

Overpass Road PD&E Study

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



Comments & Coordination

April 2017



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Section 1.0

INTRODUCTION

This report provides the documentation associated with the Public Involvement Program (PIP) which was developed and implemented for the Overpass Road PD&E Study. The purpose of the program is to establish and maintain communication with the general public, property owners, and federal, state, and local government agencies and officials concerned with the project and its potential impacts. To ensure open communication and agency and public input, Pasco County provided an early notification package to State and Federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts. In an effort to resolve all issues identified, Pasco County, in coordination with FDOT, has conducted an extensive interagency coordination and consultation effort, and public participation process. These efforts began during project planning through the Efficient Transportation Decision Making (ETDM) process. This document details Pasco County's program to fully identify, address, and resolve all project-related issues identified through the Public Involvement Program.

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Section 2.0

DESCRIPTION OF PROPOSED ACTION

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2.1 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

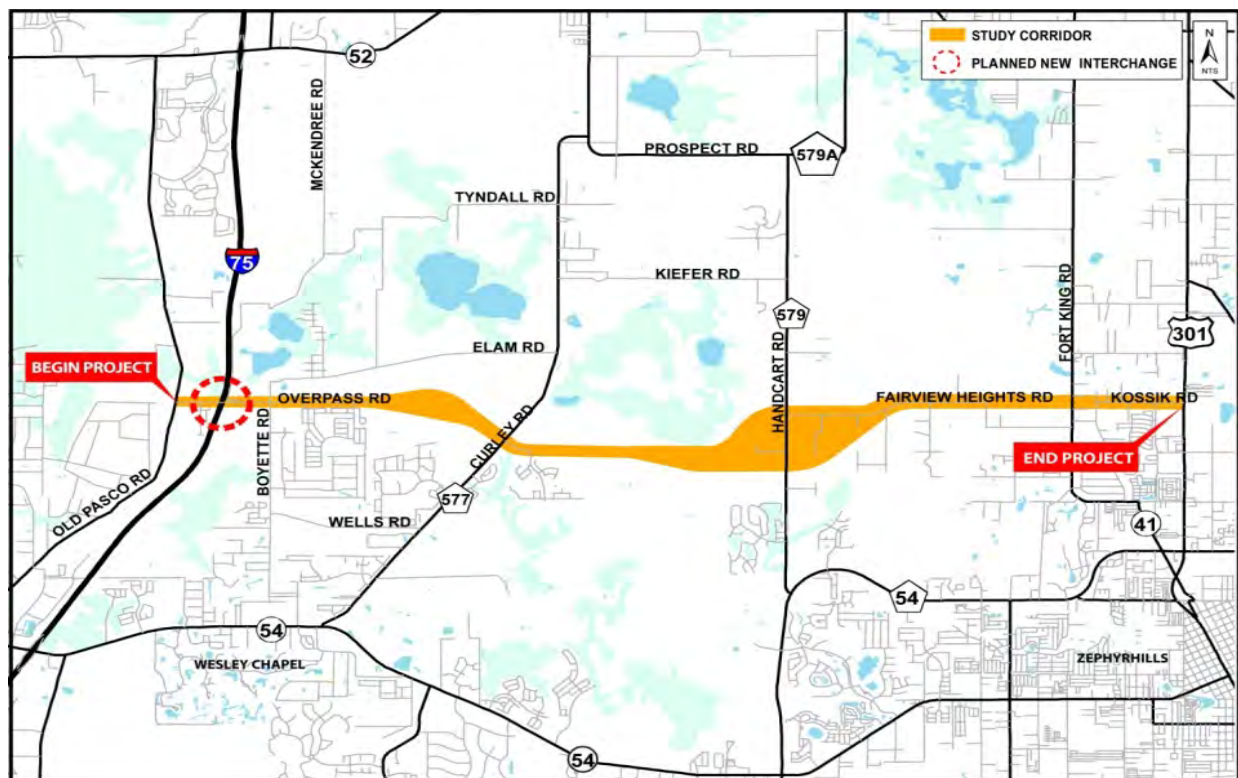
In addition to these improvements, several access modifications will be required. The existing Blair Drive access to Overpass Road will be closed and a new two-lane paved roadway will be constructed with a connection to Old Pasco Road. The existing McKendree Road access at Overpass Road will also be 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 2-1**.

**FIGURE 2-1
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.

2.2 *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.

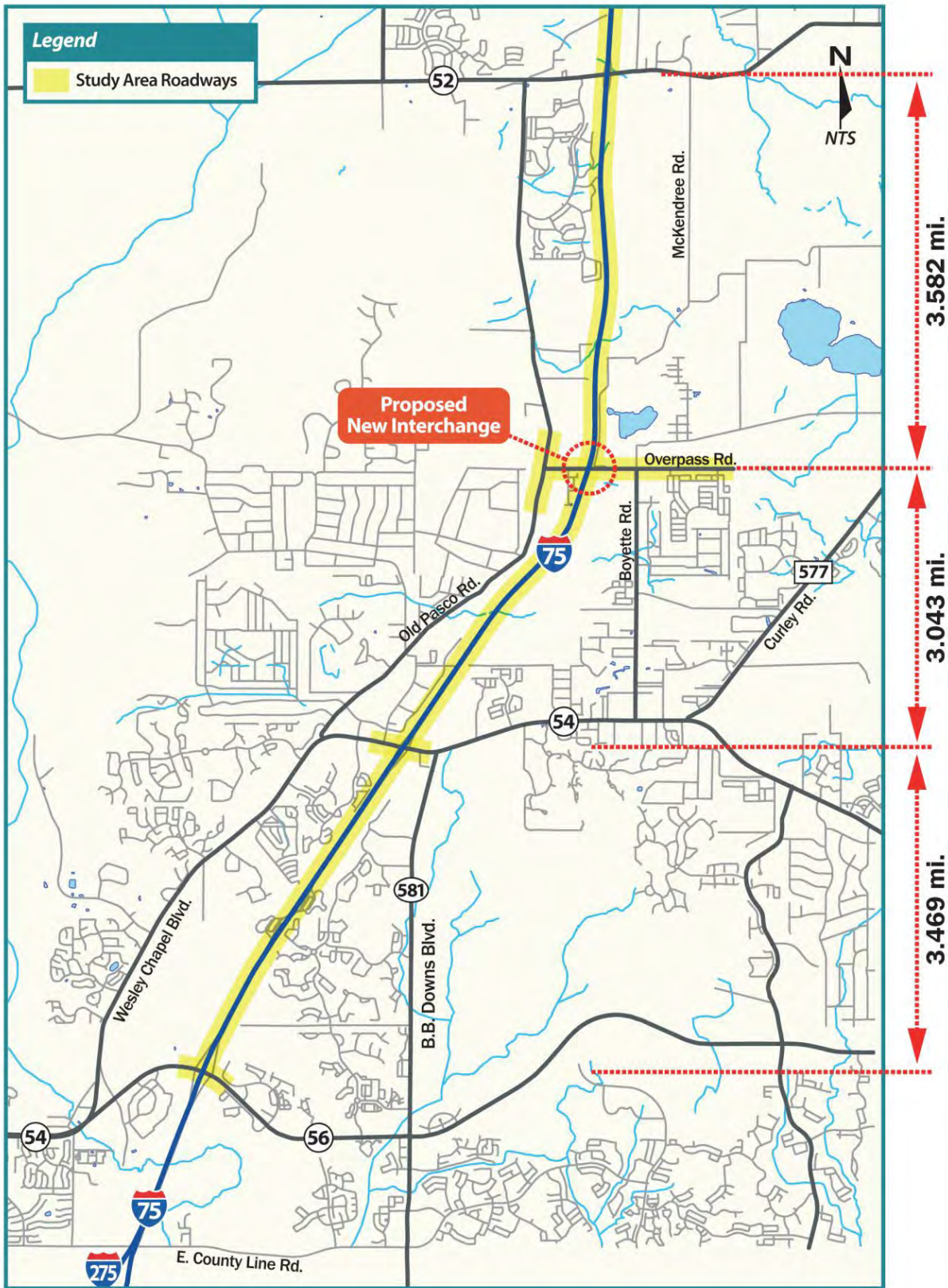
The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. 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 2-1 provides the general vicinity of the proposed corridor; **Figure 2-2** 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 2-2
PROPOSED INTERCHANGE SPACING**



2.3 **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 3.0

PROJECT NEED

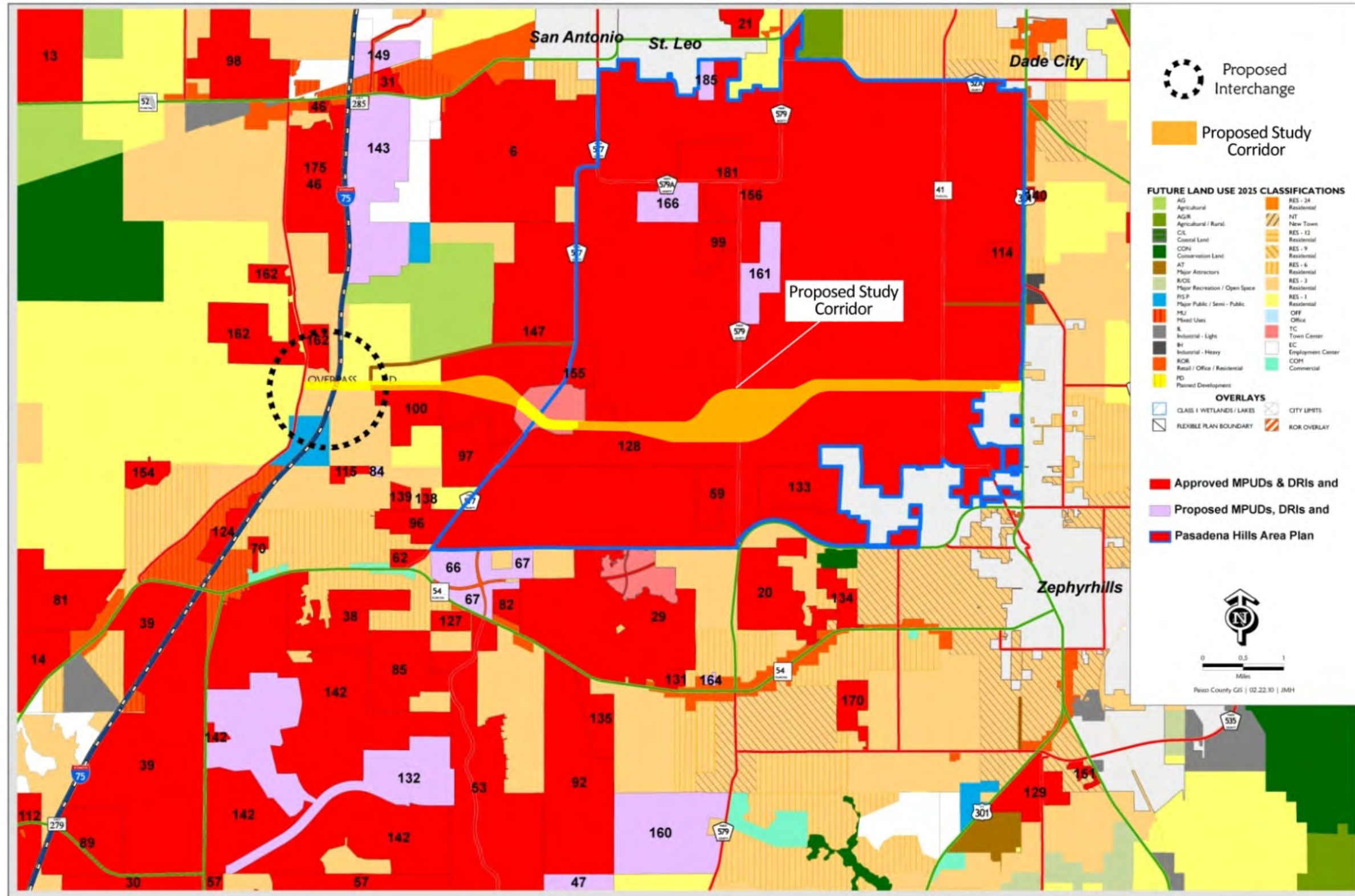
3.1 FUTURE POPULATION AND EMPLOYMENT GROWTH

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 3-1** 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 3-1
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.

3.2 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).

3.3 FUTURE TRAVEL DEMAND

Table 3-1 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 3-1
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.

3.4 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.

3.5 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.

3.6 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.

3.7 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.

3.8 *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 4.0

INTRODUCTION

4.1 REPORT OVERVIEW

This report provides the documentation associated with the Public Involvement Program (PIP) which was developed and implemented for the Overpass Road PD&E Study. The purpose of the program is to establish and maintain communication with the general public, property owners, and federal, state, and local government agencies and officials concerned with the project and its potential impacts. To ensure open communication and agency and public input, Pasco County provided an early notification package to State and Federal agencies and other interested parties defining the project and, in cursory terms, describing anticipated issues and impacts. In an effort to resolve all issues identified, Pasco County, in coordination with FDOT, has conducted an extensive interagency coordination and consultation effort, and public participation process. These efforts began during project planning through the Efficient Transportation Decision Making (ETDM) process. This document details Pasco County's program to fully identify, address, and resolve all project-related issues identified through the Public Involvement Program.

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Section 5.0

ETDM AND ADVANCE NOTIFICATION

5.1 ADVANCE NOTIFICATION

Pasco County, initiated early agency involvement through the Efficient Transportation Decision Making (ETDM) Process. The ETDM Process affords agencies and the public the opportunity to early input on a major project's potential impacts to the natural, cultural and sociocultural environments through a series of "screening" events. These screening events occur at the Long Range Transportation Plan (LRTP) development stage and just prior to a project entering the FDOT Five Year Work Program. For this project, there was no planning screen, because it began as a local project and was already in the LRTP. The Programming Screen was initiated on February 13, 2008. Results were published in the Final Programming Screen Summary Report on August 12, 2008. The Advance Notification Package (AN) was mailed on June 29, 2012 and is found in **Appendix B**. The AN package includes a copy of the Final Programming Screen Summary Report and a list of all agencies and organizations that received a copy of the AN package.

5.3 SUMMARY OF AGENCY COMMENTS AND RESPONSES

Comments were submitted electronically through the Environmental Screening Tool and are included in the *Final Programming Screen Summary Report*. Comments from the agencies and responses from the ETDM Coordinator are located in the ETAT Reviews and Coordinator Summary Comments Received sections of the *Final Programming Screen Summary Report* found in **Appendix B**.

Following is a summary of the comments received from the agencies as a result of the Advance Notification process and Pasco County's responses to those comments.

COMMENT: **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 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.

RESPONSE: Coordination with SWFWMD will be ongoing throughout the design and permitting process for the Overpass Road project.

COMMENT: **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.

RESPONSE: A cultural resource assessment survey (CRAS) was conducted as part of the Overpass Road PD&E Study. The purpose of the CRAS is to locate, identify, and aerially delimit any archaeological sites and historic resources within the project's Area of Potential Effect (APE) and to assess, to the extent possible, their significance as to eligibility for listing in the National Register of Historic Places (NRHP). 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.

COMMENT: 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.

RESPONSE: Every effort will be made to avoid impacts to Regionally Significant Natural Resources. Coordination with TBRPC will be ongoing throughout the design and permitting process for the Overpass Road project.

COMMENT: **Florida State Clearinghouse** 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. Based on the information contained in the Advance Notification and 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 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*.

RESPONSE: Continued coordination with state agencies will be ongoing throughout the design and permitting process to insure continued conformance and adequate resolution of issues identified during the AN process.

COMMENT: **Florida Fish and Wildlife Conservation Commission** 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.

RESPONSE: No response required.

COMMENT: The **Florida Department of Environmental Protection** 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.

RESPONSE: An ERP application will be submitted to SWFWMD during the design and permitting phase of the Overpass Road project. There will be ongoing coordination with Pasco County to incorporate a trail along Overpass Road.

COMMENT: **Mr. Fred Dayhoff of the Miccosukee Tribe** of Indians of Florida responded that he is aware of the project and that he expects to be contacted by FDOT / FHWA as the project moves forward.

RESPONSE: No response necessary. The Miccosukee Tribe will be included in future notifications regarding this project.

COMMENT: **Mr. Del Beaver of the Muscogee (Creek) Nation** Department of Environmental Services states that the Tribe has no objection to the proposed project. The Cultural Department has been notified of said project for their comments.

RESPONSE: No response necessary. The Muscogee (Creek) Nation will be included in future notifications regarding this project.

COMMENT: **NOAA's National Marine Fisheries Service (NMFS)** has reviewed the information contained in the Advance Notification Package 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 add lanes to existing sections of Overpass Road in Pasco County, Florida.

NMFS reiterates its previous comments (as submitted to the Florida Department of Transportation's Environmental Screening Tool on 3/19/2008). The resources affected are not ones for which NMFS is responsible and therefore, we have no comment to provide regarding the project's impacts.

RESPONSE: No response necessary.

Section 6.0

INTERAGENCY COORDINATION

As stated previously, Federal, regional, state, and local agencies were contacted as a part of the Advance Notification process and through a project kickoff letter for the Overpass Road PD&E Study. A list of those agencies is contained in the AN package. In addition to the early coordination, continuing coordination has been ongoing with many of those agencies. Following is a summary of the interagency coordination.

6.1 STATE HISTORIC PRESERVATION OFFICER

A Cultural Resource Assessment Survey (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.

A historical/architectural survey of the Overpass Road PD&E Study project APE resulted in the identification and evaluation of 14 historic resources. 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.

As a result of an archaeological field survey of the study area, six new archaeological sites were recorded and four AOs (archaeological occurrences) were identified. None of the AOs, nor the newly recorded archaeological sites, are considered significant. In addition, three previously recorded archaeological sites were relocated within the project APE, and the boundary of one previously recorded site (8PA00465) was expanded. This site was determined eligible by the SHPO; the other two sites were evaluated as ineligible.

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. Given the results of background research and archaeological and historical/architectural field surveys, it was determined that 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 FHWA and SHPO concurrence on September 16, 2015 and October 2, 2015, respectively. The concurrence documentation is provided in the Environmental Assessment.

The CRAS was submitted to the Native American Tribes on June 21, 2016. The Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) provided comments regarding the CRAS in a letter to FHWA dated December 21, 2016. Based on further coordination between

the FDOT, SHPO, and STOF-THPO, a commitment to provide monitoring by a Secretary of the Interior qualified archaeologist during all ground disturbing activities within the boundaries of site 8PA00465 (Treatment Plant/Cypress Dome Site) has been added to the Environmental Assessment.

6.2 U.S. FISH AND WILDLIFE SERVICE (USFWS)

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. Federally and state listed animal species were identified as having the potential to occur within the project study area. A list of those species can be found in Section 4.9 of the Environmental Assessment. Based on the findings and commitments contained in the project’s Wetland Evaluation and Biological Assessment Report (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 of the Environmental Assessment.

6.3 SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT (SWFWMD)

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.

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. 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).

Presently, the entire project is located within the service area of the Hillsborough River Mitigation Bank (HRMB) and the North Tampa Mitigation Bank (NTMB). 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.

The exact type of mitigation used to offset wetland impacts from construction of the recommended alternative will be coordinated with USACE and SWFWMD during the state and federal permitting phase of this project.

6.4 LOCAL GOVERNMENT AGENCIES

Pasco County staff met periodically throughout the project process with FDOT. Numerous presentations were made to the Pasco County MPO and Pasco County Board of County Commissioners during the study. The Board of County Commissioners were involved in the selection of the recommended alternative, which they approved at their regularly scheduled meeting on April 23, 2013.

Section 7.0

PUBLIC INVOLVEMENT PROGRAM

The Public Involvement Plan developed for the Overpass Road PD&E Study was approved on August 1, 2012. A copy of the Public Involvement Plan is provided in **Appendix C**. This section of the Comments and Coordination Report describes the methods by which property owners, elected and appointed officials, agencies, and other interested parties were notified of the project and its continuing status.

7.1 MAILING LISTS

Mailing lists were compiled and the following groups were contacted to obtain input into the PD&E study process and/or provide project information and introduce opportunities for public comment:

- Those whose property lies, in whole or in part, within 300 feet on either side of the centerline of each alternative alignment as required by Florida Statute (Section 339.155, F.S.). The property owner list was compiled from the Pasco County Property Appraisers' offices utilizing a GIS database containing current tax maps and ownership records.
- Elected and appointed officials in the area (city, county, state, federal) and community leaders who have been identified or have requested to be put on the project mailing list.
- Permitting agencies and other federal, state, and local agencies having jurisdiction within the project vicinity that have been identified and placed on the project mailing list.
- Public and private groups, organizations, agencies, businesses, and individuals that request to be placed on the mailing list for this project.
- Media in the project area that have been identified and placed on the mailing list to be used for distribution of news releases, legal advertisements, or other project information.

Copies of the mailing lists are located in the project files.

7.2 PUBLIC OFFICIALS AND AGENCIES KICKOFF LETTER

In lieu of a public officials and agencies kickoff meeting, a Public Officials and Agencies kickoff letter was mailed on August 24, 2012. Included with the kickoff letter was a project newsletter. The newsletter provided an overview of the Overpass Road project, the PD&E study process, and a schedule showing upcoming project milestones. The kick-off newsletter was also mailed to property owners adjacent to the project alternatives and other interested parties.

7.3 *SMALL GROUP MEETINGS*

One of the best ways to achieve consensus on a project is through small group meetings. Pasco County made presentations to the Pasco County MPO and the Pasco County Board of County Commissioners throughout the project process as necessary. Meetings were held with project stakeholders and property owners as requested throughout the project process.

7.4 *NEWSLETTERS*

Newsletters are an effective and economical way to disseminate project information to the affected public, interested parties, agencies and elected officials. One newsletter was mailed for this project shortly after project initiation. Its purpose was to introduce the project and its study objectives, and to provide the public with information on who to contact regarding any questions and how to submit comments on the project. A copy of the newsletter is in **Appendix D** of this report.

7.5 *PROJECT WEBSITE*

A dedicated project website was developed for the project. Project information including maps, concept plans, project description and schedule was included on the website. Individual web pages for each public meeting were provided that included all information on display at the public workshop and public hearing. Draft project documents were also displayed on the website. In addition, a comments page was provided where the public could send their comments to the project team.

7.6 *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, 6224 Old Pasco Road, Wesley Chapel, FL. The informal open house was held from 5:30 p.m. to 8:00 p.m., and gave interested persons an opportunity to express their views concerning the alternatives being analyzed for proposed improvements to and extension of Overpass Road from Old Pasco Road to US 301, and a new interchange at I-75.

A letter announcing the public meeting was emailed to public officials, and mailed to agencies and property owners on November 5, 2012. A display advertisement was published on November 8, 2012 in the Pasco Times which has the largest circulation in the area; the Spanish newspaper, Gaceta Latina, on October 20, 2012; and in the free newspaper, the Laker, on November 14, 2012. An ad was published in the Florida Administrative Weekly on November 20, 2012.

A total of one hundred nineteen (119) members of the public and sixteen (16) staff signed the attendance sheets at the workshop. On display at the meeting were graphic boards showing the proposed alternative roadway and interchange concepts, a project location map, project schedule and evaluation matrices, as well as citations and non-discrimination laws and regulations. Project

brochures, which included a description of the proposed roadway and interchange alternatives, a project schedule and contact information for the project manager were available for all attendees. Pasco County, FDOT and consultant staff were present to answer questions at the open house. An interpreter was present to assist Spanish speakers with limited English proficiency.

A total of twenty-four (24) written comments were received at the workshop. An additional twelve (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 shown in the tables below:

- Roadway Alternative:

Alternative	Alternative O1	Alternative O2	Alternative O3	No Build
# of comments in favor	0	2	8	7

- Interchange Alternative:

Interchange Type	Diamond	Diverging Diamond	Flyover Ramp	Loop Ramp	Single Point Urban Interchange
# 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.

Meeting sign-in sheets, as well as a copy of the invitational letter, project brochure, and newspaper advertisement are included in **Appendix E**.

7.7 PUBLIC HEARING

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), conducted a public hearing to present proposed improvements to 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. The study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles. The hearing was held from 5:00pm to 7:00pm on Thursday, December 15, 2016 at the First Congregational Church of Zephyrhills, 7900 Fort King Road, Zephyrhills, FL.

A letter announcing the public hearing was emailed to public officials (19) and agencies (53) on November 18, 2016, and mailed to Native American tribes (10), interested parties (32) and property owners (248) on November 18, 2016. A display advertisement was published in the Tampa Bay Times North Suncoast Section on November 23 and December 8, 2016, and the La Gaceta on November 25 and December 9, 2016. The Florida Administrative Register ad was published on December 7, 2016.

A total of one hundred eight (108) members of the public signed the attendance sheets at the hearing. On display at the hearing were graphic boards showing the recommended alternative roadway and interchange concepts, a project location map, project schedule/funding and evaluation matrices, as well as citations and non-discrimination laws and regulations. Hearing handouts were provided to all attendees and included a project description, schedule and contact information. Pasco County, FDOT and consultant staff were present to answer questions during the open house. Margaret Smith, Pasco County Engineering Services Director, conducted the formal portion of the hearing, which included opening remarks, a project video and a public comment period. The video provided a brief project history, a description of the recommended alternative and the environmental impacts, and a project schedule and funding information. A Spanish translator was provided at the public hearing.

Five (5) written comments were received at the hearing, eleven (11) comments were given to the court reporter during the open house portions of the hearing, and one oral statement was received during the formal portion of the hearing. An additional fourteen (14) comments were submitted by email, via the project website, by telephone, or by U.S. Mail during the time that the project documents were available for public review (21 days prior to the hearing) and through the 10-day comment period following the hearing.

Below is a summary of the comments received:

1. Request for access to Overpass Road in the northwest quadrant of Overpass Road and I-75 for potential commercial use.
2. Are improvements going to be made to Old Pasco Road and Boyette Road to handle the additional traffic from the Overpass Road project, new development in the area and the new high school planned to be open in 2017?
3. Concerned about noise from the new roadway; will there be any landscaping or trees between houses and the roadway
4. Will this project affect property values/taxes?
5. Access from private lanes off Kossik Road to new road, access to private drives
6. Thank you for providing a complete and open discussion on the proposed road placement
7. Suggest the project web address be more prominent in the printed materials
8. This road is a total waste of taxpayers' money; maybe a 2-lane roadway now and possibly a 4-lane roadway many years from now may be warranted
9. No median openings for left turns are shown between Ft. King Road and US 301; there should be several between these two roads
10. Don't agree with the selection of Alternative O-3; it will disrupt the operation of my cattle business, will alter the natural flow of water, planned pond locations will affect access to southern portion of my property, plans do not show access from my property to the proposed Overpass Road, it will limit development rights, and will adversely affect wetlands
11. When will right-of-way acquisition begin
12. What is the construction schedule and how soon will it begin
13. Will construction affect access to Kids R Kids
14. Will there be a traffic light at Boyette Road and Overpass Road; will there be street lighting installed at this intersection
15. How will funding work between developers and the county
16. Will the area get city/county water
17. Concern about noise at Whisper Pointe neighborhood
18. Concern from property owners on Love Lane about cut through traffic from Phelps Road
19. Was a diverging diamond interchange considered at I-75
20. Concern about limited access from Wildcat Groves property

Responses were sent to all persons who commented at the public hearing and during the comment period prior to and following the public hearing. Responses are included in the public hearing transcript package.

Copies of the hearing brochure, display advertisement, Florida Administrative Register advertisement, and the official Public Hearing transcript are included in **Appendix F**.

Section 8.0

SUMMARY

Coordination conducted and public comments received during the PD&E Study led Pasco County, in partnership with the FDOT to select the recommended alternative – the Flyover Ramp Alternative for the interchange at I-75, and Alternative O-3 for the proposed Build Roadway Alternative from Boyette Road to US 301. The recommended alternative provides both a sidewalk and a multi-use path throughout the project length.

In general, attendees at the Alternatives Public Workshop and the Public Hearing were in favor of extending and improving Overpass Road. The comments that were received primarily dealt with funding, environmental concerns, increase in noise due to the increase in traffic, access, and right-of-way takings regarding individual properties.

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

***AN Package
ETDM 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
The Honorable Will W. Weatherford - Florida Representative, District 61

Pasco County Board of County Commissioners

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

Pasco County

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

Zephyrhills City Council

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

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

Other Municipalities

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

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

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

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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.

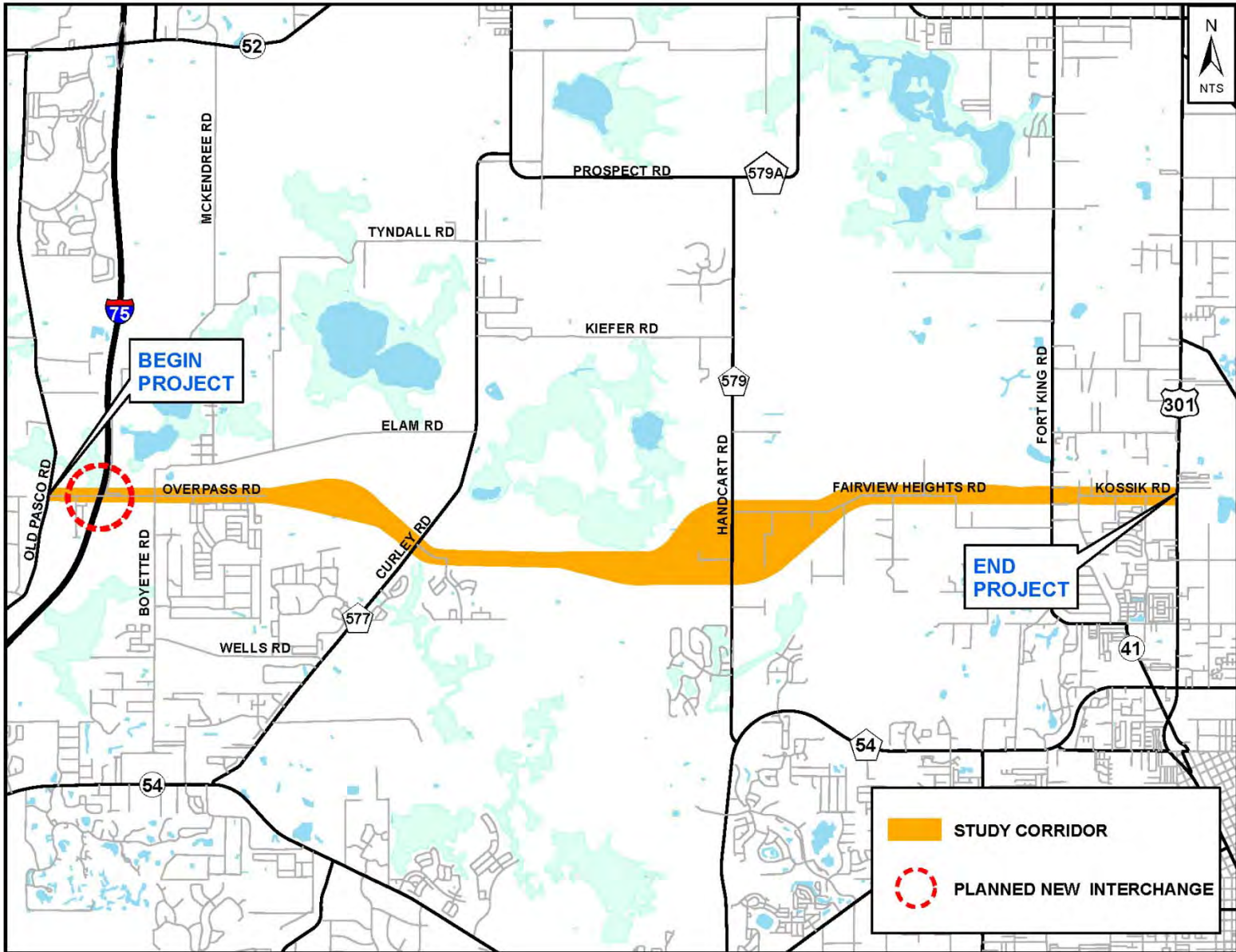
BICYCLE AND PEDESTRIAN FACILITIES

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.

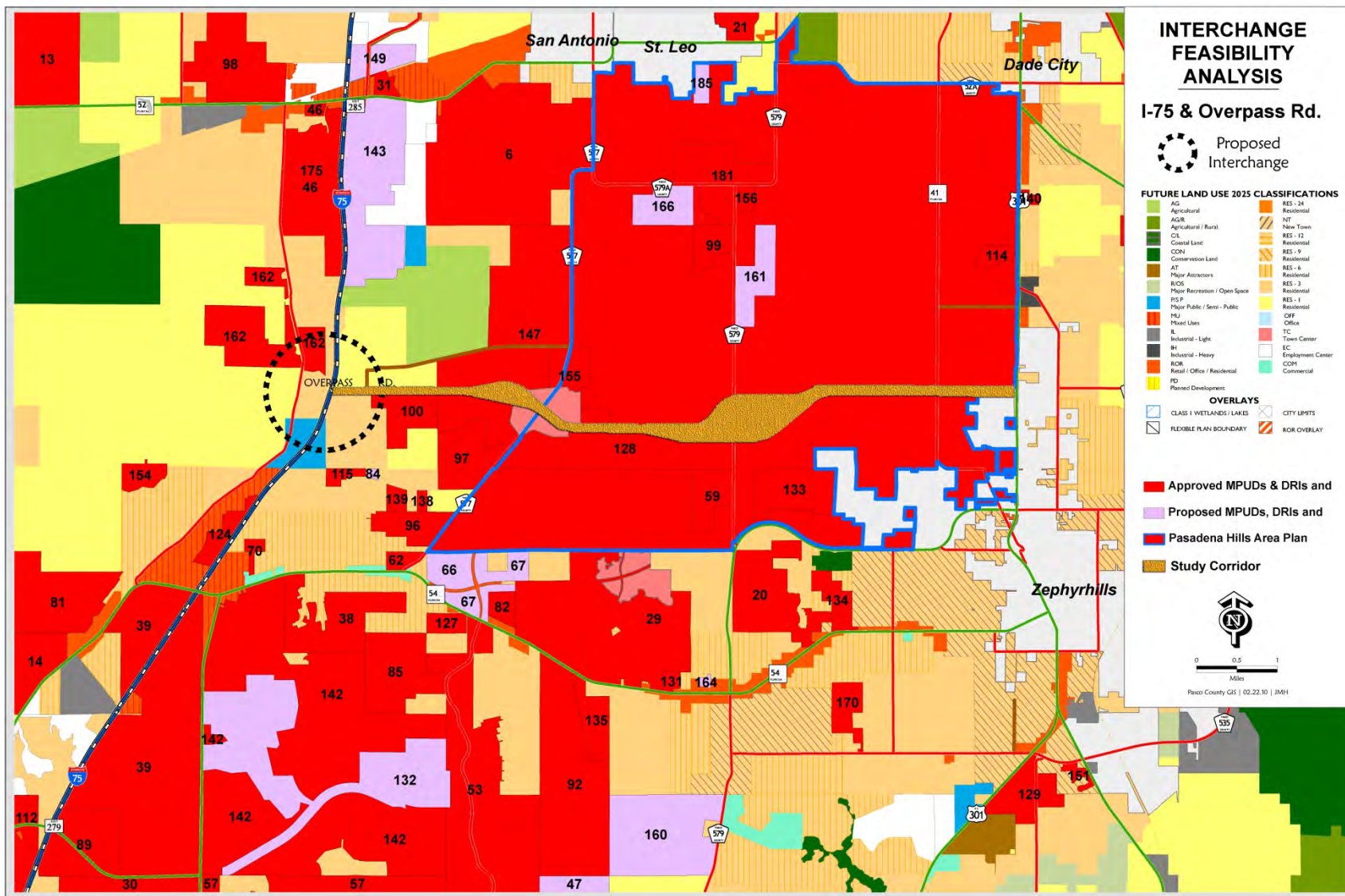
TRANSIT

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	
	FDOT	Out	
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	FDOT	Out	
	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 *Other (Specify) _____ <input type="checkbox"/> Revision	
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

Public Involvement Plan

Public Involvement Program

Overpass Road Project Development & Environment Study

From Old Pasco Road to US 301
Pasco County, Florida



July 2012

PUBLIC INVOLVEMENT PROGRAM

Overpass Road Project Development & Environment Study

From Old Pasco Road to US 301
Pasco County, Florida



This Public Involvement Program is in compliance with Part 1, Chapter 11 of the "Project Development and Environment Manual", as well as applicable state and federal regulations and is submitted to Pasco County for review and approval.

Submitted by:


Domingo Noriega, P.E.
URS Project Manager

7-26-2012
Date

Approved by:


Kevin Sumner
Pasco County Project Manager

8/1/12
Date

PUBLIC INVOLVEMENT PROGRAM

Overpass Road Project Development and Environment (PD&E) Study From Old Pasco Road to US 301

Pasco County (the County), in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), recognizes the importance of involving the public in an early and continuous information exchange. An effective Public Involvement Program (PIP) can foster understanding and cooperation between the County, FDOT and the public and help develop a transportation system that meets real community needs. Through the implementation of this PIP, the County can save money by reducing the need to redesign and preventing last minute delays because of unresolved issues.

The purpose of this PIP is to outline a strategy for providing information to and receiving input from concerned citizens, private groups (residential/business), and government agencies. The PIP will help the public understand transportation plans and projects and empower them to participate in the decision making process. Due to the variety of communities within the study area, several types of public involvement techniques will be employed. The PIP outlines ways to share information with these communities and process the input received from these communities.

This plan complies with the FDOT's *Project Development and Environment Manual*, Part 1, Chapter 11; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA); 23 Code of Federal Regulations 771; Title VI of the US Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act as amended, and the Americans with Disabilities Act (ADA).

For additional information regarding this project, please contact:

Kevin Sumner

Project Manager

Pasco County Engineering Services/Project Management
5418 Sunset Road
New Port Richey, FL 34652
727-834-3604
ksumner@pascocountyfl.net

Domingo Noriega, P.E.

Consultant Project Manager

URS Corporation Southern
7650 W Courtney Campbell Causeway
Tampa, FL 33607
813-636-2475
domingo.noriega@urs.com

1.0 DESCRIPTION OF PROPOSED IMPROVEMENT

Pasco County Project Number: EDO12-002

FDOT Financial Project Identification (FPID) Number: N/A

Federal Aid Project Number: N/A

Project Limits: The study limits for the proposed project extend along Overpass Road from Old Pasco Road to US 301; the portion from just east of Boyette Road to US 301 is on new alignment. A map of the Project Area is shown in **Figure 1**.

Proposed Activity: Conduct a Project Development and Environment (PD&E) study that establishes the location and design concepts for improvements to Overpass Road within the project limits which will improve the flow of people and goods through this corridor.

Class of Action: It is anticipated that an Environmental Assessment (EA) will be the required level of environmental documentation for this project.

2.0 BACKGROUND

The purpose of this project is to provide documented environmental and engineering analyses to assist Pasco County in reaching a decision on the type, location and conceptual design of the improvements necessary to improve mobility and accessibility from Old Pasco Road on the west to US 301 on the east. The need for this study has been identified by the Pasco County Metropolitan Planning Organization (MPO) in their 2035 Needs and Cost Affordable Plans.

The Overpass Road Route Study was conducted in 2005 to evaluate capacity and safety improvement alternatives from Old Pasco Road to Fort King Road in Zephyrhills. An interchange feasibility study was conducted in 2007 for the I-75/Overpass Road interchange; and an Interchange Justification Report (IJR) is currently underway for I-75 at Overpass Road.

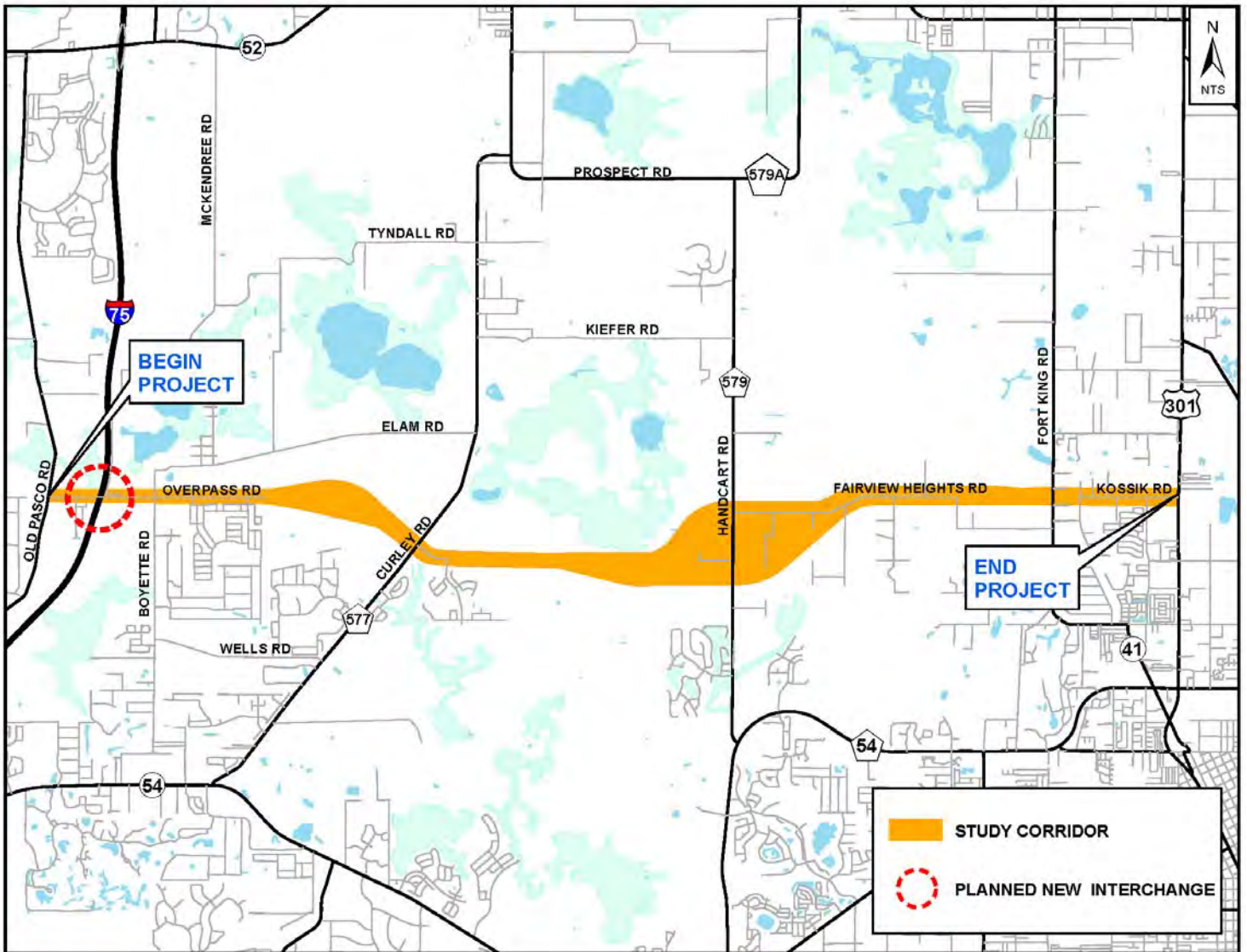
Overpass Road is currently a two-lane facility that extends from Old Pasco Road to 0.86 miles east of Boyette Road. This roadway capacity improvement project involves the widening of the existing segment of Overpass Road (from Old Pasco Road to east of Boyette Road); the addition of an interchange at the intersection of Overpass Road and I-75; and the extension of Overpass Road on new alignment from 0.86 miles east of Boyette Road to US 301. The widening and extension of the roadway are planned to be constructed, at a minimum, as a four-lane divided facility, with potential expansion to a six-lane divided facility.

3.0 PROJECT GOALS

The following goals and objectives have been defined for this study:

1. Collect necessary information to support Pasco County's decision on the type, design, and location of improvements to Overpass Road within the project limits.
2. Perform engineering services required for Location Design Concept Acceptance (LDCA) studies, including consideration of social impacts, economic factors,

Figure 1
Overpass Road Project Location Map



environmental effects and mitigation as required by the Federal Highway Administration (FHWA) and/or the Project Development and Environment (PD&E) Manual, along with the required environmental documents, engineering reports, preliminary plans, alternatives meeting, and public hearing.

3. Evaluate build alternatives for possible staging depending upon the ultimate traffic demand in 2040.
4. Identify traditionally underserved populations, including Limited English Proficiency (LEP), to ensure all parties have an opportunity to participate in the transportation decision-making process.
5. Involve and update the public on alternative development and evaluation.
6. Obtain LDCA from the Federal Highway Administration (FHWA).

3.1 *COMMUNITIES*

According to 2010 United States Census Bureau data, there are two Census Designated Places (CDP) – Pasadena Hills and Wesley Chapel - and one incorporated area – City of Zephyrhills - within the study corridor. The following data was obtained about these communities:

2010 Census Data

Community	Population	Percent Hispanic	Households	Family Size	Families	Median Age	Population Over 65
Pasadena Hills CDP	7,570	10.6%	3,119	2.89	2,149	46.6	1,894 (25.0%)
Wesley Chapel CDP	44,092	20.1%	15,745	3.22	11,841	35.2	3,908 (8.9%)
City of Zephyrhills	13,288	3.6%	5,875	2.71	3,586	47.9	3,781 (28.5%)

Source: 2010 US Census, Table DP-1

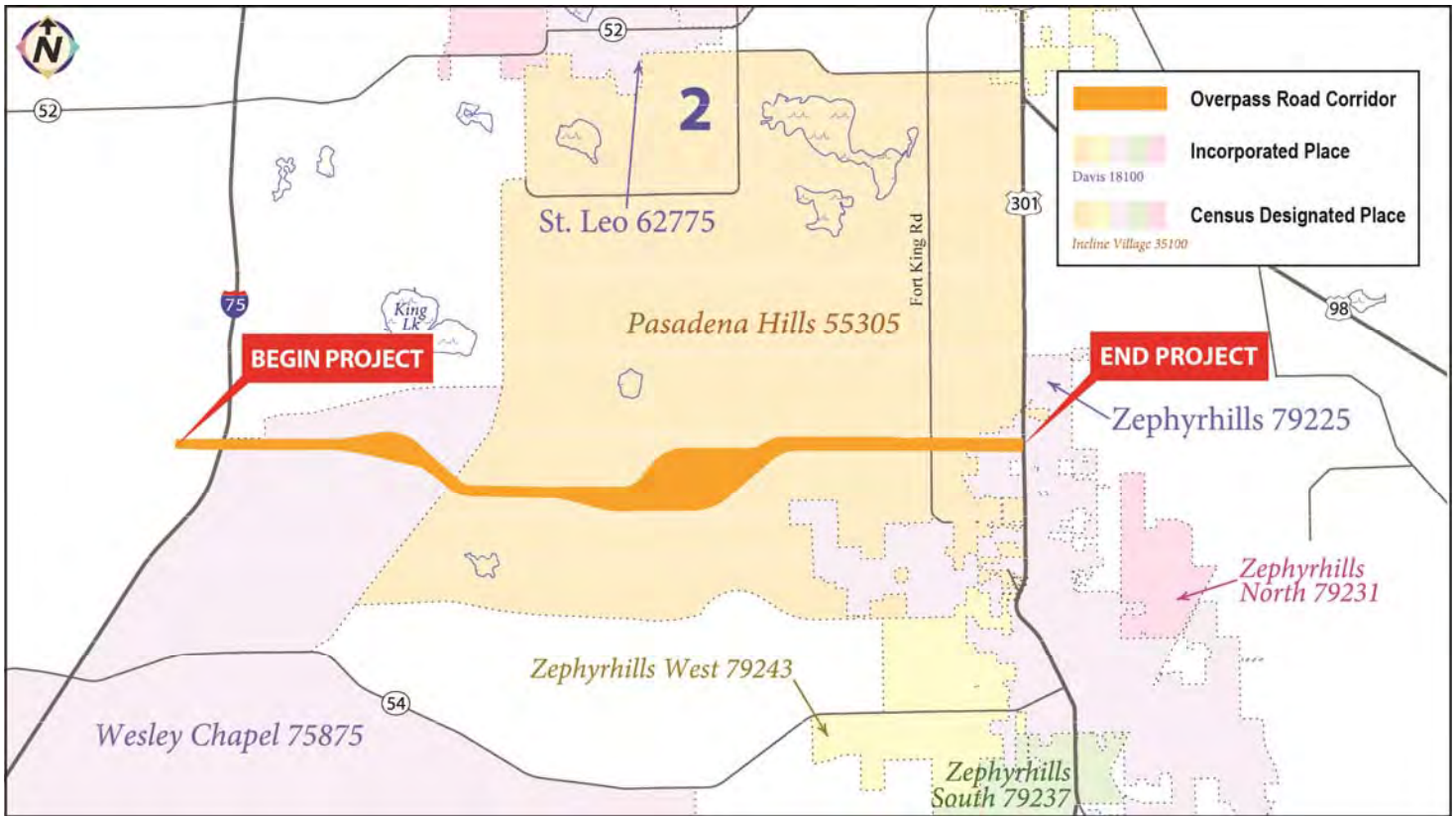
The general land uses within the vicinity of the project are commercial, agricultural, residential, and open land. The CDPs and the City of Zephyrhills may potentially be affected in some way (e.g. access) by the project. A map showing the CDPs and incorporated area in the vicinity of the project is shown in **Figure 2**.

4.0 IDENTIFICATION OF AGENCIES, ELECTED OFFICIALS, AND PUBLIC

A. Agencies

In an effort to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, FDOT established the Efficient Transportation Decision Making (ETDM) process. The ETDM process also serves as the initial forum for agency coordination. The following federal, state, regional, and local agencies have been identified as having a concern in this project because of jurisdictional review or expressed interest. They will be contacted through the Advance

Figure 2
Census Designated Places and Incorporated Areas



Notification (AN) process that is initiated by FDOT through the Environmental Screening Tool (EST) as part of ETDM. The District Seven Environmental Technical Advisory Team (ETAT) serves as a formal review committee. The ETAT members and agencies are included in the mailing lists shown in Appendix A. As other concerned public agencies are identified throughout the study, they will be added to the master contact list and contacted as appropriate.

Federal:

- Federal Highway Administration (FHWA)
- Federal Emergency Management Agency (FEMA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- US Department of Health and Human Services (HHS)
- US Department of Interior – Bureau of Indian Affairs (BIA)
- US Department of Interior – Bureau of Land Management (BLM)
- US Department of Housing and Urban Development (HUD)
- US Department of Interior – US Geological Survey Chief (USGS)
- US Army Corps of Engineers (USACE)
- US Coast Guard (USCG) – Seventh District
- US Environmental Protection Agency – Region IV (EPA)
- US Department of Interior - US Fish and Wildlife Service (USFWS)

- US Department of Interior – National Parks Service (NPS)
- US Department of Agriculture - Forest Service (USFS)
- US Department of Agriculture – Resources Conservation Services
- US Department of Commerce - National Marine Fisheries (NMFS)

State:

- Florida Department of Transportation (FDOT)
- Florida Department of Economic Opportunity (FDEO)
- Florida Department of Agriculture
- Florida Department of State – State Historic Preservation Officer (SHPO)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FFWCC)

Regional:

- Tampa Bay Regional Planning Council (TBRPC)
- Southwest Florida Water Management District (SWFWMD)
- Tampa Bay Area Regional Transportation Authority (TBARTA)

Native American Tribal Organizations:

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

Local:

- Pasco County
 - Administration
 - Planning and Growth Management
 - Engineering Services
 - Development Services
 - Emergency Services
 - School Board
 - Fire
 - Police
 - Parks and Recreation
 - Utilities
 - Metropolitan Planning Organization (MPO)
- City of Zephyrhills
 - Administration
 - Public Works
 - Parks and Facilities
 - Police
 - Fire
- City of Dade City
 - Administration

Other:

- Hillsborough County MPO
- Hernando County MPO

B. Local Elected and Appointed Officials

The following federal, state, and regional representatives, public interest groups, or organizations having a direct or expressed interest in the project have been identified and will also be contacted in reference to the project:

Federal Officials:

- The Honorable Marco Rubio US Senator
- The Honorable Bill Nelson..... US Senator
- The Honorable Richard Nugent..... US Representative, District 5

State Officials:

- The Honorable Jim Norman Florida State Senator, District 12
- The Honorable Ronda Storms..... Florida State Senator, District 10
- The Honorable Will Weatherford Florida State Representative, District 61

Pasco County Board of County Commissioners:

- The Honorable Ted Schrader Commissioner, District 1
- The Honorable Pat Mulieri..... Commissioner, District 2
- The Honorable Ann Hildebrand Commissioner, District 3
- The Honorable Henry Wilson Commissioner, District 4
- The Honorable Jack Mariano Commissioner, District 5

Zephyrhills City Council:

- The Honorable Steve Van Gorden ... Mayor
- The Honorable Fay J. Wilkerson Council President
- The Honorable Kenneth Compton.... Vice President
- The Honorable Lance Smith..... Councilman
- The Honorable Kenneth Burgess Councilman
- The Honorable Charles Proctor..... Councilman

San Antonio:

- The Honorable Timothy Newlon Mayor

St Leo

- The Honorable William E. Hamilton.. Mayor

Dade City

- The Honorable Camille Hernandez .. Mayor

C. Community Groups/Entities:

Community groups and other entities having an expressed interest in the project have been identified and added to the mailing list. As others interested parties are identified throughout the study, they will be added to the mailing list and contacted as appropriate.

- Wesley Chapel Area Chamber of Commerce
- Zephyrhills Chamber of Commerce
- Pasco Economic Development Council

- Villages of Pasadena Hills
- Grand Horizons HOA
- Metro Development Group
- Tew & Associates
- Heidt Design

5.0 PUBLIC NOTIFICATION

The following techniques at a minimum will be employed to notify the public of opportunities to obtain information and participate in the transportation improvement project development process:

A. Direct Mail:

It is critical to the success of the public involvement efforts to identify and target interested citizens. A mailing list will be created and maintained using information from Pasco County, as well as information provided by neighborhood associations, chambers of commerce, civic organizations, professional business associations, government agencies, and/or elected officials. Additionally, each individual that participates in public involvement activities or otherwise expresses any interest in the project will be added to the mailing list.

The following will be notified by direct mail of opportunities to provide input into the project development process and/or obtain project information. Newsletters as described below in Section C will be used as the primary tool for direct mail.

Property Owners – Those whose property lies, in whole or part, within 300 feet on either side of the centerline of each project alternative (Section 339.155 F.S.) will be notified of public involvement opportunities. The property owners list will be compiled from the Pasco County Property Appraiser's office utilizing a Geographic Information System (GIS) database containing current tax maps and ownership records. For the Public Hearing, notification must be received at least 21 days prior to the date of the Hearing.

Public Officials – Elected and appointed officials in the area (county, state, and federal), as well as community leaders who have been identified or have requested to be put on the mailing list. Public officials will be notified 25-30 days prior to any public meetings/hearing.

Agencies – Permitting agencies and other federal, state, and local agencies having jurisdiction within the project vicinity that have been identified and placed on the mailing list.

Interested Parties – Neighborhood associations, civic organizations, other public and private groups, or individuals who request to be placed on the mailing list for this project.

Elected and appointed officials will be notified 25 – 30 days prior to the meeting/hearing. Other groups will be notified such that notification is received 21 days prior to the meeting/hearing.

B. Legal/Display Newspaper Advertisements:

Legal/display advertisements may be published in the following newspapers to notify the general public of the location, date, and time of the public meeting/hearing:

The Tampa Tribune Pasco (www.tampatrib.com)
 200 South Parker Street
 Tampa, FL 33606

Gaceta Latina (Spanish)
 27524 Cashford Circle
 Suite 102
 Wesley Chapel, FL 33544

Tampa Bay Times / Pasco Times (www.tampabay.com)
 490 First Avenue South
 St. Petersburg, FL 33701

Two legal/display advertisements announcing the meeting/hearing will be published at least 21 days prior (but no more than 30 days prior) to and again 7 to 12 days before the meeting/hearing. A notice will also be published in the *Florida Administrative Weekly* at least 7 days prior to the meeting/hearing.

C. Invitational and Informational Newsletters:

Up to two (2) newsletters will be developed for this project and distributed at the following times:

1. The first newsletter will be sent out prior to the Alternatives Public Workshop and will serve as an invitation to this meeting.
2. The second newsletter will be distributed after the Alternatives Public Workshop and will serve to notify the public of the outcome of the Workshop.

D. News Releases to Local Media:

The media contact person for the PD&E study will be the Project Manager, Kevin Sumner, P.E. He can be reached at 727-834-3604 or via email at ksumner@pascocountyfl.net.

News releases will be prepared by the Consultant for distribution to the media as directed by the County. The following is a list of media outlets within the project area.

Media Outlets

NEWSPAPERS	
The Tampa Tribune 200 S. Parker Street Tampa, FL 33606	Tampa Bay Times 490 First Avenue South St. Petersburg, FL 33701
Tampa Bay Times 1000 N. Ashley Street Tampa, FL 33602	Gaceta Latina 27524 Cashford Circle, Suite 102 Wesley Chapel, FL 33544
RADIO	
WQYK 99.5 FM WRBQ 104.7 FM 5510 West Gray Street, Suite 130 Tampa, FL 33619	WUSF 89.7 FM 4202 E. Fowler Avenue WRB 219 Tampa, FL 33620
WTMP 96.1 FM 5207 Washington Boulevard Tampa, FL 33619	WDUV 105.5 FM 11300 4 th Street N, Suite 300 St. Petersburg, FL 33716
WFLA 970 AM 4002 Gandy Boulevard Tampa, FL 33611	WMNF 88.5 FM 1210 Martin Luther King Boulevard Tampa, FL 33603
TELEVISION	
Channel 28 WFTS, ABC 4045 North Himes Avenue Tampa, FL 33607	Channel 10 WTSP, CBS 11450 Gandy Boulevard St. Petersburg, FL 33702
Channel 8 WFLA, NBC 200 South Parker Street Tampa, FL 33606	Bay News 9 Hillsborough Bureau 4400 Martin Luther King Jr. Blvd. Tampa, FL 33614

Univision 62 WVEA Tampa (Spanish) 2610 West Hillsborough Avenue Tampa, FL 33614	Channel 13 WTVT, Fox 3213 West Kennedy Boulevard Tampa, FL 33609
Channel 16 WUSF, PBS 4202 East Fowler Avenue, TVB 100 Tampa, FL 33620	

E. Online Presence:

People expect to have information at their fingertips; therefore, establishing an online presence is important. A project website is a great way to post project information and encourage public comment. There will be a dedicated project website located at www.overpassroad.com. Essential information will be provided on the website in both English and Spanish. In addition, the MPO will include the Overpass Road project website as a link on their website at www.pascompo.net.

Limited English Proficiency

In the development of a PIP, Limited English Proficiency (LEP) needs must be considered. The US Department of Transportation published *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons* to provide guidance in meeting the intent of Executive Order 13166. Based on that guidance, FDOT has determined that if demographic data indicates that 5 percent or 1,000 persons or more in a project area speak a language other than English, then LEP accommodations will be required. The project is located within eight census tracts: 320.05, 320.06, 321.03, 321.04, 321.05, 328.01, and 329.01. At this phase of the project, it has been determined through census data that LEP measures will be provided for Spanish speakers (see table below). The County will ensure that all interested parties, including those with limited English proficiency, have an opportunity to participate in the transportation decision-making process.

Language Group Data Summary for Overpass Road

Census Tracts 320.05, 320.06, 321.03, 321.04, 321.05, 328.01, 328.03, and 329.01		
Estimated Population - 28,447		
	Number	Percent of Total
Speak English only	25,251	88.8%
Speak Spanish	2,286	8.0%
Spanish speakers who speak English less than very well	589	2.1%

Source: U.S. Census Bureau; 2010 Census

The Consultant will include contact information to request project materials in Spanish on brochures, meeting invitations, newsletters and the project website. Spanish interpreters will be provided at public meetings. The project website will include essential project information in both English and Spanish.

Plain Language Initiative

All forms of notification to the public will comply with the Governor's Plain Language Initiative (Executive Order 0701). This includes letters, advertisements, notices, newsletters, and any other communication meant for public use. The Executive Order requires clear language containing only necessary information presented in a logical sequence. It further calls for short

sentences written in the active voice that make it clear who is responsible for what. The Consultant will provide all materials using the Plain Language Initiative guidelines.

Notification

The following mandatory nondiscrimination language will be added to all meeting notices, letters, ads, newsletters, boards, and other notification activities:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager at Pasco County Engineering Services/Project Management, 5418 Sunset Road, New Port Richey, FL 34652, or call (727) 834-3604 at least seven days prior to the meeting.

6.0 PUBLIC OUTREACH ACTIVITIES

The following public information meetings will be held to involve the public and interested agencies in the PD&E study process and to inform the public of the status of the project.

A. Elected Officials/Agency Kick-off Meeting/Letter:

There is the option to hold an Elected Officials/Agency Kick-off Meeting or to send a kick-off letter. This will be done early in the study to notify local officials of the status of the study and obtain their input based on local knowledge of the community and the project area. Project graphics and other project information will be available for review.

B. Alternatives Public Workshop:

An Alternatives Public Workshop will be held to present alternatives for consideration to the public and solicit comments from the public on those alternatives and the project overall. A sign-in sheet will be used to record attendance at the workshop. A presentation will be given to summarize the findings of the study and explain the alternatives under consideration. Public notification of the meeting will be consistent with the guidelines outlined in Section 5.0 of this plan. The meeting will be held at an appropriate facility convenient to the project location. Additionally, the meeting facilities will be inspected for suitability and compliance with ADA requirements.

C. Unscheduled Public and Agency Meetings:

These meetings consist of miscellaneous small group meetings or presentations to elected officials, public agencies, civic organization, or the general public. They are normally handled in an informal manner and may occur at anytime throughout the project. These meetings may include briefings to local governments, the Pasco County MPO Board, the local chamber of commerce, environmental agencies, or homeowners associations. It is estimated that there will be up to 18 such meetings during this study (up to 16 in Pasco County and two with FHWA).

D. Coordination Meetings with Local Officials:

These meetings will present the most current project information and will be held throughout the study period when deemed appropriate by the department, or when

specifically requested by local officials/agencies. Coordination is typically accomplished by presentations to the Pasco County MPO, Technical Advisory committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and/or the Board of County Commissioners. Presentation materials may include a fact sheet, PowerPoint presentation, graphic displays, and aerial photography.

E. Public Hearing:

In compliance with FDOT's *Project Development and Environment Manual*, 23 CFR 771 and Section 339.155, Florida Statutes, a formal Public Hearing will be held near the end of the project to present the findings of the study to the public. The Public Hearing will be held in the project area and advertisements for the hearing will be consistent with Section 5.0 of this plan. The advertisements will state compliance with Title VI and related statutes and will also provide Americans with Disabilities Act of 1990 (ADA) information. A sign-in sheet will be used to record attendance at the hearing. A presentation will be given to summarize the findings of the study and explain the recommended alternative. The public will be able to make comments and ask questions. A court reporter will be present and a verbatim transcript of the hearing will be prepared. The transcript, along with comments received by the County and affidavits of publication of legal ads will be included in the Comments and Coordination Report prepared for the project.

7.0 PUBLIC HEARING

In compliance with FDOT's *Project Development and Environment Manual*, 23 CFR 771, and Section 339.155, Florida Statutes, a Public Hearing will be held as part of the PD&E Study.

A. Public Hearing Site:

While the Public Hearing location has not yet been determined, it will be held at an appropriate facility convenient to the project location. Additionally, the meeting facilities will be inspected for suitability and compliance with ADA requirements.

B. Public Advertisements:

See Section 5 (B).

C. Newsletters / Notification to Parties:

See Section 5 (A) and (C).

D. Hearing Presentation:

An audio/visual (PowerPoint) presentation, conceptual design plans, brochure, comment form, and other exhibits will be developed and made available at the Public Hearing. The presentation may be edited for use on local public access TV following the hearing.

E. Briefing Meeting:

The County will hold a briefing meeting approximately 30 days before the public hearing to review hearing materials. The meeting will be held at Pasco County offices with appropriate staff and their representatives to discuss potential public issues or concerns. All hearing materials will be submitted to the County for review and comment.

F. Public Hearing Transcript:

A court reporter will prepare a verbatim transcript of the Public Hearing formal session to include written and verbal comments received at the Hearing and written comments postmarked within 10 days following the Public Hearing. The transcript will be forwarded to the County.

G. Documents for Public Review:

Environmental and engineering reports to support the findings of the PD&E study will be available for public review at least 21 calendar days prior to the Public Hearing date.

H. Locations of Documents for Public Review:

Public notice will be provided in the Public Hearing advertisement and by mailed invitational letters as to the location of study documents for public review. The study documents will be available for review from 21 days prior to the Public Hearing through 10 days after the Public Hearing.

Potential Sites for Public Review of Study Documents:

Pasco Government Center 8731 Citizens Drive New Port Richey, FL 34654	New River Library 34043 State Road 54 Zephyrhills, FL 33543	Zephyrhills Public Library 5347 8 th Street Zephyrhills, FL 33542
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Historic Pasco County Courthouse
37918 Meridian Avenue
Dade City, FL 33525

I. Non-discrimination Laws and Regulations:

Notification during the Public Hearing will be provided in the presentation, handout, signage, and through the availability of personnel on the Title VI Program and the Relocation Assistance Program which complies with Title VIII.

J. American with Disabilities Act Compliance:

Notification of the County’s intent to comply with the Americans with Disabilities Act (ADA) will be provided in the public advertisements for the Public Hearing, in invitational letters, handouts, and by selection of the Public Hearing site.

K. Public Hearing Follow-Up:

Comments/Responses - Responses to all letters received as a result of the hearing and questions and comments not answered at the public hearing will be made in writing.

Project Team Debriefing – Following the close of the official hearing comment period, a project team debriefing will be held at the County offices. The meeting will be held with appropriate staff and their representatives to discuss public issues or concerns that were raised at the public hearing or in written comments received at the hearing or during the comment period.

Comments and Coordination Report – A Comments and Coordination Report will be produced and submitted at the conclusion of the study. This report will document public participation performed during the study, including comments received, responses sent, coordination with local officials and agencies, public meeting/hearing materials, etc.

LDCA - Upon receipt of approval of the final documentation from the Federal Highway Administration, a notice will be placed in *The Tampa Tribune* and the *Tampa Bay Times*. Additionally, LDCA will be documented in the final newsletter mailed to the project mailing list.

8.0 EVALUATION OF THE PUBLIC INVOLVEMENT PROGRAM

Attendance at public meetings does not necessarily indicate the level of success of a project's public involvement efforts. In order to determine if the public involvement activities are achieving the desired results, it is important to assess their effectiveness throughout the study. The use of systematic evaluation efforts will allow the county to improve ineffective techniques and add new public involvement activities, if appropriate.

9.0 PUBLIC INVOLVEMENT DURING DESIGN

Following the PD&E study, additional proposed public involvement activities may be documented in a Community Awareness Plan (CAP). If used, the CAP will be prepared at the start of the design phase and will outline procedures to keep the public informed of the project's progress and specific issues that may come up during the design phase.

Appendix A

Elected Officials & Agencies Mailing Lists

APPENDIX D

Kickoff Newsletter

Overpass Road PD&E Study



From Old Pasco Road to US 301

Overpass Road Kickoff Newsletter

FPID No.: 432734-1

August 2012

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 proposed improvements to Overpass Road in Pasco County. The project study area will include Overpass Road from Old Pasco Road to US 301 as shown on the study location map below.

Study Description

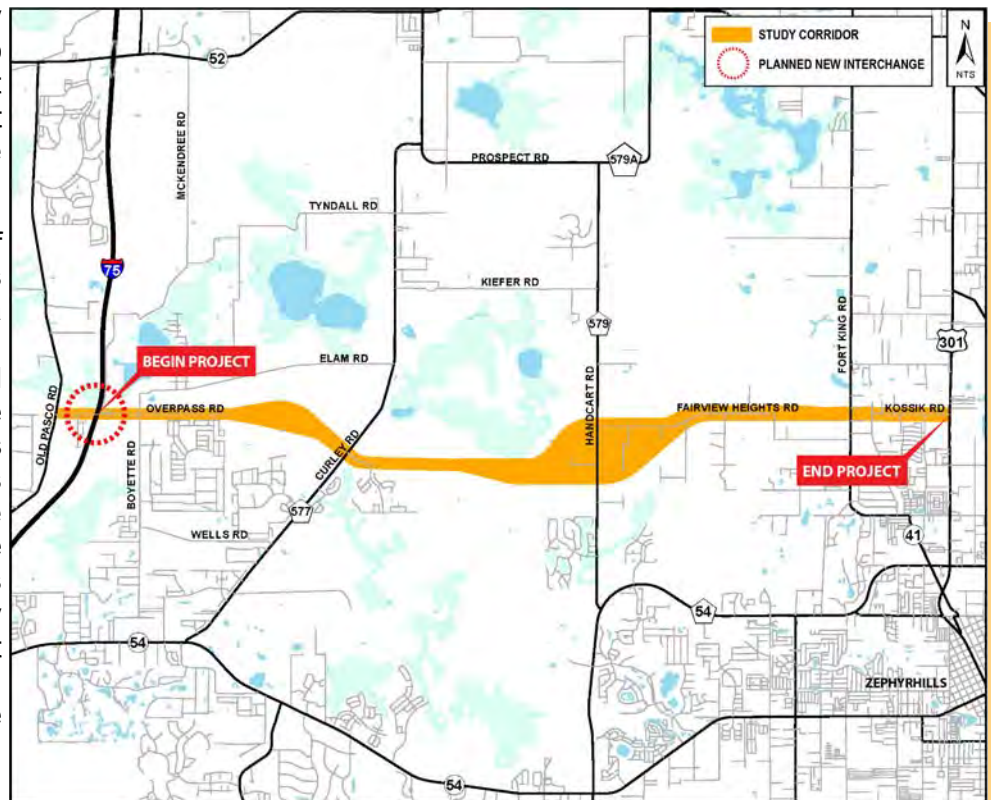
Overpass Road is currently a two-lane facility that extends from Old Pasco Road to 0.86 miles east of Boyette Road. This roadway capacity improvement project involves:

- ♦ the widening of the existing segment of Overpass Road (from Old Pasco Road to east of Boyette Road);
- ♦ the addition of an interchange at Overpass Road and I-75; and
- ♦ the extension of Overpass Road on new alignment from 0.86 miles east of Boyette Road to US 301.

The widening and extension of the roadway are planned to be constructed, at a minimum, as a four-lane divided roadway with the potential to expand to six-lanes if needed.

The need for this project has been established based on future traffic demands, future population and employment growth in the area, and the need to improve emergency evacuation and enhance safety. The Overpass Road project is identified in the Pasco County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Roadway Improvements during the 2015 to 2025 timeframe. You may visit the MPO's website at www.pascompo.net for more information.

This newsletter serves to kickoff the PD&E study. An alternatives public workshop and later a public hearing tentatively, scheduled for October 2013, will be held to give you the opportunity to make comments on the study and the alternatives being considered. We encourage you to contact us at any time during the study to ask questions or make comments. You may also visit our project website at www.overpassroad.com which will be updated throughout the study.



Para preguntas e información en Español:

Valoramos la opinión del público sobre este proyecto. Si usted tiene preguntas o comentarios o si simplemente desea mas información en Español, favor ponerse en contacto con el ingeniero a cargo de este proyecto, el señor Domingo Noriega at 813-636-2475, or domingo.noriega@urs.com.

Public Involvement Opportunities

The Overpass Road PD&E study process will provide many opportunities for the public to view information about the project and to comment on the proposed improvements. Data collection has begun, and alternatives analysis and development are underway. Public involvement activities will continue through the duration of the project beginning with this kickoff newsletter and, later, an alternatives public workshop and a public hearing. Four editions of the project newsletter are planned. The mailing list for the newsletter and other public involvement activities includes:

- ◆ All individuals owning property within at least 300 feet of the right-of-way of the proposed project;
- ◆ Neighborhood and civic associations in the study area;
- ◆ Local, state and federal elected and appointed officials;
- ◆ Local, regional, state and federal agencies and interest groups, and
- ◆ Individuals who request to be placed on the mailing list.

Anyone who would like to be placed on the mailing list can contact Kevin Sumner, the Pasco County Project Manager. The contact information is shown on the back page of this newsletter; or you may log onto the project website at www.overpassroad.com and go to the 'Contact Us' page. A second project newsletter will inform the public of the status of alternatives development and the planned public workshop.

Public information meetings during the study will include presentations given before the Pasco County MPO and informal "small group" meetings with local civic organizations, public officials, and public agencies. Meetings will provide information on the project status, design concepts, and other study considerations. They will also provide an opportunity for those who have a stake or an interest in the proposed project to comment on the study's findings. An official public hearing will be held to present conclusions reached about improvement options and project effects. Public statements made at the hearing are recorded in the official public hearing transcript, which must be reviewed by the County, FDOT and FHWA before approval of the study findings are granted. A third project newsletter will announce the date, time, and location of the public hearing. The fourth newsletter will be used to announce FHWA's decision on the location and conceptual design of the project.

One Step in the Development Process

The Overpass Road project is in the PD&E study phase of the FDOT's 5-step highway development process. (See graphic on adjacent page.) The PD&E study will assist the County and FDOT in determining the location, conceptual design and social, economic and environmental effects of the proposed roadway improvements. During the PD&E study process, feasible alternatives are developed and analyzed for roadway improvement projects. These "Build" alternatives are evaluated based on environmental, engineering and socioeconomic conditions, safety needs and public input. The need for additional right-of-way for stormwater

Project Background

Pasco County conducted the Overpass Road Route Study in 2005 to evaluate capacity and safety improvement alternatives from Old Pasco Road to Fort King Road in Zephyrhills. Pasco County also conducted an interchange feasibility study in 2007 for the I-75/Overpass Road interchange; and an Interchange Justification Report (IJR) is currently underway for I-75 at Overpass Road.

This PD&E study will evaluate and refine the proposed alternatives as identified in the Overpass Road Route Study. The purpose of the project is to improve the flow of people and goods through the project area by increasing roadway capacity and reducing traffic congestion. The PD&E study will compare the effects the alternatives may have on the environment and the surrounding communities, as well as the traveling public.



and environmental mitigation is also evaluated during the PD&E study phase. The “No Build” alternative is considered to be a viable alternative and will remain so for the duration of the study. This "No-Build" alternative leaves the existing roadways as they are, with only routine maintenance as required.

If the study results in a "Build" alternative being selected, the project may proceed to the next phase, which is the Project Design phase.



What’s Happening?

The Overpass Road PD&E study is underway. The first public meeting is tentatively scheduled for Fall of 2012. The project is expected to be completed by Spring 2014. Below is a tentative project schedule. This schedule may change throughout the duration of the project.

Tentative Project Schedule for PD&E Study

PD&E Study Begins	February 2012
Data Collection & Alternatives Analysis	Summer / Fall 2012
Alternatives Public Workshop	Fall 2012
Select Preferred Alternative(s)	Fall 2012
Public Hearing	Fall 2013
FHWA Approval	Spring 2014

Overpass Road PD&E Study

From Old Pasco Road to US 301



Pasco County Engineering Services/Project Management
5418 Sunset Road
New Port Richey, FL 34652

Contact Information

We invite your comments on this important project. You may provide your comments on our website at www.overpassroad.com, or for more project information or questions you may contact:

Kevin Sumner, Project Manager
Pasco County Engineering Services/
Project Management
5418 Sunset Road.
New Port Richey, FL 34652
Phone: 727-834-3604
Email: ksumner@pascocountyfl.net



Non-Discrimination Laws: Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Kevin Sumner, Project Manager, at (727) 834-3604.

APPENDIX E

Alternative Public Workshop Materials



ALTERNATIVES PUBLIC WORKSHOP OVERPASS ROAD

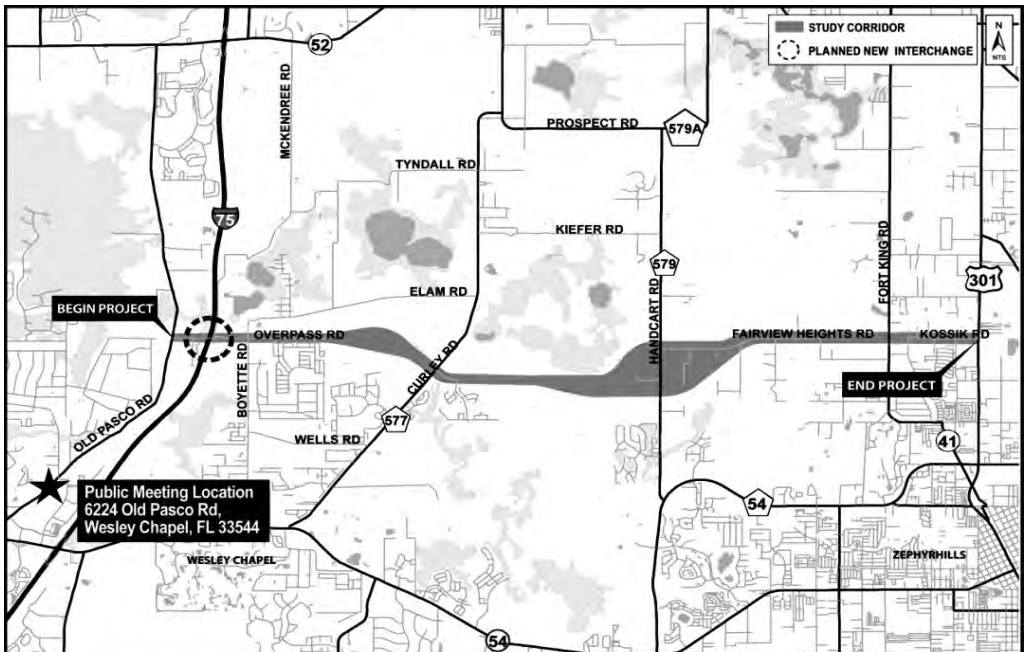
From Old Pasco Road to US 301
Pasco County, Florida
Financial Project ID No.: 432734-1



Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), will conduct an Alternatives Public Workshop for proposed improvements to and extension of Overpass Road in Pasco County. Study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles and include a proposed new interchange at I-75. **The workshop will be held in an open house format from 5:30 pm to 8:00 pm on November 29, 2012, at the Victorious Life Church, 6224 Old Pasco Road, Wesley Chapel, FL.**

This public workshop will provide interested persons an opportunity to express their views concerning the alternative concepts being analyzed for proposed improvements to and extension of Overpass Road and the new interchange at I-75. Aerial maps depicting the various alternatives being considered will be on display along with other project information for public review. Pasco County representatives will be available to discuss the project and answer questions. Attendees are encouraged to come to this meeting at any time between 5:30 pm and 8:00 pm to review the proposed improvements. More information, including the August 2012 newsletter, can be viewed on the project website at www.overpassroad.com.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager, in writing at Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, or call (727) 834-3604, at least seven (7) days prior to the meeting. For questions about this project, please contact Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net.



The Division of Workers' Compensation announces a public meeting to which all persons are invited.

DATE AND TIME: Tuesday, December 11, 2012, 1:00 p.m.

PLACE: Room 116, Larson Bldg., 200 E. Gaines St., Tallahassee, Florida

GENERAL SUBJECT MATTER TO BE CONSIDERED: Pursuant to s. 440.13(12)(a), F.S., the Three-Member Panel is required to annually adopt schedules of maximum reimbursement allowances for physicians, hospital inpatient care, hospital outpatient care, ambulatory surgical centers, work-hardening programs, and pain programs. Specifically, the Three-Member Panel will consider:

- Adoption of a methodology for reimbursing hospitals 60% and 75% of usual and customary charges for outpatient services.
- Re-adoption of the schedule of per-diem rates for hospital inpatient care or a revision to the current schedule of rates.
- Re-adoption of the ambulatory surgical center schedule of rates.
- Re-adoption of the 2012 Health Care Provider Reimbursement Manual, which is still pending ratification by the Legislature.

Additionally, the Three-Member Panel will review and issue the 2013 Biennial Report to the President of the Senate and the Speaker of the House of Representatives pursuant to Section 440.13(12)(e)4., F.S.

A copy of the agenda may be obtained by contacting: Sam Willis at (850)413-1898.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 5 days before the workshop/meeting by contacting: Denielle Petty at (850)413-5312. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800)955-8771 (TDD) or (800)955-8770 (Voice).

For more information, you may contact: Sam Willis at (850)413-1898.

GULF CONSORTIUM

The Gulf Consortium announces a public meeting to which all persons are invited.

DATE AND TIME: November 28, 2012, 9:00 a.m. – 11:00 a.m. (EST)

PLACE: Hyatt Regency Sarasota, Room Sarasota EF, 1000 Boulevard of the Arts, Sarasota, Florida 34236

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Gulf Consortium is a joint public entity formed by interlocal agreement among some or all of the 23 county governments which are affected by the Deepwater Horizon oil spill pursuant to the RESTORE Act that was passed by Congress and signed

into law by the President in 2012. Each of the member counties will be entitled to have one member on the Board of Directors. A director may be an elected official, appointed official, employee or other designee of a Consortium Member. This notice announces the second meeting of the Gulf Consortium. It will be organizational in nature.

A copy of the agenda may be obtained by contacting: Doug Darling, DDarling@fl-counties.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 2 days before the workshop/meeting by contacting: Doug Darling at (850)922-4300 or DDarling@fl-counties.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Doug Darling at (850)922-4300 or DDarling@fl-counties.com.

QCAUSA

The Florida Department of Transportation announces a public meeting to which all persons are invited.

DATE AND TIME: Tuesday, December 4, 2012, 5:30 p.m. – 6:30 p.m.

PLACE: Leon County Public Library, 200 West Park Avenue, Tallahassee, Florida 32301

GENERAL SUBJECT MATTER TO BE CONSIDERED: Resurfacing State Road (S.R.) 10 (U.S. 90/Tennessee Street) from Ocala Road to S.R. 61 (U.S. 27/Monroe Street), Leon County, Florida

Financial Project Identification Number: 426937-1-52-01

A copy of the agenda may be obtained by contacting: William Barber, Project Manager, at (888)638-0250, extension 612 or via email at william.barber@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least seven days before the workshop/meeting by contacting: William Barber, Project Manager, at (888) 638-0250, extension 612 or via email at william.barber@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).

URS CORPORATION

Pasco County Engineering Services announces a public meeting to which all persons are invited.

DATE AND TIME: November 29, 2012, Open House from 5:30 p.m. – 8:00 p.m.

PLACE: Victorious Life Church, 6224 Old Pasco Road, Wesley Chapel, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), invites you to attend an Alternatives Public Workshop for proposed improvements to and extension of Overpass Road in Pasco County. Study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles and include a proposed new interchange at I-75.

PURPOSE: This public workshop will provide interested persons an opportunity to express their views concerning the alternative concepts being analyzed for proposed improvements to and extension of Overpass Road and the new interchange at I-75. Aerial maps depicting the various alternatives being considered will be on display along with other project information for public review. Pasco County representatives will be available to discuss the project and answer questions. Attendees are encouraged to come to this meeting at any time between 5:30 pm and 8:00 pm to review the proposed improvements. More information, including the August 2012 newsletter, can be viewed on the project website at www.overpassroad.com.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager, (727)834-3604, at least seven (7) days prior to the meeting.

A copy of the agenda may be obtained by contacting: Kevin Sumner, Project Manager, Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652. For information about this project, please contact Kevin Sumner, Project Manager, at (727)834-3604 or ksumner@pascocountyfl.net.

Section VII
Notices of Petitions and Dispositions
Regarding Declaratory Statements

NONE

Section VIII
Notices of Petitions and Dispositions
Regarding the Validity of Rules

Notice of Petition for Administrative Determination has been filed with the Division of Administrative Hearings on the following rules:

NONE

Notice of Disposition of Petition for Administrative Determination have been filed by the Division of Administrative Hearings on the following rules:

NONE

Section IX
Notices of Petitions and Dispositions
Regarding Non-rule Policy Challenges

NONE

Section X
Announcements and Objection Reports of
the Joint Administrative Procedures
Committee

NONE

Section XI
Notices Regarding Bids, Proposals and
Purchasing


11TH JUDICIAL CIRCUIT

RFP2012-01 Batterer's Intervention Program (BIP)
 Service Providers

ADVERTISEMENT NOTICE


The Eleventh Judicial Circuit of Florida ("Circuit") seeks sealed proposals from qualified entities ("Proposers") to provide, as a batterers' intervention program ("BIP") service provider ("BIP Service Provider"), services to address domestic violence issues in Miami-Dade County, Florida. Such services will include, but are not limited to: (i) helping batterers take responsibility for their acts of violence; (ii) emphasizing alternative behaviors by teaching skills to control violent and abusive behavior; and (iii) collaborating with other community-based providers to facilitate substance abuse treatment, educational, and employment opportunities for batterers.

In view of the high incidence of domestic violence related crimes in Miami-Dade County and the need to have qualified BIP Service Providers to provide certain services in an effort to reduce the incidence of such crimes, the Circuit, along with local justice system and social service agencies developed the "Batterers' Intervention Program ("BIP") Service Provider Application" and the "Batterers' Intervention Program ("BIP")



TALLER SOBRE ALTERNATIVAS OVERPASS ROAD

Desde Old Pasco Road hasta US 301
Pasco County, Florida
Financial Project ID No.: 432734-1

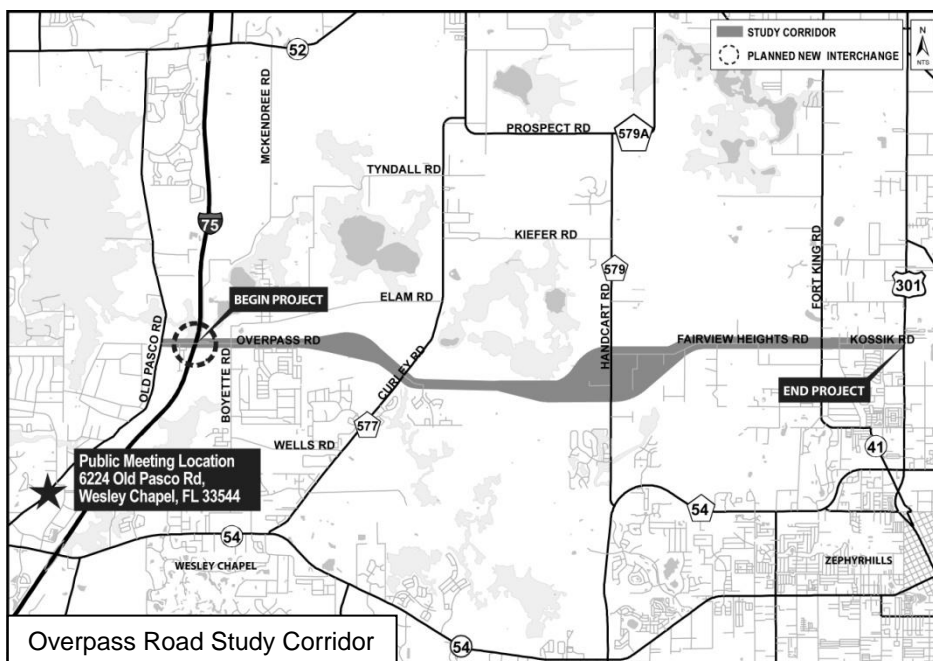


El Condado de Pasco, en coordinación con el Departamento de Transporte de la Florida (FDOT) y la Administración Federal de Carreteras (FHWA) realizará un taller público de alternativas para mejorar y extender Overpass Road. Los límites del estudio van desde Old Pasco Road hasta US 301, para una distancia total de 9 millas. El proyecto incluye un intercambio de vías con la Carretera Interestatal 75 (I-75). **Este taller tendrá un formato al estilo “open house” y se realizará el 29 de noviembre del 2012, entre las 5:30PM y las 8:00PM en la Iglesia Victorious Life Church, 6224 Old Pasco Road, Wesley Chapel, FL.**

Este taller ofrece la oportunidad para que el público presente sus puntos de vista sobre las alternativas que se están estudiando para mejorar y/o extender Overpass Road y sobre el intercambio de vías que se propone con la I-75. Vistas aéreas de las alternativas bajo estudio serán mostradas, y también más información sobre este proyecto. Representantes del Condado de Pasco estarán presentes para responder cualquier pregunta sobre este proyecto.

Los interesados pueden asistir al taller a cualquier hora entre las 5:30PM y las 8:00PM para evaluar las mejoras propuestas. Usted puede obtener mas información sobre el proyecto accediendo al sitio web: www.overpassroad.com.

La participación del público se solicita sin importar la raza, color, nacionalidad, edad, sexo, religión, status familiar o incapacidad. Aquellas personas que necesiten acomodación especial de acuerdo al Acta para Americanos con Discapacidades pueden comunicarse con Kevin Sumner, Administrador del Proyecto escribiéndole a la dirección: Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, llamándolo al (727) 834-3604 o por correo electrónico al ksumner@pascocountyfl.net. por lo menos siete (7) días antes de la reunión. Si necesita mas información sobre el proyecto comuníquese con Kevin Sumner. Si necesita información en español comuníquese con Domingo Noriega al (813) 636-2475 o por correo electrónico: domingo.noriega@urs.com.





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

November 5, 2012

**Overpass Road PD&E Study
From Old Pasco Road to US 301
FPID No: 432734-1
Alternatives Public Workshop Notification**

Dear Property Owner/Interested Party,

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), will conduct an Alternatives Public Workshop for the proposed improvements to and extension of Overpass Road in Pasco County. Study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles and include a proposed new interchange at I-75. **The workshop will be held from 5:30 p.m. to 8:00 p.m. on November 29, 2012, at the Victorious Life Church, 6224 Old Pasco Road, Wesley Chapel, FL.** (See map on back.)

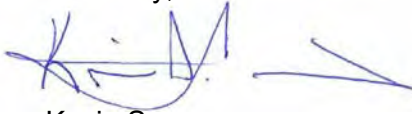
Notices are being sent to all property owners located within at least 300 feet on either side of each proposed Overpass Road alternative from Old Pasco Road to US 301 and along I-75 within the proposed interchange area. Notices are also being sent to public officials, organizations, and individuals interested in the project.

This public workshop will provide interested persons an opportunity to express their views concerning the alternatives being analyzed for proposed improvements to and extension of Overpass Road and the new interchange at I-75. Aerial maps depicting the various alternatives being considered will be on display along with other project information for public review. Pasco County representatives will be available to discuss the project and answer questions. Attendees are encouraged to come to this meeting at any time between 5:30 pm and 8:00 pm to review the proposed improvements. The project information displayed at the public workshop will be available for review on the project website at www.overpassroad.com following the workshop.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager, in writing at Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, or call (727) 834-3604, at least seven (7) days prior to the meeting. For questions about this project, please contact Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net.

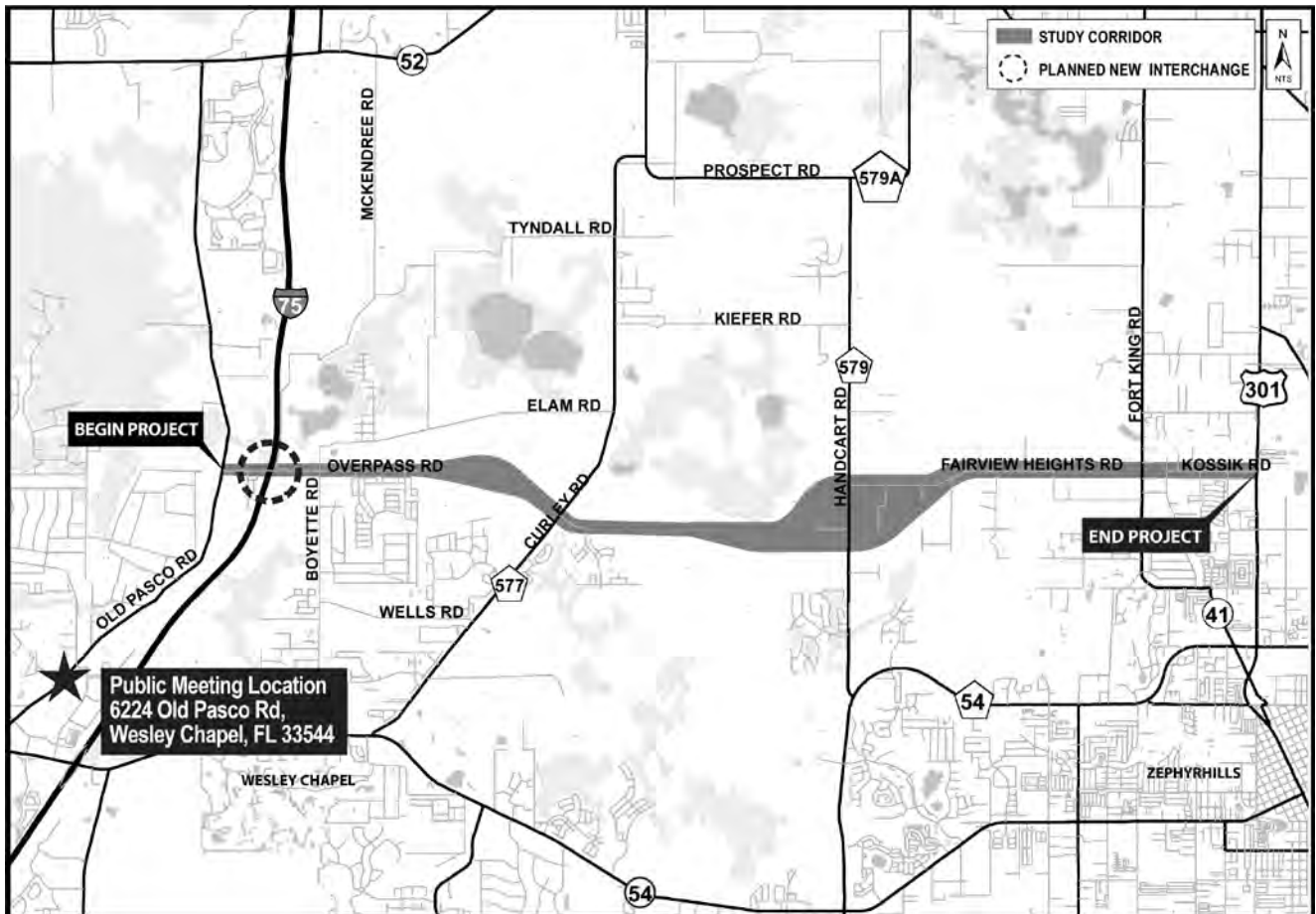
Si usted desea obtener información en español por favor comuníquese con el ingeniero Domingo Noriega, por teléfono: (813) 636-2475 o por correo electrónico: domingo.noriega@urs.com por lo menos siete (7) días antes del taller de participación pública que se realizará en la iglesia Victorious Life Church, localizada en 6224 Old Pasco Road, Wesley Chapel, FL el 29 de noviembre de 2012, de 5:30 a 8:00 PM.

Sincerely,



Kevin Sumner
Project Manager

Victorious Life Church is located at 6224 Old Pasco Road in Wesley Chapel, Florida; just north of Tampa. Take I-75 to exit 60, turn west on SR 54 to Old Pasco Road, turn north and drive approximately one mile. The Victorious Life Church campus is on the right, and the workshop will be held in Building 100.



Overpass Road PD&E Study

From Old Pasco Road to US 301



Contact Information

We invite your comments on this important project. You may provide comments on the project website at www.overpassroad.com, or for more project information or questions you may contact:

Kevin Sumner, Project Manager

Pasco County Engineering Services/Project Management

5418 Sunset Road

New Port Richey, FL 34652

Phone: 727-834-3604

Email: ksumner@pascocountyfl.net

Project Background

In 2005, Pasco County conducted the Overpass Road Route Study to evaluate capacity and safety improvement alternatives from Old Pasco Road to Fort King Road in Zephyrhills. Pasco County also conducted an interchange feasibility study in 2007 for the I-75/Overpass Road interchange; and an Interchange Justification Report (IJR) is currently underway for I-75 at Overpass Road.

This PD&E study will evaluate and refine the proposed alternatives as identified in the Overpass Road Route Study, and evaluate a proposed extension from Fort King Road to US 301. The purpose of the project is to improve the flow of people and goods through the project area by increasing roadway capacity and reducing traffic congestion. The PD&E study will compare the effects the alternatives may have on the environment and the surrounding communities, as well as the traveling public.

What Happens Next?

Below is a tentative project schedule showing the project's major milestones. This schedule may change throughout the duration of the project. Following the alternatives workshop, and based on public comment and engineering and environmental analyses, the County will select a preferred alternative. After additional detailed engineering and environmental analysis is completed, the preferred alternative will be presented at a public hearing tentatively scheduled for Fall of 2013. We encourage you to contact us at any time during the study to ask questions or make comments. You may also visit our project website at www.overpassroad.com which will be updated throughout the study.

The design, right-of-way acquisition and construction phases of the project will be programmed in the Pasco County Transportation Capital Plan beginning in FY15/16 thru FY21/22.

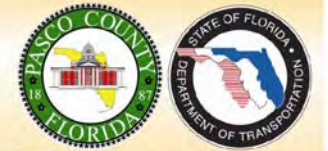
Tentative Project Schedule for PD&E Study

PD&E Study Begins	February 2012
Data Collection & Alternatives Analysis	Summer / Fall 2012
Alternatives Public Workshop	November 29, 2012
Select Preferred Alternative(s)	Fall / Winter 2012/2013
Public Hearing	Fall 2013
Anticipated FHWA Approval	Spring 2014

Non-Discrimination Laws: Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Kevin Sumner, Project Manager, at (727) 834-3604.

Overpass Road PD&E Study

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



Overpass Road Alternatives Public Workshop

November 29, 2012

Welcome to the Alternatives Public Workshop for proposed improvements to Overpass Road in Pasco County. 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 proposed improvements to and extension of Overpass Road from Old Pasco Road to US 301 as shown on the study location map below. The alternatives being proposed are on display today and are discussed in this brochure.

Study Description

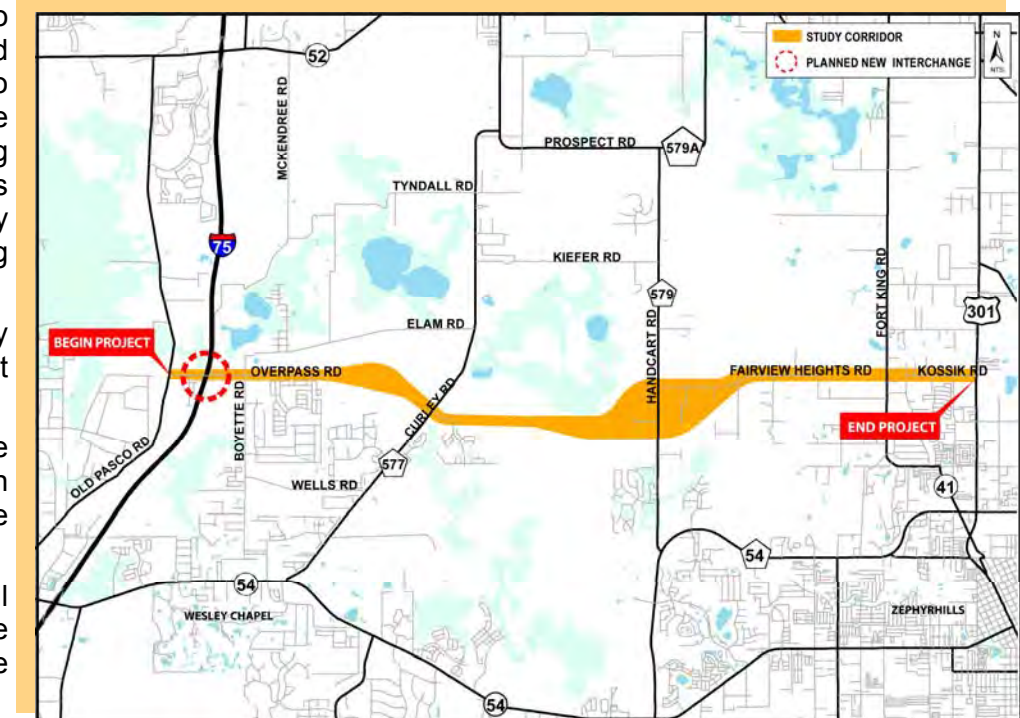
Overpass Road is currently a two-lane roadway that extends from Old Pasco Road to 0.86 miles east of Boyette Road. This roadway improvement project involves:

- ♦ the widening of the existing segment of Overpass Road (from Old Pasco Road to east of Boyette Road);
- ♦ the addition of an interchange at Overpass Road and I-75; and
- ♦ the extension of Overpass Road on new alignment from 0.86 miles east of Boyette Road to US 301.

The widening and extension of the roadway are planned to be constructed, at a minimum, as a four-lane divided roadway with the potential to expand to six-lanes if needed. The proposed improvements to and extension of Overpass Road are identified in the Pasco County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Roadway Improvements during the 2015 to 2025 timeframe.

The purpose of this meeting is to provide you with information and give you the opportunity to express your views regarding the alternatives that are being considered for the Overpass Road improvements. You may comment in one of the following ways:

- ♦ You can speak with a County or FDOT representative at this meeting;
- ♦ You can complete the comment form provided in this handout and drop it in the comment box;
- ♦ You can complete and mail your comments to the address listed on the enclosed comment form; or
- ♦ You can submit comments on the project website at www.overpassroad.com.



All comments postmarked or emailed by December 10, 2012 will be considered in the alternative selection process.

Para preguntas e información en Español:

Valoramos la opinión del público sobre este proyecto. Si usted tiene preguntas o comentarios o si simplemente desea mas información en Español, favor ponerse en contacto con el ingeniero a cargo de este proyecto, el señor Domingo Noriega at 813-636-2475, or domingo.noriega@urs.com.

Alternatives Being Considered

Three roadway alternatives, Alternative O-1, O-2, and O-3, are being considered for the proposed improvements to Overpass Road. The three roadway alternatives are described below. In addition, five alternatives are being considered for the proposed interchange at Overpass Road and I-75. The five interchange alternatives are described on the enclosed sheet. All of these alternatives are on display this evening and will be displayed on the project website at www.overpassroad.com following this workshop. Also enclosed and on display are the alternatives evaluation matrices showing a comparison of the alternatives based on various engineering and environmental factors. The proposed ponds shown on the alternatives concepts below were located based on the basin limits and topography in each drainage area, the outfall locations, avoidance of wetland and floodplain locations, and to minimize parcel and right-of-way acquisition.



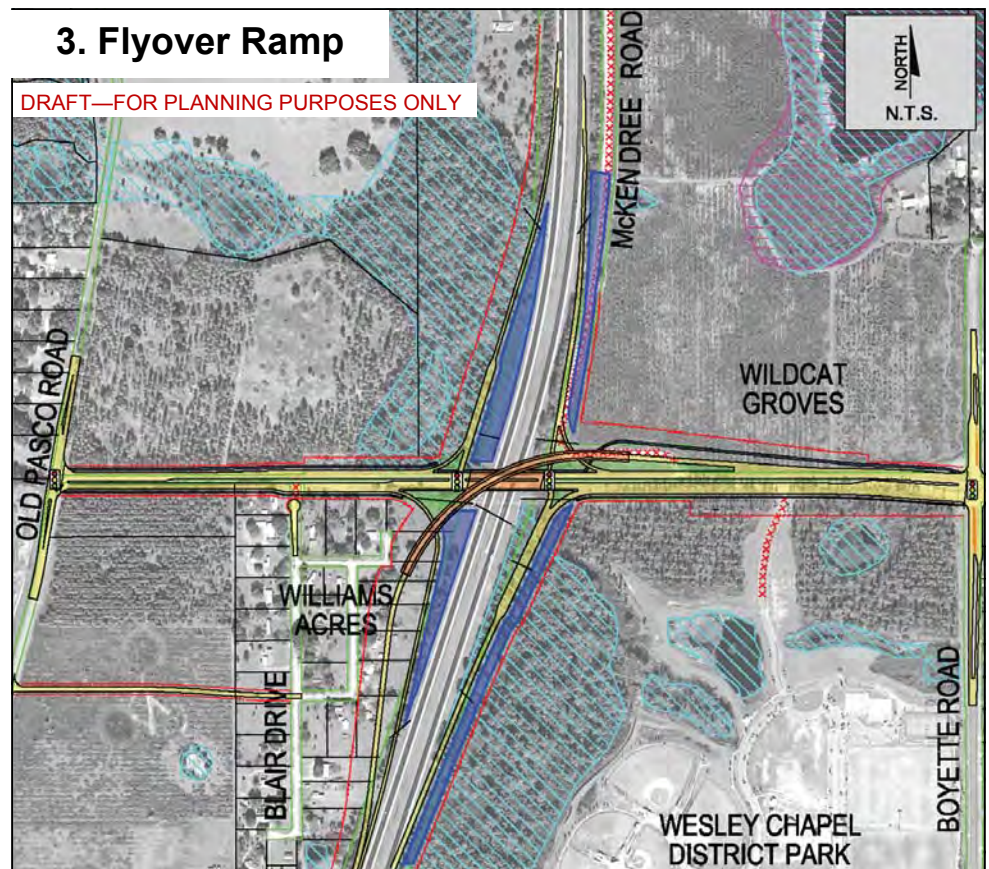
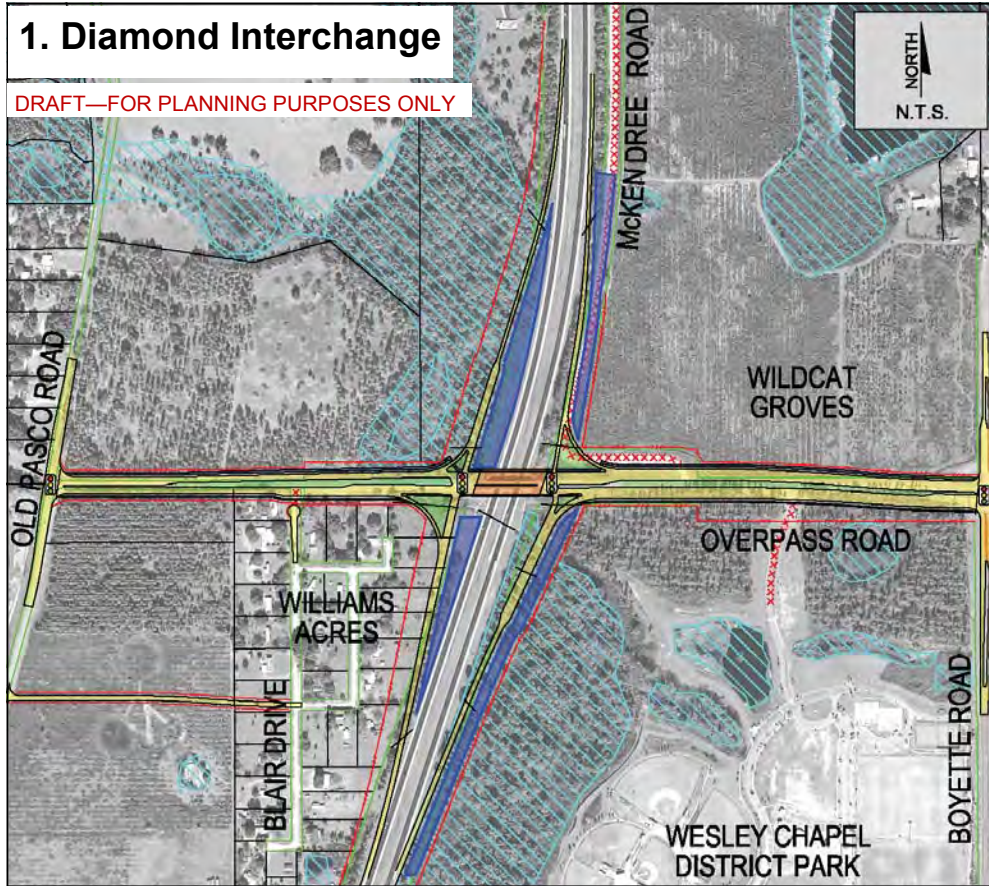
Alternative O-1: This alternative follows the existing Overpass Road from Boyette Road to 0.86 miles east of Boyette Road along the north side of Palm Cove subdivision. From there, Alternative O-1 turns southeastward to Curley Road then continues south and east and follows the newly constructed portion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



Alternative O-2: This alternative follows approximately the same alignment as Alternative O-1, except that Alternative O-2 heads directly east from 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.

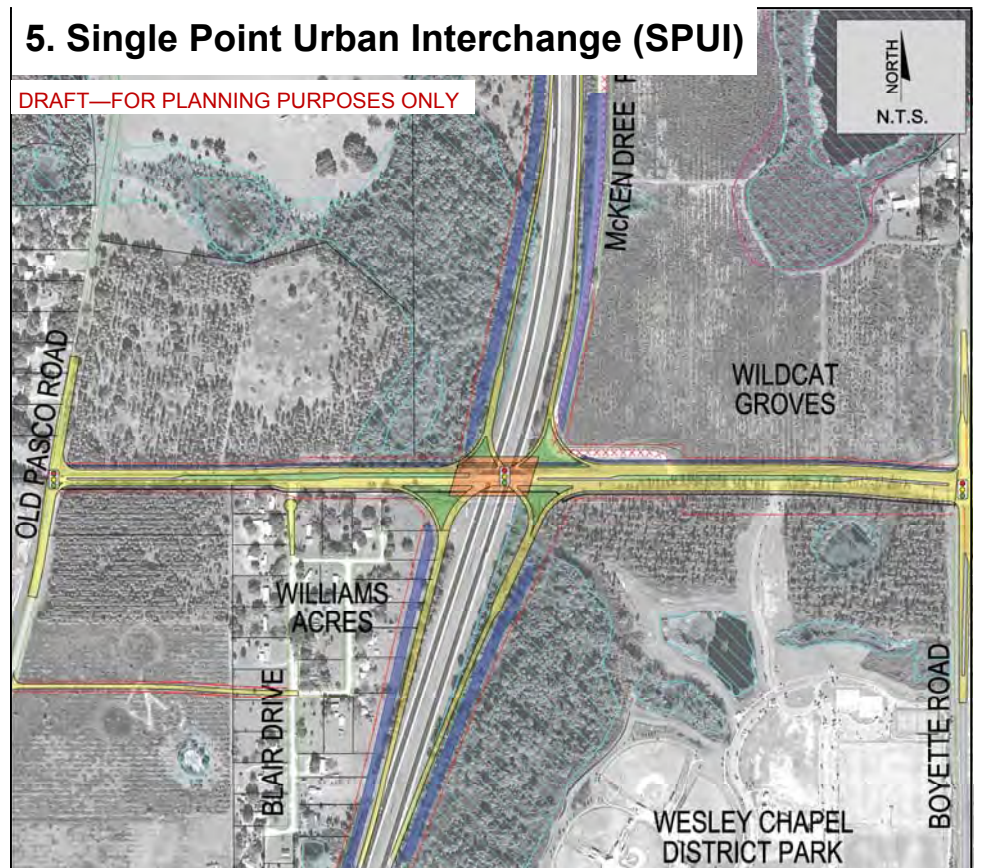
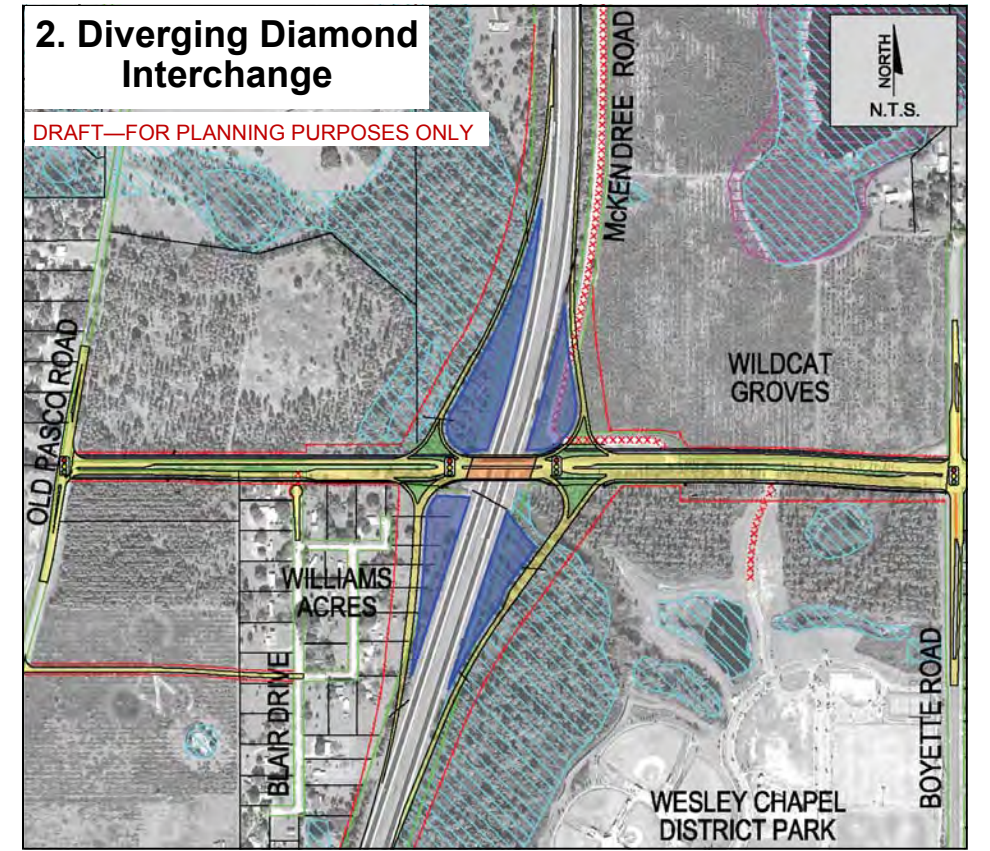
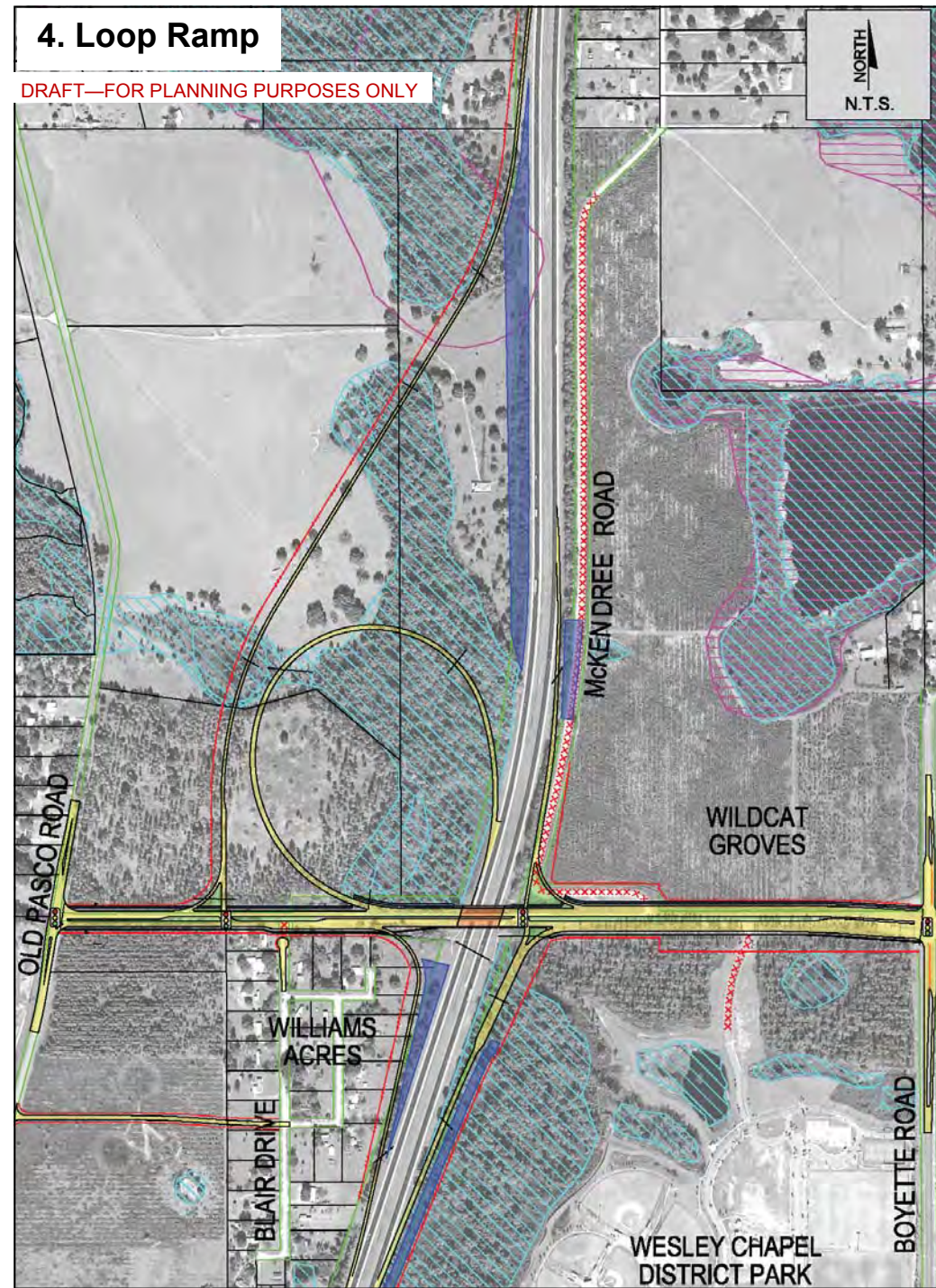


Alternative O-3: This alternative follows the same alignment as Alternatives O-1 and O-2 from Boyette Road to east of Palm Cove subdivision. From east of Palm Cove, Alternative O-3 curves north and then back south to follow the newly constructed portion of Overpass Road through the Watergrass Development and adjacent to WindChase subdivision and Watergrass Elementary School. East of WindChase, this alternative follows Alternative O-2 for a short distance, 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.



Interchange Alternatives at Overpass Road & I-75

Five interchange alternatives are being considered for the proposed Overpass Road improvements. Any one of the interchange alternatives can be used in combination with any of the three roadway alternatives, O-1, O-2 or O-3.



Draft—Subject to change. These are conceptual-level graphics created for planning and discussion purposes only. They are not intended for use in design or construction. 11/29/12

	EXISTING RIGHT-OF-WAY		PROPERTY LINES		ROADWAY		TO BE REMOVED
	EXISTING L/A RIGHT-OF-WAY		WETLAND		BRIDGE		PROPOSED POND SITE
	PROPOSED RIGHT-OF-WAY		FLOODPLAIN				
	PROPOSED L/A RIGHT-OF-WAY						

LEGEND

No-Build Alternative

The No-Build alternative will remain a viable alternative throughout the PD&E process. The No-Build alternative means leaving the existing roadway as it is, not building an interchange at I-75, and doing routine road maintenance as required.

Alternatives Evaluation

The evaluation matrices shown on this page were developed to compare the various roadway and interchange alternatives being considered for the Overpass Road improvements. One matrix compares the three (3) roadway alternatives from Boyette Road to US 301, and the second matrix compares the five (5) interchange alternatives at I-75 in the vicinity of Old Pasco Road to Boyette Road. The alternatives are compared using different environmental, physical, and cost factors, such as wetlands, cultural resources, contamination sites, and costs.

**Roadway Alternatives Evaluation Matrix
Overpass Road PD&E Study**

Evaluation Factors	Roadway Alternatives - Boyette Road to US 301		
	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)	22.3	13.6	23.1
Floodplain (Acres)*	0.0	0.0	0.0
Potential Threatened & Endangered Species	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
Right-of-Way	\$7.3 - \$8.7	\$8.1 - \$9.7	\$4.5 - \$5.3
Construction	95.2	94.0	99.2
Construction Engineering & Inspection***	9.5	9.4	9.9
Total Costs (in millions)	\$121.5 - \$122.9	\$120.9 - \$122.5	\$123.5 - \$124.3

Notes:
 * Floodplain impacts based on currently effective FEMA FIRM maps
 ** Engineering estimates are in present day costs
 *** 10% of construction cost

**Interchange Alternatives Evaluation Matrix
Overpass Road PD&E Study**

Evaluation Factors	Interchange Alternatives - Old Pasco Road to Boyette Road				
	1. Diamond	2. Diverging Diamond	3. Flyover	4. Loop	5. Single Point Urban Interchange (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)	14.5	18.2	15.7	43.0	13.5
Floodplain (Acres)*	0.0	0.0	0.0	2.1	0.0
Potential Threatened & Endangered Species	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
Right-of-Way	\$12.2	\$17.7	\$24.1	\$52.4	\$12.4
Construction	\$32.8	\$31.7	\$59.8	\$34.7	\$42.9
Construction Engineering & Inspection***	\$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:
 * Floodplain impacts based on currently effective FEMA FIRM maps
 ** Engineering estimates are in present day costs
 *** 10% of construction cost

I-75 at Overpass Road Interchange

FDOT Procedure 525-030-160, *New or Modified Interchanges* defines the processes and requirements for an Interchange Access Request to be considered by FDOT. The purpose of an Interchange Access Request is to demonstrate that the project is needed and is viable based on traffic, engineering, financial and other criteria. An Interchange Justification Report (IJR) must be prepared if the proposed action is intended to provide a new interchange to a limited-access facility, like I-75.

Pasco County proposes to construct a new interchange on I-75 at Overpass Road, located between existing interchanges at I-75 and CR 54, and at I-75 and SR 52. A Preliminary Interchange Justification Report (PIJR) has been initiated by Pasco County in coordination with the FHWA, the FDOT Office of Systems Planning (i.e., the Central Office), and the FDOT District Seven Interchange Review Coordinator. The purpose of the PIJR is to study and document the potential benefits and impacts of the proposed new interchange and to provide sufficient information to determine the justification of the interchange in accordance with Federal requirements. The PIJR will also document traffic operations in the study area for existing conditions and future conditions under the Build and No-Build scenarios. Currently, Overpass Road exists as an overpass at I-75 and, as such, has no access to the interstate system.

The I-75 at Overpass Road PIJR is currently in the DRAFT report stage. It will be available for viewing on the project website upon acceptance for engineering and operations from FDOT and FHWA.



Overpass Road PD&E Study



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

November 29, 2012

Alternatives Public Workshop

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
C Hawkins	Artifact DR.	Z-Hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J Pisegna	Tobacco Rd	DAN-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Beale	LAURENCE AVE	WESLEY CHAPEL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ARMANDO OSORIO	ARTIFACT RD.	Z hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jack Keison	1151 ABBEYS WAY	TAMPA FL 33602	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ali ATEFI	PASCO county Government center	new port richy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mr. JENKINS	6819 AXELROD WAY W/C	W/C 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jeannette Snyder	7445 Pommel Pl.	Z hills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kerry Adams	WMA Peachee River Electric		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Kathy Fritchie	7842 Blair Dr.	W/C 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study

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



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November 29, 2012

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Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
TIM NEWLON	32544 MICHIGAN AVE	SAN ANTONIO FL 33576	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	LOCAL
DARIN BARLOW	ATKINS RD	WESLEY CHAPEL, FL	<input checked="" type="checkbox"/>		
Eric Foekling	35603 Moccasin Path	Zephyrhills	<input checked="" type="checkbox"/>		
TODD Vande Berg	5138 21 st ST.	Zephyrhills	<input checked="" type="checkbox"/>		
PAUL BOETCHER	17046 Sweetwater Rd.	D. C.	<input checked="" type="checkbox"/>		
David Bredahl	2818 Cypress Ridge Blvd.	Wesley Chapel	<input checked="" type="checkbox"/>		
Chris Williams	11815 Treebreeze Dr	New Port Richay 34654			Local School Board
Russell [unclear]	7740 RIATA PL.	ZEPHYRHILLS FL	<input checked="" type="checkbox"/>		
CHRISTIE BARREIRO	5806 Breckenridge Parkway	Tampa, FL			
Andy Palmer	27440 Ravens Brook Rd	Wesley Chapel	<input checked="" type="checkbox"/>		

Overpass Road PD&E Study



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November 29, 2012

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Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
CRAIG LINTON		VERO BEACH FL			
Helli Gocheaux	7718 Riata Pl z-Hills		✓		
Pattie Molnar	2844 Kay Marie, Zephyrus Fl		✓		
MILT JONES	34236 ATKINS ROAD	ZEPHYRHILLS, FL	✓		
JOEL TEW	New Port Richey, FL		✓		
Natalie Durham	7915 Blackhill St Wesley Chapel, FL	Wesley Chapel	✓		
Jose Palli	8338 HANDCART RD	WESLEY CHAPEL	✓		
ERIC J. KENNEDY	7422 POMMEL PLACE	ZEPHYRHILLS	✓		
M. FAY KENNEDY	7422 POMMEL PLACE	ZEPHYRHILLS	✓		
Rod Lincoln	39145 Prettly Rd	Zephyrus Hills	✓		

Overpass Road PD&E Study

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



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November 29, 2012

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(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Ron Noble	P O Box 1438	Tampa, FL 33629	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blair Mc	8733 McKendree rd	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sarah Hill	30538 Tremont Dr	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ERV NEUSIMAL	28623 WALKER DR	Wesley Chapel 3354	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JAMES D'AVIGNANO	8011 Old Pasco Rd	Wesley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laura Kinsler	TAMPA TRIB		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
James Cole	Dade City Fl.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STANLEY MURAWSKI	29525 ALLEGRO DR.	W.C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steven Eastmond	36409 S152	D.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RONALD ROGERS	6051 Bay Tr Rd	WC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study

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November 29, 2012

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(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Lewis Corlissi	3418 Nandy Rd.	Tampa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Craig Weber	2940 Sports Core Circle	Wesley Chapel, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Ford	30321 Randall Manor	Wesley Chapel, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Joe Hurley	29951 Elm Rd	Wesley Chapel, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freda Baulaw	34351 Atkins Rd	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John E. Mc Cann	35041 M. Lee Path Zephyr	Zephyrhills, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frank Adams	6946 Old Pass	Wesley Chapel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patrick O'Connor	7041 Hancock Rd	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Debra Hamilton	6130 Bridleford Dr	W.C. 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nancy Hazelwood	34110 A Nice Place	D. C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study

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Alternatives Public Workshop

November 29, 2012

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Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Michael Jeffries	8123 OLD PASCO RD	wesley ch 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Hippenmeier JR	30401 CHESSMAN LN	wesley chapel 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim West	6101 Gentle Ben Cir	WC 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rich Klein	8747 mckendree Rd	wc 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Oaks	7819 Riata Pl	ZH 33541	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juan Gardella	8215 South	Tpr 33624	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Richard K Riley	PO Box 6	Trilby 33593	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Kohart	11536 Pierview Rd	Dade City 33525	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charles McEndree	7745 Riata Pl	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kelly Young	7904 Hackamore RD	zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study



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Alternatives Public Workshop

November 29, 2012

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Carol Dahlberg	10224 Buncombe	San Antonio	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
William Page	7709 Olcott Dr	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Janet Watson	7908 West Dr	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Stober	31007 Tindall Rd	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W. J. [Signature]	7908 West Dr	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tracy Hood	3410 Carrington St	Tampa 33601	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mary Godwin	28820 Bennington Dr	Wesley Chapel 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Matt Grisham	35514 Fairview height Rd	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W.C. Yancey	7920 Tallawtree Dr.	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Armando Prohenza	8945 McChendree Rd.	W.C. 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study

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



Alternatives Public Workshop

November 29, 2012

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Mary Erbacher	7870 Riata Place	Zephyrhills	X		
Ronald Malnar	7844 KAY Marie Ave	Zep	X		
Nancy edan - Palli	8338 Hardcast Rd.	Wesley Chapel	✓		
Kenny & Peggy Botayill	10138 Old TAMPA BAY Rd	SAN ANTONIO,	X		
PAUL Armstrong	35528 Fairview Heights	Zephyrhills	X		
Eric & Peggy Wheeling	27916 Robin Roost Lane	W.C. 33544	X		
Clara Allan	7830 Spring Breeze Dr	Zephyrhills FL 33541	X		
Summer & Jared Ahrens	29280 Oaks Blvd	Land O Lakes 34639	✓		
Christine Simmonds	7442 Artifact Dr	Zephyrhills 33541	✓		
ROTT D. GRAYBEK	3611 LAKE PADGETT DR.	Land O Lakes, 34639	✓		

Overpass Road PD&E Study

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



Alternatives Public Workshop

November 29, 2012

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Lisa Sears	7444 Pommel PL	Zephyr hills, FL 33541	X		
Robert Wavery	7444 Pommel PL	Zephyr hills, FL 33541	X		
Leslie STRUBE	Pasco Sheriff's off, FL				X
RICHARD PARHAM	16441 IGA Woods Tr, Dade City 33523		X		
JIMMY LAI	4716 CHEVAC Blvd	Lutz FL 33558	X		
Ken P. Jordan	25749 Cypress Heat PL.	Westley Chapel, FL.	X		
Andy Spalla	29957 Elmwood Rd	Westley Chapel, Fla	✓		
PAUL FIORA	34720 PROSPECT Rd	Dade City, FL	✓		
PAUL KUSSELL	28999 Credence Dr.	Westley Chapel	X		
Jim Drumm	5335 8th St Zephyr hills FL	City of Zephyr hills.			X

Overpass Road PD&E Study

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



Alternatives Public Workshop

November 29, 2012

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Jerry Boyt	5944 10 th St	Zeph, FL 33542	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Quinten	7714 Handcart	ZH 33542	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Joe + Mary Berling	7321 Bay Pines	W.C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim + Carole Hendry	9448 Newton Rd	W.C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hilly Terry + Paul Rinaldi	4744 Tallawtree Dr	W.C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elizabeth Denney	7953 Handcart Rd	Z hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jane Taegre	6831 Axle Road Way	W.C.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cheri Knuehert	7636 Crescent Palm Dr	W C	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Richard Diaz	34636 Fairview Blvd	Z Hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don & Janet Gibbs	7824 Hackamore Rd	Z hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overpass Road PD&E Study



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

Alternatives Public Workshop

November 29, 2012

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Karen Gillette	7432 Bay Pines Dr.	Wesley Chapel, FL 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jay Forry	5530 Grinestone Loop	Wesley Chapel, FL 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jane Yancey	7920 TALLOWTREE DR	WESLEY CHAPEL, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MARK LAUREL CULBRETH	8221 WEST DR	WESLEY CHAPEL, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mary Ann Riggs	7627 Artifact Dr	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rick Schaubert	" "	"	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wm Ward	8150 Pimlico Pl	Wesley Chapel FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Nicholson	29536 Sanibel Dr	Wesley Chapel FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charlotte Gibson	P.O. Box 235	Dade City, FL 33526	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Michael & Theresa Anderson	28746 Bennington Dr	Wesley Chapel, FL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

APPENDIX F

Public Hearing Materials and Transcript



November 18, 2016

Re: Overpass Road PD&E Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15
Public Hearing Notification

Dear Property Owner / Interested Party,

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), will conduct a Public Hearing for proposed 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. The study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles. The hearing will be held from 5:00pm to 7:00pm on Thursday, December 15, 2016 at the First Congregational Church of Zephyrhills, 7900 Fort King Road, Zephyrhills, FL. (See map on back.)

Notices are being sent to all property owners located within at least 300 feet on either side of the proposed Overpass Road alternative from Old Pasco Road to US 301 and along I-75 within the proposed interchange area. Notices are also being sent to public officials, organizations, and individuals interested in the project.

This public hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Draft project documents and other project-related materials will be on display for public review beginning at 5:00pm. Pasco County representatives will be available beginning at 5:00pm to discuss the project and answer questions.

At 6:00pm, Pasco County representatives will begin the formal portion of the hearing, which will include a presentation and a public comment period. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 pm. A court reporter will record the formal portion of the public hearing, and will be available to receive comments in a one-on-one setting from 5:00pm to 6:00pm and after the formal hearing until 7:00pm. You may attend anytime during the two-hour meeting to review project information and talk with project team members.

Draft project documents will be available for public review from Wednesday, November 23, 2016 to Tuesday, December 27, 2016 at the following locations:

New River Branch Library
34043 State Road 54
Zephyrhills, FL

Business Hours: Sunday, Monday closed;
Tuesday 10:00am - 6:00pm; Wednesday 11:00am - 6:00pm;
Thursday 11:00am - 8:00pm; Friday 11:00am - 5:00pm;
Saturday 11:00am - 4:00pm

East Pasco Government Center
14236 6th Street, Suite 203
Dade City, FL

Business Hours:
Monday to Friday 8:00am - 5:00pm

PROJECT MANAGEMENT

Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or they can be sent to Kevin Sumner, Project Manager, Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, or electronically to the project website at www.overpassroad.com. All exhibits or statements must be postmarked or emailed no later than Tuesday, December 27, 2016 to become part of the official public hearing record.

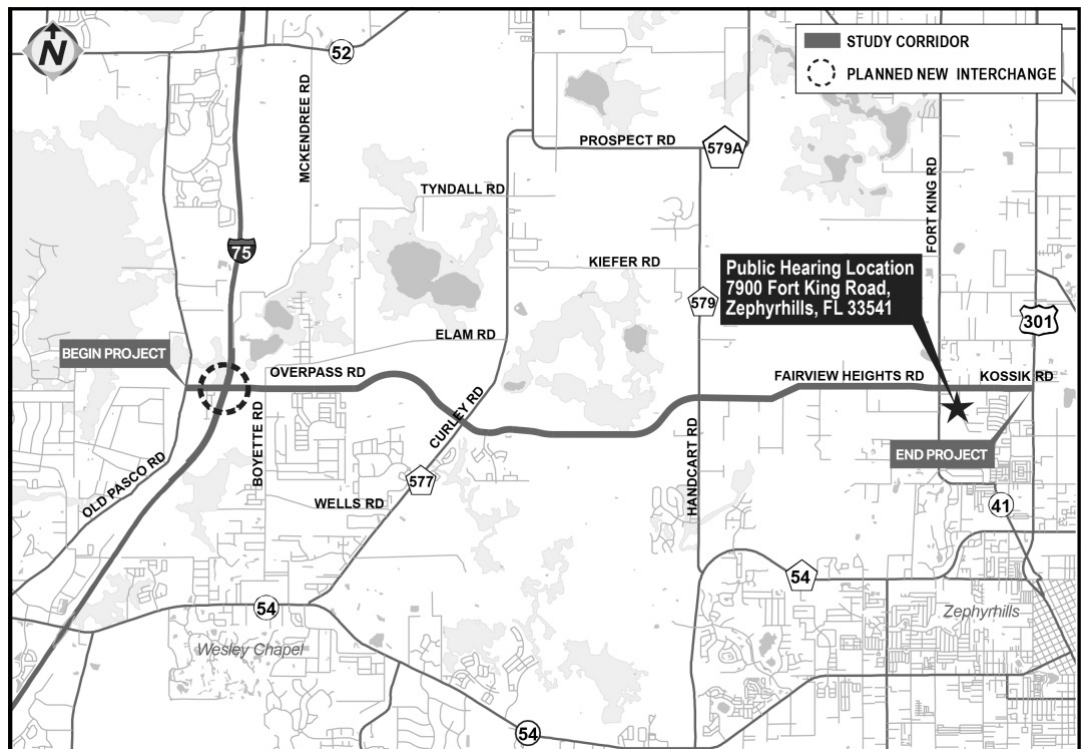
For further information, please contact Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager, in writing at Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, or call (727) 834-3604, at least seven (7) days prior to the Public Hearing.

Si usted desea obtener información en español por favor comuníquese con el ingeniero Domingo Noriega, por teléfono: (813) 636-2475 o por correo electrónico: domingo.noriega@aecom.com por lo menos siete (7) días antes del taller de participación pública que se realizará en la iglesia Congregational Church of Zephyrhills, localizada en 7900 Fort King Road, Zephyrhills, FL el 15 de diciembre de 2016, de 5:00 a 7:00 PM.

Yours truly

Kevin Sumner
Project Manager

KS/vas



PROJECT MANAGEMENT

Right-of-Way Acquisition (ROW) Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, Pasco County will carry out a right-of-way acquisition and relocation program in accordance with Florida Statute 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). Relocation resources are available to all residential and business relocatees without discrimination. For the Recommended Build Alternative, we anticipate the relocation of 8 residences and no businesses.

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the Pasco County Project Manager or a Pasco County Right-of-Way Representative at your convenience.

Evaluation Matrix

Environmental and socioeconomic factors relating to the proposed improvements were evaluated in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The detailed evaluation matrix is included in this handout for your review.

Evaluation Factors	Impacts	
	Recommended Build Alternative	No Build Alternative
POTENTIAL RELOCATIONS		
Potential Business Relocations	0	0
Potential Residential Relocations	8	0
SOCIAL		
Churches	0	0
Schools	1	0
Parks/Recreation	1	0
Potentially Eligible Cultural Resources	1	0
NATURAL & PHYSICAL ENVIRONMENT		
Potential Noise Impacted Sites	67	0
Wetlands and Other Surface Waters (Acres)*	40.8	0
Floodplain (Acres)**	19.29	0
Potential Threatened & Endangered Species	Low	None
Potential Contamination Sites (High / Medium)	3	0
ESTIMATED PROJECT COSTS (in millions)***		
Design****	\$15.9	0
ROW	\$29.0	0
Construction	\$159.0	0
CEI****	\$15.9	0
Total Costs (in millions)	\$219.8	0

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

PD&E Study Schedule

PD&E Study Begins	February 2012
Data Collection & Alternatives Analysis	Summer / Fall 2012
Alternatives Public Workshop	November 29, 2012
Select Recommended Alternative(s)	April 23, 2013
Public Hearing	Late Fall 2016
PD&E Study Approval	Spring 2017

Pasco County CIP/MPO TIP* Funding Schedule

Project Segment	Phase(s)	Fiscal Year (FY)**
I-75 and Overpass Road Interchange***	Design	2016
	Right-of-Way	2016 - 2020
	Construction	2020>
Overpass Road from Boyette Road to US 301	All	Not Currently Funded

Notes: * CIP = FY 2016-2020 Capital Improvement Plan
 TIP = FY 2015/16 - 2019/20 Transportation Improvement Program
 ** Projected
 *** Includes the widening of Overpass Road from Old Pasco Road to I-75 (4 Lanes) and I-75 to Boyette Road (6 + 2 Auxiliary Lanes)

Contact Information

For more project information or questions you may contact:

Kevin Sumner, Project Manager
 Pasco County Engineering Services/Project Management
 5418 Sunset Road
 New Port Richey, FL 34652
 Phone: 727-834-3604
 Email: ksumner@pscocoountyfl.net
 Project Website: www.overpassroad.com

Para Preguntas En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto en Español, favor de ponerse en contacto con el ingeniero Domingo Noriega, por teléfono: (813) 636-2475 o por correo electrónico: domingo.noriega@aecom.com.

Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Kevin Sumner, Project Manager, in writing at Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652, or call (727) 834-3604

Welcome to... The Public Hearing for improvements to Overpass Road in Pasco County.

Introduction

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting this Public Hearing for proposed 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 (I-75) in Pasco County, Florida. The study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles.

This public hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Draft project documents and other project-related materials are on display for public review and Pasco County representatives are available to discuss the project and answer questions.

At 6:00 pm, Pasco County representatives will begin the formal portion of the hearing, which will provide an opportunity for the public to make formal oral comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 pm. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. Pasco County welcomes and appreciates everyone's participation.

Share Your Comments

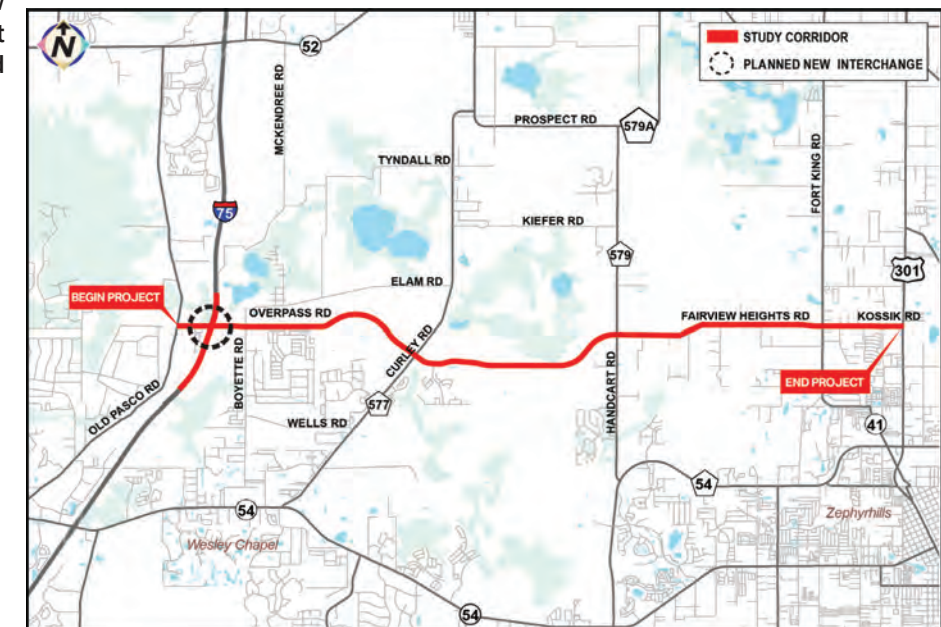
You may submit your comments regarding the proposed improvements in one of the following ways:

- Complete a "Speaker Card", available at the Sign-In table and make an oral statement at the microphone during the formal portion of the hearing;
- Make an oral statement to the court reporter during the informal portion of the hearing;
- Email your comments to the Project Manager – Kevin Sumner at ksumner@pscocoountyfl.net;
- Submit your comments on the project website – www.overpassroad.com; or
- Complete a comment form and drop it in the "Comment" box provided, or mail your written comments to the address on the back of this handout.

All comments must be postmarked no later than Tuesday, December 27, 2016 to become part of the official public hearing record.

Agenda

Date: December 15, 2016
Time: 5:00 pm - Informal Open House
 6:00 pm - Formal Hearing
 & Public Comments
Place: First Congregational Church of Zephyrhills
 7900 Fort King Road
 Zephyrhills, FL



Draft project documents will be available for public review from Wednesday, November 23, 2016 to Tuesday, December 27, 2016 at the following locations:

New River Branch Library
 34043 State Road 54
 Zephyrhills, FL

Business Hours: Sunday, Monday closed; Tuesday 10:00 am - 6:00pm;
 Wednesday 11:00 am - 6:00 pm; Thursday 11:00 am - 8:00pm;
 Friday 11:00 am - 5:00 pm; Saturday 11:00 am - 4:00 pm

East Pasco Government Center
 14236 6th Street, Suite 203
 Dade City, FL

Business Hours:
 Monday to Friday 8:00am - 5:00pm

Project Description and Need

Pasco County began the Overpass Road Project Development and Environment (PD&E) Study in February 2012. An Alternatives Public Workshop was held on November 29, 2012 to present the No Build and the Build Alternatives under consideration at that time. Five (5) interchange alternatives and three (3) roadway alternatives were evaluated. Based on comments from the public, coordination with local officials, and more detailed engineering and environmental analyses, a recommended build alternative was selected for further study. The Pasco County Board of County Commissioners approved the staff recommendations for the Recommended Build Alternative on April 23, 2013, which included the Flyover Ramp Alternative at I-75 and Alternative O-3 for the roadway from Boyette Road to US 301. Scheduled completion of the PD&E Study is in spring 2017.

The proposed Overpass Road improvements and interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation. The proposed interchange is projected to divert traffic demand from the two adjacent interchanges at I-75/State Road 52 and I-75/County Road 54, which are currently experiencing congestion. 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.

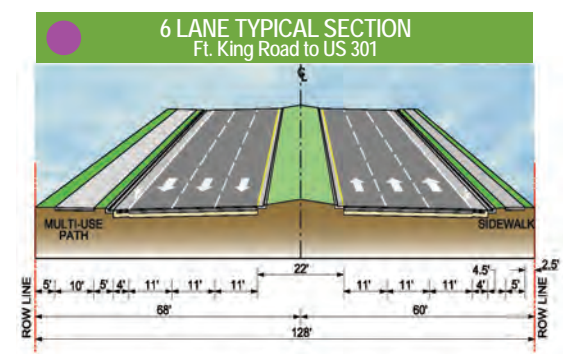
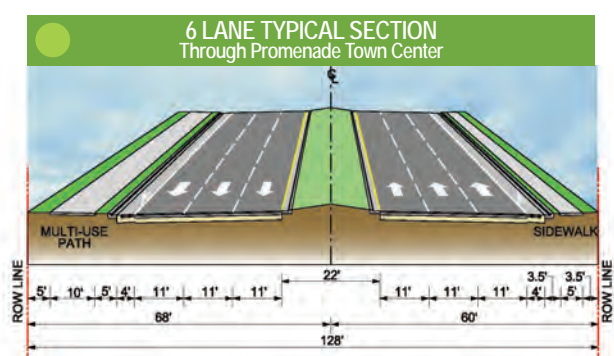
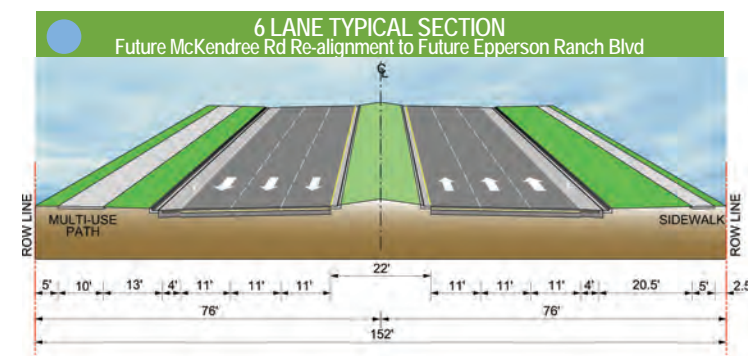
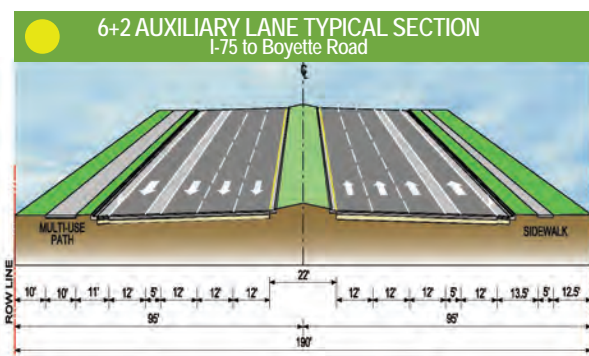
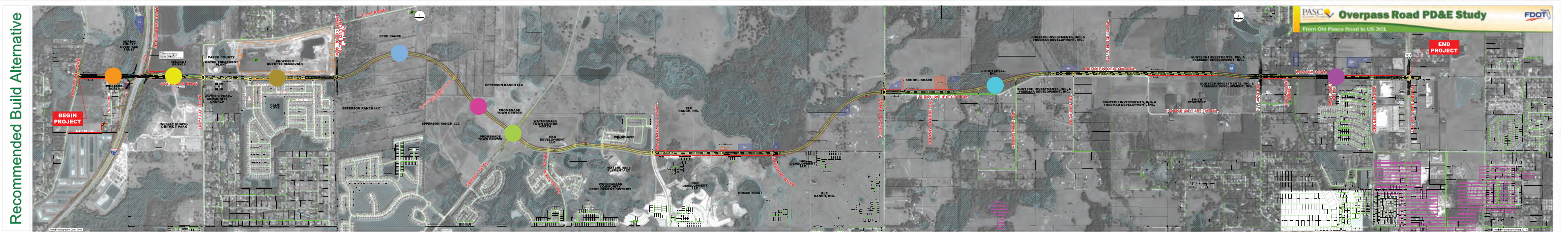
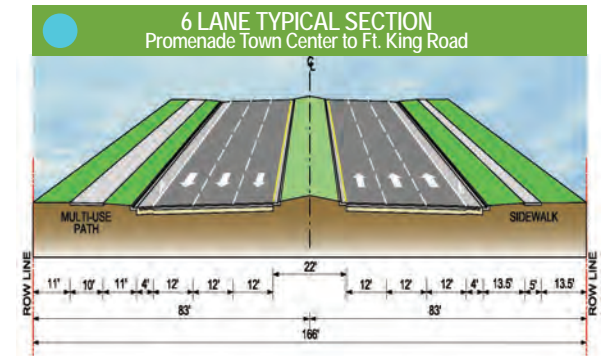
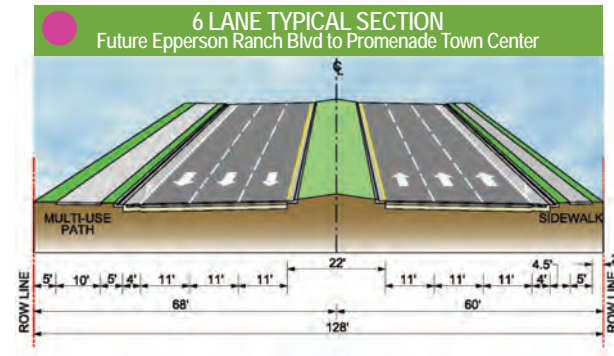
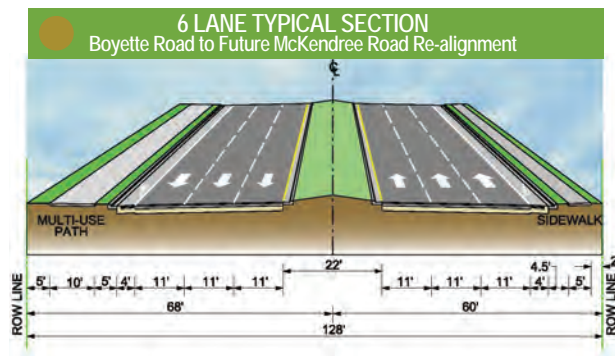
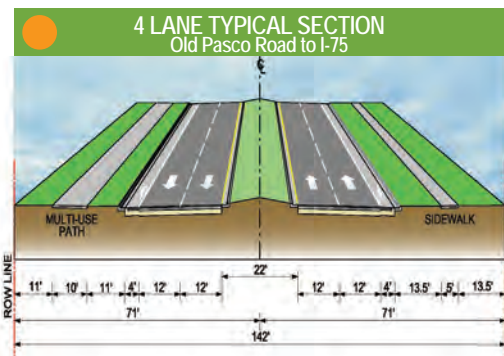
The Overpass Road improvements are consistent with locally adopted plans including the Pasco County Capital Improvement Plan and the Pasco County Metropolitan Planning Organization (MPO) 2040 Cost Affordable Long Range Transportation Plan (LRTP). The proposed interchange at I-75 and Overpass Road, which includes the widening of Overpass Road from Old Pasco Road to Boyette Road, is also within the Pasco County MPO Transportation Improvement Program (TIP).

Recommended Build Alternative

The Recommended Build Alternative was developed after analyzing anticipated growth and future transportation needs within the study area. The Recommended Build Alternative provides for 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; and six lanes from Boyette Road to US 301. The Recommended Build Alternative includes a Flyover Ramp at the interchange of Overpass Road with I-75. The Flyover Ramp provides a two-lane flyover for the predominant traffic movement for westbound-to-southbound traffic. Pasco County anticipates constructing the interchange in two phases. The first phase would be the construction of a diamond interchange, and the second phase would be the construction of the flyover ramp when warranted by the traffic in the project area. Construction of the Recommended Build Alternative will require additional right-of way. The various roadway typical sections are on display this evening and are on the project website at www.overpassroad.com for review.

No Build Alternative

In addition to the Recommended Build Alternative, the No Build Alternative is considered a viable alternative and will remain so for the duration of this study. Under the No-Build Alternative the proposed Overpass Road improvements and the interchange at I-75 will not be constructed and only routine maintenance and preservation efforts would occur. Even though there are no design, right-of-way or construction costs associated with the no-build alternative, operating conditions are anticipated to worsen with time, while further increasing travel delays and traffic congestion. This will create an unacceptable level of service and a delay in safety related improvements. In addition, there will be an increase in emergency evacuation time. Therefore, the no-build alternative would not meet the purpose and need for the project. Although, the no-build alternative is not consistent with local transportation plans, this alternative forms the basis for comparison to the viable build alternatives analyzed for this study.



PUBLIC HEARING
OVERPASS ROAD PD&E STUDY

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DATE TAKEN: December 15, 2016
TIME: 4:40 p.m. - 7:05 p.m.
PLACE: First Congregational
Church of Zephyrhills
7900 Fort King Road
Zephyrhills, Florida

Stenographically Reported by:
Michelle L. Deliman

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P R O C E E D I N G S

INFORMAL PORTION OF PUBLIC HEARING

MICHAEL HALGAS

33299 Whisper Pointe Drive

Wesley Chapel, FL 33545

I have concerns about two things. Number one is that we bought the house and closed on it in July of this year. We were never told of this project. I really have some concern over being sold a house that had this major of an impact of the road going behind me.

Number two, I want to make sure that in a design phase of this project they cover all noise concerns for the neighborhood Whisper Pointe, the houses abutted in the general neighborhood.

CARLEEN STIPPERT

8027 Love Lane

Zephyrhills, FL 33541

My concern is that we live on Love Lane, which is a dead-end road. The people off of Phelps Road are cutting through the wetlands and coming down Love Lane. If this is going to go take 17 more years, we need to have that tended to right now. It is not a thruway.

1 Please, if we could get some kind of written
2 statement or sign saying it is not a thruway. It is
3 a private road, we would be very grateful. That is
4 about it.

5 PAUL SNYDER

6 8102 Love Lane

7 Zephyrhills, FL 33541

8 Love Lane is a private road. People from
9 Phelps Road are cutting through the field and going
10 on our road as a shortcut to Walmart. We want to
11 try to get the county or somebody to put a sign
12 private drive, dead end.

13 STEPHEN MCCALL

14 8028 Love Lane

15 Zephyrhills, FL 33541

16 The only complaint I got, since it has flooded,
17 the people on the -- at the end of the street, they
18 let them drive through their property, and the
19 traffic has picked up immensely on Love Lane and the
20 road is eroding at a very fast pace.

21 CHERYL HOWARD

22 8010 Love Lane

23 Zephyrhills, FL 33541

24 It is the same thing they have been telling you
25 about the people coming through from Phelps Road,

1 and it is awful. The traffic is awful. It is both
2 ways. They are coming off of Kossik, going down
3 Love Lane through that way, too. It needs to be
4 stopped.

5 CAROL GAY

6 8133 Love Lane

7 Zephyrhills, FL 33541

8 Well, there is people going up and down that
9 road all day long. They go in front of our place,
10 they go all the way around and out to 301, I believe
11 that is what I was told. I haven't taken the drive,
12 but I'm going to take the drive to see exactly where
13 it goes. We should only have three vehicles going
14 by our home, only three houses past me. There is
15 cars all day. I don't know who they belong to.

16 I think out of fairness to us, because it is a
17 private road, that we should have a dead end at the
18 street. There is a gate at the end of the road, but
19 it is always open. We don't know why. It is a dead
20 end and a private road should be put there.

21 EMILY HERNANDEZ and VIRGINIA SOTO

22 35741 Fairview Heights Road

23 Zephyrhills, FL 33541

24 We live off of Cullen Smith, and we would like
25 to know when the six-lane highway comes in, that we

1 will have an opening to go to Cullen Smith Road.
2 The map doesn't indicate any entrance to Cullen
3 Smith Road. We would like to know if there is any
4 way we can get an access into Cullen Smith and if
5 they will make a margin, if they are going to plan
6 for a margin that we could go in and out of that
7 Road, Cullen Smith Road.

8 ALAN GARMAN

9 12 South Main Street

10 Brooksville, FL 34601

11 I represent Wildcat Groves, which is in the
12 northeast corner of Overpass and I-75, and the
13 owner, Mr. Spada, also owns the property on the
14 northwest corner. Further down Overpass at Old
15 Pasco Road on the southeast corner of that
16 intersection Dr. Moskowitz has five acres. We are
17 working for both those gentlemen.

18 We have questions why the intersection
19 connection to 75 is not being thought of as a
20 diverging diamond rather than a flyover. We have
21 our own traffic study that estimates, I would say,
22 in the tune of 40 million dollar savings and
23 multiple seconds on traffic delays if a diverging
24 diamond was constructed there; less right-of-way,
25 less money.

1 We also have access issues. We found out
2 through the traffic study that there is limited
3 access being proposed from Old Pasco Road all the
4 way to Boyette on both sides of Overpass Road. It
5 basically disables either one of our clients from
6 having driveways to their property other than
7 alternative access.

8 Comparing this to -- this is a county road, and
9 we have taken -- we have photos at State Road 52,
10 State Road 54, State Road 48, all the Interstate 75,
11 and driveways are less than a thousand feet from the
12 center of the Interstate.

13 We feel that we should be able to get some
14 driveways for those properties. They are being
15 damaged severely by not having good access.

16 We have also had difficulty in obtaining any
17 kind of plan records for Old Pasco Road at that
18 intersection, and really can't believe that the
19 county anticipates all that traffic coming into 75
20 and Overpass, but has no qualms about having a
21 two-lane road, Old Pasco, to dump all that stuff
22 into, that is south of Overpass Road.

23 JOSEPH HURLEY

24 29951 Elam Road

25 Wesley Chapel, FL 34544

1 I represent Wildcat Groves. It is 147 acres
2 north of Overpass Road at I-75. The owner of
3 Wildcat Groves, the president Andrew Spada has owned
4 the property since 1971. He is allowed under the
5 corporate papers to enter into a contract for the
6 good of Wildcat Groves.

7 I have been working this property 13 years
8 December 1, 2016. The people I have been involved
9 with have delayed, told me non-truths. They didn't
10 let Andy Spada know that they limited his access on
11 Overpass Road, which is a potential eminent domain.

12 Once the county establishes the eminent domain,
13 they will hear from the appropriate parties.

14

15 FORMAL PORTION OF THE PUBLIC HEARING

16 MS. SMITH: Good evening. Today is Thursday,
17 December 15, 2016. It is approximately 6:00. We
18 are assembled at the First Congregational Church of
19 Zephyrhills located at 7900 Fort King Road in
20 Zephyrhills, Florida.

21 Welcome to the public hearing for the Overpass
22 Road Project Development and Environmental Study, or
23 to shorten that, the PD&E study, from Old Pasco Road
24 to US 301. I am Margaret Smith, and I'm the
25 engineering service director for Pasco County.

1 This public hearing is being held relative to
2 Work Program Item Segment No. 432734-1 and in
3 accordance with applicable federal and state laws.
4 Public participation is encouraged had solicited
5 without regard to race, color, religion, sex, age,
6 national origin, disability or family status.

7 This hearing was advertised consistent with the
8 federal and state requirements and is being
9 conducted in accordance with the Americans with
10 Disabilities Act of 1990. This information is
11 provided in the project brochure and can be found at
12 the sign-in table, as well. This is your
13 opportunity to receive information on the Overpass
14 Road PD&E study to officially -- and to officially
15 comment on Recommended "Build" Alternative and the
16 related project documents available here tonight.

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

21 MR. OAKLEY: Ron Oakley. I'm the District One
22 County Commissioner for Pasco County.

23 MS. SMITH: Thank you, Commissioner.

24 MS. TILL: I'm John Till. I work for State
25 Representative Dan Burgess.

1 MS. SMITH: Thank you.

2 Anybody else here tonight?

3 (No Response)

4 MS. SMITH: Okay. We will now show you a video
5 that will give you a description of the project and
6 the proposed improvements.

7

8 (VIDEO PORTION BEGAN)

9 Pasco County welcomes you to the Public Hearing
10 for the Overpass Road Project Development and
11 Environment, or PD&E, Study.

12 Pasco County, in coordination with the Florida
13 Department of Transportation and the Federal Highway
14 Administration, is conducting a PD&E Study for
15 evaluating capacity improvements to the existing
16 Overpass Road and Kossik Road segments, the
17 connection of these segments on new alignment, and
18 the addition of an interchange at Overpass Road with
19 I-75. The study limits extend from Old Pasco Road
20 to US 301 in Pasco County for a distance of
21 approximately 9.0 miles.

22 This public hearing is being conducted in
23 accordance with applicable federal, state and local
24 requirements which are listed on a citations board
25 near the sign-in table. The purpose of this hearing

1 is to provide you with information and to get your
2 comments about this study. Draft study reports are
3 available for review at this hearing and have been
4 on public display at the New River Library and the
5 East Pasco Government Center. The display period
6 began on November 23rd and will continue through
7 December 27, 2016.

8 The PD&E study process includes a comprehensive
9 evaluation of the proposed improvements shown in the
10 engineering concepts on display. Those concepts are
11 evaluated for economic impacts as well as effects on
12 the socio-cultural and natural environments in the
13 area. The findings of the Overpass Road PD&E study
14 are presented at tonight's hearing.

15 Pasco County began this PD&E Study in February
16 of 2012. Scheduled completion is in spring 2017.
17 Pasco County held an Alternatives Public Workshop on
18 November 29, 2012 to present the "No-Build"
19 Alternatives and the Build Alternatives under
20 consideration at that time. Five interchange
21 alternatives and three roadway alternatives were
22 evaluated. Based on the comments from the public,
23 coordination with local officials, and more detailed
24 engineering and environmental analyses, a
25 recommended build alternative was selected for

1 further study. The Pasco County Board of County
2 Commissioners approved the staff recommendations for
3 the Recommended Build Alternative on April 23, 2013,
4 which included the Flyover Ramp Alternative at I-75,
5 and Alternative 0-3 for the roadway from Boyette
6 Road to US 301.

7 The Overpass Road widening/extension and
8 proposed interstate access are anticipated to play a
9 significant role in the regional network in terms of
10 enhancing connectivity, safety, and traffic
11 circulation. The proposed interchange is projected
12 to divert traffic demand from the two adjacent
13 interchanges at I-75/State Road 52 and I-75/County
14 Road 54, which are currently experiencing
15 congestion. In addition, the proposed project will
16 enhance incident management capabilities by
17 providing additional detour route options; enhance
18 emergency management capabilities by providing
19 additional access to I-75; and aid emergency
20 evacuation within the county.

21 The Overpass Road improvements are consistent
22 with logically adopted plans including the Pasco
23 County Capital Improvement Plan and the Pasco County
24 Metropolitan Planning Organization or MPO 2040 Cost
25 Affordable Long Range Transportation Plan or LRTP.

1 The proposed interchange at I-75 and Overpass Road,
2 which includes the widening of Overpass Road from
3 Old Pasco Road to Boyette Road, is also within the
4 Pasco County MPO Transportation Improvement Program
5 or TIP.

6 Pasco County has been preparing detailed
7 engineering and environmental evaluations, and
8 coordinating with stakeholders to identify a
9 Recommended Build Alternative for the PD&E study.
10 The purpose of this public hearing is to present the
11 Recommended Build Alternative and the No Build
12 Alternative and receive your comments for the
13 official study record.

14 To help determine the best improvement option,
15 we first had to assess the current roadway
16 conditions. From Old Pasco Road to Boyette Road,
17 Overpass Road is a two-lane undivided roadway with
18 one 11-foot travel lane in each direction, with
19 rural shoulders and no sidewalks. The existing
20 posted speed limit is 30 miles per hour. The
21 existing right-of-way is generally 50 to 60 feet
22 wide.

23 From Boyette Road to the eastern terminus of
24 Overpass Road just past the Palm Cove subdivision,
25 Overpass Road is a four-lane divided roadway with

1 12-foot lanes separated by a 20-foot median,
2 including paved shoulders, a ten-foot multiuse
3 pathway on the south side and an eight-foot sidewalk
4 on the north side. The existing posted speed limit
5 is 45 miles per hour east of Boyette Road. The
6 existing right-of-way is approximately 128 feet wide
7 in this area. There is currently no existing
8 roadway from east of the Palm Coast subdivision to
9 west of Curley Road. From west of Curley Road to
10 east of Watergrass Parkway, Overpass Road varies
11 between a two and four lane divided urban roadway
12 separated by a raised median with sidewalks on both
13 sides. The existing right-of-way varies between 128
14 and 166 feet wide in this area. From east of the
15 Watergrass Parkway to Coolwood Drive, there is
16 currently no existing roadway.

17 From Coolwood Drive to Green Slope Drive,
18 Kossik Road exists as a rural two-lane undivided
19 roadway. At Green Slope Drive, Kossik Road
20 transitions to a four-lane divided urban roadway
21 which ends at US 301. The existing right-of-way
22 varies from 142 feet to 166 feet between Coolwood
23 Drive and US 301. The existing posted speed limit
24 ranges from 25 to 35 miles an hour on Kossik Road.

25 The Recommended Build Alternative was developed

1 after analyzing anticipated growth and future
2 transportation needs within the study area. The
3 Recommended Build Alternative provides for four
4 lanes from Old Pasco Road to I-75; a new interchange
5 at I-75 and Overpass Road; six lanes (plus two
6 auxiliary lanes) from I-75 to Boyette Road; and six
7 lanes from Boyette Road to US 301. Construction of
8 the Recommended Build Alternative will require
9 additional right-of-way.

10 The roadway typical sections proposed for
11 Overpass Road vary along the corridor. From Old
12 Pasco Road to I-75, the proposed roadway will
13 provide two 12-foot travel lanes in each direction
14 with a 22-foot wide grassed median, the four-foot
15 paved shoulders that will accommodate bicyclists, a
16 five-foot sidewalk the south side and a ten-foot
17 multiuse path on the north side.

18 This roadway section requires 142 feet of
19 right-of-way. A traffic signal is planned at the
20 intersection of Overpass Road and Old Pasco Road.

21 The Recommended Build Alternative include a
22 Flyover Ramp at the interchange of Overpass Road
23 with I-75. The Flyover Ramp provides a two-lane
24 Flyover for the predominant westbound to southbound
25 traffic movement. Pasco County anticipates

1 constructing the interchange in two phases. The
2 first phase will be the construction of a diamond
3 interchange, and the second phase would be the
4 construction of the flyover ramp when warranted by
5 traffic conditions in the project area.

6 From I-75 to Boyette Road, the proposed roadway
7 will have three 12-foot travel lanes and one 12-foot
8 axillary lane in each direction, with a 22-foot wide
9 grassed median, and paved shoulders including
10 buffered bicycle lanes, a five-foot sidewalk on the
11 south side and a ten-foot multiuse path on the north
12 side. This roadway section requires 190 feet of
13 right-of-way. A traffic signal is planned at the
14 intersection of Overpass Road and Boyette Road.

15 From Boyette Road to US 301, the proposed
16 roadway provides three travel lanes in each
17 direction that vary from 11 to 12 feet wide, with a
18 22-foot wide grassed median, paved shoulders to
19 accommodate bicyclists, a five-foot sidewalk on the
20 south side and a ten-foot multiuse path on the north
21 side. Right-of-way required for this roadway
22 typical section varies from 128 feet to 166 feet.

23 The Recommended Build Alternative is estimated
24 to cost 219.8 million dollars. There are advantages
25 and disadvantages associated with constructing the

1 Recommended Build Alternative. Advantages of the
2 Recommended Build Alternative: Increase roadway
3 capacity. Improved safety features, such as median
4 modifications, add turn lanes, and upgraded
5 intersections. Increased emergency evacuation
6 capacity, and consistency with the Pasco County MPO
7 LRTP.

8 Disadvantages of the Recommended Build
9 Alternative include: Costs associated with design,
10 acquisition of right-of-way, and construction,
11 temporary traffic disruptions during construction,
12 and minor environmental effects.

13 In addition to Recommended Build Alternative,
14 the No-Build Alternative is considered a viable
15 alternative and will remain so for the duration of
16 this study. Under the No-Build Alternative the
17 processed Overpass Road improvements and the
18 interchange at I-75 will not be constructed and only
19 routine maintenance and preservation efforts would
20 occur.

21 Advantages of the No-Build Alternative include:
22 No design, construction, and/or right-of-way cost,
23 no adverse effects on natural resources, and no
24 inconvenience to the motoring public during
25 construction.

1 Disadvantages of the No-Build Alternative
2 include: Increased travel delays due to an increase
3 in traffic volumes, reduced emergency evacuation
4 capacity, and inconsistency with the Pasco County
5 MPO LRTP.

6 If you have not had an opportunity to do so,
7 you can review the proposed improvements on the
8 display board here tonight. A detailed,
9 alternatives comparison matrix is also displayed
10 this evening and is provided in tonight's handout.

11 Several access modifications will be required
12 as part of the Recommended Build Alternative. The
13 existing Blair Drive access to Overpass Road will be
14 closed and a new two-lane paved roadway will be
15 constructed with a connection to Old Pasco Road.
16 The existing McKendree Road access at Overpass Road
17 will also be relocated to an alternative location on
18 Boyette Road (north of Overpass Road). At the
19 Wesley Chapel District Park, vehicular access will
20 be eliminated at the existing secondary entrance
21 located on Overpass Road. The park entrance will be
22 reconfigured to enhance access for alternative modes
23 of transportation, including pedestrians and
24 bicyclists, during the design phase of the project.
25 Vehicular access to the park from the existing

1 primary entrances located on Boyette Road will be
2 not affected.

3 Environmental and socioeconomic factors related
4 to proposed improvements have been evaluated in
5 accordance with the National Environmental Policy
6 Act of 1969, as amended, and other federal
7 requirements. The evaluation considered the effects
8 of the proposed improvements on: Threatened and
9 endangered species, wetlands and floodplains,
10 stormwater management and permitting, noise,
11 right-of-way requirements and relocation,
12 Section 4(f) resources, contamination, cultural and
13 historic resources, land use, air quality,
14 construction effects and aesthetics.

15 This project has been evaluated for potential
16 impacts to threatened and endangered species in
17 accordance with Section 7(c) of the Endangered
18 Species Act of 1973 as amended and Florida Statutes.
19 Coordination with the US Fish and Wildlife Services
20 and the Florida Fish and Wildlife Conversation
21 Commission has resulted in a determination that the
22 proposed project will either not affect or is not
23 likely to adversely affect any state or federally
24 listed plant or animal species nor will it affect
25 any designated Critical Habitat. Coordination

1 regarding the final status of these species is
2 ongoing. If the Recommended Build Alternative is
3 approved, Pasco County will continue to work closely
4 with environmental agencies in future phases, such
5 as design and construction, to meet all
6 environmental permitting requirements.

7 Wetlands within the project limits were
8 evaluated in accordance with Executive Order
9 11-9-90, "Protection of Wetlands." The proposed
10 improvements will affect approximately 40.8 acres of
11 wetlands and other surface waters. The team
12 determined there is no practical alternative to
13 proposed construction in wetlands, and that the
14 Recommended Build Alternative includes all practical
15 measures to minimize harm to wetlands. Pasco County
16 will mitigate wetlands impact resulting from this
17 projects construction to meet requirements of
18 Florida Statutes and the United States Code.

19 The project has been evaluated for potential
20 floodplain involvement in accordance with Executive
21 Order 11_9_88, "Floodplain Management." No
22 significant change in flood risk is anticipated as a
23 result of construction of the Recommended Build
24 Alternative.

25 The study team evaluated effects of traffic

1 noise associated with the proposed improvements.
2 Noise sensitive sites along the project corridor may
3 hear traffic noise levels that approach or exceed
4 noise abatement criteria established by the Federal
5 Highway Administration. The team has considered
6 noise abatement measures, including traffic system
7 management, alignment modifications, property
8 acquisitions, land use controls, and noise barriers.
9 Future traffic noise levels with the proposed
10 improvements are predicted to approach, meet, or
11 exceed the noise abatement criteria, or are
12 predicted to have a substantial increase at 67 noise
13 sensitive sites. The results of the evaluation
14 indicate that construction of noise barriers is a
15 potentially reasonable and feasible noise abatement
16 method for up to 48 of the 67 impacted residences
17 located in Palm Cove and Wind Chase subdivisions.
18 If you would like more information about noise
19 effects, please speak with one of our noise
20 specialists in attendance tonight.

21 In compliance with Department of Transportation
22 Act of 1966 [Title 49, U.S. Code, Section 1653(f)],
23 as amended, the overpass road project has been
24 evaluated for potential section 4(f) impacts. The
25 provisions of Section 499(f) apply to any

1 significant publically owned parks, recreation
2 areas, or wildlife and waterfowl refuge; as well as
3 historical and archeological sites; and properties
4 which represent public multiuse landholdings. The
5 Recommended Build Alternative will require permanent
6 use of approximately 4.8 acres of the Wesley Chapel
7 Direct Park. No park facilities or amenities are
8 currently located or planned within the potentially
9 affected areas. The impact of the Recommended Build
10 Alternative is minor and will not adversely affect
11 the activities, features, or attributes that make
12 the Wesley Chapel District Park eligible for Section
13 4(f) protection. This hearing provides the
14 opportunity for public comment on the project's use
15 of the Wesley Chapel District Park.

16 Based on the findings of the contamination
17 screening investigation, one site is rated as having
18 potential for a high risk and two sites are rated as
19 having potential for a medium risk for containing
20 environmental contamination impacts with the
21 Recommended Build Alternative improvements areas.
22 Pasco County will further evaluate the potential
23 contamination risks of these sites during the design
24 phase of the project. Prior to construction,
25 specially trained crews will address contamination

1 in these areas, as required. Location of these
2 sites are shown in the concept plans on display
3 tonight.

4 Project archeologists and historians have
5 completed a cultural resource assessment survey of
6 the project corridor in accordance with the National
7 Historical Preservation Act of 1966 and Florida
8 Statute. The team identified 13 archeological sites
9 and 14 historical resources. One archeological site
10 was determined as potentially eligible for listing
11 in the National Register of Historic Places or NRHP.
12 Based on the limited cultural materials recovered,
13 the lack of additional information of significance
14 to our understanding of regional pre-history, and
15 the extensive amount of disturbances, the portion of
16 this site located within the Overpass Road project
17 area is not considered contributing to the
18 significance of the resource. Thus, project
19 development will have no involvement with any
20 archeological sites or historical resources that are
21 listed, eligible, or considered potentially eligible
22 for listing in the NRHP. These findings received
23 concurrence from the State Historic Preservation
24 Officer on October 2, 2015.

25 An assessment of air quality resulting from the

1 proposed project was conducted. The project is
2 located in an area which is designated attainment
3 for all of the National Ambient Air Quality
4 Standards under the criteria provided in the Clean
5 Air Act. Therefore, the Clean Air Act conformity
6 requirements do not apply to the project.

7 Copies of the draft engineering and
8 environmental reports prepared for the topics we
9 have covered are on display this evening. In
10 addition, County and consultant engineers and
11 environmental specialists are present to answer any
12 questions you may have.

13 In a few moments, you will have the opportunity
14 to step to the microphone and offer verbal comments
15 about the proposed improvements. Your comments will
16 become part of the official public hearing
17 transcript. You may also complete one of the
18 comment forms provided. Drop the completed form in
19 the box provided, or if you prefer, you may mail us
20 your comments. The mailing address is located on
21 the back of the comment form. All comments must be
22 received or postmarked by December 27, 2016, so they
23 can become part of the PD&E Study public hearing
24 record.

25 Currently, funding for design, acquisition of

1 right-of-way and construction for the first phase of
2 the interchange at I-75 is programmed in the Pasco
3 MPO LRTP and TIP. There are currently no funds
4 programmed in the Pasco MPO TIP for Fiscal Years
5 2015/2016 to 2019/20 for the design, acquisition of
6 right-of-way or construction of the proposed
7 improvements from Boyette Road to US 301.

8 Following the hearing, the Project Team will
9 review all public input. They will document the
10 preferred alternative, finalize the study documents,
11 and complete the PD&E Study. In the next few
12 months, the final documents will be submitted to the
13 FDOT Office of Environmental Management for review
14 and approval. The County anticipates that the PD&E
15 Study will be completed in spring of 2017.

16 We thank you for your participation at this
17 public hearing and for your interest in this
18 important regional transportation project.

19 (VIDEO PORTION ENDED)

20

21 FORMAL PORTION OF HEARING CONTINUED

22 MS. SMITH: When you arrived this evening, you
23 should have received a handout and a comment form.
24 If you weren't able to sign in or did not receive
25 the information packet, please stop by our sign-in

1 table before you leave this evening.

2 One of the unavoidable consequences of a
3 transportation project such as this is its necessary
4 acquisition of privately owned property, and the
5 subsequent relocation of families or businesses
6 displaced by such acquisition. For the
7 Recommendation Build Alternative, we anticipate the
8 relocation of eight residences and zero businesses.

9 In order to minimize the unavoidable effects of
10 right-of-way acquisition and displacement of people,
11 Pasco County will carry out a right-of-way
12 acquisition and relocation program in accordance
13 with Florida Statue 339.09 and the Uniform
14 Relocation Act and Real Property Acquisition
15 Policies Act of 1970.

16 If it is determined during the final design
17 that acquisition of your property is needed for the
18 construction of the proposed build alternatives, you
19 will be provided a written explanation regarding all
20 options available to you.

21 If you are required to move as a result of the
22 Pasco County transportation project, you will be
23 treated in a fair and helpful manner, and in
24 compliance with the Uniform Relocation Act. You may
25 be eligible for relocation advisory services and

1 payment benefits. At least one relocation
2 specialist will be assigned to this project to carry
3 out the relocation assistance and payment program.
4 A relocation specialist will contact each person to
5 be relocated to determine individual needs and
6 desires, and to provide information, answer
7 questions, and help in finding replacement property.

8 If you are not satisfied with the determination
9 of your eligibility for payment, or for the amount
10 of that payment, you may appeal the determination.
11 You will be furnished any necessary forms, and
12 notified of the procedure to following in making
13 that appeal.

14 A word of caution - if you move before the
15 property you occupy is acquired or before you
16 receive notification of the relocation benefits that
17 you might be entitled to, your benefits may be
18 jeopardized.

19 Right-of-way acquisition specialists who are
20 familiar and -- with this process, are available
21 here tonight and will be happy to answer your
22 questions.

23 Tom Algeo, Tim Bowers and Lynn Willis, would
24 you guys please raise your hand, are standing in the
25 back so that anyone who is an affected property

1 owner or displaced family or businesses will know
2 who to see regarding these issues. Thank you, Guys.

3 Anyone desiring to make a statement or to
4 present written views and/or exhibits regarding the
5 location, conceptual design, social, economic or
6 environmental effects of the Overpass Road
7 improvements will now have the opportunity to do so.

8 If you have completed the speaker card, please,
9 give them to a department staff member. If you have
10 not received a speaker card and wish to speak,
11 please raise your hand so that we can get a card to
12 you to complete.

13 Written statements and exhibits may be
14 presented in lieu of or in addition to verbal
15 statements. All written statements received at this
16 session of the public hearing and by Pasco County,
17 postmarked no later than Tuesday, December 27, 2016,
18 will become part of the PD&E Study's public record.

19 At this time, I will call upon those who have
20 turned in speaker cards. When you come forward,
21 please, state your name and address clearly into the
22 microphone for the record. If you represent an
23 organization, municipality or other public agency,
24 please, provide that information as well. Please
25 keep in mind that this is not a question/answer

1 period, but a time for you to state your views and
2 comments about the Overpass Road PD&E Study, to be
3 included in the formal public hearing record.

4 Please limit your comments to the Overpass Road
5 PD&E Study and keep them to three minutes in order
6 to allow everyone the opportunity to speak. If you
7 have additional comments related to the PD&E Study,
8 you may continue with the court reporter after the
9 formal session.

10 The first speaker is Ron Knob. Please come to
11 the microphone. I'm sorry, Ron Noble. I apologize.

12 Please state your name and address.

13 MR. NOBLE: My name is Ron Noble, 5242 Fox Hunt
14 Drive, Wesley Chapel.

15 Properties north of Overpass Road between Old
16 Pasco Road and I-75 currently pictured on the plans
17 as the Aiken Phillips Overpass parcel does not have
18 an access point of entry from Overpass Road on the
19 current design plans as depicted here this evening.
20 The current access point off Overpass Road is the
21 only current continuous method and location to
22 access this property. This access point needs to
23 remain in place so as to provide direct limited
24 access for this property to Overpass Road, and is
25 required to protect the health and safety of the

1 traveling public.

2 This property is located in the northwest
3 quadrant of the new I-75 interchange, and this
4 property will serve as a future location of multiple
5 interstate support uses for the traveling public,
6 such as restaurants, convenient stores and services,
7 gas stations, hotels and other interstate
8 interchange support uses.

9 It is essential this property be granted
10 reasonable direct access to Overpass Road to enhance
11 the new I-75 interchange and to protect the health
12 and safety of the traveling public, as well as the
13 local users of these new improvements.

14 It is understandable and consistent with the
15 principle of sound transportation, planning and
16 design to limit access on Overpass Road for parcels
17 located east of the 75 proposed interchange. That
18 is where the vast majority of traffic will utilize
19 these new improvements.

20 Substantial volumes of traffic will not utilize
21 Overpass Road west of I-75 as it dead-ends into Old
22 Pasco Road. It will be limited to more of a
23 driveway type of use off the interstate traveling
24 west and dead-ending to Old Pasco.

25 So limiting direct access to Overpass Road is

1 needed and required for this parcel. Please
2 evaluate the current design and change it to provide
3 limited direct access to the Aiken Phillips Overpass
4 parcel from Overpass Road. Thank you.

5 MS. SMITH: Thank you, sir.

6 Does anyone else wish to speak?

7 (No Response)

8 MS. SMITH: Seeing no one, the public hearing
9 transcript, written statements, exhibits and
10 reference materials will be available for public
11 record at Pasco County Engineering Services located
12 at 5418 Sunset Road in New Port Richey, Florida
13 34652 within three weeks.

14 It is approximately 6:30. And I hereby
15 officially close the formal portion of the public
16 hearing for the Overpass PD&E Study. You may
17 continue to view the materials on display and speak
18 with our project staff.

19 On behalf of Pasco County, thank you very much
20 for attending. Have a good night.

21

22 INFORMAL PORTION OF PUBLIC HEARING CONTINUED

23 STEVEN MCCALL

24 8028 Love Lane

25 Zephyrhills, FL 33541

1 Yes, I was informed there would be no access
2 off of Love Lane onto Kossik heading east. That is
3 unacceptable. The noise level, the pollution,
4 everything this job is -- this project will bring is
5 just terrible.

6 JOYCE TAEGER AND ROGER PEMBELTON

7 7805 Blair Drive

8 Wesley Chapel, Fl 33544

9 I just think we need an additional access road
10 that takes us from that area out to Old Pasco Road
11 for safety.

12 (Proceedings concluded at 7:05 p.m.)

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CERTIFICATE OF REPORTER

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

I, Michelle L. Deliman, do hereby certify that I was authorized to and did report in Stenotype and electronically the foregoing proceedings and evidence in the captioned case and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

IN WITNESS WHEREOF, I have hereunto affixed my hand this 26th day of December, 2016, Hillsborough County, Florida.

Michelle L. Deliman

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet (Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
DUNCAN BOWMAN	2804 2nd St. S., TA	JAX Beach, FL 32250	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHIRLEY WITCHLEY	37501 Campo AVE ZH	ZH FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HAI NGUYEN	8029 Dar Ln	ZH FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Georgina White	2738 Wood Dr	33540	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MATT FRANTZ	1589 WEATHER VAN	Lutz, FL 33588	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Richard K Riley	20235 Old Trilley Rd	Pasco City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DR MILT JONES	34236 ATKINS RD,	ZEPHYRHILLS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Terrance + Patricia Wright	37615 Kossik Rd.	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JEFF STEVENS	38508 CALLAWAY BLVD	DADE CITY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOHN MONK	5626 WAR ADMIRAL DRIVE	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet (Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
MICHAEL CHIREN	35528 FAIRVIEW HEIGHTS RD	Z HILLS 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brent SIMON	LAWYER 727 847-0311		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aisa Weaver	12843 Happy Hill Rd	Dade City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grover Ellis	1353 Spring Lake Hwy	Brooksville	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kris Hughes	9831 Concession Dr, NPR, FL		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
JACK M'CAHON	35841 Midden Path Z-hills	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Robert & Linda Cameron	7941 Coolwood Dr	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abraham Zaleh	37148 Kyle Dr	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Billy Wood	37401 Kossick Id	Z-Hills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Haniel Zepher	37631 Kossick	Z-Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet (Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Randall, Margaret	7752 Dowd drive	wesley chapel	✓		
Raymond Cronin	7826 Down Dr	wesley chapel	✓		
Cheryl Howard	3744/ Kossik Rd	Zephyrhills	✓		
Alex Stevens	11230 Wirt Rd	San Antonio	✓		
W Cyanczy	7920 Tallentree Dr.	Wesley Chapel	✓		
Luis A DIAZ-RODRIGO	Fairviewterglet Road	Zephyrhill	✓		
Helen Jette	37100 Newkom Ave	Zephyrhill	✓		
Robert Lowery Lisa Sears-Lowery	7444 Pommel Place	Zephyrhills	✓		
VERNON JENKINS	6819 AXEL ROD WAY	W-C	✓		
Beverly O'Connor	7941 Handcar Rd	W-C	✓		

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Melanie Gasbarro	29307 Laughridge PL	Wesley Chapel, FL 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tina Cimino	37745 Kossik Rd	Zephyrhills, FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JERRY BARR STENO	12331 Green OAK	Dade City 33525	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOE HITTERMAN	1408 N. WESTHUR TAMP A	TAMPA, FL 33607	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Ryan	26800 Stillbrook Dr	Wesley Chapel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lewis Garlisi	3418 Handy Rd. #18	Tampa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RAPH LAMP	4901 8th St.	Zephyrhills	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Kent Conit	City 2114	"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Williams	11815 Treebreeze Dr	New Port Richey	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
George Down	7943 BRAIR DR	WESLEY CHAPEL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
BILL GEIGER	PO Box 145	LACOOCHEE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MIKE OSIPOV	7327 SUNDY LN NPK, FL 34685	NPK, 34685	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARD PARKER	16441 IOLA WOODS TR DADE CITY, FL 33523	DADE CITY, FL 33523	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marty Moran	4030 W. Boy Scout Blvd. Tampa FL	Tampa FL 33607	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DAVE B ALVARO					
DAVE B ALVARO	Property	MORRIS NC 28112	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Landwer	1408 WESTSHORE BLVD TAMPA	TAMPA FL 33607	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Terry Schrader	31414 Pasco Road	San Antonio 33570	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bill Hossey	37041 Kyle Dr	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DANIEL SANTOS	FDOT ID	11201 H. MCKINLEY DR	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet (Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
MICHAEL FLAINK HALGAS	33299 WHISPER POINT DR	WESLEY CHAPEL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maurice M Chaney	7925 Green Slope Dr.	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kathy Fitcher	7842 Blair Dr	Wesley Chapel, FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sarah Jaber Ron Sipe	36431 Fairview Hts	ZH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Doe	1590 Fox grape Loop	Lutz	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Russ + Gail Gause	34921 Fantasy Lane	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carleen Stippert	8027 Lov Ln	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edward Dotkiewicz	32710 Blueberry Hill Rd	Dade City 33523	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leson Wood	37511 Kossik Rd	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Glynn Williams	7424 Hackamore Rd	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Virginia Soto	35741 Fairview Heights Rd Zephyr 71 33541		<input checked="" type="checkbox"/>		
DAVID Petrie	7630 ARTIFACT DR Zeph FL 33541	Zephyrhills, FL 33541	<input checked="" type="checkbox"/>		
Karen Petrie	" "	" "	<input checked="" type="checkbox"/>		
Germaine Drummond	13805 Curley Rd	Dade City	<input checked="" type="checkbox"/>		
DAVID Blommel	8043 DARLANE	Zephyrhills 33541	<input checked="" type="checkbox"/>		
STEVE McCAH	8028 Lov Ln	Zephyrhills	<input checked="" type="checkbox"/>		
Ronald E. OAKLEY	8423 77 King Rd	Zephyrhills	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	County Commission
ERNEST KRETSCHMAN	37241 KOSSIK RD	ZEPHYRHILLS	<input checked="" type="checkbox"/>		
Jay Talley	9645 Spicy Breeze	Zephyrhills	<input checked="" type="checkbox"/>		
Judy Geiger	39001 SR575	Dade City	<input checked="" type="checkbox"/>		

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet (Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Paul E. Lytle	8102 Low Lane	Zephyrhills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emily Hernandez	35741 Fairview Heights Rd	Zhills/33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Luis O. Hernandez	" " " "	" "	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roger + Carol Becht	32834 Estate Garden Dr	Wesley Chapel 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Richard Kirkland	11270 Indian R. Dr ³²⁹⁵⁸	Seb. Fl. 32958	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Edmabeth Kirkland	7955 Handcart Rd	Zephyrhills 33544	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carol + John Gay	8133 Low Ln.	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FRANK HAWOZ R	3753 NEUKOM	Z'HELLS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MIKE BERNALDO	8430 Sarden DR	WESLEY CHAPEL 33545	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Steve Spina	5335 8th St # city of zt	Zephyrhills	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Bob Robertson	5714 Wynstone Ln.	Zhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kathy Steele	Laker Cut 2 News	Land O Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elizabeth Rodriguez	405 Broadway St	Land O L	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ALAN GARMAN	125. MAID	BROOKSVILLE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOSEPH T. HURLEY	"	"	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jesse ALLAN		ZHILLS 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Herbert Smith	37209 Kossik Rd	Z-Hills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PHEN PRICKEN	37751 Kossik Rd	Z-HILLS 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John COLLURA	7131 Andre DR.	Z hills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Noble	P.O. Box 1438	Tampa, FL 33529 33602	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From Old Pasco Road to US 301

December 15, 2016

Public Hearing

Sign-In Sheet

(Please Print)

Name	Street Address	City/State/Zip	Please check one		
			Citizen	Elected Official	Federal State Local
Jose McKee	2818 Cypress Ridge	Wesley Chapel 3574	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ricky E. Gude	17640 Bellamy Brothers	Darby 33525	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frances Scott	7712 Artifact Drive	Zephyrhills 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MICHAEL BOYETTE	6611 BOYETTE RD	WESLEY CHAPEL 33575	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clara Allan	7830 Spring Breeze Dr	Zephyrhills FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adam Perez	37225 Price Dr.	Zephyrhills, FL 33541	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ryan Forrestel	5647 Glencrest Blvd	Tampa 33625	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jonathan Till	36015 Deer Creek Dr.	Zephyrhills, FL 33541	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Leslie Russo	10014 N Dale Mabry Hwy Ste 201	Tampa FL 33618	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Public Hearing Comment Form

We encourage you to provide your comments and opinions on the proposed alternatives.

Thank you for providing a complete and open discussion on the proposed road placement.

Staff was friendly, materials were large and clear.

I would suggest that the web addresses for the documents be more prominent. I finally found www.overpass.com on the back of the headset. very small

Thank You

ORR

Attach additional sheets if needed

Name: Richard K Riley

Address: 20235 Old Trail by Rd

City, State, Zip: Dade City 33523

Please check here if you did not receive a notification, but would like to be added to the project mailing list.

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Kevin Sumner, Project Manager at the address on the back of this Comment Form by December 27, 2016. You may also submit your comments on the project website at www.overpassroad.com. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing Comment Form

We encourage you to provide your comments and opinions on the proposed alternatives.

I Live on Kosik RD want to make sure there will be
safe access to new road from private lanes off of Kosik

Attach additional sheets if needed

Name: David Blommet

Address: 8043 DAR LANE

City, State, Zip Zephyrhills FL 33541

Please check here if you did not receive a notification, but would like to be added to the project mailing list.

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Kevin Sumner, Project Manager at the address on the back of this Comment Form by December 27, 2016. You may also submit your comments on the project website at www.overpassroad.com. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing Comment Form

We encourage you to provide your comments and opinions on the proposed alternatives.

My concern is the noise from the new Overpass Rd passing right in front of my house. Will there be some landscaping or trees by the sidewalk or in between Fairview Hts Rd and the side walk you plan on putting in. This would help reduce noise. We are 2 houses 35514 & 35528 Fairview Heights Rd

email NANCYH80@AOL.COM
phone 718 541 6704

Also would this effect my real estate TAXES

Attach additional sheets if needed

Name: Nancy + Michael Chiren
Address: 33528 FAIRVIEW HEIGHTS RD
City, State, Zip Zephyrhills FL 33541

Please check here if you did not receive a notification, but would like to be added to the project mailing list.

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Kevin Sumner, Project Manager at the address on the back of this Comment Form by December 27, 2016. You may also submit your comments on the project website at www.overpassroad.com. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing Comment Form

We encourage you to provide your comments and opinions on the proposed alternatives.

My main concerns, and of many of my neighbors is about: 1) What improvements to Old Pasco Rd are being planned? (Widening, turn lanes, etc.)
2) What improvements to Bayette Rd are being planned? (same issues.)

Neither of these roads are capable to handle the traffic & loads that they presently are required to handle on daily basis now!

With the addition of the new school complex on Old Pasco Rd, and the recent announcement of the new community plans to the area north of Overpass & east of Old Pasco, both Bayette & Old Pasco must have improvements before the Overpass Rd extension is completed. In my & my neighbors opinion.

Attach additional sheets if needed

Name: Walter C. Yancey wcyancey@att.net
Address: 7920 Tallaw Tree Dr
City, State, Zip: Wesley Chapel, Fla 33544

Please check here if you did not receive a notification, but would like to be added to the project mailing list.

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Kevin Sumner, Project Manager at the address on the back of this Comment Form by December 27, 2016. You may also submit your comments on the project website at www.overpassroad.com. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing Comment Form

We encourage you to provide your comments and opinions on the proposed alternatives.

on the Design Plans as currently proposed.

The property ~~between~~ north of Overpass Rd. between Old Pasco Rd and I-75 (Adrian Phillip Overpass Parcel) does not have an access point of entry from Overpass Road. The current access point off Overpass Rd. is the only current location to access this property and needs to remain in place. Direct access to this property from Overpass Rd. is required to protect the health and safety of the travelling public. This property is located at the northwest quadrant of the new I-75 Interchange, and this property will serve as the future location of multiple interstate support uses for the travelling public such as restaurants, convenience stores and services, gas stations, hotels and other interstate interchange support uses. It is essential this property be granted reasonable direct access to Overpass Rd. to enhance the new I-75 interchange and to protect the health and safety of the travelling public and local users.

It is understandable and consistent with principles of sound transportation planning and design to limit access on Overpass Rd. for parcels located east of the I-75 proposed interchange. That is where the vast majority of traffic will utilize the new improvements. Substantial volumes of traffic will not utilize Overpass Rd. West of I-75, so limited direct access to Overpass Rd. ^{is} needed.

Please evaluate the current design and change it to provide limited direct ^{is} access to the Adrian Phillip Overpass property from Overpass Rd.

Attach additional sheets if needed

Name: Ron Noble

Address: 5242 Fox Hunt Dr.

City, State, Zip Wesley Chapel, FL 33543



Please check here if you did not receive a notification, but would like to be added to the project mailing list.

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Kevin Sumner, Project Manager at the address on the back of this Comment Form by December 27, 2016. You may also submit your comments on the project website at www.overpassroad.com. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



April 10, 2017

Mr. Alan Garman
12 South Main Street
Brooksville, FL 34601

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Garman,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the design of the proposed Interstate 75 (I-75)/Overpass Road interchange, access from Overpass Road to properties located in the northwest/northeast quadrants of the proposed interchange, and property in the southeast corner of the Old Pasco Road/Overpass Road intersection.

A Diverging Diamond Interchange (DDI) was included as one of the five (5) interchange alternatives evaluated in the *I-75 and Overpass Road Preliminary Interchange Justification Report* (PIJR), which received a conditional approval by the Federal Highway Administration (FHWA) on May 27, 2014. In collectively considering the engineering, environmental and sociocultural factors evaluated in the PIJR and PD&E Study, along with public input, the Flyover Ramp Alternative is proposed as the Recommended Build Alternative.

The provision of limited access (L/A) right-of-way along Overpass Road for all of the five (5) Build Interchange Alternatives evaluated in the PIJR was required as part of the conditional approval granted by FHWA. An L/A designation is put in place to ensure the safe and efficient operation of an interchange, as well as to maintain an adequate level of service for a longer period of time.

Pasco County, in coordination with the Florida Department of Transportation and the FHWA, conducted an Alternatives Public Workshop for the project on November 29, 2012. Following the Alternatives Public Workshop, the Pasco County Board of County Commissioners approved the locally Recommended Build Alternative on April 23, 2013, which included the Flyover Ramp Alternative (interchange) and Alternative O-3 (Overpass Road from Boyette Road to US 301). The Recommended Build Alternative was then presented at the public hearing on December 15, 2016. The concept plans displayed at the Alternatives Public Workshop, Public Hearing, on the project website, and included in the PIJR and PD&E Study documentation all depict the L/A right-of-way on Overpass Road from Old Pasco Road to Boyette Road.

The Pasco County Metropolitan Planning Organization's *2040 Long Range Transportation Plan* identifies the widening of Old Pasco Road from two (2) to (4) lanes between CR 54 and SR 52 as an "Unfunded Roadway Need". Project priorities and funding sources, including the feasibility of widening Old Pasco Road, will continue to be evaluated as part of future updates to the County's transportation and capital improvement plans.

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

A handwritten signature in blue ink, appearing to read "Kevin Sumner", with a long horizontal stroke extending to the right.

Kevin Sumner
Project Manager

KS/vas



April 10, 2017

Ms. Carleen Stippert
8027 Lov Lane
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Ms. Stippert,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding cut-through traffic on Lov Lane.

Lov Lane is a privately maintained road which is owned by abutting property owners. Pasco County does not have jurisdiction over the maintenance or traffic control of this facility.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Ms. Carol Gay
8133 Lov Lane
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Ms. Gay,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding cut-through traffic on Lov Lane.

Lov Lane is a privately maintained road which is owned by abutting property owners. Pasco County does not have jurisdiction over the signage or traffic control of this facility.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

A handwritten signature in blue ink, appearing to read "Kevin Sumner", with a long horizontal flourish extending to the right.

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Ms. Cheryl Howard
37441 Kossik Road
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Ms. Howard,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the need for a six-lane roadway, access/crossovers between US 301 and Fort King Road, and cut-through traffic on Lov Lane.

The number of lanes for the proposed roadway were determined by considering future land use and projected traffic demand in the area by the Design Year (2040). It is anticipated that Overpass Road east of Fort King Road will initially be built as a two or four-lane roadway, with additional lanes constructed when warranted by traffic conditions.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed access management plans for the corridor outside of the limited access interchange area have not been completed. Access management considerations, including the need for directional/full median openings and driveway cuts along Overpass Road, will be addressed during the design phase.

Lov Lane is a privately maintained road which is owned by abutting property owners. Pasco County does not have jurisdiction over the maintenance or traffic control of this facility.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. David Blommel
8043 Dar Lane
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Blommel,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding access to the new Overpass Road from private lanes off of Kossik Road.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed access management plans for the corridor outside of the limited access interchange area have not been completed. Access management considerations, including the need for directional/full median openings and driveway cuts along Overpass Road, will be addressed during the design phase.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Ms. Emily Hernandez
Ms. Virginia Soto
PO Box 3267
Zephyrhills, FL 33539-3267

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Ms. Hernandez and Ms. Soto,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the need for access to Cullen Smith Road.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed access management plans for the corridor outside of the limited access interchange area have not been completed. Access management considerations, including the need for directional/full median openings and driveway cuts along Overpass Road, will be addressed during the design phase.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

A handwritten signature in blue ink, appearing to read "Kevin Sumner", is written over a light blue circular stamp.

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. Joseph Hurley
29951 Elam Road
Wesley Chapel, FL 34544

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Hurley,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding access from Overpass Road to property located north of Overpass Road at the proposed Interstate 75 (I-75) interchange.

The provision of limited access (L/A) right-of-way along Overpass Road for all of the five (5) Build Interchange Alternatives evaluated in the *I-75 and Overpass Road Preliminary Interchange Justification Report* (PIJR) was required as part of the conditional approval granted by the Federal Highway Administration (FHWA) on May 27, 2014. An L/A designation is put in place to ensure the safe and efficient operation of an interchange, as well as to maintain an adequate level of service for a longer period of time.

Pasco County, in coordination with the Florida Department of Transportation and the FHWA, conducted an Alternatives Public Workshop for the project on November 29, 2012. Five (5) Build Interchange Alternatives for the proposed new interchange at I-75 and Overpass Road and three (3) Build Roadway Alternatives for Overpass Road from Boyette Road to US 301 were presented. Following the Alternatives Public Workshop, the Pasco County Board of County Commissioners approved the locally Recommended Build Alternative on April 23, 2013, which included the Flyover Ramp Alternative (interchange) and Alternative O-3 (Overpass Road from Boyette Road to US 301). The Recommended Build Alternative was then presented at the public hearing on December 15, 2016. The concept plans displayed at the Alternatives Public Workshop, Public Hearing, on the project website, and included in the PIJR and PD&E Study documentation all depict the L/A right-of-way on Overpass Road from Old Pasco Road to Boyette Road.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Ms. Joyce Taeger
Mr. Roger Pembelton
16507 Hanna Road
Lutz, FL 33549

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Ms. Taeger and Mr. Pembelton,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the need for an additional access road from Blair Drive to Old Pasco Road for safety.

As shown on the concept plans displayed at the public hearing and on the project website, 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. There are no plans at this time to provide an additional road since the project results in the closure of only one existing access location.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. Michael Boyette
6611 Boyette Road
Wesley Chapel, FL 33545

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Boyette,

We appreciate your interest in the Overpass Road project and your comments regarding proceeding immediately with the proposed build alternative and looking at other funding options.

Provided that the PD&E Study is approved by the applicable State/Federal agencies, we hope to begin construction of the interchange at Interstate 75 (I-75) and Overpass Road in 2020 with an anticipated opening date of 2022. The developer that is currently constructing Overpass Road to the west of Watergrass is obligated to connect Overpass Road to the existing terminus by the end of 2021. The exact construction timeframe for the proposed roadway from east of Watergrass to US 301 is not known at this time, as it is dependent upon the rate of development in that area.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net

April 10, 2017

Mr. Michael Halgas
33299 Whisper Pointe Drive
Wesley Chapel, FL 33545

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Halgas,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding prior knowledge of the project and your concern about traffic noise.

The need and general location for a new east-west corridor parallel to CR/SR 54 and SR 52 has been included in the County's transportation/vision plans for over 15 years. Prior to the PD&E Study, several planning efforts were completed for Overpass Road and the proposed interchange with Interstate 75 (I-75), including the *Overpass Road Route Study* (2003-2005), *I-75 and Overpass Road Interchange Feasibility Study* (2006-2007), and the *I-75 and Overpass Road Preliminary Interchange Justification Report* (2010-2014).

A traffic noise analysis was performed for the Overpass Road project following Florida Department of Transportation procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The prediction of existing and future traffic noise levels was performed using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM Version 2.5). Abatement measures were considered at noise sensitive sites that are predicted to experience future traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria, or will experience a substantial increase in traffic noise levels with the proposed improvements. For further information, please refer to the *Noise Study Report* prepared for the PD&E Study, available on the project website.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,



Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT



April 10, 2017

Mr. and Mrs. Michael Chiren
35528 Fairview Heights Road
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. and Mrs. Chiren,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding traffic noise from the new Overpass Road in the vicinity of 35514 and 35528 Fairview Heights Road, and the effect on real estate taxes.

A traffic noise analysis was performed for the Overpass Road project following Florida Department of Transportation procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The prediction of existing and future traffic noise levels was performed using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM Version 2.5). Abatement measures were considered at noise sensitive sites that are predicted to experience future traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria, or will experience a substantial increase in traffic noise levels with the proposed improvements. For further information, please refer to the *Noise Study Report* provided on the project website.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed landscape plans for the corridor have not been completed. Landscaping will be considered during the design phase.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. Orlando Negrón
33331 Whisper Pointe Drive
Wesley Chapel, FL 33545

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Negrón,

We appreciate your interest in the Overpass Road PD&E Study and your comments regarding concerns about the increase of traffic and noise in Watergrass, the need for a six-lane road, and a traffic light for Watergrass Elementary School.

The number of lanes for the proposed roadway were determined by considering future land use and projected traffic demand in the area by the Design Year (2040). It is anticipated that the remaining portion of Overpass Road through Watergrass will initially be built as a two or four-lane roadway, with additional lanes constructed when warranted by traffic conditions.

A traffic noise analysis was performed for the Overpass Road project following Florida Department of Transportation procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The prediction of existing and future traffic noise levels was performed using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM Version 2.5). Abatement measures were considered at noise sensitive sites that are predicted to experience future traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria, or will experience a substantial increase in traffic noise levels with the proposed improvements. For further information, please refer to the *Noise Study Report* prepared for the PD&E Study, available on the project website.

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.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT



April 10, 2017

Mr. Paul Snyder
8102 Lov Lane
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Snyder,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding cut-through traffic on Lov Lane.

Lov Lane is a privately maintained road which is owned by abutting property owners. Pasco County does not have jurisdiction over the maintenance or traffic control of this facility.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

A handwritten signature in blue ink, appearing to read "Kevin Sumner".

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. Richard Riley
20235 Old Trilby Road
Dade City, FL 33523

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Riley,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments.

We are pleased that the public hearing materials and process were helpful. We attempt to provide the most complete information possible so that the public can make informed decisions in the transportation process. The project website address will be made more prominent and easier to find in future study materials.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

A handwritten signature in blue ink, appearing to read "Kevin Sumner", is written over a light blue horizontal line.

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net

April 10, 2017

Mr. Ron Noble
5242 Fox Hunt Drive
Wesley Chapel, FL 33543

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Noble,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding access from Overpass Road to property located in the northwest quadrant of the proposed Interstate 75 (I-75) interchange.

The provision of limited access (L/A) right-of-way along Overpass Road for all of the five (5) Build Interchange Alternatives evaluated in the *I-75 and Overpass Road Preliminary Interchange Justification Report* (PIJR) was required as part of the conditional approval granted by the Federal Highway Administration (FHWA) on May 27, 2014. An L/A designation is put in place to ensure the safe and efficient operation of an interchange, as well as to maintain an adequate level of service for a longer period of time. While the demand and resulting lane needs for Overpass Road west of I-75 are assumed to be less than east of the interstate, traffic is projected at 30,200 vehicles per day just east of Old Pasco Road in the Design Year (2040).

Pasco County, in coordination with the Florida Department of Transportation and the FHWA, conducted an Alternatives Public Workshop for the project on November 29, 2012. Five (5) Build Interchange Alternatives for the proposed new interchange at I-75 and Overpass Road and three (3) Build Roadway Alternatives for Overpass Road from Boyette Road to US 301 were presented. Following the Alternatives Public Workshop, the Pasco County Board of County Commissioners approved the locally Recommended Build Alternative on April 23, 2013, which included the Flyover Ramp Alternative (interchange) and Alternative O-3 (Overpass Road from Boyette Road to US 301). The Recommended Build Alternative was then presented at the public hearing on December 15, 2016. The concept plans displayed at the Alternatives Public Workshop, Public Hearing, on the project website, and included in the PIJR and PD&E Study documentation all depict the L/A right-of-way on Overpass Road from Old Pasco Road to Boyette Road.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,



Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT



April 10, 2017

Mr. Steven McCall
8028 Lov Lane
Zephyrhills, FL 33541

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. McCall,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the need for a six-lane roadway, access/crossovers between US 301 and Fort King Road, and cut-through traffic on Lov Lane.

The number of lanes for the proposed roadway were determined by considering future land use and projected traffic demand in the area by the Design Year (2040). It is anticipated that Overpass Road east of Fort King Road will initially be built as a two or four-lane roadway, with additional lanes constructed when warranted by traffic conditions.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed access management plans for the corridor outside of the limited access interchange area have not been completed. Access management considerations, including the need for directional/full median openings and driveway cuts along Overpass Road, will be addressed during the design phase.

Lov Lane is a privately maintained road which is owned by abutting property owners. Pasco County does not have jurisdiction over the maintenance or traffic control of this facility.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 10, 2017

Mr. Walter Yancey
7920 Tallowtree Drive
Wesley Chapel, FL 33544

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Yancey,

Thank you for attending the Overpass Road PD&E Study public hearing. We appreciate your interest in this project and your comments regarding the need for future improvements to Old Pasco Road and Boyette Road to handle additional traffic from this project and planned future development in the area.

The PD&E Study identifies future improvements (turn lanes, signalization) along Overpass Road at the intersections of Old Pasco Road and Boyette Road. Capacity improvements needed along other roadways in the project study area are presented in the Pasco County Metropolitan Planning Organization's *2040 Long Range Transportation Plan (LRTP)*, which identifies the widening of Old Pasco Road from two (2) to (4) lanes between CR 54 and SR 52 as an "Unfunded Roadway Need". Capacity improvements to Boyette Road are not included in the 2040 LRTP at this time. Project priorities and funding sources, including the feasibility of widening Old Pasco Road and/or Boyette Road, will continue to be evaluated as part of future updates to the County's transportation and capital improvement plans.

For further information about the Overpass Road PD&E Study, please contact me, Kevin Sumner, Project Manager, at (727) 834-3604 or ksumner@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Yours truly,

Kevin Sumner
Project Manager

KS/vas

PROJECT MANAGEMENT

727.834.3604 | 5418 Sunset Road | New Port Richey, FL 34652 | email: ksumner@pascocountyfl.net



April 5, 2017

Mr. Kent G. Whittemore
The Whittemore Law Group, P.A.
100 Second Avenue South, Ste. 304-S
St. Petersburg, FL 33701

Re: Overpass Road Project Development and Environment (PD&E) Study
From Old Pasco Road to US 301
FPID No: 432734-1
Pasco County Work Order No. C-3625.15

Dear Mr. Whittemore,

We are in receipt of your comments regarding the Overpass Road PD&E Study and the alternative selection process.

Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), conducted an Alternatives Public Workshop for the project on November 29, 2012. Five (5) Build Interchange Alternatives for the proposed new interchange at I-75 and Overpass Road and three (3) Build Roadway Alternatives for Overpass Road from Boyette Road to US 301 were presented. Following the Alternatives Public Workshop, the Pasco County Board of County Commissioners approved the locally Recommended Build Alternative on April 23, 2013, which included the Flyover Ramp Alternative (interchange) and Alternative O-3 (Overpass Road from Boyette Road to US 301). Since that time, the County has refined the Recommended Build Alternative based on input received from the Alternatives Public Workshop and the project website, project stakeholders, and State/Federal approval and permitting authorities. Further explanation of these refinements is provided in Section 3.4.1 of the *Overpass Road PD&E Study Environmental Assessment* (November 2016). The Recommended Alternative, as refined, was presented at the public hearing on December 15, 2016.

The PD&E Study plans displayed at the public hearing are conceptual and, as such, detailed access management plans for the corridor outside of the limited access interchange area have not been completed. Access management considerations, including the need for directional/full median openings and driveway cuts along Overpass Road, will be addressed during the design phase.

Approval of the Recommended Alternative and PD&E Study by the FDOT Office of Environmental Management will grant the location and conceptual design for Overpass Road, including a preliminary assessment of the size and potential location of proposed pond/floodplain sites. The County will be required to coordinate with the United States Army Corps of Engineers, Southwest Florida Water Management District, and other state/federal agencies in order to obtain permits to construct the project. Through this coordination, the agencies may request a slight shift of the alignment or alternate pond/floodplain site locations in order to avoid impacts to sensitive resources and ultimately meet permitting conditions.

Engineering Services Administration

727.847.2411 | West Pasco Government Center | 8731 Citizens Drive, Suite 321 | New Port Richey, FL 34654

During future phases of project development, if your clients' properties may be directly impacted by the project, they will be notified in accordance with mandated right-of-way acquisition procedures.

For further information about the Overpass Road PD&E Study, please contact me, Margaret Smith, at (727) 847-2411 or mwsmith@pascocountyfl.net. You may also visit the project website at www.overpassroad.com.

Sincerely,



Margaret W. Smith, P.E.
Engineering Services Director/County Engineer

MWS/vas

cc: Kevin Sumner, Pasco County Project Manager

From: Kevin Sumner
To: "ashley.crispell@gmail.com"
Cc: Scott_Vickie
Subject: RE: Overpass Road Comment Form
Date: Thursday, December 08, 2016 8:32:18 AM

Good morning Ms. Johnson:

We hope to begin construction of the Diamond configuration phase of the interchange segment by 2020, and complete construction of this phase 1 by 2022.

I hope this helps.

Kevin Sumner
(727) 834-3604

-----Original Message-----

From: Overpass-Road-Website@ws2.ursci.com [mailto:Overpass-Road-Website@ws2.ursci.com]
Sent: Wednesday, December 07, 2016 10:57 AM
To: vickie.scott@urs.com; mark.crowell@urs.com; domingo.noriega@urs.com; megan.mckinney@urs.com; Kevin Sumner; Ali Atefi; James H. Edwards
Subject: Overpass Road Comment Form

Sent from Overpass Road Comment Form

Name: Ashley Johnson
Address: 32302 Garden Alcove Loop
City: Wesley Chapel
State: FL
Zip Code: 33545
Email: ashley.crispell@gmail.com

Message:

SO excited for this project! I live off of Overpass Road and, while it will be a growing pain for our community (Watergrass), it will be such a great connection for our area to other parts of Wesley Chapel and Zephyrhills.

My only question is how soon will construction begin and what will the timeline be if this is approved?

Thanks!

Sent from (ip address): 47.197.56.37 (47.197.56.37) Coming from (referer): <http://www.overpassroad.com/comments.php>
Using (user agent): Mozilla/5.0 (iPhone; CPU iPhone OS 10_0_2 like Mac OS X) AppleWebKit/602.1.50 (KHTML, like Gecko) Mobile/14A456
[FBAN/FBIOF:FBABV/68.0.0.49.70;FBBV/41924288;FBRV/0;FBDV/iPhone8,2;FBMD/iPhone;FBSN/iOS;FBSV/10.0.2;FBSS/3;FBCR/AT&T;FBID/phone;FBLC/en_US;FBOP/5]



"Bringing Opportunities Home"

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CUSA18A7

From: Kevin Sumner
To: ["Frank Bauer"](#)
Cc: [McKinney, Megan](#); [Scott, Vickie](#); [Thomas Algeo](#)
Subject: RE: Overpass Road Interchange
Date: Tuesday, November 22, 2016 8:42:21 AM

Hello Mr. and Mrs. Bauer:

Provided the PDE Study and the Recommended Build Alternative are approved, we hope to be at a point in the process to begin purchasing the required right-of-way in 2019.

I expect there will be parcels within 300 ft. that we will not need to purchase to construct the Recommended Build Alternative. Right of Way specialists will be available at the public hearing on December 15, 2016 from 5:00 to 6:00 P.M., and after the presentation (time permitting) to discuss the right of way acquisition process.

I hope this helps.

Sincerely,

Kevin Sumner
(727) 834-3604

From: Frank Bauer [<mailto:frankieb@hotmail.com>]
Sent: Monday, November 21, 2016 1:43 PM
To: Kevin Sumner
Subject: Overpass Road Interchange

Hello Kevin,

I had had previous mailings on this matter and as I am a "get to the point" property owner I ask only two questions.

They are:

- 1) what timeline do you feel would be an appropriate guess on when the FHWA/FDOT would begin the purchase process of properties within the 300 feet of the proposed interchange?
- 2) is there any possibility that some of the properties within the 300 feet marker would not be part of a purchase plan?

Thank you
Frank/Lois Bauer



"Bringing Opportunities Home"

The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain material that is confidential, privileged and/or exempt from disclosure under applicable law. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and destroy any copies of this information. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

CUSA18A7

Scott, Vickie

From: Kevin Sumner <ksumner@pascocountyfl.net>
Sent: Monday, November 28, 2016 9:56 AM
To: 'Bimal Bhojani'
Cc: McKinney, Megan; Scott, Vickie; David P. Skrelunas
Subject: RE: Kids R Kids 30100 Overpass Road Wesley Chapel 33545

Hello Mr. Bhojani:

It was nice speaking with you also.

During construction we will work with you on your access to ensure interruptions to your costumers is as limited as possible.

I will let our Traffic Department know of your concerns with the safety of the current Overpass Road / Boyette Road intersection.

We expect for the Overpass to be connected to Curley no later than 2021 (could be sooner based on the speed of development between Palm Cove and Curly).

I'm cc'ing our consultants on this project to get their input on what the Lighting requirements will be at this interstate interchange.

Thank you.

Kevin Sumner
(727) 834-3604

-----Original Message-----

From: Bimal Bhojani [<mailto:bimal.bhojani@gmail.com>]
Sent: Tuesday, November 22, 2016 2:20 PM
To: Kevin Sumner
Subject: Kids R Kids 30100 Overpass Road Wesley Chapel 33545

Hi Kevin,

It was nice speaking with you earlier in regards to the Overpass project.

As noted in our call, I've some reasonable questions and concerns based on we have a operating business yards away from the proposed construction.

1. Access to and from Kids R Kids from the proposed area, Will construction effect our clients and business revenue without limitations?
2. Intersection Boyette / Overpass, Will traffic lights be installed in the short term, as this intersection poses a

hazard to motorists, lights will benefit all concerned.

3. Also when will Overpass punch in, connect to Overpass towards Curley?

4. Street lighting in and around the intersection is need desperately

Last but not least with the new high school due to open for Aug 2017, the increase in traffic across the board, some of the above would help all concerned as I can forsee clients and parents being aggravated.

On a lighter note I'm excited for the project and thank you all at Pasco County for all your hard work :)

Bimal Bhojani
CEO

Kids 'R' Kids
30100 Overpass Road
Wesley Chapel
33545 FL
tel 813-355-4824
fax 813-406-4990
email info@kidsrkidsboyyetteroad.com

AdvancED Accredited SACS School
NECPA Accredited School
Gold Seal Quality School
Kids 'R' Kids Platinum School



"Bringing Opportunities Home"

The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain material that is confidential, privileged and/or exempt from disclosure under applicable law. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and destroy any copies of this information. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

CUSA18A7

From: Kevin Sumner
To: [Scott, Vickie](#)
Cc: [McKinney, Megan](#); [Kevin Sumner](#)
Subject: Meeting Notes
Date: Thursday, December 08, 2016 12:25:47 PM

Vickie:

Notes on meeting / phone calls I've received recently regarding Overpass.

- A Ms. Collen Morales came in to the East Pasco Gov't Center to review the PDE documents. She had a question regarding driveway aprons, and why some roads / driveways showed it and other did not. She left her phone number. I called and got her voicemail and left her a message that these types of issues will be resolved during the design of each section of road, following the guidelines in place at the time design was being done. She did not make a return call to me. Her phone number is (352) 346-7016.
- I spoke with Steve Henry (Lincks) and Ed Rodgers (Heidt) about the project at my office. They both seemed happy when they left.
- I spoke with Betsy Kirkland, an impacted property owner north and northeast of Watergrass. She also gave me a tour of her property. She expressed that she'd like the 2 ponds currently located on her property to be relocated if possible (pretty sure Watergrass will accommodate at least some of that water as part of their next extension of the Overpass roadway), and that we try to miss her personal property as we move north out of the Watergrass development. I told her that during design, we would do our best to minimize any impacts she might incur as a result of the roadway.

Thank you mam.

Kevin
(727) 834-3604



"Bringing Opportunities Home"

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CUSA18A7

THE WHITTEMORE LAW GROUP, P.A.
ATTORNEYS AT LAW

December 23, 2016

Ms. Margaret Smith
Pasco County Engineering Services Director/County Engineer
5418 Sunset Road
New Port Richey, FL 34652

In Re: Proposed Overpass Road Extension From Old Pasco Road to US 301
CIP No.: 5025
FPID No.: 432734-1

Dear Ms. Smith,

I represent R.L.E. Ranch, Inc. ("RLE Ranch") and Elizabeth Ann Kirkland, long time owners of properties (collectively the "Properties") adjacent to and included within the location of the proposed extension of Overpass Road (generally the "Proposed Extension"). As you know the RLE Ranch property is the largest piece of property that will be directly affected by the Proposed Extension. I am writing in response to your requests for comments on the Proposed Extension.

It is my understanding that there have been three proposed alternative locations of the Proposed Extension, referred to in the materials provided to my clients and herein respectively as "Alternative 0-1, Alternative 0-2 and Alternative 0-3 and that the current tentative recommendation is to move forward with Alternative 0-3. For the reasons set forth below, Alternative 0-3 is the worst of the three alternative locations of the Proposed Extension and my clients object to its adoption.

Alternative 0-1:

It is believed that the location of the Proposed Extension as laid out in Alternative 0-1 will by-pass all wetlands, causing no further environmental impact. The owners of the Properties do not object to the location of Alternative 0-1 but reserve their rights to seek any and all damages relating to or caused by the Proposed Extension and any related taking.

Alternative 0-2:

It is believed that Alternative 0-2 includes Atkins road and is located on an existing road believed to be owed by Pasco County. It also appears that Alternative 0-2 would eliminate the S curve, thereby saving substantial sums in completing the Proposed Extension. The owners of the Properties do not object to the location of Alternative 0-2 but reserve their rights to seek any and all damages relating to or caused by the Proposed Extension and any related taking.

Alternative 0-3:

For the following reasons, Alternative 0-3 appears to be the worst of the three alternatives that have been presented. **My clients object to Alternative 0-3 several reasons, including, but not limited to, the following:**

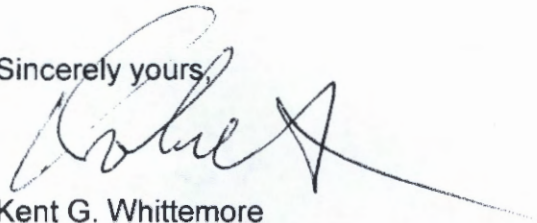
- * During the public presentation it was stated that "no business would be impacted with this route". This is incorrect in that the Properties are currently being, and have for several years been, operated as an ongoing cattle business.
- * The planned retention ponds will prevent access by cattle to a large portion of pasture toward the southern portion of the Properties, thereby substantially negatively disrupting ongoing cattle operations.
- * The planned retention ponds will prohibit being able to move necessary farm equipment to the south pasture, thereby substantially negatively disrupting ongoing cattle operations.
- * The natural flow of water will be altered. Access to water will be taken away from, and may prohibit grazing of, cattle on northern pastures of the Properties. Lack of natural water flow to these northern pastures will restrict and may eliminate the ability to grow grass for cattle grazing.
- * All of the foregoing, including but not limited to, the location of planned retention ponds and resulting loss of uplands and access to portions of the Properties from other portions of the Properties will limit what my clients can do with the Properties.
- * It appears that no curb cuts on Overpass Road have been planned on the side of the road adjacent to or over the Properties.
- * Despite promises made to the owners of the Properties that there would be direct access provided for the Properties to and from Overpass Road, it appears that there will be no access between Overpass Road and the Properties.
- * It appears that runoff carrying contaminants from the Overpass Road onto the Properties and pristine wetlands which are feeders to the headwaters or tributaries of the Hillsborough River.
- * The location of Alternative 0-3, including, but not limited to, the location of planned retentions ponds and loss of upland will seriously and negatively impact and limit development rights and potential of the Properties.
- * Alternative 0-3 causes an unnecessary S curve in the Proposed Extension.

- * Of the three alternatives, despite comments made at the recent public meeting, Alternative 0-3 causes the most significant adverse impact to environmental wetlands.

In view of the above, it is respectfully requested that my clients and I be able to meet with you and those overseeing the design of the Proposed Extension to discuss the above before a final decision is made as to the adoption of the location and design of the Proposed Extension. We are hopeful that we will be able to provide some constructive input for the mutual benefit of landowners who will be impacted by this project and the citizens of Pasco County.

I look forward to hearing from you.

Sincerely yours,



Kent G. Whittemore

cc: Clients
Sr. Project Manager Kevin Sumner

DEC 27 2016

From: Kevin Sumner
To: [Scott, Vickie](#)
Cc: [McKinney, Megan](#)
Subject: FW: Overpass Road Project Work Order No. C-3625.15 [HWHLAW-FirmLive.FID68795]
Date: Thursday, December 08, 2016 4:46:42 PM

Vickie:

I spoke to Mr. Roberts (see e-mail below). I explained about the anticipated timing for completion of the interchange, and the lack of a time estimate for completing the roadway in/around/through Dr. Jones' property. He seemed satisfied.

Kevin

From: William E. Roberts [mailto:william.roberts@hwlaw.com]
Sent: Wednesday, December 07, 2016 5:43 PM
To: Kevin Sumner
Subject: Overpass Road Project Work Order No. C-3625.15 [HWHLAW-FirmLive.FID68795]

Good evening Kevin,

Our firm represents Mr. Milton Jones in regard to this taking matter. He has several parcels of land that were originally impacted by the Overpass Project (the "Project"). Some amount of time has gone by since this Project was last active, but it is our understanding that it is now going to move forward. That said, I would like to know what impact if any the Project will still have on our client's parcels, if you could provide a sketch or site plan of the project, the current timing of the project and when you expect the project to move forward. The parcels owned by Mr. Jones are as follows:

31-25-21-0000-00400-0000;
31-25-21-0000-00400-0020;
31-25-21-0000-00100-00300; and
31-25-21-0000-00100-0040.

Please call me at the direct dial number below to discuss.

Thanks,

William E. Roberts

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HILL WARD HENDERSON
ATTORNEYS AT LAW
TAMPA | CLEARWATER

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December 21, 2016

Mr. Joseph Sullivan
Federal Highway Administration, Florida Division
3500 Financial Plaza, Ste. 400
Tallahassee, Florida 32312
joseph.sullivan@dot.gov
Office: (850) 553-2248

Subject: Overpass Road PD&E Study From Old Pasco Road to US 301
THPO #: 0029478

Dear Mr. Sullivan

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the Overpass Road PD&E Study From Old Pasco Road to US 301 in Pasco County FL. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents FDOT provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800. Based on our review of the submitted documents, especially the *Overpass Road PD&E Study from Old Pasco Road to US 301 Cultural Resource Assessment Survey Report* we would like to provide the following comments.

- We are concerned with what appears to be a lack of survey throughout some of the project corridor. We assume that this is in part due to previous Cultural Resource Surveys that overlap the project corridor. However, we could not find a statement clearly expressing that these areas were not surveyed because they had already been previously surveyed in the final CRAS report. Additionally, there are two areas in Figure 5.6 and 5.7 that were not shovel tested during this project, or it appears any other previous projects, and we could not find a clear explanation as to why.
- Since the Cultural Resource Survey was restricted to the project Right-Of-Way (ROW), we feel there is insufficient information to assess the National Register of Historic Places eligibility of the six newly discovered archaeological sites 8PA2852, 8PA2853, 8PA2854, 8PA2855, 8PA02856, and 8PA2857. Based on this report, we feel it has not been established that these sites are ineligible for the National Register of Historic Places. Since the eligibility of these sites continues to be in question, they should be treated as eligible until such a determination can be reached.
- Additionally, since the State Historic Preservation Office determined 8PA00465 is eligible for listing in the National Register of Historic Places as a whole, we cannot concur with the assessment that parts of it are not eligible.

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Therefore, we respectfully request additional testing in the project ROW and further testing to determine the eligibility of the sites 8PA2852, 8PA2853, 8PA2854, 8PA2855, 8PA02856, and 8PA2857. We also respectfully recommend avoidance of 8PA00465. We recognize that avoidance may not be feasible, in which case we recommend that a Secretary of the Interior qualified archaeologist be present during all ground disturbing activities within 8PA00465's boundaries.

Sincerely,

Victoria L. Menchaca, MA, Compliance Review Specialist
STOF-THPO, Compliance Review Section
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Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
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RACHEL D. CONE
INTERIM SECRETARY

March 1, 2017

Ms. Victoria L. Menchaca, MA
Compliance Review Specialist
Seminole Tribe of Florida
STOF-THPO Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, Florida 33440

**Re: Cultural Resource Assessment Survey (CRAS)
Overpass Road from Old Pasco Road to US 301 Project Development and
Environment (PD&E) Study
Pasco County, Florida
Financial Project Identification Number: 432734-1**

Dear Ms. Menchaca:

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have received the comments provided by the Seminole Tribe of Florida (STOF) - Tribal Historic Preservation Office (THPO) in a letter dated December 21, 2016 (see enclosure). We appreciate the STOF's concerns about this project and have coordinated with FDOT District Seven, Pasco County, and the cultural resource management firm that worked on this project, Archaeological Consultants, Inc. (ACI), to provide answers to the comments. Specifically, the comments pertain to the Cultural Resource Assessment Survey (CRAS), dated August 2015, which was prepared in association with a Pasco County Project Development and Environment (PD&E) Study for the proposed new interchange at Interstate 75 (I-75) and Overpass Road and the widening and extension of Overpass Road from Old Pasco Road to US 301. The CRAS includes the roadway improvements and associated pond/floodplain sites. The CRAS was coordinated with the FHWA and the State Historic Preservation Officer (SHPO) in August 2015 (see enclosed transmittal letter with FHWA and SHPO concurrence).

Archaeological investigations during the CRAS identified six new archaeological sites (8PA02852 through 8PA02857) and four archaeological occurrences (AO) within the project Area of Potential Effect (APE). None of the newly recorded archaeological sites were considered eligible for listing in the National Register of Historic Places (NRHP) as expressed within the project APE. In addition, three previously recorded archaeological sites, 8PA00465, 8PA00623, and 8PA02038, were relocated within the project APE, and the boundary of 8PA00465 was expanded. Site 8PA00465 has previously been determined eligible by the SHPO; the other two sites were evaluated as ineligible. The additional data collected during the survey provided no new significant information and supports the previous assessment of ineligibility for 8PA00623 and 8PA02038. 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 project APE was not considered contributing to the significance of the resource as a whole. Thus, given the results of background research and archaeological and historical/architectural field surveys, it was determined that 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 was recommended.

The following sections identify the specific comments received from the STOF in the letter to Mr. Joseph Sullivan, FHWA, dated December 21, 2016, regarding the subject project and the FDOT response:

STOF Comment: *We are concerned with what appears to be a lack of survey throughout some of the project corridor. We assume that this is in part due to previous Cultural Resource Surveys that overlap the project corridor. However, we could not find a statement clearly expressing that these areas were not surveyed because they had already been previously surveyed in the final CRAS report. Additionally, there are two areas in Figure 5.6 and 5.7 that were not shovel tested during this project, or it appears any other previous projects, and we could not find a clear explanation as to why.*

FDOT Response: As noted by the STOF, several areas within the project APE were found to overlap previous cultural resource survey areas and consequently were not subject to systematic shovel testing as part of the current archaeological field survey. As part of the background research, ACI reviewed all relevant previous surveys in the area, including shovel test locations, and determined that these areas did not require additional intensive shovel testing. While ACI has not provided detailed descriptions of each area, *Chapter 4.0 Research Considerations and Methods* of the CRAS provides detailed information regarding all relevant cultural resource surveys in the area and any archaeological sites identified as a result. Furthermore, Figures 4.1 through 4.4 provide graphic representations of the project APE, previous cultural resource surveys, and archaeological sites.

In regards to the shovel testing of areas depicted on Figures 5.6 and 5.7, ACI asserts that these areas were designated as having low archaeological potential in the research design/methodology and could not be systematically tested due to presence of active agricultural fields, buried fiber optic cables, electrical, water and drainage conduits, as well as low-lying seasonally-flooded wetlands and inundated swales. These areas constitute not only safety issues, but the landscape, for the most part, has been dramatically altered during excavation for buried utilities and drainage systems, road construction, etc.

As noted in the *Florida Division of Historical Resource's Module Three: Guidelines for Use by Historic Professionals*, the first stage of archaeological field survey is a drive-through of the project area. The goal of this effort is to ground truth, or ascertain the validity of the predictive model. During this part of the survey, the researcher would assess whether initial predictive models require adjustments based on disturbance or conditions including: constructed features (i.e., parking lots, buildings, etc.), underground utilities, or landscape alterations (i.e., ditches and swales, mined land, or dredged and filled land) and other constraints that may affect the probability within certain areas. Additionally, the *Guidelines for Use by Historic Professionals* indicates that non-systematic "judgmental" testing may be appropriate in urbanized environments where pavement, utilities, and

constructed features make systematic testing unfeasible, as well as in geographically restricted project areas such as proposed pond sites. While predictive models are useful in determining preliminary testing strategies in a broad context, it is understood that testing intervals may be altered due to conditions encountered by the field crew at the time of survey.

In the future, the FDOT CRAS documents will include an expanded discussion, and if necessary, photos of the field survey location(s) where preliminary probability zones were altered based on field conditions and/or those locations that could not be tested per the guidance contained in the ***Florida Division of Historical Resource's Module Three: Guidelines for Use by Historic Professionals***.

STOF Comment: *Since the Cultural Resource Survey was restricted to the project Right-Of-Way (ROW), we feel there is insufficient information to assess the National Register of Historic Places eligibility of the six newly discovered archaeological sites 8PA2852, 8PA2853, 8PA2854, 8PA2855, 8PA02856, and 8PA2857. Based on this report, we feel it has not been established that these sites are ineligible for the National Register of Historic Places. Since the eligibility of these sites continues to be in question, they should be treated as eligible until such a determination can be reached.*

Therefore, we respectfully request additional testing in the project ROW and further testing to determine the eligibility of the sites 8PA2852, 8PA2853, 8PA2854, 8PA2855, 8PA02856, and 8PA2857.

FDOT Response: As noted in the ***Guidelines for Use by Historic Professionals***, roadways, powerlines, and pipeline corridors and rights-of-way represent special circumstances with respect to field methodology and survey limits. The purpose of archaeological field survey within project corridors and rights-of-way is to identify the horizontal and vertical boundaries of sites that may lie within the direct path of the project. Given the geographical confines of the project, it may not be possible to delineate all identified archaeological sites. As a general rule of thumb, site limits are not pursued far from the project area limits. Instead, the focus should always be on defining the site limits as contained within the project APE.

ACI is confident that the portions located within the APE for the six newly discovered archaeological sites are not eligible for listing in the NRHP under Criterion D. None of the sites, as located within the project APE, exhibited the potential to contribute to a greater understanding of the prehistory of the area. Each site produced artifacts similar to thousands of others found in the area. There were no subsurface features, no discernible stratigraphy, nor were there any unique artifacts in the recovered assemblages. ACI's determination is not based on any prehistoric data located outside of the APE, and if all road work, including associated pond/floodplain sites, is to be conducted within the project APE, no additional testing is warranted.

STOF Comment: *Additionally, since the State Historic Preservation Office determined 8PA00465 is eligible for listing in the National Register of Historic Places as a whole, we cannot concur with the assessment that parts of it are not eligible.*

We also respectfully recommend avoidance of 8PA00465. We recognize that avoidance may not be feasible, in which case we recommend that a Secretary of the Interior qualified

archaeologist be present during all ground disturbing activities within 8PA00465's boundaries.

FDOT Response: The Overpass Road Site (8PA00465) is an immense artifact scatter extending well outside of the project APE and containing evidence of several cultural periods, from the Middle Archaic through Safety Harbor period. As noted in the report, the primary materials recovered during previous investigations consisted of lithic debitage, with relatively few pieces of aboriginal pottery (Sand Tempered Plain, St. Johns Plain, Pasco Plain, and Carrabelle Punctate). The latest testing resulted in the recovery of an additional 267 pieces of lithic debitage and expanded the site boundary to include portions of the current project APE. However, the site, as defined within the project APE, was extensively disturbed due to road construction, drainage features, etc. Therefore, while the site as a whole continues to be considered eligible for listing in the NRHP, the portion of the Overpass Road Site (8PA00465) that extends into the current project APE is not considered contributing to the significance of the overall resource. This is due to the lack of unique features, disturbance, and a lack of new information regarding temporal placement and/or site function. The SHPO concurred with ACI's 2015 findings, as documented in the CRAS, that the portion of the site, as defined within the APE, was ineligible for listing in the NRHP. Nonetheless, we concur that monitoring by archaeologist(s) meeting the Secretary of the Interior's standards during all ground disturbing activities within the boundaries of 8PA00465 as present within the APE is feasible, and should be considered since avoidance of the site is not feasible. This would be a cost-effective method to ensure no significant resource is impacted during construction.

FDOT also understands that although the SHPO has made a determination of NRHP eligibility for the recorded archaeological sites referenced in the CRAS, and noted in the responses above, the STOF may have a different determination. In general, FDOT and ACI believe that the fieldwork methodology within the project APE has been adequate and the project should have no effect on significant archaeological sites.

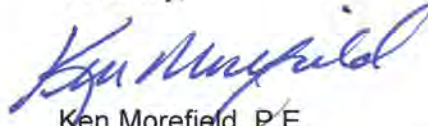
Please also note that this is a Pasco County project. The County intends to stage future phases of the project's development (i.e., design and construction) after the PD&E is completed. As established in the *Preliminary Interchange Justification Report* (PIJR), there is an immediate need for the new interchange at I-75 and Overpass Road to help relieve existing congestion at adjacent interchanges. As such, the County plans to begin with design of the new interchange, which includes the widening of Overpass Road from Old Pasco Road to Boyette Road only. The design is anticipated to start in 2017 with construction of the interchange beginning in 2020 and ending in 2022. Design and implementation of the remainder of the Overpass Road project (from Boyette Road east to US 301) is also planned to occur in stages, as is documented in the Pasco County Metropolitan Planning Organization's 2040 Long-Range Transportation Plan. 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. The exact timing of these future phases will vary in order to be consistent with approved development plans and the travel demand needs in the project area.

As construction of the interchange improvements are adjacent to 8PA00465 and will be scheduled in the near future, monitoring will be included as a commitment for this segment. The design and construction phases for the remaining Overpass Road segments are planned

to occur further out and will be evaluated again for cultural resources during future reevaluations. In addition, the PD&E Study provides a preliminary assessment of the size and potential location of proposed pond/floodplain sites for the project. These sites may change or move during the design phase and will be reevaluated for cultural resources prior to construction.

If you have any additional comments or questions, or if I may be of assistance, please contact me at 850-414-4316 or ken.morefield@dot.state.fl.us. For questions specific to this project, please contact Robin Rhinesmith, FDOT District Seven Environmental Administrator, at (813) 975-6496 or robin.rhinesmith@dot.state.fl.us.

Sincerely,



Ken Morefield, P.E.
Director, Office of Environmental Management

KM/bb

cc: Brittany Bianco, FDOT OEM
Erika Thompson, FDOT OEM
Roy Jackson, FDOT OEM
Robin Rhinesmith, FDOT District Seven
Kevin Sumner, Pasco County
Alyssa McManus, SHPO
Megan McKinney, AECOM
Marion Almy, ACI

Enclosures

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December 21, 2016

Mr. Joseph Sullivan
Federal Highway Administration, Florida Division
3500 Financial Plaza, Ste. 400
Tallahassee, Florida 32312
joseph.sullivan@dot.gov
Office: (850) 553-2248

Subject: Overpass Road PD&E Study From Old Pasco Road to US 301
THPO #: 0029478

Dear Mr. Sullivan

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the Overpass Road PD&E Study From Old Pasco Road to US 301 in Pasco County FL. The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents FDOT provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800. Based on our review of the submitted documents, especially the *Overpass Road PD&E Study from Old Pasco Road to US 301 Cultural Resource Assessment Survey Report* we would like to provide the following comments.

- We are concerned with what appears to be a lack of survey throughout some of the project corridor. We assume that this is in part due to previous Cultural Resource Surveys that overlap the project corridor. However, we could not find a statement clearly expressing that these areas were not surveyed because they had already been previously surveyed in the final CRAS report. Additionally, there are two areas in Figure 5.6 and 5.7 that were not shovel tested during this project, or it appears any other previous projects, and we could not find a clear explanation as to why.
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Therefore, we respectfully request additional testing in the project ROW and further testing to determine the eligibility of the sites 8PA2852, 8PA2853, 8PA2854, 8PA2855, 8PA02856, and 8PA2857. We also respectfully recommend avoidance of 8PA00465. We recognize that avoidance may not be feasible, in which case we recommend that a Secretary of the Interior qualified archaeologist be present during all ground disturbing activities within 8PA00465's boundaries.

Sincerely,

Victoria L. Menchaca, MA, Compliance Review Specialist
STOF-THPO, Compliance Review Section
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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

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
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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:

/s/ [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:

/s/ [Signature]
Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

10/2/15
Date

From: [McKinney, Megan](mailto:McKinney.Megan)
To: [McKinney, Megan](mailto:McKinney.Megan)
Subject: FW: CRAS Overpass Road from Old Pasco Road to US 301 PD&E Study, Pasco County, FL
Date: Friday, April 07, 2017 2:45:43 PM

From: Rhinesmith, Robin [<mailto:Robin.Rhinesmith@dot.state.fl.us>]
Sent: Thursday, April 06, 2017 12:32 PM
To: McKinney, Megan
Cc: Marion Almy; Bray, Matthew; Rebecca Spain Schwarz (Rebecca.Spain-Schwarz@atkinsglobal.com)
Subject: FW: CRAS Overpass Road from Old Pasco Road to US 301 PD&E Study, Pasco County, FL

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: Victoria Menchaca [<mailto:VictoriaMenchaca@semtribe.com>]
Sent: Wednesday, April 05, 2017 3:14 PM
To: Watts, Jason
Cc: Rhinesmith, Robin
Subject: CRAS Overpass Road from Old Pasco Road to US 301 PD&E Study, Pasco County, FL



April 5, 2017

Mr. Jason Watts
Director, Office of Environmental Management
605 Suwanee Street, MS37
Tallahassee, FL 32399
Phone: 850-414-4316
Email: jason.watts@dot.state.fl.us

Subject: CRAS Overpass Road from Old Pasco Road to US 301 PD&E Study, Pasco County, FL
THPO #: 0029478
Financial Project ID #: 432734-1

Dear Mr. Watts,

Thank you for providing the additional information. We would like to thank FDOT for agreeing to have an archaeological monitor during all ground disturbing activities within 8PA00465. However, we maintain that a site's eligibility should be assessed as a whole and not just for portions of the site. We would like to respectfully request a copy of the archaeological monitoring report when it is completed. Thank you, please continue to send updates, and feel free to contact us with any questions.

Respectfully,



Victoria L. Menchaca, MA, Compliance Review Specialist
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 ext 12216
Email: victoriamenchaca@semtribe.com
Web: www.stofthpo.com



Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

Pasco County Engineering Services announces a public hearing to which all persons are invited.

DATE AND TIME: December 15, 2016, 5:00 p.m. – 7:00 p.m.

PLACE: First Congregational Church of Zephyrhills, 7900 Fort King Road, Zephyrhills, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: Pasco County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), will conduct a Public Hearing for proposed 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. The study limits extend from Old Pasco Road to US 301 for a distance of 9.0 miles. Financial Project ID No. 432734-1

This public hearing is being conducted to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Draft project documents and other project-related materials will be on display for public review beginning at 5:00pm. Pasco County representatives will be available beginning at 5:00 p.m. to discuss the project and answer questions.

At 6:00 p.m., Pasco County representatives will begin the formal portion of the hearing, which will include a presentation and a public comment period. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 p.m. A court reporter will record the formal portion of the public hearing, and will be available to receive comments in a one-on-one setting from 5:00 p.m. – 6:00 p.m. and after the formal hearing until 7:00 p.m. You may attend anytime during the two-hour meeting to review project information and talk with project team members.

Draft project documents will be available for public review from Wednesday, November 23, 2016 to Tuesday, December 27, 2016 at the following locations:

New River Branch Library, 34043 State Road 54, Zephyrhills, FL - Business Hours: Sunday, Monday closed; Tuesday 10:00 a.m. – 6:00 p.m.; Wednesday 11:00 a.m. – 6:00p.m.; Thursday 11:00 a.m. – 8:00 p.m.; Friday 11:00 a.m. – 5:00 p.m.; Saturday 11:00 a.m. – 4:00 p.m.

East Pasco Government Center, 14236 6th Street, Suite 203, Dade City, FL - Business Hours: Monday to Friday 8:00 a.m. – 5:00 p.m.

Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or they can be sent to: Kevin Sumner, Project Manager, Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652 or electronically to the project website at www.overpassroad.com. All exhibits or statements must be postmarked or emailed no later than Tuesday, December 27, 2016 to become part of the official public hearing record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact: Kevin Sumner, Project Manager, (727)834-3604, at least seven (7) days prior to the meeting.

A copy of the agenda may be obtained by contacting: Kevin Sumner, Project Manager, Pasco County Engineering Services, 5418 Sunset Road, New Port Richey, FL 34652.

For information about this project, please contact: Kevin Sumner, Project Manager, at (727)834-3604 or ksumner@pascocountyfl.net.

2/3 - Sent to USAK...
2/7 - Coded
2/7 - Approved AS ON

FLORIDA DEPARTMENT OF STATE
Ken Detzner, Secretary of State
Administrative Code

The Gray Building - 500 S. Bronough Street, Tallahassee, Fl. 32399-0250

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7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
Attn: Vickie Scott

Other Agencies and Organizations
URS Corporation Southern
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
Attn: Vickie Scott

60398260 12011288.00000
trish.torres@aecom.com

Account: 1416

Invoice Date: 12/20/2016

Invoice Number: 702393

P.O. #	Publication in Florida Administrative Register	#units	\$each	Extension
1	Vol/No: 42/236, December 7, 2016, Notice ID: 18278115	549	0.14	\$76.86

Invoice # must appear on all checks and correspondence. Please pay balance due: **\$76.86**
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Account: 1416 Invoice Date: 12/20/2016 Number: 702393 Amount Due: \$76.86

State Agencies - Journal Transfer to Account Code: 45-60-2-572001-45400100-00 BF Obj 019000 BF Cat 001903

Org Code / EO : 45400120200 7X Object:019032 Category: 001903

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FLAIR Account Code: Vendor FEID: F592087895-002

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