

Overpass Road PD&E Study

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



Conceptual Stage Relocation Plan

September 2016



TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
ACRONYMS AND ABBREVIATIONS.....	iv
1.0 DESCRIPTION OF PROPOSED ACTION	1-1
1.1 Project Description.....	1-1
1.2 Purpose.....	1-3
1.3 Transportation Plan Consistency	1-6
2.0 RECOMMENDED ALTERNATIVE	2-1
2.1 Recommended Alternative.....	2-1
3.0 PROJECT APPROACH	3-1
4.0 DEMOGRAPHICS	4-1
4.1 Population	4-1
4.2 Housing.....	4-5
5.0 RELOCATION IMPACTS.....	5-1
5.1 Flyover Ramp Build Interchange Alternative.....	5-1
5.1.1 Potential Residential Relocations	5-1
5.1.2 Potential Business Relocations	5-2
5.1.3 Sign Impacts.....	5-3
5.1.4 Publicly-Owned Facilities Impacts	5-3
5.1.5 Potential Contamination Concerns	5-3
5.2 Build Roadway Alternative O-3	5-3
5.2.1 Potential Residential Relocations	5-3
5.2.2 Potential Business Relocations	5-3
5.2.3 Sign Impacts.....	5-4
5.2.4 Publicly-Owned Facilities Impacts	5-4
5.2.5 Potential Contamination Concerns	5-4
6.0 RELOCATION RESOURCES.....	6-1
6.1 Available Housing	6-1
6.2 Housing of Last Resort	6-2
6.3 Business Space and Sites	6-2
7.0 RELOCATION ASSISTANCE	7-1
7.1 Relocation Assistance Process.....	7-1
7.2 Community Organizations Providing Assistance	7-2
8.0 REFERENCES.....	8-1

LIST OF APPENDICES

Appendix A	Project Plan Sheets
Appendix B	Site Photographs

LIST OF TABLES

<u>Table</u>		<u>Page</u>
Table 4-1	Population Densities (as of July 2012)	4-1
Table 4-2	Population By Race, Ethnicity and Sex Within the Project Area	4-2
Table 4-3	Household Information within the Project Area	4-3
Table 4-4	Households with Persons Over the Age of 65 within the Project Area	4-3
Table 4-5	Disabled Residential Occupants for the State of Florida and Pasco County	4-4
Table 4-6	Median Household Income for the State of Florida and Pasco County	4-4
Table 4-7	Employment Status for the State of Florida and Pasco County	4-4
Table 4-8	Owner-Occupied Housing Units in the United States, State of Florida, and Pasco County	4-5
Table 4-9	Owner-Occupied Housing Units within the Project Area	4-5
Table 4-10	Tenure and Type of Structures Being Displaced	4-6
Table 5-1	Flyover Ramp Build Interchange Alternative Potential ROW Impacts	5-1
Table 5-2	Potential Residential Displacements - Properties	5-2
Table 5-3	Potential Residential Displacements - Demographics	5-2
Table 5-4	Build Roadway Alternative O-3 Potential ROW Impacts	5-3
Table 6-1	Real Estate Listings for Two Bedroom and Greater Homes	6-1
Table 6-2	Real Estate Listings for Rental Properties	6-2
Table 7-1	Community Organizations Available for Relocation Assistance	7-2

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
Figure 1-1	Project Location Map	1-2
Figure 1-2	Proposed Interchange Spacing	1-5
Figure 2-1	Recommended Build Interchange Alternative	2-3
Figure 2-2	Recommended Build Roadway Alternative	2-4
Figure 2-3	Four-Lane Divided Urban Typical Section Old Pasco Road to I-75	2-5
Figure 2-4	Six-Lane Divided Plus Two Auxiliary Lanes Urban Typical Section I-75 to Boyette Road	2-5
Figure 2-5	Six-Lane Divided Urban Typical Section Boyette Road to Future McKendree Road Realignment	2-6
Figure 2-6	Six-Lane Divided Urban Typical Section Future McKendree Road Realignment to Future Epperson Ranch Boulevard	2-6

LIST OF FIGURES (CONTINUED)

<u>Figure</u>		<u>Page</u>
Figure 2-7	Six-Lane Divided Urban Typical Section Future Epperson Ranch Boulevard to Promenade Town Center.....	2-7
Figure 2-8	Six-Lane Divided Typical Urban Section through Promenade Town Center	2-7
Figure 2-9	Six-Lane Divided Urban Typical Section Promenade Town Center to Fort King Road	2-8
Figure 2-10	Six-Lane Divided Urban Typical Section Fort King Road to US 301	2-8
Figure 2-11	Two-Lane Undivided Rural Typical Section Blair Drive Access	2-9
Figure 3-1	Census Tract Map	3-1

ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
BEBR	Bureau of Economic and Business Research
BCC	Board of County Commissioners
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CR	County Road
CSER	Contamination Screening Evaluation Report
CSRP	Conceptual Stage Relocation Plan
CWA	Clean Water Act
EA	Environmental Assessment
EDB	Ethylene Dibromide
F.S.	Florida Statute
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FR	Field/Aerial Review
FY	Fiscal Year
I-75	Interstate 75
L RTP	Long Range Transportation Plan
mph	Miles Per Hour
MPO	Metropolitan Planning Organization
MPUD	Master Planned Unit Development
NEPA	National Environmental Policy Act
PD&E	Project Development & Environment
PIJR	Preliminary Interchange Justification Report
Route Study	Final Overpass Road Route Study
ROW	Right-Of-Way
SIS	Strategic Intermodal System
SR	State Road
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
U.S.	United States
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
US 301	United States Highway 301
vpd	Vehicles Per Day

Section 1.0

DESCRIPTION OF PROPOSED ACTION

1.1 PROJECT DESCRIPTION

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

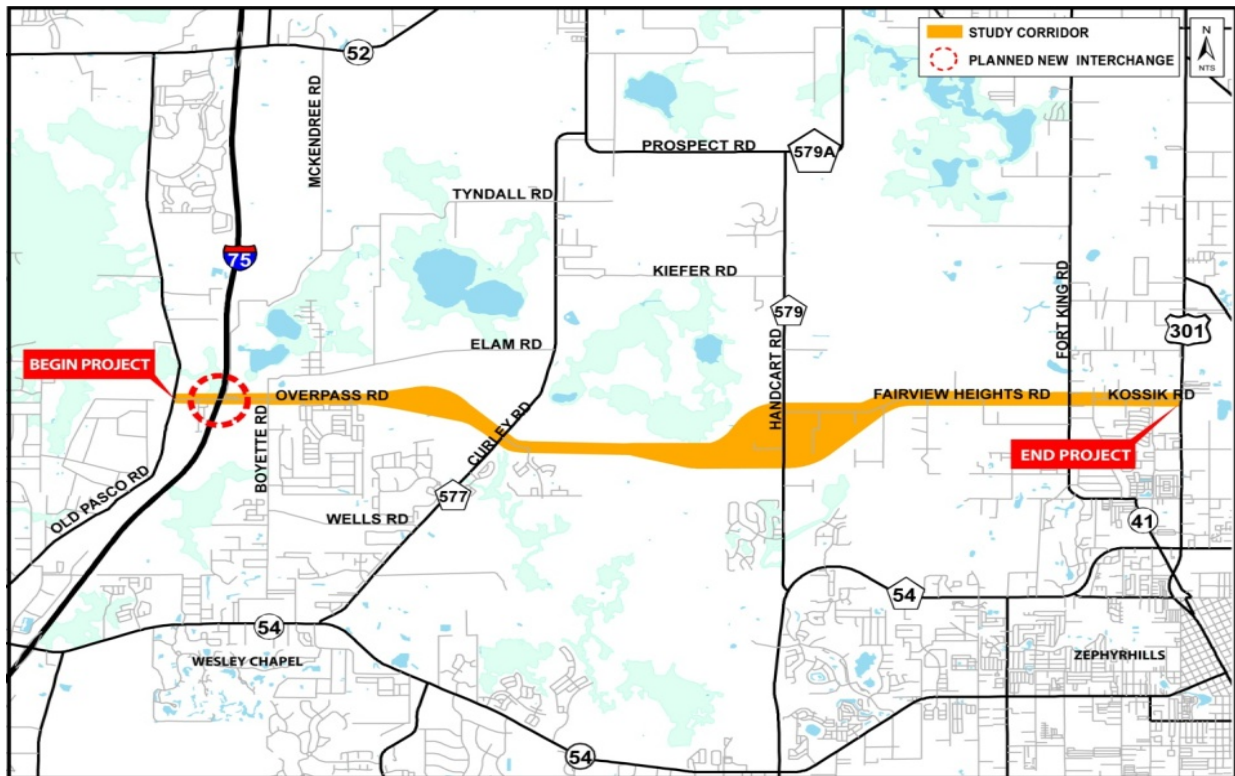
- Four lanes from Old Pasco Road to I-75
- A new interchange at I-75 and Overpass Road
- Six lanes plus two auxiliary lanes from I-75 to Boyette Road
- Six lanes from Boyette Road to US 301

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

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

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

**FIGURE 1-1
PROJECT LOCATION MAP**



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

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

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

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

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

1.2 PURPOSE

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

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

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

The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. The proposed interchange is projected to divert traffic demand from future over-capacity conditions at the two adjacent interchanges at I-75/SR 52 and I-75/CR 54, which are currently experiencing congestion from the northbound off-ramps queuing onto the I-75 mainline. In addition, the proposed project will enhance incident management capabilities by providing additional detour route options; enhance emergency management capabilities by providing additional access to I-75; and aid emergency evacuation within the County, as Overpass Road runs parallel or connects to four primary state evacuation routes (SR 52, CR/SR 54, I-75, and US 301). Figure 1-1 provides the general vicinity of the proposed corridor; **Figure 1-2** provides the proposed interchange location and spacing between the existing adjacent interchanges.

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

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

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

**FIGURE 1-2
PROPOSED INTERCHANGE SPACING**



1.3 TRANSPORTATION PLAN CONSISTENCY

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

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

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

Section 2.0

RECOMMENDED ALTERNATIVE

2.1 RECOMMENDED ALTERNATIVE

Based on previous planning efforts; engineering and environmental analyses; public comments submitted via the project website at www.overpassroad.com and received at the Alternatives Public Workshop held at the Victorious Life Church on November 29, 2012; the *Determination of Engineering and Operational Acceptability* of the PIJR received by the FHWA on May 27, 2014; and approval by the Pasco County BCC at a Board meeting held on April 23, 2013, the ***Flyover Ramp Alternative*** (Interchange) and ***Alternative O-3*** (Roadway) are being proposed as the Recommended Build Alternative. While it is recognized that the Diamond Interchange Alternative is the least costly option and was preferred by the public, this alternative alone will not be able to satisfactorily handle the traffic volumes projected for the Design Year (2040). Therefore, while the PD&E Study including the EA and supporting technical documents required under the NEPA project development process will further evaluate and seek Location Design Concept Acceptance (LDCA) for the ultimate Flyover Ramp Alternative, actual construction of the interchange may occur in two phases. The first phase would construct a diamond interchange with dual westbound-to-southbound left-turn lanes in the Opening Year (2022); the second phase would construct the westbound-to-southbound Flyover Ramp when warranted by future traffic conditions. Note that the footprint of the diamond interchange falls within the proposed ROW of the ultimate improvements. Therefore, any impacts associated with the diamond interchange would be less than ultimately approved through the NEPA process. An additional advantage of the Flyover Ramp Alternative is that the ROW can be purchased for the ultimate construction footprint at current prices, making it a more economical option.

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

2.1.1 REFINEMENTS TO THE RECOMMENDED ALTERNATIVE

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

Based on comments received during and following the Alternatives Public Workshop, the Victorious Life Church requested that a new access road for Blair Drive proposed through church-owned land be moved to the southern end of the property. After meeting with church representatives, the plans were changed to relocate the access road. **Figure 2-1** graphically depicts the revised Recommended Build Interchange Alternative and southern location of the Blair Drive access.

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

Additionally, a small segment of the Recommended Build Alternative just west of Fort King Road has been realigned, where Alternative O-3 originally curved to the south to avoid impacts to an existing structure. As this structure has recently been demolished, the property owner has requested that the roadway be straightened out to align with Fairview Heights Road. **Figure 2-2** graphically depicts the revised Recommended Build Roadway Alternative, while **Figures 2-3 through 2-11** reflect the adjusted typical sections along the corridor.

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

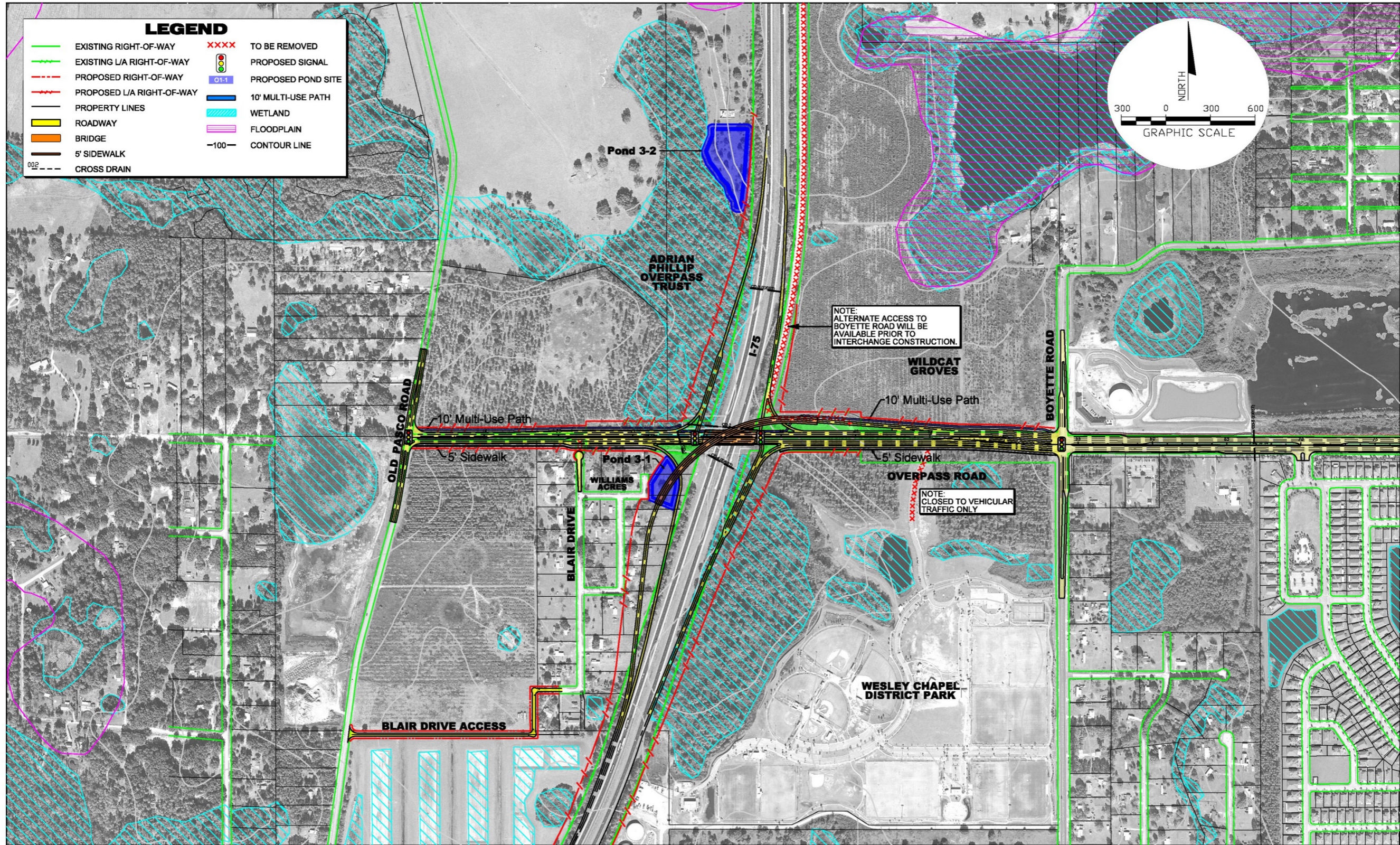


FIGURE 2-1
RECOMMENDED BUILD INTERCHANGE ALTERNATIVE

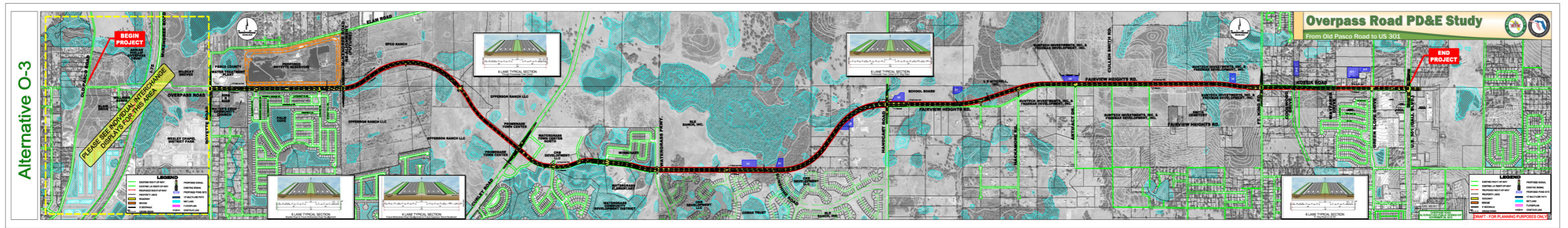
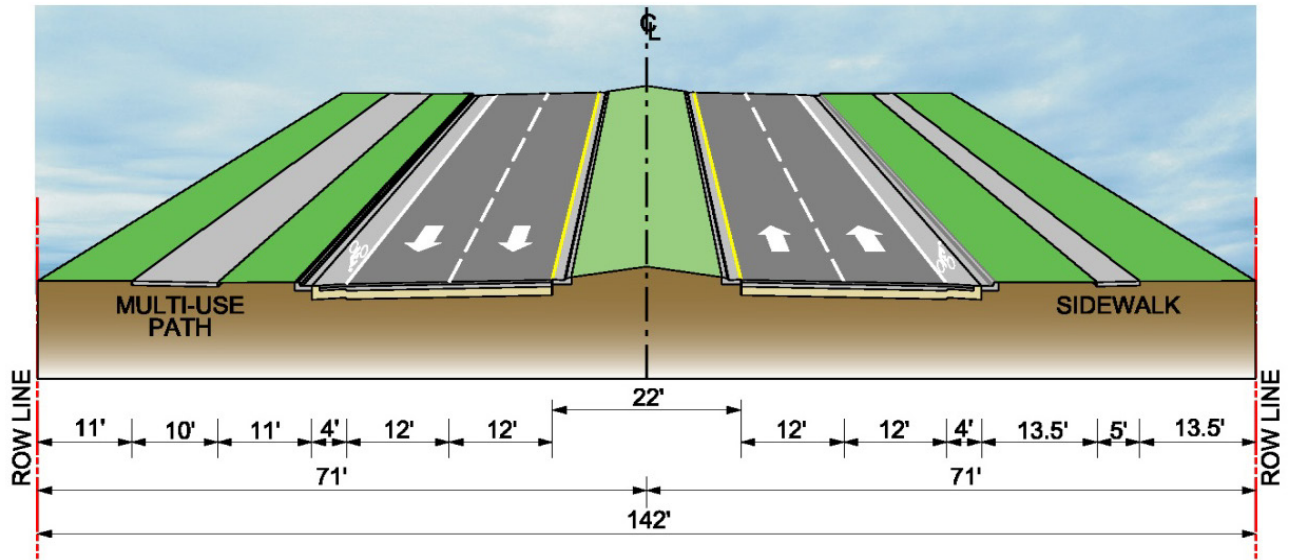
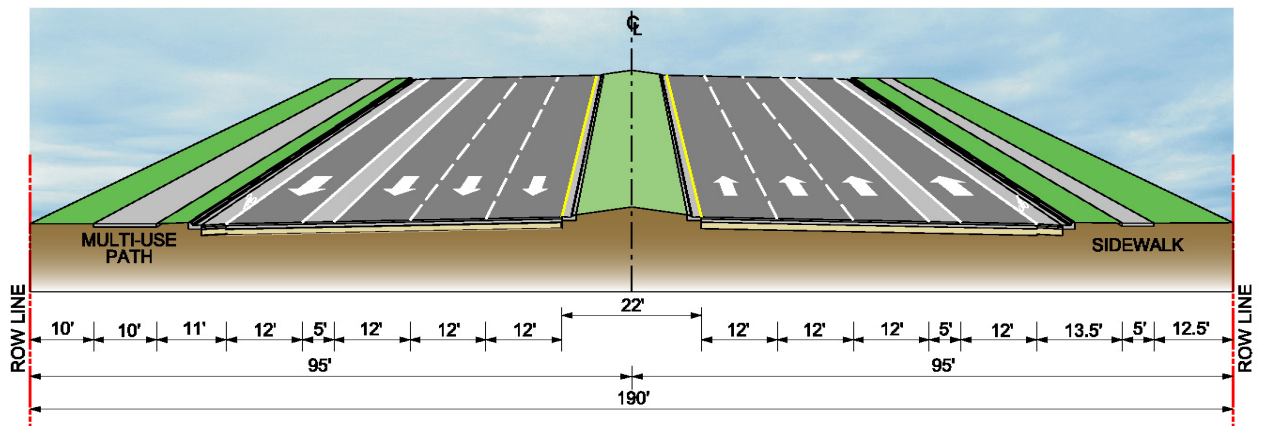


FIGURE 2-2
RECOMMENDED BUILD ROADWAY ALTERNATIVE

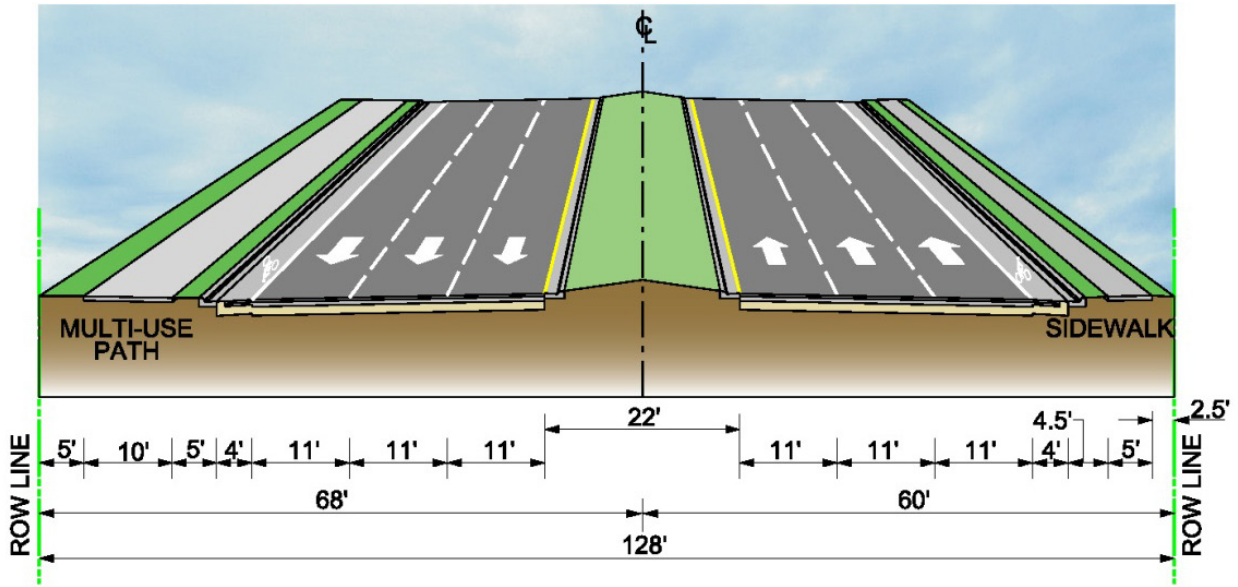
**FIGURE 2-3
FOUR-LANE DIVIDED URBAN TYPICAL SECTION
OLD PASCO ROAD TO I-75**



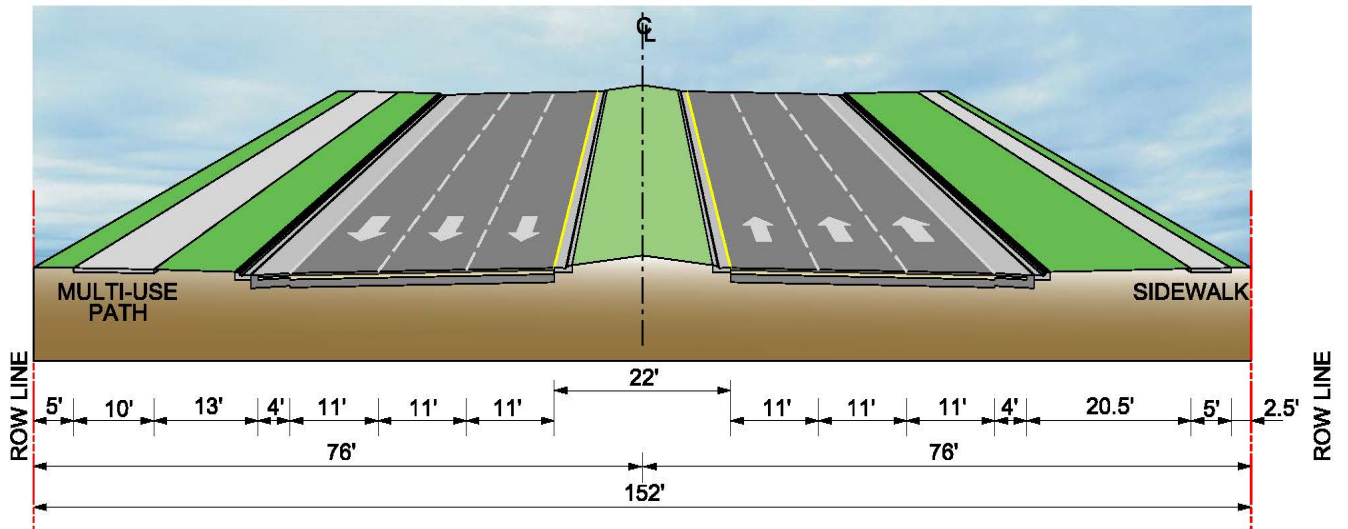
**FIGURE 2-4
SIX-LANE DIVIDED PLUS TWO AUXILIARY LANES URBAN TYPICAL SECTION
I-75 TO BOYETTE ROAD**



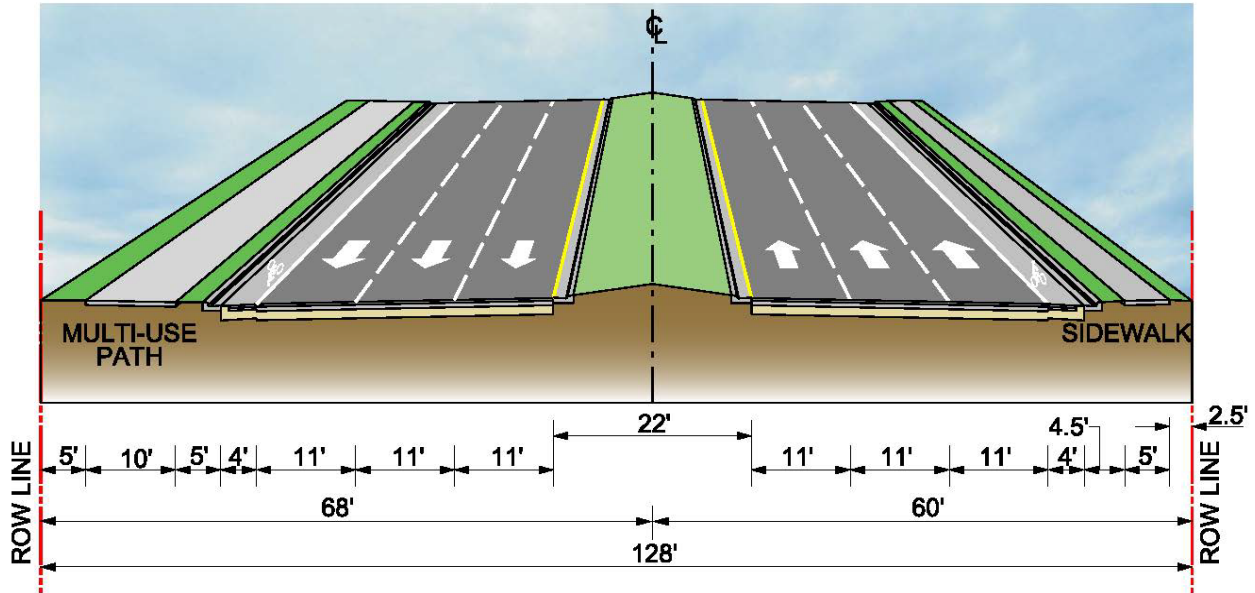
**FIGURE 2-5
SIX-LANE DIVIDED URBAN TYPICAL SECTION
BOYETTE ROAD TO FUTURE MCKENDREE ROAD REALIGNMENT**



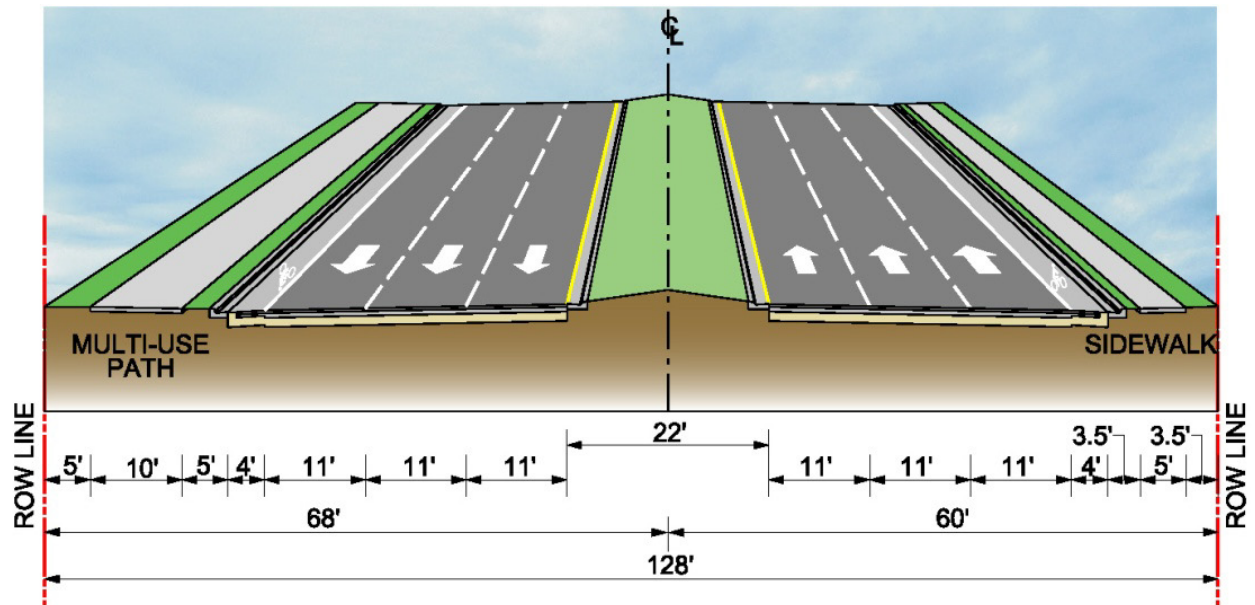
**FIGURE 2-6
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE MCKENDREE ROAD REALIGNMENT TO FUTURE EPPERSON RANCH BOULEVARD**



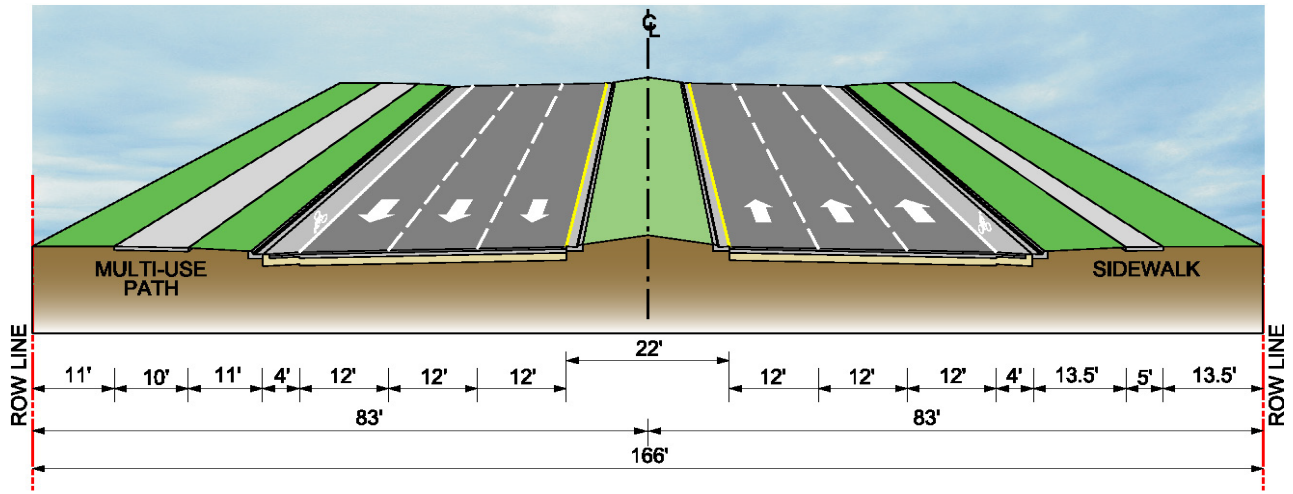
**FIGURE 2-7
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE EPPERSON RANCH BOULEVARD TO PROMENADE TOWN CENTER**



**FIGURE 2-8
SIX-LANE DIVIDED TYPICAL URBAN SECTION
THROUGH PROMENADE TOWN CENTER**



**FIGURE 2-9
SIX-LANE DIVIDED URBAN TYPICAL SECTION
PROMENADE TOWN CENTER TO FORT KING ROAD**



**FIGURE 2-10
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FORT KING ROAD TO US 301**

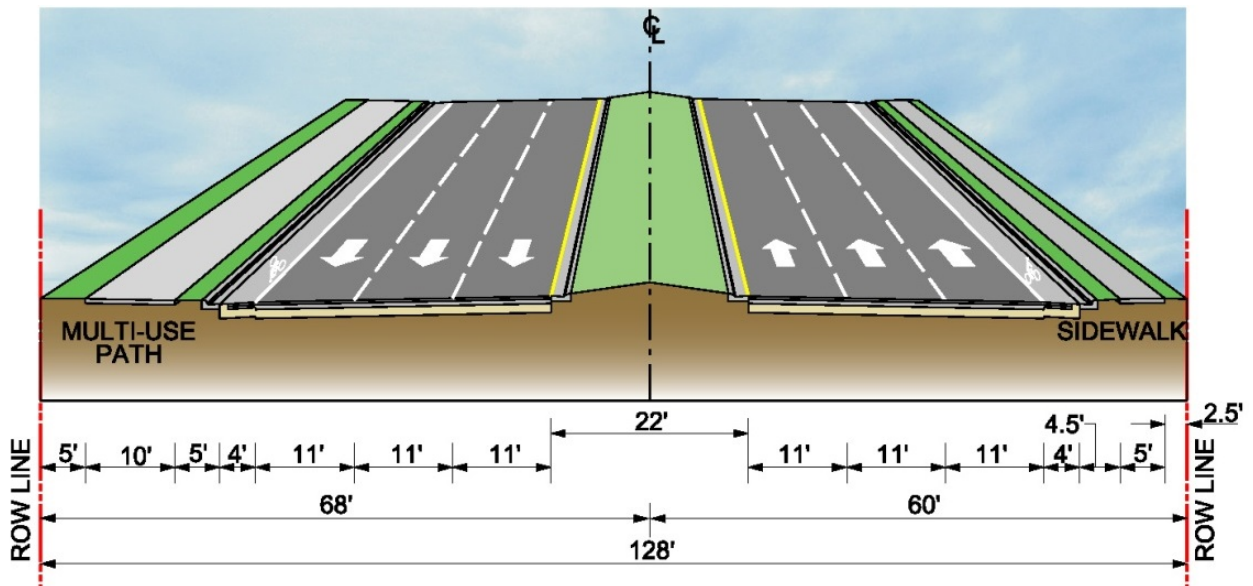
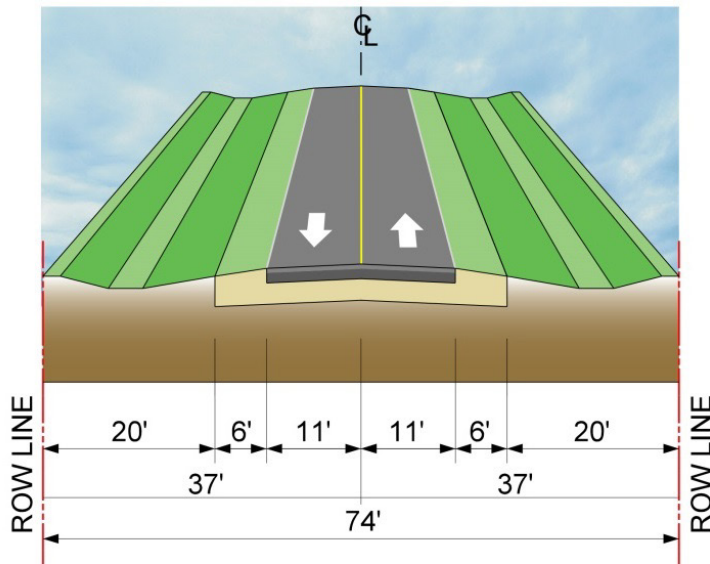


FIGURE 2-11
TWO-LANE UNDIVIDED RURAL TYPICAL SECTION
BLAIR DRIVE ACCESS



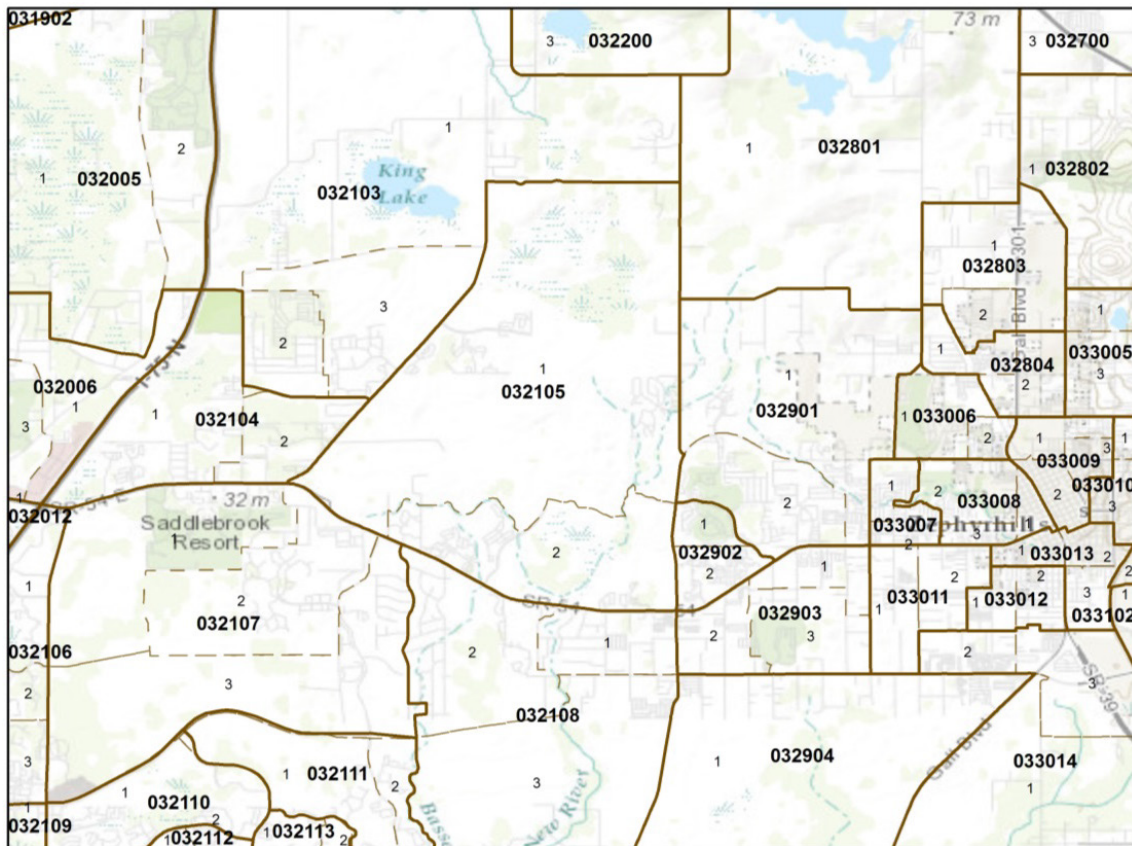
Section 3.0

PROJECT APPROACH

The purpose of this CSRP is to identify and address potential effects of the project on communities and community resources, focusing on residences and businesses that will be impacted by the project and any special relocation needs.

The community characteristics for the area surrounding the project corridor are determined by analyzing and comparing the demographics at the state, local, and project level. The neighborhood area for the CSRP is defined by the Census tracts adjoining the Recommended Build Alternative which include 320.05, 320.306, 321.03, 321.04, 321.05, 328.01, 328.03, and 329.01. The official 2010 U.S. Census, the 2012 American Community Survey (ACS), and the 2013 Florida Statistical Abstract are the sources for the baseline demographic data used in developing this CSRP. **Figure 3-1** shows a map of the Census tracts located along the O-3 Flyover Alternative.

FIGURE 3-1
CENSUS TRACT MAP



The demographic information analyzed included total population, male/female population, minority composition, elderly population, income, households size, owner/tenant occupancy, employment status, and housing costs. This information allows for comparisons that provide reasonable representation of the potential project's impact on the community.

Although every effort has been made to minimize the impact of the proposed project on existing land uses, some residential and business relocations associated with the project ROW acquisition are unavoidable. For those acquisitions that are unavoidable, relocation and financial assistance for decent, safe, and sanitary housing will be provided by Pasco County to the residential and business displacees.

The acquisition and relocation program will be conducted in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended. Relocation resources are available to all residential and business relocatees without discrimination.

Section 4.0

DEMOGRAPHICS

This section presents the population, housing, and income information for the State of Florida, Pasco County, and the project area.

Much of this section is based on the review of data at the Census-tract level. In cases where Census-tract level data was used, block-group level data for the same area was also reviewed.

4.1 POPULATION

The population data in **Table 4-1** has been developed based on information gathered from the 2010 U.S. Census and American Fact Finder 2012. Based on the 2012 data, a population of 470,391 lives in Pasco County. This is a 1.2 percent increase over the 2010 Census population (464,697).

**TABLE 4-1
POPULATION DENSITIES (AS OF JULY 2012)**

Area	Population	Persons Per Square Mile
State of Florida	19,317,568	350.6
Pasco County	470,391	622.2

Source: 2010 U.S. Census, American Fact Finder Population Estimates 2012.

Table 4-2 presents population data for Pasco County by race, ethnic group, and sex. The racial composition of the Census tracts adjacent to the project corridor consist of a majority White population with this race accounting for no less than 70.1 percent of the total population. The African American population ranges between 1.8 and 16.4 percent. The Hispanic population within the project area accounts for between 8.1 and 25.1 percent of the total population. The number of females generally exceeds the male population by 0.2 to 5.4 percent.

Table 4-3 shows the total number of households for each of the Census tracts within the project area, the family and non-family households, and the average number of persons per household. The average size of the households varies from 2.19 to 3.14 persons. The three tracts having the highest average number of persons also have the highest percentage of family households.

Table 4-4 shows the number and percentage of households with at least one person of age 65 or older. Except for Census Tract 321.05, the number of elderly households in the vicinity of the project area is significant. This is due to the high number of permanent and seasonal retirees who make eastern Pasco County their home.

**TABLE 4-2
POPULATION BY RACE, ETHNICITY AND SEX WITHIN THE PROJECT AREA**

Demographic Category	Census Tract 320.05		Census Tract 320.06		Census Tract 321.03		Census Tract 321.04		Census Tract 321.05		Census Tract 328.01		Census Tract 328.03		Census Tract 329.01	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Race																
White Alone	3,207	93.6	6,262	87.9	3,764	70.1	3,547	75.1	2,879	71.3	1,721	89.4	1,866	92.4	3,988	88.1
African American Alone	60	1.8	363	5.1	883	16.4	519	11.0	634	15.7	62	3.2	37	1.8	256	5.7
American Indian or Native Alaskan Alone	6	1.2	31	0.4	26	0.5	10	0.2	13	0.3	8	0.4	8	0.4	16	0.4
Asian Alone	66	1.9	99	1.4	256	4.8	173	3.7	139	3.4	41	2.1	36	1.8	112	2.5
Native Hawaiian/Other Pacific Islander Alone	3	0.1	2	0.0	9	0.2	5	0.1	0	0	0	0	1	0	4	0.1
Some Other Race Alone	53	1.5	195	2.7	251	4.7	298	6.3	186	4.6	61	3.2	31	1.5	55	1.2
Two or More Races	32	0.9	170	2.4	184	3.4	170	3.6	189	4.7	33	1.7	41	2.0	95	2.1
Ethnicity																
Hispanic	279	8.1	1,183	16.6	1,139	21.2	1,183	25.1	941	23.3	181	9.4	174	8.6	420	9.3
Sex																
Male	1,643	47.9	3,849	49.0	2,679	49.9	2,235	47.3	1,949	48.2	941	48.9	1,002	49.6	2,194	48.5
Female	1,784	52.1	3,633	51.0	2,694	50.1	2,487	52.7	2,091	51.8	985	51.1	1,018	50.4	2,332	51.5
Total Population	3,427		7,122		5,373		4,722		4,040		1,926		2,020		4,526	

Source: U.S. Census 2010, Table DP-1.

**TABLE 4-3
HOUSEHOLD INFORMATION WITHIN THE PROJECT AREA**

Demographic Category	Census Tract 320.05		Census Tract 320.06		Census Tract 321.03		Census Tract 321.04		Census Tract 321.05		Census Tract 328.01		Census Tract 328.03		Census Tract 329.01	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Average Number of Persons per Household	2.21		2.8		3.14		2.96		2.99		2.47		2.19		2.52	
Family Households	1,148	74.0	1,955	76.7	1,377	80.5	1,297	81.3	1,063	78.6	541	69.4	585	63.7	1,290	71.9
Non-Family Households	404	26.0	593	23.3	334	19.5	298	18.7	290	21.4	238	30.6	333	36.3	504	28.1
Total Number of Households	1,552		2,548		1,711		1,595		1,353		779		918		1,794	

Source: U.S. Census 2010, Table DP-1.

**TABLE 4-4
HOUSEHOLDS WITH PERSONS OVER THE AGE OF 65 WITHIN THE PROJECT AREA**

Demographic Category	Census Tract 320.05		Census Tract 320.06		Census Tract 321.03		Census Tract 321.04		Census Tract 321.05		Census Tract 328.01		Census Tract 328.03		Census Tract 329.01	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Number of Households	1,552		2,548		1,711		1,595		1,353		779		918		1,794	
Elderly Households	843	54.3	566	22.2	267	15.6	262	16.4	146	10.8	288	37.0	419	45.6	673	37.5

Source: U.S. Census 2010, Table DP-1.

Table 4-5 provides an estimate of the disabled or handicapped population in Pasco County compared to the State of Florida. Overall, the percentage of disabled residents in Pasco County is 16.0 percent, which is higher than the percentage of disabled residents within the State of Florida (12.9 percent). Disabilities are not reported at the Census-tract level, but it is assumed that the percentage of disabled persons within the project area is similar to that of the County as a whole.

**TABLE 4-5
DISABLED RESIDENTIAL OCCUPANTS FOR THE STATE OF FLORIDA AND PASCO COUNTY**

Area	Number	Percent
State of Florida	2,460,338	12.9
Pasco County	74,052	16.0

Source: U.S. Census, American Fact Finder 2012, Table DP02.

Table 4-6 shows a comparison of the median household income for 2010 and 2012 for the State of Florida and Pasco County. While the median income for Pasco County is slightly less than that of the State of Florida, the median income for both has declined since 2010. This is most likely the result of the current economic conditions.

**TABLE 4-6
MEDIAN HOUSEHOLD INCOME FOR THE STATE OF FLORIDA AND PASCO COUNTY**

Area	2010	2012
State of Florida	\$44,409	\$42,433
Pasco County	\$42,220	\$39,562

Source: U.S. Census, ACS, Table B19013 for 2010 and 2012.

The general employment conditions for both the State of Florida and Pasco County are presented in **Table 4-7**. The unemployment rate for Pasco County is nearly two percentage points higher than that of the state.

**TABLE 4-7
EMPLOYMENT STATUS FOR THE STATE OF FLORIDA AND PASCO COUNTY**

Area	Employed	Unemployed
State of Florida	8,648,641	755,515 (8.0%)
Pasco County	173,111	19,026 (9.9%)

Source: U.S. Bureau of Labor Statistics. (www.bls.gov) 2012 dataset.

4.2 HOUSING

Table 4-8 compares the total number and percentage of owner-occupied housing units in Pasco County to that of the State of Florida and the U.S. The table shows that the percentage of owner-occupied homes in Pasco County is higher than the percentages of both Florida and the U.S. **Table 4-9** compares the total housing units in each Census tract to the owner-occupied houses and rental-occupied houses and the vacancy rates for each. The percentage of the total number of units that are occupied within the project area ranges from 79.6 to 91.0 percent. However, the percentage of the occupied units that is owner-occupied ranges from 69.6 to 93.7 percent. All of the tracts are above the U.S. and State of Florida averages and all but two are above the Pasco County average.

**TABLE 4-8
OWNER-OCCUPIED HOUSING UNITS IN THE UNITED STATES,
STATE OF FLORIDA, AND PASCO COUNTY**

Demographic Category	United States		State of Florida		Pasco County	
	Number	%	Number	%	Number	%
Total Housing	132,452,249		9,031,530		230,658	
Total Owner-Occupied Housing Units	74,119,256	63.9%	4,724,428	65.6%	135,211	74.9%

Source: U.S. Census ACS, Table DP-04, 2012, 1-year estimate.

**TABLE 4-9
OWNER-OCCUPIED HOUSING UNITS WITHIN THE PROJECT AREA**

Demographic Category	Census Tract 320.05	Census Tract 320.06	Census Tract 321.03	Census Tract 321.04	Census Tract 321.05	Census Tract 328.01	Census Tract 328.03	Census Tract 329.01
Total Housing Units	1,798	2,811	1,957	1,752	1,534	891	1,119	2,255
Occupied Units	1,552	2,548	1,711	1,595	1,353	779	918	1,794
% Occupied	86.3%	90.6%	87.4%	91.0%	88.2%	87.4%	82.0%	79.6%
Vacant Units	246	263	246	157	181	112	201	461
% Vacant	13.7%	9.4%	12.6%	9.0%	11.8%	12.6%	18.0%	20.4%
Owner Occupied	1,454	2,080	1,353	1,355	942	663	884	1,443
% Owner Occupied	93.7%	81.6%	79.1%	85.0%	69.6%	85.1%	74.5%	80.4%
Renter Occupied	98	468	358	240	411	116	234	351
% Renter Occupied	6.3%	18.4%	20.9%	15.0%	30.4%	14.9%	25.5%	19.6%

Source: U.S. Census 2010, Table DP-1.

Table 4-10 shows the structures proposed for displacement within the project limits and the year that each was constructed. All of the structures proposed for displacement are manufactured/mobile homes ranging in age from 11 to 41 years.

**TABLE 4-10
TENURE AND TYPE OF STRUCTURES BEING DISPLACED**

Location of Structure Being Displaced	Type of Structure	Year Constructed
7943 Blair Drive, Zephyrhills	Mobile Home	1983
7852 Dowd Drive, Zephyrhills	Mobile Home	1981
7840 Dowd Drive, Zephyrhills	Mobile Home	1997
7826 Dowd Drive, Zephyrhills	Mobile Home	1973
7810 Dowd Drive, Zephyrhills	Mobile Home	2001
7752 Dowd Drive, Zephyrhills	Mobile Home	1972
7742 Dowd Drive, Zephyrhills	Mobile Home	1972
7616 Blair Drive, Zephyrhills	Mobile Home	1988

Section 5.0

RELOCATION IMPACTS

This section of the CSRP identifies potential ROW impacts and displacements anticipated as a result of implementing the Recommended Build Alternative. For the purpose of this section, the Recommended Build Alternative (O-3 Flyover Alternative) has been evaluated and presented based on the following segmented approach:

- Flyover Ramp Build Interchange Alternative consists of the roadway component from Old Pasco Road to Boyette Road, including the proposed interchange at I-75
- Build Roadway Alternative O-3 consists of the roadway component from Boyette Road to US 301

5.1 FLYOVER RAMP BUILD INTERCHANGE ALTERNATIVE

The potential impacts based on the Flyover Ramp Build Interchange Alternative are shown in **Table 5-1** and discussed in the sections that follow.

**TABLE 5-1
FLYOVER RAMP BUILD INTERCHANGE ALTERNATIVE
POTENTIAL ROW IMPACTS**

Affected Parcels	Number of Impacts
Residential Parcels	13
Business Parcels	0
Undeveloped Parcels	11
Publicly-Owned Parcels	1

5.1.1 POTENTIAL RESIDENTIAL RELOCATIONS

The Flyover Ramp Build Interchange Alternative will affect 13 residential parcels and 12 other parcels, resulting in eight potential residential relocations all located in the southwest quadrant of the proposed interchange within the Williams Acres residential subdivision. The potential relocation residences are identified as the addresses shown in **Table 5-2**. All are mobile/manufactured homes with the oldest dating back to 1972 and the newest constructed in 2001. The occupancy column indicates whether the resident is the owner or a renter of the parcel. Of the eight residences potentially requiring relocation, three are owner-occupied and five are rental properties, of which two are owned by the same person. Site photographs are presented in **Appendix B**.

**TABLE 5-2
POTENTIAL RESIDENTIAL DISPLACEMENTS - PROPERTIES**

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

*Same owner.

In order to further assess the demographic composition of the impact area containing the potential residential relocations, a Sociocultural Data Report (SDR) was generated using the FDOT Environmental Screening Tool (EST). **Table 5-3** below presents relevant demographic data reported for the impact area and Pasco County. Compared to Pasco County, the impact area contains generally comparable percentages of White and African-American populations, a higher percentage of Hispanic populations, a lower percentage of individuals age 65+, and a higher percentage of individuals age 18 and under. The median family income is also higher within the impact area (\$67,778) compared to Pasco County as a whole (\$53,457).

**TABLE 5-3
POTENTIAL RESIDENTIAL DISPLACEMENTS - DEMOGRAPHICS**

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

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

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

5.1.2 POTENTIAL BUSINESS RELOCATIONS

There are no potential business relocations for the Flyover Ramp Build Interchange Alternative.

5.1.3 *SIGN IMPACTS*

There are no sign relocation impacts for the Flyover Ramp Build Interchange Alternative.

5.1.4 *PUBLICLY-OWNED FACILITIES IMPACTS*

Although ROW will be required from the Wesley Chapel District Park located at the southeast quadrant of the proposed interchange, it is important to note that the County designed the park anticipating the widening of the I-75 mainline and/or the addition of the interchange at Overpass Road. Therefore, no park structures or facilities will be affected by the project.

5.1.5 *POTENTIAL CONTAMINATION CONCERNS*

There are no potential high/medium contamination sites identified for the Flyover Ramp Build Interchange Alternative.

5.2 *BUILD ROADWAY ALTERNATIVE O-3*

The potential impacts based on Build Roadway Alternative O-3 are shown in **Table 5-4** and discussed in the sections that follow.

**TABLE 5-4
BUILD ROADWAY ALTERNATIVE O-3
POTENTIAL ROW IMPACTS**

Affected Parcels	Number of Impacts
Residential Parcels	16
Business Parcels	1
Other Parcels	38
Publicly-Owned Parcels	1

5.2.1 *POTENTIAL RESIDENTIAL RELOCATIONS*

Build Roadway Alternative O-3 will affect 16 residential parcels and 40 other parcels, but will not result in any potential residential relocation.

5.2.2 *POTENTIAL BUSINESS RELOCATIONS*

There are no potential business relocations for Build Roadway Alternative O-3.

5.2.3 SIGN IMPACTS

There are no sign relocation impacts for Build Roadway Alternative O-3.

5.2.4 PUBLICLY-OWNED FACILITIES IMPACTS

One parcel located at the northeast quadrant of Handcart Road and Fairview Heights Road, which is owned by the Pasco County Public School Board, will be impacted. This parcel is currently vacant and no relocation is anticipated.

5.2.5 POTENTIAL CONTAMINATION CONCERNS

Based on the findings of the field/aerial reviews (FR), *Contamination Screening Evaluation Report* (CSER) investigation and the PD&E rating criteria, one site (FR-3) is rated as having a “High” risk and two sites (FR-1 and FR-2) are rated as having a “Medium” risk for containing environmental contamination impact within the proposed Overpass Road improvement areas. In accordance with FDOT guidelines, limited sampling and testing is likely to be conducted at “Medium” and “High” rated sites during the proposed project’s future design phase.

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

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

The findings of the CSER investigation are based upon preliminary information only and are not intended to replace more detailed studies such as individual environmental site assessments and subsurface soil/groundwater investigations. Other technical studies may be required to determine the existence of site contamination prior to construction.

Section 6.0

RELOCATION RESOURCES

6.1 AVAILABLE HOUSING

Table 6-1 lists the number of residences on the resale market within the general vicinity of the project. These include all houses and manufactured homes with two bedrooms or greater, the price range for each category, and percentage of the total listings. As of October 16, 2013, www.Realtor.com included 404 listings for properties in the four zip codes representing the general area of the project. They ranged from two-bedroom homes and manufactured homes to five-bedroom homes. Many were located on land lots of an acre or larger. Of the 404 listings, 110 (27 percent) included two bedrooms, 143 (38 percent) included three bedrooms and 141 (35 percent) included four or more bedrooms. The price range searched was limited to a maximum of \$250,000.

**TABLE 6-1
REAL ESTATE LISTINGS FOR TWO BEDROOM AND GREATER HOMES**

	ZIP Code				Total
	33541	33543	33544	33545	
2-BR Listings	76	31	3	0	110
Percent	55%	26%	5%	0	27%
Price Range	\$23,500- \$250,000	\$22,500- \$159,900	\$117,000- \$140,000	N/A	\$23,500- \$250,000
3-Bedroom Listings	40	42	32	39	153
Percent	30%	35%	54%	44%	38%
Price Range	\$35,750- \$244,900	\$29,900- \$229,900	\$45,700- \$230,000	\$82,000- \$248,900	\$29,900- \$248,900
4-Bedroom Listings	21	46	24	50	141
Percent	15%	39%	41%	56%	35%
Price Range	\$44,900 - \$249,900	\$63,000- \$249,000	\$109,900- \$249,000	\$84,600- \$249,900	\$44,900- \$249,900
Total Listings	137	119	59	89	404

Source: www.Realtor.com, 10/16/2013.

In addition to the homes listed in the table above, there are several new subdivisions within the area where new homes are being constructed. Alternatively, there are vacant parcels of various sizes that can accommodate new construction or manufactured homes.

Table 6-2 below shows the number of rental properties available in the vicinity of the project and the rent range for both houses/manufactured homes and apartments (complexes only; available units unknown). As shown in the table, there were 98 homes available for rent within the four zip codes representing the general project area on October 16, 2013. These properties

ranged in rent from \$695 to \$2,500 monthly. The majority were three to four bedrooms with a minimum of two bathrooms. There are very few apartment complexes located within the general vicinity of the project. Rents at those complexes ranged from \$695-\$1,561 monthly.

**TABLE 6-2
REAL ESTATE LISTINGS FOR RENTAL PROPERTIES**

	ZIP Code				Total
	33541	33543	33544	33545	
Houses/Manufactured Homes	6	36	19	37	98
Rent Range (monthly)	\$695-\$1,250	\$1,050-\$2,545	\$1,200-\$2,500	\$1,100-\$1,645	\$695-\$2,500
Apartments*	3	0	3	1	7
Rent Range (monthly)	\$596-\$1,295	NA	\$810-\$1,561	\$775-\$1,200	\$596-\$1,561

*Apartment complexes.

Source: www.Realtor.com, 10/16/2013, Homes.com 10/16/2013.

6.2 HOUSING OF LAST RESORT

Comparable replacement housing for sale and rent is available in the Wesley Chapel/Zephyrhills area of Pasco County. However, there may be some last resort rent supplements and last resort replacement housing payments necessary. Last resort housing payments would be used in order to place the relocatees in decent, safe, and sanitary housing, if necessary. Should last resort housing be constructed, the housing would be available before the displacees are required to vacate their dwellings. There are numerous residential lots available for new construction within the Wesley Chapel/Zephyrhills area. Lot sizes range from 3,000 square feet (mobile home lot) to 22.9 acres and are priced from \$14,900 to \$350,000.

6.3 BUSINESS SPACE AND SITES

The Recommended Build Alternative, as presently conceived, will not displace any businesses within the community.

Section 7.0

RELOCATION ASSISTANCE

7.1 RELOCATION ASSISTANCE PROCESS

In order to minimize the unavoidable effects of ROW acquisition and displacement of people, Pasco County will carry out a ROW acquisition and relocation program in accordance with Florida Statute (F.S.) 339.09 and the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Public Law 91-646 as amended by Public Law 100-17). Relocation resources are available to all residential and business relocatees without discrimination.

Pasco County provides advance notification of impending ROW acquisition. Before acquiring property for the project, all affected properties will be appraised and an offer made based on fair market value. No person occupying real property will be required to move for at least 90 days from the receipt of this notice or receipt of the Statement of Eligibility, whichever is later. A 30-day written notice will be delivered to the displacee informing them of the date of which they will be required to move from the acquired site. “Made available” means that Pasco County will provide a minimum of three available comparable replacement houses to the displacee that are decent, safe and sanitary and is within their financial means.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied displacees will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
- Makeup of the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling; and/or

- Make payment for eligible increased cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

Title VIII of the Civil Rights Act of 1968 guarantees each person equal opportunity in housing. Relocation resources are available to all residential and business relocatees without discrimination.

7.2 COMMUNITY ORGANIZATIONS PROVIDING ASSISTANCE

**TABLE 7-1
COMMUNITY ORGANIZATIONS AVAILABLE FOR RELOCATION ASSISTANCE**

Organization Name	Telephone Number
Pasco Chamber of Commerce	813-909-2722
The Salvation Army East Pasco Service Center	352-521-3126
United Way of Pasco County	727-845-3030
American Red Cross of Tampa Bay	813-348-4820
Catholic Charities	352-523-6958
Realtor.com Customer Care	800-878-4166
Meals on Wheels	813-782-2793
Pasco County Community Services	727-834-3258
East Pasco Association of Realtors	813-783-3794
Pasco County Housing Authority	352-567-0848

Section 8.0

REFERENCES

American Fact Finder, U.S. Census Bureau. *Various tables*. <http://factfinder2.census.gov/>.

Bureau of Economic and Business Research (BEBR). Forty-sixth Edition. *Florida Statistical Abstract 2012*. University of Florida, Gainesville. 2013.

Community Information. Central Pasco Chamber [Online]. www.centralpascochamber.com.

FDOT. *Project Development and Environment Manual*. Part 2, Chapter 9, Section 9-3.3. February 21, 2014.

FDOT. *Right-of-Way Manual*. Section 9.1, Relocation Assistance Program. April 15, 1991, Revised October, 1, 2014.

Pasco Count Community Services [On line], <http://fl-pascocounty.civicplus.com/Directory.aspx?DID=32>.

Realtor.com [Online]. <http://realtor.com/realestateforsale>. (November 25, 2013).

Realtor.com [Online]. <http://realtor.com/rentals>. (November 25, 2013).

Pasco County, *Capital Improvement Plan*. FY 2015-2019.

Pasco County, MPO, *2040 Cost Affordable Long Range Transportation Plan*.

Pasco County, MPO, *Long Range Transportation Plan, 2040 Needs Plan*.

Pasco County, *Comprehensive Plan Transportation Element*. February 28, 2013.

Pasco County, *Transportation Improvement Program*. June 11, 2015.

APPENDIX A
Project Plan Sheets

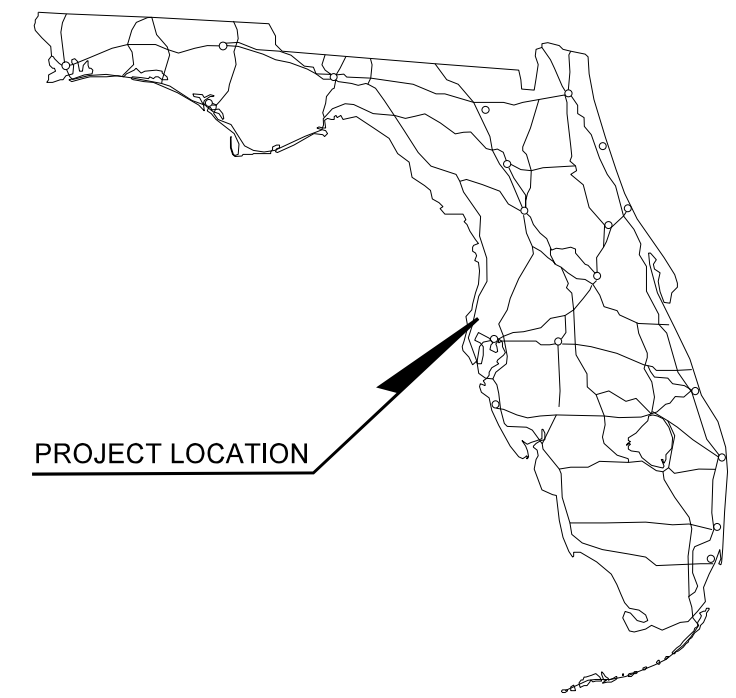


PASCO COUNTY

OVERPASS ROAD FROM OLD PASCO ROAD TO US 301

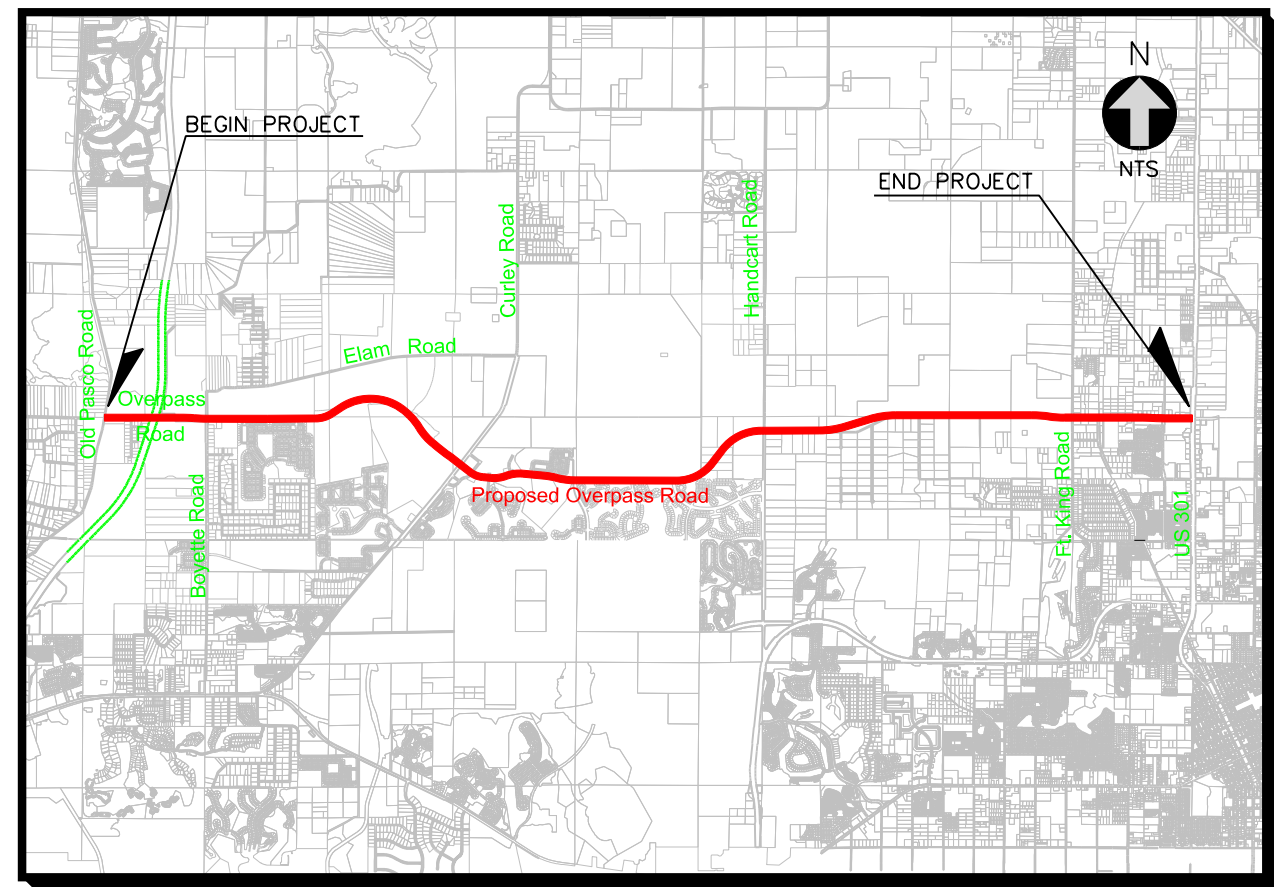
CIP NO: 5025 • FPID NO: 432734-1

PREPARED BY
URS CORPORATION SOUTHERN



PROJECT LOCATION

ALTERNATIVE O3 ROADWAY



PROJECT LOCATION MAP

DRAFT - FOR PLANNING PURPOSES ONLY

PASCO COUNTY BOARD OF COUNTY COMMISSIONERS

- CHAIRMAN OF THE BOARD : TED SCHRADER
- DISTRICT 1 : TED SCHRADER
- DISTRICT 2 : MIKE MOORE
- DISTRICT 3 : KATHRYN STARKEY
- DISTRICT 4 : MIKE WELLS
- DISTRICT 5 : JACK MARINAO
- COUNTY ADMINISTRATOR : MICHELE BAKER












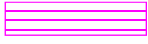







INDEX OF PLANS

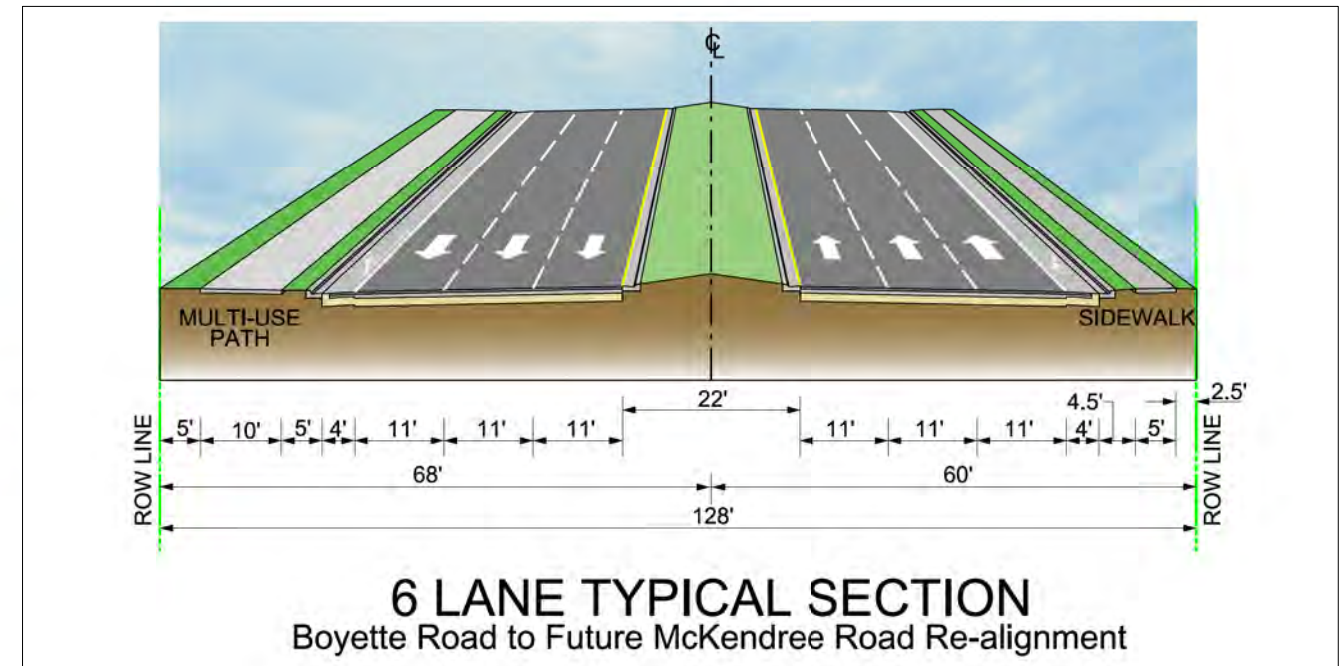
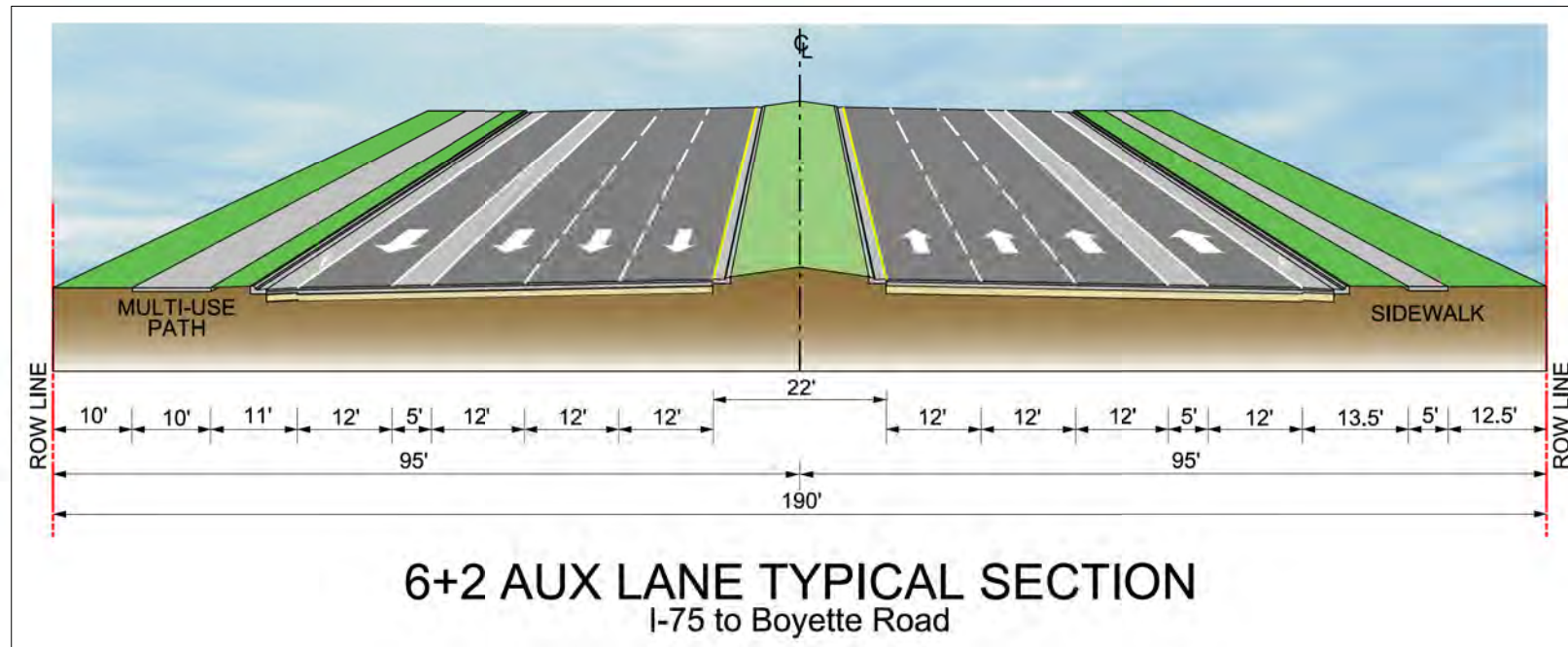
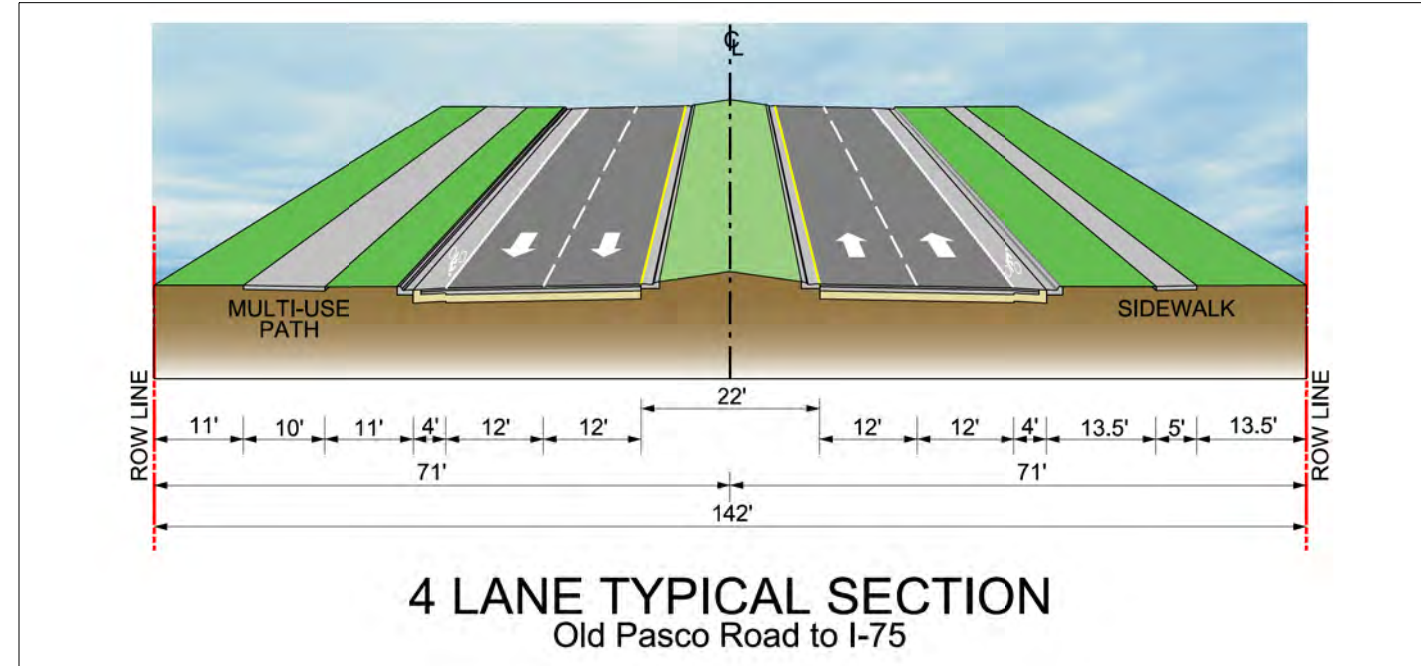
SHEET NO.	SHEET DESCRIPTION
I	COVER SHEET
II	LEGEND
III	TYPICAL SECTIONS
IV	TYPICAL SECTIONS
V	TYPICAL SECTIONS
1-17	PLANS

Aerial Photography Date: 2011

MAPS PREPARED BY:
URS CORPORATION SOUTHERN
LICENSED BUSINESS NO. 6839
7650 WEST COURTNEY CAMPBELL CAUSEWAY
TAMPA, FLORIDA 33607-1462
TELEPHONE (813) 286-1711

LEGEND

	EXISTING RIGHT-OF-WAY		PROPOSED SIGNAL
	EXISTING L/A RIGHT-OF-WAY		EXISTING SIGNAL
	PROPOSED RIGHT-OF-WAY		PROPOSED POND SITE
	PROPOSED L/A RIGHT-OF-WAY		10' MULTI-USE PATH
	PROPERTY LINES		WETLAND
	ROADWAY		FLOODPLAIN
	BRIDGE		FLOODPLAIN COMPENSATION AREA
	5' SIDEWALK		CONTOUR LINE
	CROSS DRAIN		RESIDENTIAL RELOCATION
	TO BE REMOVED		



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

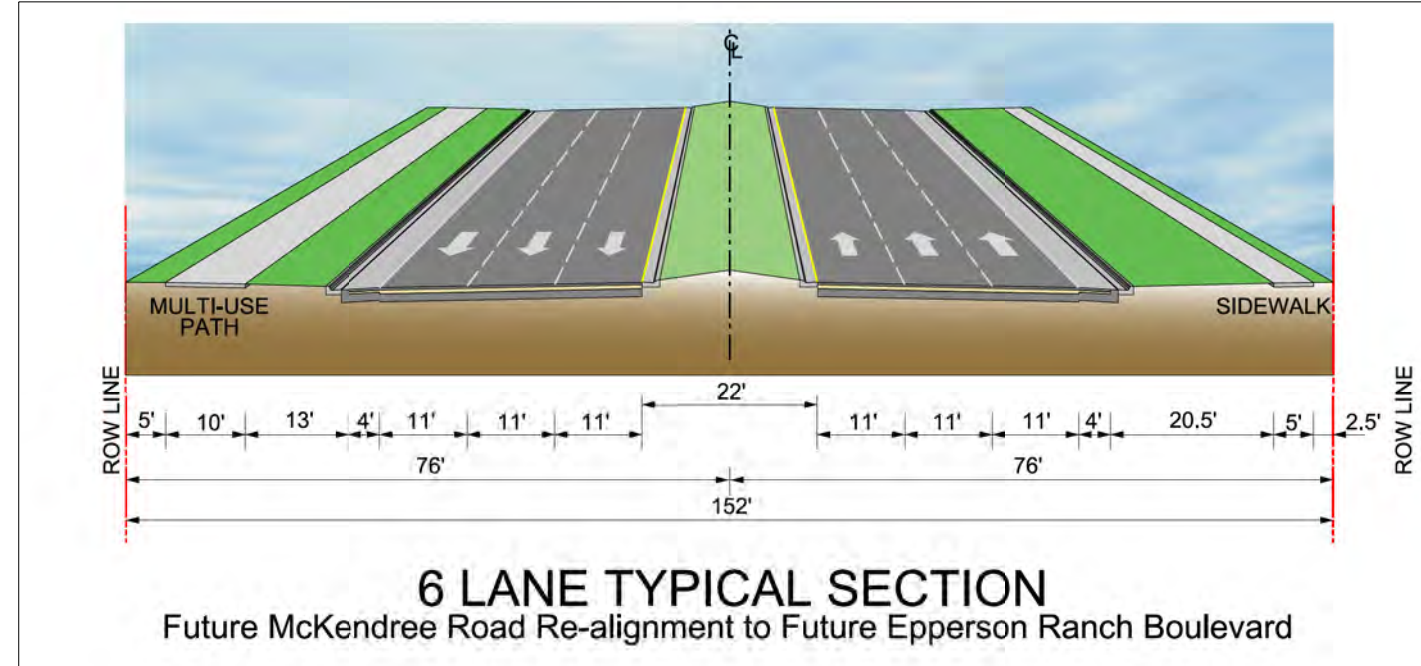
PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

III



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

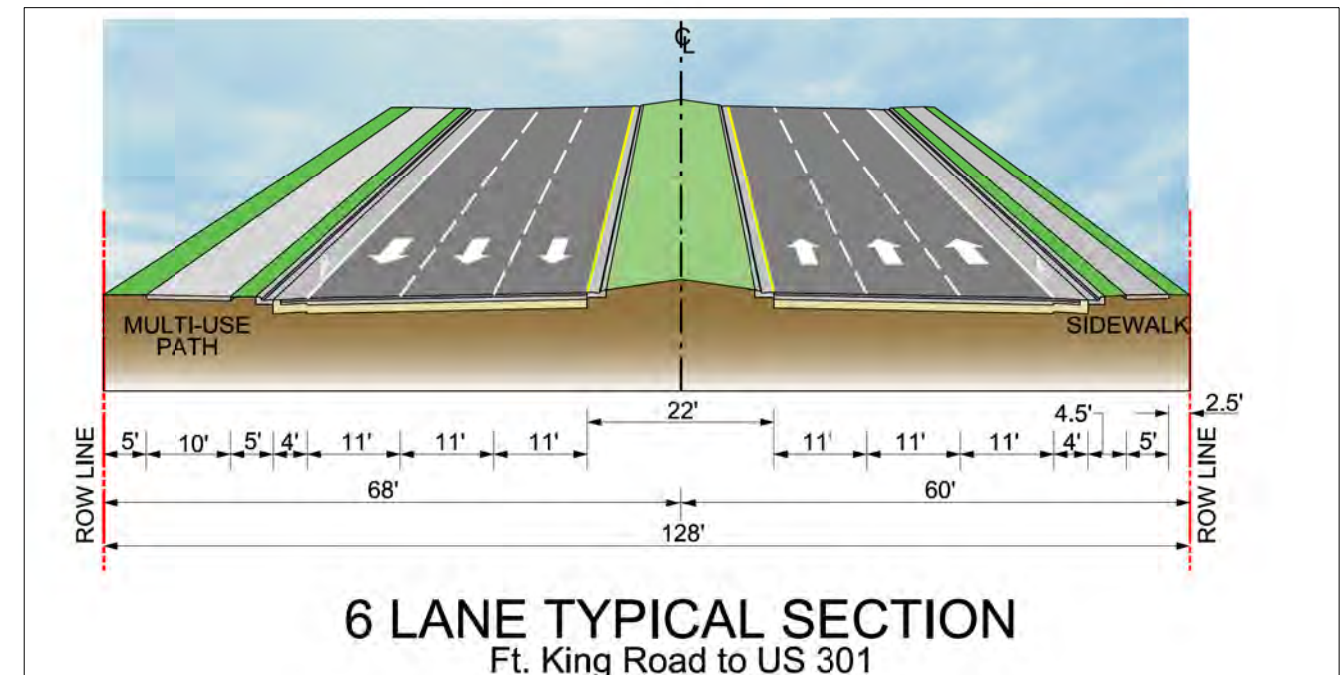
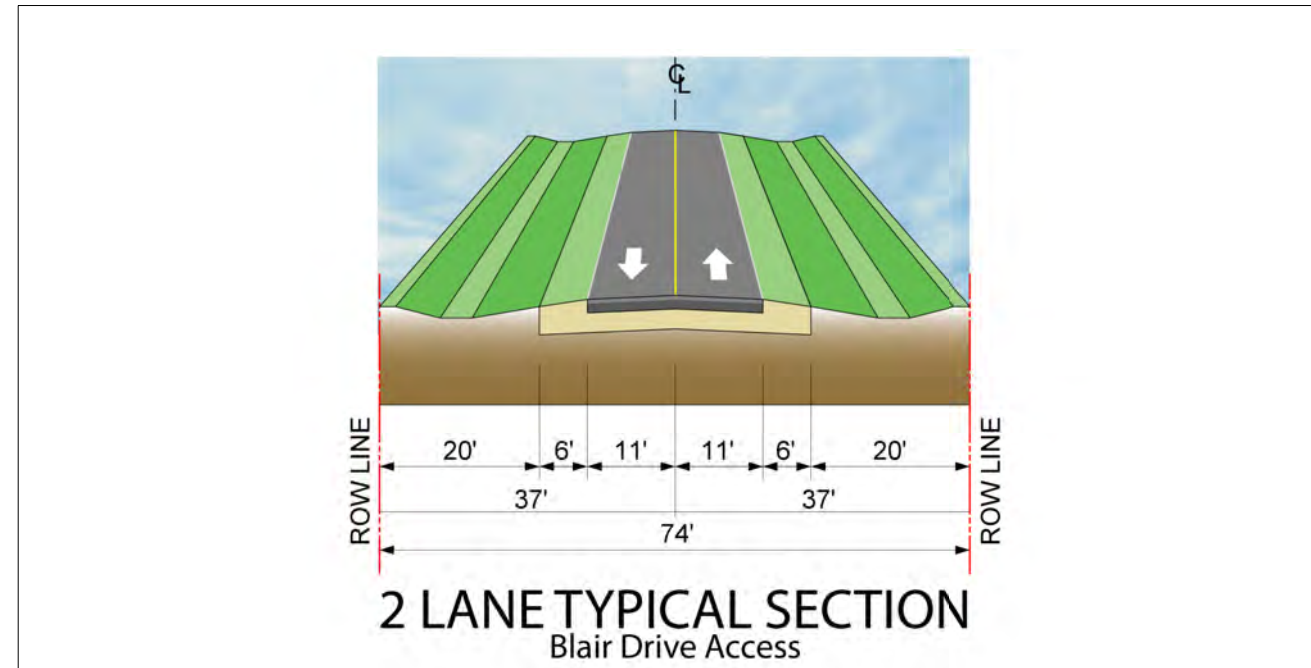
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

IV



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

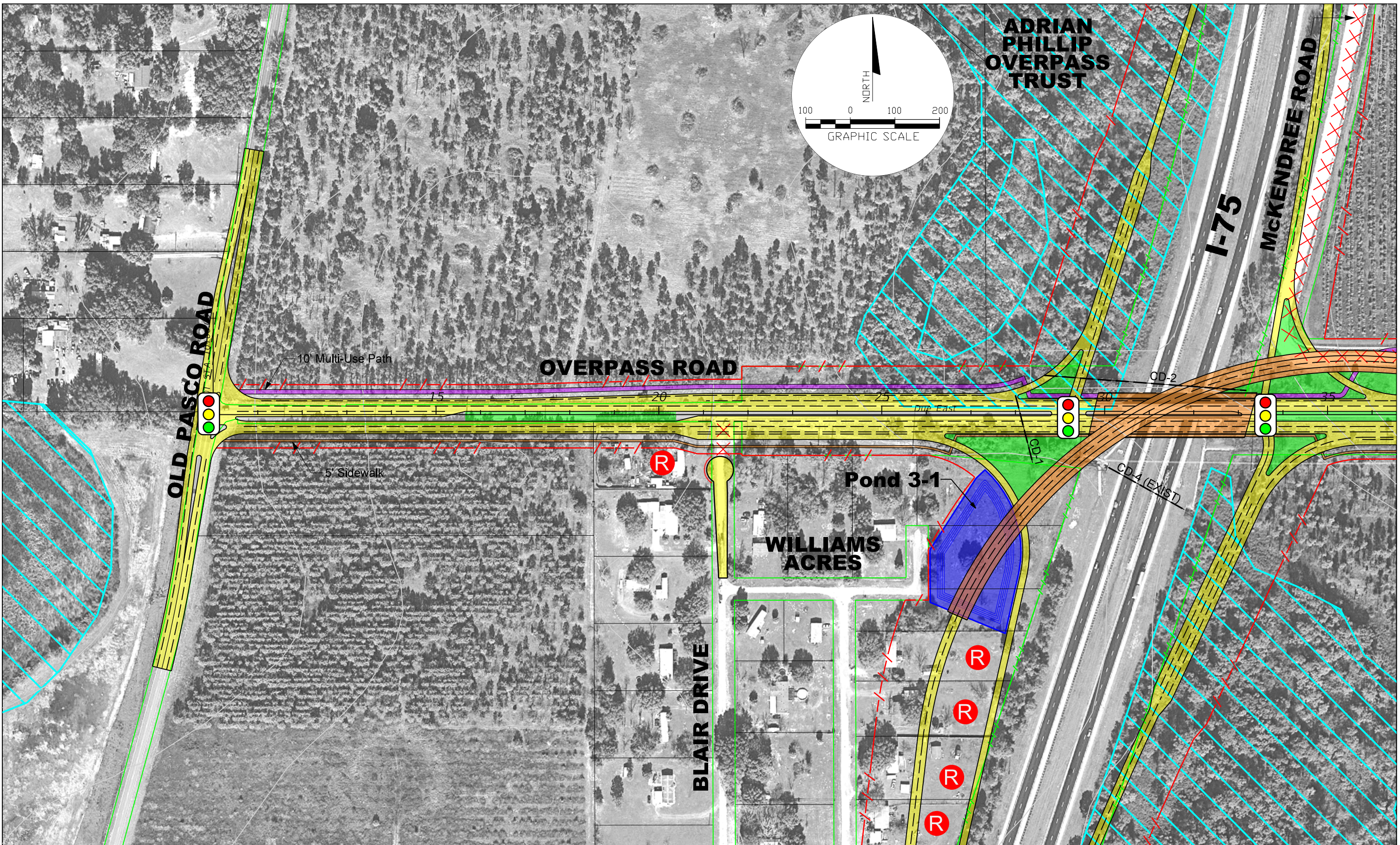
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

✓



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
1



Pond 3-2

I-75

BOYETTE ROAD

NOTE:
ALTERNATE ACCESS TO
BOYETTE ROAD WILL BE
AVAILABLE PRIOR TO
INTERCHANGE CONSTRUCTION.

CD-3 (EXIST)

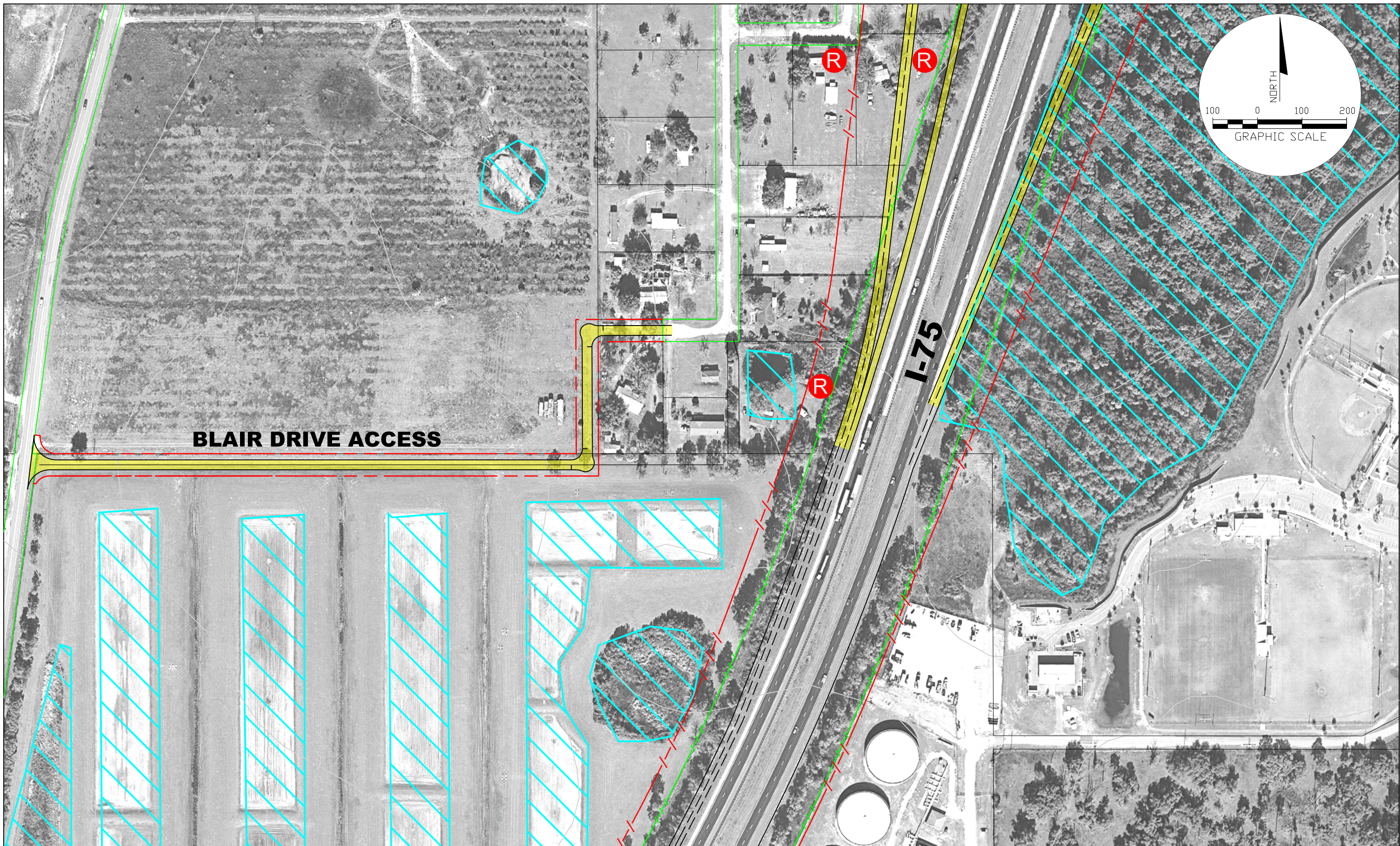
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.
1A



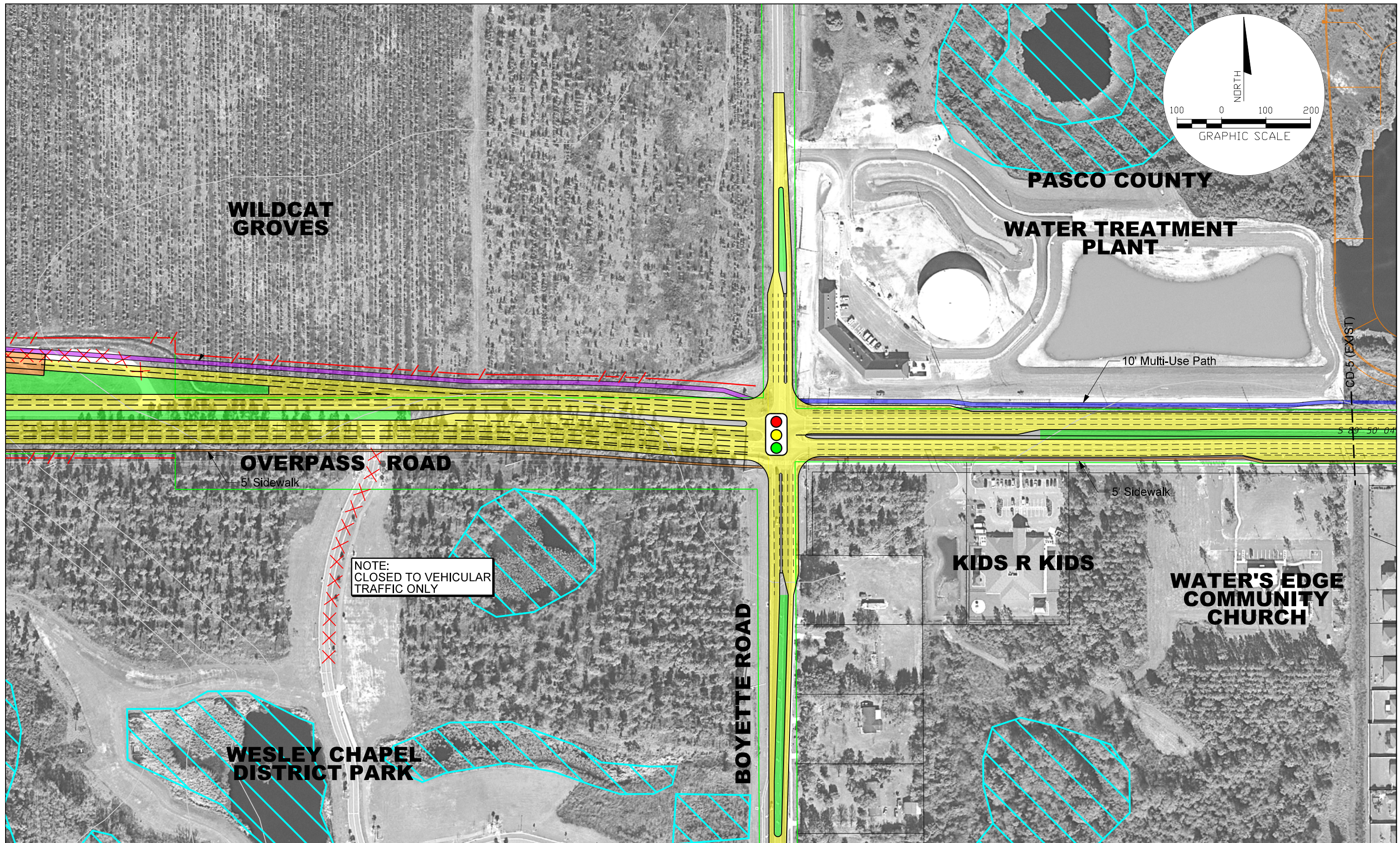
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
1B



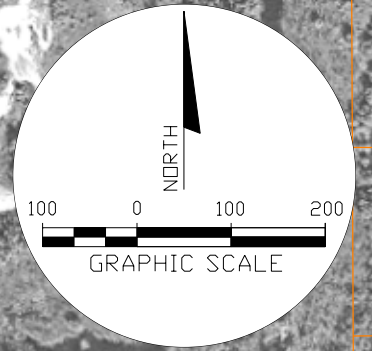
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

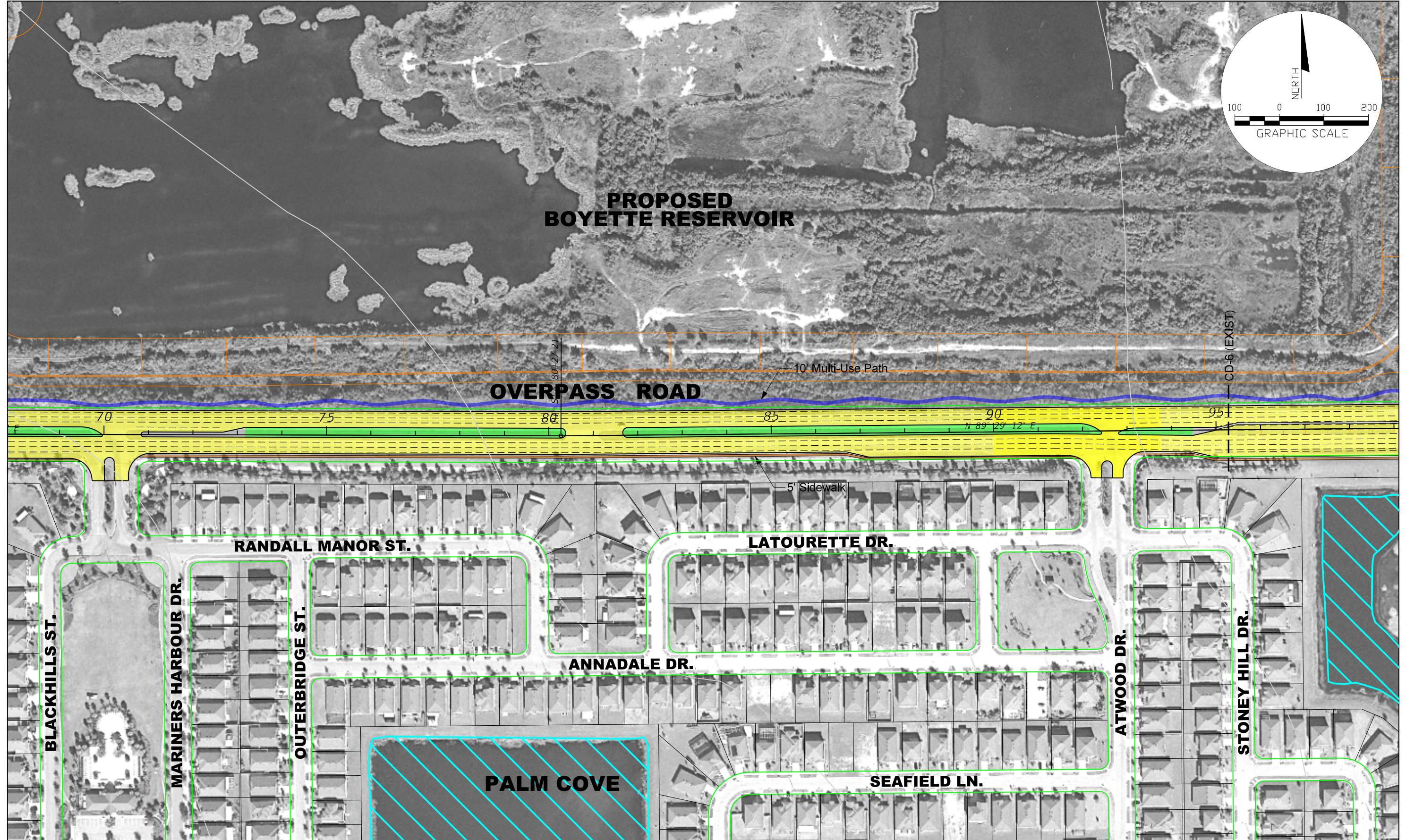
PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET
 NO.
2



**PROPOSED
BOYETTE RESERVOIR**



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

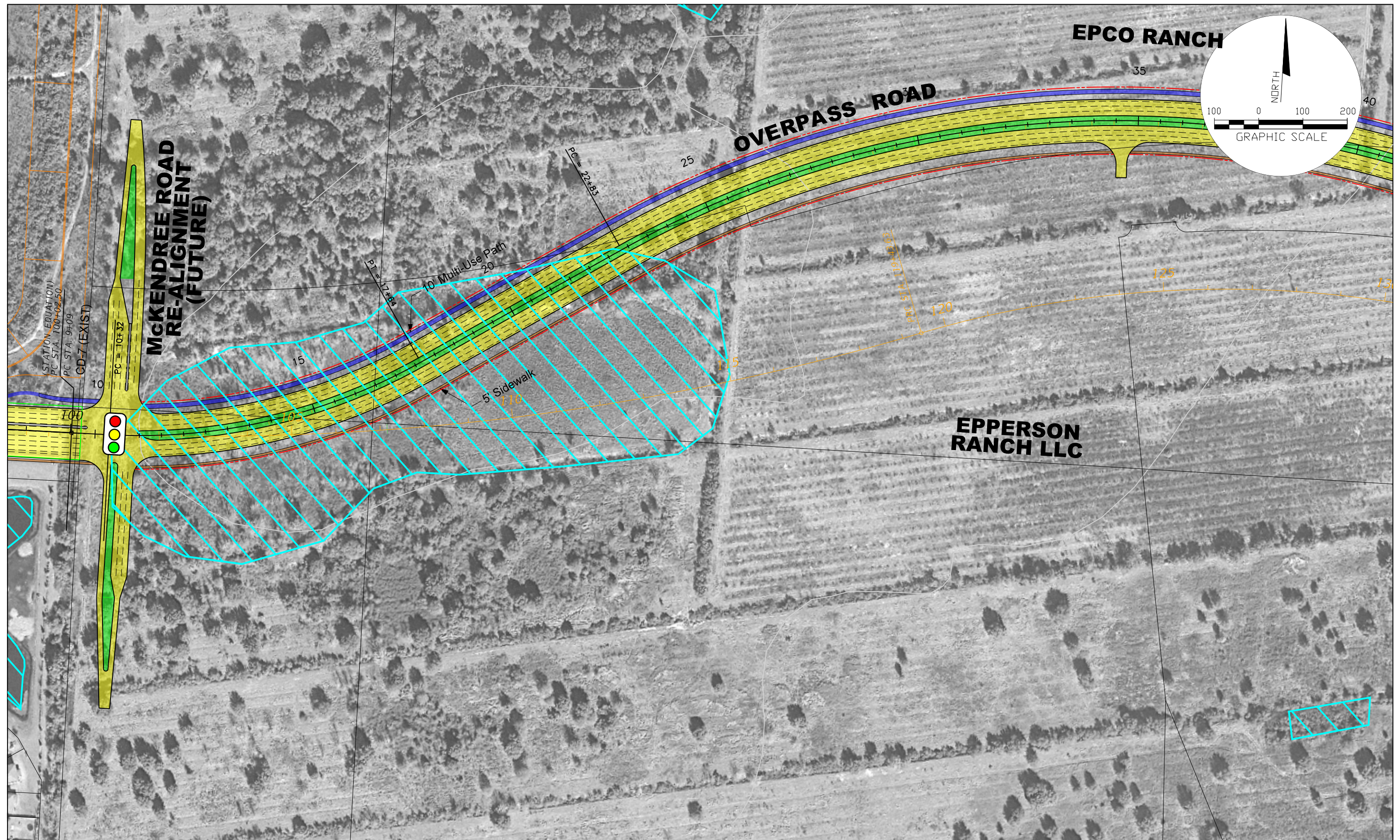


URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET
NO.
3



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
4



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

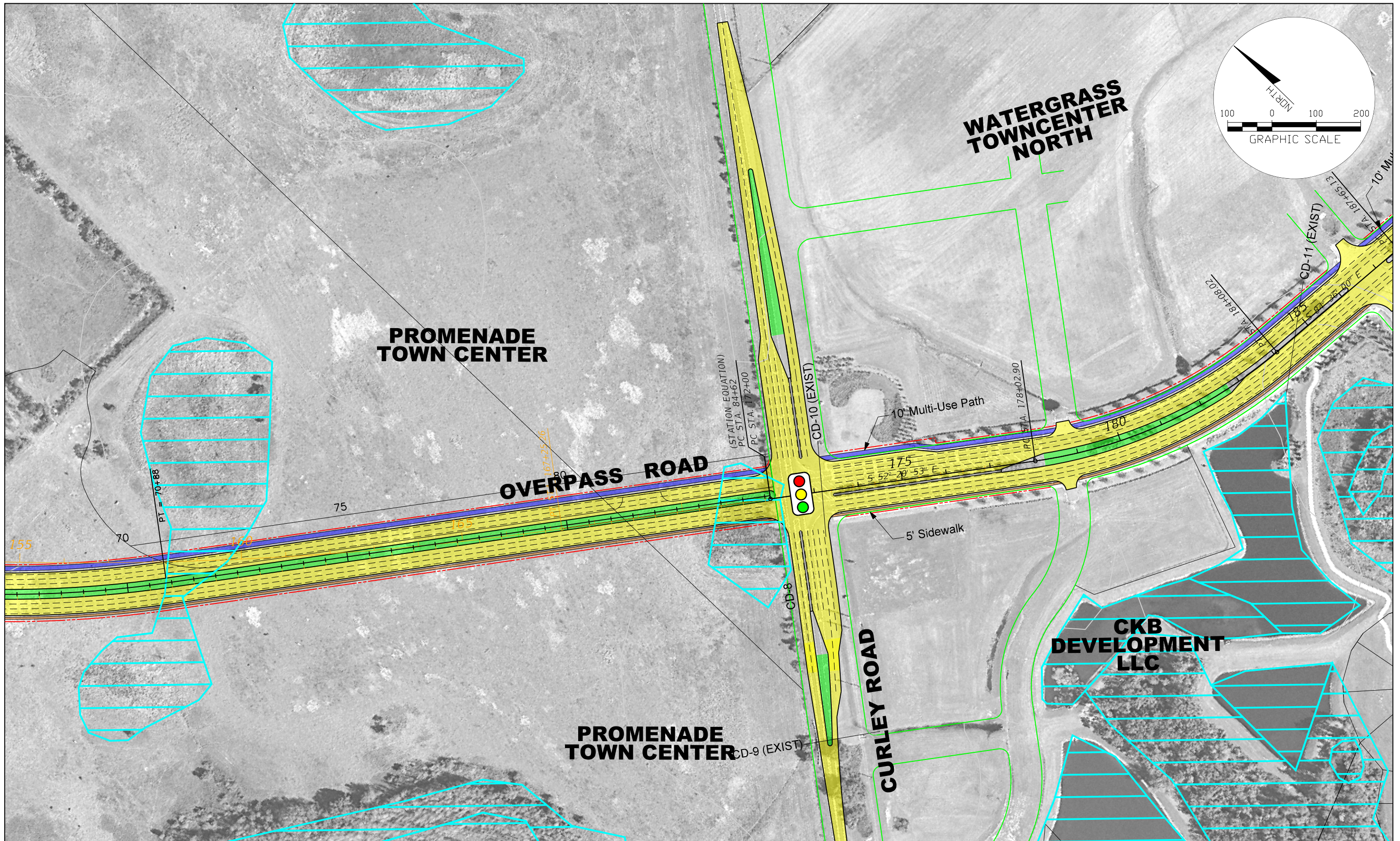


URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
5



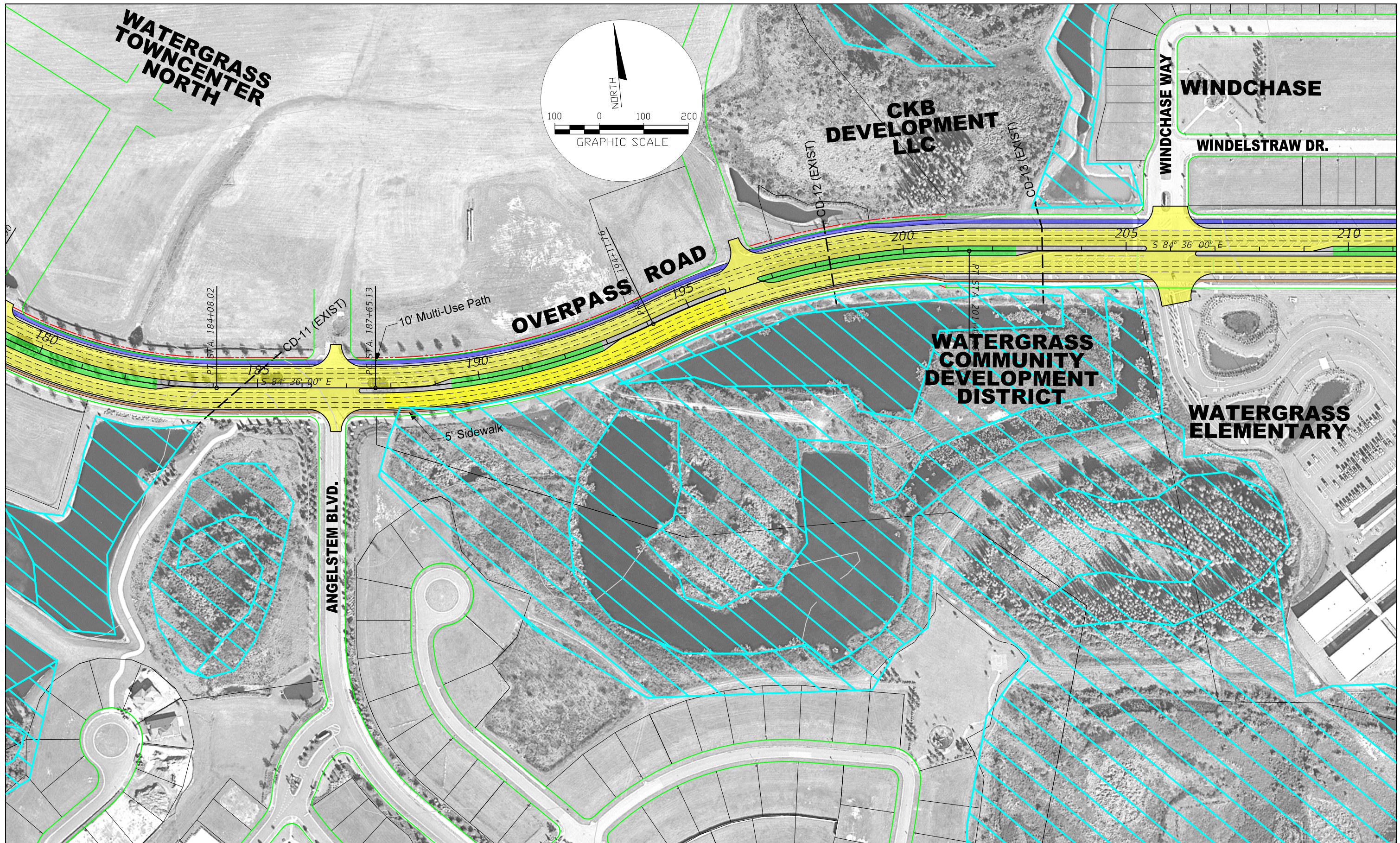
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
6



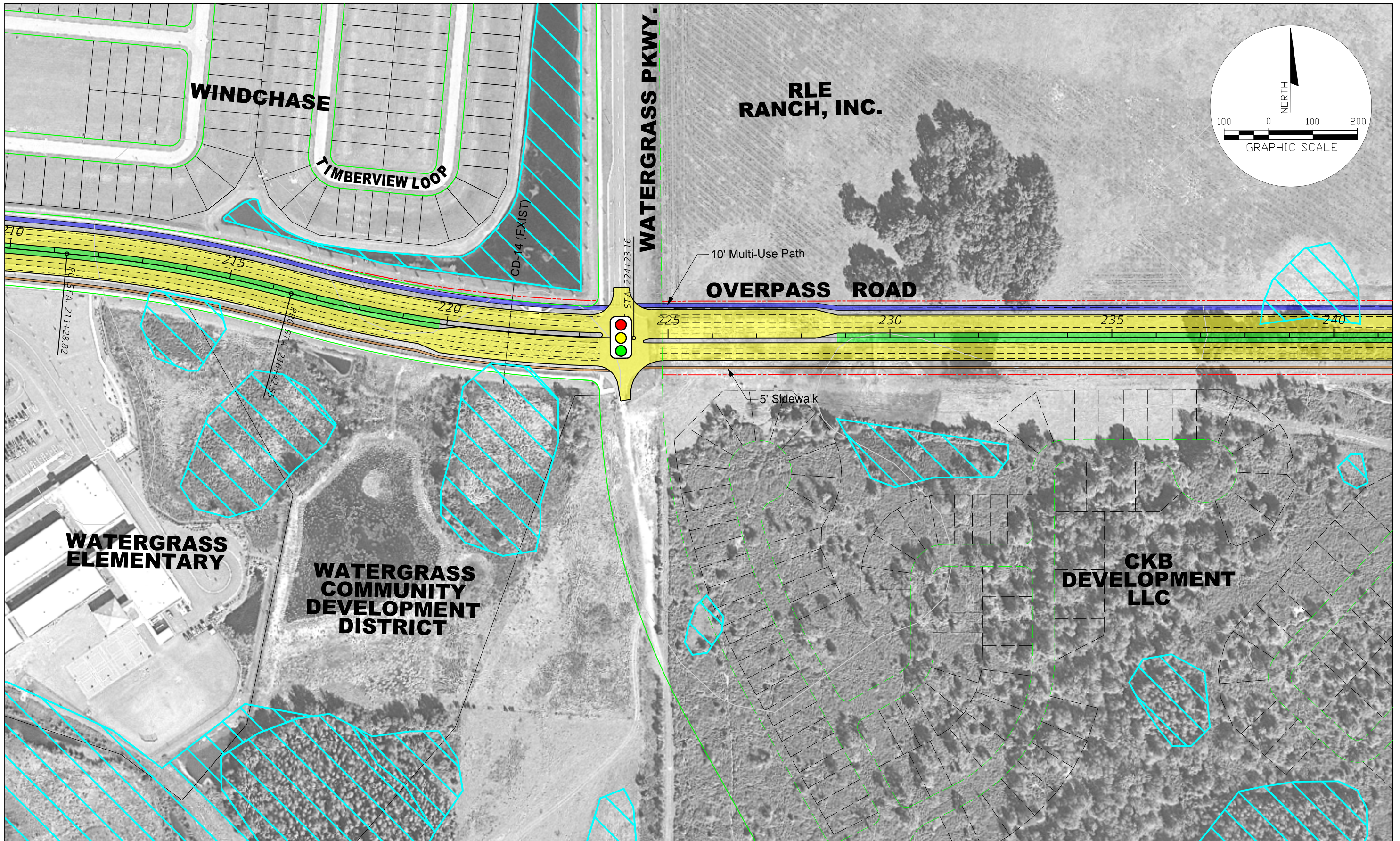
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
7



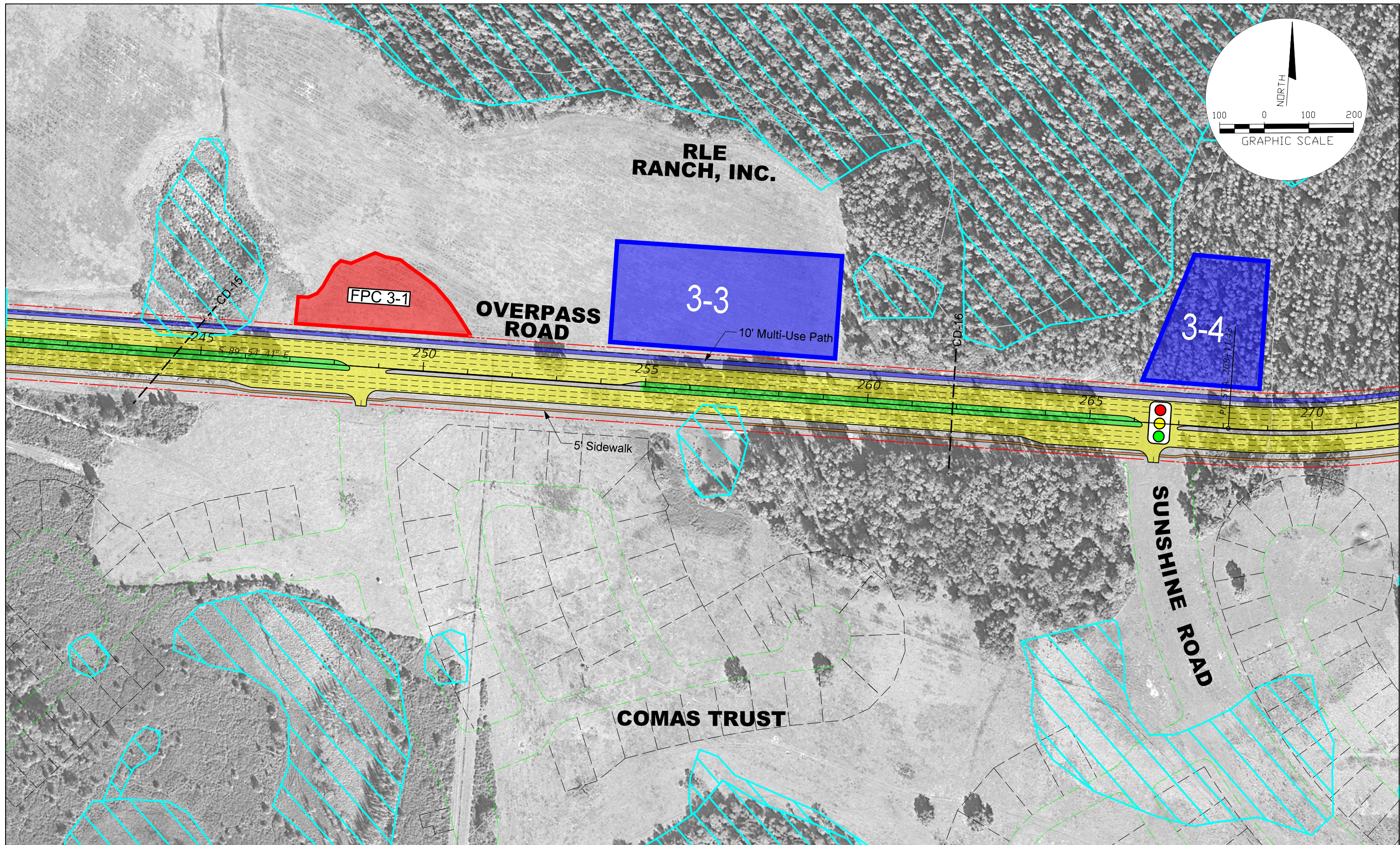
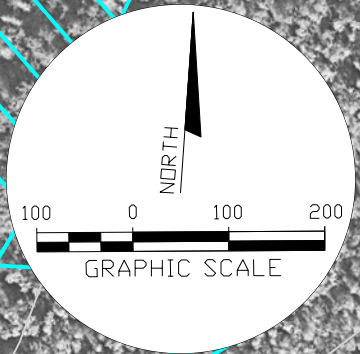
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
8



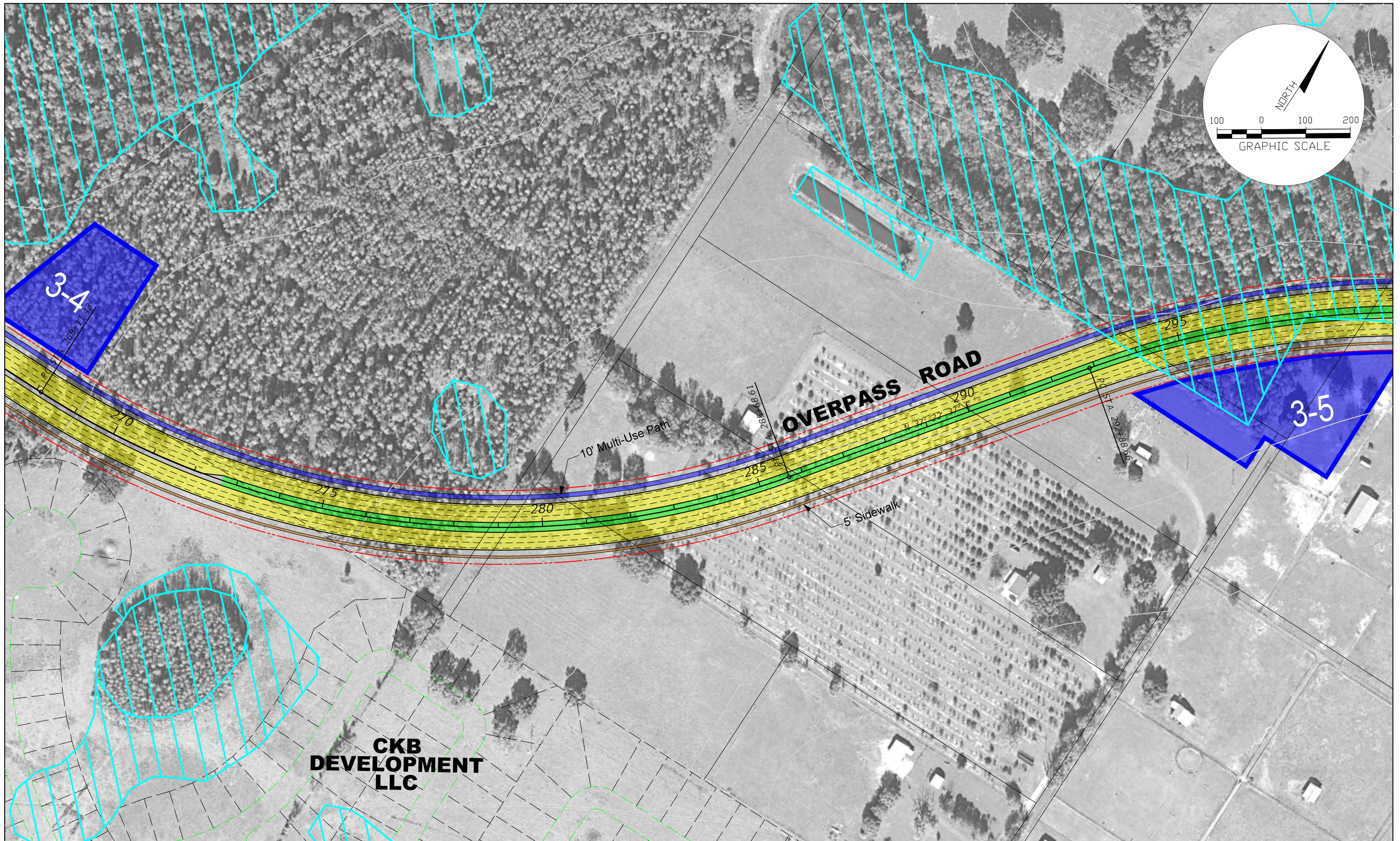
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

**PASCO COUNTY
 ENGINEERING SERVICES**
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
9



**CKB
DEVELOPMENT
LLC**

DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

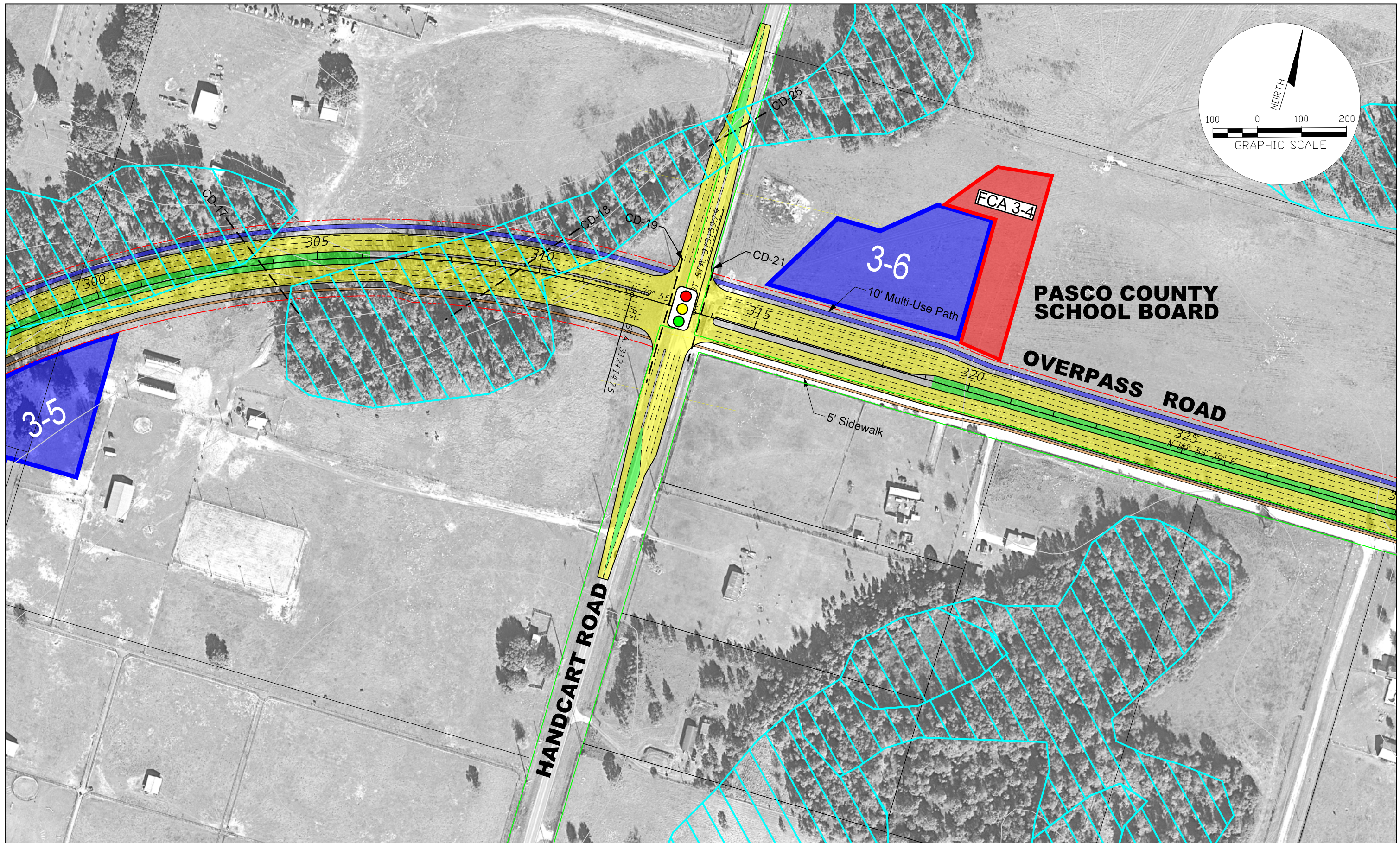


URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET
NO.
10



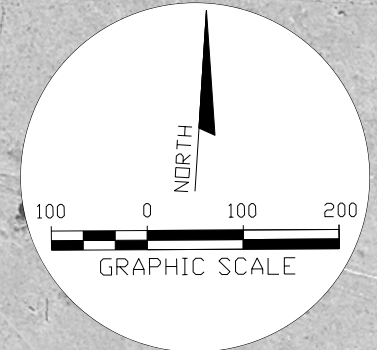
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
11



**PASCO COUNTY
SCHOOL BOARD**

**L D MITCHELL,
INC.**



**L D MITCHELL,
INC.**

OVERPASS ROAD

FAIRVIEW HEIGHTS RD.

RIATA PL.

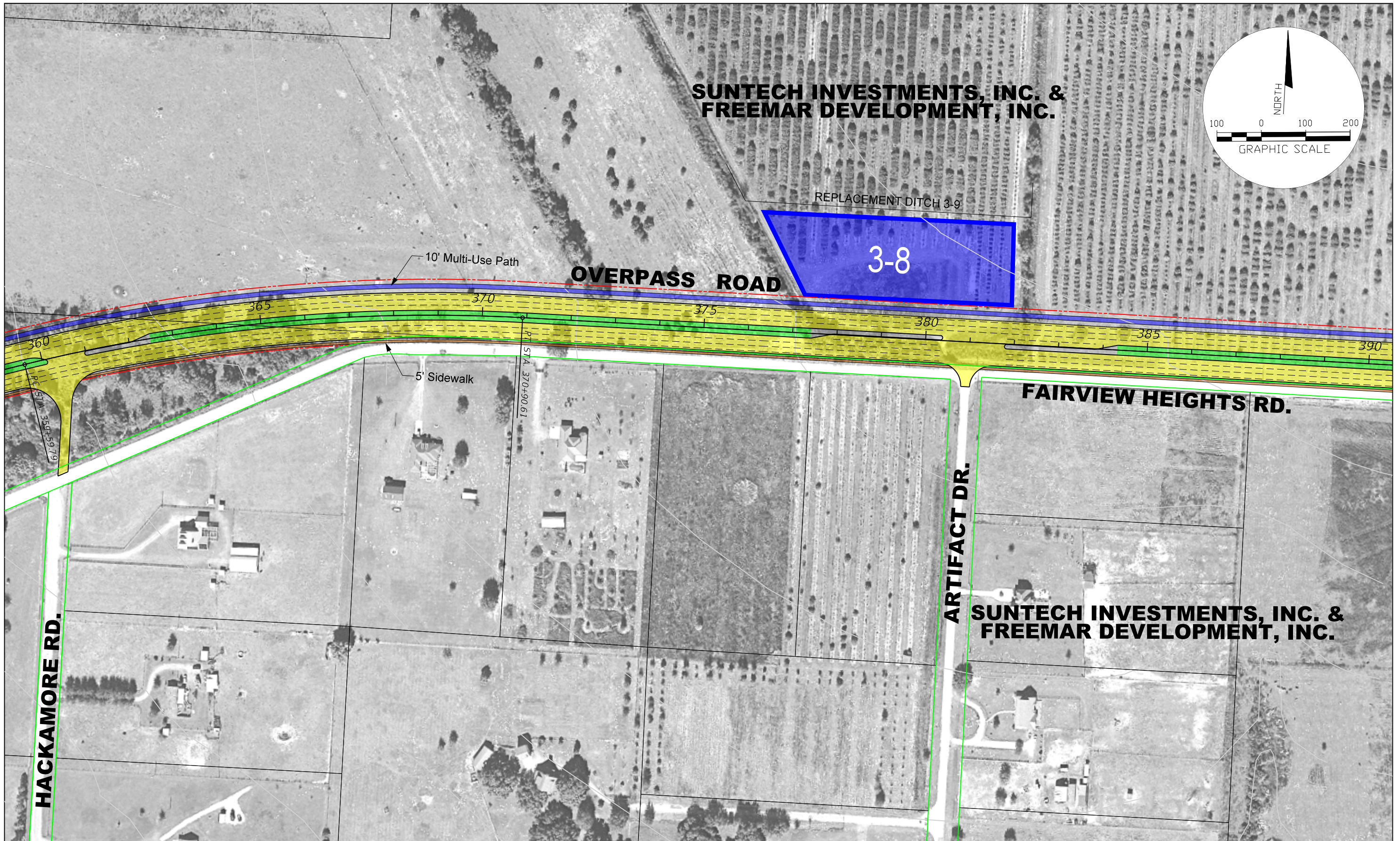
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

**PASCO COUNTY
ENGINEERING SERVICES**
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

**SHEET
NO.
12**



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

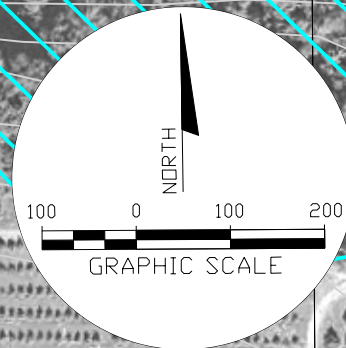
URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
13

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.



OVERPASS ROAD

10' Multi-Use Path

5' Sidewalk

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

CULLEN SMITH RD.

FAIRVIEW

HEIGHTS RD.

390 395 400 405 410 415 420
N 89° 56' 54" E

DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



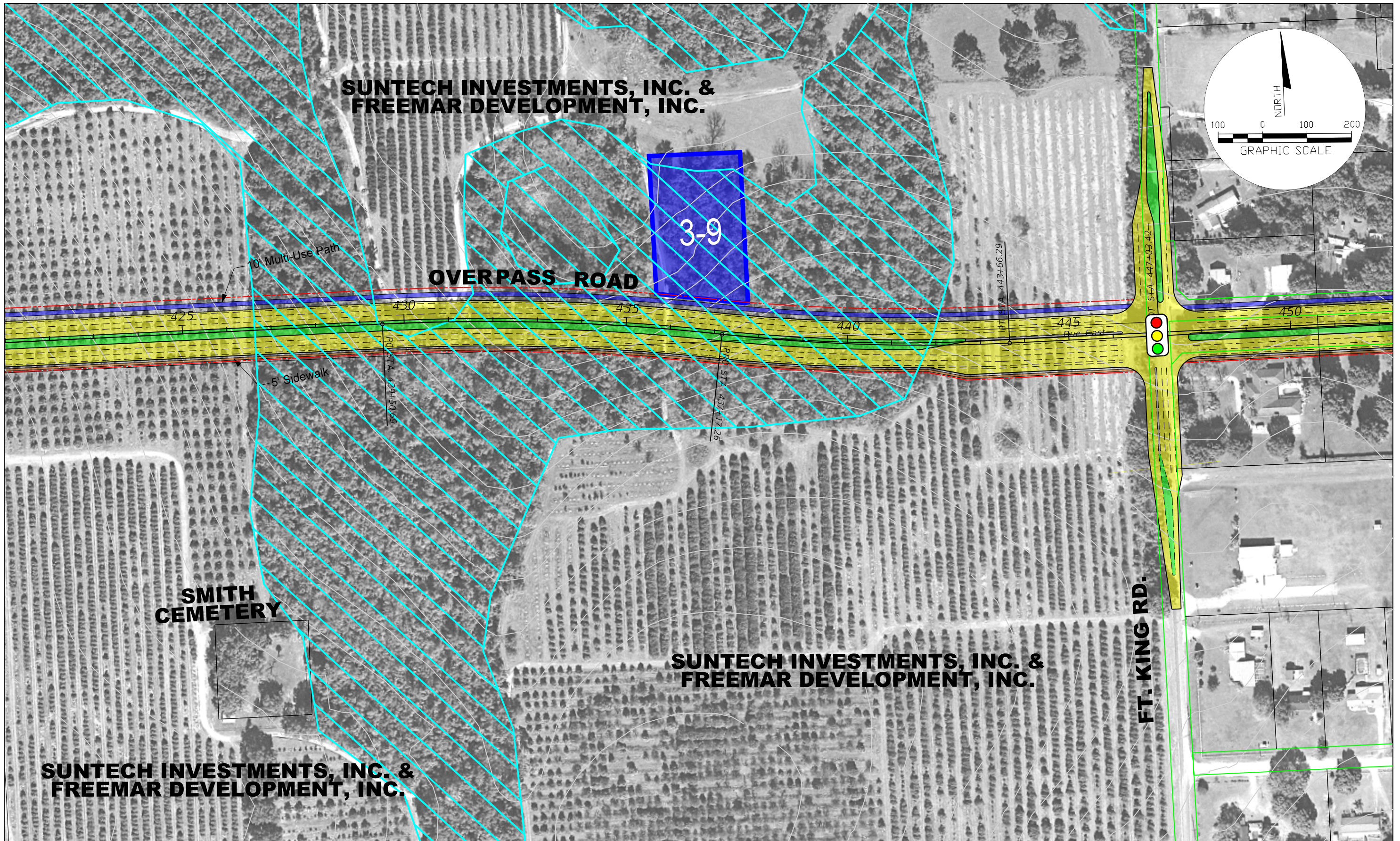
URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

14



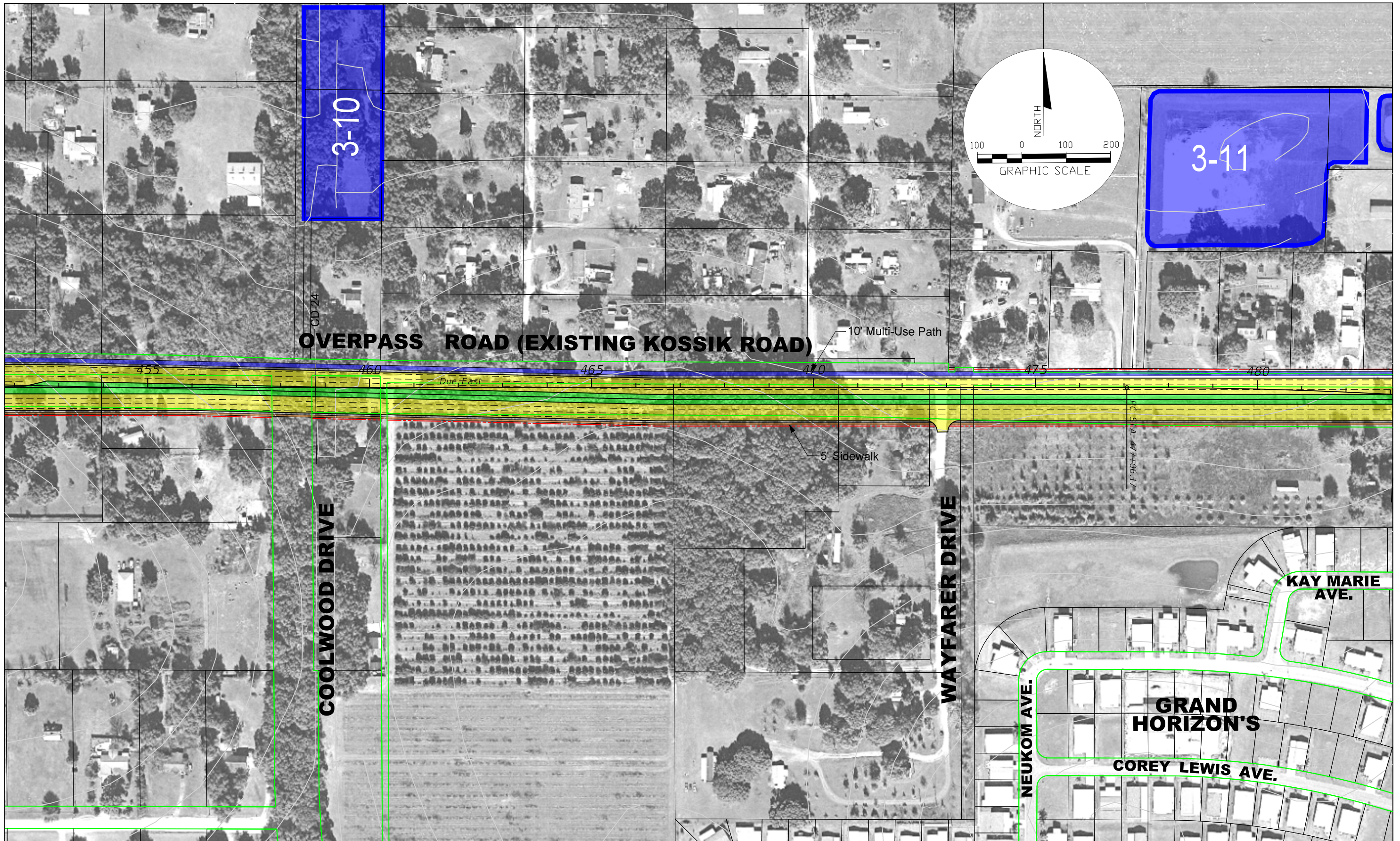
DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.

URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
15



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



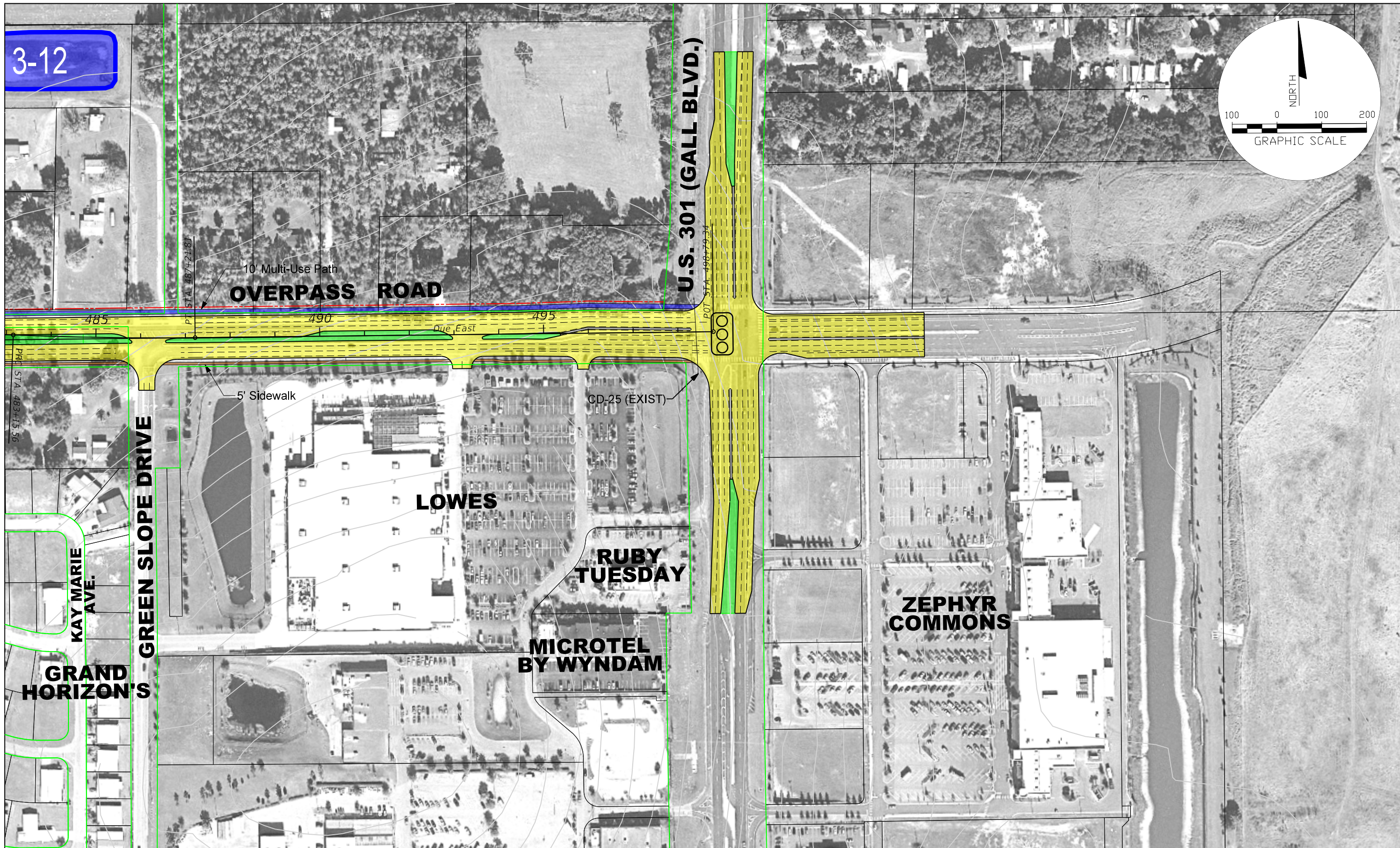
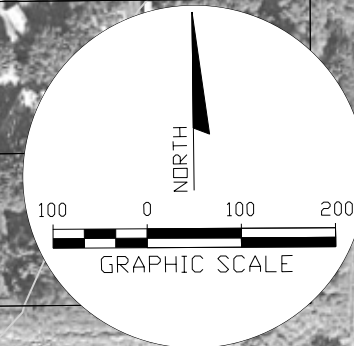
URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
 16

3-12



DRAFT - SUBJECT TO CHANGE. THIS IS A CONCEPTUAL - LEVEL GRAPHIC CREATED FOR PLANNING AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED FOR USE IN DESIGN OR CONSTRUCTION. APRIL, 2015.



URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
No. 00000002

PASCO COUNTY
ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

17

APPENDIX B

Site Photographs



7616 BLAIR DRIVE



7810 DOWD DRIVE



7826 DOWD DRIVE



7840 DOWD DRIVE



7852 DOWD DRIVE



7943 BLAIR DRIVE