impact area containing the potential residential relocations, a Sociocultural Data Report (SDR) was generated using the FDOT Environmental Screening Tool (EST). **Table 4-5** below presents relevant demographic data reported for the impact area and Pasco County. Compared to Pasco County, the impact area contains generally comparable percentages of White and African-American populations, a higher percentage of Hispanic populations, a lower percentage of individuals age 65+, and a higher percentage of individuals age 18 and under. The median family income is also higher within the impact area (\$67,778) compared to Pasco County as a whole (\$53,457).

**TABLE 4-5
POTENTIAL RESIDENTIAL DISPLACEMENTS - DEMOGRAPHICS**

Demographic	Impact Area	Pasco County
White (Race)*	86.27%	90.19%
African-American (Race)*	5.88%	4.06%
Other** (Race)*	7.84%	5.75%
Hispanic (Ethnic Group)*	21.57%	10.81%
Age 65+*	8.82%	20.67%
Under Age 18*	26.47%	21.29%
Median Family Income*	\$67,778	\$53,457
High School Graduate or Higher*	90.91%	86.48%
Speaks English Not Well/Not at All*	4.00%	2.12%

* Source: FDOT Environmental Screening Tool *Sociocultural Data Report*, July 2016

** Other includes Asian, American Indian, Native Hawaiian & Other Pacific Islander Alone, Some Other Race, & Two or More Races.

For the identified acquisitions, relocation and financial assistance will be provided by Pasco County to the residential displacees. As detailed in the CSR, Pasco County has a number of available residences on the resale market and several new subdivisions within the area where new homes are being constructed; thus, providing available (decent, safe, and sanitary) housing. 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. Relocation resources are available to all residential relocatees without discrimination.

Low-income and minority populations present in the study area were engaged through the methods outlined in the Public Involvement Program (PIP) for the project. A project website was also developed to provide the public with access to up-to-date information and an online comment option. Furthermore, an Alternatives Public Workshop was held on November 29, 2012, to give interested persons an opportunity to express their views concerning the alternatives being analyzed. A summary of the Alternatives Public Workshop comments are presented in

Section 5.4.2. There were no comments received which cited concerns regarding potential impacts to low income or minority populations in the project area.

4.1.6 *CONTROVERSY POTENTIAL*

For the purpose of this project, controversy is defined by public participation and potential public reaction to the proposed project. An AN Package for the Overpass Road PD&E Study was sent to the FDEP – State Clearinghouse and other state, federal and local agencies and officials on June 29, 2012. Responses received as a result of the AN were not of a controversial nature.

A PIP was implemented to keep the public, elected officials, and interested agencies aware of the progress of this study. On August 24, 2012 the County distributed a kickoff newsletter to agencies, officials, and property owners. In addition, an Alternatives Public Workshop was held on November 29, 2012 at the Victorious Life Church. One hundred-nineteen members of the public attended the workshop, and 24 written comments were received. An additional 12 comments were submitted by email, via the project website, by telephone or by U.S. Mail during the 10-day comment period.

Based on comments received during and following the Alternatives Public Workshop, the general public and local elected officials generally support the proposed action. The Victorious Life Church requested that a new access road proposed through church-owned land be moved to the south end of the property. After meeting with church representatives, the plans were changed to relocate the access road, as requested. Property owners within the Palm Cove and Windchase subdivisions adjacent to the existing portion of Overpass Road have expressed concerns about potential impacts to their existing quality of life as a result of the project, including traffic, noise, and safety. Specifically, one comment was received regarding potential safety concerns for students attending Watergrass Elementary School. Therefore, the project does have some potential for general controversy in these areas. However, potential mitigation measures are being evaluated to mitigate these concerns, such as noise walls and pedestrian/bicycle facilities.

All comments received to date have been considered, responded to and addressed, as appropriate, during the PD&E Study. Additional coordination meetings have been scheduled, as necessary, and a Public Hearing is anticipated for early 2016 in accordance with 23 CFR 771 and Section 339.155, FS.

4.1.7 *SCENIC HIGHWAYS*

There are no scenic highways or byways located within the Overpass Road study area.

4.1.8 *FARMLANDS*

In accordance with the Farmland Protection Policy Act of 1984 and the FDOT *PD&E Manual*, Part 2, Chapter 28 – *Farmlands* (dated May 11, 2010), coordination with NRCS was conducted in order to determine the presence of Prime, Unique, or Locally Important Farmlands in the vicinity of the project. NRCS has stated that there are no delineations of Important Farmland

soils within the scope of this project; therefore, there are no impacts to farmland resources. The farmlands assessment and NRCS determination letter dated May 6, 2015, are provided in **Appendix D**.

4.2 CULTURAL RESOURCES

4.2.1 SECTION 4(f)

In compliance with Department of Transportation Act of 1966 [Title 49, U.S. Code, Section 1653(f)], as amended, and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 13 – *Section 4(f) Evaluations* (dated May 22, 1998), the Overpass Road project has been evaluated for potential Section 4(f) impacts. The provisions of Section 4(f) apply to any significant publicly-owned parks, recreation areas, or wildlife and waterfowl refuges; historic and archeological sites; and properties which represent public multiple-use land holdings. One public park/recreational resource, the Wesley Chapel District Park, has been identified for potential Section 4(f) involvement with the project. Pasco County owns and maintains the park, a 143.65-acre tract of land in the southeast quadrant of I-75 and Overpass Road. Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space. All of these features are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas.

The Recommended Build Alternative necessitates permanent use of approximately 4.8 acres (3.3%) of the Wesley Chapel District Park. It is important to note that throughout the ongoing master planning process for the park, the development of features in the northwest quadrant of the property (near I-75) has not been considered, as the need for both the widening of I-75 and the addition of a new interchange at Overpass Road have long been established within the County's Long Range Transportation and Comprehensive Plans. Therefore, no park facilities or amenities are currently located or planned within the areas that are potentially impacted by the Recommended Build Alternative.

The Recommended Build Alternative modifies the access for the segment of Overpass Road from I-75 to Boyette Road. Three access points currently service the park, with two located on Boyette Road and one located on Overpass Road. The secondary park access on Overpass Road is located less than 1,000 feet from the proposed interchange. Through coordination with FDOT District Seven and FHWA during development and review of the PIJR, Pasco County determined that vehicular access to the park from Overpass Road would need to be eliminated in order to ensure safe and efficient operations along the corridor. Note that while vehicles will be prohibited to access the park from this location, the existing entrance will be redesigned to enhance access for alternative modes of transportation, including pedestrians and bicyclists. Further, the two main park entrances, which are located on Boyette Road, will remain fully operational and continue to provide reasonable access to all park facilities and amenities.

The FHWA previously determined that the park qualifies as a Section 4(f) property during the *I-75 PD&E Study Reevaluation* conducted in 2011. As such, a formal Section 4(f) Determination

of Applicability was not required as part of the current PD&E Study for Overpass Road. Pasco County, the official with jurisdiction (OWJ) over the park, has preliminarily determined through the PD&E study that the proposed project will not adversely affect the activities, features, or attributes that make the Wesley Chapel District Park eligible for Section 4(f) protection. A letter of project support/consideration of Section 4(f) *de minimis* impact finding from the Pasco County Administrator was submitted to the FHWA Florida Division Administrator on February 19, 2014. Based upon further coordination and consideration of the County's request, the FHWA provided an official notification on April 4, 2014, to the OWJ of the Wesley Chapel District Park that it plans to do a *de minimis* approval for impacts to this resource. Since the County is both the sponsor for the Overpass Road project and the OWJ for the park, the County will not require any mitigation for impacts to the park from the proposed improvements. **Appendix E** provides information pertinent to the Section 4(f) issue, including a graphic depicting the park location, an aerial view of the land and all relevant agency correspondence described herein.

All reasonable alternatives proposed for the interchange area, which show direct use of the park for the proposed project improvements, were presented at the Alternatives Public Workshop held on November 29, 2012. None of the comments received to date have cited an issue with the proposed impacts to this resource.

The announcement for the Public Hearing will notify the public that the FHWA plans to do a *de minimis* approval for Section 4(f) and that an opportunity will be provided at the Public Hearing to comment on project impacts to the park and the proposal to do a *de minimis* approval. After the Public Hearing, the public's comments will be recorded in a legal transcript and provided to the OWJ and FHWA for their final *de minimis* impact determination.

This section will be updated for the Preferred Alternative upon completion of the Public Hearing process.

4.2.2 HISTORIC AND ARCHAEOLOGICAL RESOURCES

A CRAS report has been conducted for this project in accordance with the requirements set forth in the *National Historic Preservation Act of 1966* (NHPA) (Public Law 89-665, as amended) and the implementing regulations (36 CFR 800), NEPA, and Chapter 267, FS and is available under separate cover. It has been carried out in conformity with Part 2, Chapter 12 (Archaeological and Historical Resources) of the FDOT's *PD&E Manual* and the Department's *Cultural Resource Management Handbook* (1999 revision) and the standards contained in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (FDHR, 2003). In addition, the study meets the specifications set forth in Chapter 1A-46, FAC. The archaeological APE within the CRAS report is defined as the existing and proposed ROW and proposed pond and FPC sites; the historical APE includes the archaeological APE as well as immediately adjacent properties within approximately 300 feet. The following sections provide a more detailed summary of the CRAS results.

4.2.2.1 Historic Sites/Districts

Historical/architectural survey of the Overpass Road PD&E Study project APE resulted in the identification and evaluation of 14 historic resources. These include 10 buildings (8PA02227, 8PA02598 through 8PA02603, and 8PA02849 through 8PA02851); two linear resources (8PA02847 and 8PA02848); one cemetery (8PA02846); and one building complex resource group (8PA02595). Of the 14 historic resources located within the APE, eight (8PA02227, 8PA02595, and 8PA02598 through 8PA02603) were previously recorded in the FMSF, and six (8PA02846 through 8PA02851) were newly identified as a result of this survey. None of the historic resources is considered potentially eligible for listing in the NRHP because of their commonality of style and/or construction and their lack of significant historical associations. Further, there is no potential for a historic district within the APE. One previously recorded historic resource, 8PA02597, was documented as no longer extant.

No historic resources are associated with any of the proposed pond and FPC sites. However, previously and newly recorded archaeological sites are contained within six of the proposed pond and FPC sites, as follows: Pond 3-1 (8PA00465); Pond 3-2 (8PA00623); Pond 3-3 and FPC 3-1 (8PA02852); Pond 3-4 (8PA02853); and Pond 3-5 (8PA02855). Only mundane evidence of NRHP-eligible 8PA00465 was recovered within Pond 3-1; the other associated sites are not significant. Ponds 3-6 and 3-9 are associated with archaeological occurrences (AOs) #1 and #2, respectively.

4.2.2.2 Archaeological Sites

As a result of archaeological field survey, six new archaeological sites (8PA02852 through 8PA02857) were recorded and four AOs were identified. The new sites are predominantly lithic scatters that date to the Middle/Late Archaic based upon the extensive use of coral and thermal alteration. One of the sites, 8PA02853, produced isolated pieces of aboriginal ceramic, indicating a post-Archaic period of utilization/occupation, as does the recovery of a Pinellas point from 8PA00465. None of the AOs, nor the newly recorded archaeological sites, are considered significant. Although of interest in terms of settlement patterning, the assemblages all consist of lithic debitage, most of which is coral, and virtually no temporally or functionally diagnostic tools. These types of sites are abundant in the area, and thus, the research potential for these newly recorded sites is considered low. Thus, 8PA02852 through 8PA02857 do not meet NRHP eligibility Criterion D.

In addition, three previously recorded archaeological sites, 8PA00465, 8PA00623, and 8PA02038, were relocated within the project APE, and the boundary of 8PA00465 was expanded. 8PA00465 was determined eligible by the SHPO; the other two sites were evaluated as ineligible. The additional data collected during this survey provided no new significant data and supports the previous assessment of ineligibility for 8PA00623 and 8PA02038.

4.2.2.3 Historic and Archaeological Resources Conclusion

In conclusion, although NRHP-eligible archaeological site 8PA00465 is located within the project APE, based on the limited cultural materials recovered, the lack of additional information of significance to our understanding of regional prehistory, and the extensive amount of disturbance, the portion of 8PA00465 located within the Overpass Road project APE is not considered contributing to the significance of the resource. Thus, given the results of background research and archaeological and historical/architectural field surveys, project development will have no involvement with any archaeological sites or historic resources that are listed, eligible, or considered potentially eligible for listing in the NRHP, and no further archaeological survey is recommended. These recommendations and findings (as presented in the CRAS report dated August 2015) received SHPO concurrence on October 2, 2015. The concurrence documentation is provided in **Appendix F**. The CRAS was also submitted to the Native American Tribes on June 21, 2016; no response was received from these organizations.

4.2.3 PARKS/RECREATIONAL AREAS

One public park/recreational facility, the Wesley Chapel District Park, is located within the study area. This site has been evaluated for potential Section 4(f) impacts and is discussed in *Section 4.2.1* of this document.

4.3 NATURAL

4.3.1 WETLANDS AND OTHER SURFACE WATERS

Pursuant to Presidential Executive Order 11990, entitled “Protection of Wetlands,” and in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 18 – *Wetlands and Other Surface Waters* (dated April 22, 2013), the project alternatives were evaluated to determine any potential impacts to wetlands or other surface waters. A *Wetland Evaluation and Biological Assessment Report* (WEBAR) has been prepared for this project and is available under separate cover.

4.3.1.1 Existing Habitats

Methodology

In order to assess the approximate locations and boundaries of existing wetland communities within the project study area, available site-specific data were collected and reviewed prior to field reviews. The project study area is encompassed by a 300-foot buffer extending from both sides of the proposed ROW. The following information was collected and reviewed:

- True color aerials of the project study area, (1 inch = 200 feet) 2012 and 2013
- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS), *Soil Survey of Pasco County, Florida* (NRCS 1982)
- Florida Association of Professional Soil Scientists, *Hydric Soils of Florida Handbook* (Hurt 2007)

- USGS 7.5 minute San Antonio and Dade City quadrangle maps (USGS 1997)
- U.S. Fish and Wildlife Service (FWS), *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin, et. al. 1979)
- FDOT, Florida Land Use, Cover and Forms Classification System (FLUCFCS), 3rd edition, (FDOT 1999)
- Southwest Florida Water Management District (SWFWMD) GIS FLUCFCS Database (SWFWMD 2009)

Environmental scientists familiar with Florida natural communities also conducted field reviews of the project study area in September 2012. Field evaluations consisted of pedestrian transects throughout all natural habitat types found within and immediately adjacent to the project study area. The purpose of the reviews was to verify and/or refine preliminary habitat boundaries and classification codes established through in-office literature reviews and aerial photograph interpretation. Approximate wetland boundaries were identified in accordance with the *Florida Wetlands Delineation Manual* (Gilbert et al. 1995), Chapter 62-340, FAC and the guidelines found within USACE *Regional Supplement to the Corps of Engineers Delineations Manual: Atlantic and Gulf Coastal Plain Region* (USACE 2010). During field investigations, each wetland and surface water habitat within the project study area was visually inspected and photographed. Plant species composition was identified for each community. Exotic plant infestations and other disturbances such as soil subsidence, clearing, canals, power lines, etc. were noted. Attention was also given to identifying wildlife and signs of wildlife usage at each wetland and adjacent upland habitat within the project study area.

All wetland and other surface water habitats within the project study area were classified using FLUCFCS (FDOT 1999) and the FWS *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin, et al. 1979).

Soils

Based on the *Soil Survey of Pasco County, Florida* (NRCS 1982), 30 soil types are mapped within the project study area. According to the *Hydric Soils of Florida Handbook* (Hurt 2007), nine of the 30 soil types reported within the project study area are defined as hydric.

Of the 21 non-hydric soils, six are reported as having up to 20 percent hydric soil inclusions. Additionally, mapped hydric soils comprise approximately 247 acres (14 percent) and non-hydric soils cover approximately 1,494 acres (86 percent) of the project study area. **Table 4-6** provides the approximate acreage and percentage of each soil type within the project study area.

**TABLE 4-6
EXISTING SOIL TYPES WITHIN THE PROJECT STUDY AREA**

Soil Type ¹	Hydric ² Y/N	Percent Hydric Soil Inclusions ²	Amount	
			Area (acre)	Percent of Total
1 – Wauchula fine sand, 0-5 percent slopes	N	15	4.0	0.2
2 – Pomona fine sand	N	15	536.3	30.7
4 – Felda fine sand	Y	90	18.1	1.0
5 – Myakka fine sand	N	20	13.5	0.8
6 – Tavares sand, 0-5 percent slopes	N	0	18.0	1.0
7 – Sparr fine sand, 0-5 percent slopes	N	0	157.5	9.0
8 – Sellers mucky loamy fine sand	Y	100	66.6	3.8
11 – Adamsville fine sand	N	0	1.8	0.1
15 – Tavares-Urban land complex, 0-5 percent slopes	N	0	1.4	0.1
16 – Zephyr muck	Y	100	0.8	<0.1
18 – Electra variant fine sand, 0-5 percent slopes	N	0	18.8	1.1
21 – Smyrna fine sand	N	20	43.8	2.5
22 – Basinger fine sand	Y	95	1.0	<0.1
23 – Basinger fine sand, depressional	Y	100	31.5	1.8
26 – Narcoossee fine sand	N	0	2.4	0.1
28 – Pits	N	15	9.5	0.5
30 – Okeelanta-Terra Ceia association	Y	95	5.0	0.3
32 – Lake fine sand, 0-5 percent slopes	N	0	25.4	1.4
39 – Chabee soils, frequently flooded	Y	95	9.1	0.5
43 – Arredondo fine sand, 0-5 percent slopes	N	0	111.0	6.4
45 – Kendrick fine sand, 0-5 percent slopes	N	0	88.3	5.1
46 – Cassia fine sand, 0-5 percent slopes	N	0	53.9	3.1
48 – Lochloosa fine sand, 0-5 percent slopes	N	0	0.4	<0.1
49 – Blichton fine sand, 0-2 percent slopes	N	20	7.5	0.4
59 – Newnan fine sand, 0-5 percent slopes	N	0	117.1	6.7
60 – Palmetto-Zephyr-Sellers complex	Y	100	114.5	6.6
69 – Millhopper fine sand, 0-5 percent slopes	N	0	157.2	9.0
70 – Placid fine sand	Y	100	0.1	<0.1
73 – Zolfo fine sand	N	0	123.4	7.1
99 – Water	N/A	0	8.6	0.5
Total			1746.6	100.0

¹ NRCS 1982. ² Hurt 2007.

Existing Land Use and Vegetative Cover

Wetland and other surface water habitats comprise approximately 327 acres (19 percent) of the project study area and include freshwater forested, scrub, emergent, and riverine wetlands, as well as numerous excavated drainage features and reservoirs.

Individual Wetlands and Other Surface Waters

Based on collected field data and in-house reviews, 41 wetlands, 18 surface waters (reservoir ponds), 20 ditches, and one lake occur within the project study area. As shown in **Table 4-7** below, several of the individual wetlands contain multiple FLUCFCS and FWS classifications, as they are comprised of various habitat types.

**TABLE 4-7
INDIVIDUAL WETLANDS AND OTHER SURFACE WATERS
WITHIN THE PROJECT STUDY AREA**

Wetland/SW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres Within PSA
<i>Wetlands</i>				
WL 1	Freshwater Marsh	641	PEM1C	4.2
WL 2	Stream and Lake Swamps/Freshwater Marsh	615/641	PFO1C/PEM1C	38.1
WL 3	Stream and Lake Swamps	615	PFO1C	19.3
WL 4	Emergent Aquatic Vegetation	644	PAB4H	1.5
WL 5	Wetland Scrub	631	PSS1C	13.4
WL 6	Freshwater Marsh	641	PEM1C	0.3
WL 7	Stream and Lake Swamp	615	PFO1C	5.5
WL 8	Cypress/Freshwater Marsh/Wet Prairie	621/641/643	PFO2C/PEM1C/ PEM1J	13.8
WL 9	Freshwater Marsh	641	PEM1C	2.3
WL 10	Wetland Scrub	631	PSS1C	1.0
WL 11	Freshwater Marsh	641	PEM1C	7.8
WL 12	Cypress/Wetland Scrub	621/631	PFO2C/PSS1C	4.7
WL 13	Freshwater Marsh	641	PEM1C	3.7
WL 14	Freshwater Marsh	641	PEM1C	2.3
WL 15	Freshwater Marsh	641	PEM1C	1.0
WL 16	Wetland Scrub	631	PSS1C	4.6
WL 17	Mixed Wetland Hardwoods/Wetland Scrub/ Freshwater Marsh/Wet Prairie	617/631/641/ 643	PFO1C/PSS1C/ PEM1C/PEM1J	12.2
WL 18	Freshwater Marsh	641	PEM1C	0.3
WL 19	Freshwater Marsh	641	PEM1C	2.4
WL 20	Cypress/Wetland Scrub/Freshwater Marsh	621/631/641	PFO2C/PSS1C/ PEM1C	6.1
WL 21	Cypress/Wet Prairie	621/643	PFO2C/PEM1J	10.0
WL 22	Freshwater Marsh	641	PEM1C	0.5
WL 23	Wet Prairie	643	PEM1J	0.9
WL 24	Wet Prairie	643	PEM1J	1.3
WL 25	Wet Prairie	643	PEM1J	13.9
WL 26	Wetland Forested Mixed/Wetland Scrub	630/631	PFO1/4C/ PSS1C	6.8
WL 27	Freshwater Marsh	641	PEM1C	2.5
WL 28	Stream and Lake Swamps/Freshwater Marsh/Wet Prairie	615/641/643	PFO1C/PEM1C/ PEM1J	34.9
WL 29	Freshwater Marsh	641	PEM1C	3.1
WL 30	Stream and Lake Swamps	615	PFO1C	16.7
WL 31	Wetland Forested Mixed	630	PFO1/4C	2.0
WL 32	Freshwater Marsh	641	PEM1C	1.3
WL 38	Freshwater Marsh	641	PEM1C	0.4
WL 39	Mixed Wetland Hardwoods/Freshwater Marsh	617/641	PFO1C/PEM1C	3.5

**TABLE 4-7 (CONTINUED)
INDIVIDUAL WETLANDS AND OTHER SURFACE WATERS
WITHIN THE PROJECT STUDY AREA**

Wetland/SW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres Within PSA
WL 40	Freshwater Marsh	641	PEM1C	1.1
WL 41	Stream and Lake Swamps	615	PFO1C	6.3
WL 42	Freshwater Marsh	641	PEM1C	0.3
WL 43	Freshwater Marsh	641	PEM1C	0.9
WL 44	Bay Swamps/Wet Prairie	611/643	PFO1C/PEM1J	0.9
WL 45	Freshwater Marsh	641	PEM1C	0.4
WL 46	Wetland Scrub	631	PSS1C	18.2
Other Surface Waters				
Lake 1	Lake	520	L2OWH	4.6
SW 1	Reservoir less than 10 acres	534	POWHx	0.1
SW 2				2.4
SW 3				4.8
SW 4				2.5
SW 5				0.3
SW 6				1.4
SW 7				1.3
SW 8				0.5
SW 9				0.8
SW 10				0.4
SW 11				1.5
SW 12				0.1
SW 13				0.2
SW 14				0.1
SW 15				0.6
SW 16				0.1
SW 17				6.9
SW 18				0.4

**TABLE 4-7 (CONTINUED)
INDIVIDUAL WETLANDS AND OTHER SURFACE WATERS
WITHIN THE PROJECT STUDY AREA**

Wetland/SW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres Within PSA			
DITCH 1	Streams and Waterways	510	PEM1Jx	0.4			
DITCH 2				1.1			
DITCH 3				0.4			
DITCH 4				3.5			
DITCH 5				8.9			
DITCH 6				1.6			
DITCH 7				0.4			
DITCH 8				1.0			
DITCH 9				1.2			
DITCH 10				0.9			
DITCH 11				0.2			
DITCH 12				0.3			
DITCH 14				0.2			
DITCH 15				2.0			
DITCH 16				0.6			
DITCH 20				0.6			
DITCH 21				3.3			
DITCH 22				0.9			
DITCH 23				0.2			
DITCH 24				0.1			
Subtotal for Wetlands				270.4			
Subtotal for Other Surface Waters				56.8			
Total				327.2			

***FWS Wetland Descriptions:**

- PFO1C: Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded
- PFO2C: Palustrine, Forested, Needle-Leaved Deciduous, Seasonally Flooded
- PFO1/4C: Palustrine, Forested, Broad-Leaved Deciduous/ Needle-Leaved Evergreen, Seasonally Flooded
- PSS1C: Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded
- PEM1C: Palustrine, Emergent, Persistent, Seasonally Flooded
- PEM1J: Palustrine, Emergent, Persistent, Intermittently Flooded
- PAB4H: Palustrine, Aquatic Bed, Floating Vascular, Permanently Flooded
- L2OWH: Lacustrine, Littoral, Open Water, Permanently Flooded
- POWHx: Palustrine, Open Water, Permanently Flooded, Excavated
- PEM1Jx: Palustrine, Emergent, Persistent, Intermittently Flooded, Excavated

4.3.1.2 Wetland Impact Analysis

The WEBAR identified and assessed potential impacts to state and federal jurisdictional wetlands within the footprint of the Recommended Build Alternative. The project study area was assessed for the presence of wetlands and a functional analysis of the wetlands was performed. The analysis included a characterization of size, contiguity, vegetative structural diversity, edge relationships, wildlife habitat value, hydrologic functions, public use, and integrity.

Based on this evaluation, permanent impacts to the wetlands and other surface waters located within the Recommended Build Alternative's proposed ROW are anticipated, resulting in a total of 40.8 acres of wetland and other surface water impacts (26.9 acres for the Build Roadway Alternative O-3 segment and 13.9 acres for the Flyover Ramp Build Interchange Alternative segment).

4.3.1.3 Uniform Mitigation Assessment Method

The functional value of the wetlands was evaluated using Uniform Mitigation Assessment Method (UMAM) which determines the amount of mitigation required to offset impacts to wetlands and other surface waters, including impacts to the ditches to incorporate the loss of additional wood stork suitable foraging habitat. Representative UMAM scores were developed for each wetland affected by the proposed project. The difference between the existing condition (current) scores and the proposed condition (with project improvements) scores for each wetland was then multiplied by the acreage of proposed impact to establish the estimated lost value of functions to fish and wildlife resulting from construction of the proposed project.

Using this method, the estimated total numeric value of functions to fish and wildlife lost as a result of construction of the Recommended Build Alternative is 24.41 (16.28 for the Build Roadway Alternative O-3 segment and 8.13 for the Flyover Ramp Build Interchange Alternative segment).

4.3.1.4 Mitigation Alternatives

The Recommended Build Alternative would result in unavoidable wetland impacts to freshwater wetland habitats. Wetland impacts resulting from construction of the project are required to be mitigated to satisfy all mitigation requirements of 33 United States Code (USC) 1344 and Part IV, Chapter 373 Florida Statutes (F.S.). The mitigation would need to be sufficient to offset the UMAM functional loss resulting from the wetland impacts.

Presently, the entire project is located within the service area of the Hillsborough River Mitigation Bank (HRMB) and the North Tampa Mitigation Bank (NTMB). The HRMB, which is located in the central portion of Pasco County and within the Hillsborough River Drainage Basin (HRDB), is approximately 793 acres in size and was permitted by both the SWFWMD and the USACE. The NTMB is a 161.44-acre site located along the Hillsborough River west of I-75 in Hillsborough County within the HRDB. The NTMB was permitted by both the SWFWMD and the USACE to offset freshwater forested impacts within the HRDB. The status of available mitigation banks and credits would be reassessed as this project moves forward into design and permitting.

If the use of a mitigation bank or in-lieu fee program is not currently available, a conceptual mitigation plan may be created to offset the unavoidable impacts to wetlands that would result from construction of the Recommended Build Alternative. A conceptual mitigation plan may include restoring, enhancing, or creating wetland/surface water habitats of similar type and quality (on- site or off-site) within the same drainage basin as the project study area.

Wetland restoration activities restore a disturbed wetland’s hydrology and habitat value to that of its historic (pre-impacted) condition. Enhancement activities must result in improvement to an existing wetland’s hydrology and habitat value. Wetland enhancement typically involves eradication of nuisance/exotic vegetative species and/or the lowering of existing grades to improve the wetland’s hydrologic regime and vegetative community structure. Wetland creation consists of the excavation of upland areas to appropriate elevations to support wetland hydrology. Planting of hydrophytic vegetation is typically included as part of the wetland creation process, in order to provide a seed source to the site and create vegetative diversity.

The exact type of mitigation used to offset wetland impacts from the proposed Overpass Road improvements will be coordinated with USACE and SWFWMD during the state and federal permitting phase of this project.

4.3.1.5 Anticipated Permits Required

It is anticipated that the following permits will be required for this project:

<u>Permit</u>	<u>Issuing Agency</u>
Section 404 Dredge and Fill Permit	USACE
Environmental Resource Permit (ERP)	SWFWMD
National Pollutant Discharge Elimination System (NPDES)	FDEP
Burrowing Owl Nest Taking Permit (as necessary)	FWC
Gopher Tortoise Conservation Permit (as necessary)	FWC
Eagle Nest Disturbance Permit (as necessary)	FWS and FWC

4.3.2 AQUATIC PRESERVES

The Overpass Road study area is not located within an aquatic preserve.

4.3.3 WATER QUALITY

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 20 – *Water Quality* (dated February 25, 2004), a Water Quality Impact Evaluation (WQIE) has been conducted for this project. The WQIE Checklist has been prepared and is provided in **Appendix H**.

The newly-constructed portions of the project will be graded such that runoff from the roadway, mixed-use trail and sidewalk will be managed within roadside curb and gutter drainage structures. The roadside gutters will convey collected runoff to a series of curb inlets and stormwater culverts, ultimately discharging into detention ponds.

The Overpass Road project corridor was examined to determine its’ proximity to areas with identified impaired water quality, as determined by the SWFWMD and the FDEP. No watershed basins (WBIDs) with specific water quality impairments or established total maximum daily loads (TMDLs) for any constituents were identified within the project corridor.

The proposed storm water facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule 40D-4, FAC.

4.3.4 **OUTSTANDING FLORIDA WATERS**

There are no Outstanding Florida Waters located within the Overpass Road study area.

4.3.5 **WILD AND SCENIC RIVERS**

There are no Wild and Scenic Rivers located within the Overpass Road study area. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

4.3.6 **FLOODPLAINS**

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 24 – *Floodplains* (dated January 7, 2008), the project was reviewed for potential floodplain impacts. Additional details regarding floodplain impacts can be found in the *Location Hydraulic Report* (LHR), available under separate cover.

4.3.6.1 **Flood Zone Impacts**

The currently effective FEMA FIRMs, dated September 26, 2014, for unincorporated areas of Pasco County were reviewed to determine the location of floodplains within the study area. The footprint of the project was overlaid on the aerial-based floodplain map and the intersecting areas were calculated. The Recommended Build Alternative was then evaluated to determine its additional impacts above and beyond any existing floodplain impacts within the existing ROW. This review revealed multiple locations where regulatory floodplains or floodways intersect the proposed project limits and ROW. The flood zone impacts are summarized on **Table 4-8**.

**TABLE 4-8
FEMA FLOOD ZONE IMPACTS WITHIN PROPOSED ROW**

SUB-BASIN	APPROXIMATE IMPACT EXTENT		FLOOD ZONE A IMPACT (ac)	FLOOD ZONE AE IMPACT (ac)	BASE FLOOD ELEVATION (ft.-NAVD)
	FROM STATION	TO STATION			
B-1 NW	SB I-75 north of Overpass Rd	SB I-75 north of Overpass Rd	---	3.66	84.0
B-3 SW	250+23 SB I-75 south of Overpass Rd	300+12.18 SB I-75 south of Overpass Rd	0.04 ---	---	90.4
B-4 SE	NB I-75 south of Overpass Rd	NB I-75 south of Overpass Rd	---	3.57	90.8
3-1	238+49.49	240+00	0.24	---	---
	243+50	245+80	---	0.33	111.7
	251+20	252+20	0.34	---	---
	255+40	265+40	---	2.65	111.6
3-3	297+50	315+20	---	5.68	Varies
3-4	338+00	352+20	2.16	---	---
3-9	486+45	487+40	0.10	---	---
TOTAL:			2.88	16.41	

Source: FEMA FIS, September 2014

For floodplain impacts within the four sub-basins located at the Recommended Build Alternative (Flyover Ramp) with Overpass Road and Interstate 75, floodplain compensation (FPC) will be achieved utilizing the excess storage capacity in the two stormwater ponds proposed for construction along the I-75 mainline (Pond 3-1 and Pond 3-2). FPC sites are preliminarily planned for Sub-Basin 3-1 and Sub-Basin 3-4 adjacent to planned stormwater ponds, and compensation for the minor floodplain encroachment in Sub-Basin 3-9 will be achieved within stormwater Pond 3-11 and Pond 3-12.

4.3.6.2 Project Classification

In accordance with the requirements set forth in 23 CFR 650A, the project corridor was evaluated to determine the effects, if any, of the proposed roadway improvements on the hydrology and hydraulics of the area. Hydraulic improvements required as part of the roadway project are divided into seven categories based upon the type of hydraulic improvement proposed and the estimated floodplain effects.

- Along portions of the project corridor, the improvements to the existing segments of Overpass Road and the construction of the new portions of the roadway will encroach on existing floodplains within FEMA Flood Zones A and AE.
- The proposed drainage structure improvements will not significantly increase the potential for risks or damages.
- Interruption of emergency services and emergency evacuation routes due to roadway flooding should not change significantly from existing levels.
- Cut and fill activities required as part of the roadway improvements are not expected to significantly impact the flora, fauna, and open space environments along the corridor.
- Local groundwater and surface water systems, flow patterns, and water quality will experience no significant impacts.

Based on the items listed and under the categorization scheme mentioned above, the potential impacts to existing cross drains were classified as Category 3, 4 or 6, each described further, as follows:

Category 3: Projects Involving Modifications to Existing Drainage Structures

This category applies to those activities that modify existing structures (i.e., extending cross drains, adding headwalls, or relocating manholes or inlets). An analysis of individual cross drains has not yet been completed, but it is assumed that several existing cross drains will require modifications such as extension of piping or relocation of inlets due to modifications of the existing roadway median and pavement edge areas. The existing cross drains that may be modified are located within the Palm Cove (Sta. 54+33 to Sta. 100+03) and Watergrass (Curley Road to Sta. 224+23) developments and at the eastern end of the project corridor, adjacent to U.S. 301.

The following conclusion applies to Category 3 structures:

“The modifications to drainage structures included in this portion of the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”

Category 4: Projects on Existing Alignment Involving Replacement of Existing Drainage Structures with No Record of Drainage Problems

This category applies to replacement activities that do not reduce the hydraulic performance of existing facilities. The modifications to existing structures within the corridor (i.e., extending cross drains, adding headwalls, or relocating manholes or inlets) will include the relocation or replacement of these structures due to construction of new and/or additional pavement or travel lanes. However, no record of significant flooding exists in the area. Analysis of individual cross drains has not yet been completed, but it is assumed that several existing cross drains will require modifications such as extension of piping or relocation of inlets due to modifications of the existing roadway median and pavement edge areas.

In the event that modification of existing cross drains is not sufficient due to the construction activities, the structures that fall within Category 4 are located within the Palm Cove (Sta. 54+33 to Sta. 100+03) and Watergrass (Curley Road to Sta. 224+23) developments and at the eastern end of the project corridor, adjacent to U.S. 301.

The following conclusion applies to Category 4 structures:

“The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”

Category 6: Projects on New Alignment, and Projects on Existing Alignment with Potentially Significant Changes in 100-Year Flood Elevations

In the case of the Recommended Build Alternative, this category applies to the installation of new drainage facilities within a previously undeveloped area as a result of new roadway construction. The new facilities will include the installation of new cross drains, headwalls, manholes and inlets to accommodate stormwater drainage from new roadway installation. No

record of significant flooding exists for the areas of new construction and it is assumed that the new structures will be designed to standards that will maximize the hydraulic performance of the new structures while not reducing the hydraulic performance of existing facilities. Analysis of individual cross drains has not yet been completed, but it is assumed that installation of several new cross drains will be required to maintain the hydrologic function of the existing wetland and floodplain areas along the corridor.

The following conclusion applies to Category 6 structures:

“The construction of the drainage structure(s) proposed for this project will cause changes in flood stage and flood limits. These changes will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant changes to flood risk or damage. These changes will be reviewed by the appropriate regulatory authorities prior to permitting, to gain concurrence with the determination that there will be no significant impacts. There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”

4.3.7 COASTAL ZONE CONSISTENCY

In accordance with Section 307 of the Coastal Zone Management Act of 1972 and implementing regulations in 15 CFR 930, the Florida Coastal Zone Management Act of 1978 (Chapter 380, Part II, FS), and the procedures outlined in the FDOT *PD&E Manual*, Part 2, Chapter 25 – *Coastal Zone Consistency* (dated April 12, 2011), this project was reviewed by the FDEP for consistency with the Florida Coastal Management Program (FCMP). As documented in a letter submitted with the AN responses dated August 22, 2012, the FDEP has determined that this project is consistent with the FCMP (see **Appendix I**).

4.3.8 COASTAL BARRIER RESOURCES

The Overpass Road study area is not located on or adjacent to any coastal barrier islands or resources. Therefore, the provisions of the Coastal Barrier Resources Act do not apply.

4.3.9 WILDLIFE AND HABITAT

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973 as amended by Rules 39-25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, FAC). In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 27 – *Wildlife and Habitat Impacts* (dated October 1, 1991), a WEBAR has been prepared for this project and is available under separate cover.

The potential effects of the proposed project on state and federally listed species were assessed by determining the natural habitats that would be affected by the project and determining the

potential use of these habitats by listed species. Prior to performing field reviews, a letter was sent to the FNAI, FWS and FWC requesting information on documented occurrences of listed species within one mile of the project study area and wood stork rookeries located within 15 miles of the project study area. A list of threatened and endangered species with the potential for occurrence within the project study area was then compiled based on information received from the responding agencies and in-house research.

Federally and state listed animal species were identified as having the potential to occur within the project study area. **Table 4-9** summarizes the project impact determination for the federally and state listed species, respectively.

**TABLE 4-9
SUMMARY OF LISTED SPECIES IMPACT DETERMINATIONS**

Federal Listed Species (FWS)	Status	Impact Determination
Eastern indigo snake (<i>Drymarchon couperi</i>) Wood stork (<i>Mycteria americana</i>)	Threatened	“May affect, but is not likely to adversely affect”
Florida scrub jay (<i>Aphelocoma coerulescens</i>)	Threatened	“No effect”
State Listed Species (FWC)		
Southeastern American kestrel (<i>Falco sparverius paulus</i>) Short-tailed snake (<i>Stilosoma extenuatum</i>)	Threatened	“No effect”
Gopher tortoise (<i>Gopherus polyphemus</i>) Florida sandhill crane (<i>Grus canadensis pratensis</i>)	Threatened	“May affect, but is not likely to adversely affect”
Limpkin (<i>Aramus guarauna</i>) Little blue heron (<i>Egretta caerulea</i>) Reddish egret (<i>Egretta rufescens</i>) Snowy egret (<i>Egretta thula</i>) Tricolored heron (<i>Egretta tricolor</i>) Rosette spoonbill (<i>Platalea ajaja</i>) White ibis (<i>Eudicimus albus</i>) Florida burrowing owl (<i>Athene cunicularia floridana</i>) Gopher frog (<i>Rana capito</i>) Florida pine snake (<i>Pituophis melanoleucus mugitis</i>) Florida mouse (<i>Podomys floridanus</i>) Sherman’s fox squirrel (<i>Sciurus niger shermani</i>)	Species of Special Concern	“May affect, but is not likely to adversely affect”

Based on the findings and commitments contained in the WEBAR, a determination has been made that the proposed project will either not affect or is not likely to adversely affect any state or federally listed plant species nor will it affect any designated Critical Habitat. On August 19, 2015, the WEBAR was sent to the FWC and FWS for their concurrence with the effect determinations for each species. FWC responded on September 2, 2015 and FWS responded on September 14, 2015 and both agencies concurred with the findings and effect determinations as presented. The agency concurrence documentation is provided in **Appendix G**.

4.3.10 ESSENTIAL FISH HABITAT

This project is not located within areas identified as Essential Fish Habitat. No further Essential Fish Habitat consultation is required.

4.4 *PHYSICAL*

4.4.1 *NOISE*

A traffic noise study was conducted in accordance with the FDOT *PD&E Manual*, Part 2, Chapter 17 – *Noise* (dated May 24, 2011) and Title 23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (dated July 13, 2010). A detailed description of the noise study methodology, analyses, and results is provided in the NSR, available under separate cover.

The prediction of existing and future traffic noise levels with and without the roadway improvements was performed using the FHWA’s Traffic Noise Model (TNM Version 2.5). This model estimates the acoustic intensity at a noise sensitive receptor site from a series of roadway segments (the source). Noise levels predicted by the TNM are influenced by several factors, such as vehicle speed and the distribution of vehicle types. Noise levels are also affected by characteristics of the source-to-receptor site path. For the purposes of this noise study analysis, the proposed ultimate improvements for Overpass Road were modeled as described in *Section 1.1*.

4.4.1.1 *Predicted Traffic Noise Levels*

Noise levels were predicted at 160 noise-sensitive sites representing 156 residences (located in the Palm Cove subdivision, Windchase subdivision, and east of Watergrass Parkway to US 301), the Kids R Kids daycare, Water’s Edge Community Church, the Windchase Club basketball court, and Watergrass Elementary School. Predicted traffic noise levels for individual model receptors are presented in Table 4-2 of the NSR.

The results indicate that the existing (2010) traffic noise levels are predicted to range from 47.3 to 69.2 dB(A). In the future (Design Year 2040) without the proposed improvements (No-Build), traffic noise levels are predicted to range from 47.3 to 71.6 dB(A). In the future (Design Year 2040) with the proposed improvements (Build), traffic noise levels are predicted to range from 54.3 to 70.2 dB(A). Proposed noise levels are predicted to approach, meet, or exceed the NAC at 58 receptors. Also, when compared to the existing condition, traffic noise levels are predicted to increase substantially [15 dB(A) or more above existing conditions] at 28 of the evaluated noise-sensitive sites, nine of which do not approach, meet or exceed the NAC. Finally, predicted noise levels indicate that a total of 67 noise-sensitive sites will experience future (Design Year 2040) traffic noise levels that would approach, meet, or exceed the NAC, or will experience a substantial increase in traffic noise levels with the proposed project improvements.

4.4.1.2 *Noise Impact Analysis*

Noise abatement measures have been considered for the 67 impacted receptors (all single-family residences), which include traffic management, alternative roadway alignments, and noise barriers. The results of the evaluation indicate that although feasible, traffic management and an

alternative roadway alignment(s) are not reasonable methods of reducing predicted traffic noise impacts at the impacted receptors. The results of the noise barrier evaluation indicate that barriers would meet minimum noise reduction requirements and reduce traffic noise at least 5 dB(A) at 48 of the 67 impacted receptors at a cost below the reasonable limit. The benefited residences are at the following two locations:

- Barrier 2: Residences located within the Palm Cove Subdivision (Sites PC 3–17 and PC 20–40)
- Barrier 3: Residences located within the Windchase Subdivision (Sites WC 1–3 and WC 8–21)

Noise barriers will be constructed at the locations above, contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement
- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost reasonable limit
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

4.4.1.3 Cumulative Impacts

To aid in promoting land use compatibility, the NSR provides information that can be used to protect future land development from becoming incompatible with anticipated traffic noise levels. Land uses such as residences, auditoriums, hotels/motels, libraries, recreational areas, and parks are considered incompatible with highway noise levels that exceed the NAC. To reduce the possibility of additional traffic noise-related impacts, noise level contours were developed for the future improved roadway facility. These noise contours, shown in Table 3-3 of the NSR, delineate the extent of the predicted traffic noise impact area from the improved roadway's edge-of-travel lane for activity categories of land use. Local officials will use a copy of the Final NSR to promote compatibility between any future land development in the project area and traffic noise.

4.4.1.4 Construction Noise and Vibration

Land uses adjacent Overpass Road are identified on the FDOT listing of noise- and vibration-sensitive sites (e.g., residential use). Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impacts. If sensitive land uses are developed adjacent to the roadway prior to construction, the increased potential for noise or vibration impacts could result. Should unanticipated noise or vibration issues arise during the construction

phase, the Project Engineer, in coordination with the Contractor, will investigate additional methods of controlling these impacts.

4.4.2 AIR QUALITY

In accordance with the FDOT *PD&E Manual*, Part 2, Chapter 16 – *Air Quality Analysis* (dated September 13, 2006), an air quality analysis using the project Build and No-Build Alternatives were analyzed for both the Opening Year (2022) and Design Year (2040) of the project using the FDOT’s air quality screening model, *CO Florida 2012* (approved by the FHWA on April 12, 2013). Based on the results from the screening model, the highest predicted carbon monoxide (CO) one- and eight-hour concentrations would not exceed the National Ambient Air Quality Standards (NAAQS) for this pollutant regardless of intersection, alternative, or year of analysis. In addition, because the Overpass Road project is in an area that is designated attainment for all the NAAQS, the conformity requirements of the Clean Air Act do not apply. For these reasons, the project “passes” the screening test.

The CO Florida 2012 output files are included in the *Air Quality Technical Memorandum* (available under separate cover). This document does not incorporate an analysis of the Green House Gas (GHG) emissions or climate change effects of each of the alternatives because the potential change in GHG emissions is very small in the context of the affected environment. Because of the insignificance of the GHG impacts, those local impacts will not be meaningful to a decision on the environmentally preferable alternative or to a choice among alternatives. For these reasons, no alternatives-level GHG analysis has been performed for this project.

Construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project. Construction activities may generate temporary increases in air pollutant emissions in the form of dust from earthwork and unpaved roads and smoke from open burning. Such emissions and potential impacts would be minimized by the anticipated adherence to all applicable state and local regulations and the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

4.4.3 CONSTRUCTION

Construction activities for Overpass Road and the proposed interchange will have short-term air, noise, vibration, water quality, traffic flow/access, and visual effects for those residents and travelers within the immediate vicinity of the project. Air, noise and water quality effects will be controlled and minimized by the contractor through the use of Best Management Practices (BMPs).

The air quality effects will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with BMPs and FDOT’s *Standard Specifications for Road and Bridge Construction*.

Noise and vibration effects would be from the heavy equipment movement and construction activities, such as pile driving and vibratory compaction of embankments. Noise control measures will be implemented in accordance with BMPs, in addition to those recommended in *Section 4.4.1* of this document. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation are likely to be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

Construction of the roadway and bridge requires excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and portland cement concrete. Demucking is anticipated at most of the wetland sites and will be controlled by BMPs and Section 120 of the FDOT's *Standard Specifications for Road and Bridge Construction*. Unsuitable material will be disposed of in accordance with BMPs and FDOT's *Standard Specifications for Road and Bridge Construction*. Temporary erosion control features, as specified in the FDOT's *Standard Specifications for Road and Bridge Construction*, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize any potential traffic delays to I-75, Overpass Road, or other roadways within the study area. Signs will be used to provide notice of roadway construction, access modifications and other pertinent information to the traveling public. The local media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community, if necessary. All provisions of the FDOT's *Standard Specifications for Road and Bridge Construction* are anticipated to be followed.

For the residents living near the project corridor, some of the materials stored for the project during construction may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

4.4.4 CONTAMINATION

A CSER, available under separate cover, has been prepared for this project to identify and evaluate known or potential contamination problems, present recommendations and discuss possible impacts to the proposed roadway improvements. Based on the results of this evaluation, 13 sites located along the project corridor have been identified as having the potential to contain hazardous materials and/or petroleum contamination as defined by regulatory agencies within the vicinity of the project corridor. These sites are described further in **Table 4-10**.

**TABLE 4-10
SUMMARY OF POTENTIALLY CONTAMINATED SITES**

Site No	Site Name/Description/Address	Facility ID#	Comments	Concern	Location	Rank
1A	Pasco County-Wesley Center WWTP 7501 Boyette Rd Wesley Chapel, FL 33544	TANKS 9700187	Existing waste water treatment plant; 1 diesel AST and 1 gas AST in containment; 1 diesel AST in containment; 2 diesel ASTs in containment; See Appendix A Pages 1&2 of the CSER for photographs and location	Diesel	Adjacent East AST 320' East AST 225' East AST 310' East	Low
1	Wesley Chapel District Park 7727 Boyette Rd Wesley Chapel, FL 33544	PCS FLR10CV52	Existing Park with general NPDES stormwater permit; Irrigation backup pump with diesel AST in pedestal; observed during field review; See Appendix A Page 3 of the CSER for photograph and location	Diesel	Adjacent East and South AST 320' East	Low
4	Pasco County-Boyette WTP 8102 Boyette Rd Zephyrhills, FL 33545	TANKS 9812469	Existing potable water treatment plant with backup generator and diesel AST installed 2010. See Appendix A Page 4 of the CSER for photograph and location	Diesel	Adjacent North AST 50' North	Low
	Formerly Boyette Mine, Inc. and Suncoast Excavating, Inc.	None Found	Former borrow pit mine (1991-1998 aerials); Owner names obtained from Property Appraisers		Adjacent North	
	Formerly Lake George, Inc.	TANKS 8630222	Former citrus grove (1967-1988 aerials); 1-2,000 & 1-1,000-gallon diesel ASTs removed 06/88; Suspect former AST locations excavated in 1990s. See Appendix B Page 3 of the CSER for historical locations		ASTs 580' North	
6	Palm Cove Phase 2 Overpass Rd & Randall Manor Wesley Chapel, FL 33543	PCS FLR10CK82	Existing residential subdivision; General NPDES stormwater permit	None	Adjacent South	No
9	Palm Cove - Phase 2 Overpass Rd at Atwood Dr. Zephyrhills, FL 33544	PCS FLR10CI08	Existing residential subdivision; General NPDES stormwater permit	None	Adjacent South	No
FR-3	EPCO Ranch Inc. 31500 Elam Road Wesley Chapel, FL 33545-6126	None	Cattle ranch facility - Open. Existing barn type structure adjacent pastureland. The site appears as a maintenance /storage unit adjacent to citrus groves in historical aerial photographs. See Appendix B of the CSER for historical aerials. See Appendix A Pages 5-7 of the CSER for site photographs and aerials	Waste oil Diesel Pesticides Herbicides	Within	High
12	Watergrass Town Center - North Curley Rd & Overpass Rd Wesley Chapel, FL 33544	PCS FLR10HP83	Existing residential subdivision; General NPDES stormwater permit	None	Adjacent South	No

**TABLE 4-10 (CONTINUED)
SUMMARY OF POTENTIALLY CONTAMINATED SITES**

Site No	Site Name/Description/Address	Facility ID#	Comments	Concern	Location	Rank
13	WaterGrass - Parcel C1 & C2 Overpass Rd & Watergrass Pk. Wesley Chapel, FL 33544	PCS FLR10EQ84	Existing residential subdivision; General NPDES stormwater permit	None	Adjacent North	No
14	Watergrass Elementary aka Elementary School Site "V" 32750 Overpass Rd Wesley Chapel, FL 33543	PCS FLR10HB80	Existing elementary school; General NPDES stormwater permit; Adjacent well within corridor ROW. See Appendix A Page 8 of the CSER for photograph and location	None	Adjacent South	No
FR-1	Milton Jones Property 34236 Atkins Road Zephyrhills, FL 33545-5216	None	Agricultural facility – Open; Former barn and existing burn pit adjacent citrus; grove and pastureland. See Appendix A Page 9 of the CSER for photograph and location	Waste oil Diesel Pesticides Herbicides	Within	Medium
15	Suntech Investments, Inc. & Freemarr Development, Inc. aka Neukom Properties/Smith Groves Fairview Heights Rd Zephyrhills, FL 34283	TANKS 8731695	Agricultural facility – Open 2-1,000-gallon diesel ASTs, removed 06/96 1-1,000-gallon fuel oil UST removed, date not reported 1-1,000-gallon diesel UST removed, date not reported See Appendix A Page 10 of the CSER for site photograph and location	Waste oil Diesel Pesticides Herbicides	Adjacent South AST 85' South	Low
FR-2	Former Railway Crossing 34236 Atkins Road Zephyrhills, FL 33545-5216	None	Existing roadway (Kossik Road) and former railway crossing at Ghost Train Lane/Coolwood Drive. Adjacent to proposed pond 3-11 See Appendix A Page 11 of the CSER for site photograph and location	Creosol Cross ties	Within	Medium
24	Lowes #1854 7921 Gall Boulevard Zephyrhills, FL 33541	TANKS 9807052	Existing store with backup generator; Diesel AST in pedestal in service since 2004. See Appendix A Page 12 of the CSER for photograph and location	Diesel	Adjacent South AST 520' South	No

Notes: AST - Above ground Storage Tank
UST - Underground Storage Tank
PCS - Permit Compliance System
ROW - Right-of-way
TANKS - Storage Tank Database
NPDES - National Pollutant Discharge Elimination System
WTP- (Potable) Water Treatment Plant
WWTP- Waste Water Treatment Plant

Each of the sites identified was then assigned a degree of risk for potential contamination impact: No, Low, Medium, or High. These ratings are based on the criteria outlined in Part 2, Chapter 22 - *Contamination Impacts* of the FDOT *PD&E Manual*. Of the 13 sites identified as having the potential to contain hazardous material and/or petroleum contamination in the vicinity of the project corridor, one site (Site FR-3 EPCO Ranch) was rated as having a “High” potential to impact the project corridor and two sites (Site FR-1 Milton Jones Property and Site FR-2 Former Railway) were rated as having a “Medium” potential to impact the project corridor. In accordance with FDOT guidelines, limited sampling and testing is likely to be conducted at “Medium” and “High” risk sites.

At sites FR-1 and FR-3, soil and/or groundwater samples are likely to be collected and analyzed for one or more of the following: Ethylene Dibromide (EDB) by USEPA Method 504, Organochlorine Pesticides by USEPA Method 8081, Organophosphorus Pesticides by USEPA Method 8141, Chlorinated Herbicides by USEPA Method 8151, and the metals arsenic, boron, copper, and zinc. Should the presence of contaminants be identified at concentrations above soil cleanup target levels, additional sample collection events may be needed to delineate the soil impact limits for source removal activities prior to or in conjunction with the roadway construction. In addition, should the presence of contaminants be identified at concentrations above groundwater cleanup target levels, additional sample collection events are likely to be undertaken in order to delineate the groundwater impact limits. The groundwater impact limits would be used to isolate a water control recovery system (for storage/treatment/disposal) should it be required during the construction of the proposed roadway.

At the FR-2 site, if lumber crossties are encountered during improvement activities, they would be disposed of at a lined landfill permitted to receive this material.

The findings from the CSER investigation are based upon preliminary information only and are not intended to replace more detailed studies such as individual environmental site assessments and subsurface soil/groundwater investigations. Rather, this survey is intended as a preliminary guide for identifying potential contamination associated with constructing the Recommended Build Alternative. Other technical studies may be required to determine the existence of site contamination prior to construction.

4.4.5 AESTHETIC EFFECTS

The aesthetic quality of a community is composed of visual resources, or those physical features that make up the visible landscape, including land, water, vegetation, and man-made features (buildings, roadways, and structures). The visual character of the area will be altered both by the proximate approved development and proposed roadway. Visual impacts along the corridor will be particularly apparent in the areas of new alignment, where the rural landscape that currently exists will be modified.

Adverse visual impacts can be mitigated through a variety of actions during design, construction and maintenance. Some common measures include location, alignment, use of color, unique construction materials, landscaping, screening, the incorporation of architectural features,

earthwork, and litter control. To minimize the potential visual and aesthetic impacts, design amenities that provide for the compatibility of the proposed roadway with the surrounding environment and community will be considered.

4.4.6 BICYCLES AND PEDESTRIANS

The Recommended Build Alternative provides a 5-foot wide sidewalk on the south side and a 10-foot wide multi-use path on the north side of Overpass Road throughout the entire length of the corridor. In addition, 4-foot wide bicycle lanes are provided in both directions throughout the project limits. These provisions are consistent with the Pasco County LRTP.

4.4.7 UTILITIES AND RAILROADS

Coordination will be required with the Pasco County Public Utilities Department regarding the Boyette Reclaimed Water Reservoir and the Boyette Water Treatment Plant located in the northeast quadrant of the Overpass Road and Boyette Road intersection. All of the utility companies with resources located within the project area will require coordination efforts through the design and construction phases of the project. These companies include Duke Energy, Withlacoochee River Electric Cooperative (WREC), Frontier Communications and Bright House Networks. Coordination will also be required during the design phase and prior to construction of the interchange with respect to utilities and other infrastructure such as Intelligent Transportation Systems (ITS) components.

4.4.8 NAVIGATION

There are no Navigable Waters of the United States within the Overpass Road study area.

4.5 IMPACTS SUMMARY

A summary of the potential impacts associated with the Recommended Build Alternative is provided in **Table 4-11**.

**TABLE 4-11
RECOMMENDED BUILD ALTERNATIVE EVALUATION MATRIX**

Evaluation Factors (Section Reference)	Impacts
POTENTIAL RELOCATIONS	
Potential Business Relocations (Section 4.1.3)	0
Potential Residential Relocations (Section 4.1.3)	8
SOCIAL	
Churches (Section 4.1.4.1)	0
Schools (Section 4.1.4.2)	1
Parks/Recreation (Sections 4.1.4.3, 4.2.1, 4.2.4)	1
Potentially Eligible Cultural Resources (Section 4.2.2)	1
NATURAL & PHYSICAL ENVIRONMENT	
Potential Noise Impacts (Section 4.4.1)	67
Wetlands and Other Surface Waters (Acres)* (Section 4.3.1)	40.0
Floodplain (Acres)** (Section 4.3.6)	19.29
Potential Threatened & Endangered Species (Section 4.3.9)	Low

**TABLE 4-11 CONTINUED)
RECOMMENDED BUILD ALTERNATIVE EVALUATION MATRIX**

Evaluation Factors (<i>Section Reference</i>)	Impacts
Potential Contamination Sites (<i>Section 4.4.4</i>)	3
ESTIMATED PROJECT COSTS (in millions)***	
Design****	\$15.9
ROW	\$29.0
Construction	\$159.0
CEI****	\$15.9
Total Costs (in millions)	\$219.8

Notes: * Wetland impacts based on field review (September 2012).
 ** Floodplain impacts based on currently effective FEMA FIRMs.
 *** Engineering estimates are in present day costs.
 **** 10% of construction cost

Section 5.0

COMMENTS AND COORDINATION

This section of the EA details the County’s Public Involvement Program (PIP) used to identify, address, resolve, and communicate all project-related information.

5.1 PUBLIC INVOLVEMENT PROGRAM

A PIP has been developed and is being carried out as an integral part of this study. The purpose of the program is to establish and maintain communication with the public at large, as well as agencies and officials concerned with the project and its potential impacts. The PIP developed for the Overpass Road PD&E Study was approved on August 1, 2012, and is available under separate cover.

5.2 EFFICIENT TRANSPORTATION DECISION MAKING

Pasco County, in coordination with FDOT District Seven, initiated early agency involvement through the Efficient Transportation Decision Making (ETDM) Process. The ETDM Process affords agencies and the public the opportunity to provide early input on a major project’s potential impacts to the natural, cultural, physical and social environments. The Programming Screen was initiated on February 13, 2008. During the Programming Screen phase, the Environmental Technical Advisory Team (ETAT) was provided the opportunity to comment and assign a “Degree of Effect” for each project issue. Results of the screening event were published in the Final Programming Screen Summary Report on August 12, 2008. The Final Programming Screen Summary Report was included as part of the AN Package for this project, as described further in the next section.

5.3 ADVANCE NOTIFICATION

The AN Package was distributed for comment on June 29, 2012 to the State Clearinghouse Federal Consistency Reviewers and the ETAT members by Pasco County. The AN Package, which includes a copy of the ETDM *Final Programming Screen Summary Report*, is provided in **Appendix B**.

5.3.1 ADVANCE NOTIFICATION TRANSMITTAL LIST

Below are lists of federal, state, local and regional agencies, elected officials and other interested parties who were notified about the project through the AN process. In addition to the above recipients, the ETAT received an email notification which included a copy of the AN Package.

5.3.1.1 Federal Agencies/Officials

- Federal Aviation Administration - Airports District Office
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- U.S. Army Corps of Engineers - Regulatory Branch
- U.S. Coast Guard - Commander Seventh District
- U.S. Department of Agriculture - Southern Region
- U.S. Department of Commerce - National Marine Fisheries Service
- U.S. Department of Health and Human Services - National Center for Environmental Health
- U.S. Department of Housing and Urban Development
- U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities
- U.S. Department of Interior - Bureau of Land Management, Eastern States Office
- U.S. Department of Interior - National Park Service - Southeast Regional Office
- U.S. Department of Interior - U.S. Fish and Wildlife Service
- U.S. Department of Interior - U.S. Geological Survey
- U.S. Environmental Protection Agency
- U.S. Forest Service
- The Honorable Marco Rubio - United States Senate
- The Honorable Bill Nelson - United States Senate
- The Honorable Richard Nugent - United States Representative, District 5

5.3.1.2 State Agencies/Officials

- Florida Department of Agriculture and Consumer Services
- Florida Department of Economic Opportunity
- Florida Department of Environmental Protection
- Florida Department of State
- Florida Department of Transportation - Central Environmental Management Office
- Florida Department of Transportation - District Seven
- Florida Fish and Wildlife Conservation Commission
- Florida Inland Navigation District
- The Honorable Ronda Storms - Florida Senate, District 10
- The Honorable Jim Norman - Florida Senate, District 12
- The Honorable Will W. Weatherford - Florida Representative, District 61

5.3.1.3 County Agencies/Officials

- John Gallagher, County Administrator
- Michele Baker, Chief Assistant County Administrator
- David A. Goldstein, Chief Assistant County Attorney
- Bipin Parikh, P.E., Assistant County Administrator - Development Services
- Annette Doying, Director - Emergency Management
- James C. Widman, P.E., Director - Engineering Services

- Deborah Bolduc, AICP, Program Administrator - Engineering Services
- Kevin Sumner, Project Manager - Engineering Services Project Management (Design)
- Anthony Lopinto - Fire Rescue
- Richard Gehring, Administrator - Planning & Growth Management
- Mike Carroll, Manager - Public Transportation
- Heather Fiorentino, Superintendent - School Board
- Sheriff Chris Nocco - Sheriff's Office
- John Hagen, President/CEO - Pasco Economic Development Council
- The Honorable Ted Schrader, Vice Chairman - District 1
- The Honorable Pat Mulieri, Ed.D. - District 2
- The Honorable Ann Hildebrand, Chairman - District 3
- The Honorable Henry Wilson - District 4
- The Honorable Jack Mariano - District 5

5.3.1.4 Local Agencies/Officials

City of Zephyrhills

- James Drumm, City Manager
- Chief Keith Williams, Fire Department
- Shawn R. Daugherty, Supervisor – Parks and Facilities
- Chief David W. Shears, Police Department
- Rick Moore, Director – Public Works Department
- The Honorable Steve Van Gorden, Mayor
- The Honorable Fay J. Wilkeson, President
- The Honorable Kenneth V. Compton, Vice President
- The Honorable Lance A. Smith, Councilman
- The Honorable Kenneth Burgess, Councilman
- The Honorable Charles E. Proctor, Councilman

Other Municipalities/Agencies

- William C. Poe, Jr., City Manager - City of Dade City
- The Honorable Camille Hernandez, Mayor - City of Dade City
- The Honorable Timothy Newton, Mayor - City of San Antonio
- The Honorable William E. Hamilton, Mayor - City of St. Leo
- James H. Edwards, Transportation Planning Manager - Pasco County MPO
- Ali Atefi, P.E., Transportation Engineer - Pasco County MPO
- Manny Lajmiri, Planner - Pasco County MPO
- Dennis Dix, MPO Coordinator - Hernando County MPO
- Ramond A. Chiaramonte, Executive Director - Hillsborough County MPO

5.3.1.5 Tribes

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

- Seminole Nation of Oklahoma
- Seminole Tribe of Florida

5.3.1.6 Other Interested Parties

- B. Patrick Gassaway, P.E., President - Heidt Design
- Joel Tew, Attorney - Tew and Associates
- Mike Lawson - Metro Development Group

5.3.2 ADVANCE NOTIFICATION RESPONSES

As a result of the AN process, the following responses were received:

- Florida Department of Environmental Protection, Florida State Clearinghouse, letter dated August 22, 2012; which included responses from SWFWMD, the Florida Department of State (FDOS) - Department of Historic Resources, and the Tampa Bay Regional Planning Council
- National Marine Fisheries Service, email dated July 10, 2012 (no comment)
- FDOS - Division of Historic Resources, letter dated July 26, 2012
- Tampa Bay Regional Planning Council, Intergovernmental Coordination and Review Report dated August 13, 2012
- Miccosukee Tribe of Indians of Florida, phone call on July 6, 2012
- Muscogee (Creek) Nation Department of Environmental Services, letter dated July 18, 2012 (no objections to project)

5.4 MEETINGS

5.4.1 PUBLIC KICKOFF NOTIFICATION

In lieu of a public officials and agencies kickoff meeting, a Public Official/Agency Kickoff letter was mailed on August 23, 2012 to federal, state and local elected officials and agencies to notify them of the initiation of the PD&E Study. Included with the notification was the kickoff project newsletter which provided an overview of the project and the PD&E Study process. The kickoff newsletter was also mailed to property owners adjacent to the project alternatives and other interested parties.

5.4.2 ALTERNATIVES PUBLIC WORKSHOP

Pasco County, in coordination with the FDOT and the FHWA, conducted an Alternatives Public Workshop to present proposed improvements to Overpass Road in Pasco County. The workshop was held on Thursday, November 29, 2012 at the Victorious Life Church located at 6224 Old Pasco Road in Wesley Chapel, Florida. The informal open house was held from 5:30 p.m. to 8:00 p.m. and served to give interested persons an opportunity to express their views concerning

the alternatives being analyzed for proposed improvements to and extension of Overpass Road to US 301 and a proposed new interchange at I-75.

A letter announcing the public meeting was emailed to public officials and mailed to agencies and property owners adjacent to the project alternatives on November 5, 2012. A display advertisement was published in the newspaper with the highest circulation in the area, the *Pasco Times*, on November 8, 2012; the Spanish newspaper, *Gaceta Latina*, on October 20, 2012; and the free newspaper, the *Laker*, on November 14, 2012. The *Florida Administrative Weekly* advertisement was published on November 20, 2012. In addition, a public website (www.overpassroad.com) was developed to maintain and provide public access to the PD&E Study documents. The project website includes information in Spanish and contact information for Spanish speakers.

A total of 119 members of the public and 16 staff signed the attendance sheets at the workshop. On display at the meeting were graphic boards showing the proposed Build Roadway and Interchange Alternatives, a project location map, the project schedule, and alternatives evaluation matrices, as well as citations and non-discrimination laws and regulations. Workshop handouts were provided to all attendees and included a project description, schedule, and contact information for the project. Pasco County, MPO, FDOT, and consultant staff were present to answer questions at the open house. A Spanish translator was also available at the workshop in an effort to engage minority populations or those who may be Limited English Proficient (LEP).

A total of 24 written comments were received at the workshop. An additional 12 comments were submitted by email, via the project website, by telephone, or by U.S. Mail during the 10-day comment period. Many of the comments received stated a preference for a particular alternative as provided in **Tables 5-1 and 5-2**.

**TABLE 5-1
PUBLIC COMMENTS FOR ROADWAY ALTERNATIVES**

Roadway Alternative	Alternative O-1	Alternative O-2	Alternative O-3	No-Build
Number of comments in favor	0	2	8	7

**TABLE 5-2
PUBLIC COMMENTS FOR INTERCHANGE ALTERNATIVES**

Interchange Alternative	Diamond Interchange	DDI	Flyover Ramp	Loop Ramp	SPUI
Number of comments in favor	6	0	1	0	0

Below is a summary of other comments received:

1. Alternative O3 is better because it provides access to the proposed school site at Handcart Road.
2. Concern that construction of the proposed project will cause more development in the area, and may affect future plans for individual private properties.
3. Concerns about effects on wetlands, water quality and flooding.
4. Concerns about increased traffic, accidents, noise, flooding, chemical and fuel spills, and crime resulting from the project.
5. Concerns about maintenance, safety, and/or improvements of other roads in the area including McKendree Road, Old Pasco Road, and Tyndall Road where construction of the proposed Overpass Road project may increase traffic on these roads.
6. When will loop ramp at SR 52 be constructed?
7. Money would be better spent to expand and improve SR 54, SR 56, Bruce B. Downs Boulevard, Eiland Boulevard, and US 301. This project will not be good for residents of Palm Cove.
8. Please consider the planned trail crossing (Dade City to Zephyrhills) at Coolwood and Kossik.
9. Costs should be transferred to those who benefit the most, i.e. developers, not taxpayers.
10. Will there be wildlife corridors or other design elements to protect wildlife?
11. Keep this road as a 2-lane rural road as long as possible.
12. Accommodate bike paths and walking trails for future generations.
13. This road is very much needed.
14. Having an interchange at Overpass Road and I-75 will be a huge improvement to my commute.
15. This road is a waste of tax payers' money and is designed to benefit the large land owners.
16. Victorious Life Church is concerned about the location of the new access road across their property to Old Pasco Road in the southwest quadrant of the I-75/Overpass Road interchange. Would like to discuss moving it to the south end of the property.
17. Construction of the interchange will impact existing Withlacoochee River Electric Coop (WREC) transmission lines. Shifting Overpass Road improvements to the north between Old Pasco Road and Boyette Road would greatly diminish the impact to WREC facilities.
18. As the developer of Watergrass, I object to Alternatives O-1 and O-2. These alternatives will impact over 200 residential lots, and diminish the value of many more. These alignments may impact our ability to achieve our approved number of residential units.

5.4.3 OTHER PUBLIC MEETINGS

The project alternatives and any information stemming from the Alternatives Public Workshop were presented at an MPO Board Meeting on December 13, 2012. In addition, the BCC discussed the project alternatives and approved the locally-recommended alternative at a regularly-scheduled, publicly-advertised BCC Meeting held on April 23, 2013.

Section 6.0

COMMITMENTS AND RECOMMENDATIONS

Preliminary commitments and recommendations have been developed based on the supporting engineering and environmental technical documents for the PD&E Study. Note that an Interlocal Agreement which clearly defines the responsibilities of Pasco County and FDOT will be developed at the appropriate stage in the project's implementation process. Commitments are tracked pursuant to FDOT procedure 700-011-035. Some commitments may become permit conditions and are tracked through the permit compliance process. *The list of commitments and recommendations will be finalized upon completion of the Public Hearing.*

6.1 WILDLIFE AND HABITAT

1. Due to the presence of gopher tortoise habitat and the observance of potentially occupied burrows adjacent to the project study area, a gopher tortoise survey within the construction limits (including the roadway footprint and stormwater management ponds) will be performed prior to construction per FWC guidelines. Relocation permits needed for this species will be secured during design and any gopher tortoises will be relocated prior to the construction phase of the project.
2. Due to the presence of Florida burrowing owl habitat and the documentation of potentially occupied burrows within the project study area, a burrowing owl survey within the construction limits (including the roadway footprint and stormwater management ponds) will be performed during design and permitting and prior to construction per FWC guidelines. Any relocation permits needed for this species will be secured during the design and construction phases of the project.
3. Due to the presence of Florida sandhill cranes and suitable nesting areas located within the project study area, a sandhill crane nest survey will be performed within the construction limits (including the roadway footprint and stormwater management ponds) prior to construction per FWC guidelines. Coordination will occur with FWC during the design and construction phases of the project.
4. Due to the presence of Sherman's fox squirrel habitat and documentation of potentially occupied habitat within one mile of the project study area, a survey for fox squirrel nests will be performed within the construction limits (including the roadway footprint and stormwater management ponds) prior to construction per FWC guidelines. If fox squirrel nests are found within the project area, coordination will occur with the FWC to ensure project construction will not adversely impact this species.
5. To avoid potential adverse impacts to the wood stork, informal Section 7 consultation will be re-initiated with the FWS during project design and permitting. The loss of suitable wood stork habitat located within the preferred alignment will be mitigated to confirm that there is no net loss of wetlands. Mitigation for lost foraging habitat will be provided within the core foraging range of known habitat rookeries to comply with the

FWS *Standard Local Operating Procedures for Endangered Species* (SLOPES) requirements.

6. The FWS *Standard Protection Measures* for the eastern indigo snake (Appendix I of the WEBAR, available under separate cover) will be adhered to during construction of the proposed project.
7. Although no bald eagle nests have been documented within one mile of the project study area according to the FWC online database, surveys will be completed during project design. Should a bald eagle nest be observed within 660 feet of the construction area, standard construction precautions will be followed based on FWC guidelines. Monitoring of any eagle nests located between 330 to 660 feet from the construction impact area will be conducted during the nesting season, and construction will be avoided within the primary protection zone (330 feet from any bald eagle nest) during the nesting season. Any permits required will be secured prior to construction.
8. Although no protected plant species have been documented within one mile of the project study area according to the FNAI database/report, coordination will occur with FDACS prior to construction to allow for seed collection and/or relocation to adjacent habitat or other suitable protected lands if protected plant species are observed within the preferred alignment during the design phase.

6.2 ACCESS

9. Prior to commencement of construction of the proposed interchange, the existing McKendree Road access at Overpass Road (approximately 750 feet east of I-75) will be relocated to an alternate location on Boyette Road (north of Overpass Road). An action plan will be developed in coordination with the property owner (developer) of the Wildcat Groves MPUD located in the northeast quadrant of the interchange during the design phase of the project which shows that reasonable access to Overpass Road (via Boyette Road) will be available prior to interchange construction. Note that conditions have been established in the Pasco County Comprehensive Plan (Policy FLU 7.1.26 Overpass at I-75) that requires the Wildcat Groves MPUD to address the realignment of McKendree Road through their property prior to final development approvals.
10. A new two-lane paved roadway will be designed and constructed in the southwest quadrant of the proposed interchange to relocate the existing Blair Drive access at Overpass Road (approximately 950 feet west of I-75) to an alternate location on Old Pasco Road (south of Overpass Road).
11. Vehicular access to the Wesley Chapel District Park at the existing secondary entrance located on Overpass Road (approximately 1,000 feet east of I-75) will be eliminated. The park entrance will be reconfigured to enhance access for alternative modes of transportation, including pedestrians and bicyclists, during the design phase of the project.

6.3 NOISE AND VIBRATION

12. Noise barriers will be constructed at the locations identified in the NSR, contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement
- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost reasonable limit
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved

6.4 CONTAMINATION

13. In accordance with the FDOT PD&E Manual Part 2, Chapter 22 - Contamination Impacts, limited sampling and testing will be conducted at “Medium” and “High” rated contaminated sites during the design phase of the project.

6.5 WATER QUALITY AND QUANTITY

14. The proposed storm water facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule 40D-4, FAC.
15. A permit Pre-Application meeting will be held with the SWFWMD to discuss the proposed project improvements and any procedures for permit submittal prior to construction.

6.6 UTILITIES

16. Coordination will occur during the design phase and prior to construction of the interchange, with respect to utilities and other infrastructure such as Intelligent Transportation Systems (ITS) components.
17. Coordination will occur with the Pasco County Public Utilities Department regarding the Boyette Reclaimed Water Reservoir and the Boyette Water Treatment Plant located in the northeast quadrant of the Overpass Road and Boyette Road intersection.
18. Coordination will occur with all of the utility companies with resources located within the project area through the design and construction phases of the project. These companies include Duke Energy, Withlacoochee River Electric Cooperative (WREC), Frontier Communications and Bright House Networks.

6.7 PUBLIC INVOLVEMENT

19. Stakeholder involvement will continue to occur throughout the design and construction phases of the project.

6.8 RELOCATION

20. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, a ROW acquisition and relocation program will be carried out in accordance with Florida Statute (F.S.) 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

APPENDIX A

List of Developments in the Study Area

List of Developments Shown on Figure 2-1

Map No.	Development Name
6	Cannon Ranch
13	Fort King Ranch
14	Grand Oaks
20	Lake Bernadette
21	Lake Jovita
29	New River
30	Northwood
31	One Pasco Center
38	Saddlebrook Resorts
39	Seven Oaks
46	Tampa Bay Golf and Tennis
47	Livingston (nka Golden Ranch)
53	Wesley Chapel Lakes
57	Meadow Pointe
59	Oak Creek
62	Pine Ridge/54 Fork
66 & 67	Chapel Crossings (fka Harrison Bennett)
70	Wesley Pointe
81	Lexington Oaks
82	Aberdeen Lakes
84	Lykes Wells Road
85	Country Walk (fka Palm Pointe)
89	Cypress Creek
92	Wyndfields
96	Chapel Pines
97	Bridgewater
98	Hillcrest Preserve
99	Lange Equestrian Village
100	Boyette Road (aka Palm Cove)
112	Cypress Creek Town Center
114	Chapel Hill
115	Boyette Oaks
124	The Grove at Wesley Chapel
127	Ho (aka Ashe Pines)
128	Watergrass (fka Comas)
129	Rucks (aka Cobblestone Preserve)
131	Parkview - Serino (aka Hamilton Park)
132 & 142	Wiregrass Ranch/Pulte SR 56
133	Chapel Creek
134	Zephyr Ridge (fka Geiger Hill)
135	Ashton Oaks (fka Houck Property/Crossings)
139	Christopher/Sims
140	Hillside
143	Pasco Town Centre
147	Epperson Ranch
149	Pasco Commerce Center
151	Feliciano (aka Legacy Hills)
154	Quail Woods
155	Ashley Groves
156	Main Street at Grandview Village Center (Pasadena Hills Area Plan) Village D
160	River Landing
161	Evans Parcel G-1 (Villages of Pasadena Hills) Village G
162	Grantham
164	Wyndrush
166	Evans Parcel F-1 (Villages of Pasadena Hills) Village F
170	Stanley Meadows
181	Harvest Hills (Villages of Pasadena Hills) Village D
185	Evans Parcel C-1 (Villages of Pasadena Hills) Village C

APPENDIX B

**Advance Notification Package (includes Final ETDM
Programming Screen Summary Report)**



PASCO COUNTY, FLORIDA

"Bringing Opportunities Home"

DADE CITY
LAND O' LAKES
NEW PORT RICHEY
FAX

352 523-2411 X3604
813 996-2411 X3604
727 834-3604
727 834-3617

ENGINEERING SERVICES
PROJECT MANAGEMENT – DESIGN
5418 SUNSET ROAD
NEW PORT RICHEY, FL 34652
E-MAIL- ksumner@pascocountyfl.net

June 29, 2012

Ms. Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

**SUBJECT: Advance Notification
Overpass Road Project Development & Environment (PD&E) Study
(Old Pasco Road to US 301)
Pasco County, Florida
ETDM Number: 9871
Pasco County CIP Number: 5025
FDOT Financial Project Identification Number (FPIN): N/A
Federal Aid Project Number (FAPN): N/A**

Dear Ms. Milligan:

Pasco County, in coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA), is conducting a PD&E Study to evaluate the widening and extension of Overpass Road from Old Pasco Road to US 301 (including a proposed new interchange with Interstate 75 [I-75]). We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. We are also distributing the AN Package to local and Federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

It should be noted that the project was previously reviewed by the Environmental Technical Advisory Team (ETAT) members through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase. The project is listed as ETDM #9871 *Overpass Road from Old Pasco Road to US 301*. The final Programming Screen Summary Report was published on August 12, 2008. ETAT members may view this report on the EST. Non-ETAT agencies may view this report on the ETDM public website located at: <https://etdmpub.fl-a-etat.org/est/>.

Due to the proposed new interchange at I-75 and Overpass Road, this project has been determined by the Florida Department of Transportation District Seven and the Federal Highway Administration to require a Federal action. Based upon initial environmental evaluations and comments received through coordination with the environmental resource agencies during the ETDM Process, the Florida Department of Transportation District Seven and the Federal Highway Administration have concluded that an Environmental Assessment is expected to meet the necessary degree of environmental documentation.

All recipients of the AN Package have forty-five (45) days from the date of this notification to provide their comments. Once you have received their comments, please submit a summary and consistency determination for your agency within sixty (60) days of the notification in accordance with the State's Coastal Zone Management Program. In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

Your comments should be addressed to:

Mr. Kevin Sumner, Project Manager
Pasco County Engineering Services
Project Management - Design
5418 Sunset Road
New Port Richey, Florida 34652

We appreciate your cooperation pertaining to this matter.

Sincerely,



Kevin Sumner
Project Manager

Attachments: Advance Notification Package

cc:

Federal Aviation Administration - Airports District Office
Federal Emergency Management Agency
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration
Florida Department of Agriculture and Consumer Services
Florida Department of Economic Opportunity
Florida Department of Environmental Protection
Florida Department of State
Florida Department of Transportation - Central Environmental Management Office
Florida Department of Transportation - District Seven
Florida Fish and Wildlife Conservation Commission
Florida Inland Navigation District
Miccosukee Tribe of Indians of Florida
Muscogee (Creek) Nation of Oklahoma
Poarch Band of Creek Indians of Alabama
Seminole Nation of Oklahoma
Seminole Tribe of Florida
Southwest Florida Water Management District
Tampa Bay Regional Planning Council
U.S. Army Corps of Engineers - Regulatory Branch
U.S. Coast Guard - Commander Seventh District
U.S. Department of Agriculture - Southern Region
U.S. Department of Commerce - National Marine Fisheries Service
U.S. Department of Health and Human Services - National Center for Environmental Health
U.S. Department of Housing and Urban Development
U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities
U.S. Department of Interior - Bureau of Land Management, Eastern States Office
U.S. Department of Interior - National Park Service - Southeast Regional Office
U.S. Department of Interior - U.S. Fish and Wildlife Service
U.S. Department of Interior - U.S. Geological Survey
U.S. Environmental Protection Agency
U.S. Forest Service

State and Federal Elected Officials

The Honorable Marco Rubio - United States Senate
The Honorable Bill Nelson - United States Senate
The Honorable Richard Nugent - United States Representative, District 5
The Honorable Ronda Storms - Florida Senate, District 10
The Honorable Jim Norman - Florida Senate, District 12
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Pasco County Board of County Commissioners

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The Honorable Henry Wilson - District 4
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Rick Moore, Director – Public Works Department

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The Honorable Camille Hernandez, Mayor - City of Dade City
The Honorable Timothy Newton, Mayor - City of San Antonio
The Honorable William E. Hamilton, Mayor - City of St. Leo

Metropolitan Planning Organizations (MPO)

James H. Edwards, Transportation Planning Manager - Pasco County MPO
Ali Atefi, P.E., Transportation Engineer - Pasco County MPO
Manny Lajmiri, Planner - Pasco County MPO
Dennis Dix, MPO Coordinator - Hernando County MPO
Ramond A. Chiaramonte, Executive Director - Hillsborough County MPO

Other Interested Parties

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Joel Tew, Attorney - Tew and Associates
Mike Lawson - Metro Development Group

**Advance Notification Package
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Overpass Road: Old Pasco Road to US 301
Pasco County, Florida
Project Development and Environment Study
FDOT District Seven**

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Advance Notification Package Transmittal List

Official Transmittal List

	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	FDOT District 7	Andrews, James
3.	FDOT District 7	Rhinesmith, Robin
4.	Federal Aviation Administration	* Airports District Office
5.	Federal Highway Administration	Anderson, Linda
6.	Federal Highway Administration	Cunill, Buddy
7.	Federal Highway Administration	Kendall, Cathy
8.	Federal Highway Administration	Sullivan, Joseph
9.	Federal Highway Administration	Williams, Marvin L.
10.	Federal Transit Administration	Smart, Brian C.
11.	FIHS Central Office	Hatim, Khaleda
12.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
13.	FL Department of Agriculture and Consumer Services	Morris, Vince
14.	FL Department of Economic Opportunity	Hallock-Solomon, Jeannette
15.	FL Department of Economic Opportunity	Wiglesworth, Chris
16.	FL Department of Environmental Protection	Milligan, Lauren P.
17.	FL Department of Environmental Protection	Stahl, Chris
18.	FL Department of State	Jones, Ginny L.
19.	FL Department of State	Kammerer, Laura
20.	FL Department of State	McClarnon, Daniel
21.	FL Department of State	McManus, Alyssa
22.	FL Department of Transportation	Bixby, Marjorie
23.	FL Fish and Wildlife Conservation Commission	Gorham, Bonita
24.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
25.	Florida Inland Navigation District	* Mr. David Roach
26.	Florida's Turnpike Enterprise	Post, John
27.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Colley Billie, Chairman
28.	Muscogee (Creek) Nation	* The Honorable Mr. George Tiger, Principal Chief
29.	National Marine Fisheries Service	Rydene, David A.
30.	National Marine Fisheries Service	Sramek, Mark
31.	National Park Service	Barnett, Anita
32.	Natural Resources Conservation Service	Robbins, Rick A.
33.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
34.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
35.	Seminole Tribe of Florida	Backhouse, Paul N.
36.	Seminole Tribe of Florida	* The Honorable Mr. James E. Billie, Chairman
37.	Seminole Tribe of Florida	York, Elliott
38.	Southwest Florida Water Management District	Higginbotham, Hank
39.	Southwest Florida Water Management District	O'Neil, Paul W.
40.	Tampa Bay Regional Planning Council	Cooper, Suzanne T.
41.	Tampa Bay Regional Planning Council	Meyer, John M.
42.	US Army Corps of Engineers	Barron, Robert B.
43.	US Army Corps of Engineers	Fellows, John
44.	US Army Corps of Engineers	Lips, Garrett
45.	US Coast Guard	Stratton, Gene
46.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
47.	US Department of Housing and Urban Development	* Regional Environmental Officer
48.	US Department of Interior	* Bureau of Land Management, Eastern States Office

49.	US Department of Interior	Director, USGS-FISC
50.	US Environmental Protection Agency	Dominy, Madolyn
51.	US Fish and Wildlife Service	Monaghan, Jane

* Hardcopy recipient

Updated Purpose and Need (June 2012)
ETDM Project #9871
Overpass Road: Old Pasco Road to US 301
Pasco County, Florida
Project Development and Environment Study
FDOT District Seven

PROJECT DESCRIPTION

This proposed roadway capacity improvement project in Pasco County involves the addition of an interchange at the current flyover of Overpass Road and Interstate 75 (I-75); the extension of Overpass Road on new alignment from its current terminus located approximately 0.86 miles east of Boyette Road to US 301; and the widening of the existing segment of Overpass Road (from Old Pasco Road to its current terminus located approximately 0.86 miles east of Boyette Road). It is anticipated that the portions of Overpass Road that will be subject to widening and extension will be constructed at a minimum as a four-lane divided facility, with the potential to expand the roadway to a six-lane divided facility, if needed. The total project length is approximately 9.0 miles; the study corridor is shown on **Figure 1** (attached).

As part of the *Final Overpass Road Route Study (March 2005)*, two Build alternatives (O-1, O-2) and a No-Build alternative were initially evaluated. Alternatives O-1 and O-2 were developed to address long-range planning and safety needs and to minimize social, environmental, and economic impacts. In addition to these criteria, the development of the Build alternatives also incorporated comments received from the public. Build Alternatives O-1 and O-2 were subsequently presented at the first public workshop on October 28, 2004. Based on the public comments received in opposition to these alternatives, a new Build alternative (O-3) was developed to alleviate impacts (to the maximum extent feasible) to residents located south of Fairview Heights Road and east of Handcart Road. Alternative O-3 was presented at the second public workshop on March 3, 2005 along with Alternative O-2 (which was preferred to Alternative O-1 at the first workshop).

As a result of the Route Study, Alternative O-3 was favored because it:

- Utilizes the existing right-of-way (ROW) to the maximum extent feasible, thereby reducing impacts to residents and ROW acquisition costs;
- Satisfies the long-range planning objectives of the Comprehensive Plan and Long Range Transportation Plan;
- Has the least amount of affected parcels and potential relocations;
- Is the least costly of all alternatives; and
- Has the least impact on local residents (most of public agreed at workshop).

The Project Development and Environment (PD&E) Study will evaluate and refine the proposed alternatives and identify the future lane needs. Note that an Interchange Justification Report (IJR) for the proposed interchange at I-75 and Overpass Road is being prepared concurrent with the PD&E Study.

The preliminary cost estimate of Overpass Road Alternative O-3 is \$57,630,748 (Source: Final Overpass Road Route Study, March 2005); the preliminary cost estimate of the proposed interchange at I-75 and Overpass Road is \$47,117,200 (Source: Interstate 75/Overpass Road Interchange Feasibility Study, October 2006). Note that these cost estimates will be evaluated and refined as part of the PD&E Study and I-75/Overpass Road IJR efforts.

TRANSPORTATION PLAN CONSISTENCY

The widening of the existing Overpass Road segment from Old Pasco Road to approximately 0.86 miles east of Boyette Road from two lanes to a four-lane divided facility, construction of the Overpass Road extension from approximately 0.86 miles east of Boyette Road to US 301 as a new four-lane divided facility, and the addition of a new interchange at I-75 and Overpass Road are identified in the Pasco County Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP) as '*Cost Affordable Capital Improvements*' during the 2015 to 2025 timeframe. Note that the '*Needs Plan*' of the LRTP shows that Overpass Road from Old Pasco Road to US 301 is anticipated to ultimately warrant six lanes by the year 2035.

Overpass Road from Old Pasco Road to US 301 is shown as a four-lane facility on Map 7-22, '*Future Number of Lanes (2035)*' of the Transportation Element of the adopted Pasco County Comprehensive Plan. Note, however, that a Comprehensive Plan Amendment was approved on August 10, 2010 for the Pasadena Hills Area Plan (Ordinance 10-21) which shows Overpass Road from Old Pasco Road to US 301 on Figure PH-4, '*2050 Future Transportation Map*' as a six-lane facility. While the *Transportation Element* of the Comprehensive Plan does not specifically identify the interchange improvements as cost-affordable, I-75 at Overpass Road is listed on Table 7-2B, '*Major Intersections with Entering Traffic Volumes Exceeding 75,000*' as an intersection with entering traffic volumes greater than 100,000 vehicles per day.

PURPOSE AND NEED STATEMENT

EXECUTIVE SUMMARY

The widening of the existing Overpass Road segment from Old Pasco Road to approximately 0.86 miles east of Boyette Road from two lanes to a four-lane divided facility, construction of the Overpass Road extension from approximately 0.86 miles east of Boyette Road to US 301 as a new four-lane divided facility, and the addition of a new interchange at I-75 and Overpass Road are identified in the Pasco County Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP) as '*Cost Affordable Capital Improvements*' during the 2015 to 2025 timeframe. Note that the '*Needs Plan*' of the LRTP shows that Overpass Road from Old Pasco Road to US 301 is anticipated to ultimately warrant six lanes by the year 2035.

The I-75/Overpass Road interchange is anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. The proposed interchange is projected to divert traffic demand from future over-capacity conditions at the two adjacent interchanges at I-75/SR 52 and I-75/CR 54, which are currently experiencing congestion from the northbound off-ramps queuing onto the I-75 mainline. In addition, the proposed I-75/Overpass Road interchange and the extension and widening of Overpass Road are anticipated to decrease delay and improve safety conditions on I-75, as well as further improve emergency evacuation and response times within the County as Overpass Road runs parallel to two primary state evacuation routes (SR 52 and CR 54/SR 54).

Overall, the construction of a new interchange at I-75, as well as the extension and widening of Overpass Road, will be critical in accommodating anticipated travel demands and enhancing safety. These improvements will work to ensure that mobility is 1) maintained on Florida's Interstate and Intrastate Highway Systems, as well as 2) enhanced between existing and proposed developments along the roadway network in eastern Pasco County.

EMERGENCY EVACUATION

I-75 is a primary facility of the state evacuation route network established by the Florida Division of Emergency Management. While Overpass Road does not currently serve as part of the state or County evacuation route network, its role in facilitating traffic during emergency evacuation periods could be significant as the proposed interchange would provide access to I-75. In addition, the interchange, as well as the extension and widening of Overpass Road, would further enhance emergency evacuation capacity; the interchange and improved facility would help relieve congestion on two parallel primary state evacuation routes intersecting I-75 (SR 52 and CR 54/SR 54). Overall, the proposed Overpass Road infrastructure improvements (including the I-75 interchange) would lead to efficient traffic flow which, in turn, would improve evacuation and response times.

FUTURE POPULATION AND EMPLOYMENT GROWTH

The large amount of population growth experienced in Pasco County (particularly in the Wesley Chapel area) has resulted in increased traffic volumes and congestion at the interchanges of I-75 with SR 56, CR 54, and SR 52. Numerous developments have been approved within the east central area of Pasco County and are in various stages of planning and construction. For example, in 2008 Pasco County approved a Comprehensive Plan Amendment for Pasadena Hills (Pasadena Hills Area Plan) consisting of 20,000 acres in east central Pasco County. Specific new land uses approved in the amendment include 41,987 residential units, 2.26 million non-residential square feet, and 500,000 square feet of office development.

The impact of these developments is reflected in the projected increases in population, employment, and the number of dwelling units in the general area. A comparison of socioeconomic data between the 2006 and 2035 Tampa Bay Regional Planning Model (TBRPM) for Development of Regional Impact (DRI) and Master Planned Unit Development (MPUD) projects in the surrounding area of the project indicates that the population in these traffic analysis zones (TAZs) is projected to grow from 53,000 in the year 2006 to 218,000 in the year 2035, with an estimated growth of 400 percent between 2006 and 2035. **Figure 2** shows the DRI and MPUD projects that are planned and/or approved in the project area.

The dramatic increases in population and employment projected to occur over the next 25 years in east central Pasco County will likely result in significant increases in traffic volumes throughout the area. The existing interchanges located at I-75/SR 56, I-75/CR 54, and I-75/SR 52 are already experiencing congestion and are not expected to be able to effectively serve the future vehicular demand entering or exiting I-75 in the study area. The Overpass Road improvements along with the proposed new interchange at I-75 and Overpass Road would better serve the future traffic demand resulting from the forecasted population and employment growth.

TRAFFIC CONDITIONS

Table 1 presents 2010 and projected 2040 Annual Average Daily Traffic (AADT) volumes, as well as 2010 and projected 2040 Levels of Service (LOS) for facilities surrounding Overpass Road (I-75, SR 52, and CR 54/SR 54). The existing and projected AADT volumes and LOS are derived from the I-75 and Overpass Road Draft Preliminary Interchange Justification Report (PIJR), which is currently underway. The traffic projections presented within the Draft PIJR have been developed using the TBRPM. It should be noted that the model was adjusted to account for approved and proposed developments within the study area. Based on the increase in population and employment figures, traffic projections for 2040 were extrapolated.

Table 1: 2010 and Projected 2040 AADT Volumes and LOS

Segment	2010		2040	
	AADT	LOS	AADT	LOS
I-75 (SR 52 to SR 54)	51,000	C	165,800	F
SR 52 (I-75 to McKendree Rd)	20,800	F	71,500	F
CR 54/SR 54 (I-75 to Boyette Rd)	35,500	D	91,500	F

*Source: I-75 and Overpass Road DRAFT Preliminary Interchange Justification Report

As noted in the previous section, the eastern portion of Pasco County is experiencing dramatic population and employment growth due to an increase in development. The significant increase in growth has resulted in high traffic volumes and deficient LOS at the SR 52 and CR/SR 54 interchanges with I-75, as shown in **Table 1**. Accordingly, the LOS on facilities surrounding Overpass Road are anticipated to degrade to a LOS F if no interchange is added or capacity improvements (including the extension) occur.

Overall, the construction of a new interchange at I-75/Overpass Road, as well as the extension and widening of Overpass Road, will be critical in accommodating the anticipated travel demands and enhancing safety. The interchange proposed at I-75/Overpass Road is projected to divert traffic demand from the future over-capacity conditions at the adjacent I-75/SR 52 and I 75/CR 54 interchanges, which each are currently experiencing increased queuing conditions from the northbound off-ramps onto the I-75 mainline. In addition, the proposed I-75/Overpass Road interchange, as well as the extension and widening of Overpass Road, are anticipated to decrease delay and improve safety conditions on I-75. Thus, the improvements will work to ensure that mobility is 1) maintained on Florida's Interstate and Intrastate Highway Systems, as well as 2) enhanced between existing and proposed developments along the roadway network in eastern Pasco County.

REGIONAL CONNECTIVITY

The I-75/Overpass Road interchange is anticipated to play a significant role in terms of enhancing regional connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated SIS network. The I-75 corridor also connects major residential and employment centers throughout the state. Due to the fact that Overpass Road runs parallel to two primary state evacuation routes (SR 52 and SR 54), the extension and widening could further enhance traffic flow, as well as emergency evacuation and response times within the county. The proposed Overpass Road improvements will be critical in improving overall safety, emergency access, and traffic circulation within eastern Pasco County, as the corridor is ideally positioned between two major east-west state arterials (SR 52 and SR 54) and one major north-south interstate.

RELIEF TO PARALLEL FACILITIES

Based on the I-75/Overpass Road Draft PIJR, the proposed interchange and the extension and widening of the Overpass Road corridor are anticipated to: 1) reduce traffic congestion on the east-west arterials of SR 52 and CR54/SR 54 (parallel facilities) by providing an additional connection with I-75, as well as 2) divert traffic demand from the projected over capacity conditions at the adjacent SR 52 and SR 54 interchanges with I-75.

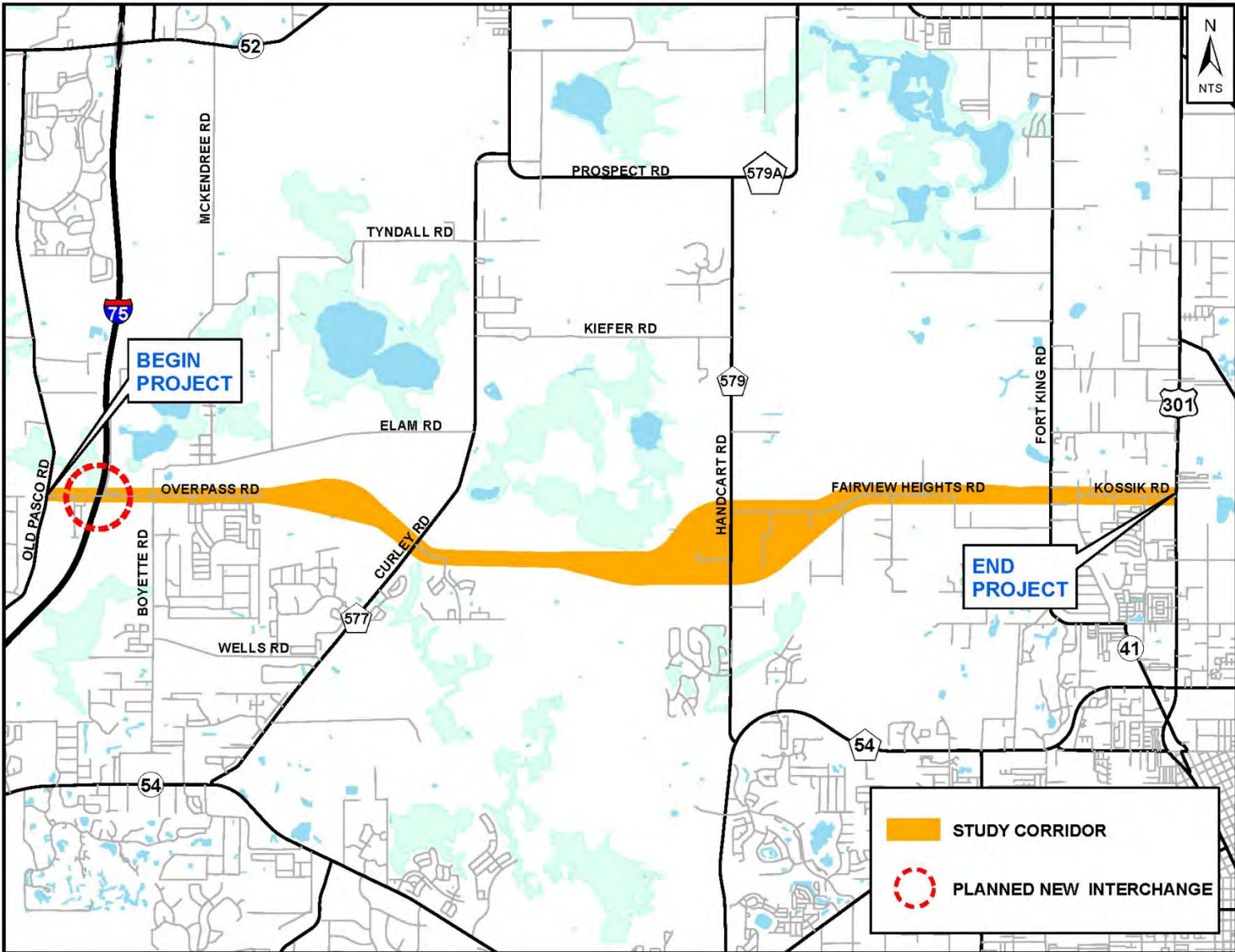
BICYCLE AND PEDESTRIAN FACILITIES

Currently, there are no pedestrian facilities present along the existing two-lane undivided segment of Overpass Road from Old Pasco Road to Boyette Road. A 10-foot-wide multi-use pathway exists along the south side of Overpass Road from Boyette Road to the eastern terminus (0.86 miles from Boyette Road). There is also a 5-foot paved shoulder on the north side along Overpass Road, east of Boyette Road. Per policies of the Pasco County Comprehensive Plan, bicycle and pedestrian facilities should be included in the planning and design of all roadway improvement projects involving widening or new construction. In addition, both the Comprehensive Plan and the Pasco County MPO 2035 LRTP identify a planned multi-use trail along the Overpass Road corridor. As such, both pedestrian and bicycle facilities are anticipated to be constructed as part of the Overpass Road project.

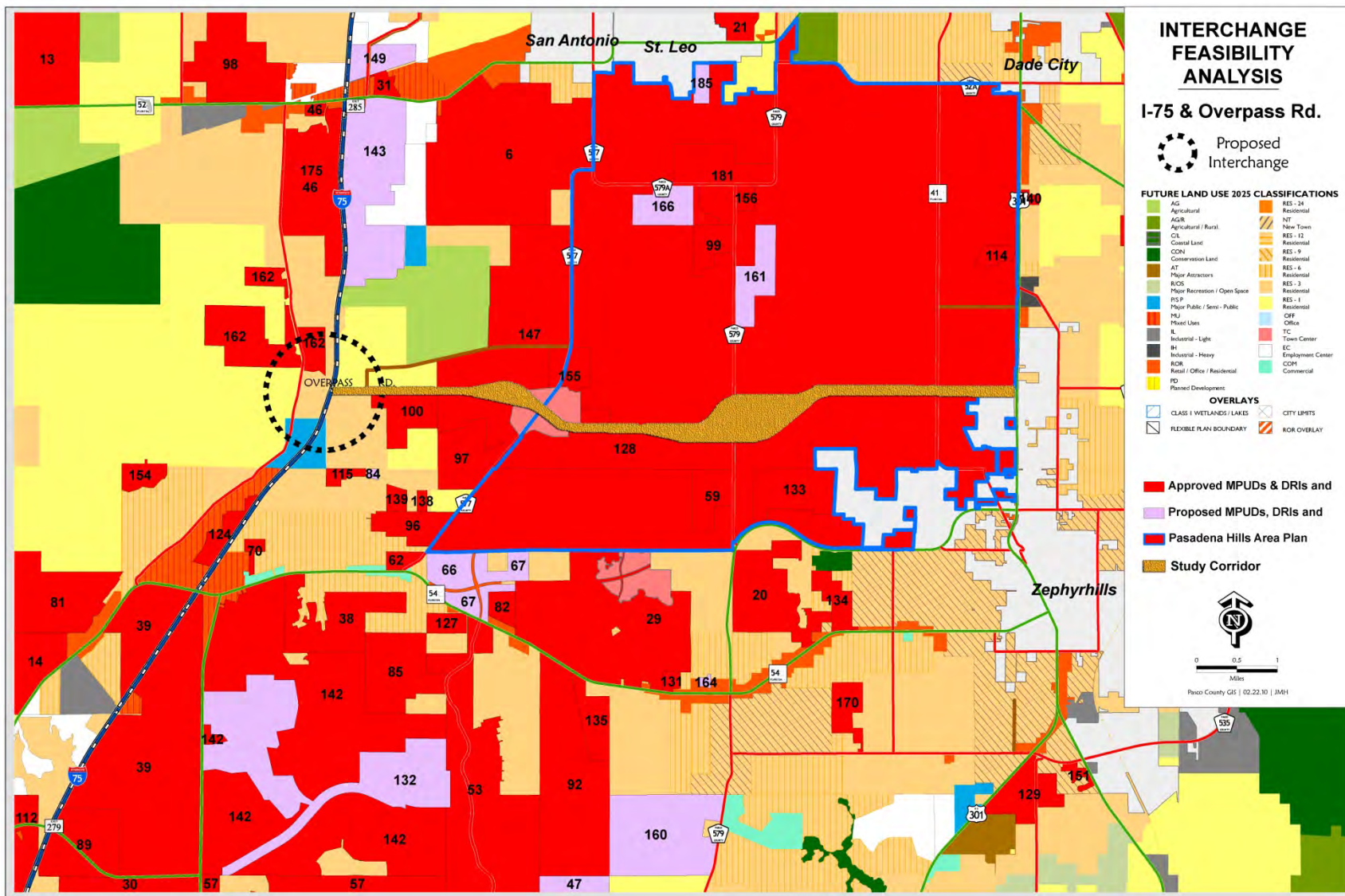
TRANSIT

Public transportation services in Pasco County are provided by the Pasco County Board of County Commissioners through Pasco County Public Transportation (PCPT). The services predominantly consist of fixed-route transit buses and paratransit service operating throughout West Pasco, Dade City, and the City of Zephyrhills. According to the Pasco County Comprehensive Plan, Overpass Road (including the proposed extension) will serve as a future local transit route.

**FIGURE 1
PROJECT LOCATION MAP**



**FIGURE 2
PROPOSED DEVELOPMENTS IN THE STUDY AREA**



ETDM Summary Report

Project #9871 - Overpass Road from Old Pasco Road to US 301

Finalized Programming Screen - Published on 08/12/2008

Generated by Wendy Lasher (on behalf of FDOT District 7)

Printed on: 6/04/2012

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#9871 Overpass Road from Old Pasco Road to US 301			
District	District 7	Phase	Programming Screen
County	Pasco	From	Old Pasco Road
Planning Organization	FDOT District 7	To	US 301
Plan ID		Financial Management No.	
Federal Involvement	Federal Permit Federal Action		
Contact Information	Name: Theresa Farmer Phone: (813) 975-6445 E-mail: theresa.farmer@dot.state.fl.us		
Snapshot Data From: Programming Screen Summary Report Re-published on 08/12/2008 by Wendy Lasher			

Overview

	Evaluation of Direct Effects																				
	Natural							Cultural			Community										
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Legend																					
N/A	N/A / No Involvement																				
0	None (after 12/5/2005)																				
1	Enhanced																				
2	Minimal (after 12/5/2005)																				
3	Moderate																				
4	Substantial																				
5	Dispute Resolution (Programming)																				
ETAT Review Period: 02/13/2008 - 03/29/2008. Re-Published: 08/12/2008																					
Alternative #1	2	N/A	3	3	3	2	N/A	0	3	3	3	4	2	3	2	2	2	1	3	3	4
From Old Pasco Road to US 301																					

Purpose of and Need for

Purpose and Need Statement

EXECUTIVE SUMMARY

The two- to four-lane expansion of Overpass Road from Old Pasco Road to US 301 is identified in the 2025 Pasco County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) as a needs project. The extension of Overpass Road as a two-lane facility from east of Boyette Road to Fort King Highway (slightly west of US 301) is identified in both the 2025 Pasco County MPO LRTP and in the adopted Pasco County Comprehensive Plan as a cost feasible project. While the LRTP and the Comprehensive Plan do not currently identify an interchange at I-75 and Overpass Road as cost feasible, the Comprehensive Plan classifies the I 75/Overpass Road interchange as a future potential high volume intersection (entering traffic volumes exceed 75,000 vehicles).

The I-75/Overpass Road interchange would play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Floridas designated Strategic Intermodal System (SIS) network. The proposed interchange is projected to divert traffic demand from the future over-capacity conditions at the two adjacent I-75/SR 52 and I-75/CR 54 interchanges, which each are currently experiencing increased queuing conditions on the northbound off-ramps onto the I-75 mainline. In addition, the proposed I-75/Overpass Road interchange, as well as the extension and widening of Overpass Road, are anticipated to decrease delay and improve safety conditions on I-75 as well as further improve emergency evacuation and response times within the county as Overpass Road runs parallel to two primary state evacuation routes (SR 52 and CR 54/SR 54). Overall, the construction of a new interchange at I-75, as well as the extension and expansion of Overpass Road, will be critical in accommodating anticipated travel demands and enhancing safety. These infrastructure improvements will work to ensure that mobility is 1) maintained on Floridas Interstate and Intrastate Highway Systems, as well as 2) enhanced between existing and proposed developments along the roadway network in eastern Pasco County.

The cost estimate of Overpass Road Alternative O-3 is \$57,630,748 (From 'Final Overpass Road Route Study', March 2005) and the cost of estimate of I-75/Overpass Road proposed interchange is \$47,117,200 (From 'Interstate 75/Overpass Road Interchange Feasibility Study', October 2006)

TRANSPORTATION PLAN CONSISTENCY

The 2025 Pasco County MPO LRTP identifies the two- to four-lane expansion of Overpass Road from Old Pasco Road to US 301 (including the extension) as a needs project. The extension of Overpass Road as a two-lane facility from east of Boyette Road to Fort King Road is identified in the 2025 Pasco County MPO LRTP as a cost feasible project. The Overpass Road extension is also identified in the Pasco County Comprehensive Plan. While the LRTP and the Comprehensive Plan do not currently identify an interchange at I-75 and Overpass Road as a cost feasible project, the Comprehensive Plan classifies the I-75/Overpass Road interchange as a future potential high volume intersection (entering traffic volumes exceed 75,000 vehicles).

It should be noted that during the next amendment periods, Pasco County plans to include the proposed I-75/Overpass Road interchange project, as well as the widening of Overpass Road from Old Pasco Road to US 301 to a minimum of four lanes, in both the LRTP and Comprehensive Plan. As such, the proposed Overpass Road improvements will be reflected on Pasco Countys adopted future transportation map. Figure 3 (attached) shows the required plan amendments for the project.

EMERGENCY EVACUATION

I-75 is a primary facility of the state evacuation route network established by the Florida Division of Emergency Management. While Overpass Road does not currently serve as part of the state evacuation route network, its role in facilitating traffic during emergency evacuation periods could be significant as the proposed interchange would provide access to I-75. In addition, the interchange, as well as the extension and widening of Overpass Road, would further enhance emergency evacuation capacity; the interchange and improved facility would help relieve congestion on two parallel primary state evacuation routes intersecting I-75 (SR 52 and CR 54/SR 54). Overall, the proposed Overpass Road infrastructure improvements (including the I-75 interchange) would lead to efficient traffic flow, which, in turn, would improve evacuation and response times.

FUTURE POPULATION AND EMPLOYMENT GROWTH

Eastern Pasco County is growing at a rapid pace. As presented on Figure 4 (attached), within close proximity to the project corridor, there are four Developments of Regional Impact (DRIs) and several Master Planned Unit Developments (MPUDs). These developments will result in the construction of over 50,000 residential units, in addition to over 700,000 square feet of retail and office space. It should be noted that Figure 2 was produced on May 8, 2007. As such, the map only portrays the development approved up to that date.

According to data extracted from the traffic analysis zones (TAZs) encompassing the Overpass Road corridor (including the proposed extension) within the Tampa Bay Regional Planning Model (TBRPM), population along the corridor is expected to increase from 11,858 in year 2000 to 57,380 in year 2030. Based on this same data, employment along the corridor is expected to grow from 3,736 in year 2000 to 25,041 in year 2030. It should be noted that the 2030 population and employment figures reflect those adjustments that were incorporated into the TBRPM during the SR 54 Project Development and Environment (PD&E) Study conducted in 2006.

According to the Bureau of Economic Business Research (BEBR), the population of Pasco County is forecasted to increase from 406,898 in year 2005 to 650,997 in year 2030. In conjunction with population growth, employment within the county is projected to grow from 88,300 in year 2005 to 102,100 in year 2015.

TRAFFIC CONDITIONS

Table 1 presents 2006 and projected 2030 Annual Average Daily Traffic (AADT) volumes, as well as 2006 and projected 2030 Levels of Service (LOS),

for facilities surrounding Overpass Road (I-75, SR 52, and SR 54). The existing and projected AADT volumes and LOS are derived from the I-75/Overpass Road Interchange Feasibility Study prepared in September 2006; the traffic projections presented within the Interchange Feasibility Study were developed from the TBRPM. It should be noted that the model was adjusted to account for approved and proposed developments within the area at the time the I-75/Overpass Road Interchange Feasibility Study was conducted. Based on the increase in population and employment figures, traffic projections for 2030 were extrapolated. The LOS presented within the Interchange Feasibility Study were based on the Federal Highway Administrations 2000 Highway Capacity Manual (HCM) and software.

Table 1: 2006 and Projected 2030 AADT Volumes and LOS on I-75, SR 52, and SR 54

I-75 (SR 52 to SR 54)
2006 AADT: 61,400
2030 AADT: 136,900
2006 LOS: D
2030 LOS: F
SR 52 (I-75 to Boyette Rd)
2006 AADT: 15,800
2030 AADT: 63,900
2006 LOS: D
2030 LOS: F
SR 54 (I-75 to Boyette Rd)
2006 AADT: 38,300
2030 AADT: 87,100
2006 LOS: F
2030 LOS: F

Source:
I-75/Overpass Road Interchange Feasibility Study, 2006.

As noted in the previous section, the eastern portion of Pasco County is experiencing dramatic population and employment growth due to an increase in development. The significant increase in growth has resulted in high traffic volumes and deficient LOS at the SR 52 and CR/SR 54 interchanges with I-75, as shown in Table 1. These volumes are projected to increase further over the ~25 year timeframe. Accordingly, the LOS on facilities surrounding Overpass Road are anticipated to degrade to an LOS F if no interchange is added or capacity improvements (including the extension) occur.

Overall, the construction of a new interchange at I-75/Overpass Road, as well as the extension and expansion of Overpass Road, will be critical in accommodating anticipated travel demands and enhancing safety. The interchange proposed at I-75/Overpass Road is projected to divert traffic demand from the future over-capacity conditions at the two adjacent I-75/SR 52 and I 75/CR 54 interchanges, which each are currently experiencing increased queuing conditions on the northbound off-ramps onto the I-75 mainline. In addition, the proposed I-75/Overpass Road interchange, as well as the extension and widening of Overpass Road, are anticipated to decrease delay and improve safety conditions on I-75. Thus, the improvements will work to ensure that mobility is 1) maintained on Floridas Interstate and Intrastate Highway Systems, as well as 2) enhanced between existing and proposed developments along the roadway network in eastern Pasco County.

REGIONAL CONNECTIVITY

The I-75/Overpass Road interchange would play a significant role in terms of enhancing regional connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Floridas designated SIS network. The I-75 corridor also connects major residential and employment centers throughout the state. Due to the fact that Overpass Road runs parallel to two primary state evacuation routes (SR 52 and SR 54), the extension and widening could further enhance traffic flow, as well as emergency evacuation and response times within the county. The proposed Overpass Road improvements will be critical in improving overall safety, emergency access, and traffic circulation within eastern Pasco County as the corridor is ideally positioned between two major east-west state arterials (SR 52 and SR 54) and one major north south interstate (see Figure 1).

RELIEF TO PARALLEL FACILITIES

Based on the I-75/Overpass Road Interchange Feasibility Study conducted in 2006, the proposed interchange and the extension and expansion of the Overpass Road corridor are anticipated to: 1) reduce traffic congestion on the east-west arterials of SR 52 and SR 54 (parallel facilities) by providing an additional connection with I-75, as well as 2) divert traffic demand from the projected over capacity conditions at the adjacent SR 52 and SR 54 interchanges with I-75.

BICYCLE AND PEDESTRIAN FACILITIES

No pedestrian facilities are present along the existing two-lane undivided segment of Overpass Road from Old Pasco Road to east of Boyette Road. Undesignated bicycle lanes, however, are present on both sides along the entire roadway segment. Per policies of the Pasco County Comprehensive Plan, bicycle and pedestrian facilities should be included in the planning and design of all roadway improvement projects involving widening or new construction. As such, according to the Comprehensive Plan, both sidewalks and bicycle facilities will be constructed as part of the Overpass Road extension and widening, especially since this project is located within a transitioning urban area. In addition, both the Comprehensive Plan and the Pasco County MPO LRTP identify a multi-use trail along the Overpass Road corridor.

TRANSIT

Public transportation services in Pasco County are provided by the Pasco County Board of County Commissioners through Pasco County Public Transportation. The services predominantly consist of fixed-route transit buses and paratransit service operating throughout West Pasco, Dade City, and Zephyrhills. According to the Pasco County Comprehensive Plan, Overpass Road, including the extension, will serve as a future local transit route. This transit enhancement is not anticipated to affect traffic along the improved Overpass Road corridor.

Project Description

This roadway capacity improvement project in Pasco County involves the addition of an interchange at the intersection of Overpass Road and I-75; the extension of Overpass Road as a two-lane facility from just east of Boyette Road to US 301; and the widening of both the existing two-lane undivided segment of Overpass Road (from Old Pasco Road to east of Boyette Road) and the new two-lane undivided Overpass Road extension (from east of Boyette Road to US 301) to four lanes. The total project length is approximately 9.0 miles, as shown on Figure 1 (attached). The existing sections and number of lanes are provided on Figure 2 and the proposed future sections are shown on Figure 3 (both attached).

Three alternatives, O-1, O-2, and a no build concept were studied initially. Alternatives O-1 and O-2, were developed to address the long-range planning and safety needs and to minimize the social, environmental, and economic impacts. The build alternatives were developed to address these five criteria, plus comments received from the public and other pertinent factors and were presented at a public workshop on October 28, 2004. Based on the public comments received in opposition to both proposed alternatives at the first public workshop, a new alternative, O-3, was developed to eliminate, as much as possible, impacting the residents south of Fairview Heights Road east of Handcraft Road. Alternative O-3 was presented at the second public workshop on March 3, 2005 along with Alternative O-2, which was preferred to Alternative O-1 at the first workshop.

Alternative O-3 was chosen because:

- It utilizes the existing right-of-way (ROW) to the maximum extent possible (reduces impacts to residents and ROW acquisition costs)
- Satisfies the Long Range Planning objectives of the Comprehensive Plan and Long Range Transportation Plan
- Has the least amount of affected parcels and potential relocations
- Is the least costly of all of the alternatives
- At the public workshop held on March 3, 2005 - most agreed that O-3 would have the least impact on local residents

Summary of Public Comments

9.1.1 FIRST PUBLIC WORKSHOP OVERVIEW

A Public Information Workshop was held on October 28, 2004 from 5:30 p.m. to 7:30 p.m. at the Pasco County Public Library, New River Branch, 34043 S.R. 54, Zephyrhills, Florida. The Public Information Workshop was held to allow interested persons the opportunity to review the concepts and express their comments concerning the proposed alignments and the social, economic, and environmental effects of the proposed improvements.

Invitational letters were mailed to 54 property owners and other interested persons. Property owners affected by any of the proposed alternatives were included on the mailing list. In addition, a display advertisement inviting all interested persons to the workshop was published in the Tampa Tribune-Pasco Edition on October 7 and October 21, 2004.

A total of 63 persons signed the attendance sheets at the Workshop.

At the workshop, alignment concept displays, analysis matrix, and project information were available for public viewing. Pasco County representatives and their consultants were available to answer questions and receive comments. A project handout was provided to all attendees.

From the oral comments received by Pasco County representatives and the consultants present, the general consensus appeared that there was no support for either of the two alternative alignments presented in Segment C, which was east of Handcart Road. This was primarily due to the potential loss of residences that have been built in recent years. Recommendations from the meeting included trying to use Fairview Heights Road from Handcart Road to where it turns south before continuing on the new alignment to the end of project. Other comments included taking most of the right-of-way from the north side of the road in this area.

One land owner to the west of Handcart Road preferred alignment O-2 because it provided better access to his property which he is considering subdividing into a small platted subdivision of approximately 117 homes. Alignment O-1 is too far south into the COMAS Trust property and his only access would be via an existing county maintained road on the north side of the COMAS Trust property. He showed the Pasco County representatives and consultants a development plan map by Heidt and Associates that included an alignment that ran through his property before connecting to Fairview Heights Road at Handcart Road. He also provided a letter of his concerns to the consultant, which was included in the tabulation of written comments below.

Also during the workshop, the landowner of the large parcel along the north side of Fairview Heights Road from Handcart Road to Ft King Road stated that he had spoken with the County Administrator regarding the dedication of property along the north side of Fairview Heights Road. He stated plans to subdivide a portion of his property into one-acre lots.

9.1.2 WRITTEN COMMENTS

A total of 11 written comments were received by mail, facsimile, and e-mail during the 10-day comment period. One letter was received from the attorney representing the Kirkland Ranch property that favored alignment O-2 because it splits the difference between the COMAS Trust property and the Kirkland Ranch property thus providing access to both. The letter stated that with over 1,700 acres of land, the Kirkland Ranch has the flexibility to include access from both Curley Road and the new Overpass Road. Table 9-1 below shows a breakdown of the written responses received.

TABLE 9-1
COMMENTS RECEIVED
FIRST PUBLIC WORKSHOP
Category of Comment Total
Favor 3 (O-2)
Oppose 5 (Both)

Affects Rural Lifestyle 3
R/W Acquisition/Residential Relocation 2
Environmental Concerns 2
Alignment/Access 3
Cost 3
Other 7

9.1.3 SECOND PUBLIC WORKSHOP OVERVIEW

A second Public Information Workshop was held on March 3, 2005 from 5:30 p.m. to 7:30 p.m. at the Pasco County Public Library, New River Branch, 34043 S.R. 54, Zephyrhills, Florida. The Public Information Workshop was held to allow interested persons the opportunity to review the revised concepts and express their comments concerning the proposed alignments and the social, economic, and environmental effects of the proposed improvements.

Invitational letters were mailed to 80 property owners and other interested persons. Property owners affected by any of the proposed alternatives were included on the mailing list. In addition, a display advertisement inviting all interested persons to the workshop was published in the Tampa Tribune-Pasco Edition on February 10 and February 24, 2005.

A total of 63 persons signed the attendance sheets at the Workshop.

At the workshop, alignment concept displays, analysis matrix, and project information for proposed alternatives O-2 and O-3 were available for public viewing. Pasco County representatives and their consultants were available to answer questions and receive comments. A project handout was provided to all attendees.

Based on the oral comments received during the workshop there was positive support for alternative O-3, which closely followed Fairview Heights Road in the segment east of Handcart Road. This alternative eliminated impacts to most of the residences identified on alternatives O-1 and O-2. The residential impacts were a major concern at the first public workshop, which resulted in the development of Alternative O-3. There were still some concerns from residents that would be adjacent to the roadway regarding access and the fact that "their" country road would now be a heavily traveled highway.

9.1.4 WRITTEN COMMENTS

A total of seven written comments were received by mail, facsimile, and e-mail during the 10-day comment period. Two comments, from the same address, favored Alternative O-2 because they would rather have their property acquired for ROW than live adjacent to a "four-lane highway." Four of remaining comments received all favored Alternative O-3 and one did not favor or oppose any of the alternatives but had questions on access and the cost of relocating existing residences and utilities. One was opposed to alternative O-3 because there was a large retention pond located on his property.

Table 9-2 below shows a breakdown of the written responses received.

TABLE 9-2 COMMENTS RECEIVED SECOND PUBLIC WORKSHOP

Category of Comment	Total
Alternative O-2	O-3
Favor	1 4
Oppose	1
Affects Rural Lifestyle	
R/W Acquisition/Residential Relocation	2
Environmental Concerns	
Alignment/Access	1
Cost	1
Other	1

DCA Review of Local Government Comprehensive Plan Consistency

Date: 08/11/2008

Determination: Consistent with Local Government Comp Plan.

Comment: The Department of Community Affairs (DCA) has reviewed the referenced project and, based on current information, this project is addressed within the local governments' comprehensive plan as indicated in the Pasco County 2025 Future Roadway Functional Classification Map (Map 7-24) and the Pasco County 2025 Future Roadway Level of Service Map (Map 7-25). The proposed roadway improvement project is needed in order to provide additional relief to high traffic volumes occurring along State Road 52 and State Road 54 which parallel the project. In addition, though the project, including the proposed interchange at I-75 appears to promote urban sprawl, the project is intended to better service the currently approved development located along the future corridor alignment.

Staff recommends that Pasco County staff, in future comprehensive plan amendments, provide an update to the County's transportation element to include this project in an adopted future number of lanes map.

Additional Consistency Information

- Consistent with Air Quality Conformity.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

No exemptions have been assigned for this project.

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Communities Within 500 Feet

No communities were found within a 500 ft. buffer distance for this project.

Purpose and Need Reviews

Agency	Acknowledgment	Review Date
FL Department of Community Affairs	Understood	03/28/2008
FL Department of Environmental Protection	Understood	03/28/2008
FL Department of State	Understood	03/28/2008
FL Fish and Wildlife Conservation Commission	Understood	03/24/2008
Federal Highway Administration	Accepted	03/27/2008

Comments:

a. The Purpose and Need section correctly notes that the entire project is not currently consistent with the Pasco LRTP and Comprehensive Plan, and that amendments are needed to address the inconsistency. As the project moves forward, please be aware that FHWA cannot sign an environmental document unless the project is consistent with the STIP, TIP and LRTP.

b. The project description does not identify cost estimates or a funding source. These are important considerations, and are particularly needed for the MPO and local government in their decisions on whether to amend the LRTP and Comprehensive Plan to include this project, which may be at the expense of other funding projects.

c. We note the FDOT is aware of the need for an Interchange Justification Report, please continue coordination with FHWA.

National Marine Fisheries Service	Understood	03/19/2008
Natural Resources Conservation Service	Understood	02/14/2008
Southwest Florida Water Management District	Understood	03/28/2008
US Army Corps of Engineers	Understood	03/28/2008
US Coast Guard	Understood	02/20/2008
US Environmental Protection Agency	Understood	03/20/2008
US Fish and Wildlife Service	Understood	03/04/2008

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Federal Transit Administration
- Miccosukee Tribe of Indians of Florida
- National Park Service
- Seminole Tribe of Florida

Alternative #1

Alternative Description

From:	Old Pasco Road	To:	US 301
Type:	New Alignment	Status:	ETAT Review Complete
Total Length:	9.0 mi.	Cost:	
Modes:	Roadway Transit Bicycle Pedestrian	SIS:	Y

Segment Description(s)

Location and Length							
Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
	Overpass Road	Old Pasco Road	US 301	0.347	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.421	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.234	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.718	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.727	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.325	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.395	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.079	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.713	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.817	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.193	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.848	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.883	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.843	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.65	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.836	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.246	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.353	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.265	Digitized		
	Overpass Road	Old Pasco Road	US 301	0.458	Digitized		

Jurisdiction and Class			
Segment No.	Jurisdiction	Urban Service Area	Functional Class
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
	FDOT	Out	
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	FDOT	Out	

Base Conditions				
Segment No.	Year	AADT	Lanes	Config
			2	
			2	
			2	
			2	
			2	
			2	
			2	
			2	
			2	
			2	

Natural				
Air Quality	2	Minimal	US Environmental Protection Agency	03/24/2008
Coastal and Marine	N/A	N/A / No Involvement	Southwest Florida Water Management District	03/28/2008
Coastal and Marine	N/A	N/A / No Involvement	National Marine Fisheries Service	03/19/2008
Contaminated Sites	2	Minimal	FL Department of Environmental Protection	03/28/2008
Contaminated Sites	3	Moderate	Southwest Florida Water Management District	03/28/2008
Contaminated Sites	2	Minimal	Federal Highway Administration	03/27/2008
Contaminated Sites	2	Minimal	US Environmental Protection Agency	03/25/2008
Farmlands	3	Moderate	Natural Resources Conservation Service	02/14/2008
Floodplains	3	Moderate	Southwest Florida Water Management District	03/28/2008
Floodplains	0	None	US Environmental Protection Agency	03/20/2008
Infrastructure	3	Moderate	Southwest Florida Water Management District	03/28/2008
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	03/28/2008
Navigation	N/A	N/A / No Involvement	Southwest Florida Water Management District	03/28/2008
Navigation	N/A	N/A / No Involvement	US Coast Guard	02/20/2008
Special Designations	2	Minimal	Southwest Florida Water Management District	03/28/2008
Special Designations	0	None	Federal Highway Administration	03/27/2008
Special Designations	0	None	US Environmental Protection Agency	03/20/2008
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	03/28/2008
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	03/28/2008
Water Quality and Quantity	3	Moderate	Southwest Florida Water Management District	03/28/2008
Wetlands	3	Moderate	FL Department of Environmental Protection	03/28/2008
Wetlands	3	Moderate	US Environmental Protection Agency	03/28/2008
Wetlands	3	Moderate	US Army Corps of Engineers	03/28/2008
Wetlands	4	Substantial	Southwest Florida Water Management District	03/28/2008
Wetlands	N/A	N/A / No Involvement	National Marine Fisheries Service	03/19/2008
Wetlands	3	Moderate	US Fish and Wildlife Service	03/17/2008
Wildlife and Habitat	4	Substantial	Southwest Florida Water Management District	03/28/2008
Wildlife and Habitat	2	Minimal	Federal Highway Administration	03/27/2008
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	03/24/2008
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	03/17/2008
Cultural				
Historic and Archaeological Sites	2	Minimal	Southwest Florida Water Management District	03/28/2008
Historic and Archaeological Sites	4	Substantial	FL Department of State	03/28/2008
Historic and Archaeological Sites	3	Moderate	Federal Highway Administration	03/27/2008
Historic and Archaeological Sites	4	Substantial	Miccosukee Tribe of Indians of Florida	02/19/2008
Recreation Areas	0	None	FL Department of Environmental Protection	03/28/2008
Recreation Areas	2	Minimal	Southwest Florida Water Management District	03/28/2008
Recreation Areas	0	None	US Environmental Protection Agency	03/20/2008
Section 4(f) Potential	2	Minimal	Southwest Florida Water Management District	03/28/2008
Section 4(f) Potential	3	Moderate	Federal Highway Administration	03/27/2008

Community			
Aesthetics	No reviews recorded.		
Economic	No reviews recorded.		
Land Use	2 Minimal	FL Department of Community Affairs	03/28/2008
Mobility	No reviews recorded.		
Relocation	No reviews recorded.		
Social	2 Minimal	FL Department of Community Affairs	03/28/2008
Social	3 Moderate	US Environmental Protection Agency	03/28/2008
Social	4 Substantial	Federal Highway Administration	03/27/2008
Secondary and Cumulative			
Secondary and Cumulative Effects	3 Moderate	Southwest Florida Water Management District	03/28/2008
Secondary and Cumulative Effects	4 Substantial	FL Department of State	03/28/2008
Secondary and Cumulative Effects	4 Substantial	FL Fish and Wildlife Conservation Commission	03/24/2008

ETAT Reviews and Coordinator Summary: Natural Issues

Coordinator Summary: Air Quality Issue

2 Minimal assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal. The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. As requested by the USEPA, the FDOT recommends that the implementing agency conduct an Air Quality Screening Analysis.

ETAT Reviews: Air Quality Issue: 1 found

2 Minimal assigned 03/24/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect

Comments on Effects to Resources: Pasco County has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, the environmental review of this project should include an air impact analysis which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is recommended that the environmental review also include a hot spot analysis at the point in time and place where congestion is expected to be greatest during the design life of the project.

Additional Comments (optional): As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coordinator Summary: Coastal and Marine Issue

N/A N/A / No Involvement assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of N/A / No Involvement.

The NMFS staff conducted a site inspection of the project area on February 15, 2008 to assess potential concerns to living marine resources. The resources affected are not the ones for which NMFS, is responsible. Therefore, as a result of the site inspection, there are no comments to provide regarding impacts to Coastal and Marine resources.

No comments were received from the Federal Highway Administration (FHWA) and the Florida Department of Environmental Protection (FDEP).

ETAT Reviews: Coastal and Marine Issue: 2 found

N/A N/A / No Involvement assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: No Involvement

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

N/A N/A / No Involvement assigned 03/19/2008 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Identified Resources and Level of Importance: None.

Comments on Effects to Resources: NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 9871. The project would add an interchange at the intersection of I-75 and Overpass Road, construct an extension of Overpass Road from just east of Boyette Road to US 301, and widen the existing sections of Overpass Road in Pasco County, Florida.

NMFS staff conducted a site inspection of the project area on February 15, 2008 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible and therefore, we have no comment to provide regarding the projects impacts.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative: Federal Highway Administration

Coordinator Summary: Contaminated Sites Issue

3 *Moderate* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the Federal Highway Administration (FHWA), the US Environmental Protection Agency (USEPA), and the Florida Department of Environmental Protection (FDEP).

A review of the Geographical Information Systems (GIS) analysis data indicates that within the 100-foot buffer area there are seven drainage basins, one wastewater treatment plant (Pasco County Saddlebrook), one well (Pasco County Saddlebrook), and nearly 30 septic tanks. Within the 200-foot buffer area, there is one petroleum tank located at the Lowes store in Zephyrhills, one limited use drinking water well and two FDEP regulated storage tanks at the Neukom Properties, Inc. Within the 500-foot buffer area there is one additional petroleum tank at the Lowes store in Zephyrhills, one Super Act well, and one USEPA National Pollutant Discharge Elimination System (NPDES).

The SWFWMD also indicated the presence of a sinkhole within one mile of the projects east terminus.

The FDOT recommends that the implementing agency prepare a Contamination Screening Evaluation Report (CSER) to determine whether there would be any contamination and hazardous material issues associated with the project. Risk for contamination in the project area from any source identified will be assessed to determine the need for remediation during construction.

ETAT Reviews: Contaminated Sites Issue: 4 found

2 *Minimal* assigned 03/28/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Identified Resources and Level of Importance: Bayou Lake, the New River and the Hillsborough River are in the vicinity of the corridor.

Comments on Effects to Resources: It appears that there are very few potential contamination sites (including petroleum storage tanks and hazardous waste sites) within the roadway corridor. Contamination Screening Evaluations should outline specific procedures that would be followed by the applicant in the event that drums, wastes, tanks or potentially contaminated soils are encountered during construction.

In the event contamination is detected during construction, the Department and Pasco County should be notified, and the FDOT may need to address the problem through additional assessment and remediation activities. Reference should be made to the most recent FDOT specification entitled "Section 120 Excavation and Embankment -- Subarticle 120-1.2 Unidentified Areas of Contamination of the Standard Specifications for Road and Bridge Construction" in the project's construction contract documents that would require specific actions by the contractor in the event of any hazardous material or suspected contamination issue arises.

Depending on the findings of the Contamination Screening Evaluations and the proximity to known contaminated sites, projects involving "dewatering" should be discouraged or limited, since there is a potential to spread contamination to previously uncontaminated areas or less contaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits / approval from the Southwest Florida Water Management District.

Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C. Petroleum cleanups must be managed in accordance with Chapter 62-770, F.A.C.

Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62-782 and 62-785, F.A.C., were amended on April 17, 2005, to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website: <http://www.dep.state.fl.us/waste/>

Based on our experience, the accurate identification, characterization and cleanup of sites requires experienced consulting personnel and laboratory support, management commitment of the project developers and their representatives, and will likely be very time-consuming. Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

Coordinator Feedback: None

3 *Moderate* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: Within 500 feet of the project alignment, there is over 400 acres of pasture and agricultural crop lands. Field visits conducted on February 16, 2008, revealed that nearly 80% of the agricultural areas adjacent to the proposed alignment are active with cattle and citrus crops.

In addition to agricultural use, the majority of adjacent property owners within the proposed corridor alignment utilize septic tanks. Nearly 30 tanks are reported to occur within 100 feet of the proposed alignment.

Within 200 feet of the alignment, two FDEP regulated storage tanks are located at the Neukom Properties, Inc. (one for vehicular diesel and one for generator pump diesel). Other data analysis reports one petroleum tank within 100 feet of the project corridor at the Lowes store on the southwest corner of Kossik Road and US 301. The Lowes store also houses one emergency generator diesel fuel storage tank within 500 feet of the corridor. No other tanks or gas stations appear to occur within 0.75 miles of the project corridor.

The Pasco County Saddlebrook Wastewater Treatment Plant and Saddlebrook Well site are located within 100 feet of the project corridor at a point northeast of the current Overpass Rd bridge at I-75. The FDOH also reports that Global Unity Care, Inc. also has one limited use drinking water well located within 100 feet of the proposed project corridor. This is permitted (number 51-57-03454). Within 500 feet of the corridor, one additional well site is reported at the Bradford United Church of Christ. Additional domestic supply and irrigation wells are likely to be located within the final alignment, and they will need to be identified prior to construction. No Pasco County Wellhead Protection Zones are located within 500 feet of the project.

The DRASTIC Pollution Vulnerability Index for the Floridan Aquifer within the project area ranges from 104 to 171 on a relative scale and averages 138 (weighted), although this value may be overestimated somewhat (Swancar and Hutchinson 1992), making the Floridan susceptible to pollution from external sources. No DRASTIC indices are reported for the intermediate aquifer as it is discontinuous in the project area (SWFWMD, 2000, Comprehensive Watershed Management Plan Hillsborough River Basin). Recharge in the area is high and ranges from 1 to 10 inches/year.

No sinkholes are reported in the FDEP 2007 Sinkhole database for the area within 100 of the project. Sinkhole #14-608 is reported in S27T25SR21E to be within 1.0 mile of the projects east terminus. There is a natural feature that is a possible sinkhole located adjacent to the project alignment in S36T25SR20E that was observed on Feb 22, 2008.

There are no brownfields, dry cleaners or Superfund Hazardous Waste Sites known to exist within the study area.

Pasco County has facilities located in the vicinity of the proposed Overpass Rd/I-75 interchange.

Comments on Effects to Resources: If contaminated soils are encountered and disturbed during construction, the groundwater pollution potential will pose a risk to both the Floridan aquifer and the surficial aquifer. The project area is not characterized by a large number of contaminated sites. However, if unexpected contamination is encountered during construction, pollution entering the surficial aquifer can potentially degrade surface waters by contribution to seepage flows and runoff. The surficial aquifer also leaks downward to the Floridan Aquifer, depending upon potentiometric surface elevation, and pollution in the surficial has the potential to contaminate lower hydrogeologic units in the Floridan Aquifer. Further, construction-related pollution of the surficial aquifer could adversely affect ground water zones and ponds of significance to ground water supply facilities used for agricultural irrigation and stock watering.

Additional Comments (optional): The degree of effect is considered moderate due to: (1) the vulnerability of the surficial and Floridan aquifers to pollution, (2) actual project design, site conditions and construction details are not known at this time, and (3) the number of known pollution sources is moderate.

It is possible that groundwater pollution is present within sites containing septic tanks. Additionally, agricultural areas and pasturelands have the potential to be contaminated within nutrients and pesticides used in previous years by the industry.

Contaminated soils, if discovered during the recommended soils investigation, should be avoided during construction activities. In addition, stormwater management facilities should be located outside of all potential contamination sites or steps must be taken (such as use of impermeable liners) to isolate stormwater from contaminated soil or groundwater.

The District recommends that an environmental audit be conducted at the appropriate level as the project develops to insure that pollution sources are identified and no contamination reaches surface and ground waters in the area.

Coordinator Feedback: None

2 Minimal assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The GIS analysis indicates 1 petroleum storage tank and 2 hazardous waste sites located within 200 feet of the project.

Comments on Effects to Resources: These should be assessed for their contamination risk, which may require special construction techniques that could increase project costs.

Coordinator Feedback: None

2 Minimal assigned 03/25/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned for the proposed project (ETDM #9871, Overpass Road from Old Pasco Road to US 301).

Comments on Effects to Resources: EPA reviewed the following contaminated sites GIS analysis data for the project at buffer distances of 100 feet through 500 feet: Brownfield Location Boundaries, Geocoded Dry Cleaners, Geocoded Gasoline Stations, Geocoded Petroleum Tanks, Hazardous Waste Sites, National Priority List Sites, Nuclear Site Locations, Solid Waste Facilities, Superfund Hazardous Waste Sites, Tanks - Nov 2007, and Toxic Release Inventory Sites.

The project description states that Eastern Pasco County is growing at a rapid pace. There are four Developments of Regional Impact (DRIs) and several Master Planned Unit Developments (MPUDs) within close proximity to the project corridor. These developments will result in the construction of over 50,000 residential units, in addition to over 700,000 square feet of retail and office space. Significant increases in both employment and population

numbers are expected by year 2030.

The GIS analysis data reports few contaminated site features within the 500-foot buffer distance. Land use throughout the project corridor is primarily rural dominated by agricultural uses. However, with recent and ongoing development in the area, there may be additional features in the area that are not included in current GIS databases.

The following contaminated site features are identified:

Regulated and Unregulated Storage Tanks:

200-foot buffer distance:

NEUKOM PROPERTIES INC [VEHICULAR DIESEL1]

NEUKOM PROPERTIES INC [GENERATOR/PUMP DIESEL1]

500-foot buffer distance:

NEUKOM PROPERTIES INC [VEHICULAR DIESEL1]

NEUKOM PROPERTIES INC [GENERATOR/PUMP DIESEL1]

LOWES #1854 [EMERGENCY GENERATOR DIESEL1]

Hazardous Waste Sites:

PASCO COUNTY UTILITIES - SADDLEBROOK WWTP

PASCO COUNTY UTILITIES - SADDLEBROOK WELL

EPA is assigning a minimal degree of effect to this issue because the identified roadway capacity improvement project should not have a significant impact on contaminated site features. However, EPA recommends that the environmental review (PD&E) phase of the project include a survey of the corridor to confirm the location of any current or past contaminated site features which are or may have been previously located along the corridor and whether any environmental impact would result from construction or operation of the roadway. Note: Depending upon the selected alignment, there may be additional features not listed above.

Coordinator Feedback: None

Coordinator Summary: Farmlands Issue

3 Moderate assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of Moderate.

There are no prime farmlands within the project corridor. As of February 2008, a field review had not been conducted and comments from NRCS were based on photo interpretation. However, according to numbers received from the 2004 Land Use Data, nearly 40% of the land within the 100-foot buffer area is listed as Cropland/Pastureland and Tree Crops. Since this level of land use does exist in the project area and the NRCS has stated they consider any farmland used in the production of row (commodity) crops, citrus, or vegetable crops to have Unique Farmland status in south Florida, there is a potential impact until a ground visual assessment can be made on the tree crop parcels.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Farmlands Issue: 1 found

3 Moderate assigned 02/14/2008 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Identified Resources and Level of Importance: There are no Prime Farmland resources within the project area. However, the USDA-NRCS considers any farmland used in the production of row (commodity) crops, citrus, or vegetable crops to have Unique Farmland status in south Florida. Based on the land use overlay, no Citrus Groves, row crops, or vegetables occur within the Project Area (based on 100', 200', and 500' buffer widths). There are a few questions on this project based on aerial photographic interpretation (2004). Most of the areas that are defined as "tree crops" appear to have the photographic footprint of citrus groves. This is based solely on photo interpretation of the 2004 photography.

Comments on Effects to Resources: If the land use cover type of "tree crops" is citrus that these areas would classify as Unique Farmland and would warrant a Moderate or higher Degree of Effect. If these "tree crops" are pine plantations, then there would be no level of impact on Unique Farmland resources.

Additional Comments (optional): Until actual on-the-ground visual assessment is made on the "tree crop" parcels, a definitive assessment cannot be determined. Until more information is received, we are assigning a Moderate Degree of Effect based on a presumed impact on citrus groves.

CLC Commitments and Recommendations: Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Floodplains Issue

3 Moderate assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the US Environmental Protection Agency (USEPA).

A review of the Geographical Information Systems (GIS) analysis data indicates that Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps encompasses 100% of the acreage within the 500-foot buffer area. The SWFWMD also indicated concerns that there exists potential for portions of the project to be located within flood plains that are not identified on any FEMA flood plain map, including areas that could be within closed basins.

The FDOT acknowledges that an Environmental Resource Permit (ERP) will be required for this project and recommends that the implementing agency utilize data on flows from existing, and soon to be completed, flood studies in preference to generalized data on flows and stages and provide the bridge hydraulic reports in support of the SWFWMD ERP application

No comments were received from the Federal Highway Administration (FHWA) and the Florida Department of Environmental Protection (FDEP).

ETAT Reviews: Floodplains Issue: 2 found

3 *Moderate* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Identified Resources and Level of Importance: The proposed alignment is not directly located within any FEMA identified flood plains. However, According to the 1996 FEMA FIRM maps, there are 507 acres of Flood Hazard Zone A and 4 acres of Flood Hazard Zone AE located between the 500 and 1.0 mile project buffers. This acreage is concentrated approximately 0.25 mile northeast of the existing Overpass Rd bridge over I-75.

The topography for the areas in and around the alignment is such that there could be areas of flood plain that have not been specifically identified by the FEMA flood plain maps. These areas will need to be reviewed for potential floodplain and historic basin storage issues. It will be necessary to determine that the project will not cause adverse flooding or other water quantity impacts to receiving waters and adjacent lands, and will not adversely affect existing surface water storage and conveyance capabilities. An effort to identify such areas and provide the appropriate compensation should be included with the overall stormwater analysis.

Comments on Effects to Resources: Based on published floodplain data, the project and stormwater treatment facilities could be constructed with minimal floodplain impact, particularly if the proposed interchange at I-75 is located so as to avoid the known floodplain area located about 0.25 mile northeast of the current bridge. However, if the two areas that are located at: (1) the unnamed stream at the proposed intersection of the project with Handcart Rd, and; (2) in the northwest and southeast quadrants of the existing Overpass Rd I-75 intersection are designated as Flood Hazard Zones as a result of the Floodplain Mapping updating effort now underway, it will not be possible to avoid floodplain encroachment. In that case, floodplain encroachment may occur with resulting moderate impacts. Such impacts may include the reduction of storage capacity and the alteration of conveyance characteristics in the affected drainage basin. The reduction of discharge capacity in the unnamed stream at the proposed intersection at Handcart Rd could increase flooding upstream on Handcart Rd where a Pasco County bridge carries Handcart Rd over the unnamed stream.

Additional Comments (optional): The degree of effect is considered Moderate due to the following factors: (1) the design details and the actual footprint of the proposed improvements are not known at this time, (2) there is a potential that floodplain encroachment will occur to currently unmapped floodplain areas; and (3) there is potential for cumulative effects, including decrease in historic basin storage combined with decrease in hydraulic capacity of existing drainage features.

The degree of effect may be reduced by: (1) avoiding encroachment in known floodplain areas, (2) constructing stormwater treatment ponds outside floodplain areas, (3) minimizing the at grade project segments and cross sections in floodplain areas, and (4) providing compensation for lost floodplain storage.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, the FDOT may want to consider applying for an Incidental Site Activities Permit (40D-40.302(6)(a), F.A.C.); particularly if the project is a design-build or fast-tracked project.

No net encroachment will be allowed into the flood plain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, water quality or adjacent lands. The District considers both floodplain and historic basin storage displacement in terms of the volume of displacement above and below the seasonal high water elevation between ground surface up to the 100-year flood elevation. Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

There is a potential for portions of the project to be located within flood plains that are not identified on any FEMA flood plain map, including areas that could be within closed basins. The SWFWMD recommends that the FDOT quantify and verify flood plain and floodway impacts resulting from the project based on the best available existing or special basin hydrologic studies as needed. The FDOT typically completes a bridge hydraulics report for major bridge-culverts and bridges as a standard design task. The District recommends that the FDOT utilize data on flows from existing, and soon to be completed, flood studies in preference to generalized data on flows and stages and provide the bridge hydraulic reports in support of the SWFWMD ERP application. In addition, an analysis will be needed at each structure to demonstrate no adverse impact to the FEMA floodplain.

Coordinator Feedback: None

0 *None* assigned 03/20/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration

Coordinator Summary: Infrastructure Issue

2 *Minimal* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicated that the Pasco County Saddlebrook well site is located within the 100-foot buffer area. Additionally, the SWFWMD reports that they have three monitoring well sites within the project area that could potentially be impacted by the project.

The FDOT recommends that the implementing agency coordinate with the Hydrologic Data Section at the SWFWMD office and to take measures to minimize impacts to these facilities in the project area.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Infrastructure Issue: 1 found

3 Moderate assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Identified Resources and Level of Importance: The Pasco County Utilities Saddlebrook Well site is located within 100 of the project to the northeast of the existing Overpass Rd bridge over I-75.

The District monitoring well sites listed below could be impacted by this project. Additional information can be obtained from the District's Hydrologic Data Section in Brooksville.

Site ID #	Site Name	Site Type	Activity	Status
18847	Hackney	FLDN	Ground Water	Active
18845	Zinger	FLDN	Ground Water	Active
18849	Kretschmar	FLDN	Ground Water	Active

Comments on Effects to Resources: The project has the potential to eliminate all or some of the Districts monitoring equipment or impair the information value of the sites, resulting in the termination of an established data collection point for the Districts Hydrologic Data Program. Such loss could adversely affect the volume and quality of data for the Districts resource regulation effort.

The project has the potential to disrupt the operations of County pumping and transmission facilities having WUPs.

Additional Comments (optional): The degree of effect is considered Moderate, because: (1) it is expected that FDOT will perform all necessary coordination with the District and Pasco County and will avoid impact to the facilities described above, and (2) no information is available at this time on the final alignment or design of the project.

The District requests that the FDOT provide specific information as to the location of all project facilities and to contact District staff in the Ecologic Evaluation Section or Hydrologic Data Section to make a final determination of whether any data collection point will be disturbed or eliminated to accommodate the project. If monitoring equipment must be removed or re-located, the expense will be borne by the FDOT, and the work will be done with close coordination with the District.

Project activities and facilities should not interfere with authorized public supply water withdrawal and transmission facilities.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Coordinator Summary: Navigation Issue

N/A N/A / No Involvement assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the US Coast Guard (USCG), the US Army Corps of Engineers (USACE), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of N/A / No Involvement.

There does not appear to be any navigable waters within the project area. There will be no USCG involvement with this proposed project.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Navigation Issue: 3 found

N/A N/A / No Involvement assigned 03/28/2008 by John Fellows, US Army Corps of Engineers

Coordination Document: No Involvement

Identified Resources and Level of Importance: There do not appear to be any navigable waters within the project area

Comments on Effects to Resources: No navigable waters, no effects

Coordinator Feedback: None

N/A N/A / No Involvement assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: No Involvement

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

N/A N/A / No Involvement assigned 02/20/2008 by Randy Overton, US Coast Guard

Coordination Document: No Involvement

Identified Resources and Level of Importance: No Coast Guard involvement.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

Coordinator Summary: Special Designations Issue

0 None assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Federal Highway Administration (FHWA) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of None. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD).

A review of the Geographic Information Systems (GIS) analysis data indicated that there are no areas within the 5,280-foot buffer area that are specially designated.

No comments were received from the Florida Department of Environmental Protection (FDEP).

ETAT Reviews: Special Designations Issue: 3 found

2 Minimal assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Identified Resources and Level of Importance: There are no special waterway designations within one mile of the project area. The project area contributes regional flow to tributaries of the Hillsborough River, which is designated as a Special Outstanding Florida Water from Fletcher Ave upstream to the Withlacoochee River/Hillsborough River Overflow. Cypress Creek, which is downstream of the project area, is also designated as an OFW.

Comments on Effects to Resources: The project has the potential to contribute to water quality degradation in waters designated as Special Outstanding Florida Waters as a result of untreated or under-treated stormwater runoff, sedimentation during construction, and increased pollutant loads from additional areas of pavement.

Additional Comments (optional): The degree of effect is considered to be Minimal due to the travel distance from the project to OFW-designated water bodies. The travel distance is expected to allow increased pollutant loads to be neutralized before reaching sensitive OFWs. Further, it is expected that the project will comply with all stormwater treatment and construction site water resources protection measures as specified in Chapter 40D-4, F.A.C., which will reduce or eliminate the projects pollution potential.

Coordinator Feedback: None

0 None assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The GIS analysis identifies no areas near the proposed project that are specially designated.

Comments on Effects to Resources: none

Coordinator Feedback: None

0 None assigned 03/20/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services

Coordinator Summary: Water Quality and Quantity Issue

3 Moderate assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the US Environmental Protection Agency (USEPA).

A review of the Geographic Information Systems (GIS) analysis data indicated that the entire project is located in the Hillsborough River Basin. The SWFWMD indicated that the project is contained within the Cypress Creek, New River and Southside Branch sub-basins and occupies or traverses seven drainage basins. Surface waters within the entire project are designated as Class III waters for its potable water supply. According to the SWFWMD, 40 Environmental Resource Permits (ERPs) and Water Use Permits (WUP) have been issued within vicinity of the project.

The GIS analysis data also indicated that 100% of the acreage within the 500-foot buffer area is contained by the Principal Aquifers of the State of Florida. Additionally, Recharge Areas of the Floridian Aquifer Discharge/1 to 10 encompasses 100% of the acreage within the 500-foot buffer. Watershed Conditions 305(b) Good has 142.04 acres (58.23%) and unknown has 101.87 acres (41.77%) within the 100-foot buffer area, Good has 284.77 acres (59.88%) and unknown has 190.79 acres (40.12%) within the 200-foot buffer area, and Good has 717.07 acres (61.91%) and unknown has 441.18 acres (38.09%) within the 500-foot buffer area.

Improved structural stormwater treatment facilities and Best Management Practices (BMPs) will be needed for future pollution reductions. In accordance with Chapters 3 and 5 of the Environmental Resource Permit (ERP) Basis of Review, the FDOT recommends that the implementing agency take measures to protect and treat in-stream water quality of stormwater discharge.

The FDOT recommends that the implementing agency take measures to not adversely affect State water quality standards when the project is implemented. To offset wetland impacts, the FDOT recommends that the implementing agency acquire an Environmental Resource Permit (ERP) that will be suitable to the type of project proposed.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Water Quality and Quantity Issue: 3 found

Coordination Document: Permit Required

Identified Resources and Level of Importance: The recreational, ecological, and commercial impacts of the Hillsborough River on West Central Florida make it a regionally significant environmental resource. Although the water quality of the river is generally good, the effects of development, stormwater runoff, recreational overuse, and industrial discharge or accidents are the greatest threats to its quality. Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Natural resource impacts within and adjacent to the proposed roadway right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area flood zones and creeks, as a result of increased impervious surface within the watershed. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands, floodplains, and waterbodies.

Comments on Effects to Resources: Every effort should be made to maximize the treatment of stormwater runoff from the proposed project, as area stormwater for portions of the project ultimately discharges to the Hillsborough River, designated Outstanding Florida Waters. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Coordinator Feedback: None

Coordination Document: No Selection

Identified Resources and Level of Importance: Resources: Water quality, surface water, groundwater

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue.

Comments on Effects to Resources: The project area encompasses several drainage basins within the Hillsborough River watershed. Drainage basins include Bayou Branch, Non-contributing Area, unnamed slough, Bayou Lake Outlet, New River, Southside Branch, and Drain.

The PD&E study should include a review of water quality standards within the Hillsborough River watershed, potential sources of water quality impairment, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the PD&E phase of the project. Potential impacts to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Every effort should be made to maximize the treatment of stormwater runoff from the proposed project.

Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality - surface water, groundwater) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

Coordinator Feedback: None

Coordination Document: Permit Required

Identified Resources and Level of Importance: The entire project is located in the Hillsborough River Basin. Specifically the project is contained within the Cypress Creek, New River and Southside Branch sub-basins. From east to west, the project occupies and/or traverses the following drainage basins: a non-contributing area (WBID 1424), Southside Branch (WBID 1446), New River (WBID 1442), Bayou Lake Outlet (WBID 1438), Bayou Branch (WBID1418), Drain (WBID 1447), and unnamed Slough (WBID 1428).

There are three significant cross drainage facilities that may be affected by the project, including:

- (1) Along the proposed alignment on Fairview Heights Rd east of Handcart Rd in S31T25SR21E, where flow across the roadway is southward by means of two elliptical culverts of approximately 4 in longest dimension; on the downstream site, both culverts are blocked by chain link fence gates. On the 22FEB08 field visit, swift flow was observed from a forested wetland upstream of the roadway to a narrow, well-incised stream channel downstream;
- (2) The Pasco County bridge carrying Handcart Rd over an unnamed stream in S31T25SR21E, where flow in the narrow, well-incised channel is from east to west under Handcart Rd., then it continues southwestward to the Bayou Lake Outlet drainage basin; and
- (3) The crossing by I-75 of a large forested wetland area within the proposed footprint of the new Overpass Rd/I-75 interchange.

Lakes within 1.0 mile of the proposed alignment are King Lake (263 acres), Dick Lake (12 acres), and Bayou Lake (37 acres). Under its Minimum Flows and Levels Program (40D-8, F.A.C.), the District is scheduled to adopt Minimum Levels for King Lake located 1.0 mile north of the proposed alignment in the Bayou Branch drainage basin. The proposed Minimum Lake Level for King Lake is 70.8 feet above NGVD and the proposed High Minimum Lake Level for King Lake is 72.4 feet above NGVD (SWFWMD, November, 2007).

Surface waters within the entire project are designated Class III.

Section 303(d) of the Clean Water Act (CWA) directs states to identify those waters within their jurisdictions that are unable to meet certain water quality assessment criteria and are, therefore, considered impaired. Once the waters on the 303(d) List of Impaired Waters are verified for impairment, Total Maximum Daily Loads (TMDLs) will be developed for each pollutant of concern in each water body on the 303(d) List. The pollution load reductions associated with meeting a TMDL will affect permit holders in the watershed and will require a combination of more stringent permitted effluent limits and source controls, including specific Best Management Practices (BMPs) with high removal efficiencies for pollutants of concern.

Each TMDL specifies the load of pollutants that each waterbody can receive while meeting water quality standards for the designated use and a strategy consisting of reductions to achieve this amount. The reductions associated with meeting a TMDL will affect permit holders in the watershed and will require a combination of more stringent permitted effluent limits and more stringent nonpoint source controls, such as specific BMPs with high

removal efficiencies for pollutants of concern. The project is located within the FDEP Group 5 Basin for TMDL assessment purposes.

The following TMDL activity is relevant to drainage basins in the project area:

New River (WBID 1442) This basin was included in the FDEP 1998 303(b) List of Impaired Waters for dissolved oxygen (DO) and coliform bacteria, nutrients, turbidity and total suspended solids (TSS). It is included on the FDEP Verified List (5/27/04) for fecal and total coliform bacteria, and a Final TMDL has been published for total and fecal coliform bacteria (September 2004) that calls for reductions in fecal coliform and total coliform of 35.3% and 43.6%, respectively. The basin is included on the FDEP Delist List (5/27/04) for nutrients, TSS, and turbidity.

Water quality data are available from the District for King Lake and for Cypress Creek, New River, and the Hillsborough River from FDEP. Hydrologic data are available from USGS for Cypress Creek and the Hillsborough River downstream of the project area.

The hydrogeologic flow system of the Hillsborough River watershed is comprised of five principal hydrogeologic units: 1) the surficial aquifer; 2) semi-confining beds and the intermediate aquifer; 3) the Upper Floridan aquifer; 4) the middle confining unit; and 5) the Lower Floridan aquifer although all units are not present in the Overpass Rd project area. The surficial aquifer consists of unconsolidated sands and sandy clays which generally range in thickness from 20 feet to 50 feet (Wolansky and Thompson 1987). The semi-confining beds and intermediate aquifer separate the surficial aquifer from the underlying Upper Floridan aquifer. The semi-confining unit is composed of silt, sandy clay, and clay that somewhat retards the movement of water (SWFWMD 1996). The intermediate aquifer consists of limestone and dolomite beds which are locally discontinuous or absent in the project area. The Floridan aquifer is the primary artesian aquifer throughout the project area and all of Florida. It consists of two transmissive zones, the Upper Floridan aquifer and the Lower Floridan aquifer, which are separated by a middle confining unit. The Floridan aquifer consists of the limestone and dolomite beds which have an average thickness of approximately 1100 feet in the Hillsborough Valley area (Wolansky and Thompson 1987). The DRASTIC Pollution Vulnerability Index for the Floridan Aquifer within the project area ranges from 104 to 171 on a relative scale and averages 138 (weighted), although this value may be overestimated somewhat (Swancar and Hutchinson, 1992), making the Floridan susceptible to pollution from external sources. No DRASTIC indices are reported for the intermediate aquifer as it is discontinuous in the project area (SWFWMD, 2000, Comprehensive Watershed Management Plan Hillsborough River Basin). Recharge in the area is high and ranges from 1 to 10 inches/year.

No sinkholes are reported in the FDEP 2007 Sinkhole database for the area within 100 of the project. Within 1.0 mile of the projects east terminus, sinkhole #14-608 is reported in S27T25SR21E. There is a natural feature that is a possible sinkhole located adjacent to the project alignment in S36T25SR20E that was observed on Feb 22, 2008.

No Pasco County Wellhead Protection Zones are located within 500 feet of the project.

No springs are reported within 500 feet of the proposed alignment.

Comments on Effects to Resources: The project has the potential to produce direct adverse impacts on small, unnamed streams that may include the following: alteration of channel cross sections, disruption of flows, increased runoff volumes, decreased runoff quality, sedimentation, bank erosion, and increased flooding potential.

The project may require modification of the existing bridge crossing of the unnamed stream that passes under Handcart Rd.

As a result of untreated or under treated stormwater runoff, sedimentation during construction, and increased pollutant loads from additional areas of pavement, the project has the potential to contribute to water quality degradation in waters designated as Special Outstanding Florida Waters (Hillsborough River, Cypress Creek) and to impair further the water quality of New River which has a Final TMDL specifying reductions in the loads of both total and fecal coliform bacteria.

Due to the high recharge characteristic of the Floridan Aquifer, contamination of the Florida Aquifer is possible as a result of untreated or under treated stormwater runoff, sedimentation during construction, and increased pollutant loads from additional areas of pavement.

The project has the potential to necessitate the modification of the WUP associated with the Countys Saddlebrook Pumping facility.

Additional Comments (optional): The degree of effect is considered Moderate based on the remaining issues related to the project: (1) there is no information as to the selection of the final alignment and the design of the project, (2) potential for untreated stormwater runoff to contaminate the Floridan Aquifer by direct discharge to aquifer, particularly in the eastern portion of the project; and (3) potential to disrupt the operations of pumping, storage, and transmission capabilities of facilities having WUPs.

The travel distance from the project to OFW-designated water bodies could allow increased pollutant loads to be neutralized before reaching sensitive OFWs. It also is expected that the project will comply with all stormwater treatment and construction site water resources protection measures as specified in Chap. 40D-4 F.A.C., which will reduce or eliminate the projects pollution potential.

Further, it is expected that the project will comply with pollutant load reduction requirements of the FDEP Final TMDL for New River that addressed total and fecal coliform bacteria. New River (WBID 1442) basin is included on the FDEP Verified List (5/27/04) for fecal and total coliform bacteria, and a Final TMDL has been published for total and fecal coliform bacteria (September 2004) that calls for reductions in fecal coliform and total coliform of 35.3% and 43.6%, respectively. In support of the state TMDL program objectives, the District will encourage the FDOT to use enhanced WQ treatment BMPs for project discharges to and activities occurring in New River (WBID 1442) basin state waters that have been verified as being "impaired." Impaired surface waters are those that have one or more parameters that exceed state water quality standards and further comply with Chapter 62-303, F.A.C. Enhanced WQ treatment measures, appropriate to the impairment, should be undertaken by the road development to reduce pollution hazards to state waters and be consistent with the intent of section 62-302.700, F.A.C., (FDEP OFW rule), the requirements of District rule 40D-4.301(1)(e), F.A.C., and in keeping with TMDL regulations and objectives. Water quality data from SWFWMD and FDEP should be reviewed during the design phase of the project, and evaluation of the water quality dataset for the streams in the project area will be useful in determining the pre-development conditions of the water quality.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, requiring an individual ERP permit, the FDOT may want to consider applying for an Incidental Site Activities Permit [F.A.C., 40D-40.302 (6)(a)]; particularly if the project is a design-build or fast-tracked project.

The following Environmental Resource Permits (ERPs) and Water Use Permits (WUPs) have been issued within vicinity of the proposed project. These permits are associated with existing and proposed land use activities.

ERP NO. Permittee Name Project Name

28079.000 PASCO CO FACILITIES MGMT DEPT WESLEY CHAPEL DISTRICT PARK
10271.002 DELORAS JOHNSON SWAN LAKE MINE
26736.000 LENNAR HOMES INC EPPERSON PROPERTY
20542.007 PALM COVE DEVELOPMENT PALM COVE PH 2B
20542.008 WATERS EDGE CHURCH INC WATERS EDGE CHURCH - PHASE 1
6666.002 CKB DEVELOPMENT WATERGRASS FKA COMAS TRUST PROPERTY
6666.005 CKB DEVELOPMENT WATERGRASS - PARCELS B1 B2 B3 B4
6666.012 CKB DEVELOPMENT WATERGRASS TOWN CENTER N&S PARCELS
23797.001 PASCO CO BOCC PASCO CO - CURLEY RD/CR 577
27996.000 HAYDON-RUBIN DEVELOPMENT T AND G GROVES
19730.001 PASCO CO BOCC HANDCART RD, CR 54 TO CR 579A
20152.000 NEUKOM PROPERTIES ARROWHEAD SUBDIVISION
14124.010 GRAND HORIZONS, INC GRAND HORIZONS-PHASE III
14124.011 GRAND HORIZONS, INC GRAND HORIZONS-PHS 4
25468.001 RT TAMPA FRANCHISE LTD LOWES-ZEPHYRHILLS-RUBY TUESDAY
25484.000 PASCO CO BOCC OLD PASCO RD-OVERPASS RD/SR 52
31895.000 PASCO CO ENGINEERING BOYETTE RD WIDENING
20542.005 PULTE HOME CORP PALM COVE - PH 1B
6666.008 CKB DEVELOPMENT WATERGRASS B1-4
23797.003 PASCO CO ENGINEERING SVS CURLEY RD FRM SR 54 N OF WELLS RD
27996.002 CENTEX HOMES ASHLEY GROVES - PARCEL B
6666.006 CKB DEVELOPMENT WATERGRASS - PARCELS C1-C2
6666.007 CKB DEVELOPMENT WATERGRASS PARCELS B5 B6
6666.010 CKB DEVELOPMENT WATERGRASS COMMUNITY PARK
6666.011 CKB DEVELOPMENT WATERGRASS - PARCELS C1-C2
6666.013 CKB DEVELOPMENT WATERGRASS PARCELS B5 B6
28650.001 NEUOAK LLC HANDCART HERITAGE ESTATES
24706.000 PASCO CO BOCC OTIS ALLEN RD - PHS 1
8065.000 BRADFORD UNITED CHURCH OF CHRIST BRADFORD UNITED CHURCH OF CHRIST
23252.000 CITY OF ZEPHYRHILLS GREENSLOPE DR
32080.000 ZEPHYR COMMONS LLC ZEPHYR COMMONS

WUP NO. Permittee Name

2672.002 WILDCAT GROVES I
4233.003 HAROLD L KENT
25.006 PASCO CO UTILITIES
1821.003 PASCO CO FACILITIES MGMT DEPT
2644.004 EPCO RANCH, INC.
5973.004 NEUKOM PROPERTIES INC
2553.004 OWEN E GALL
9466.002 REUBEN E KENNEDY
2380.003 GORES DAIRY SUPPLY INC

Any existing wells within the project area should be located and identified prior to beginning construction. They must be properly plugged and abandoned as per Chapter 62-532, F.A.C., by licensed water well contractor who will acquire the appropriate well abandonment/construction permits.

An approved Construction Surface Water Management Plan (BOR, Section 2.8), or Stormwater Pollution Prevention Plan (SWPPP), must be prepared for this project. Best management practices shall be implemented to control erosion and shoaling during and after construction. The FDOT's contractor will be responsible for controlling turbidity from project area. Off-site discharge of water is limited to those amounts that will not cause off-site impacts, and equipment shall be operated and maintained to eliminate the discharge of oils, greases, fuels and lubricants to wetlands or other surface waters (BOR 3.2.4.1 and 4.2).

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the SWFWMD's Environmental Resource Permit (ERP) Basis of Review (BOR). Water quantity concerns that must be addressed in accordance with the SWFWMD ERP Basis of Review include the following typical issues:

- a) Pre- and post-development peak discharge rate match for each sub-basin along the project corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and use of appropriate tailwater information will also be necessary.
- b) Making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.
- c) In addition for closed basins (internally drained or land-locked), the post-development volume of runoff from the project area must not exceed the pre-development volume of each specific, existing basin. This project appears to be located within basins that may be open, closed or semi-closed (i.e., closed for some storm events and open for others).
- d) Post-development peak discharge rates must not exceed pre-development rates at each of the existing stormwater discharge points from the roadway right-of-way for the storm event(s) required in the BOR. Hydrologic and hydraulic computations should be based on historic and local existing conditions, except for conditions caused by illegal activities and the effects of water withdrawals by pumping (B.O.R. Sections 1.7 and 4.6.2). Tailwater conditions should be thoroughly researched and based on the most current and defensible data determined by standard engineering methods. Off-site

drainage areas and systems shall be conveyed to downstream areas without adversely affecting the stages, flow characteristics, or water quality.

e) Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

The Environmental Resource Permit Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under- estimated include: seasonal high water, seasonal high groundwater table, historic basin storage, floodplain storage, floodway hydraulic capacity, peak discharge rates and timing, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values. It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

This project traverses an area that has considerable pumping of high quality groundwater from nearby wells. The eastern terminus of this project is only a few miles northwest of Crystal Springs, a principle headwater source of the scenic Hillsborough River and a major water supply for the City of Tampa. Further, there is a significant potential for contamination of the Floridan Aquifer. It is recommended that FDOT perform a specific geotechnical and pond siting investigation for the project to determine whether sinkholes and other sub-surface connection areas, that receive stormwater runoff from the project area prior to treatment, will have the potential to contribute contamination to the groundwater. This investigation should present recommendations to reasonably assure protection of surface and ground waters, to further improve the design of the surface water management system, protect nearby wetlands from incidental effects of over drainage and reduce pond failures caused by sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of stormwater pond construction/operation, the District may require additional stormwater quality treatment for the project surface water management systems.

The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, will need to be submitted with the ERP application. Since the FDOT and Pasco County have powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C. Since this project will require the acquisition of new right-of-way areas, any permit that is issued may include special conditions prohibiting construction until evidence of ownership and control is provided.

Data from several SWFWMD/Pasco County cooperative projects may be useful in the design stage of the project. The FDOT is encouraged to contact the SWFWMD project managers as listed below for further information. All project managers can be reached at the District Brooksville office at 352-796-7211.

1. Project K938 Pasco County Watershed Management Plan for Cypress Creek/SouthLakes; The District PM is Mr. Dave Arnold.
2. Project L271 Pasco County Watershed Management Plan for East Pasco Watersheds; the District PM is Mr. Richard Mayer.
3. Project L653 Pasco County Implementation of BMPs for East Pasco Watersheds; the District PM is Mr. Richard Mayer.
4. Project L729 Pasco County Overpass Road Reclaimed Water Transmission Main; the District PM is Mr. Carl Wright.
5. Project M118 FEMA Map Modernization Management Support; the District PM is Ms Dawn Turner.

The District has assigned a pre-application file (PA# 7285) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the Districts Brooksville Service Office. Please refer to the pre-application file when contacting District regulatory staff regarding this project.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration

Coordinator Summary: Wetlands Issue

3 Moderate assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), the US Army Corps of Engineers (USACE), and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the National Marine Fisheries Service (NMFS) and the Southwest Florida Water Management District (SWFWMD).

A review of the Geographic Information Systems (GIS) analysis data indicated that the National Wetlands Inventory (NWI) reports there are 18.81 acres of palustrine wetlands within the 100-foot buffer area, 36.37 acres within the 200-foot buffer area, and 99.26 acres within the 500-foot buffer area.

The Florida Fish and Wildlife Conservation Commission (FFWCC) reports Priority Wetlands Habitat 15.51 acres (6.36 %) that support 1-3 focal species in upland areas and 3.20 acres (1.31%) that support 4-6 focal species in wetland areas within the 100-foot buffer area. There are 24.88 acres (5.23%) that support 1-3 focal species in upland areas and 4.90 acres (1.03%) that support 4-6 focal species in wetland areas within the 200-foot buffer area. There are 36.63 acres (3.16%) that support 1-3 focal species in upland areas and 17.39 acres (1.5%) that support 4-6 focal species in wetland areas within the 500-foot buffer area. There are 668.50 acres (4.83%) that support 1-3 focal species in upland areas, 279.32 acres (2.02%) that support 4-6 focal species in wetland areas, and 54.26 acres (0.39%) that support 7-9 focal species in wetlands areas within the 5,280-foot buffer area. These wetlands consist of freshwater marshes, stream and lake swamps (bottomland), wet prairies, and emergent aquatic vegetation. There are numerous listed species in the project area that are discussed under the Wildlife and Habitat Degree of Effect.

The FDOT recommends that the implementing agency consider the recommendation from the SWFWMD, the USEPA and the USFWS to delineate and analyze wetlands prior to permitting and to avoid and minimize wetlands to the greatest extent possible. Where impacts to wetlands and surface waters associated with the project are unavoidable, the FDOT recommends that the implementing agency coordinate with the appropriate agencies to provide adequate and appropriate wetland mitigation. The FDOT recommends that the implementing agency conduct a Uniform Mitigation Assessment Method (UMAM) analysis and consider preparing a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA). These reports could then be coordinated with the USFWS and the FFWCC.

No comments were received from the Federal Highway Administration (FHWA).

ETAT Reviews: Wetlands Issue: 6 found

3 Moderate assigned 03/28/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Identified Resources and Level of Importance: The proposed project traverses floodplains and wetlands associated with Bayou Lake. The wetlands of the lake are drained by the New River to the south and ultimately flow to the Hillsborough River, which is designated Outstanding Florida Waters. The EST indicates that there are 99.26 acres of palustrine wetlands within the 500-foot buffer zone of the project (8.57%).

Comments on Effects to Resources: An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback: None

3 *Moderate* assigned 03/28/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project area.

Comments on Effects to Resources: A review of GIS analysis data (National Wetlands Inventory) in the EST for wetlands indicates that there are palustrine wetlands present along the proposed project corridor within the 100, 200, and 500 foot buffer distances. There are approximately 20 acres of palustrine wetlands within the 100 foot buffer distance; 40 acres within the 200 foot buffer distance; and 100 acres within the 500 foot buffer distance of the proposed roadway project. Depending upon the final alignment, there may be additional wetlands that could be impacted by the project.

The total length for the proposed project is approximately 9 miles. According to the project description, the capacity improvement project includes the addition of an interchange at the intersection of Overpass Road and I-75; the extension of Overpass Road as a two-lane facility from just east of Boyette Road to US 301; and the widening of both the existing two-lane undivided segment of Overpass Road (from Old Pasco Road to east of Boyette Road) and the new two-lane undivided Overpass road extension (from east of Boyette Road to US 301) to four lanes. This project may likely affect additional wetlands acreage outside the 500-foot buffer distance, depending upon final alignment. There is potential for adverse impacts to wetlands and their functions along the proposed corridor. The degree of direct wetlands impacts associated with the project will be dependent upon the selected alignment and how much right-of-way will be needed in addition to stormwater treatment ponds and/or areas. There is also the potential to have indirect and cumulative impacts on wetlands as a result of the roadway project and ongoing and future development in this fast-growing section of Pasco County. Potential impacts include, but are not limited to, loss of wetlands function, loss of wildlife habitat, degradation of water quality in wetlands, and reduction in flood storage and capacity. Another issue of concern is increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the roadway project and other point and nonpoint sources.

The PD&E study should focus on identifying wetlands areas to be potentially impacted by the entire project. The PD&E study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. It is recommended that wetlands be avoided along the project corridor and that impact to wetlands be strongly considered when determining roadway alignment alternatives.

Indirect and cumulative effects on wetlands should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (wetlands) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

Coordinator Feedback: None

3 *Moderate* assigned 03/28/2008 by John Fellows, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Identified Resources and Level of Importance: The GIS analyses for NWI and Wetlands 2004 revealed a small to moderate amount of palustrine/freshwater marsh & swamp wetlands within the 100', 200', and 500' buffers.

Comments on Effects to Resources: Based on the GIS analyses and the EST maps, the project could impact a moderate-sized area of wetlands. FDOT should design the project to avoid and minimize wetlands to the greatest extent practicable. A permit application should also include a discussion of how alternative alignments with less wetland impact were considered and why they were not practicable.

Additional Comments (optional): These comments are the Corps' informal pre-application review and may change if additional information is received. Corps staff is available to discuss the project and provide further review.

Coordinator Feedback: None

4 *Substantial* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Identified Resources and Level of Importance: According to the 2004 SWFWMD database in the EST, within the 100-foot buffer corridor, impacts to wetlands involve numerous individual jurisdictional wetland systems composed of six wetland habitat types (FLUCFCS 615, 620, 621, 630, 641, and 642) and totaling 16.5 acres, of which 10.3 acres are forested and 6.2 acres are herbaceous systems (FFWCC 2003 Land Cover). Wetlands that would be adversely affected are located: (1) in S36T25SR20E and are associated with the Bayou Lake systems; (2) along the unnamed stream immediately west of Handcart Rd in S31T25SR21E; and (3) in the immediate area of the Overpass Rd/I-75 intersection. Smaller wetland areas are located just east of Curley Rd in S35T25SR20E. The total acreage figure does not include any additional wetlands that may be impacted by the construction of stormwater facilities or from temporary, construction-related impacts.

According to the FFWCCs database in the EST, there are 18.7 acres of FFWCC Priority Wetlands habitat capable of supporting 1-6 focal species. This figure is 2.2 acres higher than the total acreage of wetlands within the 100-foot buffer reported from the 2004 SWFWMD database in the EST. The discrepancy in these acreage figures may be due to the use by the FFWCC and SWFWMD of different imagery and interpretation techniques, or it may

be due to an actual loss of wetland acreage in the area. At any rate, native wetland habitat types utilized by Focal Species include cypress communities (FLUCFCS 620 and 621), wet prairie (FLUCFCS 643), stream and lake swamp/bottomland (FLUCFCS 615), freshwater marsh (FLUCFCS 641), and mixed wetland forest (FLUCFCS 630). Of particular importance are the Priority Wetlands located along the proposed alignment in S36T25SR20E. These systems are part of the large, contiguous Bayou Lake system that extends north of the proposed alignment for over two miles; much of the wetland system still remains today, and the wetlands are of good quality. The system also receives flow from highlands to the northeast and east and from the south, and except during high water conditions, the system may function as a closed basin. Hence, the system likely has both wildlife significance and local hydrologic importance.

The quality of wetland systems is good within the 100-foot buffer that would be adversely affected, although none of the wetlands are totally undisturbed. Past disturbances have resulted from the use of the land for agricultural purposes, residential development, and transportation facilities. **Comments on Effects to Resources:** Potential impacts to wetlands include: the elimination of the wetland system and loss of all wetland function relating to wildlife habitat, the impairment of wetland water quality, and the loss of flood storage/attenuation capacity. Depending on the design of the roadway and intersection improvements, it is estimated that the total wetland impact acreage, excluding stormwater treatment facilities, could be substantial. Habitat function may be lost and/or degraded. Construction activity may degrade water quality in the wetland, could cause disturbance due to erosion and sediment transport and result in intrusive damage to wetland vegetation. Depending upon the locations, levels and dimensions of stormwater ponds, the stormwater facilities adjacent to wetlands could intercept and divert ground water and surface water that formerly maintained wetland hydroperiods. Such wetlands could be either dewatered or flooded, resulting in alterations to plant communities, habitats, and wildlife populations. Stormwater runoff from road operations has the potential to introduce pollution into wetlands, causing further degradation. Further, adjacent and nearby wetland systems may be similarly adversely affected in relation to their proximity to the road project.

The result of unmitigated wetland acreage reduction and elimination will be a loss of wetland-dependent wildlife, a decrease in wildlife diversity, potential loss of Listed Species, deterioration of water quality, damage to remaining wetland vegetation, and a loss of hydrologic benefits now provided by wetlands.

Additional Comments (optional): The degree of effect is considered Substantial due to: (1) the potential significant acreage of wetland impact; (2) the potential to degrade/eliminate some of the remaining relatively undisturbed wetland systems in the area; (3) the high potential for further wetland loss due the location and design of stormwater ponds and facilities in a manner that intercepts ground water and surface water that formerly maintained the adjacent wetlands; (4) the potential impact to significant Priority Wetlands located within 100 feet of the project; and (5) lack of significant design and construction details for the project.

Wetland impacts can be reduced by: (1) adjustment of the alignment and cross section to avoid direct impacts to wetlands to the degree practicable, (2) maintaining a 25 buffer around wetlands; (3) implementation of sufficient controls over sediment transport off site during construction, (4) limiting the activity of vehicles and equipment to only those areas that must be utilized for construction and staging, (5) avoiding Priority Wetlands; and (6) selection of treatment pond sites away from wetlands and with dimensions and levels that control the interception and diversion of ground water and surface water that formerly maintained the adjacent wetlands. It is recommended that new stormwater ponds be placed in areas where wetland impacts can be eliminated or reduced to the greatest extent feasible.

SWFWMDs programmatic goal is to achieve no net loss of wetlands (ERP Basis of Review, 3.1.0). The FDOT must provide reasonable assurance that the projects design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species by wetlands and other surface waters. A wetland location map, formal delineation, and current acreage calculations will be required together with a UMAM assessment for all wetlands affected by the project, pursuant to Ch. 62-345, F.A.C. The District will require that the wetland and surface water features located within the project area be field verified by District staff, pursuant to Ch. 62-340, F.A.C. Secondary wetland impacts (e.g., water quantity, water quality, wetland buffer setbacks, wildlife habitat and utilization, etc.) will require further evaluation pursuant to subsection 3.2.7 of the B.O.R. Wetlands within and adjacent to the corridor provide high quality habitat for both Listed Species and non-Listed Species.

Adequate and appropriate wetland mitigation activities will be required for unavoidable wetland and surface water impacts associated with the project. The project mitigation needs may be addressed in the FDOT Mitigation Program (Chapter 373.4137, F.S.) which requires the submittal of anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude a project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with the FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted independently. Depending on the quantity and quality of the proposed wetland impacts, the SWFWMD may propose purchasing credits from a mitigation bank and/or pursue and propose alternative locations for mitigation. For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin, the project is located within the Hillsborough River Basin. The SWFWMD requests that the FDOT continue to collaborate on the potential wetland impacts as this segment proceeds into future phases, and include the associated impacts on FDOTs annual inventory.

The District will require the applicant to address elimination and reduction of wetland impacts (ERP BOR, 3.2.1), where applicable, including design alternatives where feasible. Therefore, SWFMWD may require practicable design modifications to reduce or eliminate impacts to wetlands, for example, minimizing the roadway cross section through the wetland area.

The names and addresses of individuals or entities, whose property will be taken for the roadway improvements, will need to be submitted to facilitate noticing such individuals, pursuant to District Rules.

The District has assigned pre-application file (PA# 7285) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the Districts Brooksville Service Office. Please refer to the pre-application file when contacting District regulatory staff regarding this project.

Coordinator Feedback: None

N/A N/A / No Involvement assigned 03/19/2008 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Involvement

Identified Resources and Level of Importance: None.

Comments on Effects to Resources: NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the

Environmental Screening Tool for ETDM Project # 9871. The project would add an interchange at the intersection of I-75 and Overpass Road, construct an extension of Overpass Road from just east of Boyette Road to US 301, and widen the existing sections of Overpass Road in Pasco County, Florida.

NMFS staff conducted a site inspection of the project area on February 15, 2008 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible and therefore, we have no comment to provide regarding the projects impacts.

Coordinator Feedback: None

3 *Moderate* assigned 03/17/2008 by Todd Samuel Mecklenborg, US Fish and Wildlife Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources: The Service has reviewed the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species and wetlands on or adjacent to the project study corridor. After a literature review utilizing the 500 foot buffer of the proposed alignment, the Service has the following comments and recommendations:

Land use throughout the project corridor is primarily rural dominated by agricultural uses. The area generally consists of low density scattered development, cropland and pasture, row crops, tree crops, extractive activities, and wetlands. All habitats should be surveyed for listed species and properly documented in the environmental report. A list of potentially occurring species for Pasco County is available on our web-page (www.fws.gov/northflorida). The following guidance is specific to species which have a high probability of occurring in the study corridor.

A major reason for the wood stork (*Mycteria americana*) decline has been the loss and degradation of feeding habitat. A variety of nearby wetland habitats such as roadside or agricultural ditches can provide good forage areas for storks, and storks typically do most of their feeding in wetlands between 5 and 40 miles from the colony. Wetlands in the project area should be delineated and evaluated using an evaluation technique such as the Wetland Rapid Assessment Procedure or the Uniform Mitigation Assessment Method. The Service recommends assessing any impacted wetland for potential wood stork usage, such as wetlands that are seasonally flooded and drawn down with littoral shelf areas. Wetlands occurring within 24 km (15 miles) of an active wood stork colony in central Florida are defined as a Core Foraging Area (CFA). If wetland impacts occur from the proposed action, type for type wetland creation would be recommended within the CFA.

The eastern indigo snake may occupy a broad range of habitats, from scrub and sandhill communities to wet prairies and flatwoods, adjacent to the proposed project. The eastern indigo snake is most strongly associated with high, dry, well-drained sandy soils, closely paralleling habitat preferred by the gopher tortoise (*Gopherus polyphemus*), a Florida listed species. The Service would recommend that FDOT implement the Services Standard Protection Measures for the Eastern Indigo Snake during the construction phase of the project. Those measures can be found at the Services Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

The Service encourages avoidance of all wetland areas in the study corridor. If impacts to wetlands are unavoidable, we would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated in-kind within the same basin as the proposed impact. All opportunities to avoid and or minimize impacts and fragmentation to natural habitats should be explored to the greatest extent. Measures to promote wildlife movement such as wildlife crossings, fencing, and elevated structures near all remaining native lands should be evaluated and considered.

Additional Comments (optional): Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), and the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.).

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration

Coordinator Summary: Wildlife and Habitat Issue

3 *Moderate* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Fish and Wildlife Conservation Commission (FFWCC) and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD) and the Federal Highway Administration (FHWA).

Wetland resources and avoidance, compensation, and mitigation of wetlands are described in the Wetlands Degree of Effect. The FFWCC identified the following protected species that may potentially occur within the project area: gopher tortoise, Suwannee cooter, gopher frog, eastern indigo snake, Florida pine snake, snowy egret, little blue heron, tricolored heron, white ibis, wood stork, Southeastern American kestrel, peregrine falcon, limpkin, Florida burrowing owl, Florida sandhill crane, reddish egret, limpkin, Shermans fox squirrel, and possibly the short-tailed snake. The following species may occur adjacent to the project area: Florida box turtle, river otter, spotted skunk, striped skunk, eastern cottontail rabbit, eastern hognose snake, northern bobwhite, common ground dove, northern flicker, eastern diamondback rattlesnake, and eastern kingsnake. A field review on February 22, 2008 by SWFWMD observed the following species: gopher tortoise, eastern indigo snake, Florida burrowing owl, wood stork, little blue heron, southeast American kestrel, snowy egret, American alligator, tricolored heron, snowy egret, Florida sandhill crane, southern bald eagle, roseate spoonbill, American oystercatcher, Florida scrub jay, and white ibis. Two bald eagles nests were reported within the three mile buffer area. No eagles nests were observed from the February 28, 2008 field survey by SWFWMD; however, it will be necessary to confirm the absence of nests within the project impact area.

A review of the Geographic Information Systems (GIS) analysis data indicated that Moderate Low Priority Greenways Ecological Priority Linkages are found on 229.16 acres (1.65%) within the 5,280-foot buffer area. The project is 100% within the Greater Tampa Bay Ecosystem Management Areas. The FFWCC Integrated Wildlife Habitat Results grid code 6 has 44.55 acres (0.32%), grid code 7 has 43.09 acres (0.31%), and grid code 8 has 66.52 acres (0.48%) all within the 5,280-foot buffer area. The FFWCC Biodiversity Hot Spots 7 or more focal species has 10.48 acres (4.3%) within the 100-foot buffer area, 18.33 acres (3.85%) within the 200-foot buffer area, 48.35 acres (4.17%) within the 500-foot buffer area, and 710.30 acres (5.13%) within the 5,280-foot buffer area. 5-6 Focal Species has 1.68 acres (0.01%) within the 5,280-foot buffer area.

Florida Natural Areas Inventory (FNAI) reports the Golden Aster Scrub Nature Preserve within the 200-foot buffer area. Three features of nonforest land and one feature of timberland is located within the 5,280-foot buffer area. Scrub Jay Service Area has 420.49 acres (3.04%) within the 5,280-foot buffer

area. Scrub Jay Consultation Area includes 243.92 acres (100%) within the 100-foot buffer area, 475.56 acres (100%) within the 200-foot buffer area, 1,158.25 acres (100%) within the 500-foot buffer area, and 13,851.78 acres (100%) within the 5,280-foot buffer area. Water Management District Owned Lands Cypress Creek has 393.33 acres (2.84%) within the 5,280-foot buffer area. The FFWCC Strategic Habitat Conservation Area for wading birds includes 0.57 acres (0.12%) within the 200-foot buffer area, 11.42 acres (0.99%) within the 500-foot buffer area, and 221.23 acres (1.6%) within the 5,280-foot buffer area.

The FDOT recommends that the implementing agency evaluate and consider the recommendations from the commenting agencies including measures to promote wildlife movement, preparation of a Wetland Evaluation Report (WER), and an Endangered Species Biological Assessment (ESBA). These products could then be coordinated with the USFWS and the FFWCC.

No comments were received from the Florida Department of Agriculture and Consumer Services or the US Forest Service (USFS).

ETAT Reviews: Wildlife and Habitat Issue: 4 found

4 Substantial assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

Identified Resources and Level of Importance: The project is to be constructed in a rural area that is undergoing development, but segments of the project are entirely new alignment. Therefore, wildlife and habitat impacts are expected to occur.

Some upland habitat has been disturbed for agricultural, commercial and residential purposes. Within the 100-foot buffer, 72% of the area is disturbed by either: (1) alteration for low density residential purposes, (2) utilization for agricultural purposes (citrus groves and pasture), or (3) conversion to commercial uses (FFWCC 2003 Habitat and Landcover). Land within the 200-foot and 500-foot buffers that is disturbed or otherwise converted to man-made uses composes 71% and 68.5% of the area, respectively. The area is presently undergoing development, and it is likely that the percentage of upland converted from native land cover types to residential and commercial development is higher than reported in 2003.

Observations made during a field visit on 22Feb2008 indicated that high quality uplands are present in the form of hardwood hammocks, hardwood-pine forests, and pine flatwoods. While occupying less than 15% of the 100 500 buffer corridors, these high quality uplands represent important areas for listed wildlife species that are aquatic or wetland-dependent and that use upland habitats for nesting or denning. Such species that can be expected to utilize these areas in view of the habitats available and geographical location of the project include: wood stork (E), sandhill crane (T), Southern bald eagle (T), tricolored heron (SSC), snowy egret (SSC), little blue heron (SSC), white ibis (SSC). Much of the xeric habitat originally present in the project area has been converted to citrus grove which now occupies over 10% of the 100 500 buffer corridors. However, the well drained soils in the area that supported native longleaf pine-turkey oak cover type prior to the development of citrus groves still provide habitat opportunity for gopher tortoise and its associated species, including gopher frog (SSC). Burrowing owls (SSC) also can occupy xeric sites and have a range that extends into the project area. Listed upland species that have been observed in the area or can be expected to occur there are gopher tortoise (SSC), Florida sandhill crane (T) and Florida scrub jay (T). During field reviews conducted on 22FEB2008, environmental scientists observed foraging, nesting, and denning habitat for the following protected species within 100 feet of the project: gopher tortoise, eastern indigo snake, Florida burrowing owl, wood stork, little blue heron, southeast American kestrel, snowy egret, American alligator, tricolored heron, snowy egret, wood stork, Florida Sandhill Crane, Southern bald eagle, roseate spoonbill, American oystercatcher, Florida scrub jay, and white ibis.

Within 100 feet of the project, the FFWCC database in the EST reports 18.7 acres of FFWCC Priority Wetlands habitat capable of supporting 1-6 focal species. The actual acreage may be less than 18.7 acres due to the discrepancy noted under the Wetlands Issue. Native wetland habitat types utilized by Focal Species include cypress communities (FLUCFCS 620 and 621), wet prairie (FLUCFCS 643), stream and lake swamp/bottomland (FLUCFCS 615), freshwater marsh (FLUCFCS 641), and mixed wetland forest (FLUCFCS 630). Of particular importance are the Priority Wetlands located along the proposed alignment in S36T25SR20E. These systems are part of the large, contiguous Bayou Lake system that extends north of the proposed alignment for over two miles; much of the wetland system still remains today, and the wetlands are of good quality. The system also receives flow from highlands to the northeast and east and from the south, and except during high water conditions, the system may function as a closed basin. Hence, the system likely has both wildlife significance and local hydrologic importance. The quality of wetland systems within the 100-foot buffer is good, although none of the wetlands are totally undisturbed. Past disturbances have resulted from the use of the land for agricultural purposes, residential development, and transportation facilities.

Within the 100-foot corridor, FFWCC has identified 10.5 acres as Biodiversity Hot Spots supporting 7 or more Focal Species; and all of this acreage is located in S36T25SR20E east of Curley Rd.

The entire project area out to the 500-foot buffer is located within the Florida scrub jay consultation area.

There are two eagles nests reported within three miles of the project; the last recorded activity dates were in 2006 for both nests. During field visits on 22FEB2008, no eagles nests were observed from the roadway. However, it will be necessary to confirm the absence of nests within the project impact area.

Comments on Effects to Resources: The project will eliminate upland habitat within the footprint of the roadway improvements and associated facilities. The projects potential impact on wildlife and habitat include: (1) the further dissection of remaining uplands and wetlands; (2) the elimination of wetland and upland habitat known to be utilized by listed species; (3) the disruption of foraging areas for listed species; (4) the disturbance of wetland edges, reducing their habitat quality; and (5) the degradation of water quality in wetlands and streams by construction activities and untreated or under-treated stormwater runoff. Following construction, disturbed habitats may be invaded by undesirable non-native plant species, further degrading former high quality habitats. The FFWCC Priority Wetlands and Biodiversity Hot Spots located immediately north of the alignment in S36T25SR20E may be eliminated or seriously impaired.

Temporary impacts during construction include: habitat damage by inadvertent construction, potential turbidity in discharge water, and fugitive sediment transport.

Animals crossing the roadway will be at risk upon completion of the project. This project impact is of particular concern in the case of gopher tortoises and certain bird species, particularly Florida sandhill crane. Further, the project may cause additional isolation of faunal species populations on either side of the roadway, as the presence of the roadway will lower the ability of wildlife to move across the facility to the remaining habitats on either side of the highway.

Additional Comments (optional): The degree of effect is considered Substantial due to: (1) the acres of upland and wetland habitat that potentially will

be eliminated and/or degraded; (2) the further dissection of the upland and floodplain habitats; (3) the potential to eliminate remaining remnants of high quality habitat; (4) the high potential for the elimination of foraging and roosting habitat for Listed Species in remaining upland and wetland areas; (5) the elimination or impairment of Priority Wetlands and Biodiversity Hot spots; (6) the direct impact to Listed Species, which would be adversely affected during construction; and (7) by the resulting increased area of pavement following project completion which will increase animal fatalities on the roadway. Further, the roadway has the potential to result in increased pollutant loads and runoff volumes to area wetlands used by Listed Species.

Because of the documented presence of Listed Species, it is recommended that the FDOT conduct a specific wildlife survey of the habitats within and immediately adjacent to the ROW for the purposes of: (1) quantifying the diversity of species using the habitats, (2) identifying the Listed Species using the habitats, (3) determining the nature of the utilization by Listed Species (foraging, cover, protection, breeding), and (4) the abundance of wildlife utilizing the habitats. The survey should result in specific recommendations for eliminating and/or reducing adverse impacts including wildlife crossings and protection measures.

The new roadway has the potential to increase animal fatalities. Birds, amphibians, and reptiles moving across the roadway will be at additional risk upon completion of the project. A survey to determine the actual amount of animal traffic across the project corridor as it now exists should be conducted. The data collected should be analyzed for the purpose of determining the value of wildlife crossings and other accommodations. It is recommended that the FDOT prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) for further analysis.

The District recommends coordination with FFWCC, USFWS and Bureau of Imperiled Species Management for the following Listed Species that are known to use the project corridor or have a high probability of using the project corridor for foraging, roosting, nesting, travel, and cover: wood stork, Florida sandhill crane, and eastern indigo snake.

Existing data should be collected and specific surveys should be conducted to detect the occurrence and abundance of other Listed Species that are very likely to utilize the wetlands and other surface waters within and adjacent to the ROW. The potential impact of the roadway project on these, and non-listed native animals, should be assessed.

The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: habitat damage by construction outside of ROW, turbidity in the ditches and streams crossing the project area, and fugitive sediment. Excessive habitat damage can be eliminated by sufficiently limiting construction equipment to the road ROW and designated staging areas. Turbidity and fugitive sediment transport will be addressed in the ERP and can be reduced by the use and maintenance of effective stormwater pollution prevention and control measures that are appropriate to the soils and terrain involved.

Specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife accommodations at particularly important locations along the project. The FFWCC data on the site should be updated to the present time and applied to this project. The information generated during this work should be used in project design to reduce wildlife impacts. The data collected should be analyzed for the purpose of determining the value of wildlife crossings.

For a project to meet permit criteria, it must be not contrary to the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed contrary to the public interest.

Coordinator Feedback: None

2 Minimal assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The EST identifies the following resources through the GIS analysis: Scrub jay consultation area.

Comments on Effects to Resources: Coordination with the resources agencies needed to determine the analysis needed to address potential impacts, as well as appropriate avoidance, minimization and mitigation techniques.

Coordinator Feedback: None

3 Moderate assigned 03/24/2008 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Identified Resources and Level of Importance: The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #9871, Pasco County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this work involves expansion of the two-lane Overpass Road from Old Pasco Road to US-301. This project involves the addition of an interchange at the intersection of Overpass Road and I-75; the extension of Overpass Road as a two-lane facility from just east of Boyette Road to US-301; and the widening of portions of the existing two-lane undivided segment of Overpass Road to four lanes. In addition, a new two-lane undivided extension of Overpass Road will also be built from Old Pasco Road to east of Boyette Road. The project area is about 9.0 miles in length and is located mostly east of I-75 and just north and east of the town of Wesley Chapel.

A GIS inventory and analysis was performed to assess fish and wildlife and habitat resources within 500 feet along both sides of the Right-of-way (ROW). This assessment shows that the project is in a rural area dominated by 50.6 percent (586.0 acres) agricultural land uses, while native plant communities account for about 21.8 percent (253.0 acres) upland forests and shrub-land communities, and 11.2 percent wetlands (129.6 acres). The project area and surrounding lands are characterized by uplands of dry prairie, upland hardwood hammocks, mixed pine-hardwood forests, pinelands, and shrub and brushland. Wetlands are represented by cypress swamp, freshwater marsh and wet prairie, hardwood swamp, mixed wetland forests, open water, and shrub swamp. The roadway bisects several small stream tributaries in the east-central portion of the project area. Agricultural land uses include citrus, improved pasture, row crops and fields, and other agriculture.

Based on known range and preferred habitat types, the following species, which are listed by our agency as Endangered (E), Threatened (T), or Species of Special Concern (SSC), may potentially occur within the project area, or equally as important, be adversely affected from indirect impacts in offsite areas: gopher tortoise (T), Suwannee cooter (SSC), gopher frog (SSC), eastern indigo snake (T), Florida pine snake (SSC), snowy egret (SSC),

little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (E), Southeastern American kestrel (T), peregrine falcon (E), limpkin (SSC), Florida burrowing owl (SSC), Florida sandhill crane (T), reddish egret (SSC), limpkin (SSC), Shermans fox squirrel (SSC), and possibly the short-tailed snake (T).

In addition, the following species, while not officially listed, are considered by our agency as Species of Greatest Conservation Need due to changing land use and long-term loss and degradation of habitat statewide, and may occur in and adjacent to the project area: Florida box turtle, river otter, spotted skunk, striped skunk, eastern cottontail rabbit, eastern hognose snake, northern bobwhite, common ground dove, northern flicker, eastern diamondback rattlesnake, and eastern kingsnake.

The quality of the wetland, upland, and aquatic habitats within the 500-foot assessment area along the roadway is rated as good according to the results of the following FWC GIS data layers, which are based on past modeling of vegetation types and an assessment of habitat requirements or needs of a wide array of wildlife species: Biodiversity Hotspots have been established in the area which are capable of supporting 7 or more focal species; and FWCs Priority Wetlands for Wetland Dependent Listed Species data layer also shows that habitat in this area is capable of supporting 1 to 3 focal species in upland areas and 4 to 6 species in wetland areas. Our resource screening also shows the potential importance of this regional area for the support of species which have been designated by the U.S. Fish and Wildlife Service as part of a formal Consultation Area for the Florida scrub jay (T); and FWC has established a Strategic Habitat Conservation Area for wading birds adjacent to the project ROW.

Comments on Effects to Resources: Significant amounts of both herbaceous and wooded freshwater wetlands, as well as diverse upland habitats, border the project area. Therefore, effects to wildlife and habitats associated with this project includes the loss of quality habitat which will have direct effects on listed species and Species of Greatest Conservation Need. Habitat that will be lost due to ROW expansion and the construction of Drainage Retention Areas (DRAs) could be at least moderate, and possibly substantial, due to the rural nature of this region. An additional resource issue is the nine-mile length of the project area; moderate to high amount of quality habitat types potentially involved; and the fact that portions of the project area consists of new construction to extend Overpass Road.

Additional Comments (optional): The following recommendations and Best Management Practices (BMPs) are offered for consideration in planning the PD&E Study so that adequate funding can be justified and approved to design the project in a manner to avoid, minimize, or mitigate project effects to wildlife species and their habitat:

1. A vegetative cover map and accounting by acreage for each plant community type should be made for the affected project area. Compensatory mitigation for all upland and wetland habitat loss should be accomplished. If wetlands are mitigated under the provisions of Chapter 373.4137, F.S., the proposed mitigation sites should be located within the immediate or same regional area; be functionally equivalent; equal to or of higher functional value; and as or more productive as the affected wetlands. Land acquisition and restoration of appropriate tracts adjacent to existing public lands, or tracts placed under conservation easement or located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas, would be supported by FWC. An important focus of the selection process for mitigation lands for this project should include a strong consideration of, and habitat replacement for, the birds, mammals, amphibians, and reptiles which are discussed above as potentially occurring in the project area.
2. Surveys for listed species should be accomplished within and adjacent to the ROW and proposed sites for DRAs. The methodology for these surveys should be coordinated with FWC early in the PD&E Study and follow appropriate survey techniques or guidelines to determine presence, absence, or probability of occurrence of various species, and to assess habitat quality. These study methods should be designed considering the listed wildlife species discussed above. Please note that some species are known to use atypical habitat types and transitional habitat areas; therefore, due diligence and thorough coverage during field investigations are key to adequately determining presence or absence of all species. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Closure on the proposed mitigation plan, as it pertains to listed species, should be coordinated with our agency.
3. We recommend that FDOT accomplish a study of habitat systems connectivity needs along the project area as they pertain to adequately bridging freshwater wetlands, streams, and floodplain zones to reduce both the loss and degradation of habitat; protect and improve habitat for listed and recreationally important species; improve water quality; promote and restore beneficial hydrological processes, including the exchange of nutrients and production and dispersal of forage organisms; and protect the quality and landscape habitat linkage functions of existing lands potentially affected by the project. Furthermore, typically smaller structures necessary to carry upland runoff under the roadway to areas of lower elevation, could be designed to afford opportunities for safe passage of reptiles, amphibians, and small mammals, which are important components of these habitats. Small bridges over streams and wetlands can also be designed with dry shelves of natural soil constructed above the mean high water level to allow the passage of the grey fox, bobcat, striped skunk, whitetail deer, and many other species. Our biologists are available to assist in the consultation on the design and placement of these structures, as well as the need for and placement of exclusionary or funnel fencing.
4. We recommend that FDOT develop and implement customized BMPs especially formulated for this project as they pertain to dredging and filling, control of siltation and turbidity, and the nutrient loading associated with discharge of roadside runoff, to reduce effects within freshwater basin wetlands and riparian systems. These BMPs should be implemented only after all efforts to avoid and minimize effects are completed. Furthermore, use of the median and roadway swales could reduce the need for offsite DRAs, possibly resulting in significant reductions in habitat loss.
5. Construction equipment staging areas; storage of oils, greases, and fuel; fill and roadbed material; and equipment maintenance activities should be sited in previously disturbed areas far removed from streams, wetlands, or surface water bodies. Staging areas, along with borrow areas, should also be surveyed for listed species.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the process for agency coordination on this project.

Coordinator Feedback: None

3 Moderate assigned 03/17/2008 by Todd Samuel Mecklenborg, US Fish and Wildlife Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: Federally listed plant and animal species, migratory birds, the habitats they occupy and are supported by (foraging, sheltering, and breeding), and wetlands. These trust resources have a high level of importance.

Comments on Effects to Resources: The Service has reviewed the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species and wetlands on or adjacent to the project study corridor. After a literature review utilizing the 500

foot buffer of the proposed alignment, the Service has the following comments and recommendations:

Land use throughout the project corridor is primarily rural dominated by agricultural uses. The area generally consists of low density scattered development, cropland and pasture, row crops, tree crops, extractive activities, and wetlands. All habitats should be surveyed for listed species and properly documented in the environmental report. A list of potentially occurring species for Pasco County is available on our web-page (www.fws.gov/northflorida). The following guidance is specific to species which have a high probability of occurring in the study corridor.

A major reason for the wood stork (*Mycteria americana*) decline has been the loss and degradation of feeding habitat. A variety of nearby wetland habitats such as roadside or agricultural ditches can provide good forage areas for storks, and storks typically do most of their feeding in wetlands between 5 and 40 miles from the colony. Wetlands in the project area should be delineated and evaluated using an evaluation technique such as the Wetland Rapid Assessment Procedure or the Uniform Mitigation Assessment Method. The Service recommends assessing any impacted wetland for potential wood stork usage, such as wetlands that are seasonally flooded and drawn down with littoral shelf areas. Wetlands occurring within 24 km (15 miles) of an active wood stork colony in central Florida are defined as a Core Foraging Area (CFA). If wetland impacts occur from the proposed action, type for type wetland creation would be recommended within the CFA.

The eastern indigo snake may occupy a broad range of habitats, from scrub and sandhill communities to wet prairies and flatwoods, adjacent to the proposed project. The eastern indigo snake is most strongly associated with high, dry, well-drained sandy soils, closely paralleling habitat preferred by the gopher tortoise (*Gopherus polyphemus*), a Florida listed species. The Service would recommend that FDOT implement the Services Standard Protection Measures for the Eastern Indigo Snake during the construction phase of the project. Those measures can be found at the Services Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

The Service encourages avoidance of all wetland areas in the study corridor. If impacts to wetlands are unavoidable, we would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated in-kind within the same basin as the proposed impact. All opportunities to avoid and or minimize impacts and fragmentation to natural habitats should be explored to the greatest extent. Measures to promote wildlife movement such as wildlife crossings, fencing, and elevated structures near all remaining native lands should be evaluated and considered.

Additional Comments (optional): Comments are provided in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), and the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712 et seq.).

Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Cultural Issues

Coordinator Summary: Historic and Archaeological Sites Issue

4 *Substantial* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Department of State and the Miccosukee Tribe of Indians of Florida and recommends a Degree of Effect of Substantial. The FDOT acknowledges the comments from the Federal Highway Administration (FHWA) and the Southwest Florida Water Management District (SWFWMD).

A review of the Geographic Information Systems (GIS) analysis data indicated that 11 Cultural Resource Assessment Surveys (CRAS) have been completed within the 100-foot buffer area. A Historic Standing Structure is located within the 500-foot buffer area (the newly acquired Fred L. Gore house) and a Historic Cemetery (Holton Cemetery) is located within the 5,280-foot buffer area. Within the 100-foot buffer area, there are 7 sites included in the Florida Site File Archeological or Historic Sites, with one archaeological site, Treatment Plant, being potentially eligible for listing in the National Register of Historic Places (NRHP). Gores Dairy Farm is a resource group within the 100-foot buffer area.

The FDOT recommends that the implementing agency prepare a CRAS. It will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the projects Area of Potential Effect (APE) which includes the roadway, sidewalks, bicycle accommodations, interchange improvements, bridges, and stormwater management facilities. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

No comments were received from the Seminole Tribe of Florida.

ETAT Reviews: Historic and Archaeological Sites Issue: 4 found

2 *Minimal* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: A total of 11 Cultural Resource Assessments (CRAs) have been done within 100 feet of the project, including the Overpass Rd corridor and the Wesley Chapel District Park areas, making the project area well studied.

Within 100 feet of the project, there are seven sites included in the Florida Site File Archeological or Historic Sites, of which one (PA00465) is eligible for inclusion in the National Register of Historic Places (NRHP). This site is very large and intercepts Segments S-002 and S-003. Two other sites, PA02038 and PA02069, intercept S-001 along Pasco Rd at Overpass Rd.

Comments on Effects to Resources: The project has a potential to produce adverse effects on cultural and historic resources, but the degree of effect is considered Minimal, because the sites have already been identified, and coordination with the State Historic Preservation Office is expected as the project develops, it will be possible to avoid significant impact to any remaining cultural materials.

Additional Comments (optional): If historical or archeological artifacts are discovered at any time on the project site, the FDOT shall notify the District and the Florida Department of State Division of Historic Resources immediately (40D-4.381 (1)(w)).

Coordinator Feedback: None

4 *Substantial* assigned 03/28/2008 by Sherry Anderson, FL Department of State

Coordination Document: No Selection

Identified Resources and Level of Importance: (ONLY RESOURCES PREVIOUSLY RECORDED WITHIN 500 FEET OF THE PROJECT ARE

LISTED BELOW)

Historic Standing Structures

Buffer distance: 500 feet

PA02425 FRED L. GORE--JUST ACQUIRED HOUSE, not evaluated by SHPO

Florida Site File Archaeological or Historic Sites

Buffer distance: 100 feet

PA02038 OVERPASS OPINE SITE CAMPSITE (PREHISTORIC) PREHISTORIC WITH POTTERY INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA02007 COMAS # 3 CAMPSITE (PREHISTORIC) LATE ARCHAIC INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA02014 PALM COVE #1 LITHIC SCATTER/QUARRY (PREHISTORIC: NO CERAMICS) PREHISTORIC LACKING POTTERY INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA00464 MILLHOPPER CORAL LAND-TERRESTRIAL PREHISTORIC LACKING POTTERY INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

PA00465 TREATMENT PLANT CAMPSITE (PREHISTORIC) PREHISTORIC LACKING POTTERY INSUFFICIENT INFORMATION POTENTIALLY ELIGIBLE FOR NRHP

PA02031 CURLEY ROAD LITHIC SCATTER/QUARRY (PREHISTORIC: NO CERAMICS) UNSPECIFIED ON FORM BY THE RECORDER INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA02069 OLD PASCO ROAD LAND-TERRESTRIAL UNSPECIFIED ON FORM BY THE RECORDER INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Buffer distance: 500 feet

PA02010 COMAS # 6 CAMPSITE (PREHISTORIC) ARCHAIC, 8500 B.C.-1000 B.C. INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA02009 COMAS # 5 CAMPSITE (PREHISTORIC) LATE ARCHAIC INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

PA00623 GOLDEN GROVE CAMPSITE (PREHISTORIC) PREHISTORIC LACKING POTTERY INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

Resource Groups

Buffer distance: 100 feet

GORE'S DAIRY FARM

Comments on Effects to Resources: The project corridor has not been subjected to a systematic cultural resource assessment survey; however, several surveys overlap or are located adjacent to portions of the corridor. Within 100 feet is the Gore Dairy Farm, which includes several buildings outside of the 500 foot buffer, some of which have been evaluated by our office as ineligible. One building has not been evaluated by our office and is located within 100 feet of the project. One archaeological site within 100 feet has been determined potentially eligible by SHPO and another one within the same buffer area has not been evaluated by our office. This latter site was noted as needing additional information by the recorder to determine eligibility.

Due to the existence of at least one known potentially eligible site within the 100 foot buffer area, it is highly likely that this project will impact significant properties. Our office recommends a cultural resource assessment survey be conducted in order to determine whether historic properties are present and whether they will be impacted by the project.

Coordinator Feedback: None

3 *Moderate* assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The project has 7 identified archaeological sites within 200 feet of the proposed project and one resource group (Gores Dairy Farm).

Comments on Effects to Resources: Field verification for historic and archaeological resources within the Area of Potential Effect is still needed, as well as Section 106 coordination on the identified resources.

Coordinator Feedback: None

4 *Substantial* assigned 02/19/2008 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Identified Resources and Level of Importance: There are 6 archaeological sites within 100' and 14 archaeological sites within 1/4 mile of this project. A Cultural Resources Survey needs to be done to ascertain if the project will impact any archaeological sites.

Comments on Effects to Resources: Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be ascertained.

Additional Comments (optional): If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

Coordinator Summary: Recreation Areas Issue

2 *Minimal* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal. The FDOT acknowledges the comments from the Florida Department of Environmental Protection (FDEP) and the US Environmental Protection Agency (USEPA).

A review of the Geographic Information Systems (GIS) analysis data indicates that within the 5,280-foot buffer area there exists two schools.

The SWFWMD made note of Wesley Chapel District Park, which is located in the southwest quadrant of the existing Overpass Road/Boyette Road intersection. The park, completed in the summer of 2007, is a new and developing active-use facility that houses indoor and outdoor sport recreational areas, as well as a community meeting area. The FDEP made note of the request from Pasco County for the possible inclusion of a trail along Overpass Road from Pasco Road to US 301. The need is reflected both in Pasco County Metropolitan Planning Organizations (MPOs) Long Range Transportation Plan (LRTP) and also in the proposed master plan for a countywide system of greenways, trails, and blueways.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to existing resources.

No comments were received from the Federal Highway Administration (FHWA) and the National Park Service (NPS).

ETAT Reviews: Recreation Areas Issue: 3 found

0 *None* assigned 03/28/2008 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Identified Resources and Level of Importance: Please note that the DEP Office of Greenways and Trails received the following comments from Manny Lajmiri, Transportation Planner II, of the Pasco County MPO:

Pasco County would like to see a trail along Overpass Road from Pasco Road to US 301. The need is reflected both in Pasco County MPO's LRTP, and also in the proposed master plan for a countywide system of greenways, trails and blueways. It is important to propose this trail as part of the proposed road widening, as we are in the early stages of planning for Overpass Road.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

2 *Minimal* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The Wesley Chapel District Park is located in the southwest quadrant of the existing Overpass Rd/Boyette Rd intersection. The park, completed in the summer of 2007, is a new and developing active-use facility that houses indoor and outdoor sport recreational areas, as well as a community meeting area. Existing entrance ways to the new park facility are located to the east off Boyette Rd. and to the north off the existing Overpass road, between I-75 and Boyette Road.

Comments on Effects to Resources: Dependent upon the final project design and placement of the alignment, this project may encroach on the park and reduce availability of recreational opportunity to the public, especially during construction. This project will diminish the natural resources value of lands surrounding the existing park. Impacts may occur as the results of habitat destruction, air and water pollution, and noise.

Additional Comments (optional): The Degree of Effect is considered minimal due to: (1) the potential for temporary adverse impacts to a public recreational area entrance, and (2) the design details and actual footprint of the proposed improvements are not known at this time.

To the maximum, practicable extent, it is recommended that water management facilities not be located on recreational lands.

Coordinator Feedback: None

0 *None* assigned 03/20/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: None found.

Comments on Effects to Resources: None found.

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: Federal Highway Administration, National Park Service

Coordinator Summary: Section 4(f) Potential Issue

3 *Moderate* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the Southwest Florida Water Management District (SWFWMD).

A review of the Geographical Information Systems (GIS) analysis data and comments from the agencies indicated a public park, potential recreation areas, and archaeological and historic sites within the 100-foot buffer area may be impacted by the proposed project. Potential Section 4(f) resources are described in the Historic and Archaeological and the Recreational Areas Degree of Effects respectively.

The FDOT recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. If it is likely that the project will potentially impact any of the resources and their functions, the implementing agency will need to prepare a determination of Section 4(f) applicability. If Section 4(f) is applicable a Section 4(f) Evaluation will need to be conducted to assess impacts to parklands, recreational trails and facilities, and eligible historic and archaeological sites.

ETAT Reviews: Section 4(f) Potential Issue: 2 found

2 *Minimal* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The Wesley Chapel District Park is located in the southwest quadrant of the existing Overpass Rd/Boyette Rd intersection. The park is a new and developing active-use facility and access is off Boyette Rd. No water-based recreation will be accommodated at the facility.

Comments on Effects to Resources: The proposed improvements to existing Overpass Rd may result in impact to the park in terms of encroachment and access during construction.

Additional Comments (optional): The Degree of Effect is considered minimal due to: (1) the potential for impacts to outer boundary of public lands, and (2) the design details and actual footprint of the proposed improvements are not known at this time.

Coordinator Feedback: None

3 *Moderate* assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: The EST lists two areas that are described as forest recreation areas. These appear to be located just east of I-75.

Comments on Effects to Resources: Please coordinate with FHWA on potential Section 4(f) process needs, such as a determination of applicability.

Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Community Issues

Coordinator Summary: Aesthetics Issue

2 *Minimal* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

According to data from Florida Geographic Data Library (FGDL), the majority of the land use is: cropland and pastureland, tree crops, other open lands rural, and residential low density. The existing land use has 1.35 acres (0.12%) of high density, 44.66 acres (3.86%) of medium density, and 142.74 acres (12.32%) of low density residential use within the 500-foot buffer area. The FDOT recognizes the potential impact of the proposed project on these residents. In order to preserve community values and provide a safe and operationally efficient transportation improvement, the FDOT will consider alternatives during project development that are context sensitive.

No comments were received from the Federal Highway Administration (FHWA) and the Pasco County Metropolitan Planning Organization (MPO).

ETAT Reviews: Aesthetics Issue: None found

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration

Coordinator Summary: Economic Issue

2 *Minimal* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal based upon the following factors: the existing land use has 1.35 acres (0.12%) of high density, 44.66 acres (3.86%) of medium density, and 142.74 acres (12.32%) of low density residential use within the 500-foot buffer area. The proposed roadway improvements would not result in any businesses being bypassed. Business impacts due to Right of Way are expected to be minimal. A greater emphasis on pedestrian enhancements and improvements along Overpass Road would increase safety, pedestrian mobility, connectivity between residential and non-residential areas, and would provide access for transportation disadvantaged populations. There is one approved Developments of Regional Impact (DRIs) in the project area, Epperson Ranch. There are four Planned Unit Developments (PUD) in the project area: Boyette Road (a.k.a. Palm Cove), Watergrass (a.k.a. Comas), Comas Trust MPUD Property, and Grantham. Blockgroup data indicates that there is no median family income less than \$25,000 and no minority populations over 40% within the 500-foot buffer area.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

No comments were received from the Federal Highway Administration (FHWA) and the Pasco County Metropolitan Planning Organization (MPO).

ETAT Reviews: Economic Issue: None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Coordinator Summary: Land Use Issue

2 *Minimal* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the Florida Department of Community Affairs (DCA)

and recommends a Degree of Effect of Minimal. According to data from Florida Geographic Data Library (FGDL), the majority of land use within the 500-foot buffer area is: cropland and pastureland, tree crops, other open lands rural, and residential low density.

This project is consistent with the Pasco County Comprehensive Plan and has been identified as a needed capacity project and addressed within the Pasco County 2025 Future Roadway Functional Classification Map and the Pasco County 2025 Future Roadway Level of Service Map. The project is listed in the Pasco County Metropolitan Planning Organizations (MPO) 2025 Coast Affordable Plan as prepared in January 2005. The 2025 Pasco County MPO Long Range Transportation Plan (LRTP) identifies the two- to four-lane expansion of Overpass Road from Old Pasco Road to US 301 (including the extension) as a needs project. While the LRTP and the Comprehensive Plan do not currently identify an interchange at I-75 and Overpass Road as a cost feasible project, the Comprehensive Plan classifies the I-75/Overpass Road interchange as a future potential high volume intersection (entering traffic volumes exceed 75,000 vehicles).

The DCA recommends that Pasco County staff, in future comprehensive plan amendments, provide an update to the Countys transportation element to include this project in an adopted future number of lanes map.

No comments were received from the Federal Highway Administration (FHWA) and the Pasco County MPO.

ETAT Reviews: Land Use Issue: 1 found

2 *Minimal* assigned 03/28/2008 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Identified Resources and Level of Importance: The Department of Community Affairs (DCA) has reviewed the referenced project and, based on current information, this project is addressed within the local governments comprehensive plan as indicated in the Pasco County 2025 Future Roadway Functional Classification Map (Map 7-24) and the Pasco County 2025 Future Roadway Level of Service Map (Map 7-25). The proposed roadway improvement project is needed in order to provide additional relief to high traffic volumes occurring along State Road 52 and State Road 54 which parallel the project. In addition, though the project, including the proposed interchange at I-75 appears to promote urban sprawl, the project is intended to better service the currently approved development located along the future corridor alignment.

Staff recommends that Pasco County staff, in future comprehensive plan amendments, provide an update to the Countys transportation element to include this project in an adopted future number of lanes map.

Comments on Effects to Resources: see above

Coordinator Feedback: None

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration

Coordinator Summary: Mobility Issue

1 *Enhanced* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Enhanced.

A review of the Geographical Information Systems (GIS) analysis data indicated that a group care facility is located within the 200-foot buffer area and two schools located within the 5,280-foot buffer area.

The FDOT recommends that the implementing agency coordinate with transit and local government officials to determine what multi-modal accommodations will be considered during the projects design phase.

No comments were received from the Pasco County Metropolitan Planning Organization (MPO), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

ETAT Reviews: Mobility Issue: None found

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration, Federal Transit Administration

Coordinator Summary: Relocation Issue

3 *Moderate* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Moderate. The existing land use has 1.35 acres (0.12%) of high density, 44.66 acres (3.86%) of medium density, and 142.74 acres (12.32%) of low density residential use within the 500-foot buffer area. According to data from Florida Geographic Data Library (FGDL), the majority of land use within the 500 foot buffer is: cropland and pastureland, tree crops, other open lands rural, and residential low density.

The FDOT recommends that the implementing agency consider impacts to these land uses and to develop alternatives to avoid or minimize relocations during project development. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

No comments were received from the Federal Highway Administration (FHWA) and the Pasco County Metropolitan Planning Organization (MPO).

ETAT Reviews: Relocation Issue: None found

The following organization(s) were expected to but did not submit a review of the Relocation issue for this alternative: Federal Highway Administration

Coordinator Summary: Social Issue

3 *Moderate* assigned 06/04/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) has evaluated the comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the comments from the Federal Highway Administration (FHWA) and the Florida Department of Community Affairs (DCA).

Social resources associated with land use, contamination, infrastructure, economic, mobility, relocations, recreation areas, Section 4(f), historic and archaeological are identified in their respective Degree of Effects.

Few additional social features are identified along the project corridor. Those resources found within the 500-foot buffer area include: Cypress Point Community Church, Bradford United Church of Christ, and one Community Center.

The DCA noted that the proposed roadway improvement project is needed in order to provide additional relief to high traffic volumes on State Road 52 (SR 52) and SR 54 which parallel the project. Two public workshops were held for this project. The first workshop had concerns arise for both Alternatives O-1 and O-2 due to the potential loss of residences that have been built in recent years. The second workshop presented Alternatives O-2 and O-3. Alternative O-3 was developed due to concerns about Alternatives O-1 and O-2. Alternative O-3 was favored, but residents still had questions and concerns with the overall project.

The FHWA noted that the proposed project would include a road in a new location, as well as introduce regional traffic onto a 2-lane road that currently serves only residential areas. The public workshops have indicated that there is some concerns with relocations, as well as the changing character of the area. Noise and traffic concerns may also be a factor for existing residents.

The FDOT recommends that the implementing agency consider impacts to these land uses and develop alternatives to avoid or minimize harm to these resources during the projects design phase. The FDOT recommends that the implementing agency continue public involvement activities. Additionally, noise and traffic impacts will need to be fully addressed during the Project Development and Environment (PD&E) study.

No comments were received from the Florida Department of Environmental Protection (FDEP) and the Pasco County Metropolitan Planning Organization (MPO).

ETAT Reviews: Social Issue: 3 found

2 *Minimal* assigned 03/28/2008 by Gary Donaldson, FL Department of Community Affairs

Coordination Document: No Selection

Identified Resources and Level of Importance: The Department of Community Affairs (DCA) has reviewed the referenced project and, based on current information, the proposed roadway improvement project is needed in order to provide additional relief to high traffic volumes occurring along State Road 52 and State Road 54 which parallel the project. In addition, though the project, including the proposed interchange at I-75 appears to promote urban sprawl, the project is intended to better service the currently approved development located along the future corridor alignment.

Comments on Effects to Resources: see above

Coordinator Feedback: None

3 *Moderate* assigned 03/28/2008 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Identified Resources and Level of Importance: Resources: Residential communities and properties, commercial businesses and properties, social service facilities, religious facilities or centers, schools, healthcare facilities, public parks and recreation areas, etc.

Level of Importance: These resources are of a high level of importance. There are few of these types of social features within proximity of the proposed roadway project; however, a moderate degree of effect is being assigned to this issue due to residential concerns and comments regarding potential project impacts.

Comments on Effects to Resources: Land use along the project corridor is primarily rural agricultural. The area includes both pasture and crop lands. However, eastern Pasco County is growing at a rapid pace. There are four Developments of Regional Impact (DRIs) and several Master Planned Unit Developments (MPUDs) within close proximity to the project corridor. These developments will result in the construction of over 50,000 residential units, in addition to over 700,000 square feet of retail and office space. Significant increases in both employment and population numbers are expected by year 2030. The project is being proposed to ensure that mobility is maintained on the Florida Interstate and Intrastate Highway Systems and enhanced between existing and proposed developments along the roadway network in eastern Pasco County.

EPA is assigning a moderate degree of effect to this issue based on comments received during public information workshops. At the workshops, alignment concept displays, analysis matrix, and project information were available for public viewing. The workshops allowed interested persons the opportunity to review the revised concepts and express comments concerning the proposed alignments and the social, economic, and environmental effects of the proposed improvements. Representatives and consultants were available to answer questions and receive comments. Alternatives O-1 and O-2 were presented at the first workshop and Alternatives O-2 and O-3 were presented at the second workshop.

Both verbal and written comments were received from the two workshops. Verbal comments received during the first public workshop indicated major concerns from both Alternatives (O-1 and O-2) due to the potential loss of residences that have been built in recent years. Residents offered verbal recommendations for alignment options. There were also other comments received regarding various parcels of land within the project corridor.

A second public workshop was held for proposed alternatives O-2 and O-3. Verbal comments supported alternative O-3, which was developed as a result of major residential concerns with the alignments of Alternatives O-1 and O-2. However, there were still concerns from residents regarding high traffic volumes resulting from the roadway project. From the comments received (both verbal and written), Alternative O-3 was favored, but residents still had questions and concerns with the overall project.

Based on the GIS analysis Social data, there are few social features identified along the project corridor. This is primarily due to the fact that the majority of land along the project corridor is agricultural (crop and pasture land).

EPA recommends that FDOT continue public involvement activities and that the PD&E phase of the project include a thorough evaluation of sociocultural effects. Efforts should be made to avoid or minimize social impacts and negative community impacts to the greatest extent practicable.

Coordinator Feedback: None

4 *Substantial* assigned 03/27/2008 by Nahir Detizio, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Identified Resources and Level of Importance: .

Comments on Effects to Resources: The proposed project would include a road in a new location, as well as introduce regional traffic onto a 2-lane road that currently serves only residential areas. The public workshops have indicated that there is some concern with relocations, as well as changing the character of the area. Noise may also be a factor for existing residents. Please continue to provide outreach to the affected areas to identify concerns, possible solutions, and provide information regarding the studies that would be conducted as part of the environmental documentation to assess and impacts and identify mitigation/minimization strategies. The environmental document will need to extensively address noise and traffic concerns for existing residential areas.

Coordinator Feedback: None

ETAT Reviews and Coordinator Summary: Secondary and Cumulative Issues

Coordinator Summary: Secondary and Cumulative Effects Issue

4 *Substantial* assigned 08/11/2008 by FDOT District 7

Comments: The Florida Department of Transportation (FDOT) in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT recommends that the implementing agency consider this issue further when these necessary tools and guidance are in place. In consideration of these factors and agency comments, the FDOT recommends a Degree of Effect of Substantial.

ETAT Reviews: Secondary and Cumulative Effects Issue: 3 found

3 *Moderate* assigned 03/28/2008 by C. Lynn Miller, Southwest Florida Water Management District

Coordination Document: Permit Required

At-Risk Resource: Wildlife and Habitat

Comments on Effects: Construction of a new interchange and the improved access along Overpass Road may increase impacts associated with the additional development opportunities presented by the proposed transportation improvement.

The project will eliminate remaining upland habitat within the footprint of the roadway improvements and associated facilities. The projects impact on wildlife and habitat may include: the further dissection of remaining uplands and wetlands; the elimination of wetland and upland habitat known to be utilized by listed species; the further disruption of foraging areas for listed species; the disturbance of wetland edges, further reducing their habitat quality; and the further degradation of water quality in wetlands and streams by construction activities and untreated or under-treated stormwater runoff. Following construction, disturbed habitats may be invaded by undesirable non-native plant species, further degrading former high quality habitats. The FFWCC Priority Wetlands and Biodiversity Hot Spots located immediately north of the alignment in S36T25SR20E may be eliminated or seriously impaired.

Animals crossing the roadway will be at increased risk upon completion of the project. This project impact is of particular concern in the case of turtles and certain bird species. Further, the project may cause additional isolation of faunal species populations on either side of the roadway, as the presence of the roadway will lower the ability of wildlife to move across the facility to the remaining habitats on either side of the highway.

Recommended Avoidance, Minimization, and Mitigation Measures: The results from the recommended Wetland Evaluation Report and Endangered Species Biological Assessment, together with coordination with USFWS and FFWCC and an analysis of road kill potential should be utilized to eliminate serious impacts to wildlife and habitats. It is recommended that wildlife movement accommodations be considered in the design of this project to allow for wildlife movement between the remaining wetlands on either side of the proposed roadway improvements. A detailed plan should be prepared and implemented to mitigate adverse impacts. The plan should use either the habitat guidelines developed by the US Fish and Wildlife Service or some combination of other acceptable alternatives. Construction and staging should be limited to only those areas that are necessary in order to minimize wildlife habitat impacts.

Recommended Actions to Improve At-Risk Resources: Pursuant to 40D-4.301 and 40D-4.302, F.A.C., the District will consider secondary and cumulative effects to wildlife in accordance with the ERP Basis of Review 3.2.7 and 3.2.8. The FDOT must provide reasonable assurance that: (1) water quality standards will not be violated in aquatic habitats, and (2) buffers of a minimum width of 15 and an average width of 25 will be utilized, or that other means will be used to eliminate secondary impacts to wetland habitats. Due to the increased potential for wildlife fatalities, the District recommends that a plan be prepared and implemented to mitigate adverse impacts.

At-Risk Resource: Water Quality and Quantity

Comments on Effects: Construction of a new interchange and the improved access along Overpass Road may increase impacts associated with the additional development opportunities presented by the proposed transportation improvement.

The travel distance from the project to OFW-designated water bodies may allow increased pollutant loads to be neutralized before reaching sensitive OFWs. Further, it is expected that the project will comply with all stormwater treatment and construction site water resources protection measures as specified in Chap. 40D-4 F.A.C., which will reduce or eliminate the projects pollution potential. There is a potential to contaminate the Floridan Aquifer due to stormwater runoff entering the aquifer, particularly in the eastern portion of the project. There is the potential to further degrade the water quality of New River which has a Final TMDL document addressing total and fecal coliform.

Recommended Avoidance, Minimization, and Mitigation Measures: Compliance with existing permit requirements, future TMDL and MFL requirements will help assure that minimum water quality standards are met. Water quantity concerns will also be addressed during the ERP process. In general, limiting or otherwise offsetting encroachment on the streams and floodplains in the area can reduce quantity concerns. For groundwater resources, ensure that stormwater treatment ponds do not intrude into the limerock or confining material of the surficial aquifer, either directly or by sinkhole formation.

Recommended Actions to Improve At-Risk Resources: For surface water resources, reduce pollutant loads to the streams in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface water, by protecting surface water from the ingress of grease and oils from equipment, by not locating new roadway facilities in or around known sinkholes; and by timing construction to avoid periods of high flows.

At-Risk Resource: Wetlands

Comments on Effects: Construction of a new interchange and the improved access along Overpass Road may increase impacts associated with the additional development opportunities presented by the proposed transportation improvement.

The area has been disturbed in the past as a result of agricultural, commercial, and residential development. Potential impacts to wetlands include: the further elimination of wetland systems and loss of all wetland function relating to wildlife habitat, the impairment of wetland water quality, and the loss of flood storage/attenuation capacity. The total wetland impact acreage, excluding stormwater treatment facilities, could be substantial. Habitat function may be lost and/or further degraded. Construction activity will further degrade water quality in the nearby wetlands, cause disturbance due to fugitive sediment, and other inadvertent intrusion damage to wetland vegetation.

The result of unmitigated wetland acreage reduction and elimination will be a further loss of wetland-dependent wildlife, a decrease in wildlife diversity, potential loss of Listed Species, deterioration of water quality, damage to remaining wetland vegetation, and a loss of hydrologic benefits now provided by wetlands.

As the current alignment bisects Priority Wetlands and Biodiversity Hotspots, widening of the roadway will further reduce habitat diversity, the abundance of wildlife species, and the abundance of Listed Species by eliminating remote nest sites and foraging areas.

Pursuant to 40D-4.301 and 40D-3.302, F.A.C., the District will consider secondary and cumulative effects to wetlands in accordance with the ERP basis of Review 3.2.7 and 3.2.8.

Recommended Avoidance, Minimization, and Mitigation Measures: An approved Stormwater Pollution Prevention Plan (SWPPP) or Construction Surface Water Management Plan (BOR, Section 2.8) is recommended during the design phase of this project in order to minimize turbidity and degradation of water quality in wetlands during the construction phase of the new roadway alignment.

Elimination or reduction of potential impacts is a part of the permitting process. The results from the recommended Wetland Evaluation Report should be utilized to eliminate serious impacts to wetlands. Wetland impacts can be reduced by: (1) selecting alignments for the new areas of construction that maintain a 25 buffer around all wetlands; (2) adjusting the alignment and minimizing roadway cross section of the selected alternative to cause the least amount of wetland impacts and avoid direct impacts, (3) implementing sufficient controls over erosion and sediment transport off site during construction, (4) limiting the activity of vehicles and equipment to only those authorized areas that must be utilized for construction and staging, and 5) selecting treatment pond sites away from wetlands.

Recommended Actions to Improve At-Risk Resources: The District will consider secondary and cumulative effects as described in the ERP Basis of Review 3.2.7 and 3.2.8. FDOT must provide reasonable assurance that: (1) water quality standards will not be violated, and (2) buffers of a minimum width of 15 feet and an average width of 25 feet will be utilized or that other means will be used to eliminate secondary impacts to wetlands. Due to the increased potential for wildlife fatalities, the District recommends that a plan be prepared and implemented to mitigate for any adverse impacts. The plan should use either the habitat guidelines developed by the US Fish and Wildlife Service or some other combination of acceptable alternatives.

Coordinator Feedback: None

4 Substantial assigned 03/28/2008 by Sherry Anderson, FL Department of State

Coordination Document: No Selection

At-Risk Resource: Archaeological and Historic Resources

Comments on Effects: Given the presence of a potentially significant site within 100 feet of the project corridor, secondary and cumulative effects could be substantial. Staging activities and/or any related construction should avoid significant archaeological sites. Other impacts such as noise, visual, vibration, etc. should be considered for all significant resources identified during the cultural resource assessment survey.

Recommended Avoidance, Minimization, and Mitigation Measures: None found.

Recommended Actions to Improve At-Risk Resources: None found.

Coordinator Feedback: None

4 Substantial assigned 03/24/2008 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

At-Risk Resource: Wildlife and Habitat

Comments on Effects: Indirect effects could be substantial on this project within the region, since capacity improvements are planned, and a new interchange will be constructed at the intersection of Overpass Road and I-75. Increased stormwater runoff and sedimentation could lower water quality within some freshwater wetlands and stream systems. Long-term water quality degradation could also occur from increased residential and commercial development in the region facilitated by the new I-75 interchange and road extension. In addition, this increased development would require improved flood control, potentially resulting in inter-basin transfer of water, increased surface water discharge and sedimentation, and increased nutrient loading within area tributary streams. The proposed extension of Old Pasco Road could also result in improved access for additional residential and commercial development. Furthermore, due to the additional travel lanes and vehicle speeds, roadkills may increase for many amphibian, reptile, mammal and bird species, including listed species and habitat degradation could occur due to fragmentation and isolation.

Recommended Avoidance, Minimization, and Mitigation Measures: We recommend that FDOT accomplish a study of habitat systems connectivity needs along the project area as they pertain to adequately bridging freshwater wetlands, streams, and floodplain zones to reduce both the loss and degradation of habitat; protect and improve habitat for listed and recreationally important species; improve water quality; promote and restore beneficial hydrological processes, including the exchange of nutrients and production and dispersal of forage organisms; and protect the quality and landscape habitat linkage functions of existing lands potentially affected by the project.

Recommended Actions to Improve At-Risk Resources: Smaller structures necessary to carry upland runoff under the roadway to areas of lower elevation, could be designed to afford opportunities for safe passage of reptiles, amphibians, and small mammals, which are important components of these habitats. Small bridges over streams and wetlands can also be designed with dry shelves of natural soil constructed above the mean high water level to allow the passage of the grey fox, bobcat, striped skunk, whitetail deer, and many other species.

Coordinator Feedback: None

Eliminated Alternatives

No eliminated alternatives present.

Project Scope

General Project Commitments

Date	Description
06/04/2008	In response to FHWA's comments on the Purpose and Need Statement expressed during the ETAT review, we offer the following: a) The FDOT will coordinate with the Pasco County Growth Management staff and also the Pasco Metropolitan Planning Organization (MPO) staff in order to address consistency between the County's comprehensive plan and the MPO's Cost Feasible Plan. We understand that consistency between these plans must be obtained prior to receiving Location and Design Concept Acceptance (LDCA) of the PD&E study document from the Federal Highway Administration. b) We acknowledge FHWA's comments regarding no identification of a funding source and cost estimate for this project. Prior to amending the MPO's Cost Feasible Plan and the County's Comprehensive Plan Capital Improvements Element, a committed source of funding for this project will need to be identified. c) We acknowledge the need for an Interchange Justification Report (IJR) for the proposed interchange at I-75 and Overpass Road. We will coordinate closely with FHWA during the process leading to development of an approved IJR at this location. The FDOT trusts this provides adequate clarification in response to your comments and concerns.
08/11/2008	In response to FHWA's comments on the Class of Action the FDOT is adding the following general commitments: a. Confirm absence of eagle nests in APE. b. Collaborate with SWFWMD re wetland impacts and will avoid and minimize wetland impacts to greatest extent possible. c. Fully address noise and traffic impacts during the PD&E study and will continue public involvement activities to address residents' concerns over the change in the area caused by introduction of regional traffic onto what was formerly a 2-lane road serving a residential area. d. Use data on flows from existing and soon to be completed flood studies in preference to generalized data on flows and stages and will provide the bridge hydraulic reports in support of the SWFWMD ERP application. e. Coordinate with the Hydrologic Data Section at the SWFWMD office to minimize impacts to the Pasco County Saddlebrook well site and three monitoring well sites within the project area. f. Evaluate and consider the recommendations from the commenting agencies for measures to promote and protect wildlife movement across the road and to protect Florida Species of Greatest Conservation Need. g. Develop this project to avoid disproportionate impacts to minority and low-income households. h. Coordinate with transit and local government officials to determine what multi-modal accommodations will be considered during the project's design phase to accommodate the group care facility located within the 200' buffer and two schools located within the 1 mile buffer. i. Emphasize pedestrian enhancements and improvements along Overpass Road to increase safety, pedestrian mobility, connectivity between residential and non-residential areas and provide transportation access for disadvantaged populations.
08/11/2008	As a result of coordination with the Federal Highway Administration (FHWA), the project is being Re-Published (8-11-08) for the following reasons: - A note has been added to the commitments section explaining this update. - The Florida Department of Transportation ETDM Coordinator's Degree of Effect for Secondary and Cumulative Effects was increased from Minimal to Substantial. - A list of technical studies was added. - General project commitments were added. - Information was added to the Project Description to give a better description on the Alternatives evaluated and the reasons for elimination. - A project cost estimate was added to the Purpose and Need Statement to assist the Metropolitan Planning Organizations (MPO) in programming projects and in deciding to what extent this project should have priority over other projects.

Required Permits

Permit Name	Type	Review Date
Environmental Resource Permit	Water	05/07/08
FDEP NPDES General Permit	Other	05/07/08
FWC Gopher Tortoise Permit	Other	05/07/08

Required Technical Studies

Technical Study Name	Type	Review Date
Noise Study Report	ENVIRONMENTAL	08/11/08
Public Hearing Transcript	ENVIRONMENTAL	08/11/08
Draft Environmental Assessment	ENVIRONMENTAL	08/11/08
Conditions: evaluation will include ground visual assessment on tree crop parcels to determine whether farmland has NRCS Unique Farmland status.		
Project Development Summary Report (PDSR)	ENGINEERING	08/11/08
Farmlands Assessment	Other	08/11/08
Air Quality Report	ENVIRONMENTAL	08/11/08
Cultural Resource Assessment	ENVIRONMENTAL	08/11/08
Endangered Species Biological Assessment	ENVIRONMENTAL	08/11/08
Environmental Assessment	ENVIRONMENTAL	08/11/08
Contamination Screening Evaluation Report	ENVIRONMENTAL	08/11/08
4 (f) Determination	Other	08/11/08
Wetlands Evaluation Report	ENVIRONMENTAL	08/11/08
Conditions: including a Uniform Mitigation Assessment Method (UMAM) analysis		
Section 4f Evaluation	ENVIRONMENTAL	08/11/08
Class of Action Determination	ENVIRONMENTAL	08/11/08

Class of Action

Class of Action Determination

Class of Action: Environmental Assessment with **Lead Agency** Federal Highway Administration

Other Actions: None

Class of Action Signatures

ACCEPTED by Steve C. Love, FDOT ETDM Coordinator for FDOT District 7 on 06/04/2008

ACCEPTED by Linda Anderson, Lead Agency ETAT Member for Federal Highway Administration on 08/12/2008

Dispute Resolution Activity Log

No Dispute Actions Found.

Project-Level Hardcopy Maps

No Project-Level Hardcopy Maps Available.

Appendices

Degree of Effect Legend

Legend			
Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

GIS Analyses

Since there are so many GIS Analyses available for Project #9871 - Overpass Road from Old Pasco Road to US 301, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.flas-etat.org/est/index.jsp?tpID=9871&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 08/12/2008 by Wendy Lasher Milestone** is selected. GIS Analyses snapshots have been taken for Project #9871 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
	Hardcopy Map (from Attach Document Tool)	194 KB	http://etdmpub.flas-etat.org/est/servlet/blobViewer?blobID=2656
	Hardcopy Map (from Attach Document Tool)	543 KB	http://etdmpub.flas-etat.org/est/servlet/blobViewer?blobID=2655
	Hardcopy Map (from Attach Document Tool)	535 KB	http://etdmpub.flas-etat.org/est/servlet/blobViewer?blobID=2654
	Hardcopy Map (from	542 KB	

Attach Document Tool)		http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=2653
Ancillary Project Documentation	50 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=2613
Ancillary Project Documentation	886 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=2612
Ancillary Project Documentation	946 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=2611

Application for Federal Assistance SF-424		Version 02
*1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		*2. Type of Application * If Revision, select appropriate letter(s) <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision *Other (Specify) _____
3. Date Received:		4. Applicant Identifier:
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
*a. Legal Name: Pasco County		
*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000793		*c. Organizational DUNS: 069677953
d. Address:		
*Street 1:	<u>Pasco County Engineering Services/Project Management - Design</u>	
Street 2:	<u>5418 Sunset Road</u>	
*City:	<u>New Port Richey</u>	
County:	<u>Pasco</u>	
*State:	<u>Florida</u>	
Province:	_____	
*Country:	<u>United States</u>	
*Zip / Postal Code	<u>34652</u>	
e. Organizational Unit:		
Department Name: Pasco County Engineering Services		Division Name: Project Management - Design
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix:	<u>Mr.</u>	*First Name: <u>Kevin</u>
Middle Name:	_____	
*Last Name:	<u>Sumner</u>	
Suffix:	_____	
Title:	<u>Project Manager</u>	
Organizational Affiliation:		

*Telephone Number: 727-834-3604		Fax Number: 727-834-3617
*Email: ksumner@pascocountyfl.net		

Application for Federal Assistance SF-424

Version 02

***9. Type of Applicant 1: Select Applicant Type:**

B - County

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20-205 _____

CFDA Title:

Highway Planning and Construction _____

***12 Funding Opportunity Number:**

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Pasco County, Florida

***15. Descriptive Title of Applicant's Project:**

Overpass Road from Old Pasco Road to US 301 (Roadway widening and extension, including proposed new interchange at Interstate 75 and Overpass Road)

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant: FL-9

*b. Program/Project: FL-5

17. Proposed Project:

*a. Start Date: 01/2012

*b. End Date: TBD

18. Estimated Funding (\$): TBD

*a. Federal	_____	TBD
*b. Applicant	_____	TBD
*c. State	_____	TBD
*d. Local	_____	TBD
*e. Other	_____	TBD
*f. Program Income	_____	TBD
*g. TOTAL	_____	TBD

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on 6/29/2012.
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E. O. 12372

***20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. *First Name: Kevin

Middle Name: _____

*Last Name: Sumner

Suffix: _____

*Title: Project Manager

*Telephone Number: 727-834-3604

Fax Number: 727-834-3617

* Email: ksumner@pascocountyfl.net

*Signature of Authorized Representative: 

*Date Signed: 6/29/12

Application for Federal Assistance SF-424

Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

APPENDIX C
Project Plan Sheets

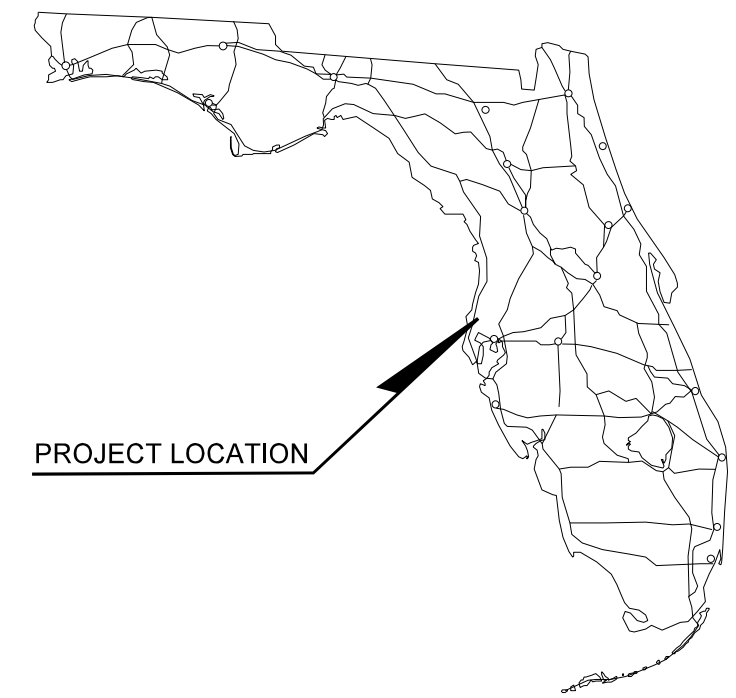


PASCO COUNTY

OVERPASS ROAD FROM OLD PASCO ROAD TO US 301

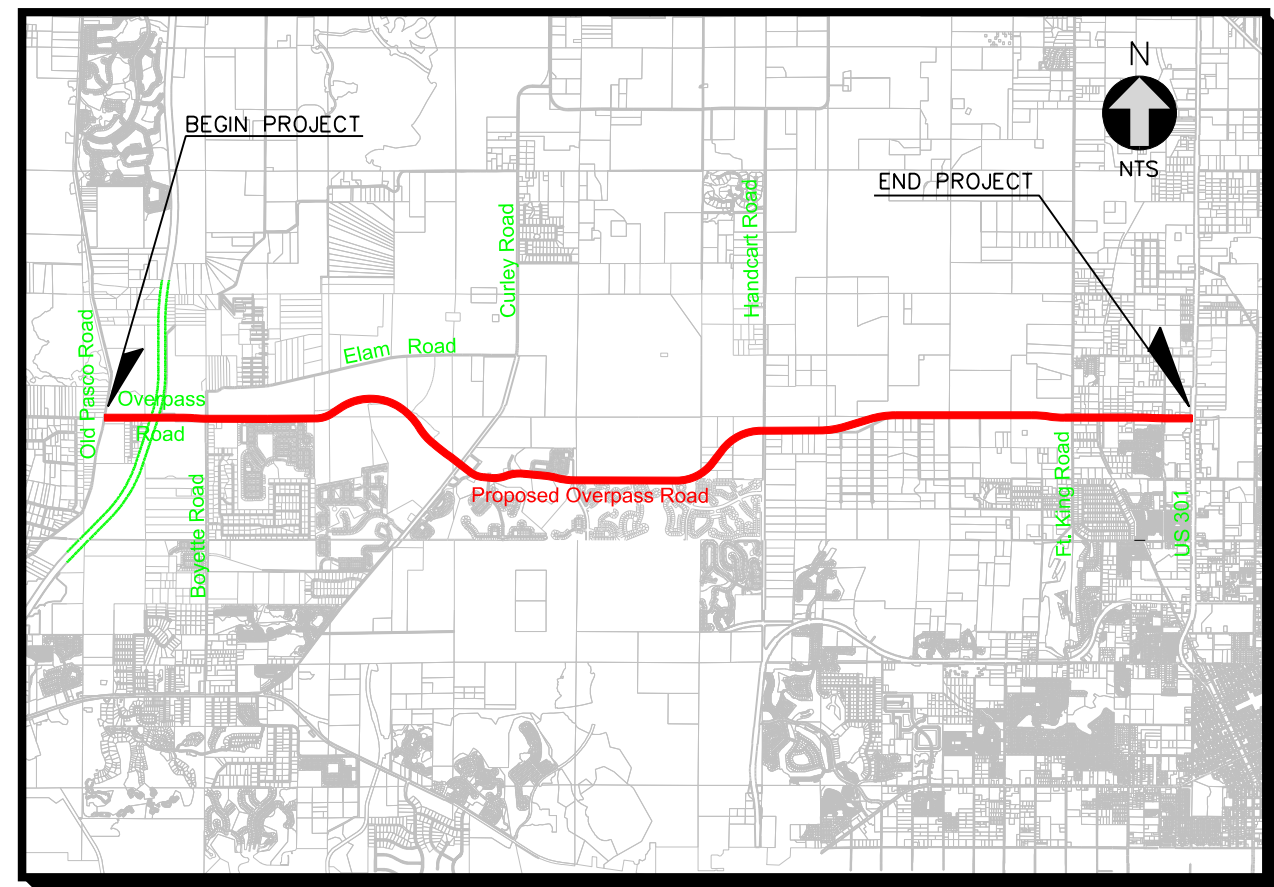
CIP NO: 5025 • FPID NO: 432734-1

PREPARED BY
URS CORPORATION SOUTHERN



PROJECT LOCATION

ALTERNATIVE O3 ROADWAY



PROJECT LOCATION MAP

DRAFT - FOR PLANNING PURPOSES ONLY

PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

- CHAIRMAN OF THE BOARD : TED SCHRADER
- DISTRICT 1 : TED SCHRADER
- DISTRICT 2 : MIKE MOORE
- DISTRICT 3 : KATHRYN STARKEY
- DISTRICT 4 : MIKE WELLS
- DISTRICT 5 : JACK MARINAO
- COUNTY ADMINISTRATOR : MICHELE BAKER












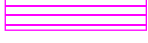






INDEX OF PLANS

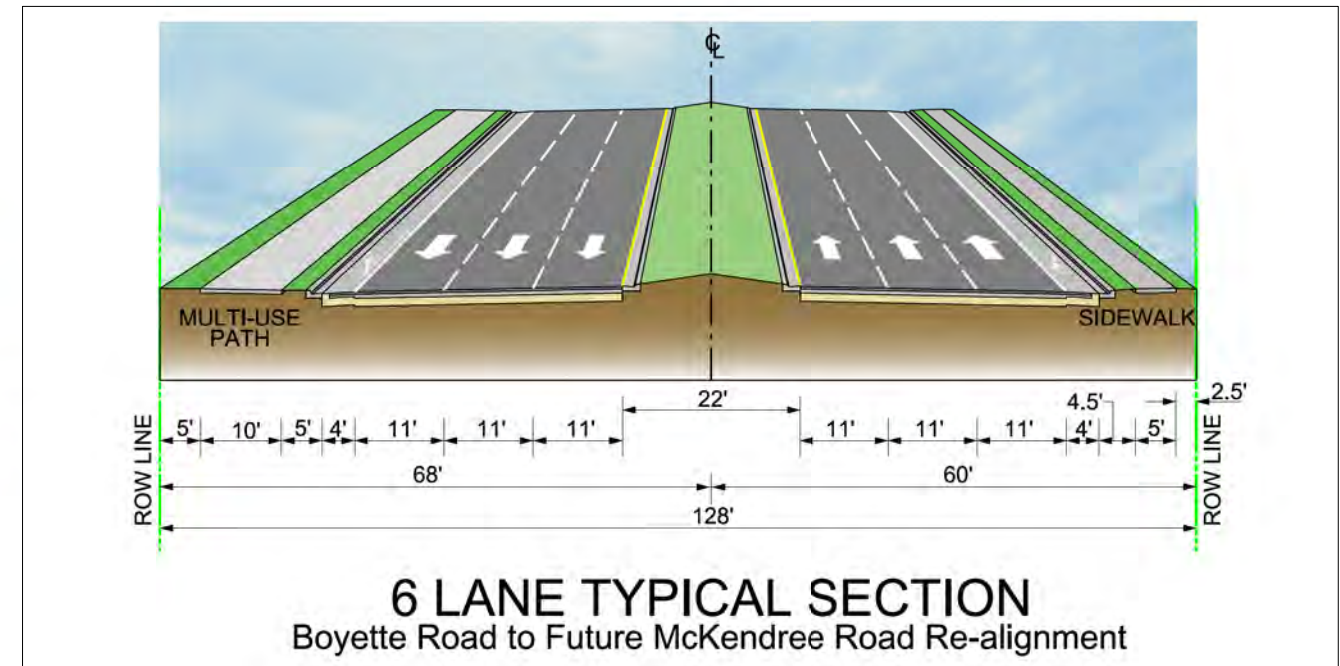
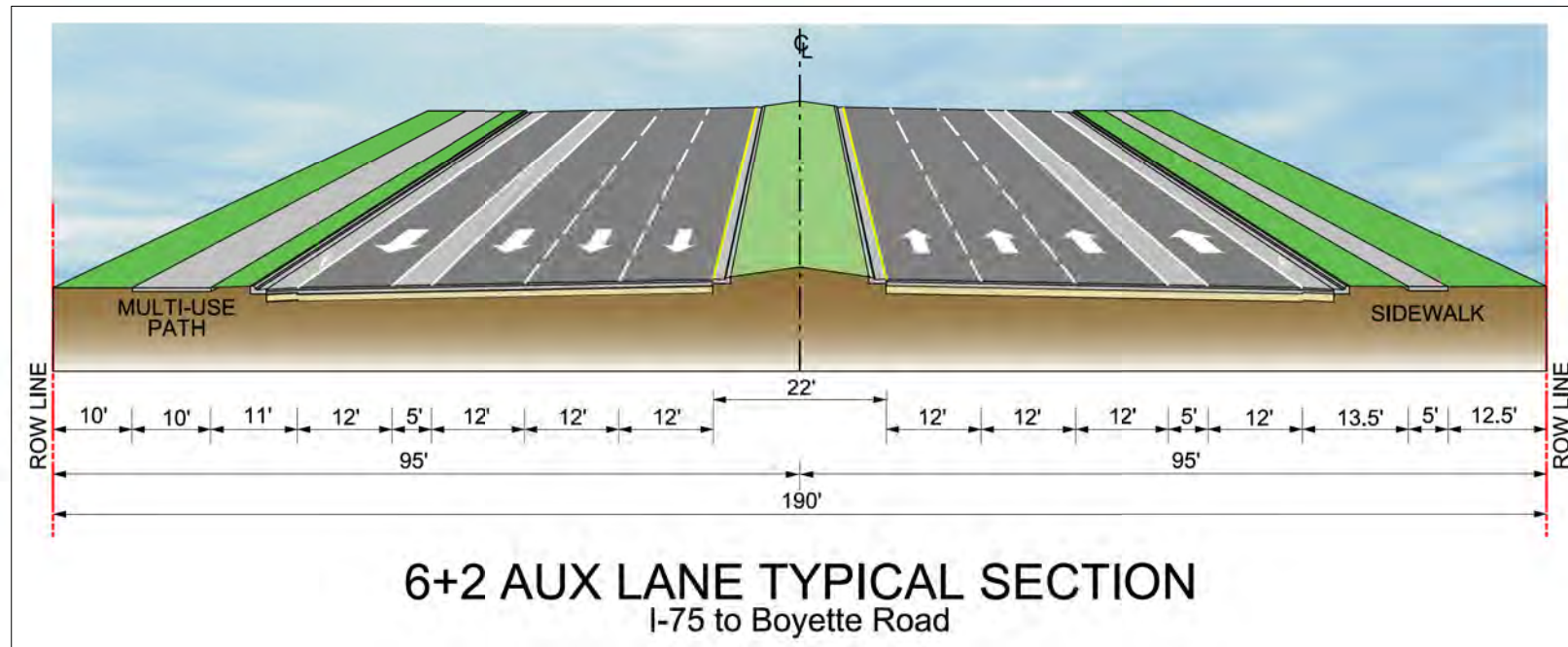
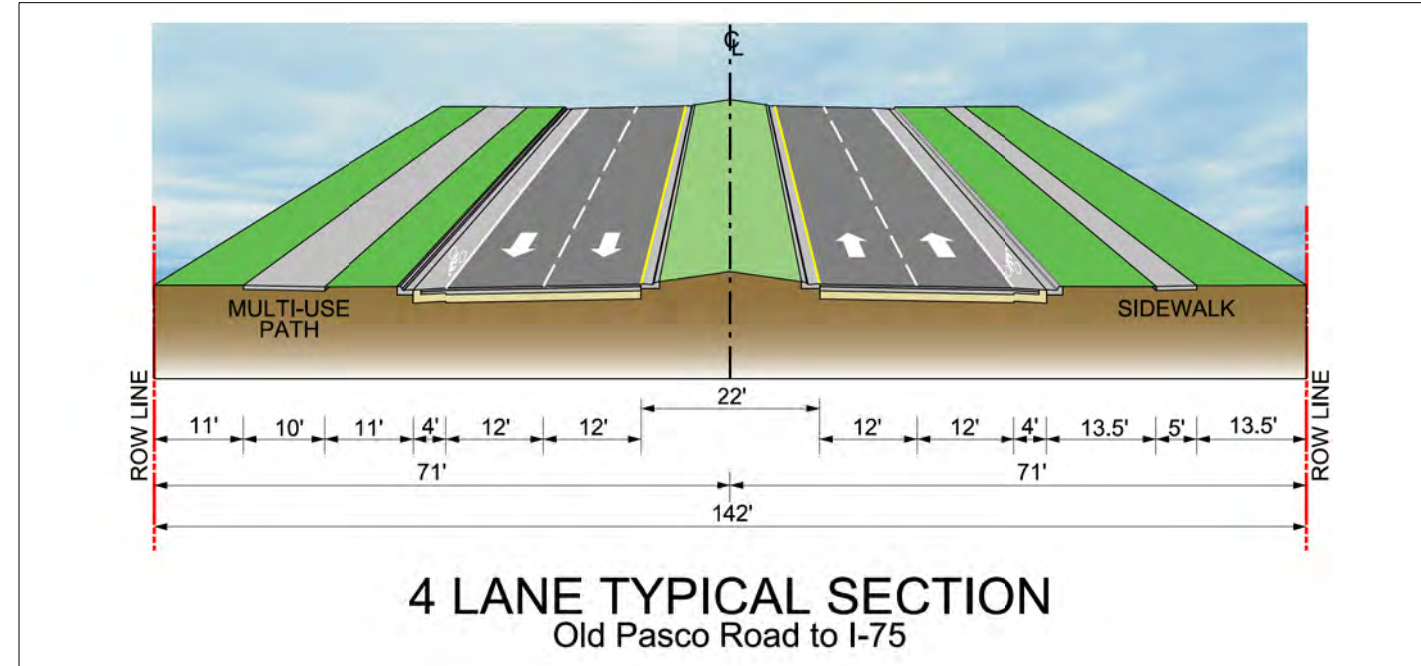
SHEET NO.	SHEET DESCRIPTION
I	COVER SHEET
II	LEGEND
III	TYPICAL SECTIONS
IV	TYPICAL SECTIONS
V	TYPICAL SECTIONS
1-17	PLANS

Aerial Photography Date: 2011

MAPS PREPARED BY:
URS CORPORATION SOUTHERN
LICENSED BUSINESS NO. 6839
7650 WEST COURTNEY CAMPBELL CAUSEWAY
TAMPA, FLORIDA 33607-1462
TELEPHONE (813) 286-1711

LEGEND

	EXISTING RIGHT-OF-WAY		PROPOSED SIGNAL
	EXISTING L/A RIGHT-OF-WAY		EXISTING SIGNAL
	PROPOSED RIGHT-OF-WAY		PROPOSED POND SITE
	PROPOSED L/A RIGHT-OF-WAY		10' MULTI-USE PATH
	PROPERTY LINES		WETLAND
	ROADWAY		FLOODPLAIN
	BRIDGE		FLOODPLAIN COMPENSATION AREA
	5' SIDEWALK		CROSS DRAIN
	TO BE REMOVED		CONTOUR LINE



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No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

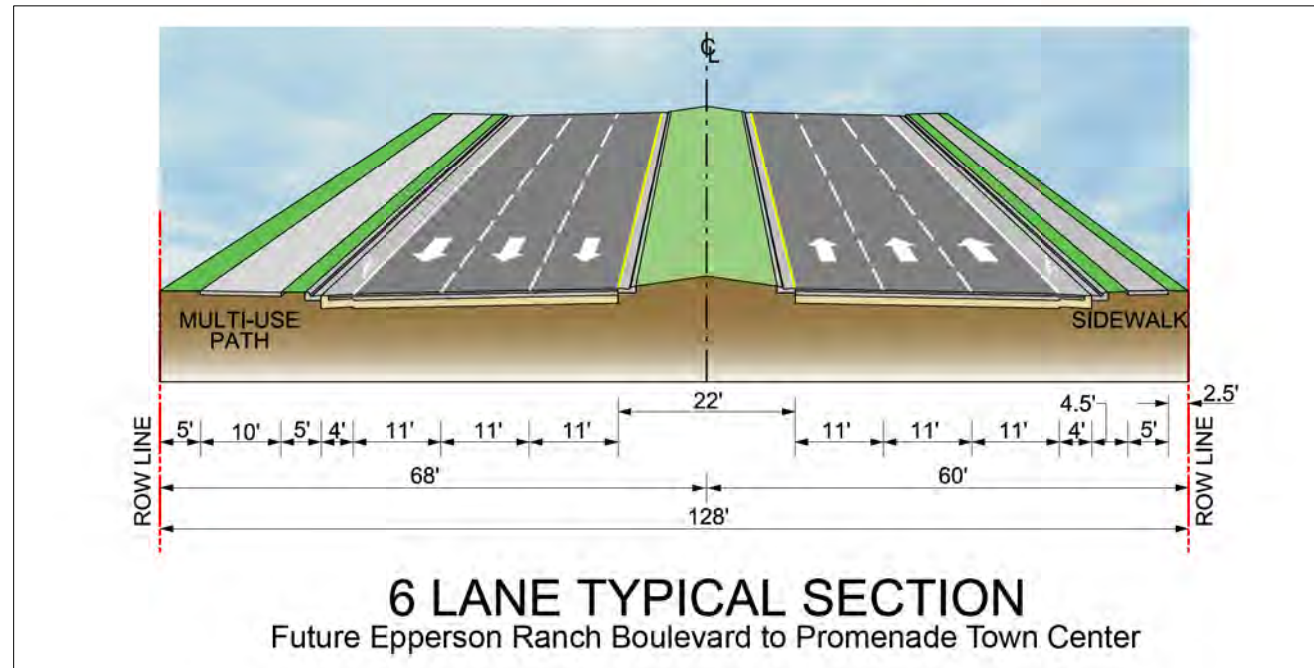
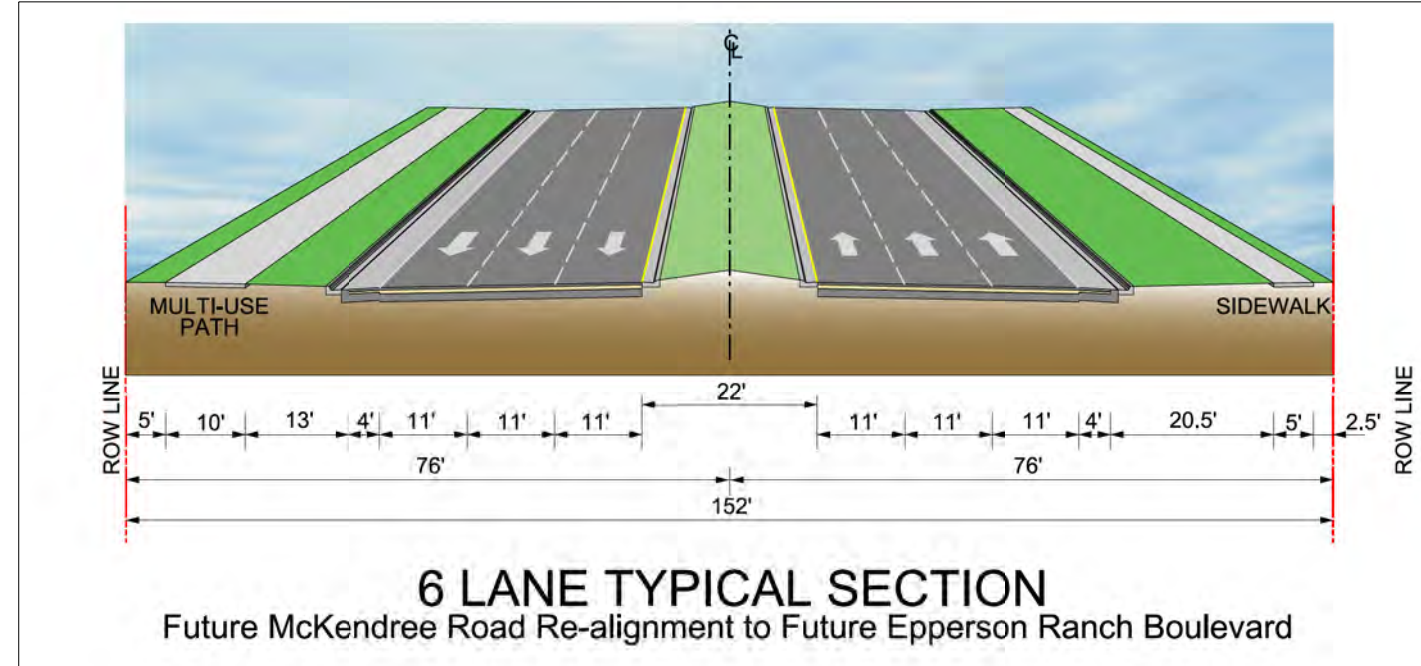
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

III



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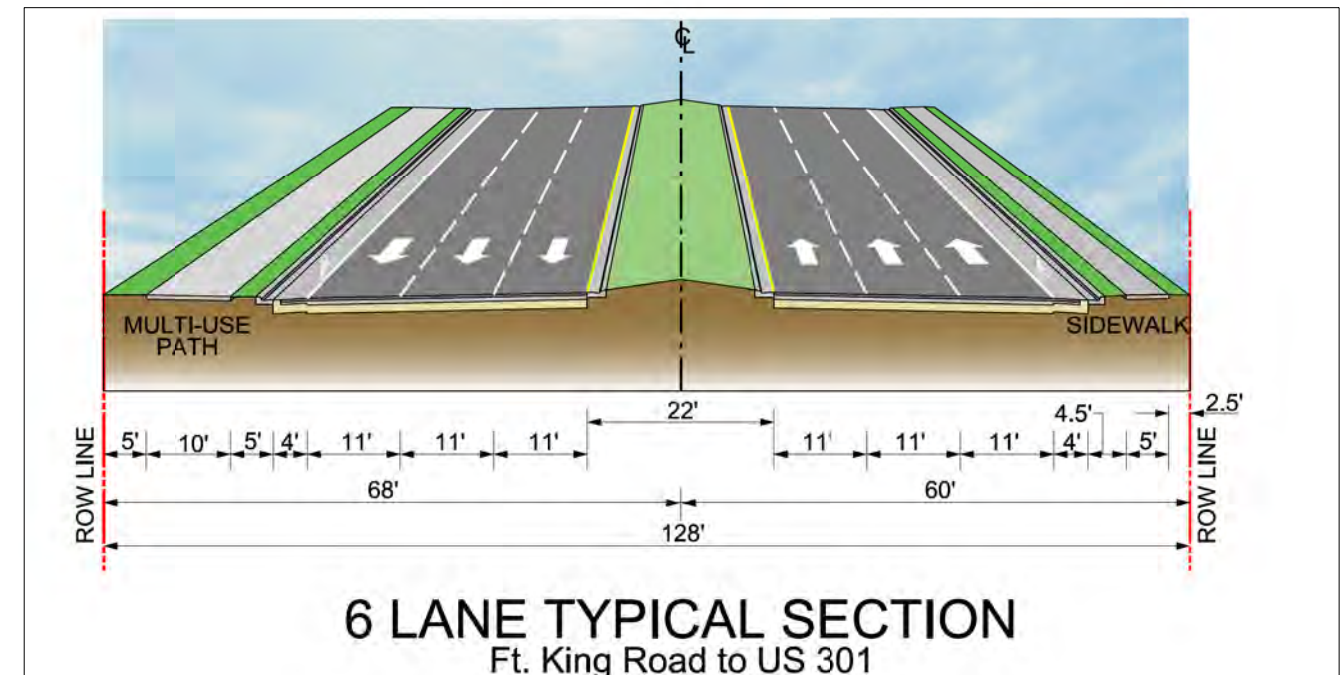
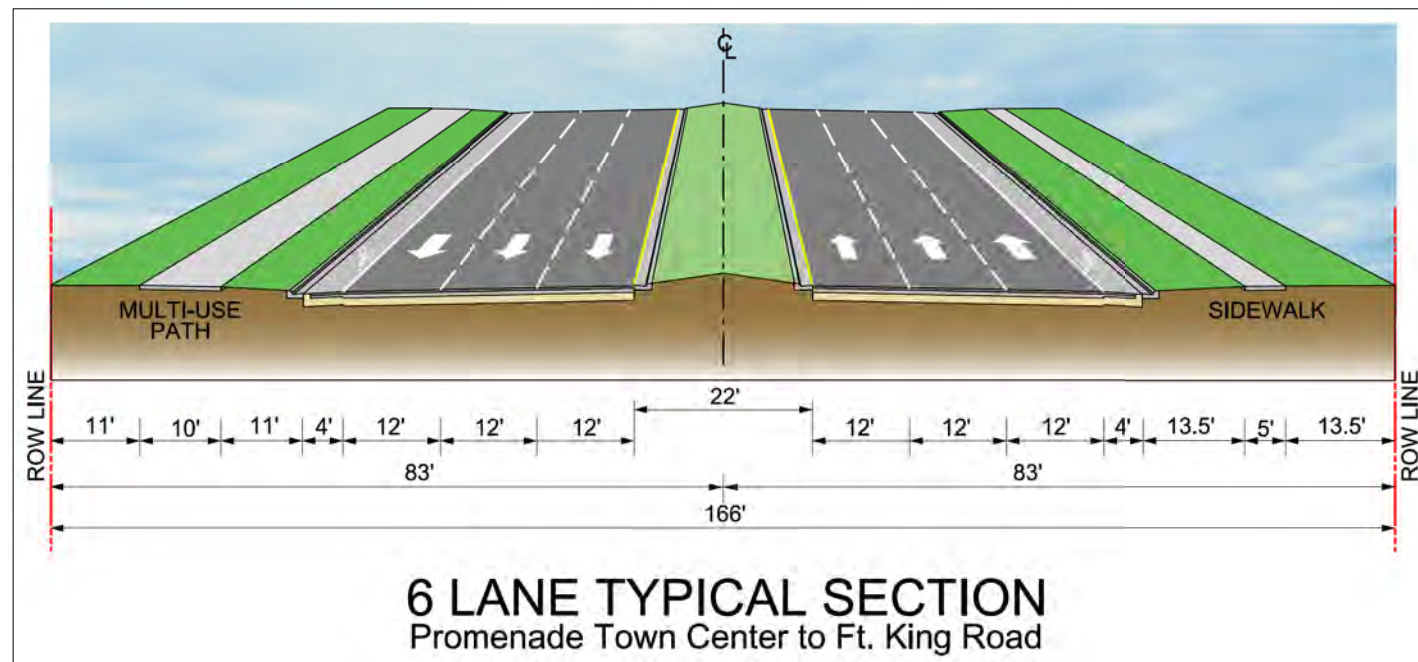
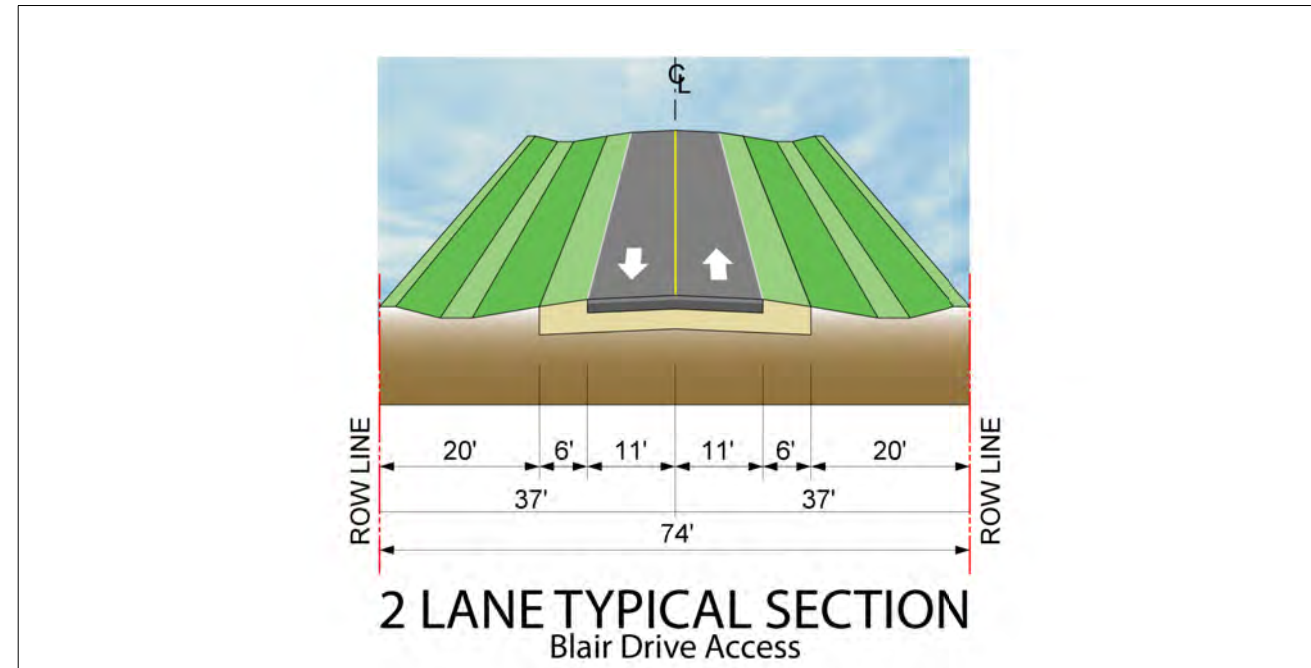
OVERPASS ROAD

Alternative O-3

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Pasco County Florida

SHEET NO.

IV



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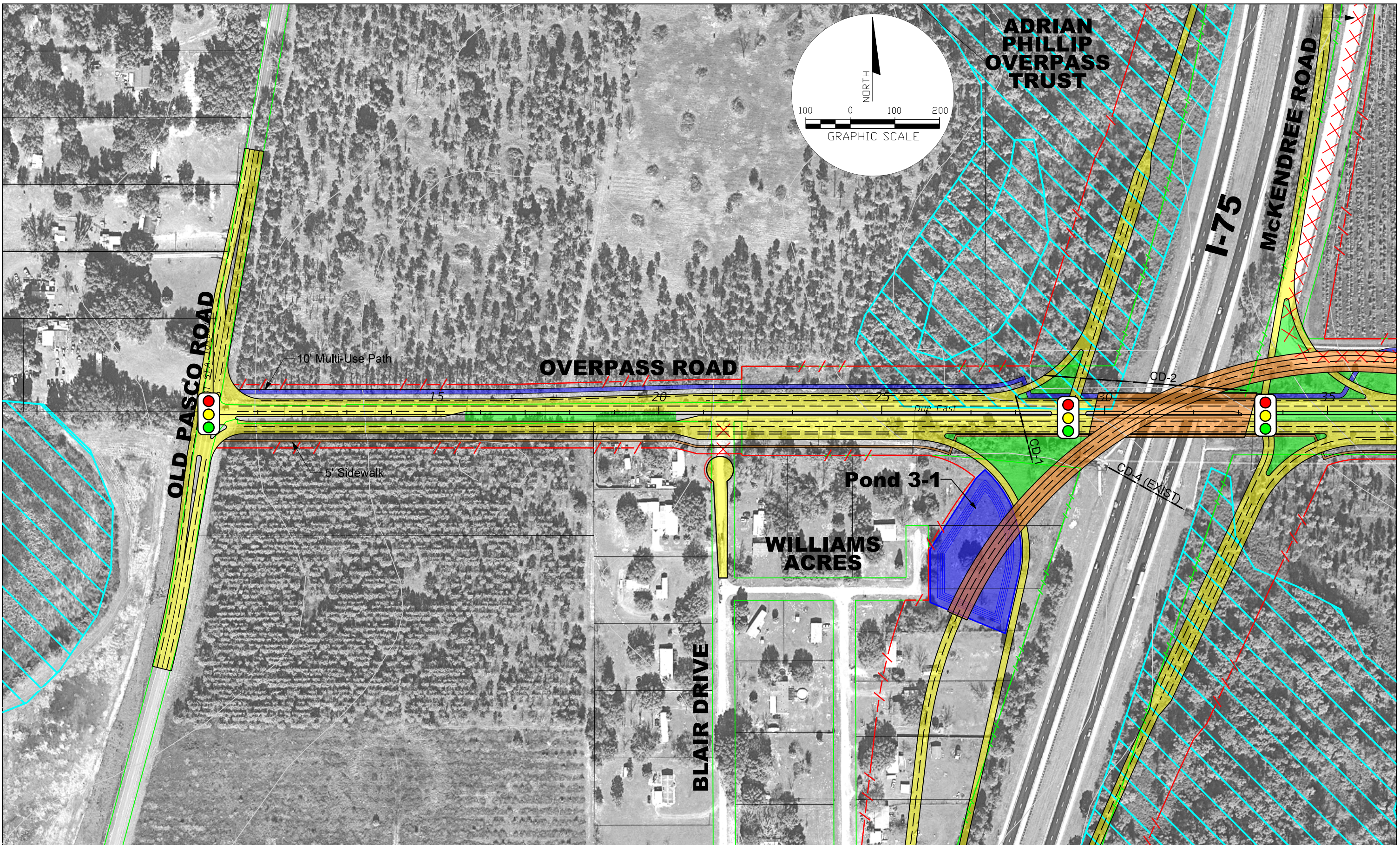
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
1



Pond 3-2

I-75

BOYETTE ROAD

NOTE:
ALTERNATE ACCESS TO
BOYETTE ROAD WILL BE
AVAILABLE PRIOR TO
INTERCHANGE CONSTRUCTION.

CD-3 (EXIST)

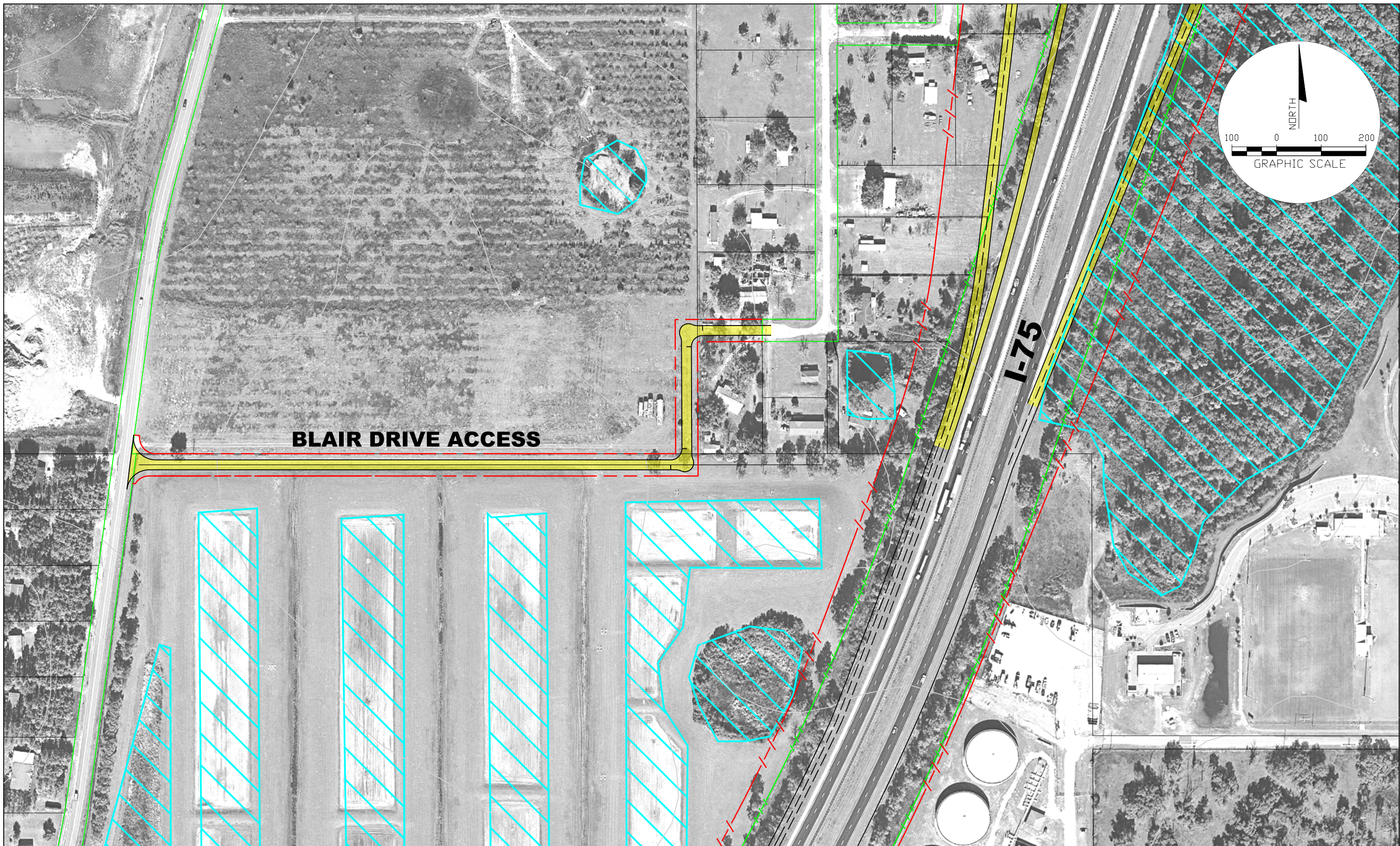
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OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET
NO.
1A



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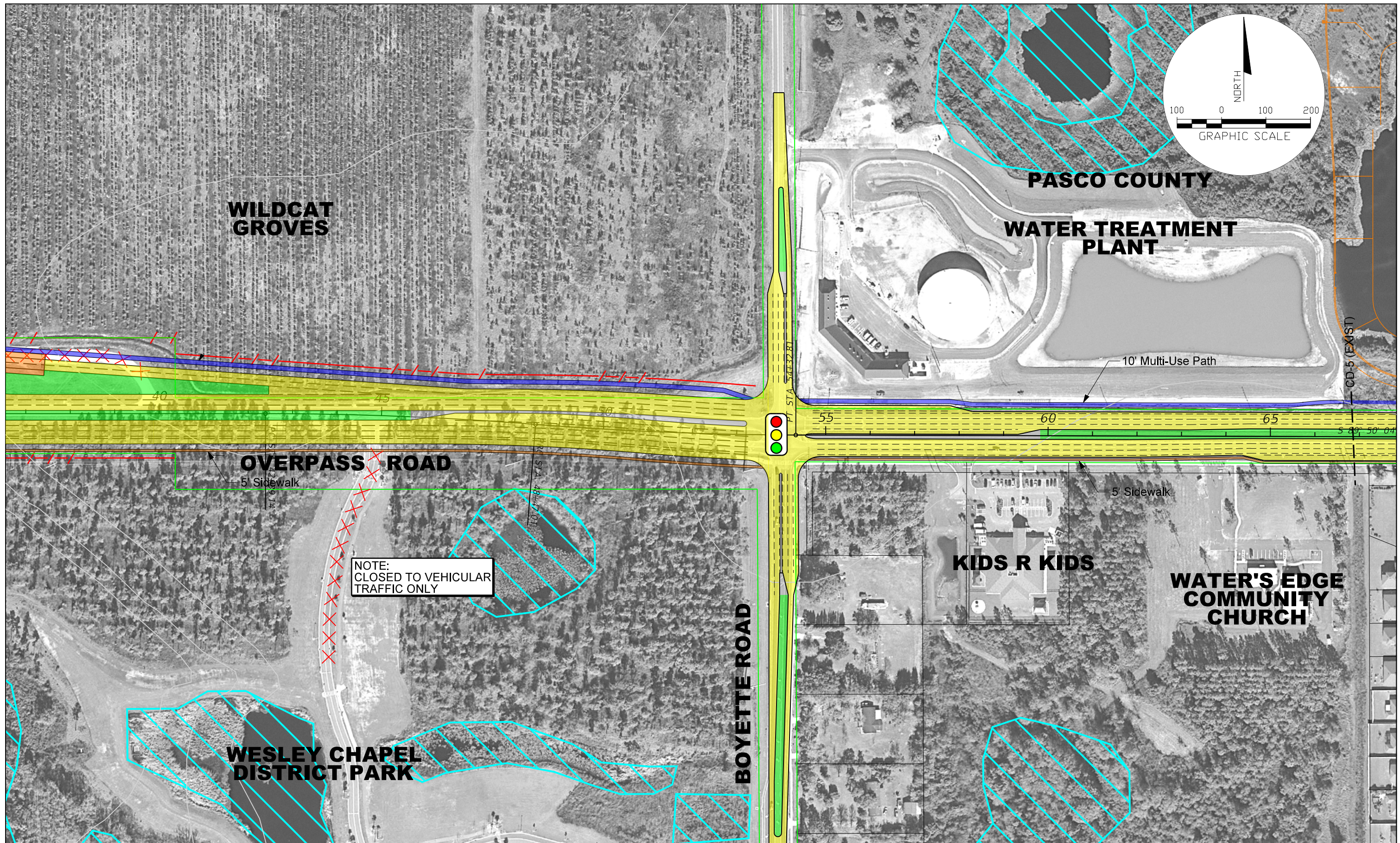
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OVERPASS ROAD
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 From Old Pasco Road to US 301
 Pasco County Florida

SHEET
 NO.

1B



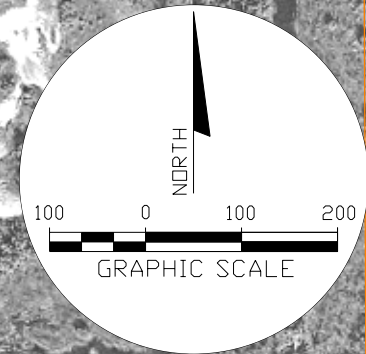
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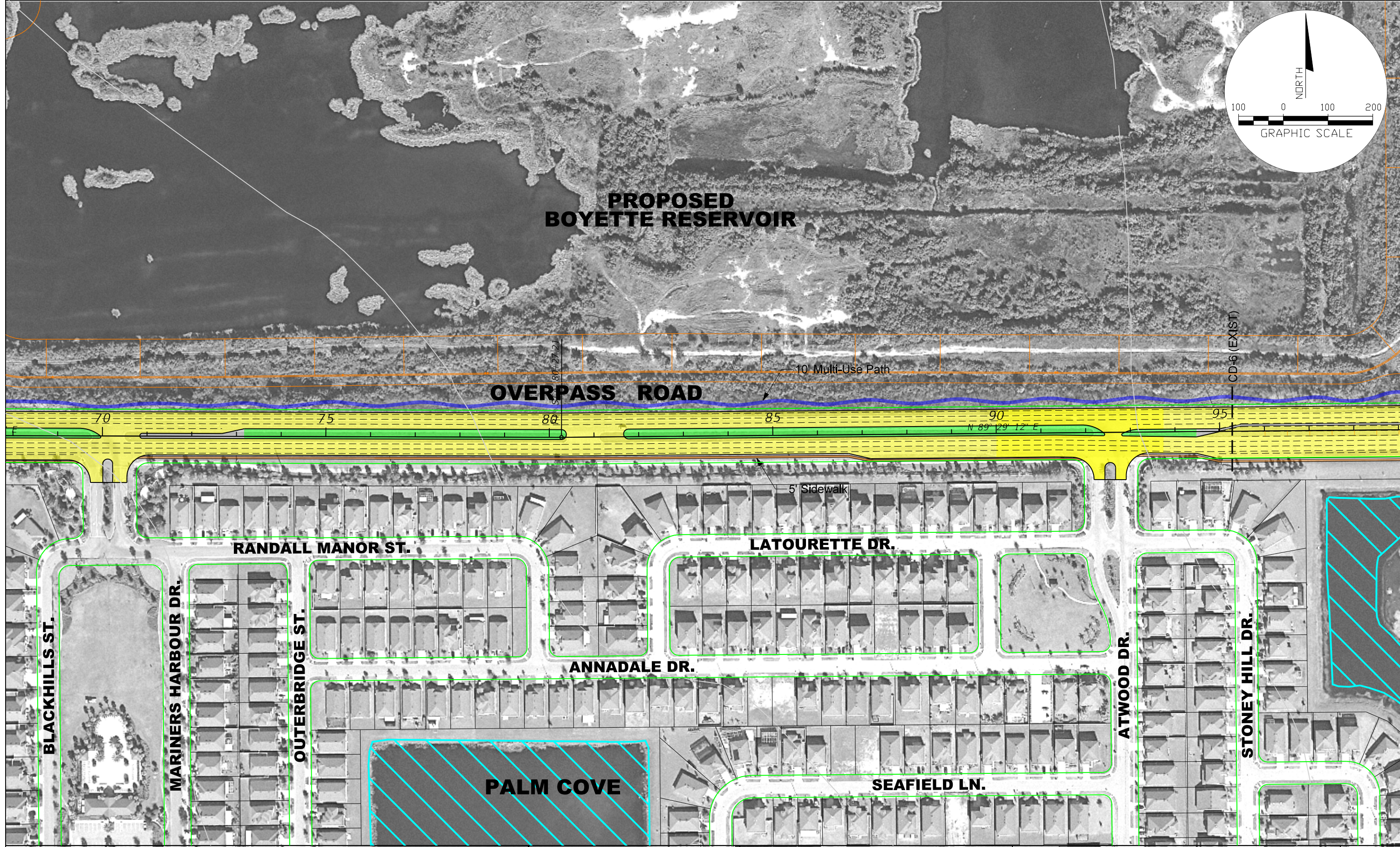
PASCO COUNTY
 ENGINEERING SERVICES
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
2



**PROPOSED
BOYETTE RESERVOIR**



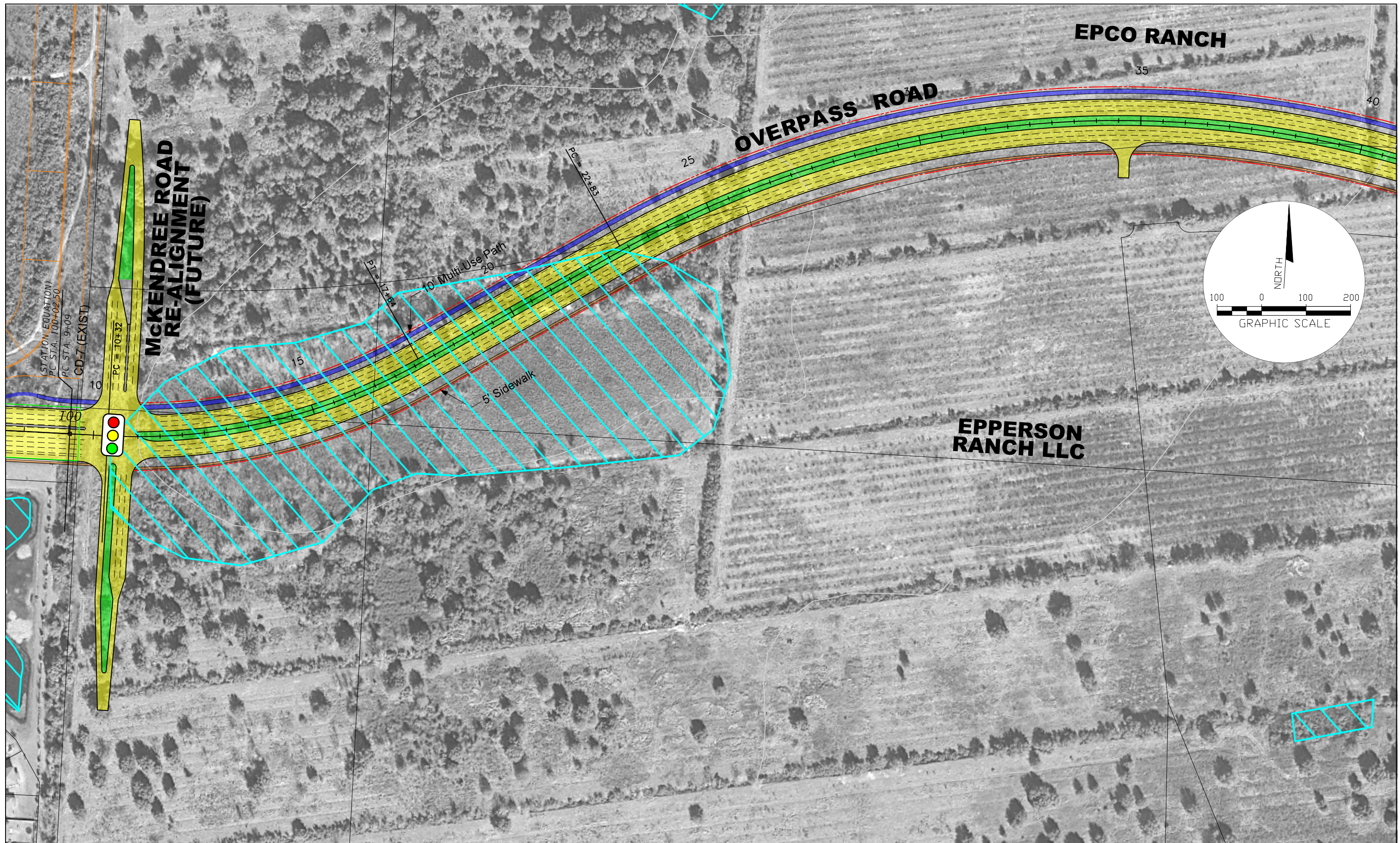
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OVERPASS ROAD
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 From Old Pasco Road to US 301
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SHEET
 NO.
3



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OVERPASS ROAD
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SHEET NO.
4



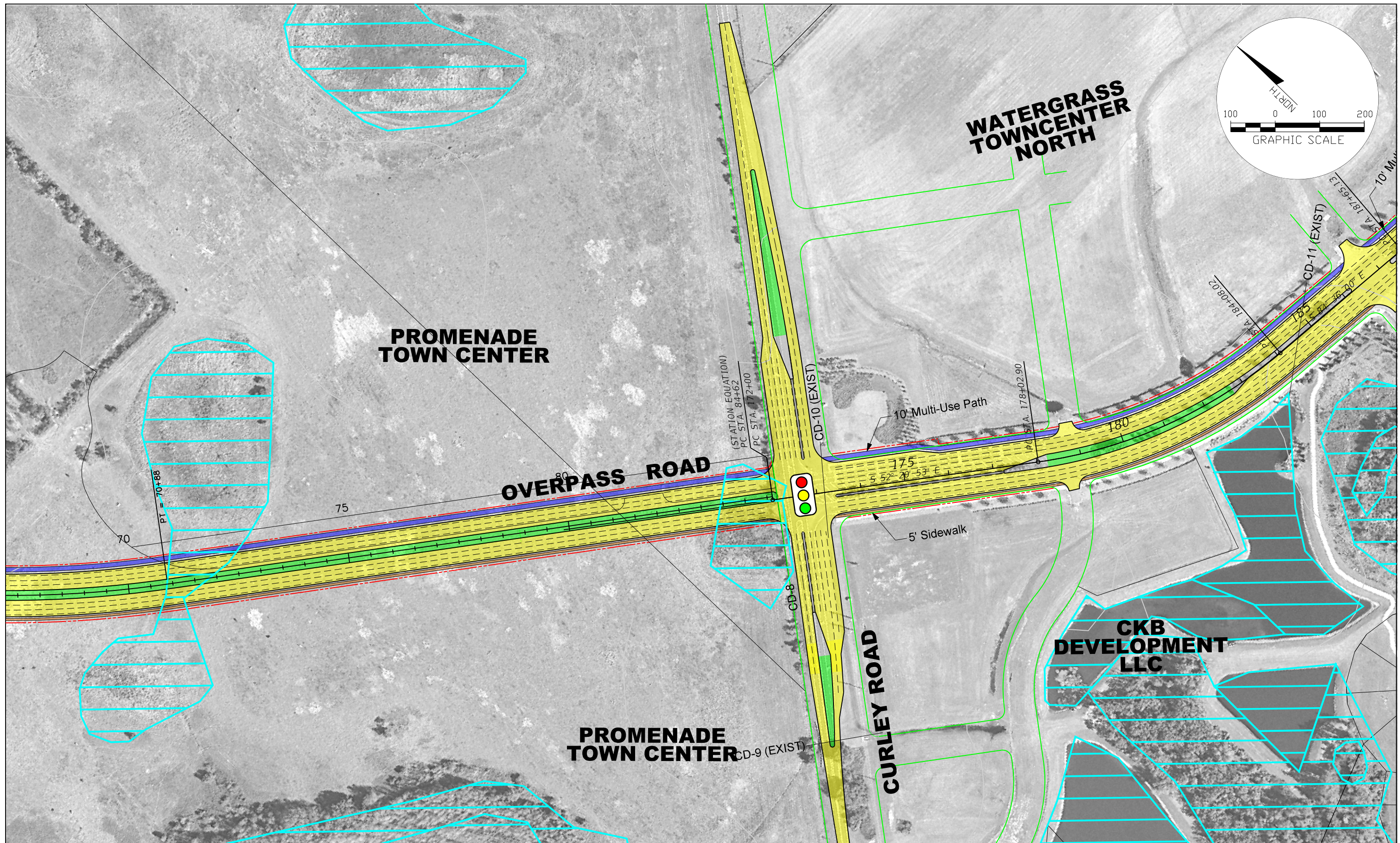
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SHEET NO.
5



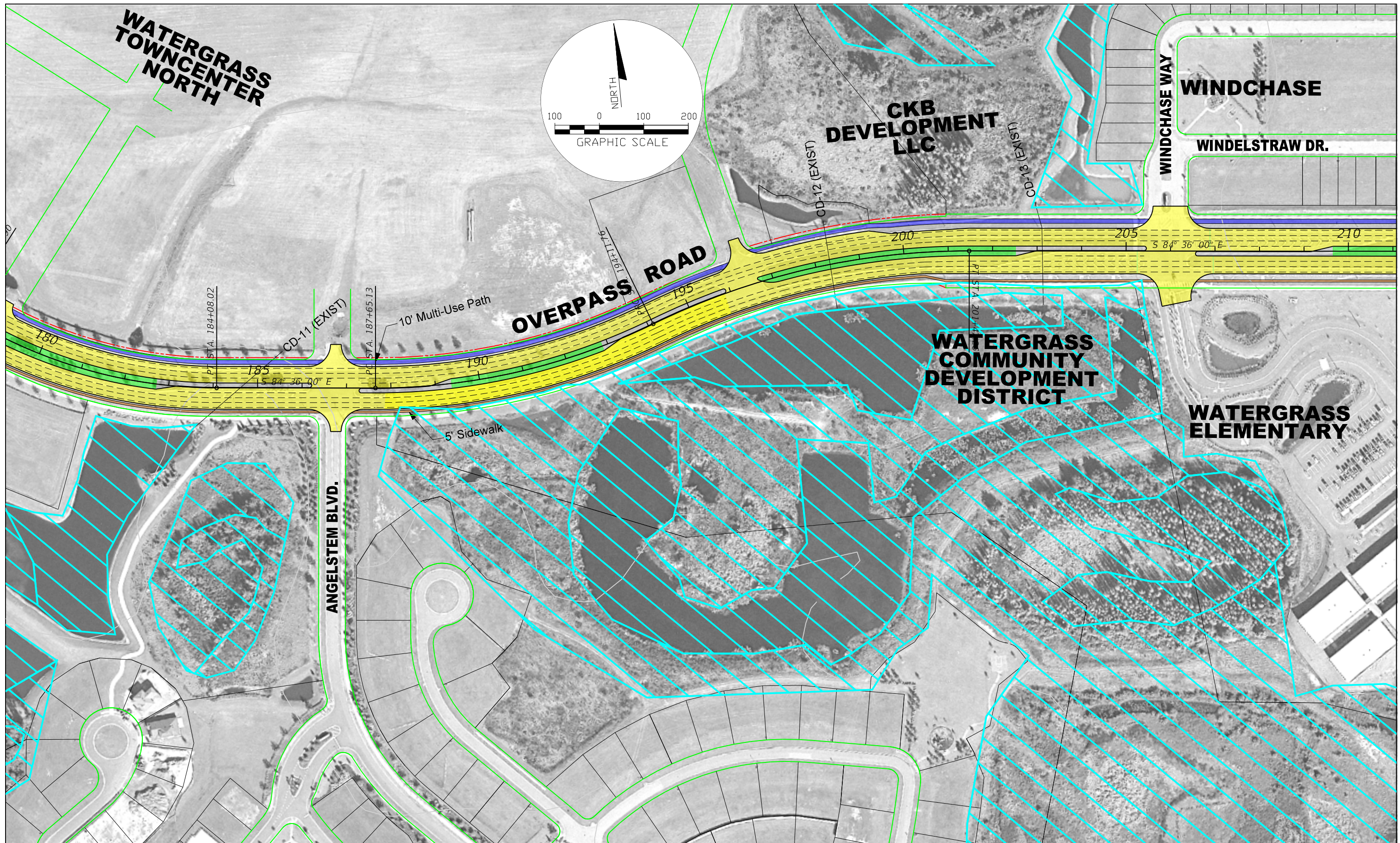
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SHEET NO.
6



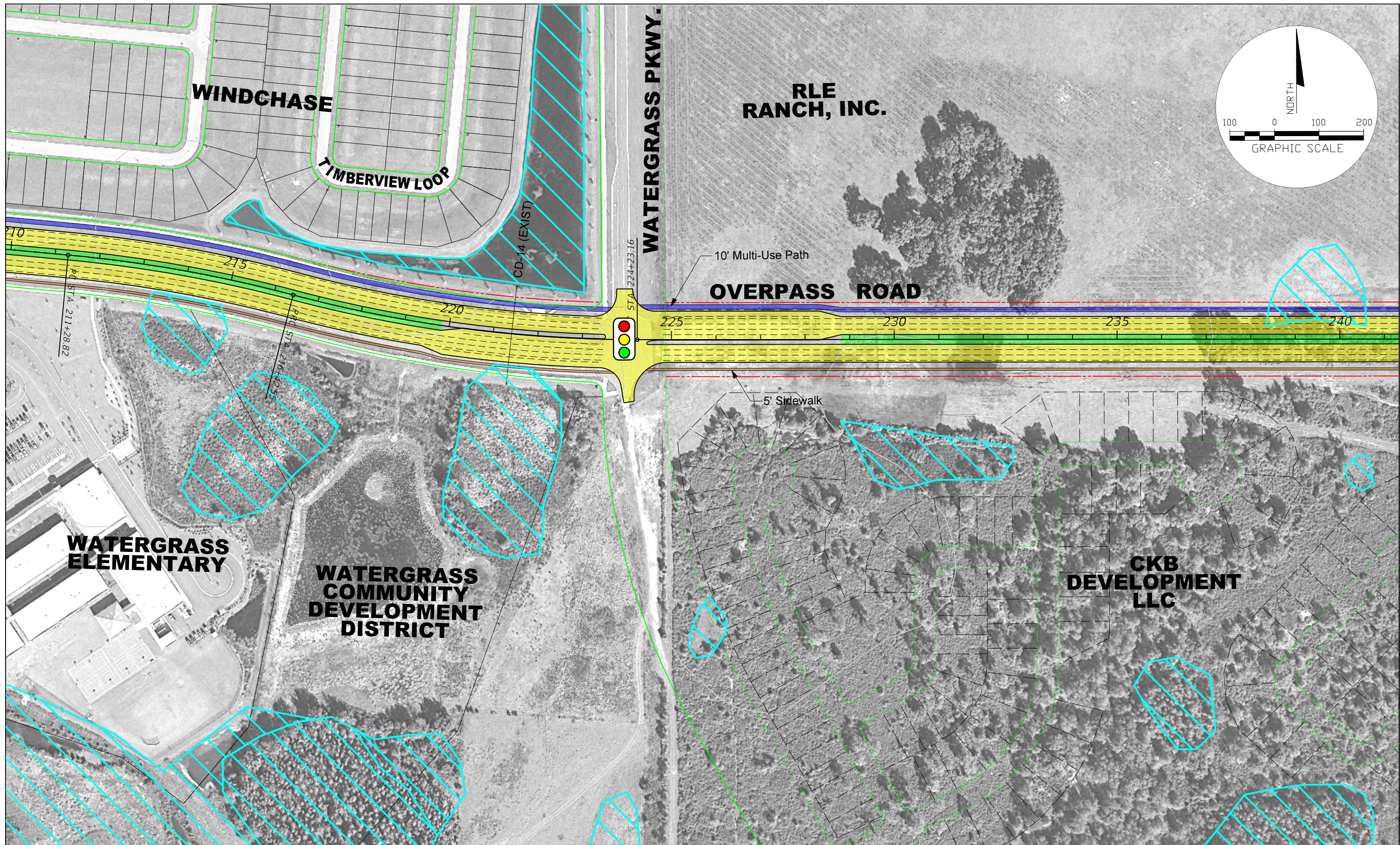
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OVERPASS ROAD
 Alternative O-3
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SHEET NO.
7



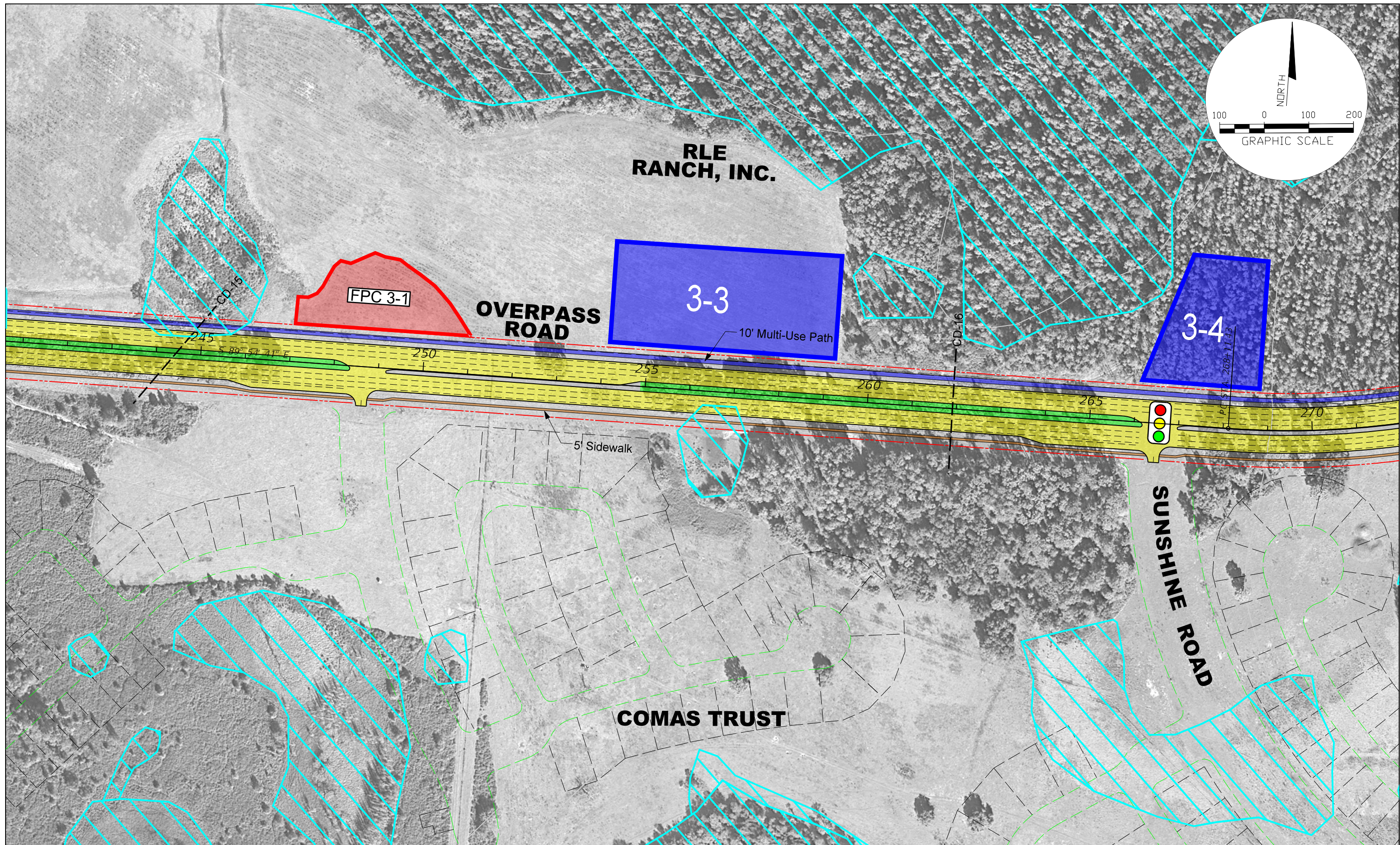
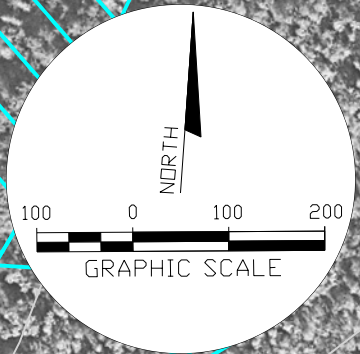
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**PASCO COUNTY
 ENGINEERING SERVICES**
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET
 NO.
8



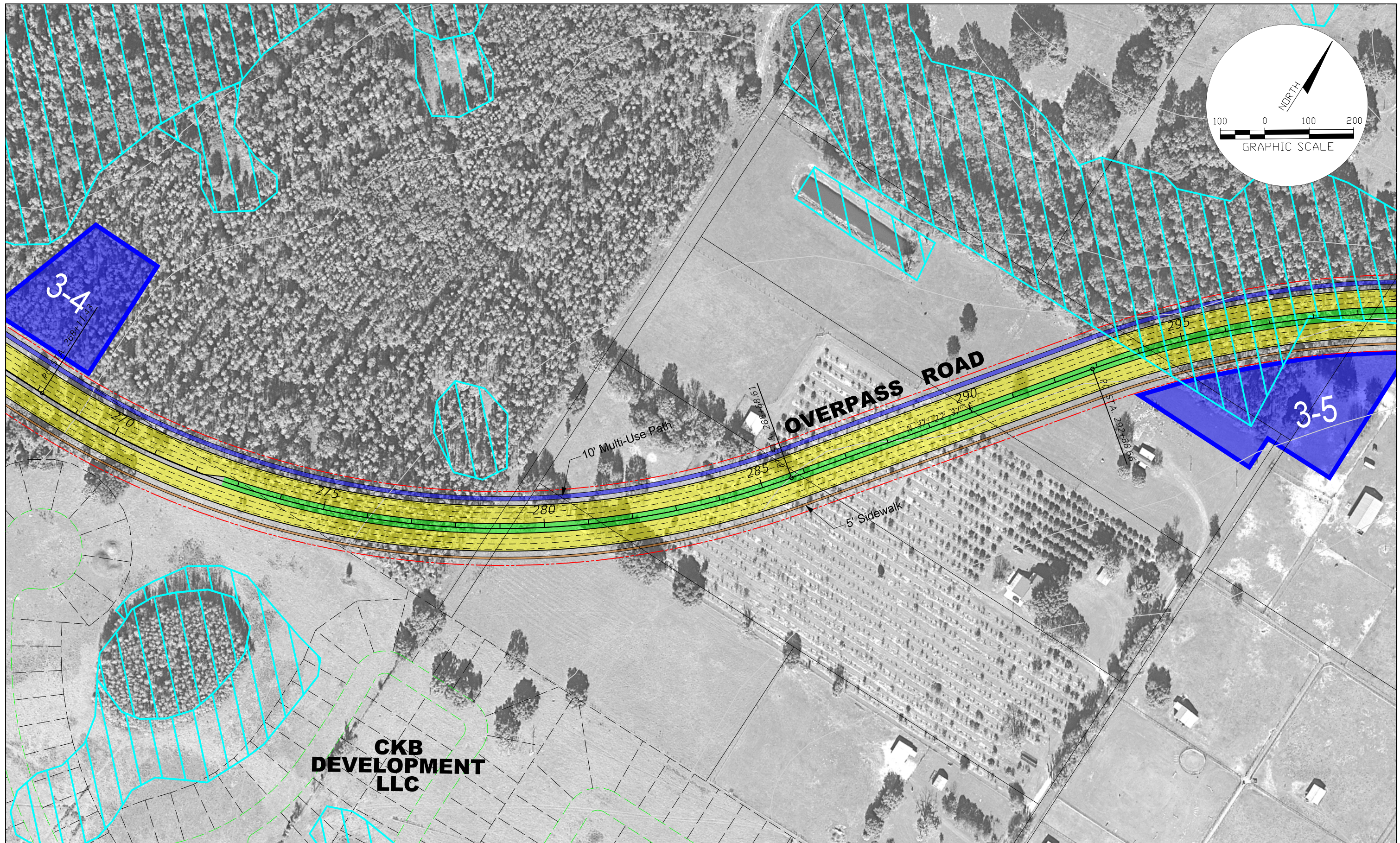
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**PASCO COUNTY
 ENGINEERING SERVICES**
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
9



**CKB
DEVELOPMENT
LLC**

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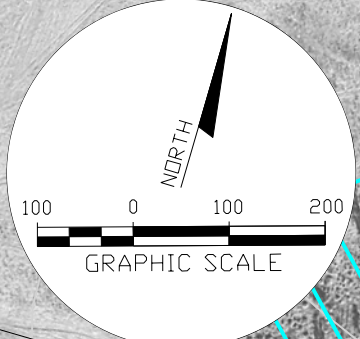
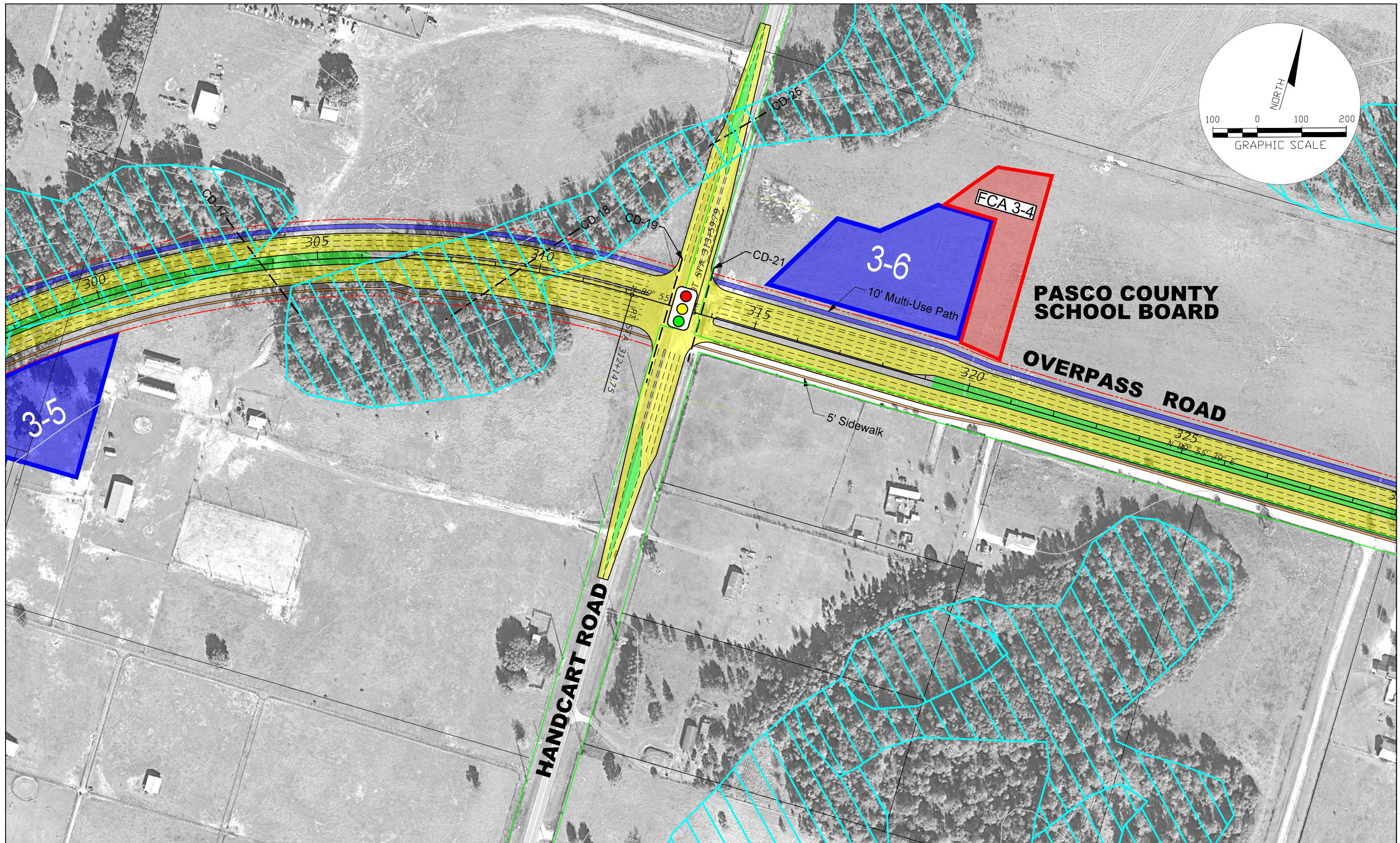
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Tampa, FL 33607-1462
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PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET
NO.

10



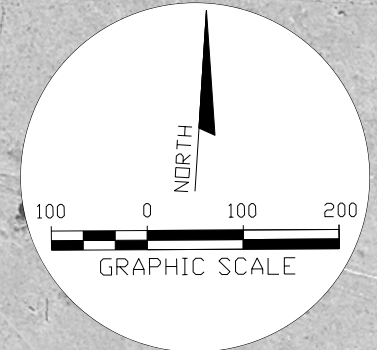
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
11



**PASCO COUNTY
SCHOOL BOARD**

**L D MITCHELL,
INC.**



**L D MITCHELL,
INC.**

OVERPASS ROAD

FAIRVIEW HEIGHTS RD.

RIATA PL.

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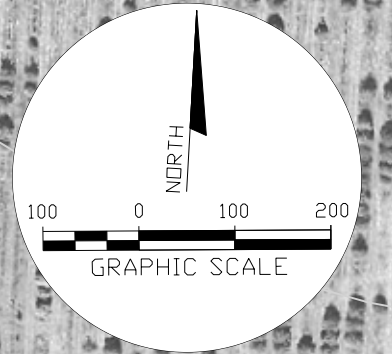
URS
URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

**PASCO COUNTY
ENGINEERING SERVICES**
CIP NO: 5025 • FPID NO: 432734-1

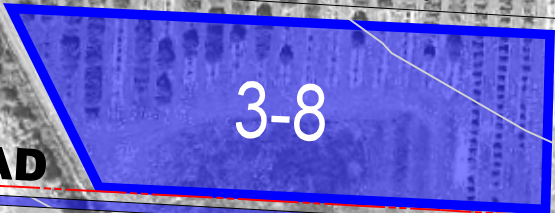
OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

**SHEET
NO.
12**

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.



REPLACEMENT DITCH 3-9



3-8

OVERPASS ROAD

10' Multi-Use Path

365

370

375

380

385

390

5' Sidewalk

Pt STA. 370+90.61

FAIRVIEW HEIGHTS RD.

ARTIFACT DR.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

HACKAMORE RD.

Pt STA. 350+59.79

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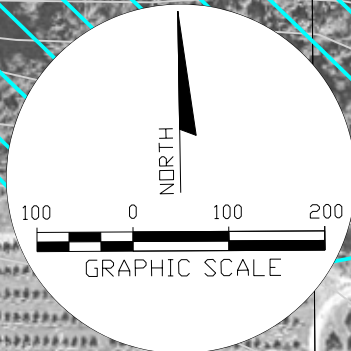
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PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.
13

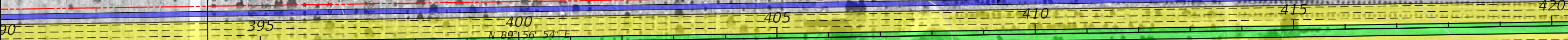
SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.



OVERPASS ROAD

10' Multi-Use Path

5' Sidewalk



CULLEN SMITH RD.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

FAIRVIEW

HEIGHTS RD.

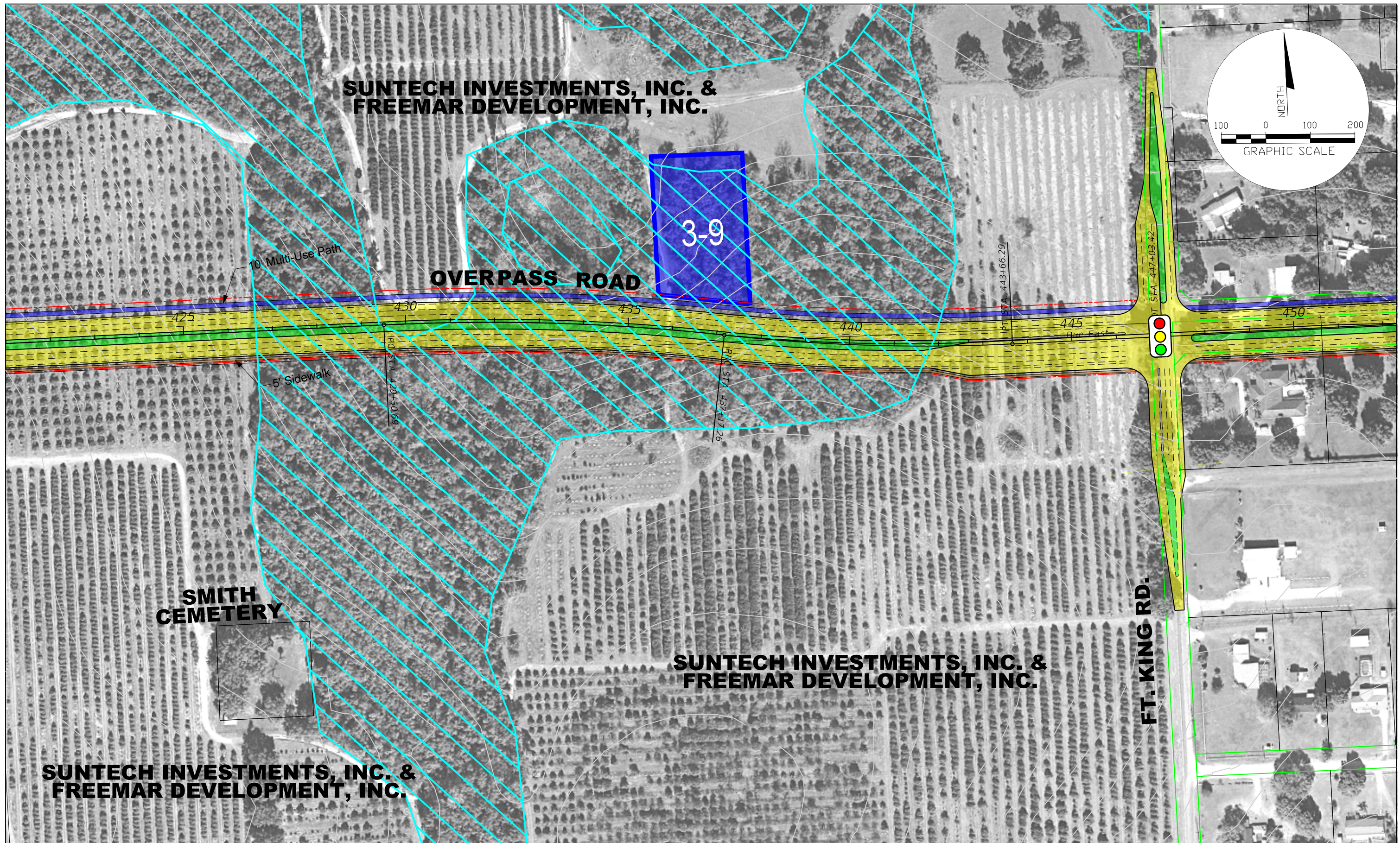
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OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.
14



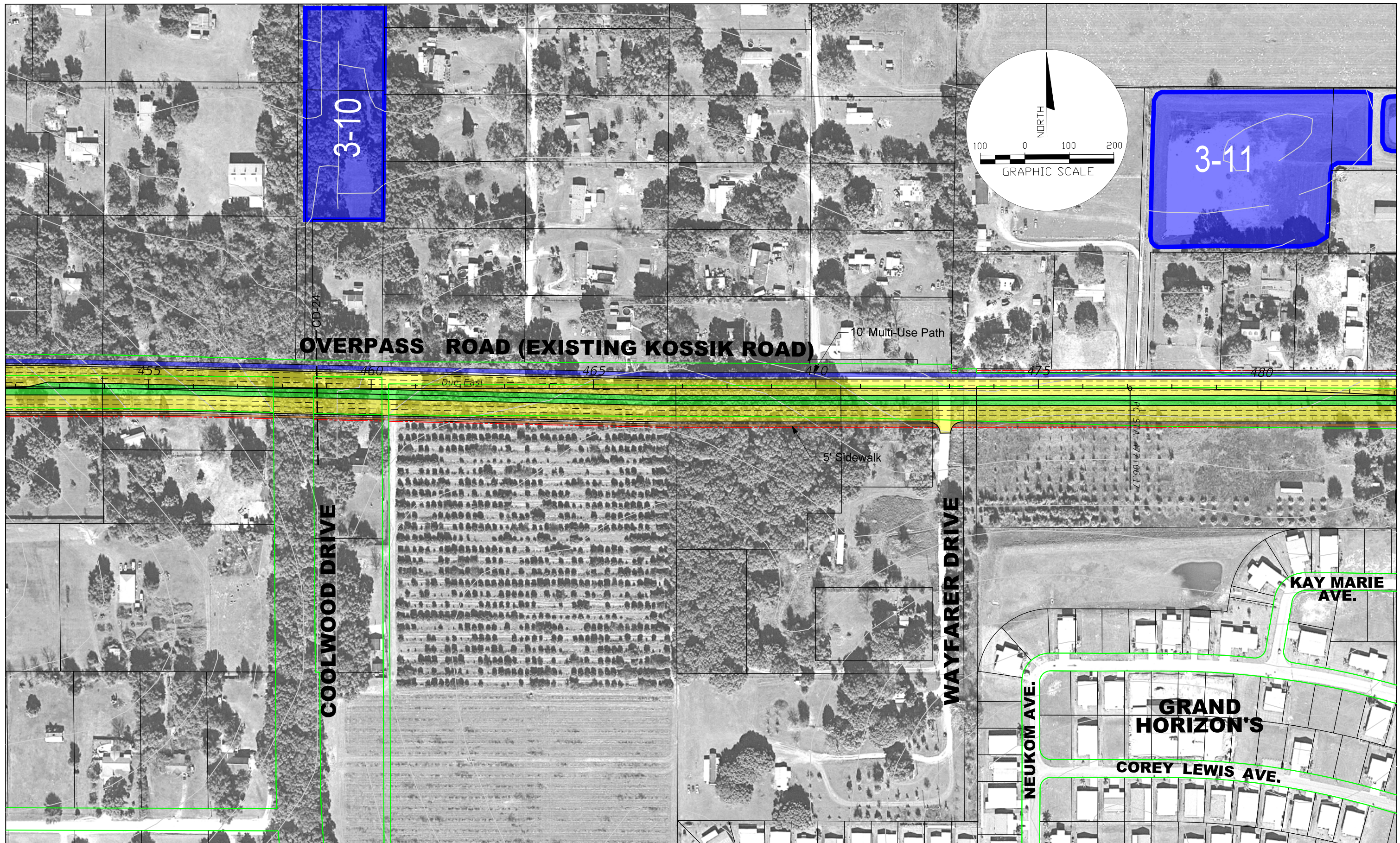
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 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
15



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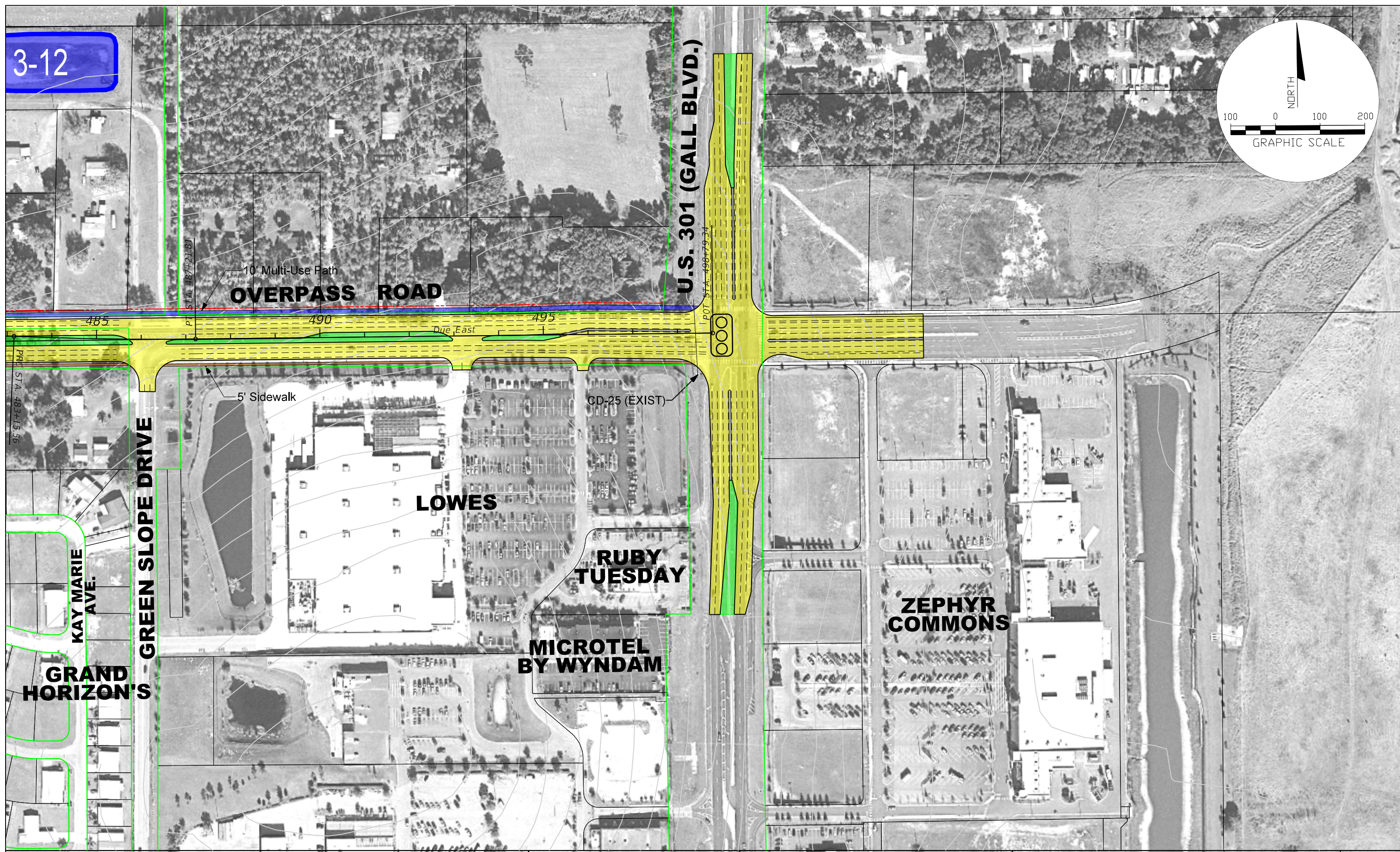
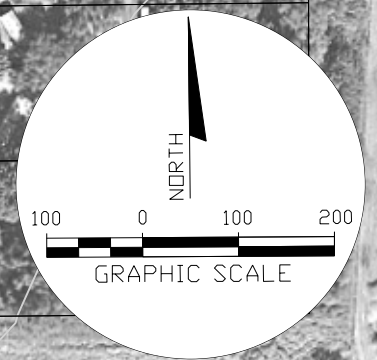
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PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
16

3-12



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ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.
17

APPENDIX D

Farmlands Assessment



Natural Resources Conservation Service
Florida State Office
2614 NW 43rd Street
Gainesville, FL 32606

PH 352-338-9500
FX 352-338-9574
www.fl.nrcs.usda.gov

May 6, 2015

Adam Purcell, AICP
Project Planner, Surface Transportation Planning
AECOM
7660 West Courtney Campbell Causeway
Tampa, Florida 33607

Important Farmland Assessment for the Overpass Road project in Pasco County, Florida

This letter is in response to your request on the Prime, Unique, or Locally Important Farmland assessment as part of the FPPA requirements for the Overpass Road project in Pasco County, Florida. Enclosed are the Important Farmlands map and Farmland Conversion Impact Rating forms (CPA-106) for the project area.

Briefly, the USDA-NRCS is responsible for monitoring the conversion of Prime, Unique, or Locally Important Farmland to urban uses. We have determined that there are no delineations of Important Farmland soils within the scope of this project.

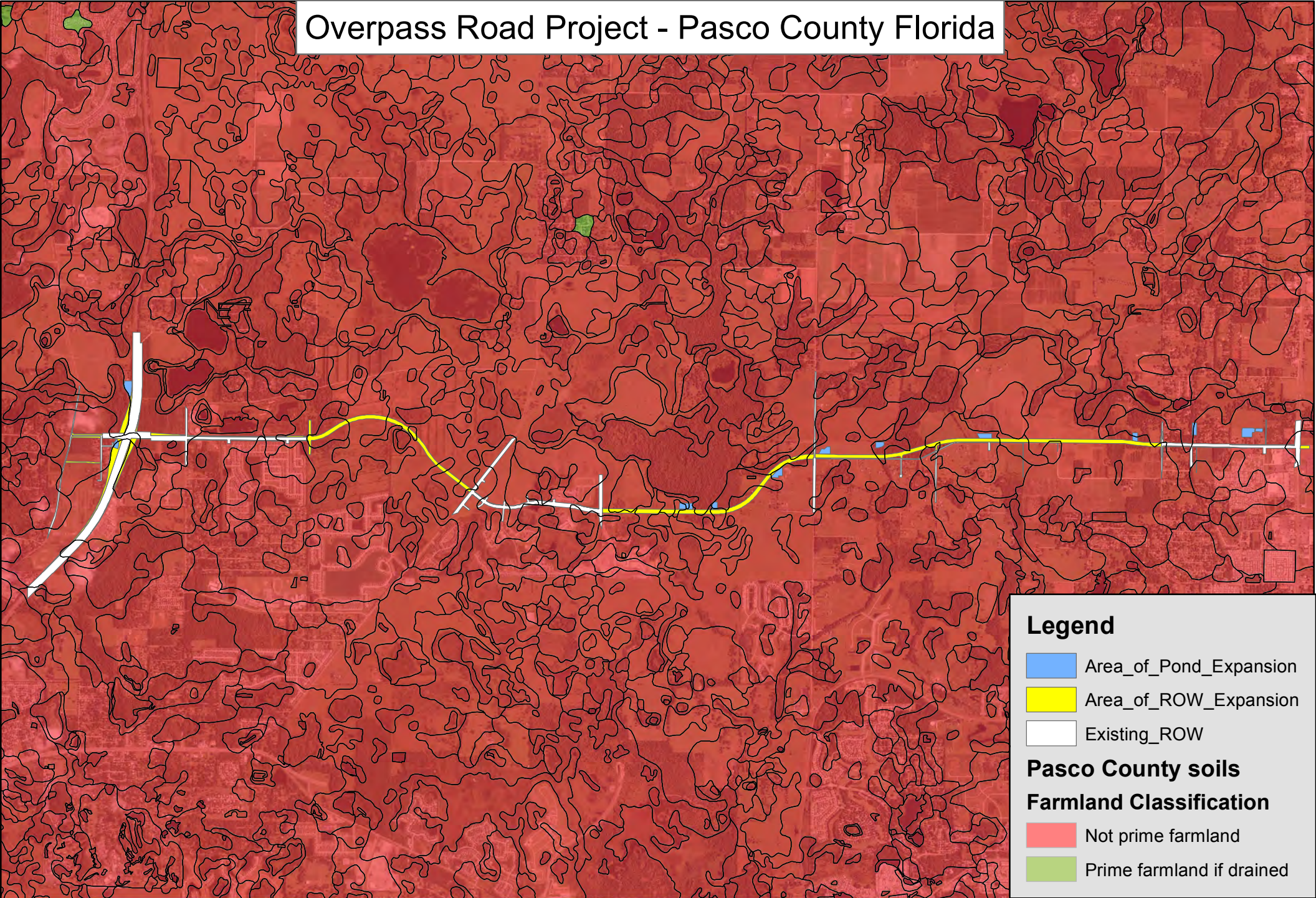
If you have any questions, please feel free to contact me.

Regards,

Rick
Rick Robbins
USDA-NRCS
Soil Scientist
Gainesville, Florida

w/ CPA-106, and map attachments

Overpass Road Project - Pasco County Florida



Legend

- Area_of_Pond_Expansion
- Area_of_ROW_Expansion
- Existing_ROW

Pasco County soils

Farmland Classification

- Not prime farmland
- Prime farmland if drained



Survey Area: Pasco County, Florida
Survey Area Version Date: 01/13/2013; fully certified
Orthoimagery: USDA-NRCS NCGC Mr. Sid Mosaic
Map Created: 5/6/2015
Rick Robbins, (Phone: 352.338.9536)
USDA-NRCS, Gainesville, Florida

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
--	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
---	---	--	--	--

	Corridor A	Corridor B	Corridor C	Corridor D
--	------------	------------	------------	------------

A. Total Acres To Be Converted Directly				
---	--	--	--	--

B. Total Acres To Be Converted Indirectly, Or To Receive Services				
---	--	--	--	--

C. Total Acres In Corridor				
----------------------------	--	--	--	--

PART IV (To be completed by NRCS) Land Evaluation Information				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland				
--	--	--	--	--

B. Total Acres Statewide And Local Important Farmland				
---	--	--	--	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
---	--	--	--	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
--	--	--	--	--

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
--	-----------------------	--	--	--

1. Area in Nonurban Use	15			
-------------------------	----	--	--	--

2. Perimeter in Nonurban Use	10			
------------------------------	----	--	--	--

3. Percent Of Corridor Being Farmed	20			
-------------------------------------	----	--	--	--

4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
--	----	--	--	--

6. Creation Of Nonfarmable Farmland	25			
-------------------------------------	----	--	--	--

7. Availability Of Farm Support Services	5			
--	---	--	--	--

8. On-Farm Investments	20			
------------------------	----	--	--	--

9. Effects Of Conversion On Farm Support Services	25			
---	----	--	--	--

10. Compatibility With Existing Agricultural Use	10			
--	----	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160			
----------------------------------	-----	--	--	--

PART VII (To be completed by Federal Agency)				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100			
--	-----	--	--	--

Total Corridor Assessment (From Part VI above or a local site assessment)	160			
---	-----	--	--	--

TOTAL POINTS (Total of above 2 lines)	260			
--	------------	--	--	--

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part:	DATE
---	------

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points




(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Overpass Road: Pasco County, FL






Farmlands Assessment

Legend

-  Existing ROW
-  Proposed Ponds
-  Proposed Area of ROW Expansion

NRCS Soils June 12

FRMLNDCL

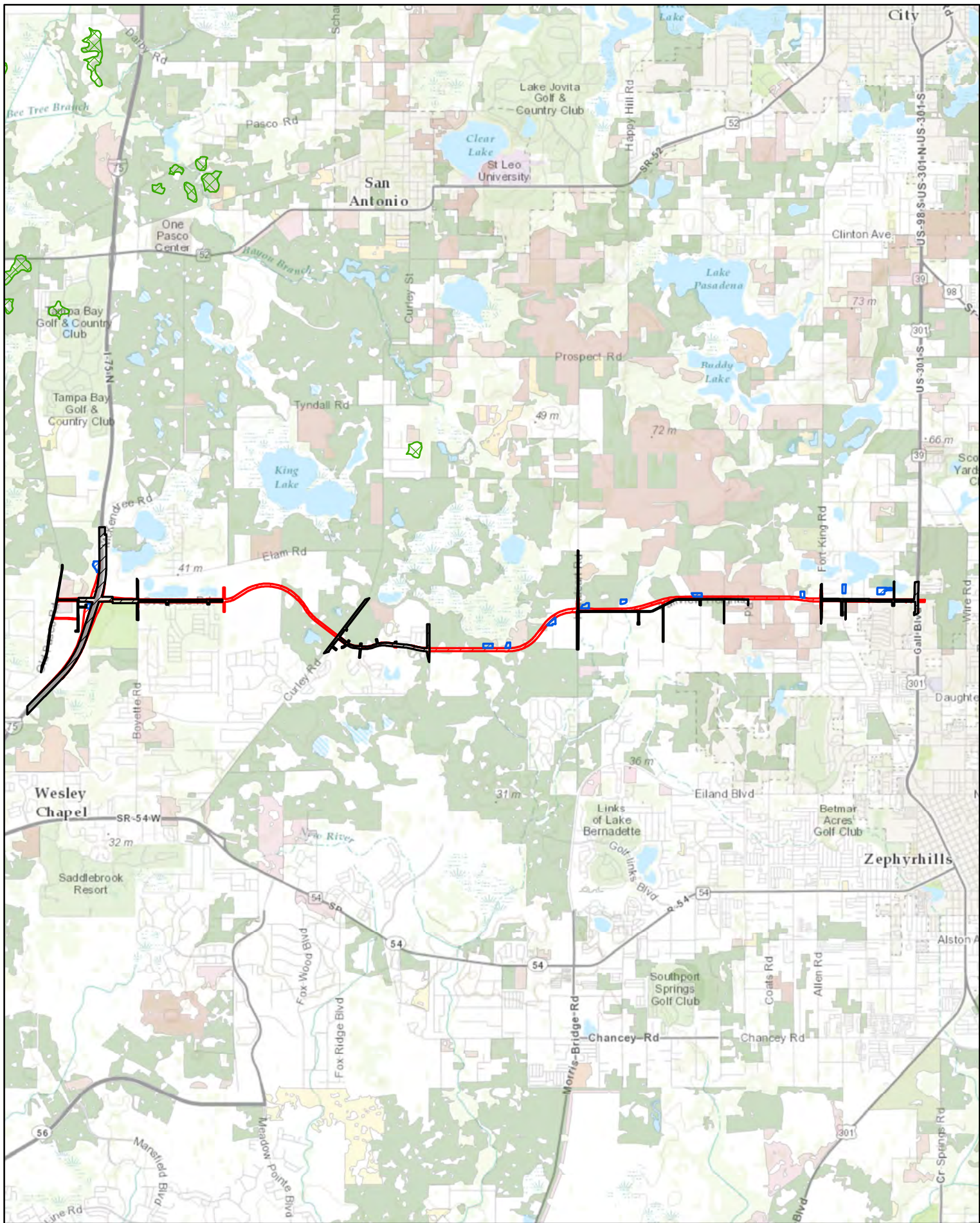
-  ALL AREAS ARE PRIME FARMLAND
-  PRIME FARMLAND IF DRAINED
-  PRIME FARMLAND IF DRAINED AND PROTECTED
-  FARMLAND OF UNIQUE IMPORTANCE
-  FARMLAND OF LOCAL IMPORTANCE

LU SWFWMD 2011

FLUCSDESC

-  CROPLAND AND PASTURELAND - 2100
-  FEEDING OPERATIONS - 2300
-  MIXED RANGELAND - 3300
-  NURSERIES AND VINEYARDS - 2400
-  ROW CROPS - 2140
-  SPECIALTY FARMS - 2500
-  TREE CROPS - 2200
-  TREE PLANTATIONS - 4400
-  TROPICAL FISH FARMS - 2550

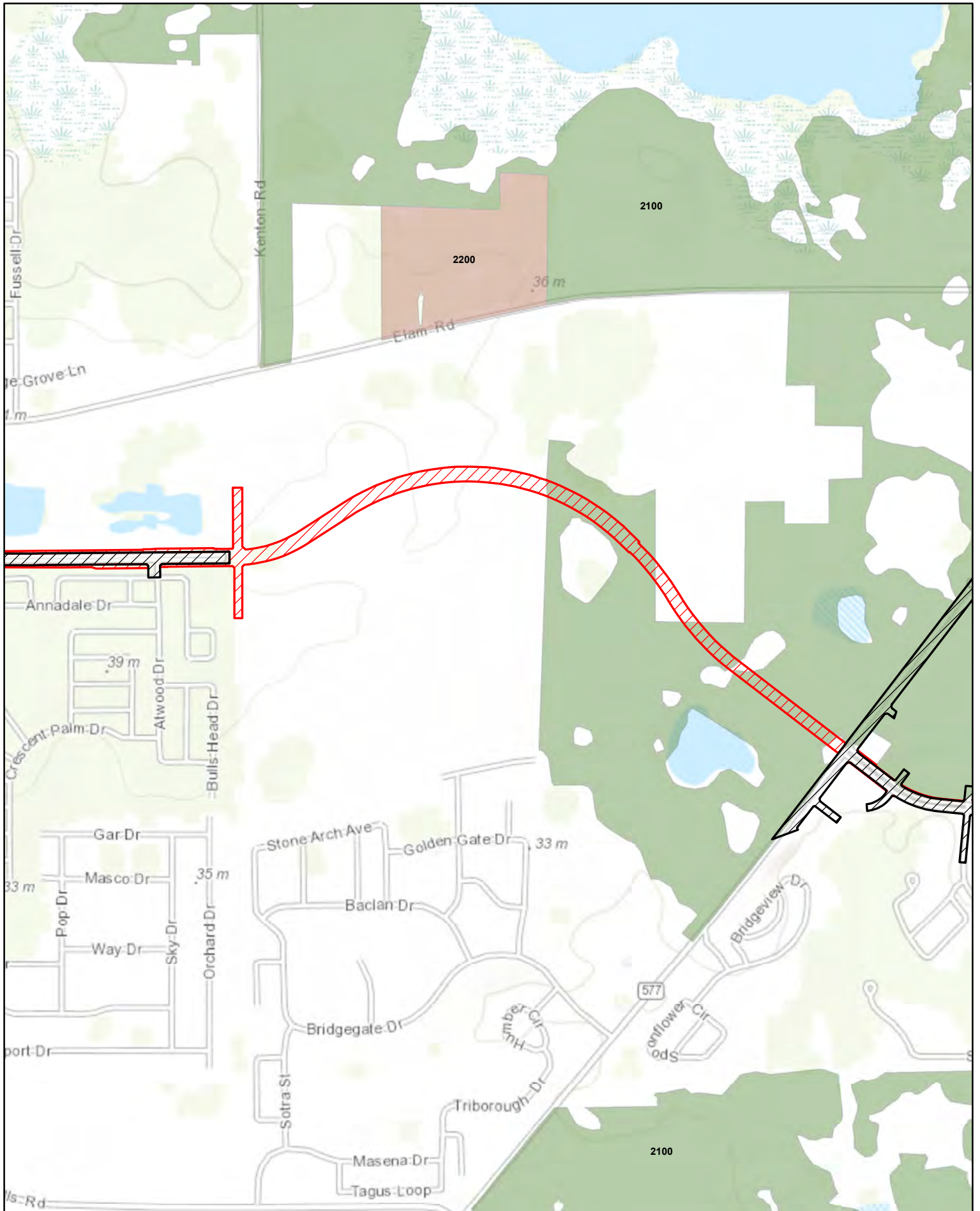
*Note: NRCS Soils and SWFWMD Land Use Data downloaded from FGDL March 23, 2015. Analysis completed March 25, 2015. ROW files created from preliminary design files dated March 2015.



**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



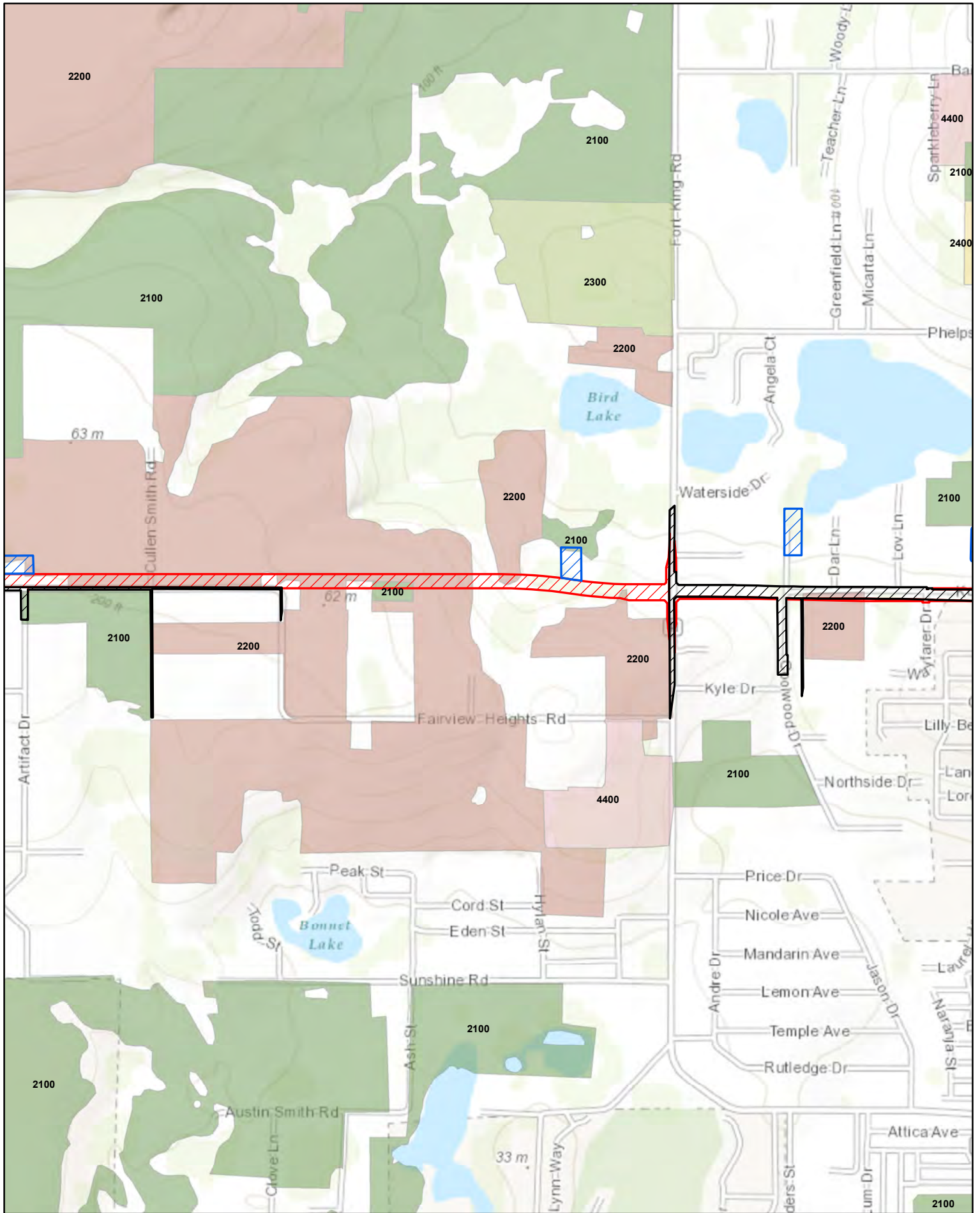
**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



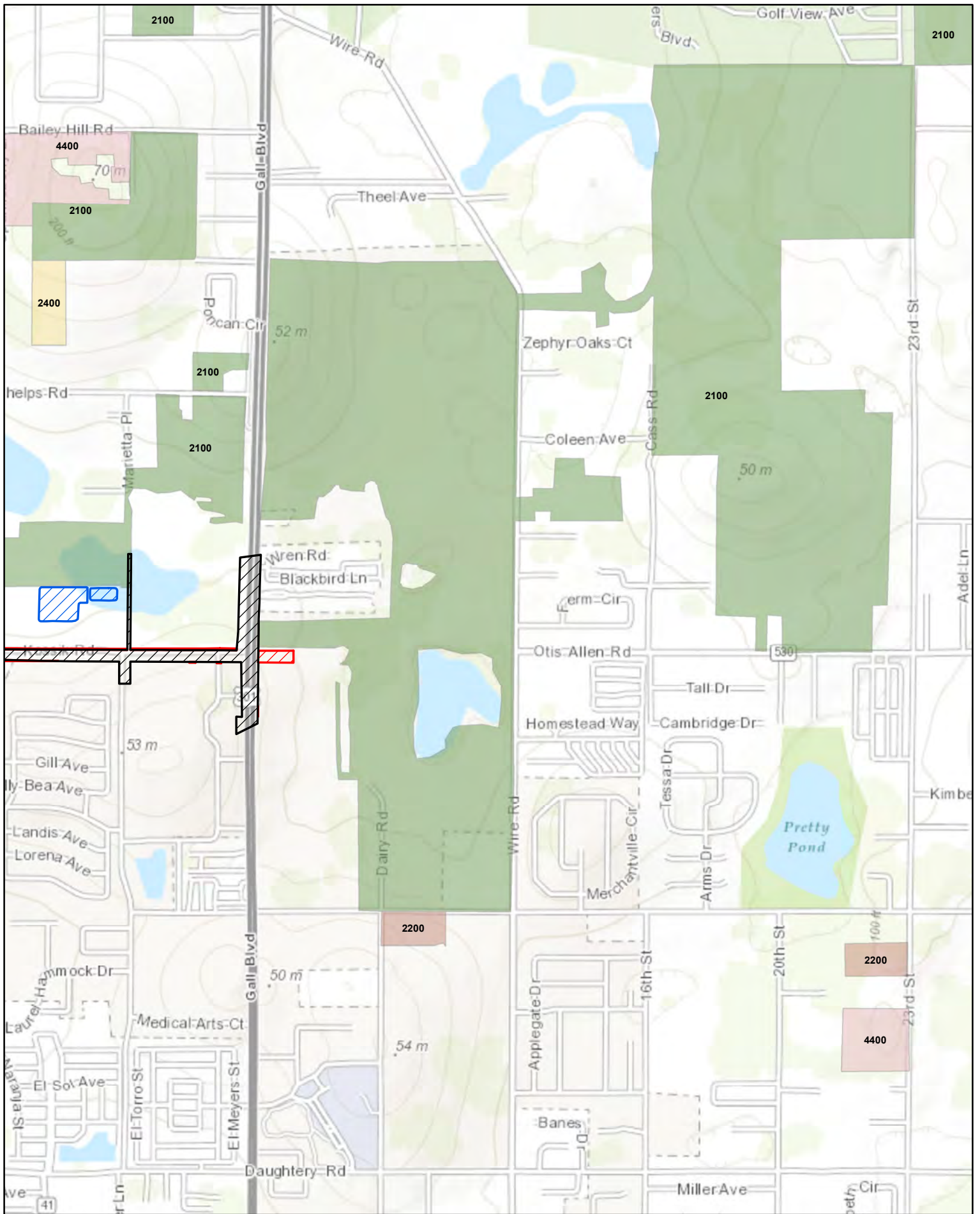
**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**



**Overpass Road: Pasco County, FL
Farmlands Impact Assessment**

APPENDIX E

Section 4(f) Documentation

Overpass Road PD&E Study

From Old Pasco Road to US 301
FPID No: 432734-1



Section 4(f) DeMinimis Finding Package

October 2015



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LIST OF ATTACHMENTS

Attachment A	Wesley Chapel District Park – Aerial Photographs
Attachment B	Section 4(f) Correspondence

LIST OF FIGURES

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Section 1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

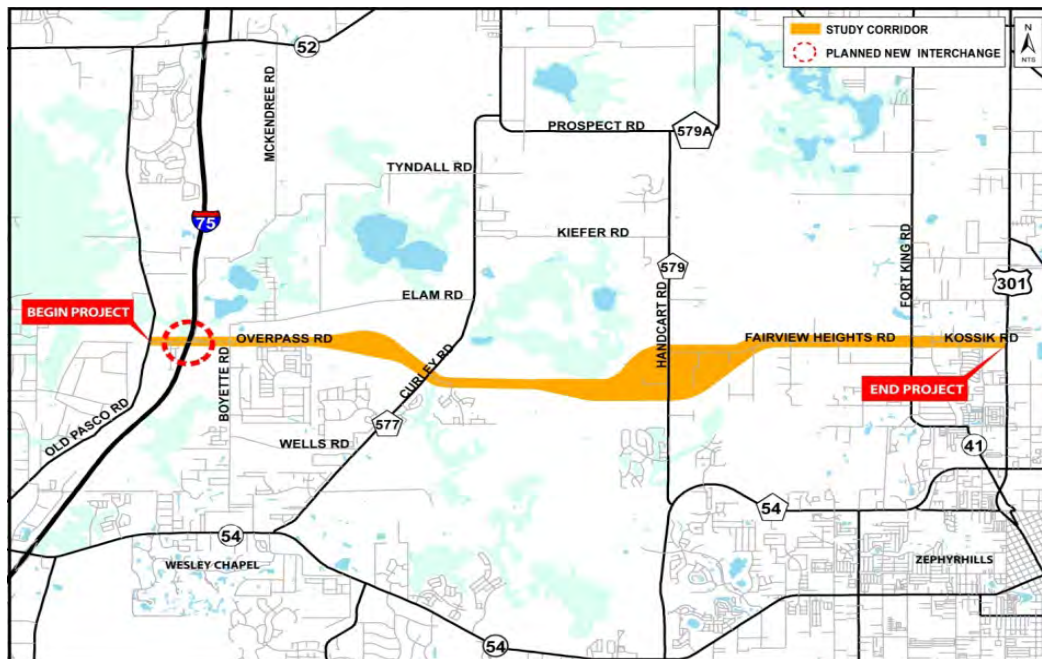
This proposed roadway capacity improvement project in Pasco County involves the widening of the existing segment of Overpass Road (from Old Pasco Road to its current terminus located approximately 0.86 miles east of Boyette Road); the addition of an interchange at Overpass Road and Interstate 75 (I-75); and the extension of Overpass Road on new alignment from its current terminus located approximately 0.86 miles east of Boyette Road to United States Highway 301 (US 301). The proposed ultimate improvements for Overpass Road include the following:

- Four lanes from Old Pasco Road to I-75
- A new interchange at I-75 and Overpass Road
- Six lanes plus two auxiliary lanes from I-75 to Boyette Road
- Six lanes from Boyette Road to US 301

In addition to these improvements, the existing Blair Drive access to Overpass Road will be closed and a new two-lane paved roadway will be constructed with a connection to Old Pasco Road.

The project limits extend from Old Pasco Road on the west to US 301 on the east, for a total length of approximately 9.0 miles. The study corridor is shown on **Figure 1-1**.

**FIGURE 1-1
PROJECT LOCATION MAP**



Overpass Road is currently an east-west County roadway that extends from Old Pasco Road to approximately 0.86 miles east of Boyette Road. It is located between State Road (SR) 52 and County Road (CR) 54/SR 54 and traverses over I-75 without ramp connections to the interstate. The roadway serves mostly local trips and is classified as a two-lane undivided collector between Old Pasco Road and Boyette Road and a four-lane divided collector east of Boyette Road to the existing terminus. The posted speed limit is 30 miles per hour (mph) between Old Pasco Road and Boyette Road and 45 mph east of Boyette Road.

Blair Drive is currently a north-south roadway that intersects Overpass Road just west of I-75. As a privately-maintained facility, it provides residents of the Williams Acres subdivision with direct access to Overpass Road. While there is no posted speed limit along Blair Drive, Florida law states that any residential roadway speed limit is 30 mph unless otherwise posted.

1.2 PURPOSE

Pasco County (the County), in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting a Project Development & Environment (PD&E) Study for evaluating capacity improvements to the existing Overpass Road segment and extension of Overpass Road on a new corridor in Pasco County, Florida. The purpose of the study is to identify and evaluate potential locations, develop conceptual alignments, and identify impacts and mitigation measures for the proposed improvements. Due to the concurrent request for new access at Overpass Road with I-75, and the fact that the majority of the project occurs on new alignment, the study is being developed as an *Environmental Assessment* (EA) in accordance with the FHWA National Environmental Policy Act (NEPA) project development process. A *Preliminary Interchange Justification Report* (PIJR, available under separate cover) for the proposed interchange at I-75 and Overpass Road has been prepared concurrently with the Overpass Road PD&E Study; the PIJR received a *Determination of Engineering and Operational Acceptability* by the FHWA on May 27, 2014.

The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. The proposed interchange is projected to divert traffic demand from future over-capacity conditions at the two adjacent interchanges at I-75/SR 52 and I-75/CR 54, which are currently experiencing congestion from the northbound off-ramps queuing onto the I-75 mainline. In addition, the proposed project will enhance incident management capabilities by providing additional detour route options; enhance emergency management capabilities by providing additional access to I-75; and aid emergency evacuation within the County, as Overpass Road runs parallel or connects to four primary state evacuation routes (SR 52, CR/SR 54, I-75, and US 301). Figure 1-1 provides the general vicinity of the proposed corridor; **Figure 1-2** provides the proposed interchange location and spacing between the existing adjacent interchanges.

Overall, the construction of a new interchange at I-75, as well as the extension and widening of Overpass Road to US 301, will be critical in accommodating anticipated travel demands and enhancing safety. These improvements will work to ensure that mobility is maintained on Florida's SIS and enhanced between existing/proposed developments along the roadway network in eastern Pasco County.

**FIGURE 1-2
PROPOSED INTERCHANGE SPACING**



During the project's planning phase, the County previously developed and evaluated three Build Alternatives (O-1, O-2, and O-3) and a No-Build Alternative. The results of this effort are documented in the Final Overpass Road Route Study (Route Study) dated March 2005. Based upon engineering and environmental analyses, as well as comments received at the Public Workshop held on March 3, 2005, Alternative O-3 was established to be the Preferred Alternative during the planning phase. The Overpass Road PD&E Study has further refined and evaluated all proposed build alternatives from the Route Study and identified future improvements needed to alleviate existing transportation deficiencies and accommodate future population and employment growth. The proposed Build Alternatives have been developed to avoid or minimize impacts to sensitive features such as wetlands, existing structures, wildlife and habitat, contamination sites, and cultural resources.

Based upon the engineering and environmental analyses results, an alternatives comparison matrix was developed and is provided in the Draft Preliminary Engineering Report (PER) and Draft EA (available under separate cover). The matrix identifies the effects of each alternative on the social, economic, cultural, natural, and physical environment.

1.3 RECOMMENDED ALTERNATIVE

Based on previous planning efforts; engineering and environmental analyses; public comments submitted via the project website at www.overpassroad.com and received at the Alternatives Public Workshop held at the Victorious Life Church on November 29, 2012; and approval by the Pasco County Board of County Commissioners (BCC) at a Board meeting held on April 23, 2013, the ***Flyover Ramp Alternative*** (Interchange) and ***Alternative O-3*** (Roadway) are being proposed as the Recommended Build Alternative. While it is recognized that the Diamond Interchange Alternative is the least costly option and was preferred by the public, this alternative alone will not be able to satisfactorily handle the traffic volumes projected for the Design Year (2040). Therefore, while the PD&E Study including the Draft EA and supporting technical documents required under the NEPA project development process will further evaluate the ultimate Flyover Ramp Alternative, actual construction of the interchange may occur in two phases. The first phase would construct a diamond interchange with dual westbound-to-southbound left-turn lanes in the Opening Year (2022); the second phase would construct the westbound-to-southbound Flyover Ramp when warranted by future traffic conditions. An additional advantage of the Flyover Ramp Alternative is that the ROW can be purchased for the ultimate construction footprint at current prices, making it a more economical option.

While Alternative O-3 is comparable in cost with the other two build roadway options, this alternative does not require any residential or business relocation and has the fewest number of potential noise-sensitive sites. In addition, Alternative O-3 is consistent with existing and planned development along the corridor and is supported by the majority of the public and stakeholders, including the Pasco County School Board.

1.3.1 REFINEMENTS TO THE RECOMMENDED ALTERNATIVE

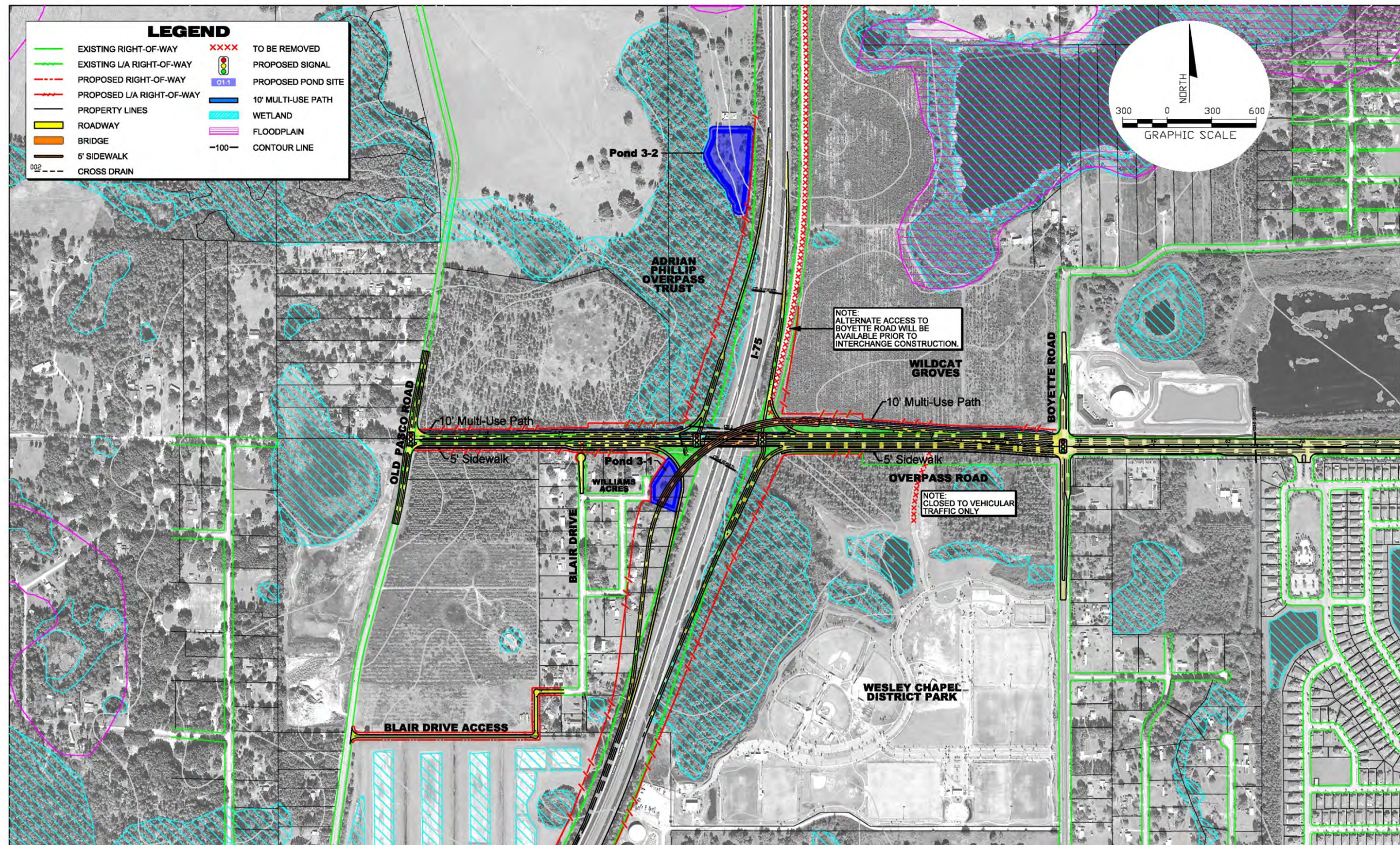
Subsequent to the Alternatives Public Workshop, draft versions of the supporting engineering and environmental technical documents prepared for the Recommended Build Alternatives were submitted to FDOT District Seven for review. Based on this review, FDOT District Seven commented that ponds are not to be located within the existing FDOT/I-75 right-of-way. As such, the four ponds initially proposed within the interchange infield areas for the Flyover Ramp Alternative were consolidated into two ponds and relocated to new locations.

Based on comments received during and following the Alternatives Public Workshop, the Victorious Life Church requested that a new access road for Blair Drive proposed through church-owned land be moved to the southern end of the property. After meeting with church representatives, the plans were changed to relocate the access road. **Figure 1-3** graphically depicts the revised Recommended Build Interchange Flyover Ramp Alternative and southern location of the Blair Drive access.

A portion of Alternative O-3 through the Epperson Ranch property has been realigned and the typical section width has been reduced in accordance with the alignment identified in the Epperson Ranch South Master Planned Unit Development (MPUD) Master Plan Rezoning and Conditions of Approval approved by the BCC on November 5, 2014. As part of these approvals, the eastern portion of the alignment has received a Nationwide Permit from the USACE [Permit No. SAJ-2014-01744 (NW-THE), 01/16/2015]. The western portion of the alignment is currently under permit review by the USACE [Permit No. SAJ-2006-07911 (SP-THE)]. Additionally, a small segment of Overpass Road just west of Fort King Road has been realigned, where Alternative O-3 originally curved to the south to avoid impacts to an existing structure. As this structure has recently been demolished, the property owner has requested that the roadway be straightened out to align with Fairview Heights Road.

The combined Recommended Build Alternative (Interchange and Roadway segments) for the PD&E Study, hereafter referred to as the ***O-3 Flyover Alternative***, has been further evaluated in subsequent sections of this *Section 4(f) De Minimis Finding Package*. In addition to the Recommended Build Alternative, the No-Build Alternative will also continue to remain a viable option throughout the PD&E Study process.

**FIGURE 1-3
RECOMMENDED BUILD INTERCHANGE ALTERNATIVE**



Section 2.0

DE MINIMIS PACKAGE REQUIREMENTS

In compliance with Department of Transportation Act of 1966 [Title 49, U.S. Code, Section 1653(f)], as amended, and in accordance with the FDOT PD&E Manual, Part 2, Chapter 13 – *Section 4(f) Evaluations* (dated May 22, 1998), the Overpass Road project has been evaluated for potential Section 4(f) impacts. The provisions of Section 4(f) apply to any significant publicly-owned parks, recreation areas, or wildlife and waterfowl refuges; historic and archeological sites; and properties which represent public multiple-use land holdings.

Construction of the interchange improvements for the Recommended Build Alternative will result in unavoidable impacts to one public park/recreational resource, the Wesley Chapel District Park. The specific improvements impacting this Section 4(f) resource include the widening of Overpass Road from two to six (plus two auxiliary) lanes, the addition of a five-foot sidewalk on the south side of Overpass Road and the addition of a two-lane northbound off-ramp from I-75 to Overpass Road.

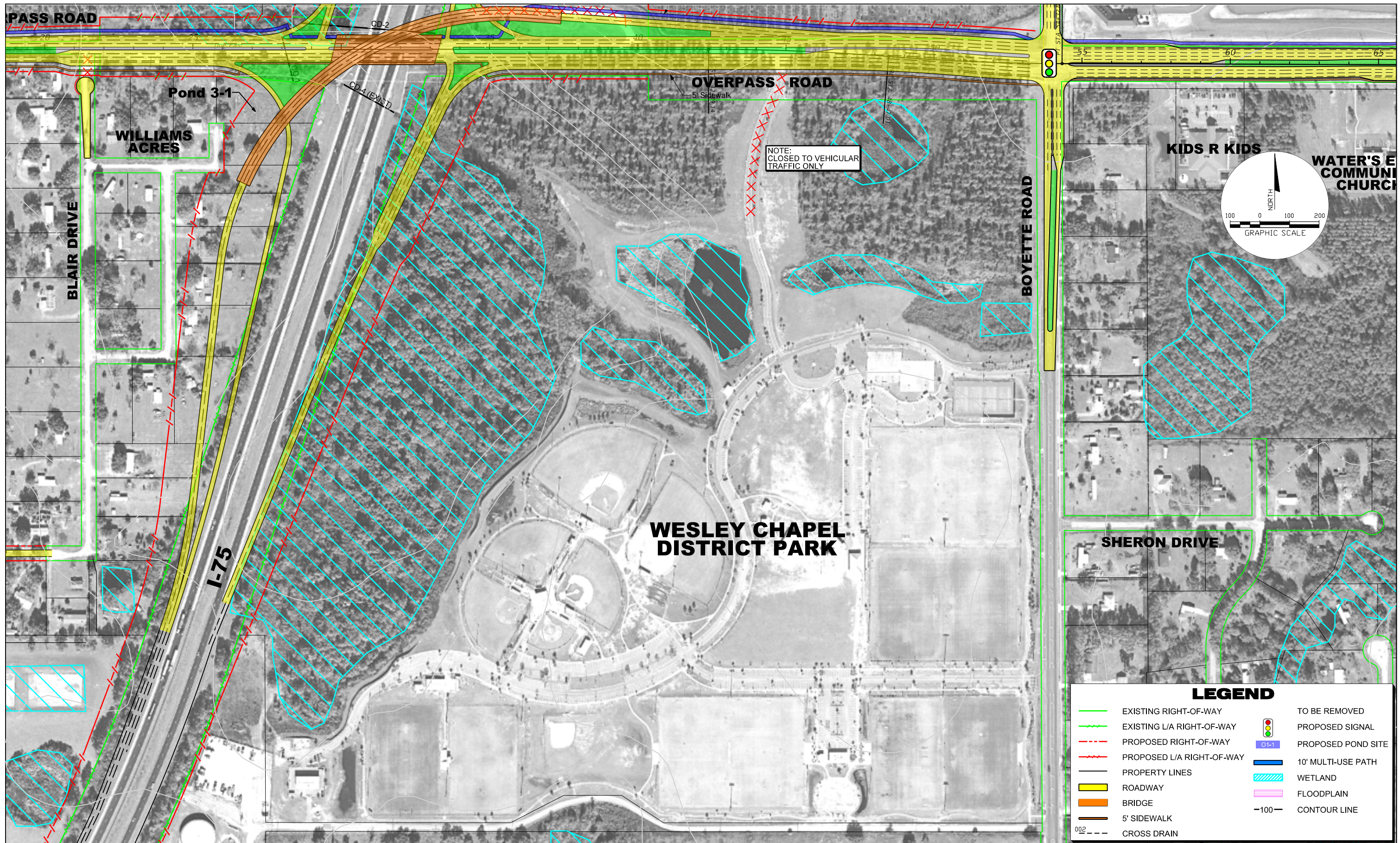
This document is a compilation (to date) of the information required to request a Section 4(f) *de minimis* finding for the project’s proposed use of the Wesley Chapel District Park. It includes checklist item numbers 1 through 11, as provided in the *Section 4(f) de minimis process for Section 4(f) de minimis Findings (Approvals)* guidance paper for Florida (January 2015).

2.1 CHECKLIST ITEM NUMBER 1

Map(s) of sufficient scale to show the relationship of the proposed action to the Section 4(f) property

- a. Property lines of the resource
- b. Proposed and existing right-of-way
- c. Facilities, features, and other functional areas (including access) associated with the purpose, use, and character of the protected property which qualify the property for protection under Section 4(f)
- d. The relationship between the proposed right-of-way acquisition from the resource to the protected features and activity areas
- e. Any proposed areas of temporary occupancy for the purpose of constructing the project
- f. Aerial photographs of the resource

Figure 2-1 graphically depicts the Wesley Chapel District Park property, existing right-of-way, proposed right-of-way for the Recommended Build Alternative, and the relationship between the proposed right-of-way acquisition from the resource to the protected features and activity areas. Additional aerial photographs of the resource are provided as **Attachment A** to this package.



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
1

2.2 CHECKLIST ITEM NUMBER 2

Type of property, ownership, identification of the Officials with Jurisdiction (OWJs) over the property, number of users, and applicable laws

Pasco County owns and maintains the recreational property. As such, they are the OWJ over the Wesley Chapel District Park.

2.3 CHECKLIST ITEM NUMBER 3

The total acreage of the protected property and the amount of acreage proposed for temporary and/or permanent occupation

The Wesley Chapel District Park is a 143.65-acre public recreation area located in the southeast quadrant of I-75 and Overpass Road. The Recommended Build Alternative necessitates permanent use of approximately 4.8 acres (3.3%) of the property.

2.4 CHECKLIST ITEM NUMBER 4

Listing and description of the attributes, facilities and activities (AFAs) which qualify the property for protection under Section 4(f)

Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space. Three access points currently service the park, with two located on Boyette Road and one located on Overpass Road. The secondary park access on Overpass Road is located less than 1,000 feet from the proposed interchange.

The FHWA previously determined that the resource qualifies as a Section 4(f) property during the I-75 *PD&E Study Reevaluation* conducted in 2011. As such, a formal Section 4(f) Determination of Applicability was not required as part of the current PD&E Study for Overpass Road. A copy of the determination correspondence is provided in **Attachment B**.

2.5 CHECKLIST ITEM NUMBER 5

Unusual characteristics of the property that either reduce or enhance the value of the portions of the property within or alongside the area proposed for acquisition

N/A – There are no unusual characteristics of the property that either reduce or enhance the value of the portions of the property within or alongside the area proposed for acquisition.

2.6 CHECKLIST ITEM NUMBER 6

A discussion of all impacts, both temporary and permanent, which may diminish or enhance the activities, features, and attributes (AFAs) which qualify the property for protection under Section 4(f)

Throughout the ongoing master planning process for the Wesley Chapel District Park, the development of AFAs in the northwest quadrant of the resource (near I-75) has not been considered, as the need for both the widening of I-75 and the addition of a new interchange at Overpass Road have long been established within the County's Long Range Transportation and Comprehensive Plans. All of the AFAs which qualify the property for protection under Section 4(f) are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas. Therefore, no park facilities or amenities are currently located or planned within the areas that are potentially impacted by the Recommended Build Alternative.

The Recommended Build Alternative modifies the access for the segment of Overpass Road from I-75 to Boyette Road. Through coordination with FDOT District Seven and FHWA during development and review of the PIJR, Pasco County determined that vehicular access to the park from Overpass Road would need to be eliminated in order to ensure safe and efficient operations along the corridor. Note that while vehicles will be prohibited to access the park from this location, the existing entrance will be redesigned to enhance access for alternative modes of transportation, including pedestrians and bicyclists. Further, the two main park entrances, which are located on Boyette Road, will remain fully operational and continue to provide reasonable access to all park facilities and amenities.

2.7 CHECKLIST ITEM NUMBER 7

Presentation of any proposed minimization, avoidance, enhancement, and/or mitigation measures incorporated into the proposed project lessening the impacts of the project to the protected property as a whole and to the protected AFAs of the property

All impacts to the Wesley Chapel District Park were avoided or minimized to the greatest extent feasible. The Recommended Build Alternative was conceptually developed using FDOT-approved design standards and controls, as outlined in the Draft PER (available under separate cover). Since the County is both the sponsor for the Overpass Road project and the OWJ for the park, the County will not require any mitigation for impacts to the park from the proposed improvements.

2.8 CHECKLIST ITEM NUMBER 8

Include the notification to the OWJ over the resource that FHWA may pursue a de minimis approval option for the use of the protected property under Section 4(f)

Pasco County, the OWJ over the park, has preliminarily determined through the PD&E Study that the proposed project will not adversely affect the AFAs that make the Wesley Chapel

District Park eligible for Section 4(f) protection. A letter of project support/consideration of Section 4(f) *de minimis* impact finding from the Pasco County Administrator was submitted to the FHWA Florida Division Administrator on February 19, 2014. Based upon further coordination and consideration of the County's request, the FHWA provided an official notification on April 4, 2014, to the OWJ of the Wesley Chapel District Park that it plans to do a *de minimis* approval for impacts to this resource. A copy of this correspondence is provided as **Attachment B** to this package.

2.9 CHECKLIST ITEM NUMBER 9

Description of efforts to provide the public an opportunity to comment concerning the effects of the proposed project on the AFAs of the Section 4(f) resource along with the related public responses

All reasonable alternatives proposed for the interchange area, which show direct use of the Wesley Chapel District Park to accommodate the proposed project improvements, were presented at an Alternatives Public Workshop held on November 29, 2012. None of the comments received to date have cited an issue with the proposed impacts to this resource.

The announcement for the Public Hearing will notify the public that the FHWA plans to do a *de minimis* approval for Section 4(f) and that an opportunity will be provided at the Public Hearing to comment on project impacts to the park and the proposal to do a *de minimis* approval. After the Public Hearing, the public's comments will be recorded in a legal transcript and provided to the OWJ for the final impact determination.

This section will be updated upon completion of the Public Hearing process.

2.10 CHECKLIST ITEM NUMBER 10

A copy of the written communication to the OWJ over the Section 4(f) resource that if they concur with a FHWA finding that the proposed project will not adversely affect the AFAs qualifying the park for protection under Section 4(f) then FHWA may pursue a de minimis approval option for the use of the protected property

See the response provided under Checklist Item No. 8.

2.11 CHECKLIST ITEM NUMBER 11

The communication in which the OWJ over a non-historic Section 4(f) property concurs with a finding that the proposed project will not adversely affect the AFAs of the property

This section will be updated upon completion of the Public Hearing process.

ATTACHMENT A

Wesley Chapel District Park – Aerial Photographs







ATTACHMENT B

Section 4(f) Correspondence

McKinney, Megan

From: Adair, Rick <Rick.Adair@dot.state.fl.us>
Sent: Monday, November 18, 2013 1:06 PM
To: Rhinesmith, Robin; McKinney, Megan
Subject: FW: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Here is some Section 4(f) DOA related info for the Wesley Chapel Park. I think this is what Megan is seeking for her files....

-----Original Message-----

From: Adair, Rick
Sent: Monday, November 18, 2013 12:21 PM
To: Adair, Rick
Subject: FW: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

From: Nahir.DeTizio@dot.gov [Nahir.DeTizio@dot.gov]
Sent: Thursday, January 27, 2011 3:37 PM
To: Kirk.Bogen@dot.state.fl.us; George.Hadley@dot.gov
Cc: Amy.Neidringhaus@dot.state.fl.us; lheimburg@heimburggroup.com; Adair, Rick; Roberto.Gonzalez@dot.state.fl.us; Linda.Anderson@dot.gov; Robin.Rhinesmith@dot.state.fl.us; Monica.Gourdine@dot.gov
Subject: RE: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Kirk:

We are in agreement that Section 4f applies. George forwarded the following information for your use.

A de minimis is a possibility. The following has to occur for processing a de minimis 4(f) :

(b) Prior to making de minimis impact determinations under Sec. 774.3(b), the following coordination shall be undertaken:

(2) For parks, recreation areas, and wildlife and waterfowl refuges:

(i) Public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property must be provided. This requirement can be satisfied in conjunction with other public involvement procedures, such as a comment period provided on a NEPA document.

(ii) The Administration shall inform the official(s) with

jurisdiction of its intent to make a de minimis impact finding.

Following an opportunity for public review and comment as described in

paragraph (b)(2)(i) of this section, the official(s) with jurisdiction

over the Section 4(f) resource must concur in writing that the project

will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. This concurrence may be combined with other comments on the project provided by the official(s).

In order to use a de minimis for a park/recreation area there must be public comment opportunity, the officials with jurisdiction have to be informed of our intent and they must concur in writing. The writing is to make it clear that there would not be adverse effect to activities, features or attributes.

Thanks,

Nahir M. DeTizio
District 7 Transportation Engineer
FHWA-Florida Division
545 John Knox Road, Suite 200
Tallahassee, FL 32303
Phone (850) 553-2237
nahir.detizio@dot.gov<mailto:nahir.detizio@.dot.gov>

From: Bogen, Kirk [mailto:Kirk.Bogen@dot.state.fl.us]
Sent: Friday, January 21, 2011 3:57 PM
To: DeTizio, Nahir (FHWA); Hadley, George (FHWA)
Cc: Neidringhaus, Amy; Lisa Heimbarg (lheimbarg@heimbarggroup.com); Adair, Rick; Gonzalez, Roberto
Subject: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Nahir,

As I mentioned this morning, the Department requests that the FHWA use the information below to determine whether or not, the subject parent parcel where the proposed FPC site is located, is subject to Section 4(f) "protection". And if the FHWA indicates that this is the case, could a DeMinimus Finding be obtained for this proposed use based on Pasco County agreeing with it and the planned "mitigation" for the use of the property. We would continue to work with Pasco County to develop the mitigation approach that could be used to enable a DeMinimus Finding outcome.

Below are some preliminary responses as it relates to answering some of the DOA 11 questions and answers process:

1. The attached PDF titled "Wesley Chapel Park exhibit - showing compensation area.pdf" indicates the relationship of the proposed Floodplain Compensation (FPC) site to the entire parent parcel that is known as Wesley Chapel District Park.
2. The Park is 143.65 acres in size.
3. Pasco County owns and operates the Park. The Park is open between 7AM and 10PM daily. Here is a link to the County's Park web site: http://portal.pascocountyfl.net/portal/server.pt/community/parks/310/wesley_chapel_page
4. The Park offers several athletic fields for adult and youth baseball, 8 lighted soccer fields (4 adult) and it also has 8 basketball hoops on a lit court and 4 tennis courts. There is also a fitness trail. These features comprise Phase I of the Park's development.

5. The existing Park facilities are visible on the attached PDF aerial.
6. The Park's major entrances are off of Overpass Road and Boyette Road though at this time, we do not have usage information from the County.
7. This is only one of many similar Park facilities that the County operates as noted on this web link:
http://portal.pascocountyfl.net/portal/server.pt/community/parks_and_recreation/248/park_locations___directions/2171
8. We do not have the applicable lease, easement, covenants, restrictions or conditions related to this Park.
9. We are not aware of any unusual characteristics of the Park that could reduce or enhance all or part of its value.
10. We have not obtained a significance statement from Pasco County for this entire Park parcel. We believe that the County would indicate that it is a significant recreational resource as are other facilities of this same nature throughout the County.
11. Since there is a proposed direct use of Park property for the future I-75 widening project, we do not believe that there would need to be a consideration of a constructive use of the Park due to the future project.

Thank you for your time and we look forward to hearing from you.

Kirk Bogen, P.E.
District Project Development Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: David C. Tyler [mailto:dtyler@iconconsultantgroup.com]
Sent: Thursday, December 09, 2010 10:22 AM
To: Bogen, Kirk; Adair, Rick
Cc: Arasteh, Megan; Matt Fabrizio; GILLETTE, Mark; Kilgore, John W.; Mike Mills
Subject: Wesley Chapel District Park - exhibits

Mr. Bogen and Mr. Adair,
Attached please find two Wesley Chapel District Park exhibits for your use. The first titled Wesley Chapel Park exhibit.pdf shows the entire park parcel and the areas of floodplain and impact locations. The second exhibit titled Wesley Chapel Park exhibit - showing compensation area.pdf is identical to the first but also includes the proposed floodplain compensation area. Two key facts are:

- * Impacted floodplain is entirely contained within the Wesley Chapel District Park parcel.
- * Compensation must be contiguous to the impacted floodplain to be effective.

If it would be helpful we can produce an exhibit with the three alternatives as was discussed during our meeting on December 1, 2010. Please review and forward any comments you may have.

David C. Tyler, E.I.

ICON Consultant Group, Inc.
10006 N. Dale Mabry Highway, Suite 201
Tampa, Florida 33618
813.962.8689
813.963.1610 (fax)
dtyler@iconconsultantgroup.com<mailto:dtyler@iconconsultantgroup.com>



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ENGINEERING SERVICES
PROJECT MANAGEMENT – DESIGN
5418 SUNSET ROAD
NEW PORT RICHEY, FL 34652

February 19, 2014

Mr. James Christian, Administrator
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: Overpass Road Project Development and Environment Study
Letter of Project Support/Consideration of Section 4(f) *De Minimis* Impact Finding
FPID No.:432734-1

Dear Mr. Christian,

Pasco County (the County), in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting a Project Development & Environment (PD&E) Study for evaluating capacity improvements to the existing Overpass Road segment and extension of Overpass Road on a new corridor in Pasco County, Florida. Concurrent with the PD&E Study, a Preliminary Interchange Justification Report (PIJR) for a proposed new interchange at Interstate 75 (I-75) and Overpass Road is pending a *Determination of Engineering and Operational Acceptability* by the FHWA. Due to the request for new interstate access, and the fact that the majority of the project occurs on new alignment, the PD&E Study is being developed as an Environmental Assessment in accordance with FDOT/FHWA criteria and the *National Environmental Policy Act* (NEPA). The purpose of this letter is to document support of the project by the County, as well as to request consideration by FHWA of a Section 4(f) *de minimis* impact finding for the Wesley Chapel District Park.

Pasco County owns and maintains the Wesley Chapel District Park, a 143.65-acre tract of land located in the southeast quadrant of I-75 and Overpass Road. Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space; all of these features are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas. The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. As such, a direct connection to I-75 would enable the park to accommodate regional tourism and activities, including sporting events and tournaments.

The proposed Build Interchange Alternatives presented in the PD&E Study and PIJR necessitate permanent use of a portion of the park property, with the County's recommended alternative (the Flyover Ramp Interchange) determined to require approximately 4.8 acres (3.3%) of the park right-of-way. It is important to note that throughout the master planning process for the park, the location of park facilities in the northwest quadrant of the park property (near I-75) has not been considered, as the need for both the widening of I-75 and the addition of a new interchange at Overpass Road have been established within the County's Long Range Transportation and Comprehensive Plans.

"Pasco County—Florida's premier county for balanced economic growth, environmental sustainability, and first-class services."

Mr. James Christian
Page 2 of 2
February 19, 2014

As the agency with jurisdiction over the park and its valuable resources, Pasco County has determined through the PD&E Study that the proposed project will not adversely affect the activities, features, or attributes that make the Wesley Chapel District Park eligible for Section 4(f) protection. Therefore, we respectfully request consideration by FHWA that this project will be a *de minimis* impact on these resources.

Sincerely,



Michele L. Baker
County Administrator

cc:

Pasco County Board of County Commissioners

The Honorable Ted Schrader - District 1
The Honorable Pat Mulieri, Ed.D. - District 2
The Honorable Kathryn Starkey - District 3
The Honorable Henry Wilson, Vice Chairman - District 4
The Honorable Jack Mariano, Chairman - District 5

FHWA

Office of Project Development

Karen Brunelle, Director
Buddy Cunill, Environmental Team Leader
Linda Anderson, Environmental Specialist
Office of Project Delivery
Chad Thompson, Program Operations Engineer
Phillip Bello, Transportation Engineer (District Seven)

Florida Department of Transportation - District Seven

Robin Rhinesmith, Environmental Administrator
Kirk Bogen, Environmental Management Engineer
Waddah Farah, District Interchange Review Coordinator - Chairman

Pasco County

Deborah Bolduc, AICP, Program Administrator - Engineering Services
Frederick J. Buckman, CPRP, Director - Parks and Recreation
Richard Gehring, Administrator - Planning & Development
David A. Goldstein, Chief Assistant County Attorney
KS
Jan
Kevin Sumner, Project Manager - Engineering Services Project Management (Design)
James C. Widman, P.E., Director/County Engineer - Engineering Services

Metropolitan Planning Organization (MPO)

James H. Edwards, Transportation Planning Manager
Ali Atefi, P.E., Transportation Engineer

From: [Rhinesmith, Robin](#)
To: [McKinney, Megan](#)
Cc: [Bogen, Kirk](#)
Subject: FW: FHWA Response Regarding Section 4(f) Issues - Overpass Rd PD&E Study, FPID 432734-1
Date: Tuesday, April 08, 2014 10:06:53 AM

Hi, Megan.

Sorry for the couple day delay forwarding this to you.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: Linda.Anderson@dot.gov [mailto:Linda.Anderson@dot.gov]
Sent: Friday, April 04, 2014 10:57 AM
To: Rhinesmith, Robin
Cc: Bello, Phillip; Benito.Cunill@dot.gov; Joseph.Sullivan@dot.gov; Jackson, Roy
Subject: FHWA Response Regarding Section 4(f) Issues - Overpass Rd PD&E Study, FPID 432734-1

In FHWA's February 26, 2014 meeting in Tampa with FDOT District 7, Pasco County, and County consultants, questions regarding Section 4(f) impacts to Wesley Chapel District Park by the Overpass Road project were raised. In 2011, George Hadley, FHWA, determined that the Park is a Section 4(f) property and that a de minimis 4(f) approval was a possibility; FHWA confirmed this in the February 2014 meeting.

FHWA met with Roy Jackson, FDOT CEMO, today and discussed these issues, with the following outcomes:

Question 1: The project will eliminate park access from Overpass Road—the current road may be turned into a multi-use trail, but will no longer be used for vehicles. Could this be considered an impact that adversely affects the features, attributes, or activities qualifying the property for protection under Section 4(f)?

Answer: The OWJ should describe in a letter to FHWA why the entrance is being eliminated, whether the elimination of this road will injure access to the Park, and also any benefits it may provide, so that FHWA has the information for making a decision about whether this is an adverse effect.

Question 2: Given that the County owns both Overland Road and Wesley Chapel District Park, is mitigation necessary for the project's use of this Section 4(f) resource?

Answer: This is dependent, in part, on whether the elimination of park access from Overpass Road is determined to adversely affect the features, attributes, or activities that make the park a Section 4(f) property. FHWA notes that there are no active park uses or facilities located in the portion of the Park that will be acquired for transportation ROW (see Michele L. Baker letter to FHWA, Feb. 19, 2014). If the elimination of access is determined to not be an adverse effect, FHWA views mitigation as unnecessary in order to do a de minimis approval for project impacts to the Park. It appears from our conversation in the February 2014 meeting that the owner of the Park, Pasco County, doesn't require mitigation for impacts to the Park. If this is the case, the Official with Jurisdiction (OWJ) for the Park, needs to state in a letter addressed to FHWA and kept in the project file, that mitigation is not required for impacts to the Park. The de minimis request submitted by FDOT to FHWA and FHWA's finding should document whether the OWJ requires mitigation for Section 4(f) impacts. A thought: Does the State have a requirement to do "functional replacement" of park acreage converted to transportation use?

Question 3: What document format should be used for this de minimis proposal, given that there are no Federal funds in the project, and that the Federal nexus is created by access to I-75?

Answer: Please use the same format as would be used if the project contained Federal funding.

Question 4: According to Federal regulations, there is a sequencing of events for a de minimis approval:

- 1) FHWA must notify the OWJ for the Park that it plans to do a de minimis approval for Overpass Road project impacts to Wesley Chapel District Park. Please consider this email to be FHWA's official notification to the OWJ of Wesley Chapel Park that it plans to do a de minimis approval.
2. The public needs to be advised of project impacts to the Park and that FHWA intends to do a de minimis approval for impacts, and then be given an opportunity to comment on impacts and the de minimis approval. This may be done at the project's public hearing; the announcement for the Hearing should notify the public that FHWA plans to do a de minimis approval for Section 4(f) and that opportunity will be provided at the Hearing for the Public to comment on project impacts to the Park and the proposal to do a de minimis approval. The public's comments should be recorded in a legal transcript and provided to the OWJ.
3. After consideration of all public input, the OWJ makes its determination as to

whether the project impacts adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). FHWA notes that Michele Baker provided this determination in her Feb. 19, 2014 letter to FHWA, but there is no indication that the public had been advised of impacts and given an opportunity to comment, or that this public input was taken into consideration in Ms. Baker's determination.

Question 5: Does Michele Baker's letter of Feb. 19, 2014 to FHWA demonstrate "joint development," exempting the use of Park property from Section 4(f)?

Answer: A case might be made that the letter does demonstrate joint development, but it would be weak, as the County confirmed at the February 2014 meeting that there are no other documents demonstrating joint development. Consequently, FHWA recommends that a de minimis approval be pursued for this project. FHWA does encourage joint development for Section 4(f) properties with adjacent transportation corridors, where possible. Please see FHWA's Section 4(f) Policy Paper, July 20, 2012, Part II, Question 24 – "Joint Development (Park with Highway Corridor)" for more information on this process. Link:

<http://www.environment.fhwa.dot.gov/4f/4fpolicy.asp>.

Please contact me if you have additional questions.

Linda K. Anderson

Environmental Specialist
Federal Highway Administration
545 John Knox Rd., Ste. 200
Tallahassee, FL 32303
P: 850-553-2226
F: 850-942-8308

APPENDIX F

**Cultural Resource Assessment Survey
Agency Concurrence Documentation**



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

JIM BOXOLD
SECRETARY

August 27, 2015

Ms. Cathy Kendall
Senior Environmental Specialist
Federal Highway Administration
Florida Division
3500 Financial Plaza, Suite 400
Tallahassee, Florida 32312

RE: Cultural Resource Assessment Survey
Overpass Road from Old Pasco Road to US 301
Financial Project Number: 432734-1
Pasco County, Florida

RECEIVED
HISTORIC
BUREAU OF
PRESERVATION
2015 SEP 18 P 1:53

Dear Ms. Kendall:

Pasco County (the County), in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting a Project Development & Environment (PD&E) Study for evaluating capacity improvements to the existing Overpass Road and proposed roadway extension on a new corridor in Pasco County, Florida. This proposed roadway capacity improvement project involves the widening of the existing segment of Overpass Road (from Old Pasco Road to its current terminus located approximately 0.86 miles east of Boyette Road); the addition of an interchange at Overpass Road and Interstate 75 (I-75); and the extension of Overpass Road on new alignment from its current terminus located approximately 0.86 miles east of Boyette Road to United States Highway 301 (US 301). In addition to these improvements, the existing Blair Drive access to Overpass Road will be closed and a new two-lane paved roadway will be constructed with a connection to Old Pasco Road. The project limits extend from Old Pasco Road on the west to US 301 on the east, for a total length of approximately 9.0 miles.

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) (August 2015) that was prepared for the above referenced project. Also enclosed are 16 Florida Master Site File (FMSF) forms (8HI00465, 8HI00623, 8HI02014, 8HI02028, and 8HI02486 through 8HI02857); a CD containing the FMSF photographs and pdf files of the FMSF forms and CRAS [for the State Historic Preservation Officer (SHPO)]; a CD containing a pdf file of the CRAS (for FHWA); and a Survey Log Sheet.

The CRAS included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project Area of Potential Effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological APE was defined as the existing and proposed right-of-way and proposed pond and floodplain compensation (FPC) sites; the historical APE includes the archaeological APE, as well as immediately adjacent properties within approximately 300 feet.

Background research indicated that 36 previously recorded archaeological sites are located within one-half mile of the project area, of which 10 are located within the project APE. The background research suggested a variable potential for prehistoric (precontact) archaeological sites on the better drained and/or elevated soils proximate to a water source. Historic period archaeological sites were considered unlikely. As a result of archaeological field survey, six new archaeological sites (8PA02852 through 8PA02857) were recorded and four archaeological occurrences (AOs) were identified. The new sites are predominantly lithic scatters. In addition, three previously recorded archaeological sites, 8PA00465, 8PA00623, and 8PA02038, were relocated within the project APE, and the boundary of 8PA00465 was expanded.

Background research revealed that nine previously recorded historic resources are located within the project APE. Historical/architectural field survey resulted in the identification and evaluation of 14 historic resources. These include 10 buildings (8PA02227, 8PA02598 through 8PA02603, and 8PA02849 through 8PA02851); two linear resources (8PA02847 and 8PA02848); one cemetery (8PA02846); and one building complex resource group (8PA02595). Of the 14 historic resources located within the project APE, eight (8PA02227, 8PA02595, and 8PA02598 through 8PA02603) were previously recorded in the FMSF, and six (8PA02846 through 8PA02851) were newly identified as a result of this survey. One previously recorded historic resource, 8PA02597, was documented as no longer extant.

Based on the results of background research and field surveys, none of the newly recorded archaeological sites is considered significant. All represent a commonly occurring site type in the area, and their research potential is considered low. Thus, 8PA02852 through 8PA02857 do not meet NRHP eligibility Criterion D. The data collected during this survey supports the previous assessment of ineligibility for 8PA00623 and 8PA02038. Site 8PA00465 was determined eligible by the SHPO. However, based on the limited cultural materials recovered, the lack of additional information of significance to our understanding of regional prehistory, and the extensive amount of disturbance, the portion of 8PA00465 located within the Overpass Road project APE is not considered contributing to the overall significance of the resource. None of the historic resources is considered potentially eligible for listing in the NRHP because of their commonality of style and/or construction and their lack of significant historical associations.

Ms. Cathy Kendall
Overpass Road from Old Pasco Road to US 301
Financial Project Number: 432734-1
August 27, 2015
Page 3 of 4

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please coordinate with the SHPO for concurrence. The unbound copy of the document; the original FMSF forms; CD with FMSF photos, forms, and CRAS; and Survey Log Sheet are for the SHPO. The bound copy of the document and the CD with the CRAS pdf file is for your files.

If you have any questions, please contact me at (813) 975-6456 or todd.bogner@dot.state.fl.us.

Sincerely,



Todd L. Bogner
Environmental Specialist III

TLB/mm
Enclosure

cc: Phillip Bello (FHWA) Robin Rhinesmith (FDOT District 7) Domingo Noriega (AECOM)
Joe Sullivan (FHWA) Kevin Sumner (Pasco County) Megan McKinney (AECOM)
Roy Jackson (FDOT SEMO)

The FHWA finds the Cultural Resource Assessment Survey (CRAS) provided with this letter to be complete and sufficient and approves / does not approve the above recommendations and findings.

Or, the FHWA finds the attached CRAS report contains insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the CRAS report and on the recommendations and findings contained in this letter and in the comment block below.

FHWA Comments:

[Signature]

James Christian
Division Administrator
Florida Division
Federal Highway Administration

9-16-15

Date

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resource Assessment Survey complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 15-4672 (2015-4471)

Or, the SHPO finds the attached CRAS report contains insufficient information.

SHPO Comments:

[Signature]

Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

10/2/15

Date

APPENDIX G

**Wetland Evaluation and Biological Assessment Report
Agency Concurrence Documentation**



Florida Fish
and Wildlife
Conservation
Commission

Commissioners

Brian S. Yablonski
Chairman
Tallahassee

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Jennifer Fitzwater
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(800) 955-8770 (V)

MyFWC.com

September 2, 2015

Kevin Sumner
Engineering Services Dept.
Pasco County Project Management Division
5418 Sunset Road
New Port Richey, FL 34652
ksumner@pascocountyfl.net

Re: Overpass Road from Old Pasco Road to US 301, Project Development and Environment (PD&E) Study, Item No. 432734-1, Pasco County, Draft Wetland Evaluation and Biological Assessment Report

Dear Mr. Sumner:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the above-referenced project, prepared as part of the PD&E Study for the proposed project. We have previously reviewed this project via the Efficient Transportation Decision Making (ETDM) process as ETDM #9871. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes, and Rule 68A-27, Florida Administrative Code (F.A.C.).

The project involves widening Overpass Road from two to four lanes between Old Pasco Road and I-75, constructing a new interchange at I-75 and Overpass Road, widening Overpass Road from four to six lanes from I-75 to its current terminus located approximately 0.86 miles east of Boyette Road, and extending the six-lane Overpass Road east to US 301 for a total length of approximately 9.0 miles in Pasco County. An Environmental Assessment will be prepared for the project, in accordance with the Federal Highway Administration's National Environmental Policy Act project development process. The project vicinity consists of a mix of residential, commercial, agricultural, and natural vegetative land cover. Natural communities include forested and herbaceous freshwater wetlands, and forested uplands.

The WEBAR evaluated potential project impacts to 19 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC). Listed species were evaluated based on range and potential appropriate habitat within the project area. Included were: Eastern indigo snake (FT), wood stork (FE), Florida scrub jay (FT), gopher frog (SSC), gopher tortoise (ST), short-tailed snake (ST), Florida pine snake (SSC), Florida burrowing owl (SSC), Florida sandhill crane (ST), Southeastern American kestrel (ST), limpkin (SSC), roseate spoonbill (SSC), snowy egret (SSC), reddish egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), Florida mouse (SSC), and Sherman's fox squirrel (SSC).

Also evaluated was the bald eagle, which was delisted by state and federal agencies, but remains protected under state rule in Section 68A-16.002, F.A.C., and by the federal Bald

and Golden Eagle Protection Act (16 U.S.C. 668-668d); the Florida black bear, which has been removed from the state list, but is still governed and managed by the FWC pursuant to the Florida Black Bear Management Plan and the Florida Black Bear Conservation Rule 68A-4.009, F.A.C.; and the American alligator (FT because of similarity of appearance to the American crocodile).

Project biologists made a finding of “no effect” for the scrub jay, Southeastern American kestrel, and short-tailed snake due to a lack of suitable habitat for these species within the project area. The biologists determined that the project “may affect, but is unlikely to adversely affect” all the other species. We agree with these determinations.

We support the project commitments for protected species, which include the following:

1. Should a bald eagle nest be built prior to or during construction within 660 feet of the construction limits, further coordination will occur with the FWC and/or U.S. Fish and Wildlife Service (USFWS) as appropriate.
2. The standard FDOT Construction Precautions for the Eastern Indigo Snake will be followed during construction.
3. Due to the presence of gopher tortoise habitat within the project area, a gopher tortoise survey in appropriate habitat will be performed within construction limits prior to construction, and the FDOT will secure any necessary relocation permit from the FWC.

Please reference the FWC's Gopher Tortoise Permitting Guidelines (Revised February 2015

<http://myfwc.com/media/2984206/GT-Permitting-Guidelines-FINAL-Feb2015.pdf>) for survey methodology and permitting guidance prior to any construction activity. Specific guidance in the permitting guidelines includes methods for avoiding permitting as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. Any commensal species observed during the burrow excavations should be handled in accordance with Appendix 9 of the Gopher Tortoise Permitting Guidelines. To the maximum extent possible, the FWC also recommends that all staging and storage areas be sited to avoid impacts to gopher tortoise burrows and their habitat.

4. Due to the presence of Florida burrowing owl habitat and the documentation of potentially occupied burrows within the project study area, a burrowing owl survey within the construction limits will be performed during design and permitting and prior to construction per FWC guidelines. Pasco County will secure any relocation permits needed for this species during the project design and construction phases of the project.
5. Due to the presence of Florida sandhill cranes and suitable nesting areas located within the project study area, a sandhill crane nest survey will be performed within the construction limits prior to construction per FWC guidelines. Pasco County will coordinate with FWC during the project design and construction phases of the project.

6. To avoid potential adverse impacts to the wood stork, informal Section 7 consultation will be re-initiated with the USFWS during project design and permitting. Pasco County will commit to mitigate for the loss of suitable wood stork habitat located within the preferred alignment to confirm that there is no net loss of wetlands. Mitigation for lost foraging habitat will be provided within the core foraging range of known rookeries to comply with the USFWS's Standard Local Operating Procedures for Endangered Species (SLOPES). This mitigation should also compensate for habitat loss for the other potentially affected wading birds.

In addition to these commitments, we recommend that the area to be affected by the use of heavy equipment be surveyed for the presence of Sherman's fox squirrel nests. If fox squirrels are nesting in the area to be affected, we recommend the applicant maintain a 125-foot distance from the nest tree and avoid the nest tree until the young leave the nest. If removal of the tree is unavoidable and removal of the nest is necessary, we recommend coordinating with the FWC to discuss potential permitting alternatives. Any fox squirrels observed foraging within the project area should be allowed to vacate the area.

The WEBAR evaluates the potential project impacts to an estimated 40.8 acres of wetlands and other surface waters, with a commitment to provide appropriate mitigation. We agree with the findings of this evaluation.

Thank you for the opportunity to review the WEBAR for the Overpass Road project in Pasco County. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com.

Sincerely,



Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jdg/bb

ENV 1-13-2

Overpass Road PDE Wetland Evaluation and Biological Assessment_165_090215



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 04EF1000-2015-1-0388

September 14, 2015

Kevin Sumner
Project Manager, Pasco County
Project Management Division
5418 Sunset Road
New Port Richey, FL 34652

Dear Mr. Sumner:

The U.S. Fish and Wildlife Service (Service) has completed its review of the Wetland Evaluation and Biological Assessment Report (WEBAR) for the Overpass Road Project Development and Environment Study (PD&E). The proposed Overpass Road will be a new alignment that will provide Old Pasco Road new access with Interstate 75 (I-75). The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.).

The Service received a request from the Pasco County (County) on August 19, 2015, for informal consultation and concurrence with the findings and commitments presented on the WEBAR for the proposed project. It is our understanding that the County is committed to re-initiating informal consultation for the project's effects on the listed species during its future permitting process. It is also understood that wetland impacts to suitable wood stork foraging areas will be re-evaluated and provide compensation within a Service approved mitigation or conservation bank during the permitting process. The Service has reviewed the information provided and the County's effects determinations for potential impacts to species listed under the Endangered Species Act and provide the following comments.

Eastern Indigo Snake (*Drymarchon corais couperi*)

The County made a '*may affect, but not likely to adversely affect*' determination for the eastern indigo snake due to the fact that the species was not observed during the field survey but suitable habitat exists within the project study area indicating possible presence. The County commits to implementing the Service's *Standard Protection Measures for the Indigo Snake* during construction of the project. Based on our review of the information provided and the County's commitment to implement the Standard Protection Measures for the Eastern Indigo Snake the Service concurs with the '*may affect, but not likely to adversely affect*' determination for the Eastern indigo snake.

OCT 01 2015

Florida Scrub Jay (*Aphelocoma coerulescens*)


Florida scrub jays (FLSJ) and suitable species habitat has been previously identified in Pasco County. Suitable FLSJ habitat identified in the WEBAR included citrus groves, open land and improved pastures. The Service has reviewed the documents provided, as well as the available FLSJ observation data and concurs with a 'no effect' determination for the Florida scrub jay.

Wood Stork (*Mycteria americana*)

Several documented occurrences of wood storks are within one mile of the project area and the WEBAR identifies a wood stork observed foraging within the project study area south of Fairview Heights Road near Hackamore Road. The County commits to re-initiating Section 7 consultation prior to permitting the project and evaluating impacts to suitable foraging habitat and provide compensation within a Service approved bank. The Service has reviewed information provided, as well as available observation and species presence data and concurs with a 'may affect, but not likely to adversely affect' determination for this species.

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available, further consultation with the Service should be initiated to assess any potential impacts. All additional information available will be evaluated when Section 7 consultation is reinitiated. If you have any questions, please contact Lourdes Mena at (904)731-3119.

Sincerely,


for Jay B. Herrington
Field Supervisor

cc: Joe Sullivan, FHWA
Cathy Kendall, FHWA
Nicolle Selly, FDOT District Seven

APPENDIX H

Water Quality Impact Evaluation Checklist

Exhibit A

WQIE CHECK LIST

Project Name: Overpass Road PD&E study (from Old Pasco Road to US 301)

County: Pasco

FIN (Financial Number): _____

Federal Aid Project No: 432734-1

Short project description: Extension of Overpass Road from Old Pasco Road to US 301, a length of 9.0 miles. Project includes construction of interchange with I-75 and widening of existing portions of Overpass Road

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impervious surface area? Yes No

Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Do environmental regulatory requirements apply? Yes No

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 73,100 (just E of proposed interchange) Expected speed limit: 45 mi/hr

Drainage area: 149.22 acres 53.7 % Impervious 46.3 % Pervious

Land Use: 21.1 % Residential 0.1 % Commercial 0 % Industrial

28.1 % Agricultural 21.4 % Wetlands 29.3 % Other Natural

Potential large sources of pollution (identify): roadway, agricultural runoff

Groundwater receptor (name of aquifer or N/A): n/a

Designated well head protection area? Yes No Name: _____

Sole source aquifer Yes No Name: Floridan aquifer

Groundwater recharge mechanism:

Recharge through lakes and wetlands in low-lying areas

(Notify District Drainage Engineer if karst conditions expected)

WQIE CHECK LIST (Contd.)

Surface water receptor (name or N/A): n/a

Classification I II III IV V

Special designation (check all that apply):

- ONRW OFW Aquatic Preserve Wild & Scenic River
 Special Water SWIM Area Local Comp Plan MS4 Area
 Other (specify): _____

Conceptual storm water conveyances & system (check all that apply):

- Swales **Curb and Gutter** **Scuppers** **Pipe** French Drains
 Retention/Detention Ponds Other _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (Check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input type="checkbox"/>		<input type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify) SWFWMD	Part IV, Ch 373, FS (Env. Resource Permits)	<input checked="" type="checkbox"/>
OTHER <input checked="" type="checkbox"/> (Specify) U.S. ACOE	40 CFR Parts 230-233 (Dredge and Fill permits)	<input checked="" type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- Water quality is not an issue.
- No regulatory requirements apply to water quality issues
(Document by checking the "none" box for water quality in Section 6.C.3 of the *Environmental Determination Form* or Section 5.C.3 of the SEIR.)
- Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by _SW Florida Water Management District, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Roger J. Dawson, P.E., P.G.

Office: URS Corporation Southern

Signature: _____



Date: 5/21/2015

APPENDIX I

Coastal Zone Consistency



Florida Department of Environmental Protection

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

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vineyard Jr.
Secretary

August 22, 2012

Mr. Kevin Sumner, Project Manager
Pasco County Engineering Services
Project Management - Design
5418 Sunset Road
New Port Richey, FL 34652

RE: Department of Transportation - Advance Notification - Overpass Road
PD&E Study, From Old Pasco Road to US 301 - Pasco County, Florida.
SAI # FL201206296287C, ETDM # 9871

Dear Mr. Sumner:

The Florida State Clearinghouse has coordinated a review of the Advance Notification under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Southwest Florida Water Management District (SWFWMD) advises that the potential impacts of Overpass Road construction will depend upon the required filling, encroachment or alteration of existing Zone A (or future Zone AE) Floodplains, Historic Basin Storage areas and (if applicable) Floodways. Although the environmental resource permit (ERP) will require a review of impacts to existing floodplains within the project area, project permitting is expected to be straightforward. Please note that preliminary updates to the SWFWMD's flood studies have taken place since the 2008 ETDM Programming Screen, and can be accessed via the SWFWMD's *Floodplain Map Viewer* at <http://www.swfwmd.state.fl.us/projects/wmp/>. As SWFWMD-supported Watershed Management Models are generally based on more recent land cover and topographic information, staff recommends that the Florida Department of Transportation (FDOT) utilize data from these flood studies in preference to generalized information on flows and stages. The FDOT is advised to coordinate with SWFWMD Engineering and Watershed Management Section staff in Brooksville regarding the status and data availability of these Watershed Management Models.

The SWFWMD will require compensation for fill or other encroachments into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands. The

Mr. Kevin Sumner
August 22, 2012
Page 2 of 3

SWFWMD recommends that the FDOT quantify floodplain, floodway and historic impacts based on existing or special basin hydrologic studies. Roadway modification improvements may also affect existing cross drainage facilities along the entire length of Overpass Road. Additional bridge hydraulics reports should be prepared (if applicable) and submitted with the ERP application. Please refer to the SWFWMD's memorandum previously forwarded to FDOT staff for further detailed comments and recommendations.

The Florida Department of State (DOS) notes that, in their prior comments, staff indicated that the project corridor has not been subjected to a systematic cultural resource assessment survey; however, several surveys overlap or are located adjacent to portions of the corridor. Within 100 ft. of the project corridor is the Gore Dairy Farm, which includes several buildings outside of the 500-ft. buffer, some of which have been evaluated by the DOS as ineligible for listing in the *National Register of Historic Places*. One building has not been evaluated by the DOS and is located within 100 ft. of the project. One archaeological site within 100 ft. has been determined to be potentially eligible for listing and another within the same buffer area has not been evaluated by the DOS. The latter site was noted as needing additional information by the recorder to determine eligibility.

Due to the existence of at least one known potentially eligible site within the 100-ft. buffer area, it is highly likely that this project will impact significant properties. DOS staff recommends that a cultural resource assessment survey be conducted in order to determine whether historic properties are present and whether they will be impacted by the project. The resultant survey must conform to the specifications set forth in Chapter 1A-46, *Florida Administrative Code*, and be forwarded to the DOS Division of Historical Resources for their review. Please see the enclosed DOS letter for further information.

The Tampa Bay Regional Planning Council (TBRPC) requests that the PD&E Study managers consider aligning the roadway and associated infrastructure to avoid direct or indirect impacts to Regionally Significant Natural Resources, as depicted on the map provided by TBRPC staff. If the study results in a project that avoids impacts to those resources, the project will be consistent with the *Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region (2005)*. For additional information, please refer to the enclosed TBRPC meeting report.

Based on the information contained in the Advance Notification and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity

Mr. Kevin Sumner
August 22, 2012
Page 3 of 3

to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent regulatory reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/rb
Enclosures

cc: Rand Frahm, SWFWMD
Laura Kammerer, DOS
John Meyer, TBRPC

Florida State Clearinghouse



Categories

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Project Information	
Project:	FL201206296287C
Comments Due:	08/14/2012
Letter Due:	08/28/2012
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - OVERPASS ROAD PD&E STUDY, FROM OLD PASCO ROAD TO US 301 - PASCO COUNTY, FLORIDA. (ETDM # 9871, BUT NOT COMMENTING VIA EST)
Keywords:	DOT - OVERPASS ROAD PD&E STUDY, FROM OLD PASCO ROAD TO US 301 - PASCO CO.
CFDA #:	20.205
Agency Comments:	
COMMUNITY PLANNING - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
The FWC notes that its review of the ETDM 9871 project was accomplished in March 2008, prior to the FDOT's current request for federal consistency review. The FWC's enclosed comments are still applicable and staff has no further comments to add. FWC considers the project to be consistent with its authorities in the Florida Coastal Management Program.	
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
The SWFWMD advises that the potential impacts of Overpass Road construction will depend upon the required filling, encroachment or alteration of existing Zone A (or future Zone AE) Floodplains, Historic Basin Storage areas and (if applicable) Floodways. Although future environmental resource permit (ERP) processing is expected to be non-routine for the expected impacts to existing Zone A (or future Zone AE) floodplains within the project area, the expected permitting effort by FDOT should be straightforward and a normal effort is expected on the part of SWFWMD's regulatory staff. Please note that preliminary updates to the SWFWMD's flood studies have taken place since the 2008 ETDM Programming Screen, and can be accessed via the SWFWMD's "Floodplain Map Viewer" at http://www.swfwmd.state.fl.us/projects/wmp/ . As SWFWMD-supported Watershed Management Models are generally based on more recent land cover and topographic information, staff recommends that the FDOT utilize data from these flood studies in preference to generalized information on flows and stages. FDOT should coordinate with SWFWMD Engineering and Watershed Management Section staff in Brooksville regarding the status and data availability of these Watershed Management Models. The SWFWMD will require compensation for fill or other encroachments into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands. The SWFWMD recommends that the FDOT quantify floodplain, floodway and historic impacts based on existing or special basin hydrologic studies. Roadway modification improvements may also affect existing cross drainage facilities along the entire length of Overpass Road. Additional bridge hydraulics reports should be prepared (if applicable) and submitted with the ERP application. Please refer to the SWFWMD's memo previously forwarded to FDOT staff for further information.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP affirms that the proposed project traverses wetlands associated with Bayou Lake. These wetlands are drained by the New River to the south and ultimately flow to the Hillsborough River, which is designated Outstanding Florida Waters. The EST indicates that there are 99.26 acres of palustrine wetlands within the 500-foot buffer zone of the project (8.57%). An Environmental Resource Permit (ERP) will be required from the SWFWMD. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable. Please note that the DEP Office of Greenways and Trails received the following comments from Manny Lajmiri, Transportation Planner II, of the Pasco County MPO: Pasco County would like to see a trail along Overpass Road from Pasco Road to US 301. The need is reflected both in Pasco County MPO's LRTP, and also in the proposed master plan for a countywide system of greenways, trails and blueways. It is important to propose this trail as part of road widening, as they are in the early stages of planning for Overpass Road.	

STATE - FLORIDA DEPARTMENT OF STATE

The DOS notes that, in their prior comments, staff indicated that the project corridor has not been subjected to a systematic cultural resource assessment survey; however, several surveys overlap or are located adjacent to portions of the corridor. Within 100 ft. of the project corridor is the Gore Dairy Farm, which includes several buildings outside of the 500-ft. buffer, some of which have been evaluated by the DOS as ineligible for listing in the National Register of Historic Places. One building has not been evaluated by the DOS and is located within 100 ft. of the project. One archaeological site within 100 ft. has been determined to be potentially eligible for listing and another within the same buffer area has not been evaluated by the DOS. The latter site was noted as needing additional information by the recorder to determine eligibility. Due to the existence of at least one known potentially eligible site within the 100-ft. buffer area, it is highly likely that this project will impact significant properties. DOS staff recommends that a cultural resource assessment survey be conducted in order to determine whether historic properties are present and whether they will be impacted by the project. The resultant survey must conform to the specifications set forth in Chapter 1A-46, F.A.C., and be forwarded to the DOS Division of Historical Resources for review.

TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL

The TBRPC requests that the PD&E Study managers consider aligning the roadway and associated infrastructure to avoid direct or indirect impacts to Regionally Significant Natural Resources, as depicted on the map provided by TBRPC staff. If the study results in a project that avoids impacts to those resources, the project will be consistent with the "Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region (2005)."

For more information or to submit comments, please contact the Clearinghouse Office at:

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