

Overpass Road PD&E Study

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



Location Hydraulic Report

September 2016



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ACRONYMS AND ABBREVIATIONS

BCC	Board of County Commissioners
CBC	Concrete Box Culvert
CD	Cross Drain
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CR	County Road
CWA	Clean Water Act
EA	Environmental Assessment
ERPS	Environmental Resource Permits
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPC	Flood Plain Compensation
FY	Fiscal Year
GIS	Geographic Information System
I-75	Interstate 75
LHR	Location Hydraulic
LRTP	Long Range Transportation Plan
mph	Miles Per Hour
MPO	Metropolitan Planning Organization
MPUD	Master Planned Unit Development
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
PD&E	Project Development & Environment
PIJR	Preliminary Interchange Justification
RCP	Reinforced Concrete Pipe
Route Study	Final Overpass Road Route Study
ROW	Right-Of-Way
SIS	Strategic Intermodal System
SR	State Road
STIP	State Transportation Improvement Program
SWFWMD	Southwest Florida Water Management District
TIP	Transportation Improvement Program
U.S.	United States
US 301	US Highway 301
USACE	U.S. Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geologic Survey
vpd	Vehicles Per Day
WEBAR	Wetland Evaluation and Biological Assessment

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:

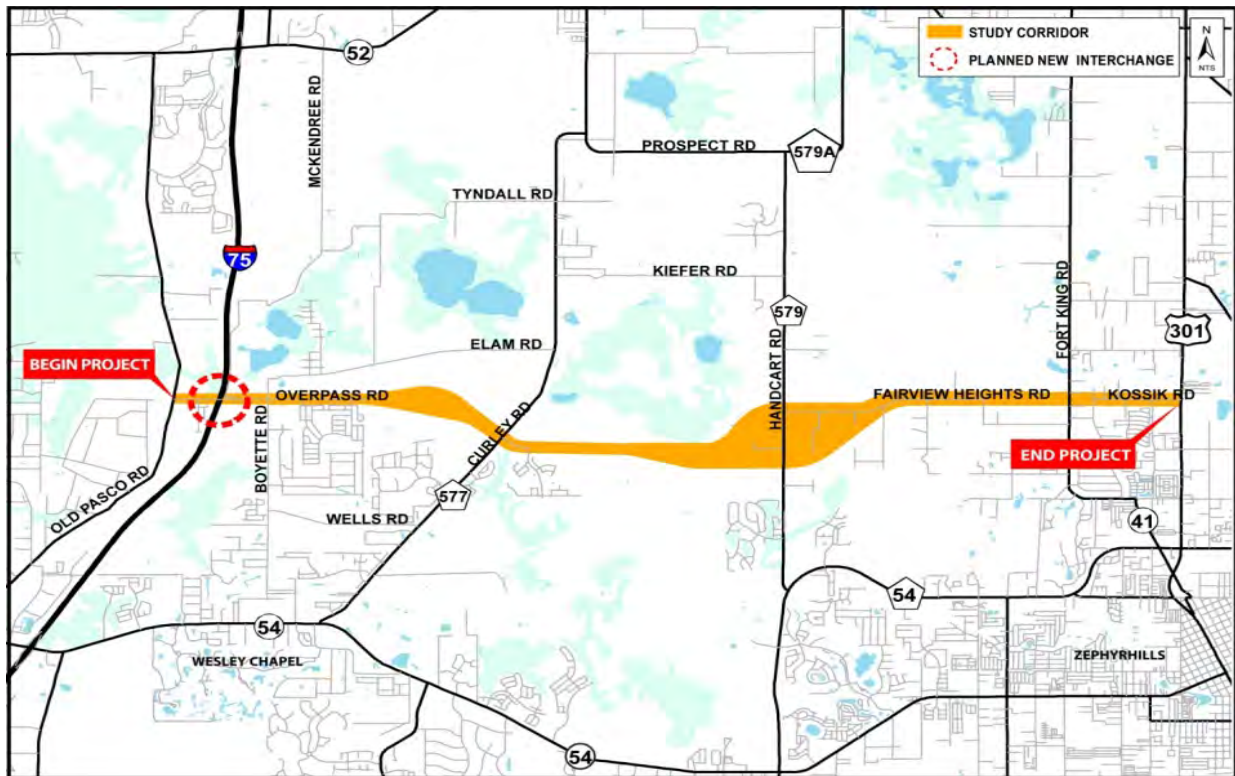
- Four lanes from Old Pasco Road to I-75
- A new interchange at I-75 and Overpass Road
- Six lanes plus two auxiliary lanes from I-75 to Boyette Road
- Six lanes from Boyette Road to US 301

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 Project Development and Environment (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 *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 *Location Hydraulic Report* (LHR); 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.

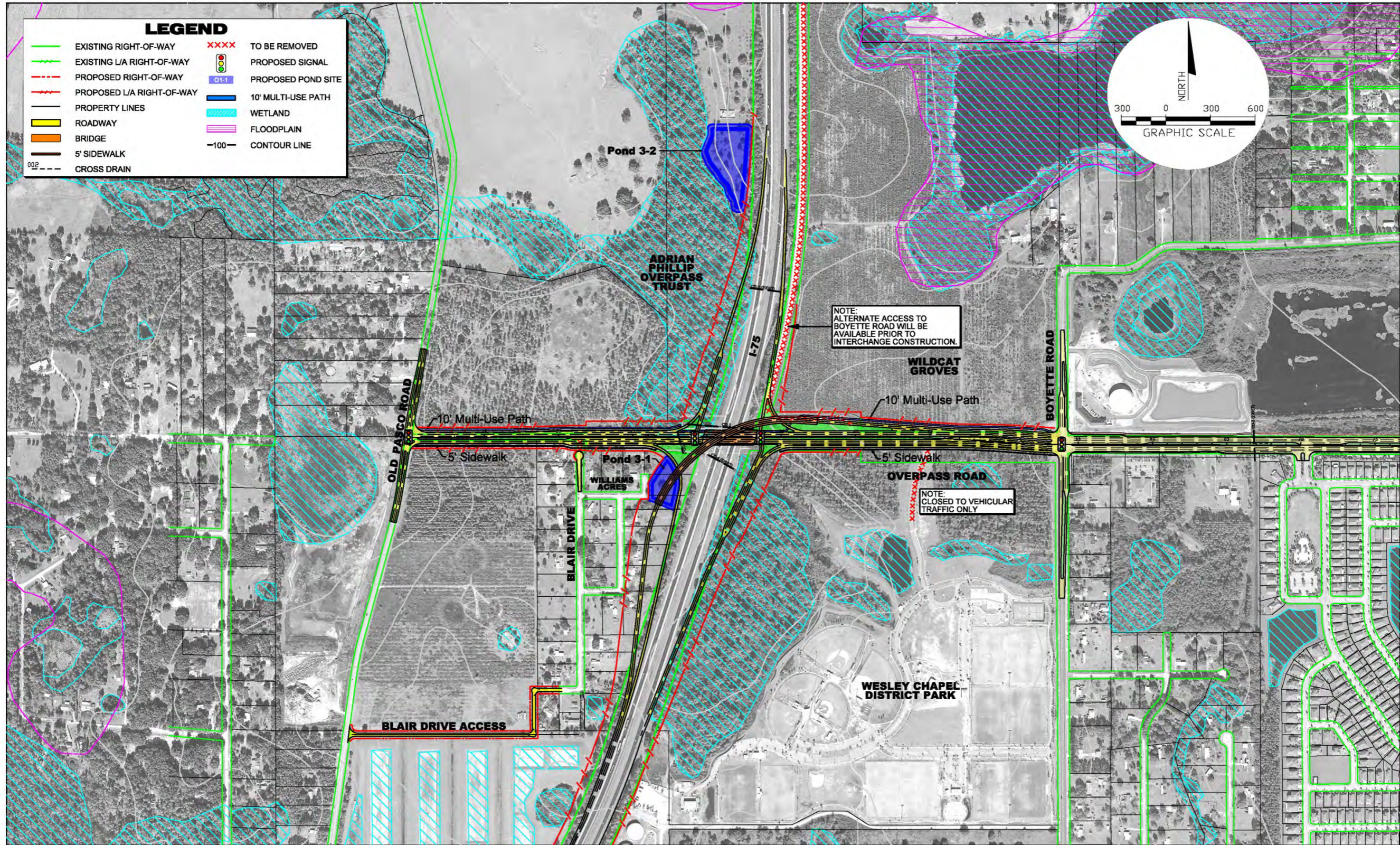


FIGURE 2-1
RECOMMENDED BUILD INTERCHANGE ALTERNATIVE

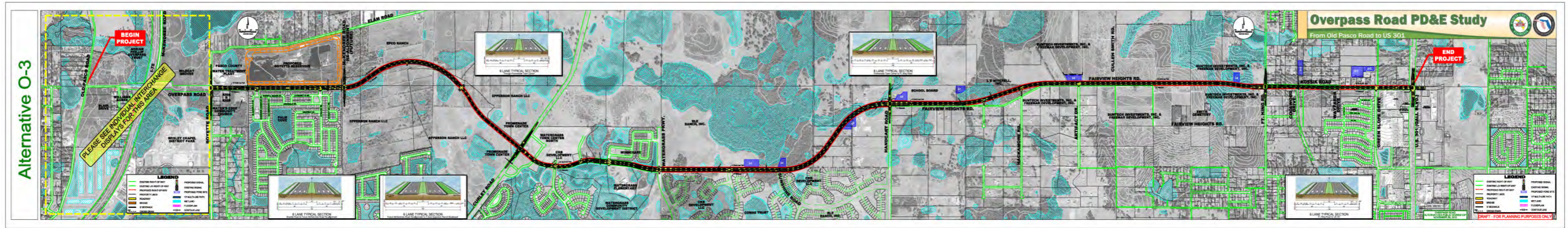
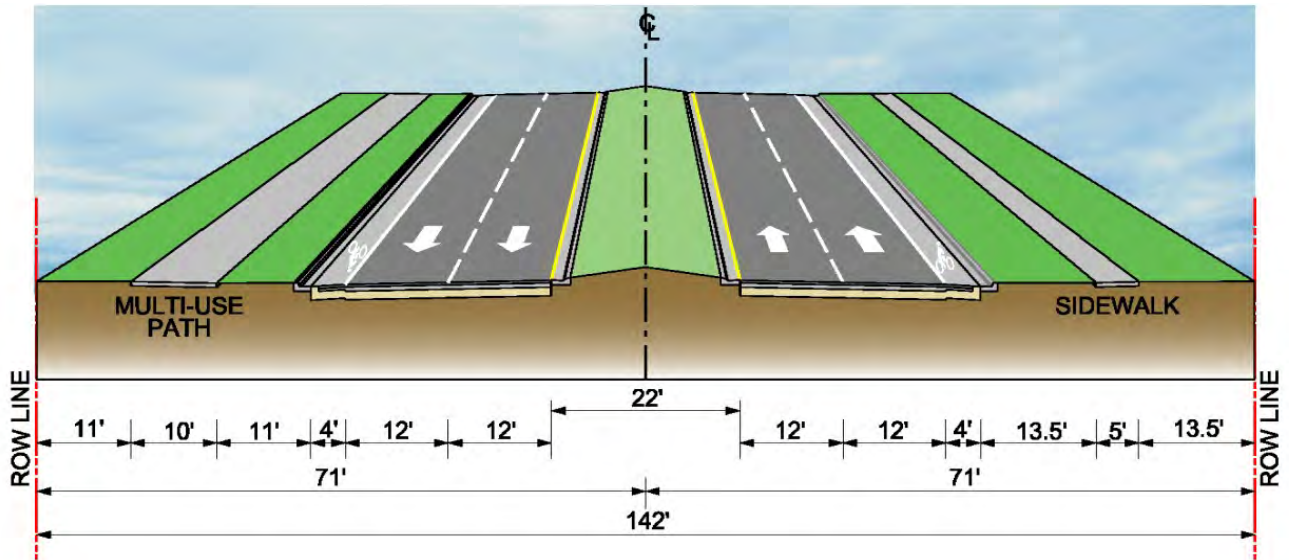
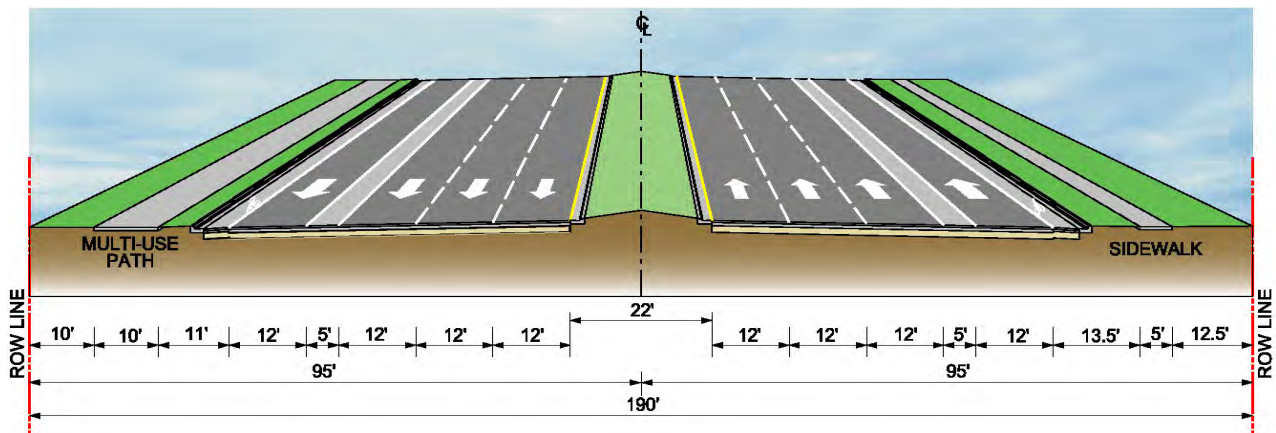


FIGURE 2-2
RECOMMENDED BUILD ROADWAY ALTERNATIVE

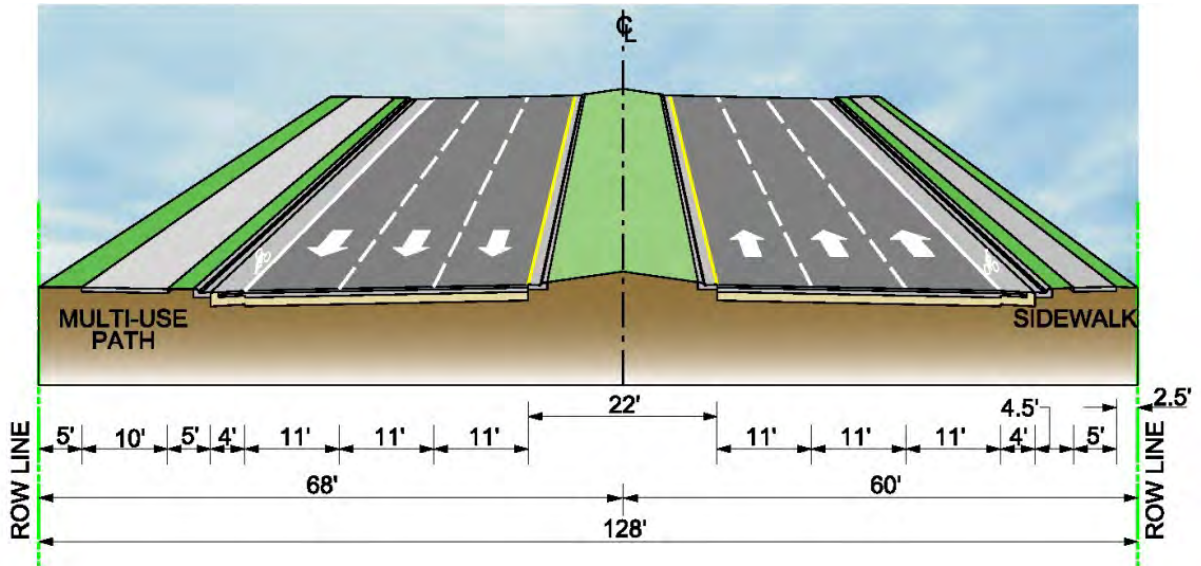
**FIGURE 2-3
FOUR-LANE DIVIDED URBAN TYPICAL SECTION
OLD PASCO ROAD TO I-75**



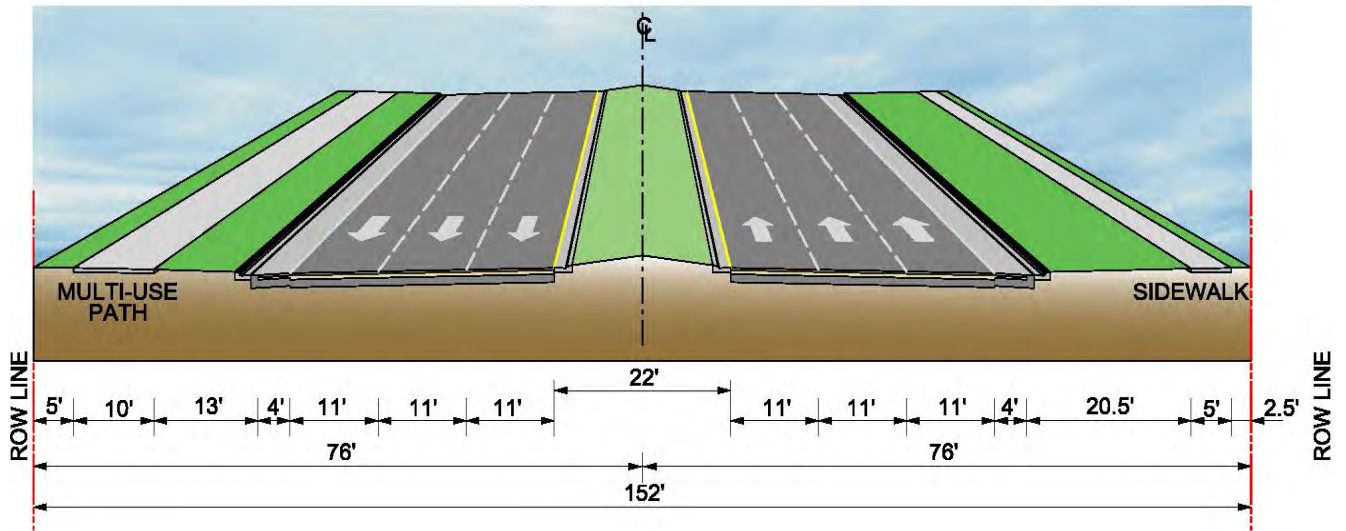
**FIGURE 2-4
SIX-LANE DIVIDED PLUS TWO AUXILIARY LANES URBAN TYPICAL SECTION
I-75 TO BOYETTE ROAD**



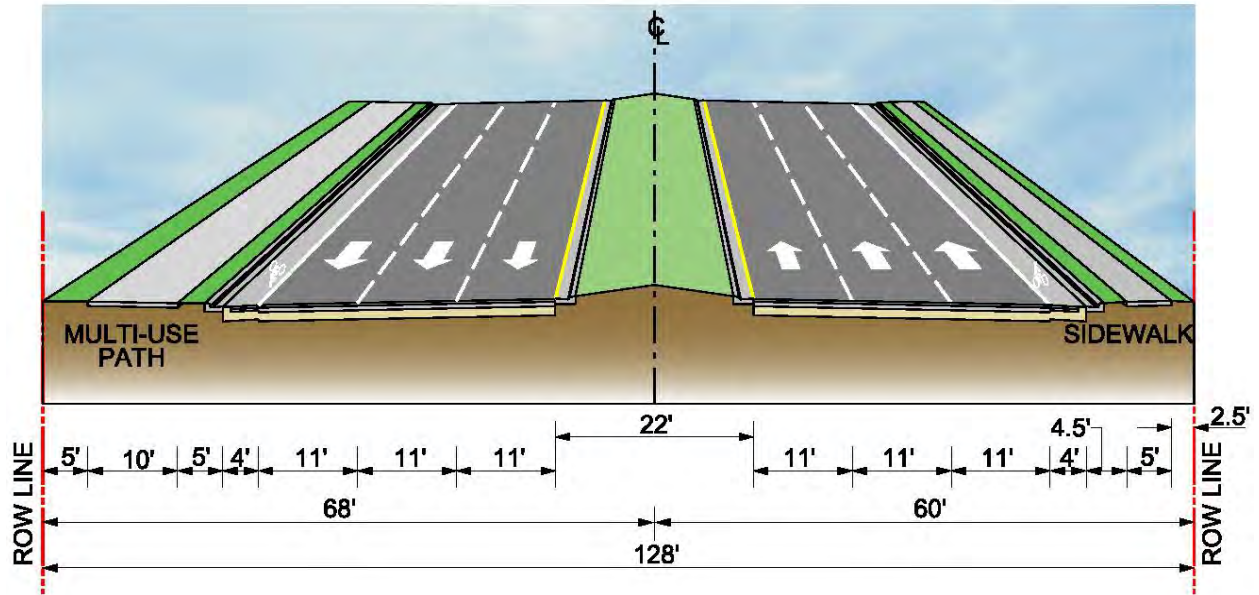
**FIGURE 2-5
SIX-LANE DIVIDED URBAN TYPICAL SECTION
BOYETTE ROAD TO FUTURE MCKENDREE ROAD REALIGNMENT**



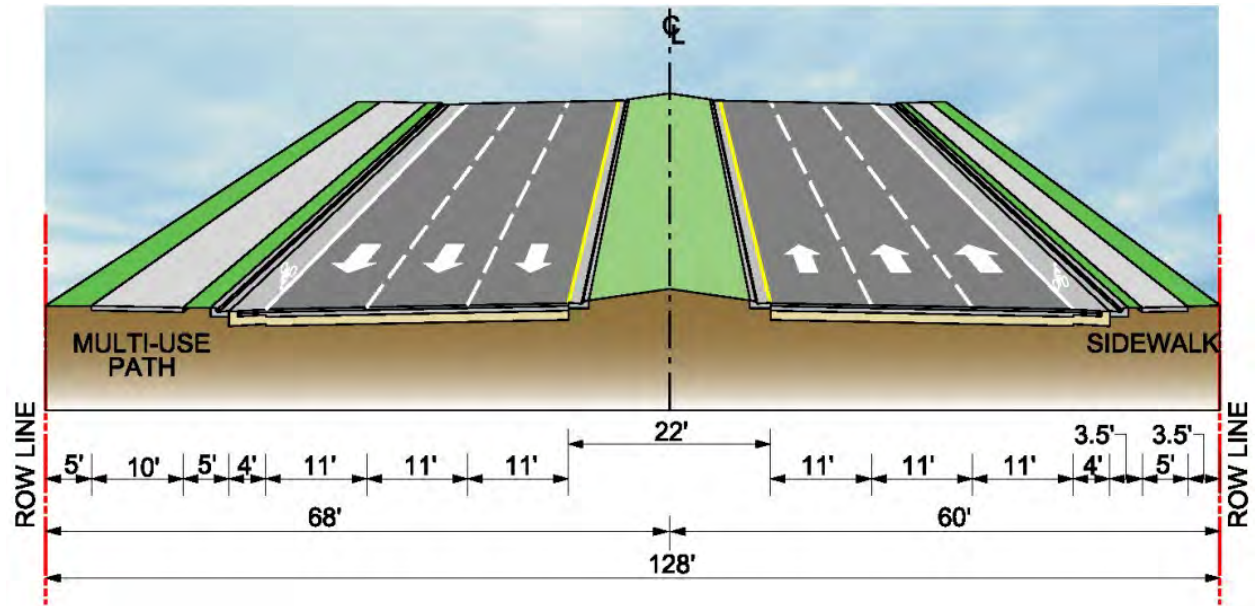
**FIGURE 2-6
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE MCKENDREE ROAD REALIGNMENT TO FUTURE EPPERSON RANCH BOULEVARD**



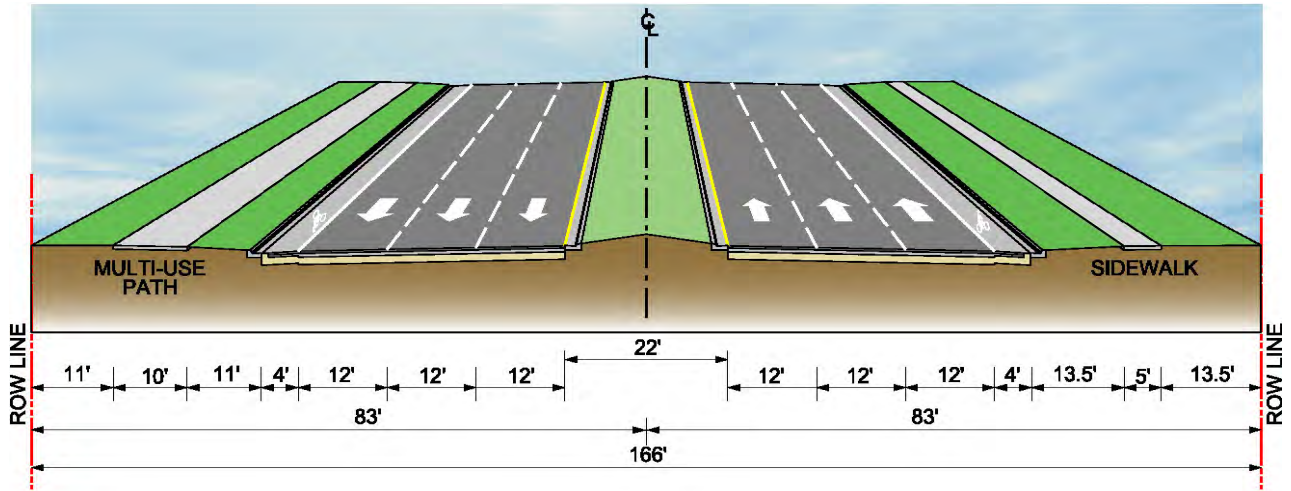
**FIGURE 2-7
SIX-LANE DIVIDED URBAN TYPICAL SECTION
FUTURE EPPERSON RANCH BOULEVARD TO PROMENADE TOWN CENTER**



**FIGURE 2-8
SIX-LANE DIVIDED URBAN TYPICAL 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**

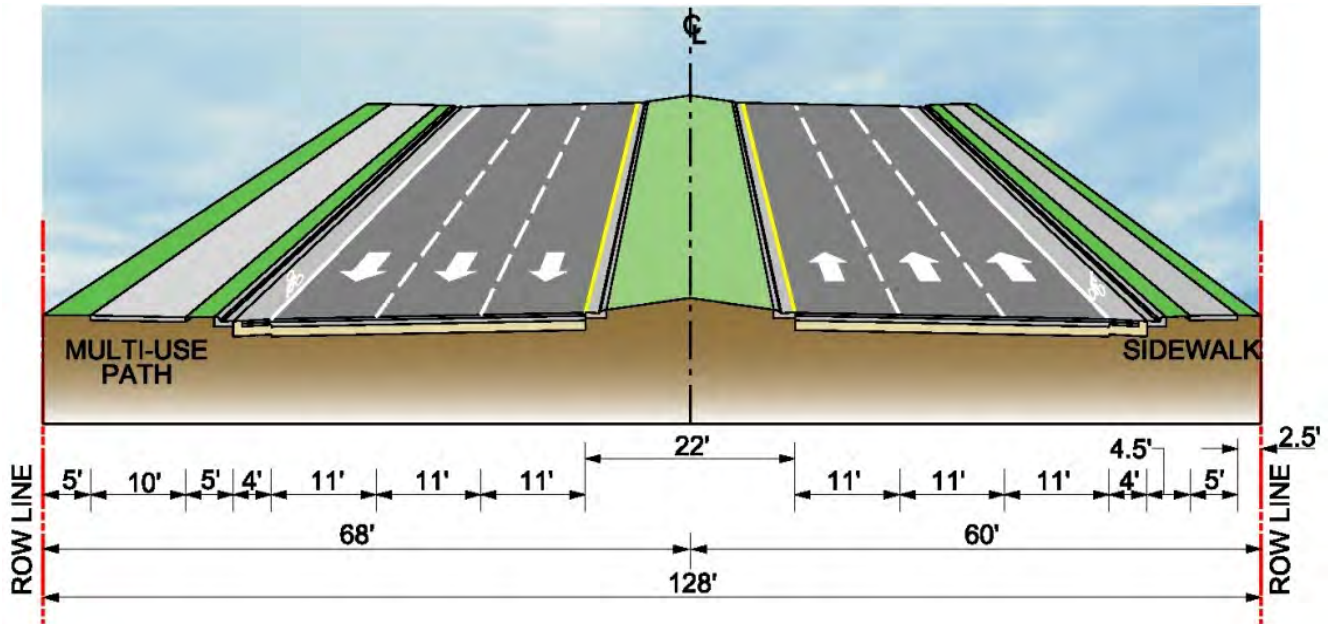
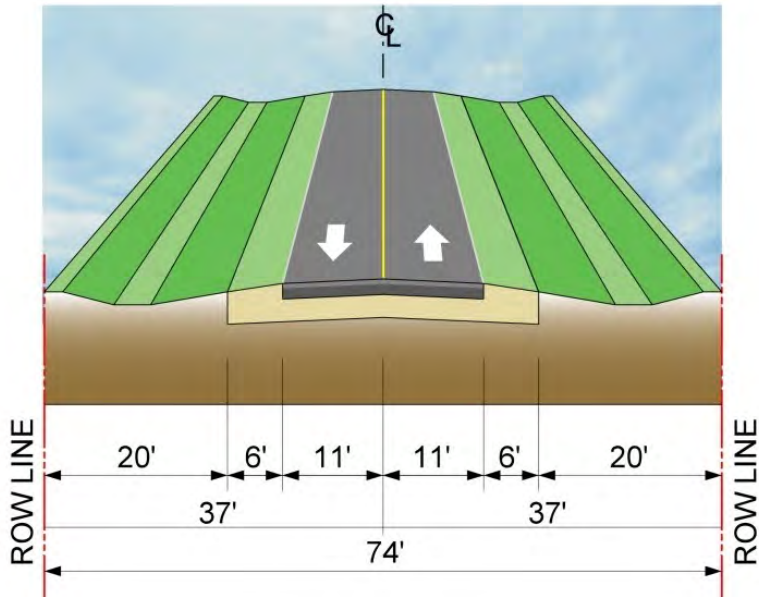


FIGURE 2-11
TWO-LANE UNDIVIDED RURAL TYPICAL SECTION
BLAIR DRIVE ACCESS



Section 3.0

DATA COLLECTION

For the review of the existing hydraulics within the project corridor, data from many diverse sources was obtained. Data included geographic information system (GIS) coverages for roadways, Federal Emergency Management Agency (FEMA) flood studies, Southwest Florida Water Management District (SWFWMD) Environmental Resource Permits (ERPs) and coverages for wetlands, surface water bodies and land use, and County-generated coverages for topography. A list of data collected and source(s) are presented in **Table 3-1**.

**TABLE 3-1
LIST OF DATA COLLECTED**

DATA	SOURCE	AGENCY
GIS Base Layers, such as county boundaries, highways, roadways, etc.	Florida Geographic Data Library	FDOT
FEMA Floodplain Maps (effective September 26, 2014)	Florida Geographic Data Library	FEMA
Hydrology GIS layers, such as surface water, wetlands	Florida Geographic Data Library	SWFWMD
Land Use Maps (effective 2014)	Florida Geographic Data Library	SWFWMD
Topographic information (5-ft. contours)	Pasco County	Pasco County
Soil Survey maps (effective 2015)	Florida Geographic Data Library	Natural Resources Conservation Service (NRCS)
Surface Drainage Basins	Florida Geographic Data Library	SWFWMD
Digital Orthophotography – DOQQ	United States Geologic Survey (USGS)	USGS
Aerial Photographs (effective 2012)	Pasco County	Pasco County
Parcels	Pasco County	Pasco County Property Appraiser
Environmental Resource Permits	SWFWMD	SWFWMD
I-75 D/B Plans and Calculations (FPID 258736-2-52-01)	ATKINS, INC.	ATKINS, INC./FDOT

Section 4.0

EXISTING CONDITIONS

4.1 PROJECT CORRIDOR

The Overpass Road project corridor extends through east central Pasco County from Old Pasco Road to US 301, a distance of approximately 9.0 miles. For the purposes of this *LHR*, the Recommended Build Alternative has been evaluated and presented based on the following segmented approach:

- Segment 1 - Flyover Ramp Build Interchange Alternative consists of the roadway component from Old Pasco Road to Boyette Road, including the proposed interchange at I-75
- Segment 2 – Build Roadway Alternative O-3 consists of the roadway component from Boyette Road to US 301

Within Segment 1, from Old Pasco Road to Boyette Road, Overpass Road currently exists as a two-lane non-divided roadway, with surface drainage conveyed by sheet flow to roadside drainage ditches. The existing roadway proceeds via an overpass over I-75; drainage from the bridge deck is conveyed to roadside ditches via scuppers in the bridge deck. The existing drainage also contributes flow to wetlands and low-lying areas along I-75. Currently, there are no stormwater management facilities (ponds) within this segment of the project. A 4-foot x 4-foot concrete box culvert (CBC) cross drain passes beneath I-75 immediately south of the existing Overpass Road and several other smaller cross drains that convey flow generally from east to west exist within the I-75 ROW, including a cross drain located approximately 900 feet north of the current roadway.

Within Segment 2, from Boyette Road to US 301, there are three portions of existing roadway along the Recommended Build Alternative. Existing Roadway 1 extends from Boyette Road eastward (Sta. 54+32.81) to Sta. 100+02.50, through the Palm Cove subdivision, a distance of approximately 4,570 feet. Surface drainage from this portion of roadway is managed within stormwater ponds constructed for the Palm Cove subdivision. Existing Roadway 2 extends from Sta. 172+76 (the centerline of Curley Road) to Sta. 224+23.16 (the centerline of Watergrass Parkway), a distance of approximately 5,147 feet. Surface drainage from this portion of roadway, through the western portion of the Watergrass development, is managed within stormwater ponds constructed adjacent to the roadway. East of Handcart Road, the Recommended Build Alternative roughly follows the current Fairview Heights Avenue from Sta. 313+59.79 (centerline of Handcart Road) to Sta. 395+00, a distance of 8,140 feet. Existing Roadway 3 (Kossik Road) extends eastward approximately from Sta. 485+00 to the eastern end of the project (1,430 feet), and comprises a multi-lane divided urban roadway, with curb and

gutter stormwater collection systems and a large existing stormwater management pond located at the southwest corner of the intersection of Kossik Road and US 301.

A portion of the alignment is located east of the Palm Cove subdivision and west of Curley Road, through an area of vacant land that is earmarked for development. This parcel, known as Epperson Ranch, is currently in the permitting process for construction of Overpass Road through their property. Once permitted, the development will include residential and commercial areas as well as open space parks. The design and construction of Overpass Road through Epperson Ranch will be the responsibility of the developer and is included in the development Conditions of Approval and permit applications. As such, the LHR excludes a drainage evaluation for this portion of the Recommended Build Alternative and begins at Curley Road.

The stormwater ponds along the existing roadways discharge into the natural drainage system located south of the roadway alignment. The natural drainage system is a portion of the Pasco Drain, a large wetland area/drainage basin located adjacent to I-75 that ultimately discharges to the Anclote River basin, or to drainage basins for the following water bodies: New River, Bayou Branch, Bayou Lake, Southside Branch and the Hillsborough River. None of the drainage basins along the roadway alignment are closed basins.

The existing drainage systems along the existing roadways and the proposed portion through the Epperson Ranch MPUD are urban roadway sections. Runoff from the existing four-lane divided roadways with paved mixed-use trails and sidewalks flows off the roadway and into roadside curb and gutter drainage structures, with curb inlets that convey flow to existing detention ponds within the Palm Cove and Watergrass developments, the proposed ponds within the planned Epperson Ranch development, or the FDOT-owned pond at US 301. All cross drains associated with the roadway and any floodplain impact compensation were included in the permitting and construction of these developments. The existing stormwater management ponds within the two existing developments, the third planned development and the FDOT pond have sufficient capacity to accommodate runoff from the small increased impervious area that will result from the recommended typical sections through these areas. Project Plan Sheets for the project corridor are included as Appendix A.

4.2 SOILS

Pasco County is characterized by discontinuous highlands in the form of ridges separated by broad valleys. The ridges are above the static level of the water in the aquifer, but the valleys are below it. Broad shallow lakes are common in the valley floors, and smaller, deep lakes are on the ridges.

Based on physiography, the Recommended Build Alternative is located in the Brooksville Ridge, which extends from Hernando County to approximately the area of Zephyrhills between SR 581 (Bruce B. Downs Boulevard) on the west and US 301 on the east. The elevations in this area

range from 70 to 300 feet above sea level. Most of the surface is covered by a few feet of sand with the thickest deposits located near the western side of the ridge.

The soils within the Overpass Road study area were reviewed in the United States Department of Agriculture (USDA) NRCS Soil Survey of Pasco County, Florida. The various soil types encountered across the project area are predominantly fine sands, with variations in permeability and water table depth due to topography and proximity to surface water bodies or wetlands. Generally, soils in the project area are gently sloping and poorly drained, with relatively shallow water tables regardless of topography. The soil types encountered within a 300-foot buffer surrounding the Recommended Build Alternative are summarized in **Table 4-1**. Figures depicting the distribution of soil types along the Recommended Build Alternative are included in **Appendix B**.

**TABLE 4-1
SOILS DATA**

SOIL TYPE	MAP SYMBOL	HYDROLOGIC GROUP	PERMEABILITY	WATER TABLE DEPTH (ft)
Adamsville fine sand	11	A	Somewhat poorly drained	1.5 – 3.5
Arrendondo fine sand, 0-5% slopes	43	A	Well drained	3.5 - 6.0
Basinger fine sand	22	A/D	Poorly drained	1.5 – 3.5
Basinger fine sand, depressional	23	A/D	Very poorly drained	1.5 – 3.5
Blitchton fine sand, 0-2% slopes	49	C/D	Poorly drained	1.5 – 3.5
Cassia fine sand	46	B	Somewhat poorly drained	1.5 – 3.5
Chobee, frequently flooded	39	C/D	Very poorly drained	1.5 – 3.5
Electra variant fine sand, 0-5% slopes	18	A	Somewhat poorly drained	1.5 – 3.5
Felda fine sand	4	A/D	Poorly drained	1.5 – 3.5
Kendrick fine sand, 0-5% slopes	45	B	Well drained	3.5 - 6.0
Lake fine sand, 0-5% slopes	32	A	Excessively drained	3.5 - 6.0
Lochlossa fine sand, 0-5% slopes	48	A	Somewhat poorly drained	1.5 – 3.5
Millhopper fine sand, 0-5% slopes	69	A	Moderately well drained	3.5 – 6.0
Myakka fine sand	5	A/D	Poorly drained	1.5 – 3.5
Narcoossee fine sand	26	B	Somewhat poorly drained	1.5 – 3.5
Newman fine sand, 0-5% slopes	59	A	Somewhat poorly drained	1.5 – 3.5
Okeelanta-Terra Ceia assoc.	30	A/D	Very poorly drained	1.5 – 3.5
Palmetto-Zephyr-Sellers complex	60	A/D	Poorly drained	1.5 – 3.5
Placid fine sand	70	A/D	Very poorly drained	1.5 – 3.5
Pomona fine sand	2	B/D	Poorly drained	1.5 – 3.5
Sellers mucky loamy fine sand	8	A/D	Very poorly drained	1.5 – 3.5
Smyrna fine sand	21	A/D	Poorly drained	1.5 – 3.5
Sparr fine sand, 0-5% slopes	7	A	Somewhat poorly drained	1.5 – 3.5
Tavares sand, 0-5% slopes	6	A	Moderately well drained	3.5 - 6.0
Wauchula fine sand, 0-5% slopes	1	A/D	Poorly drained	1.5 – 3.5
Zephyr muck	16	C/D	Very poorly drained	1.5 – 3.5
Zolfo fine sand	73	A	Somewhat poorly drained	1.5 – 3.5

Source: Soil Survey of Pasco County

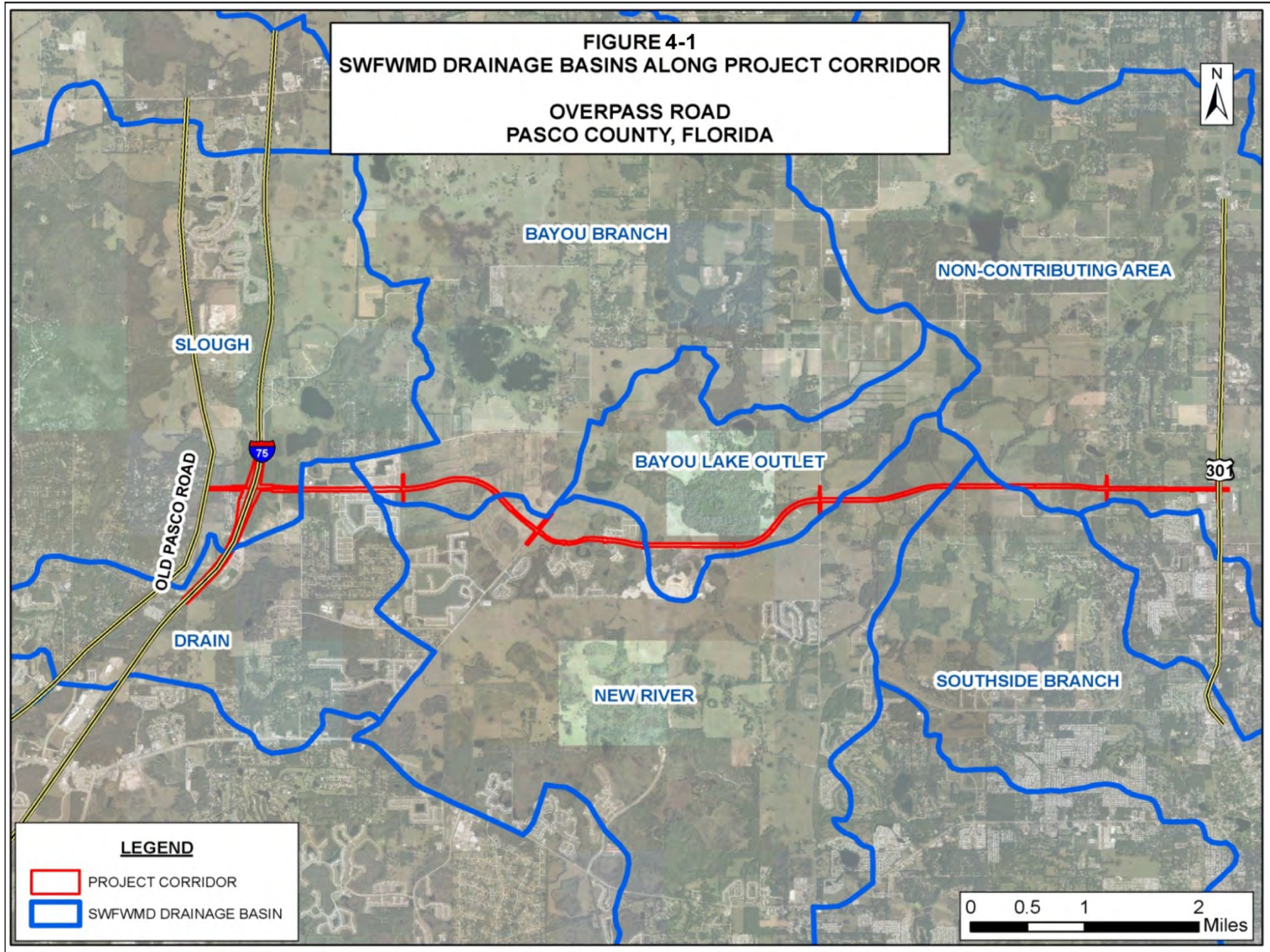
4.3 **EXISTING SWFWMD DRAINAGE BASINS**

The Recommended Build Alternative passes through seven major drainage basins as defined by the SWFWMD. The SWFWMD drainage basins, traveling from west to east across the alignment, are summarized in **Table 4-2** and are depicted on **Figure 4-1**.

TABLE 4-2
SWFWMD DRAINAGE BASINS WITHIN THE PROJECT CORRIDOR

SWFWMD BASIN NAME	BASIN AREA (ac)
Slough	13,974.54
Drain	3,914.24
Bayou Branch	11,769.64
New River	13,359.73
Bayou Lake Outlet	2,439.14
Southside Branch	5,569.64
Non-Contributing Area	11,271.36

In general, surface drainage in the vicinity of the Recommended Build Alternative (Flyover Ramp) with Overpass Road and I-75 flows from east to west. Several cross drains exist along the I-75 mainline that convey flow from east to west beneath the roadway; one of these cross drains is a 4-foot by 4-foot CBCs located parallel to and immediately south of Overpass Road. Across the remainder of the Recommended Build Alternative,, surface drainage generally moves from north to south, and is ultimately directed to the three main surface water bodies located in the region: the Anclote River, New River or Hillsborough River.



4.4 FLOODPLAINS AND FLOODWAYS

The following FEMA Flood Insurance Rate Maps (FIRMs) were reviewed for the proposed project (all effective September 26, 2014):

- 12101C0264F
- 12101C0268F
- 12101C0269F
- 12101C0288F
- 12101C0289F

A review of the currently effective FIRMs reveals several areas where the proposed project ROW contains portions of regulatory floodplains or floodways identified as Flood Zone A or Flood Zone AE. These impacts are discussed in detail in *Section 5.3*. FIRMETTE maps encompassing the entire project area are included in **Appendix C**.

4.5 FLOODING PROBLEMS

Pasco County maintenance personnel were contacted to acquire information related to past problems due to flooding along the project corridor. According to the County Maintenance personnel, no s of significant flooding within the Recommended Build Alternative have been ed.

4.6 CROSS DRAINS AND BRIDGES

There currently exists a total of 12 cross drains along the previously-developed portions of the Overpass Road alignment, which are located along I-75, through the Palm Cove and Watergrass developments, and along Kossik Road at the intersection with US 301. Along the currently undeveloped portions of the Recommended Build Alternative, there are many wetland areas that will be impacted by the road construction and, therefore, additional cross drains will be needed. As currently proposed, the project will have a total of 25 (12 existing and 13 new) cross drains along the Recommended Build Alternative. The new cross drains will likely vary in size from 24-inch diameter reinforced concrete pipes (RCPs) to 6-foot by 4-foot CBCs. Final sizing of the cross drains will be determined during the Design phase of the project. Additionally, the drainage ditch within a citrus grove that surrounds proposed stormwater Pond 3-8, located at approximately Sta. 380+00, will need to be relocated. Currently, the ditch makes a U-shape within the proposed ROW, with flow proceeding from east to west and connecting with a larger wetland area located north of the ROW along Handcart Road. It is proposed to reconstruct this ditch, with an approximate width of 10 feet and a depth of four feet, on the north side of proposed stormwater Pond 3-8, to maintain the current flow pattern.

A detailed discussion of wetland impacts for the Recommended Build Alternative is included in the *Wetland Evaluation and Biological Assessment* (WEBAR), available under separate cover. The 25 cross drain locations are summarized in **Table 4-3**. The location of each individual cross drain is presented graphically on the project plan sheets included in Appendix A and also on figures included in **Appendix D**.

**TABLE 4-3
SUMMARY OF CROSS DRAINS**

STRUCTURE #	BASIN	APPROXIMATE STATION	DESCRIPTION	APPROX. SIZE
CD-1	B-3 SW	28+11	RCP	24"
CD-2	B-2 NE	I-75 north of Overpass	RCP	24"
CD-3 *	B-1 NE	I-75 north of Overpass	RCP	36"
CD-4 *	B-4 SE	I-75 south of Overpass	CBC	4' x 4'
CD-5 *	PC	66+87	RCP	24"
CD-6 *	PC	95+28	RCP	24"
CD-7 *	PC	100+15	RCP	24"
CD-8	ER	171+97	RCP	24"
CD-9 *	ER	Curley Road south	RCP	24"
CD-10 *	ER	173+18	RCP	24"
CD-11 *	WG	184+60	RCP	30"
CD-12 *	WG	198+33	RCP	30"
CD-13 *	WG	203+11	RCP	24"
CD-14 *	WG	221+41	RCP	30"
CD-15	3-1	244+44	RCP	24"
CD-16	3-1	261+92	RCP	24"
CD-17	3-3	303+73	CBC	6' x 4'
CD-18	3-3	309+54	CBC	6' x 4'
CD-19	3-3	313+03	RCP	24"
CD-20	3-3	Handcart Road	CBC	6' x 4'
CD-21	3-4	313+76	RCP	24"
CD-22	3-4	338+73	RCP	30"
CD-23	3-4	349+65	RCP	24"
CD-24	3-11	459+29	RCP	24"
CD-25 *	3-12	498+91	RCP	30"

* Denotes existing cross drains that must be lengthened or replaced during construction

Basin PC = Palm Cove development

Basin ER = Epperson Ranch proposed development

Basin WG = Watergrass development, Parcels B1-B4 and C1-C2

Section 5.0

PROPOSED CONDITIONS

5.1 CRITERIA AND METHODOLOGY

The drainage system for this project will be designed in accordance with Pasco County and FDOT drainage standards and procedures to carry stormwater runoff away from the roadway and paved mixed-use trail/sidewalk in the natural flow directions of that particular basin. For the portions of the project that are located in areas where an existing multi-lane divided roadway exists (through the Palm Cove and Watergrass developments, as well as near the intersection of Kossik Road and US 301) or where permit applications have been submitted for a proposed development (Epperson Ranch MPUD), the proposed improvements for the project will be completed within the existing ROW. Outside of these developed areas, a ROW width varying from 128 feet to 166 feet will be established, and all improvements will be completed within that ROW, with individual stormwater management pond sites located outside and adjacent to the ROW boundaries.

The newly-constructed portions of the Recommended Build Alternative will be graded such that runoff from the roadway, mixed-use trail and sidewalk will be managed within roadside curb and gutter drainage structures. The roadside gutters will convey collected runoff to a series of curb inlets and stormwater culverts, ultimately discharging into retention ponds. Cross drains will be installed in areas where existing wetlands or other surface water bodies are crossed by the proposed alignment. The purpose of the cross drains is to maintain the existing hydrology and hydraulics of the natural system while allowing for construction of the proposed roadway. The location of each individual cross drain and the areas of wetland impact within the project corridor are presented graphically in Appendix D. An evaluation of the various interchange and roadway alternatives considered in the alternatives analysis phase of the project are provided in the PER and EA (available under separate cover). The hydrology and hydraulics within the project corridor discussed in this section are based solely upon the preliminary concepts developed for the Recommended Build Alternative.

5.2 ENVIRONMENTAL RESOURCE PERMITS

Some portions of the Recommended Build Alternative are located within the limits of projects permitted by the SWFWMD. A total of 10 projects with approved ERPs include accommodations for roadway drainage from the Overpass Road ROW in project-related stormwater management ponds, as well as mitigation of roadway-impacted wetlands. The ERPs that include drainage for Overpass Road are summarized in **Table 5-1**.

**TABLE 5-1
ENVIRONMENTAL RESOURCE PERMITS
THAT INCLUDE CONSTRUCTION OF OVERPASS ROAD**

ERP NUMBER	PROJECT NAME	ROADWAY LIMITS	EXISTING CONSTRUCTION
43020542.004	Palm Cove – Phase 1A	Sta. 54+33 – Sta. 81+00	Yes
43020542.006	Palm Cove – Phase 2A	Sta. 81+00 – Sta. 100+03	Yes
43026736.004	Epperson Ranch – Phase 2	Sta. 100+03 – Curley Road	No
43026736.005	Epperson Ranch – Phase 3	Sta. 100+03 – Curley Road	No
43026736.009	Epperson Ranch – Phase 7	Sta. 100+03 – Curley Road	No
43006666.005	Watergrass – Parcels B1–B4	Curley Road – Sta. 186+50	Yes
43006666.006	Watergrass – Parcels C1-C2	Sta. 186+50 – Sta. 224+23	Yes
43006666.013	Watergrass – Parcels B5, B6, D, E, F, G, H	Sta. 224+23 – Sta. 268+11	No (underway)
43024706.000	Pasco Co. – Otis Allen Rd Ph 1	Ft. King Road – US 301	Yes*
43024706.002	Pasco Co. – Otis Allen Rd Ph 2	Ft. King Road – US 301	Yes*

* Permit included initial paving of Otis Allen Road/Kossik Road, which will be expanded for completion of Overpass Road

Two portions of Overpass Road that pass through existing developments (Palm Cove and Watergrass, Parcels B1-B4 and C1-C2) have already been constructed. A third portion of Overpass Road will be constructed within the proposed Epperson Ranch development. Stormwater management for the roadway and mitigation of wetland impacts for these completed or planned development portions of Overpass Road have been accounted for in the applicable ERPs. Stormwater management and wetland impact mitigation for the portion of the Recommended Build Alternative that will pass through the future Epperson Ranch development has been included in the applicable ERPs for Epperson Ranch, which are currently in the agency review phase.

5.2.1 PALM COVE DEVELOPMENT

The Palm Cove ERPs have both been constructed and included stormwater management for runoff from Overpass Road, depicted in the as-built plans as a four-lane divided roadway with a 10-foot wide mixed-use trail and a five-foot wide sidewalk within 128 feet of ROW. The proposed construction will add two additional travel lanes from Boyette Road to the current end of pavement (approximately Sta. 100+03, through Palm Cove). Stormwater ponds and cross drains (CD-4, CD-5 and CD-6) have already been constructed for this portion of Overpass Road. The installed cross drains may be subject to lengthening as the proposed roadway improvements are constructed, to accommodate a six-lane section.

5.2.2 EPPERSON RANCH DEVELOPMENT

East of the Palm Cove development, from approximately Sta. 100+03 to Curley Road, there has been no development along the Recommended Build Alternative and no roadway currently exists in this area. The land that is traversed by this portion of the proposed alignment is part of the Epperson Ranch MPUD. The owners of Epperson Ranch have obtained seven separate ERPs to

construct residential, commercial and town center uses, including the construction of Overpass Road. Three of the ERPs for the development specifically include stormwater runoff management from the Overpass Road ROW. Ponds, wetland mitigation areas and cross drains have been designed within the Epperson Ranch development to accommodate runoff from the road. The original ERP permits for this development have expired; however, these projects have been re-submitted to the SWFWMD and other agencies and are currently under review. The conceptual plans submitted for review with the applications include stormwater management for the portion of Overpass Road that will pass through the development, as well as floodplain compensation and wetland mitigation.

5.2.3 WATERGRASS DEVELOPMENT

The portion of Overpass Road that is located within the limits of Watergrass ERPs 43006666.005 and 43006666.006 (Parcels B1-B4 and Parcels C1-C2), from Curley Road to the current end of pavement (Sta. 224+23, at the proposed Watergrass Parkway) has been constructed. Overpass Road through this area comprises a minimum four-lane divided roadway with a grass median, a 10-foot wide mixed-use trail and a five-foot wide sidewalk within 128 feet of ROW. Stormwater ponds have already been constructed within the Watergrass development to manage runoff from this portion of Overpass Road. The installed cross drains (CD-16 through CD-19) may be subject to lengthening as the proposed roadway improvements are constructed, to accommodate a six-lane section.

An ERP for Watergrass Parcels B5-B6, D, E, F, G and H (43006666.013) has recently been approved and construction of the development from Watergrass Parkway east to Handcart Road is currently underway. The permitted plans for the project indicate that runoff from Overpass Road through this portion of the development (to approximately Sta. 268+11) will be accommodated in stormwater ponds to be constructed within the project. Conceptual Pond 3-3 is located adjacent to a portion of the roadway that will ultimately be serviced by the new ponds within the Watergrass development, should the project be completed according to the permitted plans. Therefore, although Pond 3-3 is included among the Pond Sites for the project, it will be un-necessary if the Watergrass ponds are constructed according to plan. Conceptual Pond 3-4 will provide service to a portion of Overpass Road located outside of the Watergrass limits. The conceptual cross drains for this portion of the roadway (CD-15 and CD-16) will also need to be constructed if the Watergrass system, including specified cross drains, is not installed according to the permitted plans.

5.2.4 OTIS ALLEN ROAD/KOSSIK ROAD PROJECT

Pasco County has received ERPs for two roadway projects, Otis Allen Road Phases 1 and 2, located along the proposed Overpass Road alignment from Fort King Road eastward to US 301 (ERPs 43024706.000 and 43024706.002). The permitted plans for the project indicate a paved roadway with an ultimate section that includes a four-lane divided roadway with a grassed median, 10-foot wide mixed-use trail and a five-foot wide sidewalk. Currently, the paved

roadway only extends approximately 250 feet west of Green Slope Drive but resembles the ultimate section at the intersection with US 301. Two dry detention ponds permitted for the project, Pond 4 and Pond 5 (designated Pond 3-11 and Pond 3-12 in the PSR) located north of the ROW and west of Green Slope Drive, have already been constructed. These two ponds will be utilized for management of runoff from Overpass Road for the drainage sub-basin extending from Sta. 466+25 to the eastern project limit (Sta. 499+30.15). An additional drainage sub-basin extends from Fort King Road (Sta. 447+54) to Sta. 466+25; runoff from this portion of the roadway will be accommodated in Pond 3-10, to be constructed in Pasco County-owned land east of Fort King Road. A single conceptual cross drain (CD-24) is located in this portion of the alignment, adjacent to the location of Pond 3-10. Existing cross drain CD-25, located at the intersection of Kossik Road and U.S. 301, may need to be lengthened during construction of the proposed improvements.

5.3 FLOODPLAIN ENCROACHMENT

A review of the currently effective FIRMs, dated September 26, 2014, revealed multiple locations where regulatory floodplains or floodways intersect the proposed project limits and ROW. The flood zone impacts are summarized on **Table 5-2**.

**TABLE 5-2
FEMA FLOOD ZONE IMPACTS WITHIN PROPOSED ROW**

SUB-BASIN	APPROXIMATE IMPACT EXTENT		FLOOD ZONE A IMPACT (ac)	FLOOD ZONE AE IMPACT (ac)	BASE FLOOD ELEVATION (ft.-NAVD)
	FROM STATION	TO STATION			
B-1 NW	SB I-75 north of Overpass Rd	SB I-75 north of Overpass Rd	---	3.66	84.0
B-3 SW	250+23	300+12.18	0.04	---	---
	SB I-75 south of Overpass Rd	SB I-75 south of Overpass Rd	---	0.52	90.4
B-4 SE	NB I-75 south of Overpass Rd	NB I-75 south of Overpass Rd	---	3.57	90.8
3-1	238+49.49	240+00	0.24	---	---
	243+50	245+80	---	0.33	111.7
	251+20	252+20	0.34	---	---
	255+40	265+40	---	2.65	111.6
3-3	297+50	315+20	---	5.68	Varies
3-4	338+00	352+20	2.16	---	---
3-9	486+45	487+40	0.10	---	---
TOTAL:			2.88	16.41	

Source: FEMA FIS, September 2014

For floodplain impacts within the four sub-basins located at the Recommended Build Alternative (Flyover Ramp) with Overpass Road and I-75, floodplain compensation (FPC) will be achieved utilizing the excess storage capacity in the two stormwater ponds proposed for construction

along the I-75 mainline (Pond 3-1 and Pond 3-2). FPC sites are preliminarily planned for Sub-Basin 3-1 and Sub-Basin 3-4 adjacent to planned stormwater ponds, and compensation for the minor floodplain encroachment in Sub-Basin 3-9 will be achieved within stormwater Pond 3-11 and Pond 3-12.

5.4 PROJECT CLASSIFICATION

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

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

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

Category 3: Projects Involving Modifications to Existing Drainage Structures

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

The following conclusion applies to Category 3 structures:

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

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

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

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

The following conclusion applies to Category 4 structures:

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

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

In the case of the Recommended Build Alternative, this category applies to the installation of new drainage facilities within a previously undeveloped area as a result of new roadway construction. The new facilities will include the installation of new cross drains, headwalls,

manholes and inlets to accommodate stormwater drainage from new roadway installation. No record of significant flooding exists for the areas of new construction and it is assumed that the new structures will be designed to standards that will maximize the hydraulic performance of the new structures while not reducing the hydraulic performance of existing facilities. Analysis of individual cross drains has not yet been completed, but it is assumed that installation of several new cross drains will be required to maintain the hydrologic function of the existing wetland and floodplain areas along the corridor.

The following conclusion applies to Category 6 structures:

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

Section 6.0

REGULATORY AGENCY COORDINATION

6.1 LOCAL AGENCIES

Pasco County is the local agency with jurisdiction over the majority of the project corridor for the proposed improvements to Overpass Road. Coordination between Pasco County and FDOT will be required during final design.

6.2 STATE AGENCIES

The state agency involved in the permitting process for the Overpass Road drainage system will be the SWFWMD.

A portion of the stormwater permitting (and wetland permitting) for the proposed Overpass Road expansion has been provided in previously issued permits. A Pre-Application meeting will be held with SWFWMD to discuss the proposed projects improvements and how to submit permits during the construction phase of the project. The project may require a standard general construction permit with Pasco County as the applicant. The small quantities of additional pavement within the Palm Cove (1.05 ac) and Watergrass (1.77 ac) developments, to increase the roadway from four lanes to six lanes, was not included in the original ERPs for the developments. Additional stormwater ponds for treatment, peak attenuation or floodplain compensation beyond the existing ponds located within the developments should not be required.

6.3 FEDERAL AGENCIES

Federal agencies which may require permits for the proposed Overpass Road improvements are the USACE, USEPA, and FEMA. The USACE would be involved in permitting dredge and fill activities in Waters of the United States. The federal National Pollutant Discharge Elimination System (NPDES) permit process is administered by the USEPA. However, in Florida, the USEPA has delegated the authority for administering the Federal program to the Florida Department of Environmental Protection (FDEP) for stormwater discharges into Waters of the United States.

Section 7.0

REFERENCES

- Federal Emergency Management Agency, *Flood Insurance Rate Maps for Pasco County (unincorporated), Florida*. Effective September 26, 2014.
- Florida Department of Transportation, *Drainage Manual*. 2006.
- Florida Department of Transportation, *Culvert Handbook*. 2004.
- Florida Department of Transportation, *PD&E Manual*, Part 2, Chapter 24 – *Floodplains*. April 22, 1998.
- Southwest Florida Water Management District, *Environmental Resource Permitting Information Manual*. 2004.
- Southwest Florida Water Management District, *Aerials with contours*.
- 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

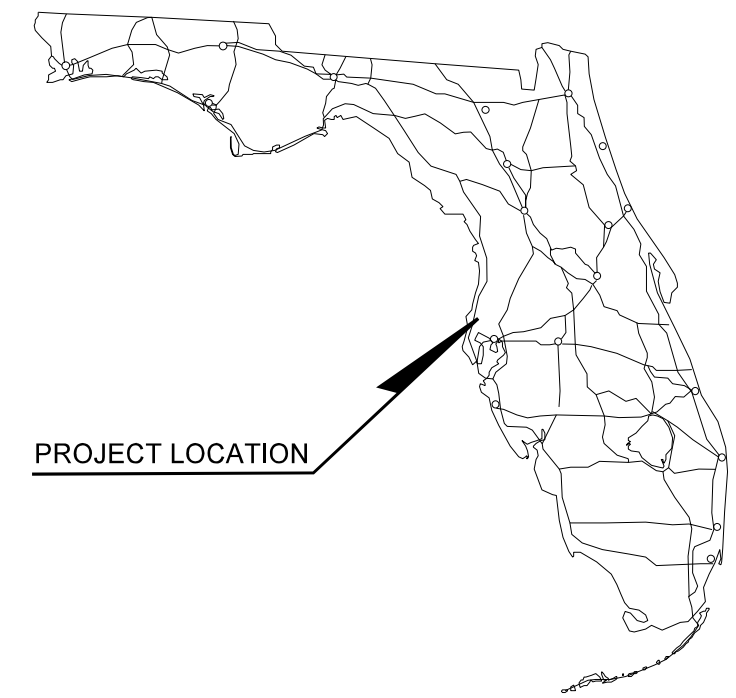


PASCO COUNTY

OVERPASS ROAD FROM OLD PASCO ROAD TO US 301

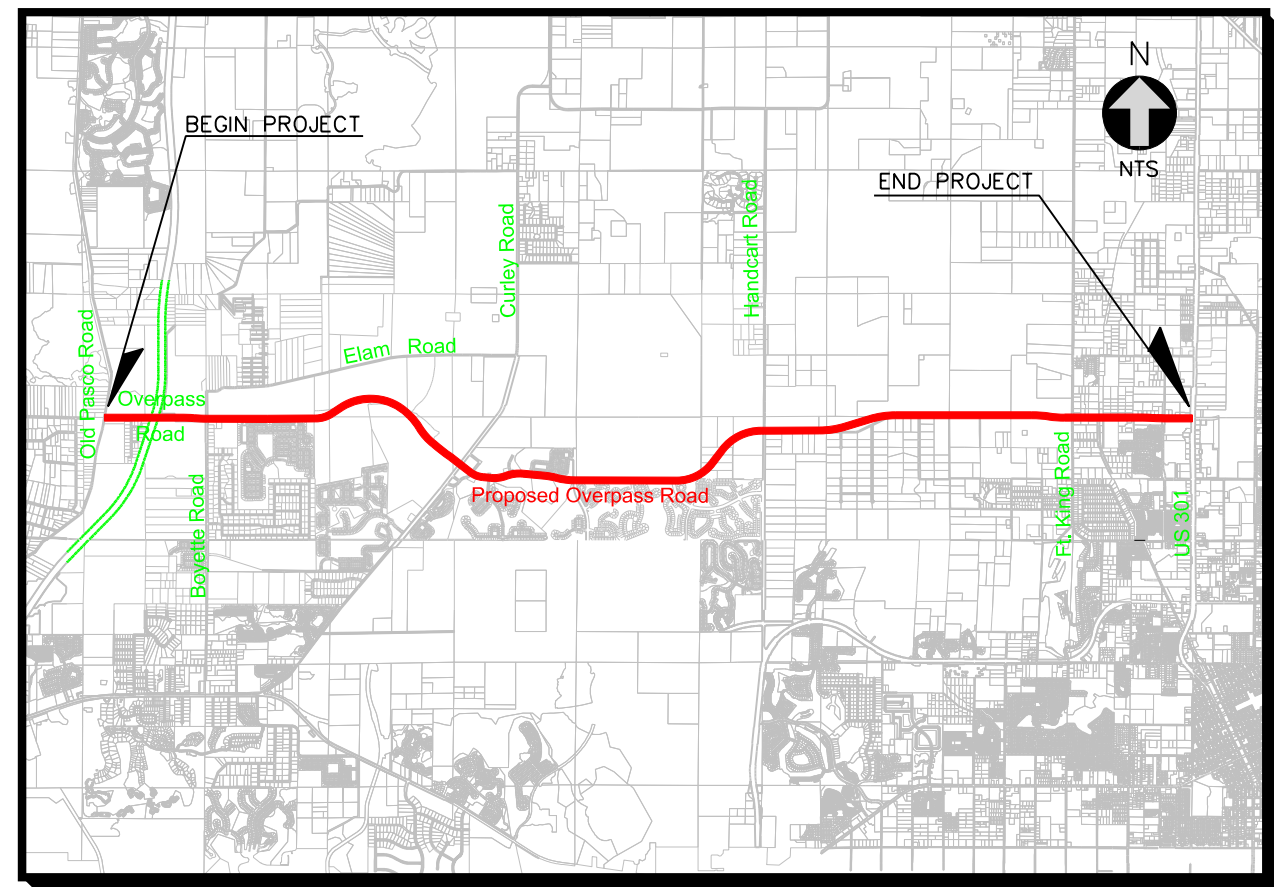
CIP NO: 5025 • FPID NO: 432734-1

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












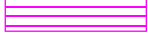

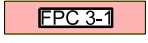




INDEX OF PLANS

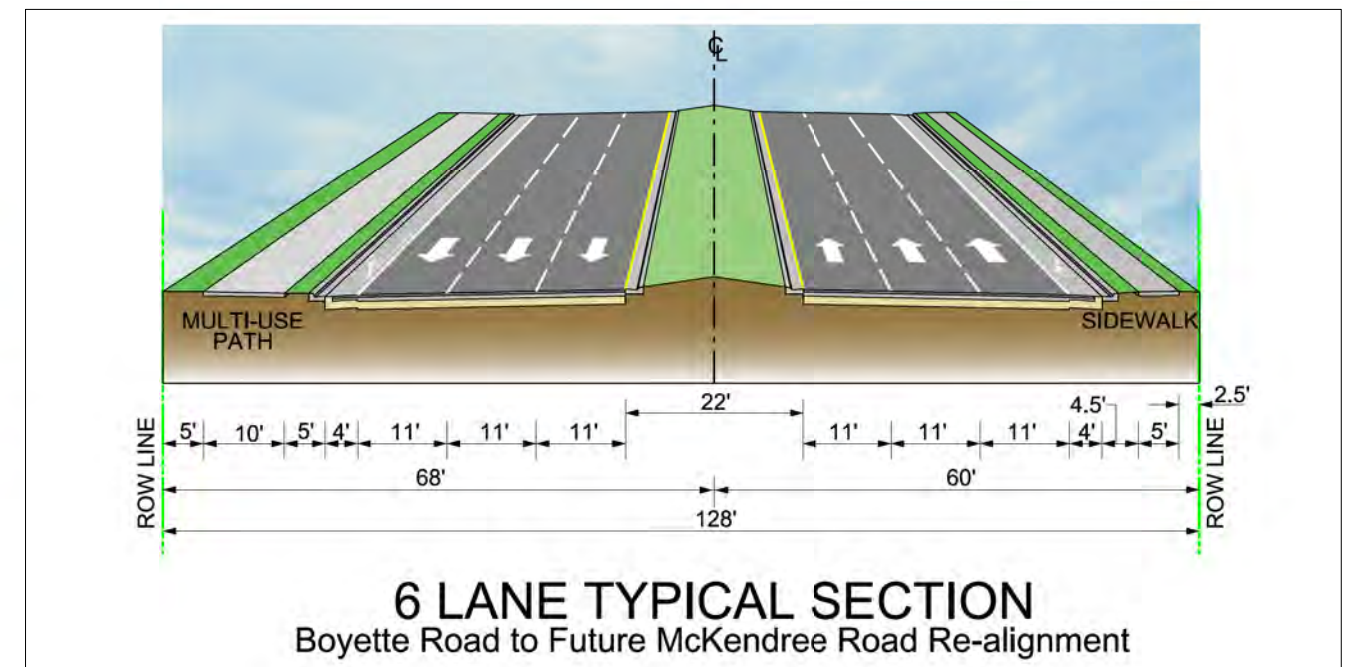
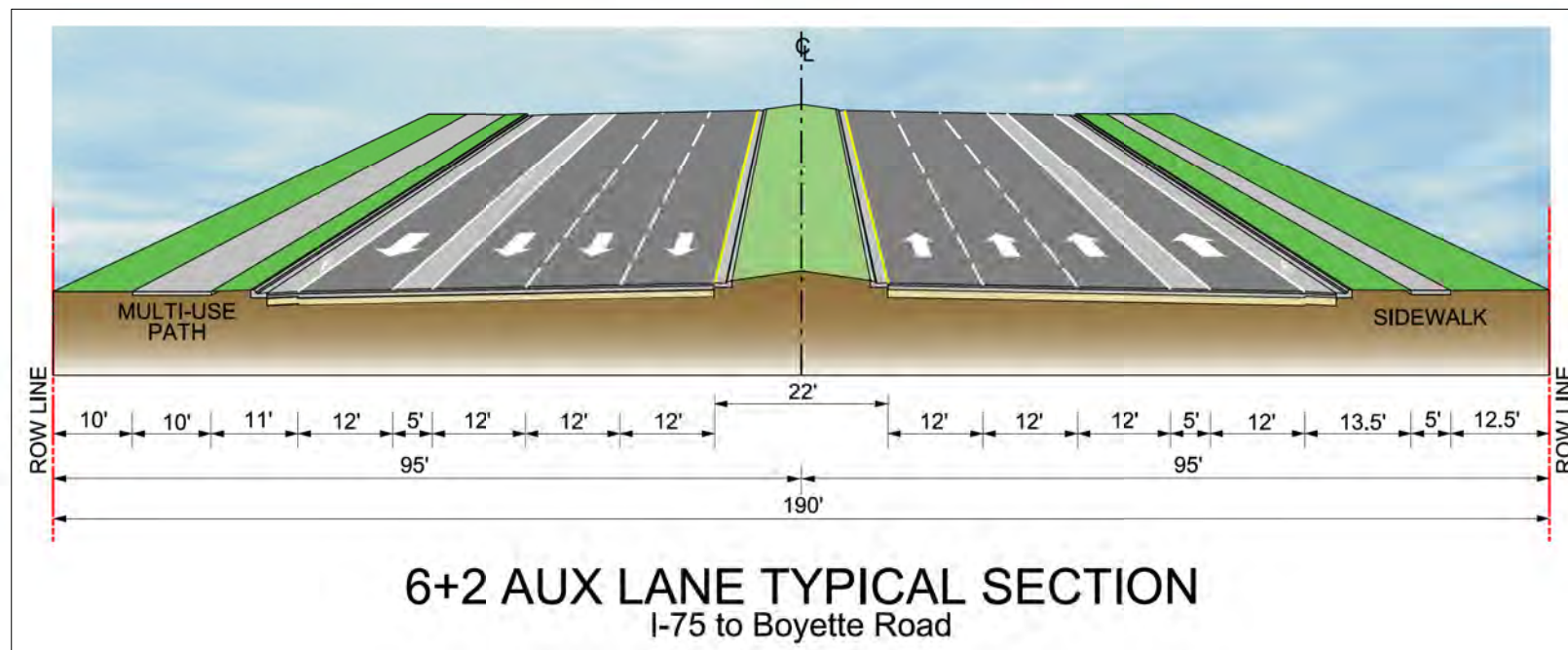
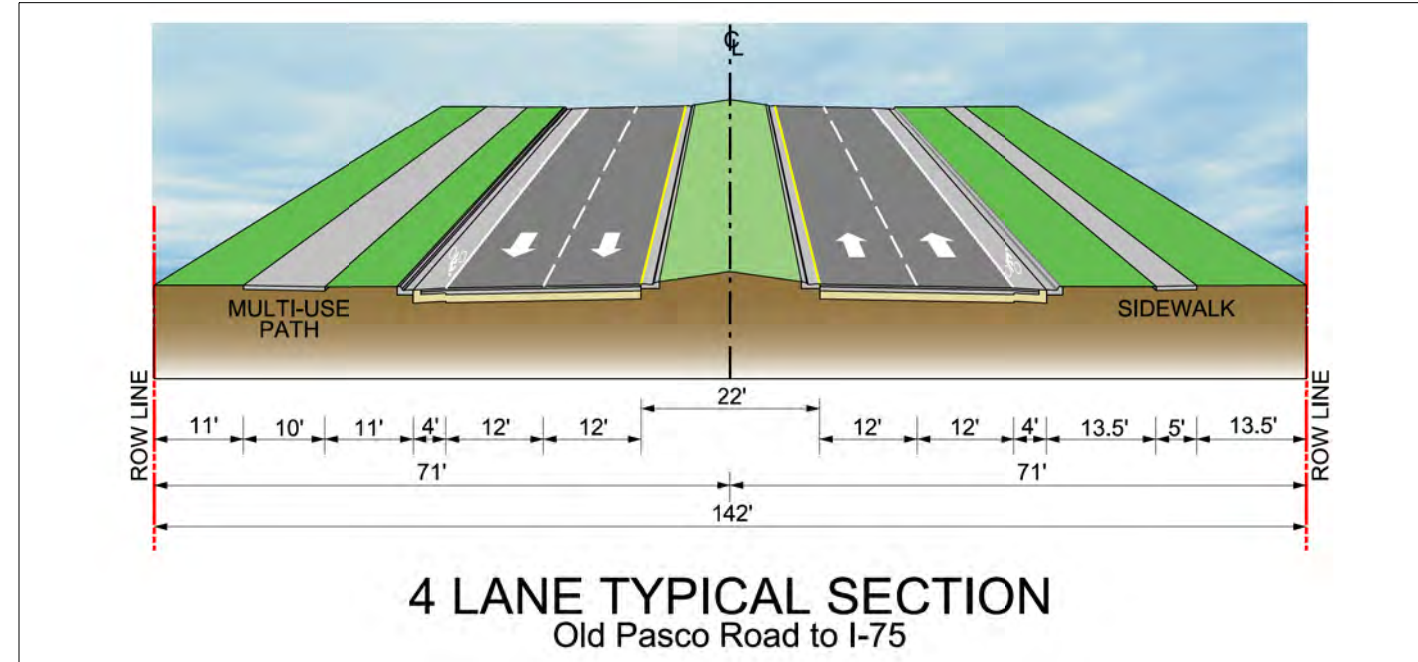
SHEET NO.	SHEET DESCRIPTION
I	COVER SHEET
II	LEGEND
III	TYPICAL SECTIONS
IV	TYPICAL SECTIONS
V	TYPICAL SECTIONS
1-17	PLANS

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		CROSS DRAIN
	TO BE REMOVED		CONTOUR LINE



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

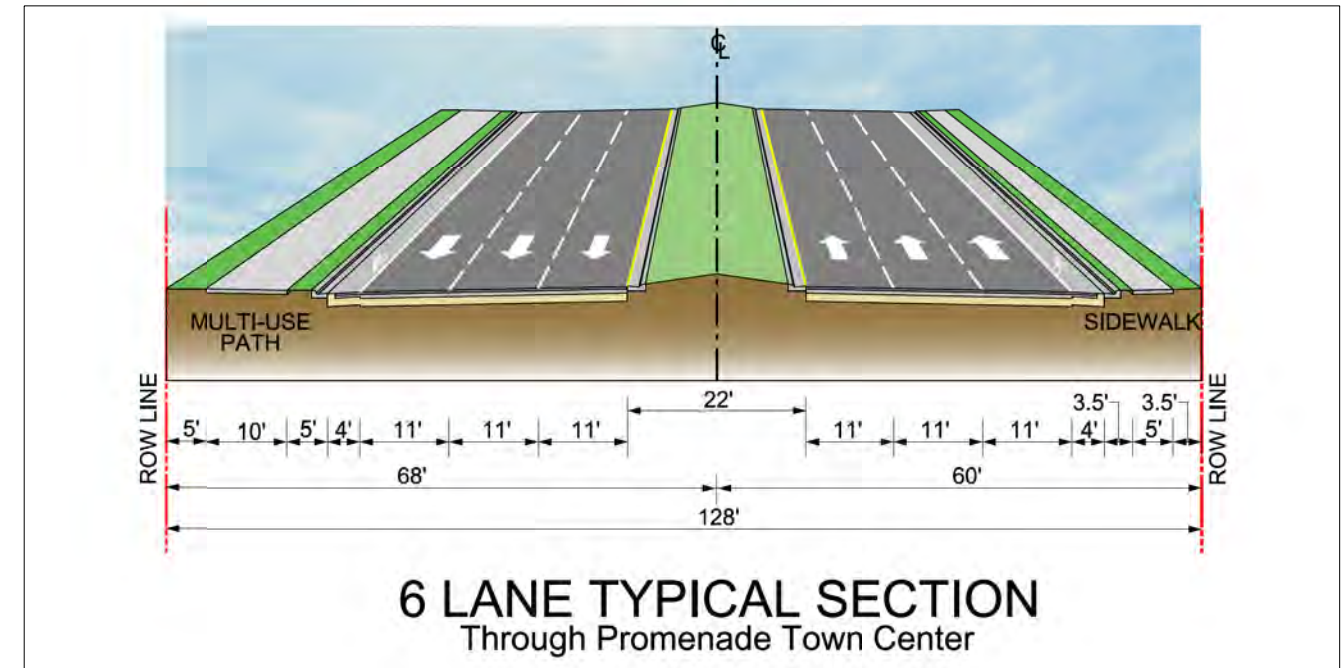
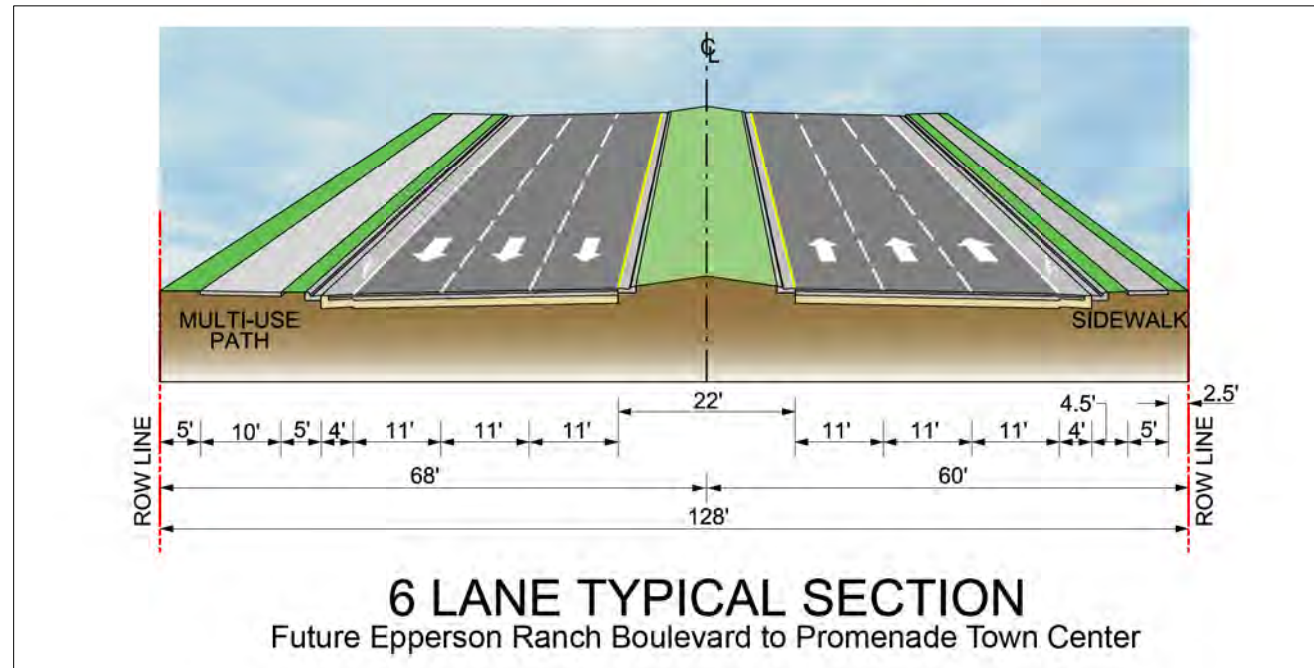
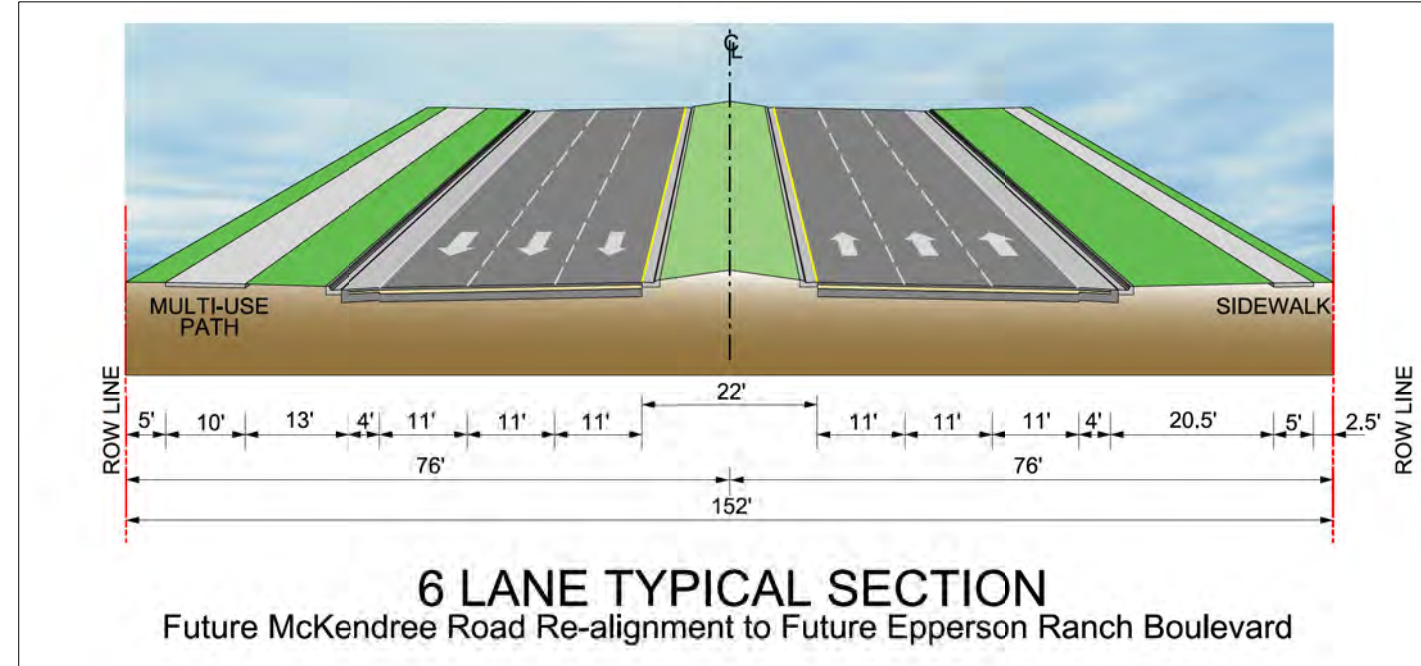
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

III



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PASCO COUNTY
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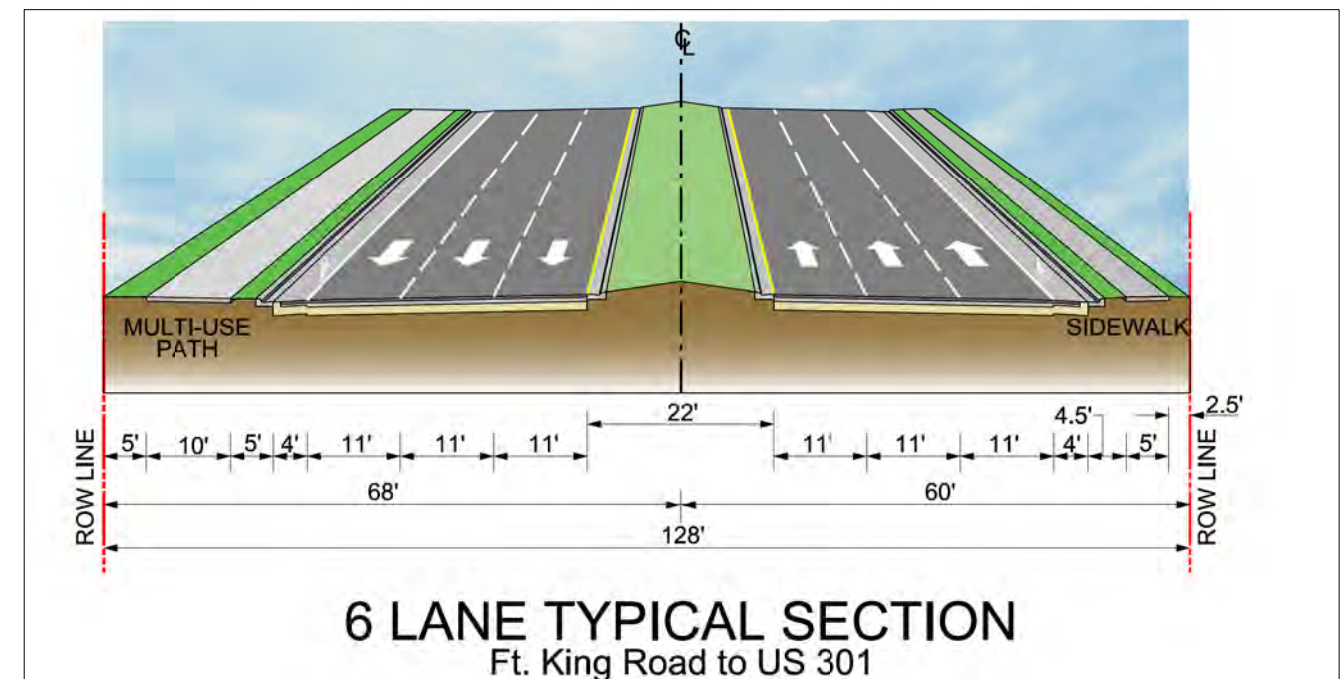
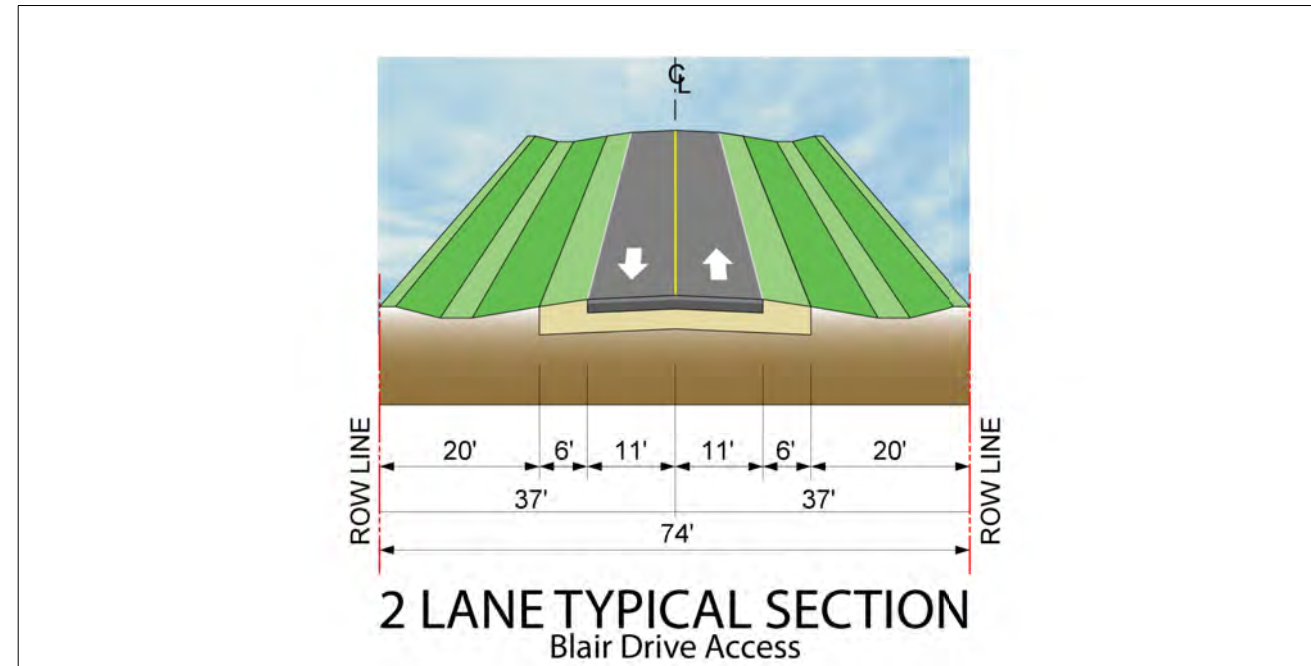
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

IV



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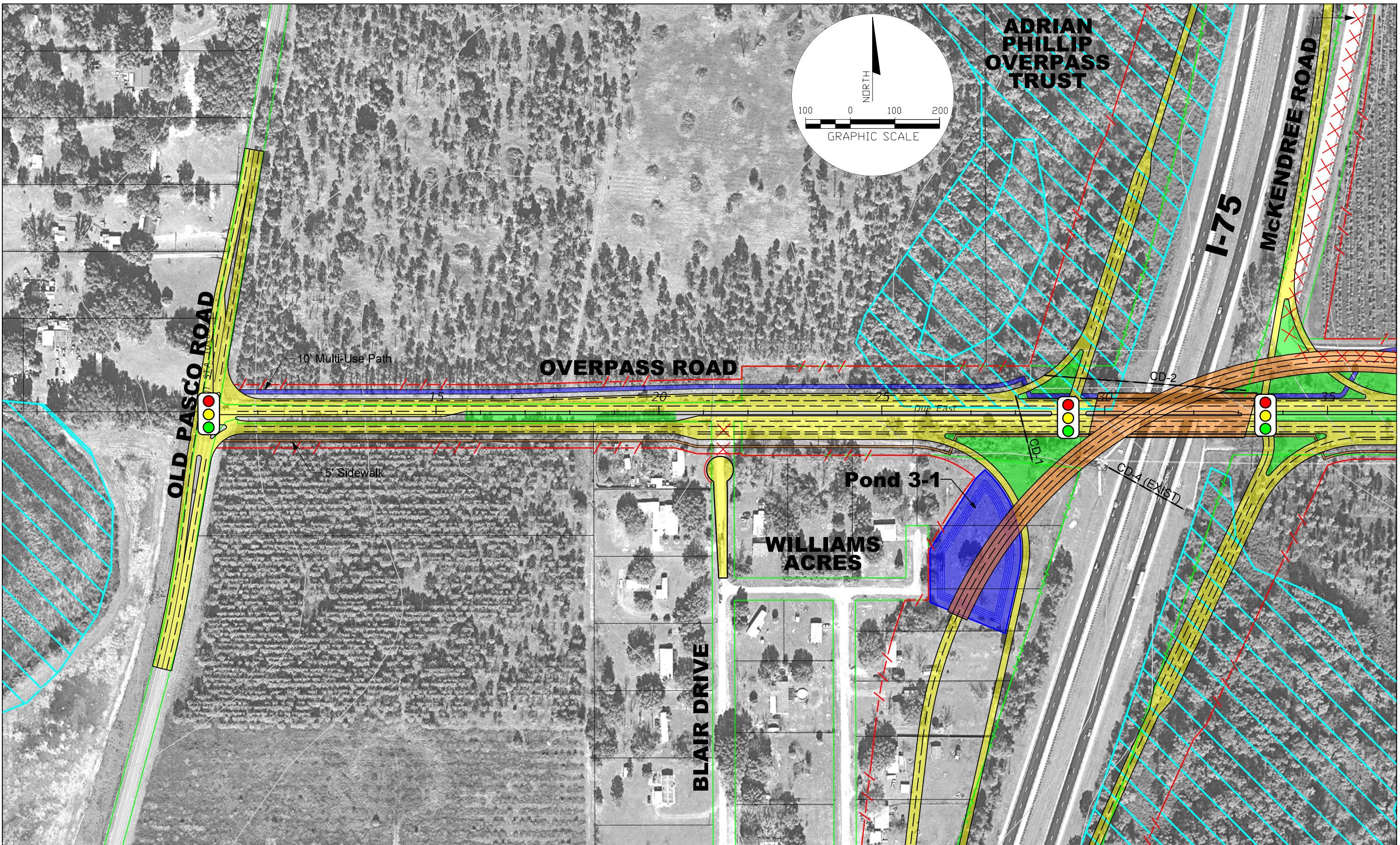
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

✓



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

SHEET NO.
1



Pond 3-2

I-75

BOYETTE ROAD

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

CD-3 (EXIST)

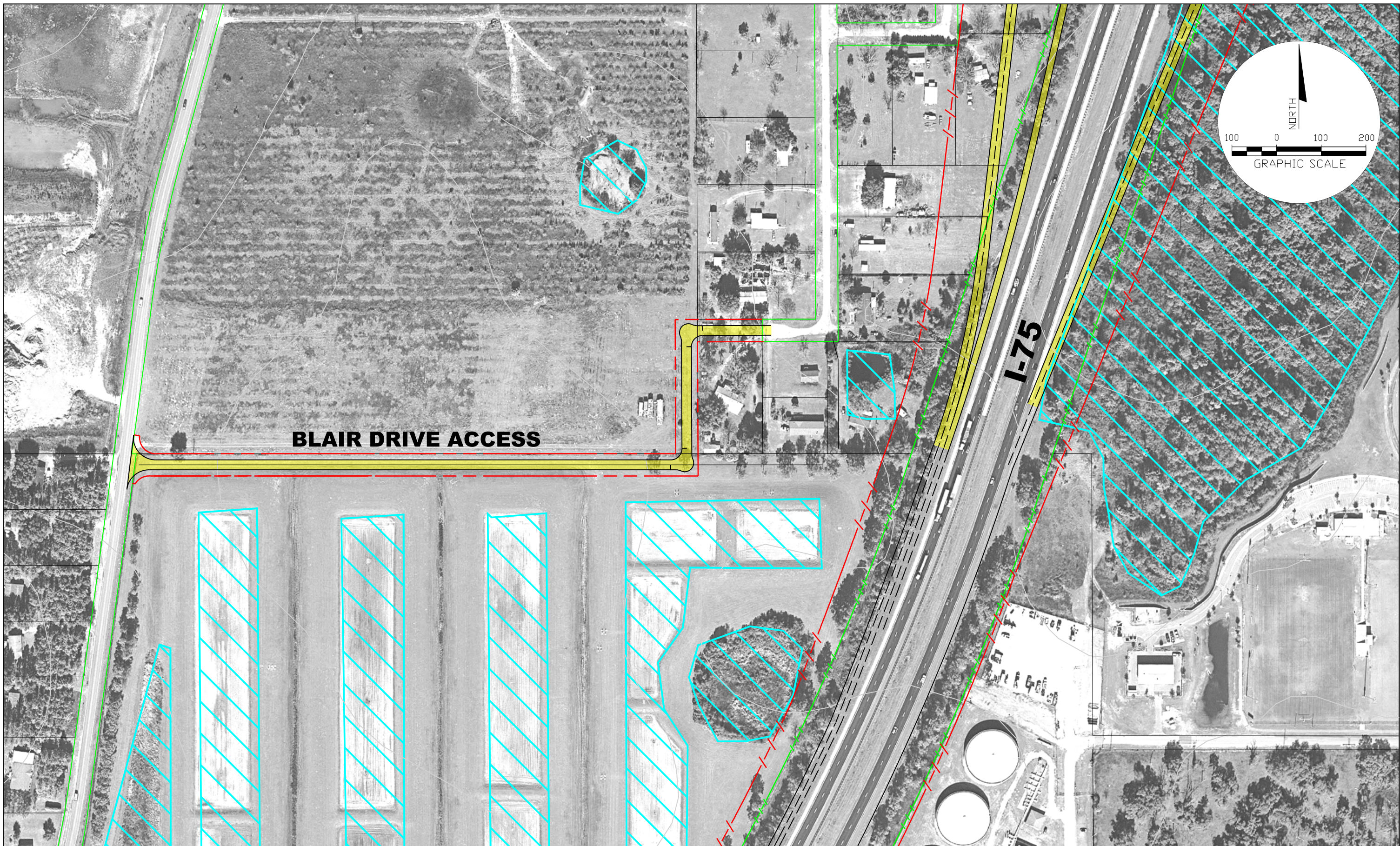
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PASCO COUNTY
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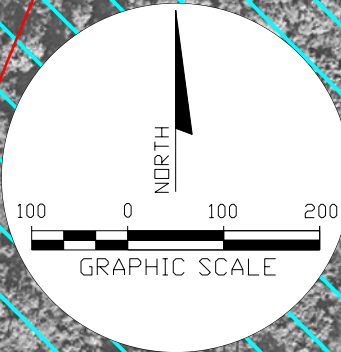
OVERPASS ROAD
Alternative O-3
From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.
1A



BLAIR DRIVE ACCESS

I-75



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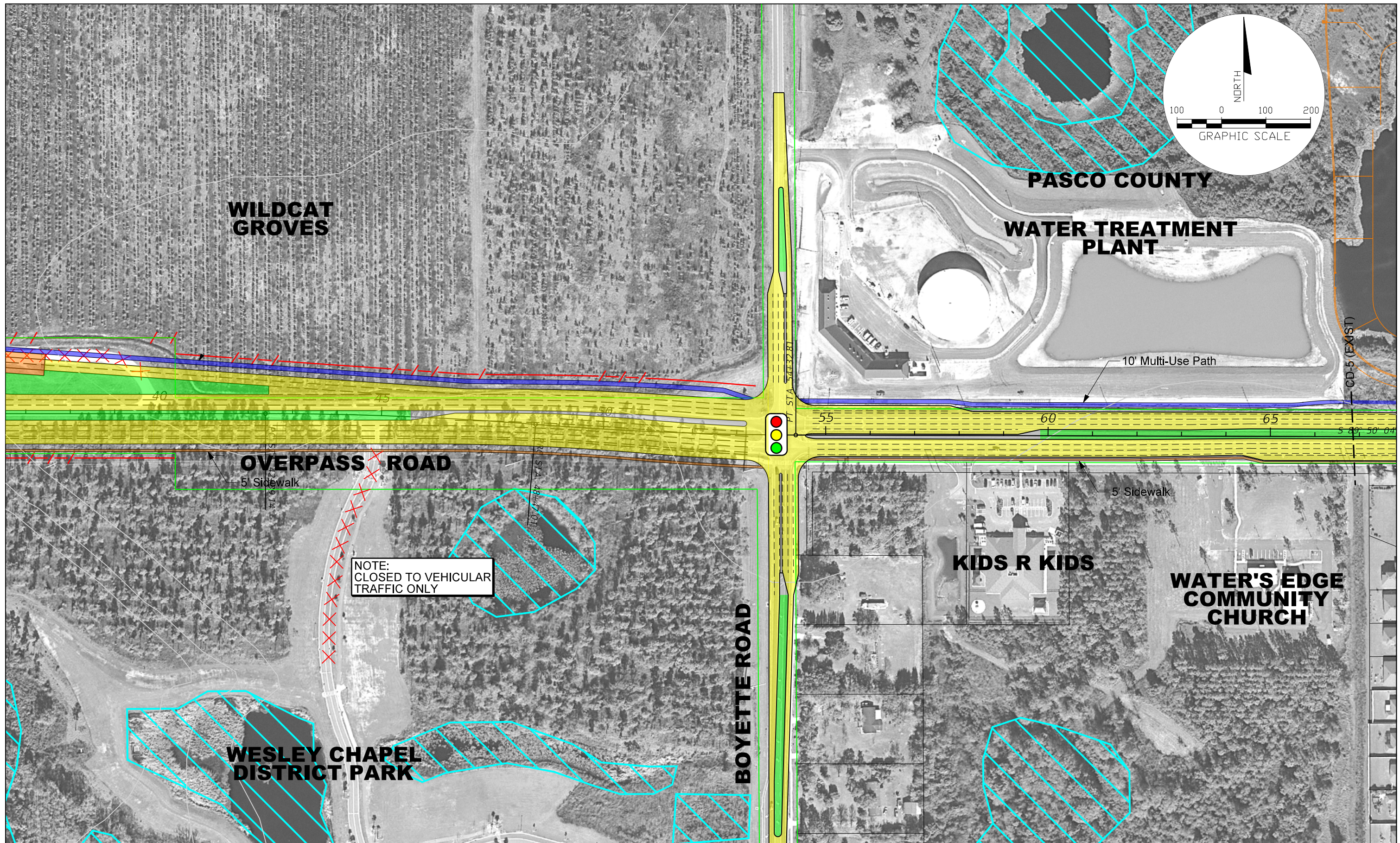
OVERPASS ROAD

Alternative O-3

From Old Pasco Road to US 301
Pasco County Florida

SHEET NO.

1B



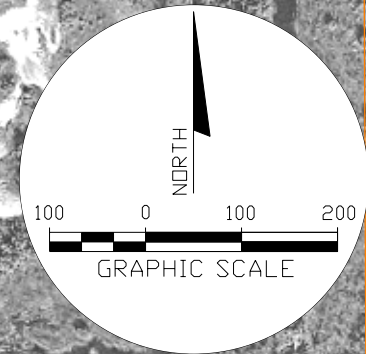
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 URS Corporation Southern
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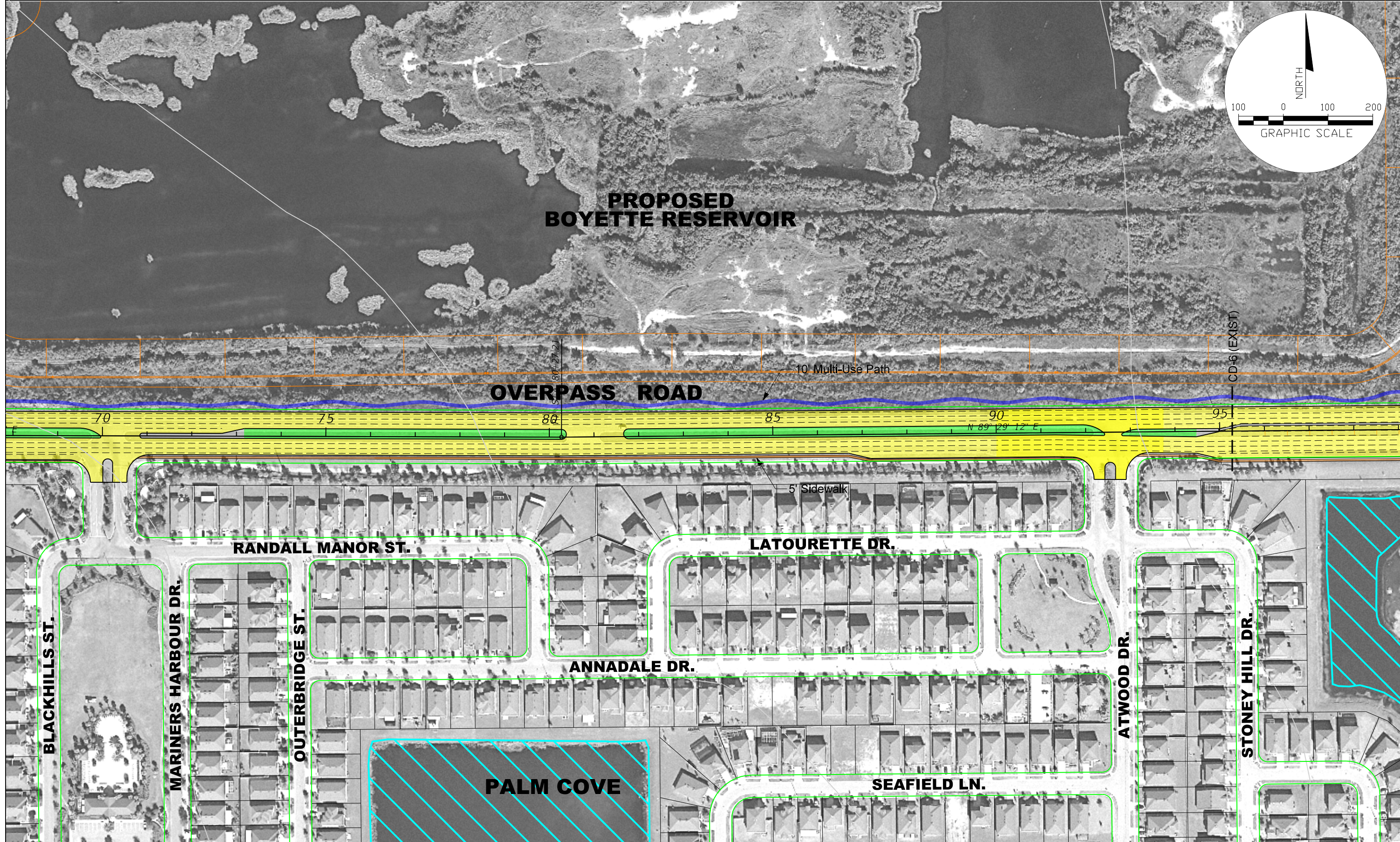
PASCO COUNTY
 ENGINEERING SERVICES
 CIP NO: 5025 • FPID NO: 432734-1

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

SHEET NO.
2



**PROPOSED
BOYETTE RESERVOIR**



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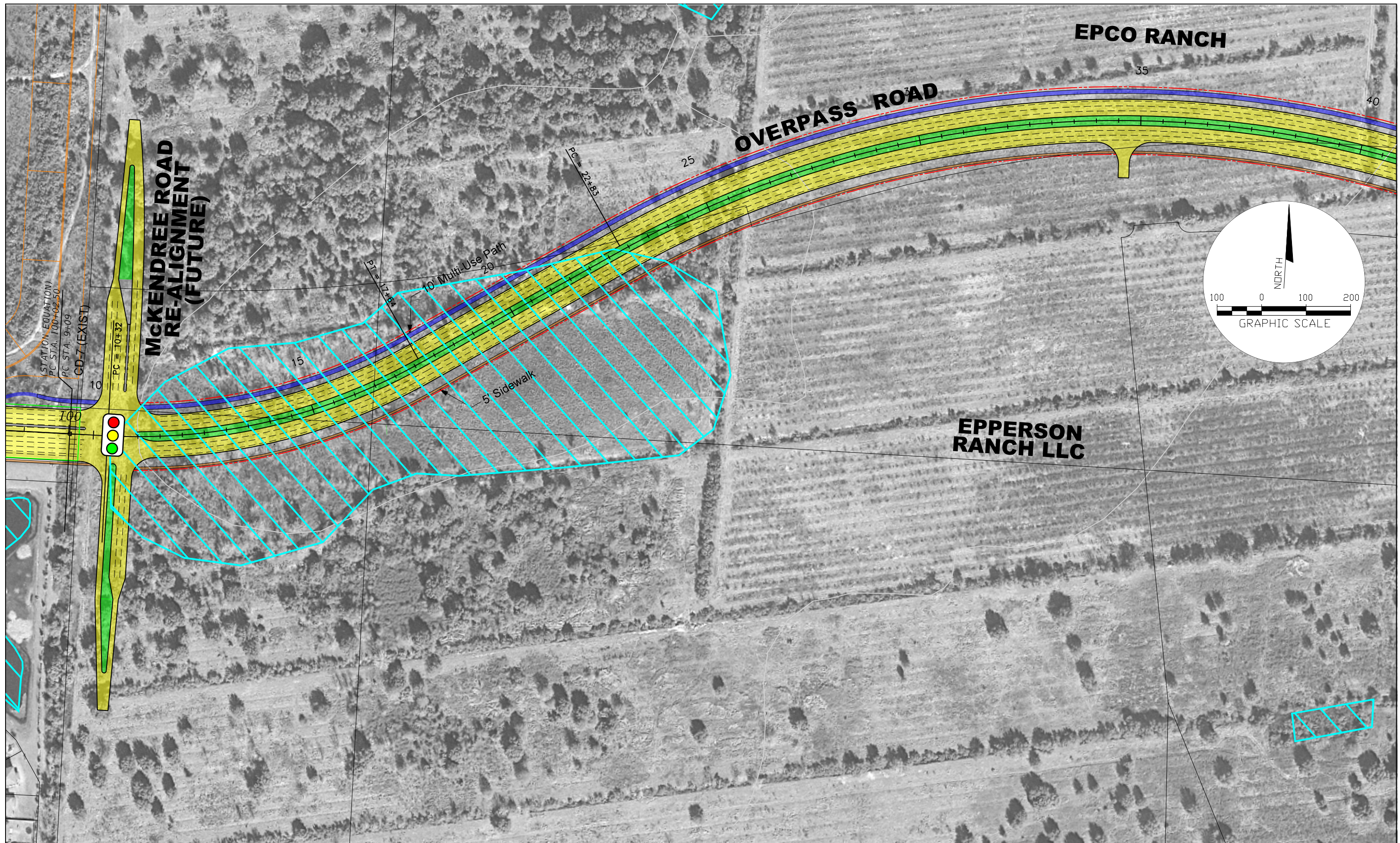
URS
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 Tampa, FL 33607-1462
 No. 00000002

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



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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



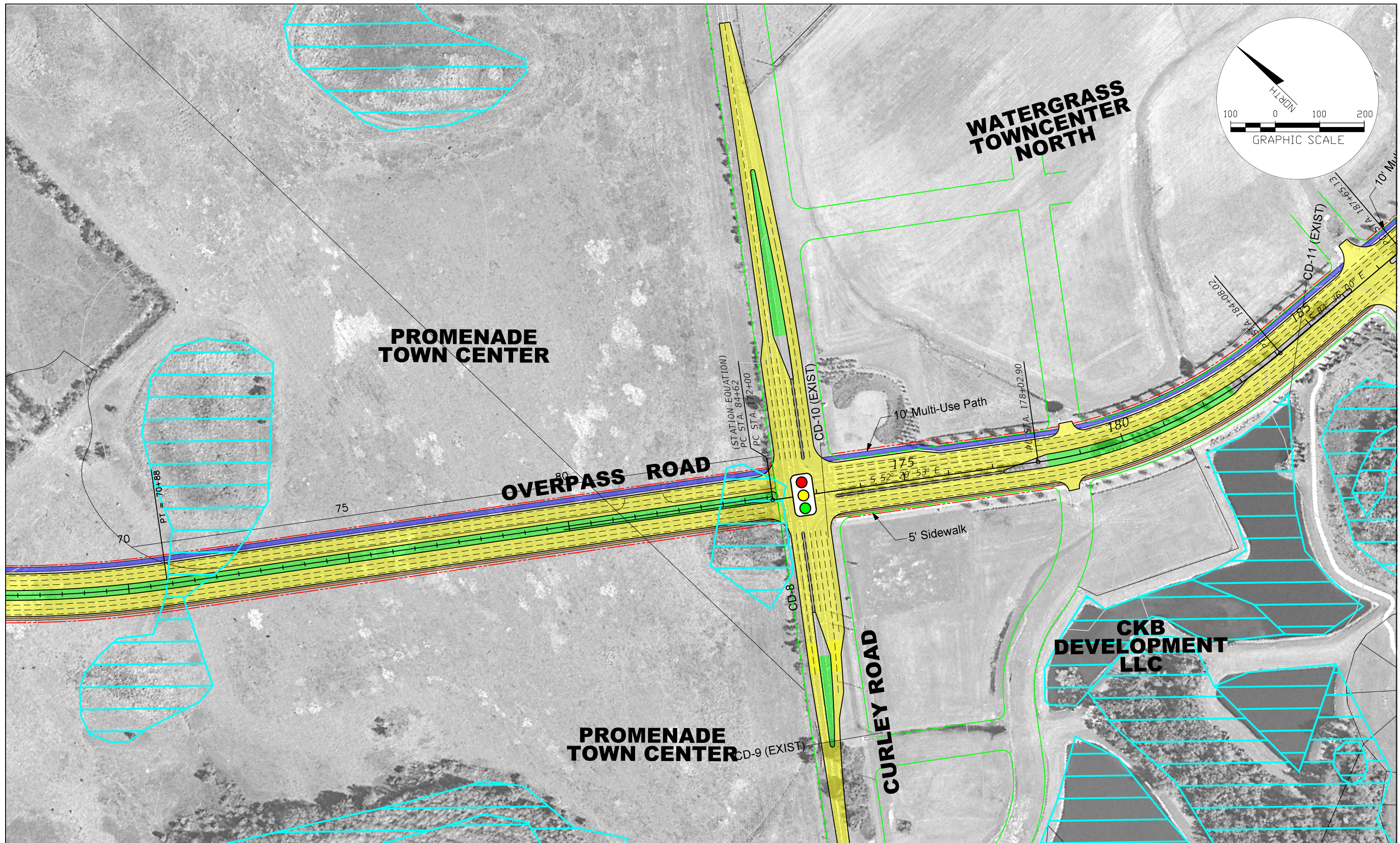
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
5



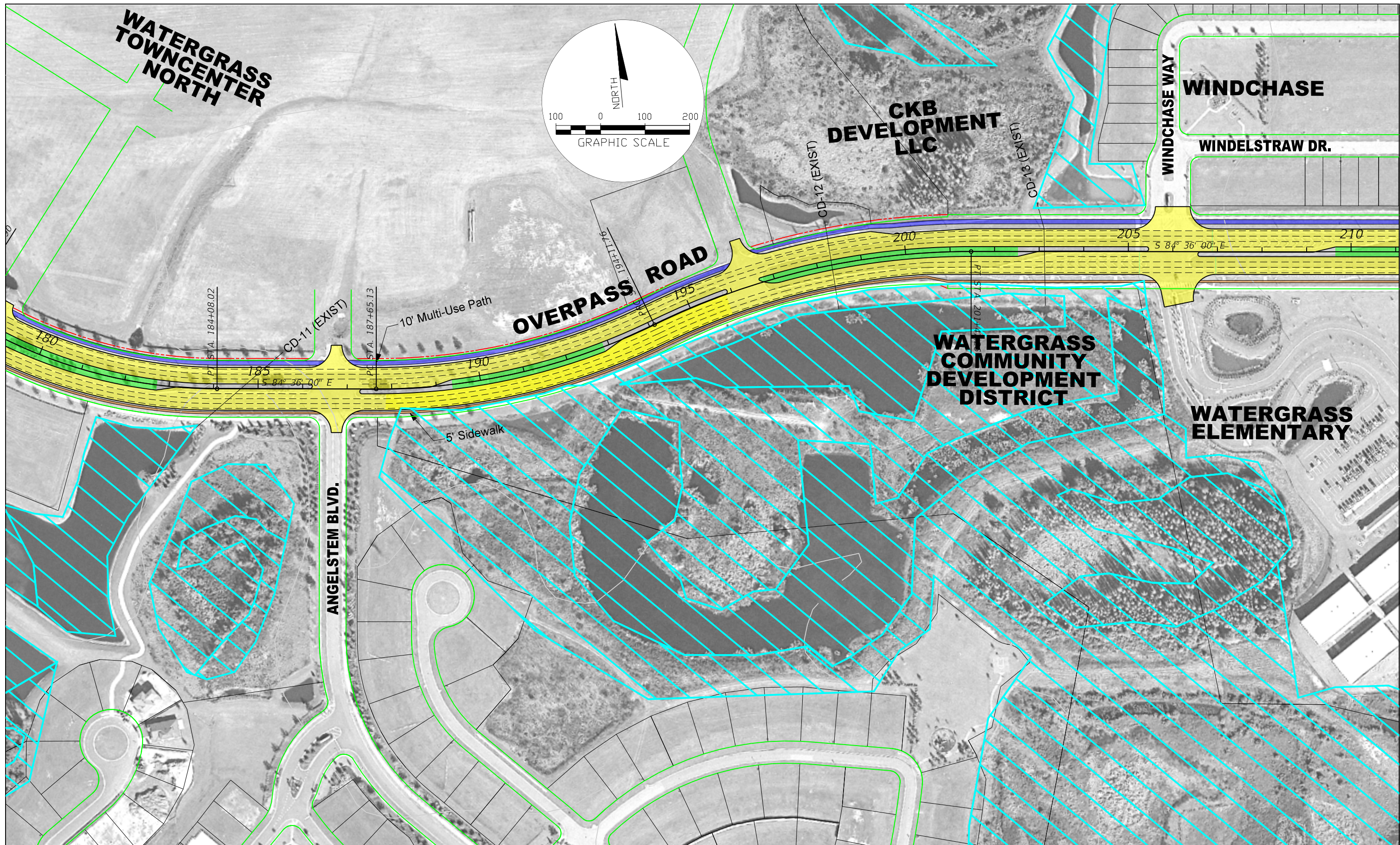
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
6



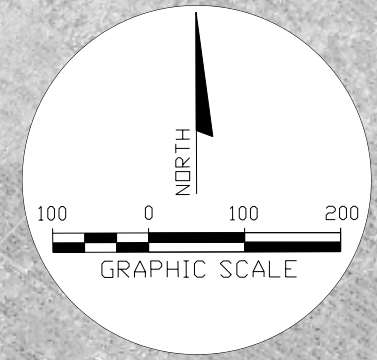
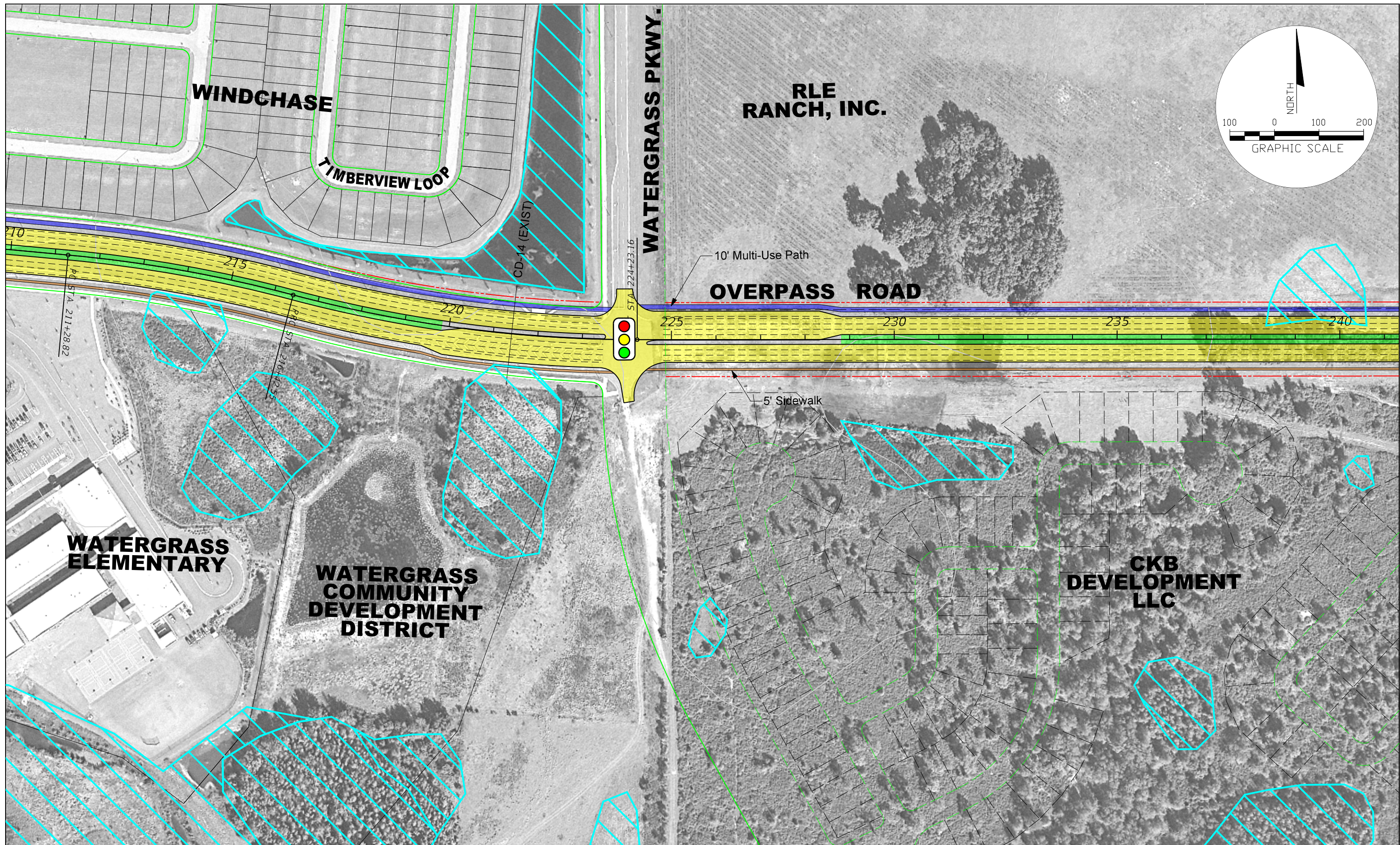
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
7



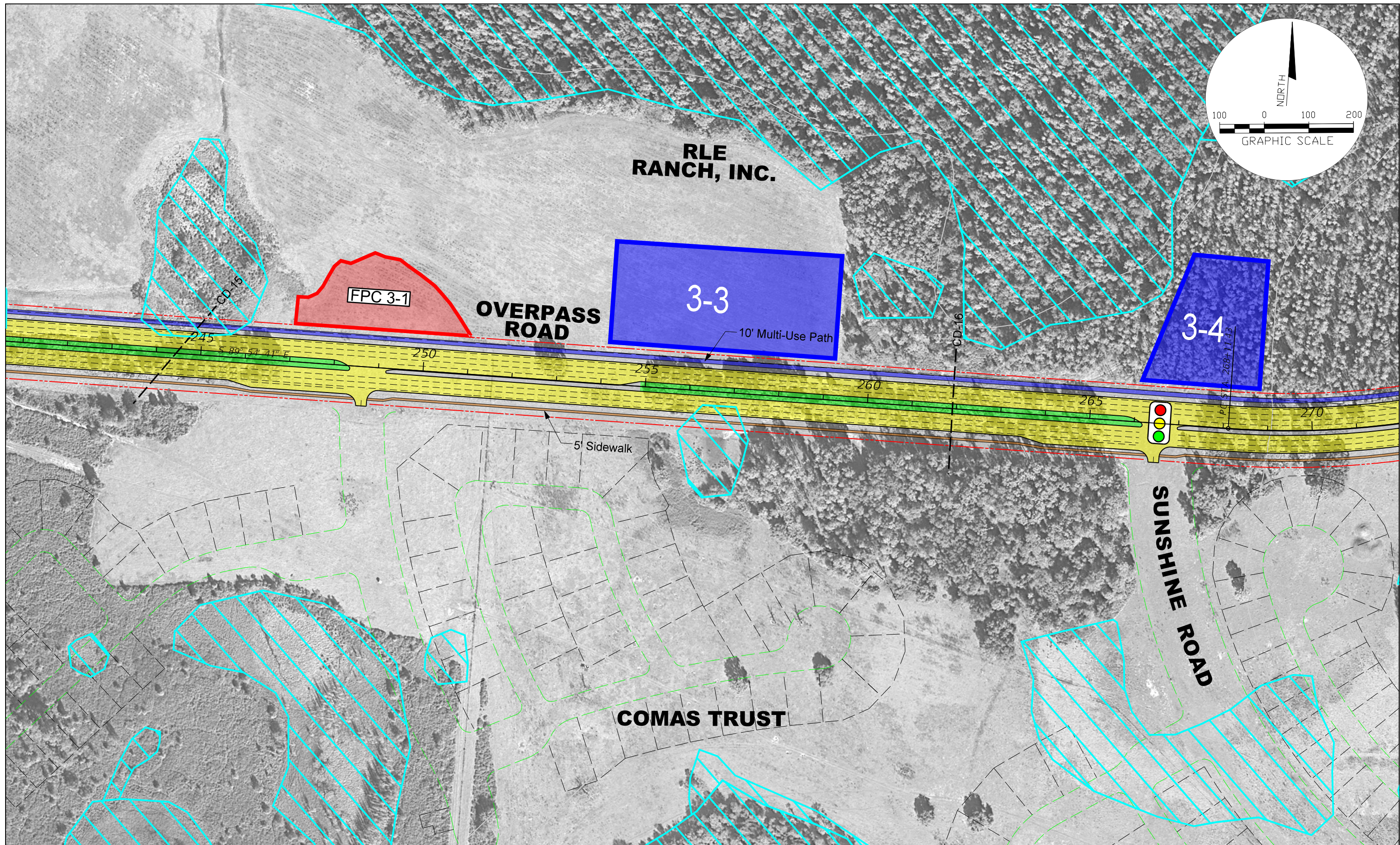
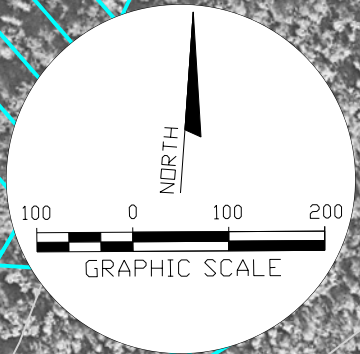
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 ENGINEERING SERVICES**
 CIP NO: 5025 • FPID NO: 432734-1

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

SHEET NO.
8



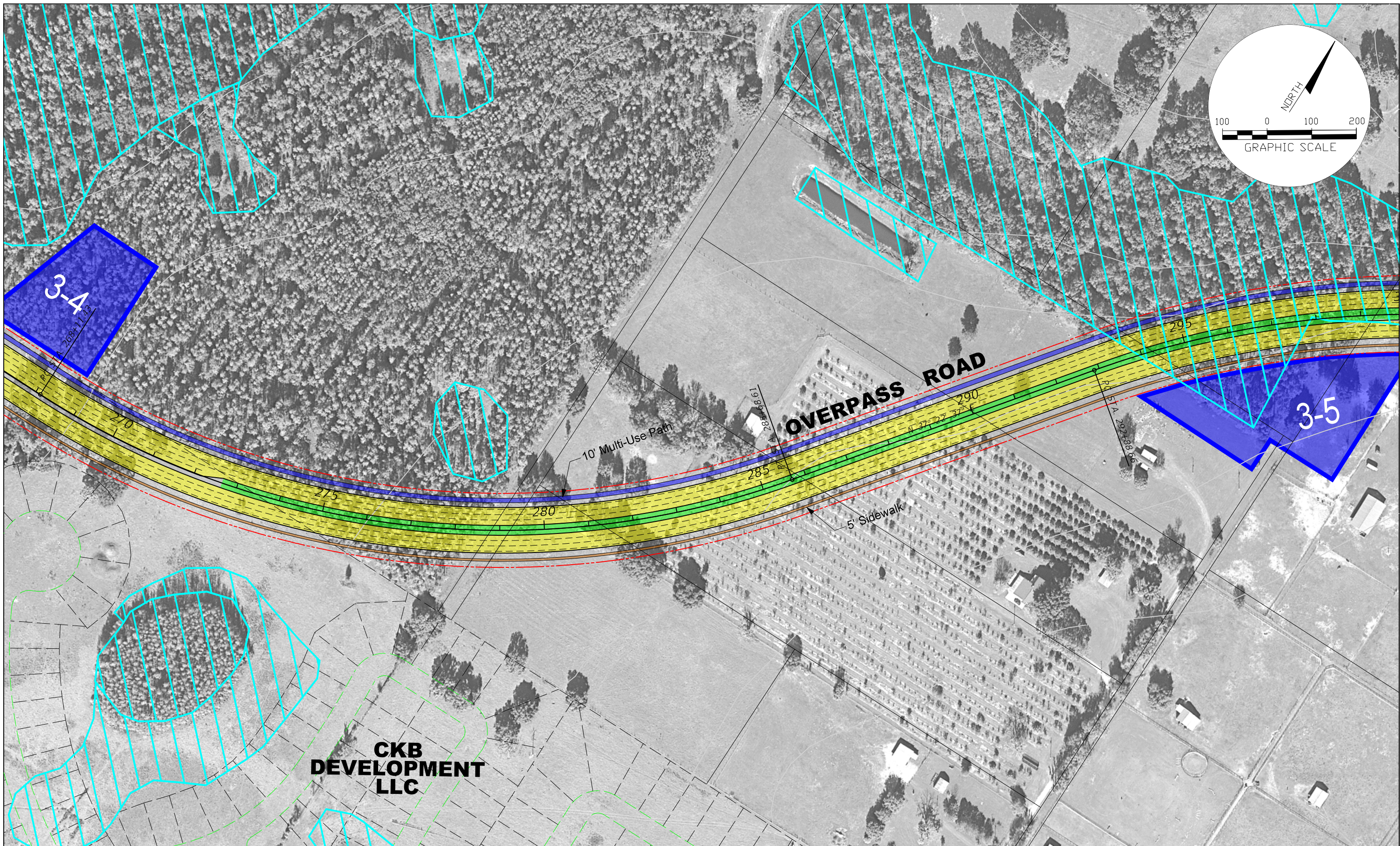
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**PASCO COUNTY
 ENGINEERING SERVICES**
 CIP NO: 5025 • FPID NO: 432734-1

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

SHEET NO.
9



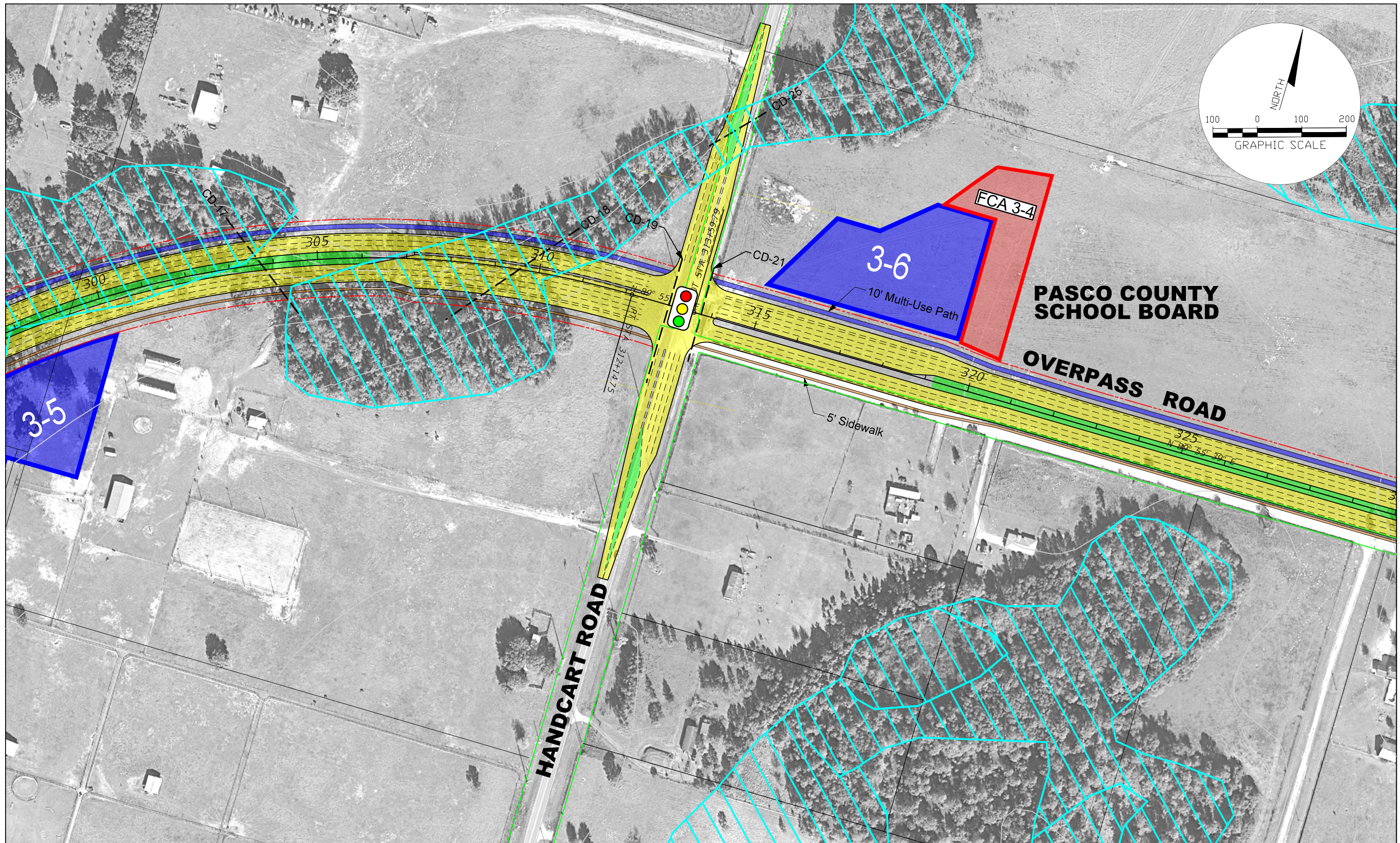
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PASCO COUNTY
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
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SHEET NO.
10



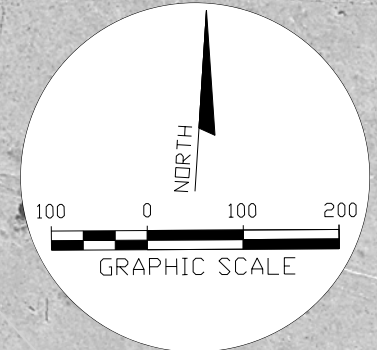
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**PASCO COUNTY
 ENGINEERING SERVICES**
 CIP NO: 5025 • FPID NO: 432734-1

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

SHEET NO.
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.

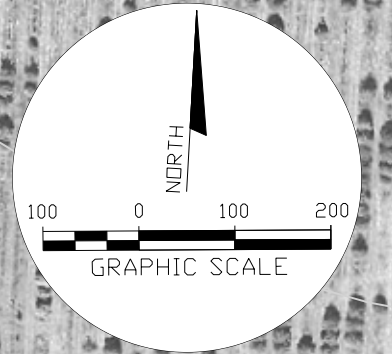
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PASCO COUNTY ENGINEERING SERVICES
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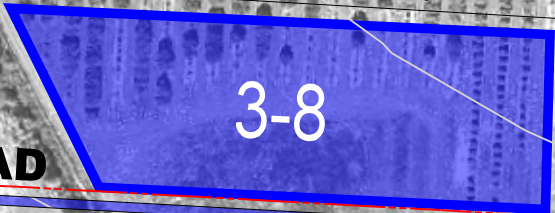
OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
 Pasco County Florida

SHEET NO.
12

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.



REPLACEMENT DITCH 3-9



3-8

OVERPASS ROAD

10' Multi-Use Path

365

370

375

380

385

390

5' Sidewalk

FAIRVIEW HEIGHTS RD.

ARTIFACT DR.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

HACKAMORE RD.

PC STA 350+59.79

PT STA 370+90.61

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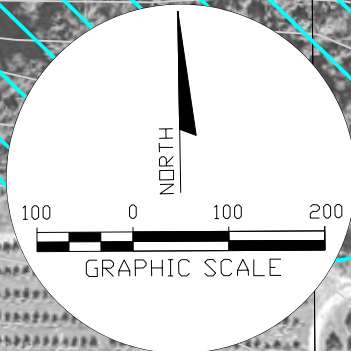
URS
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ENGINEERING SERVICES
CIP NO: 5025 • FPID NO: 432734-1

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

SHEET NO.
13

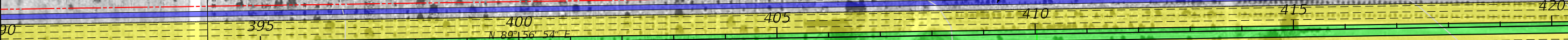
SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.



OVERPASS ROAD

10' Multi-Use Path

5' Sidewalk



CULLEN SMITH RD.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

FAIRVIEW

HEIGHTS RD.

SUNTECH INVESTMENTS, INC. & FREEMAR DEVELOPMENT, INC.

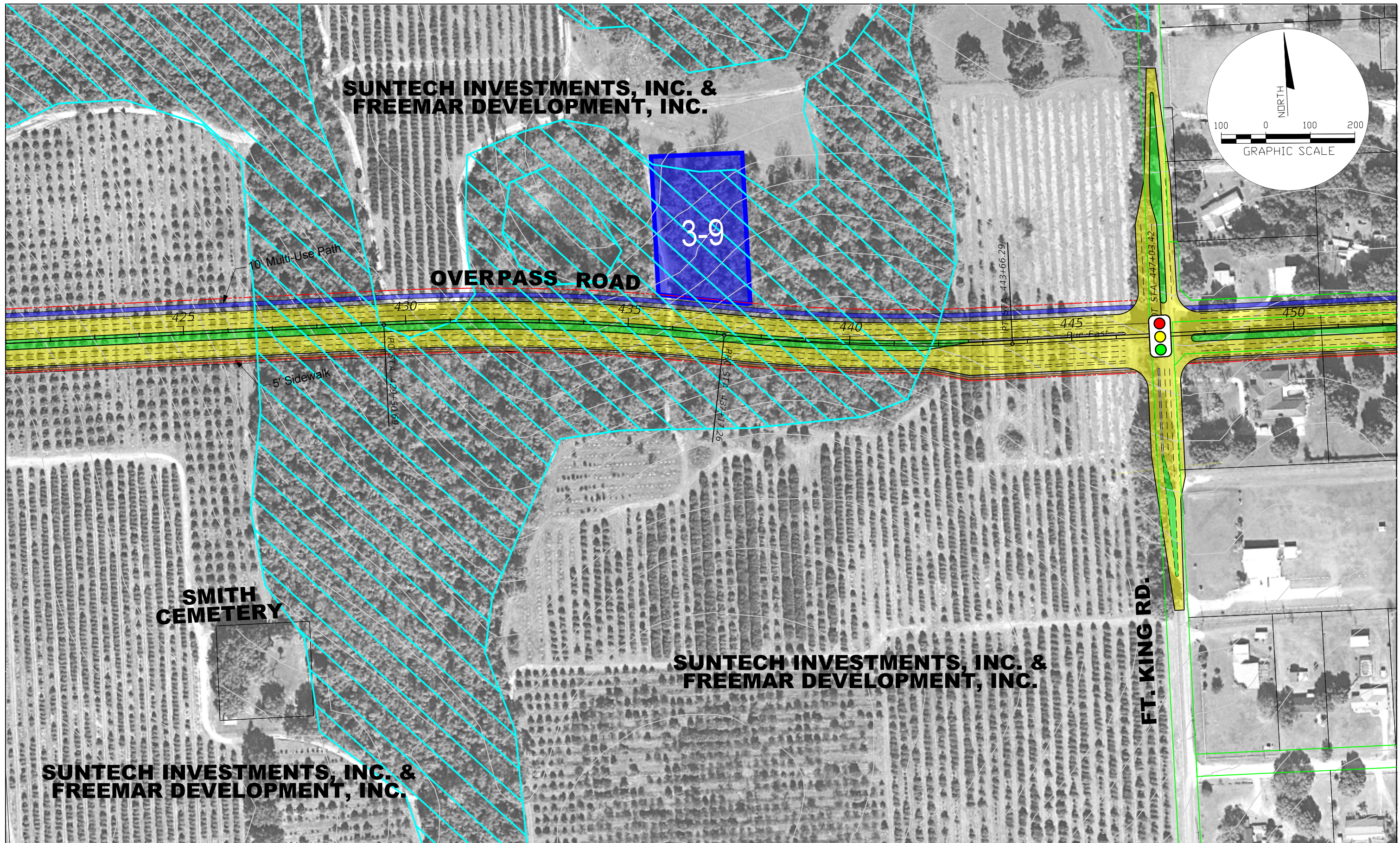
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CIP NO: 5025 • FPID NO: 432734-1

OVERPASS ROAD
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From Old Pasco Road to US 301
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SHEET NO.
14



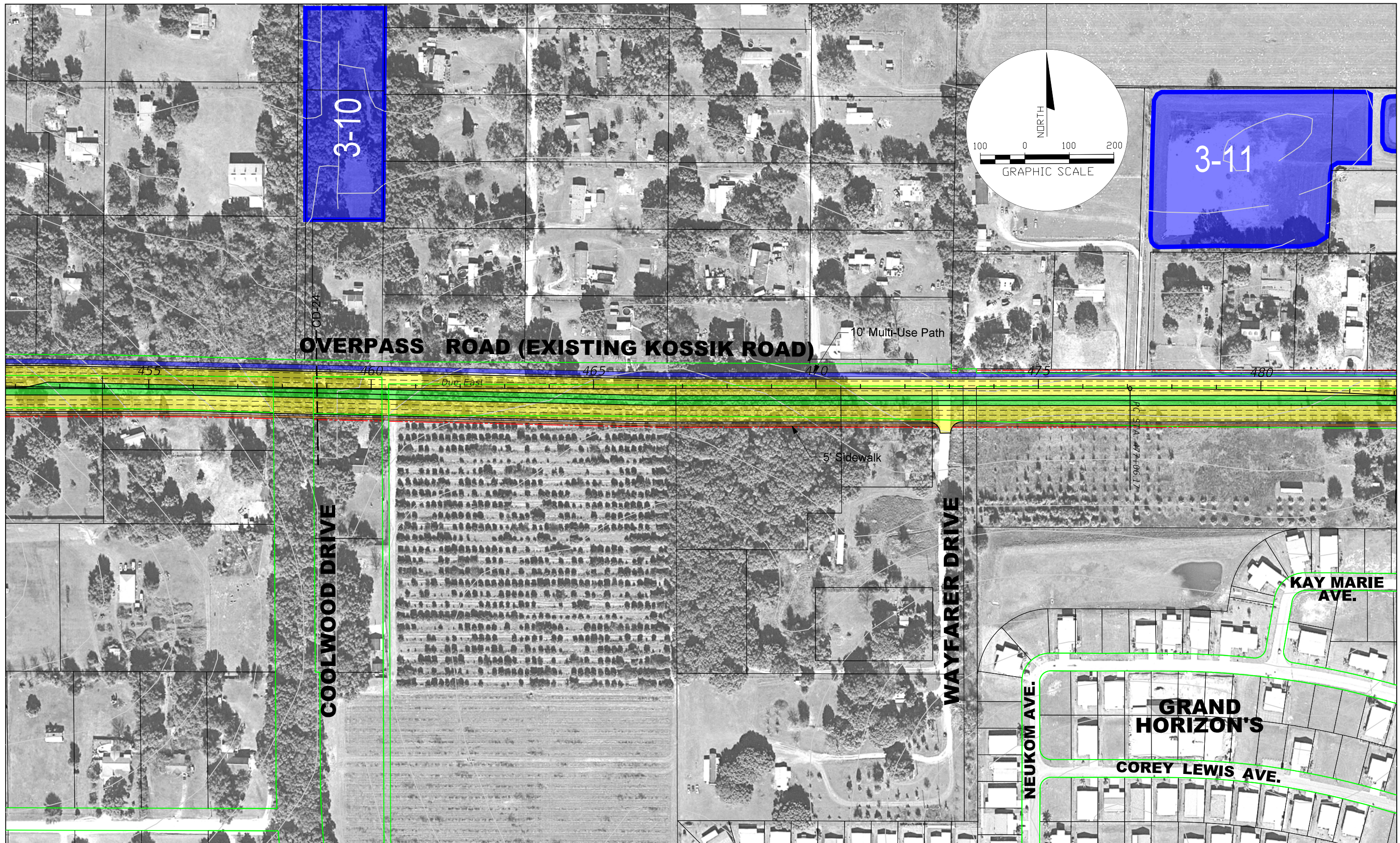
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PASCO COUNTY
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OVERPASS ROAD
 Alternative O-3
 From Old Pasco Road to US 301
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SHEET NO.
15



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.

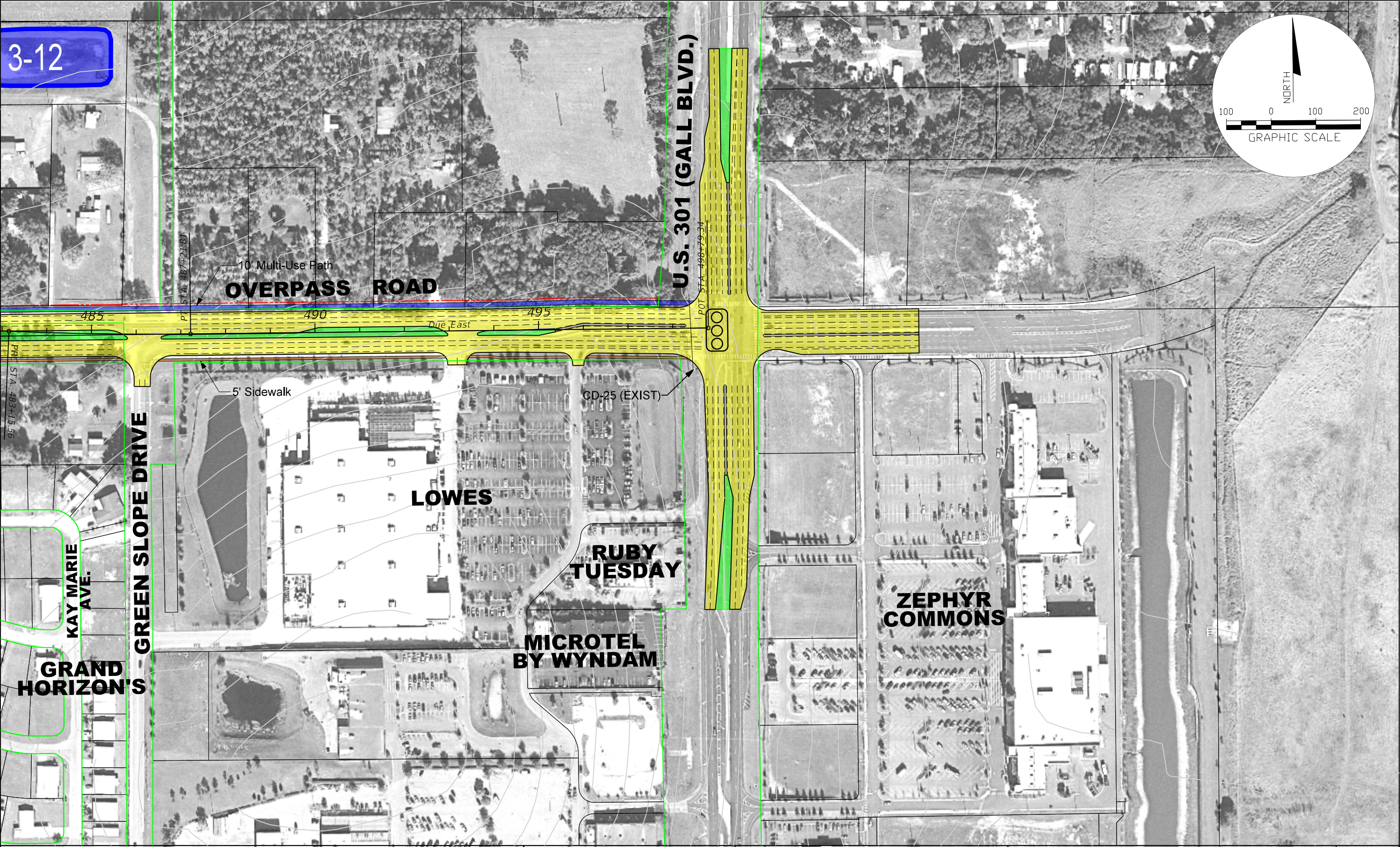
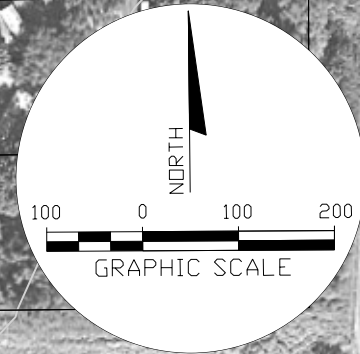
URS
 URS Corporation Southern
 7650 West Courtney
 Campbell Causeway
 Tampa, FL 33607-1462
 No. 00000002

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.

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

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

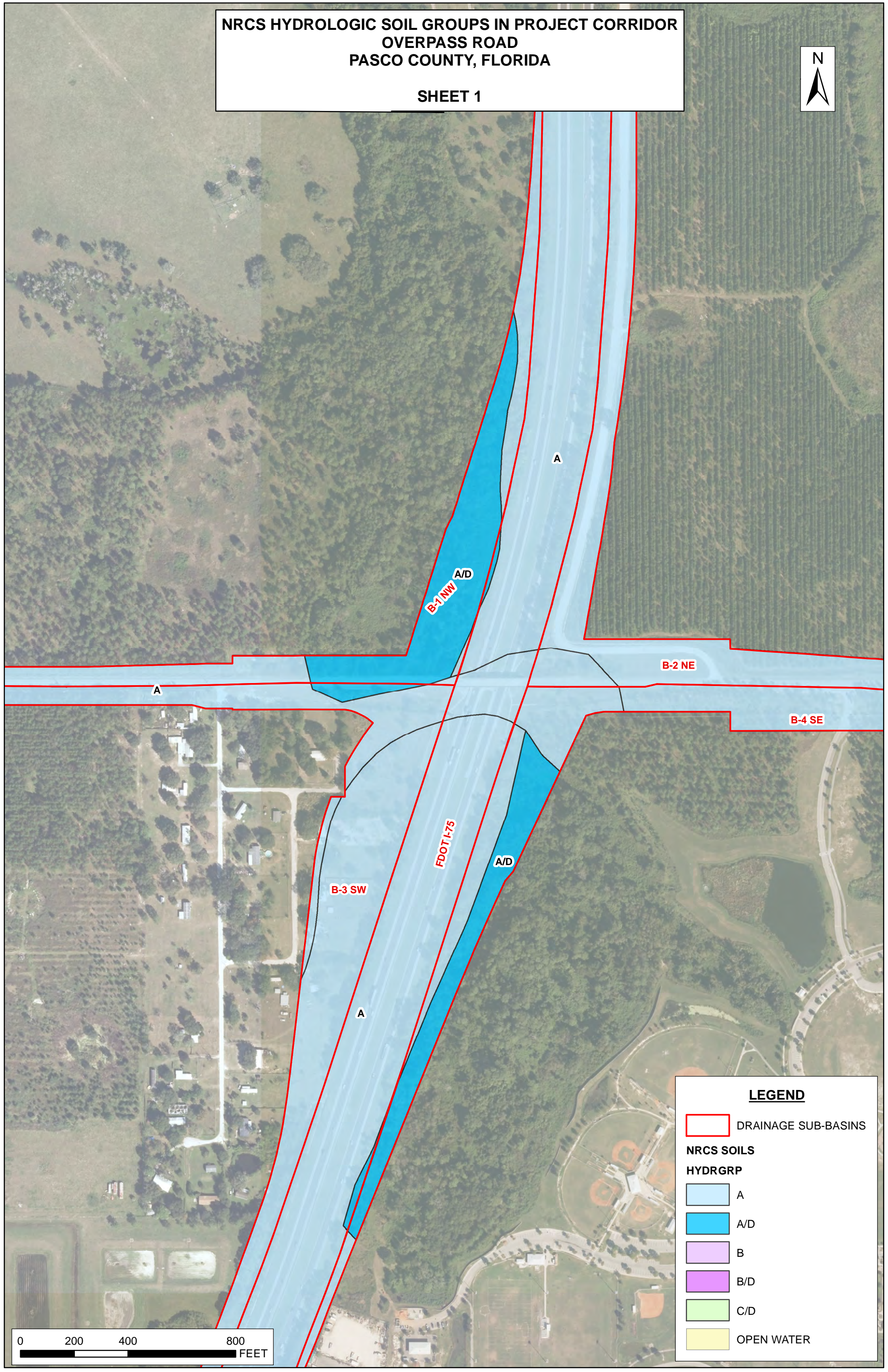
SHEET NO.
17

APPENDIX B




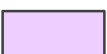

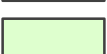
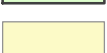
Soils Maps

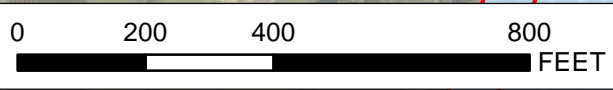
NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 1



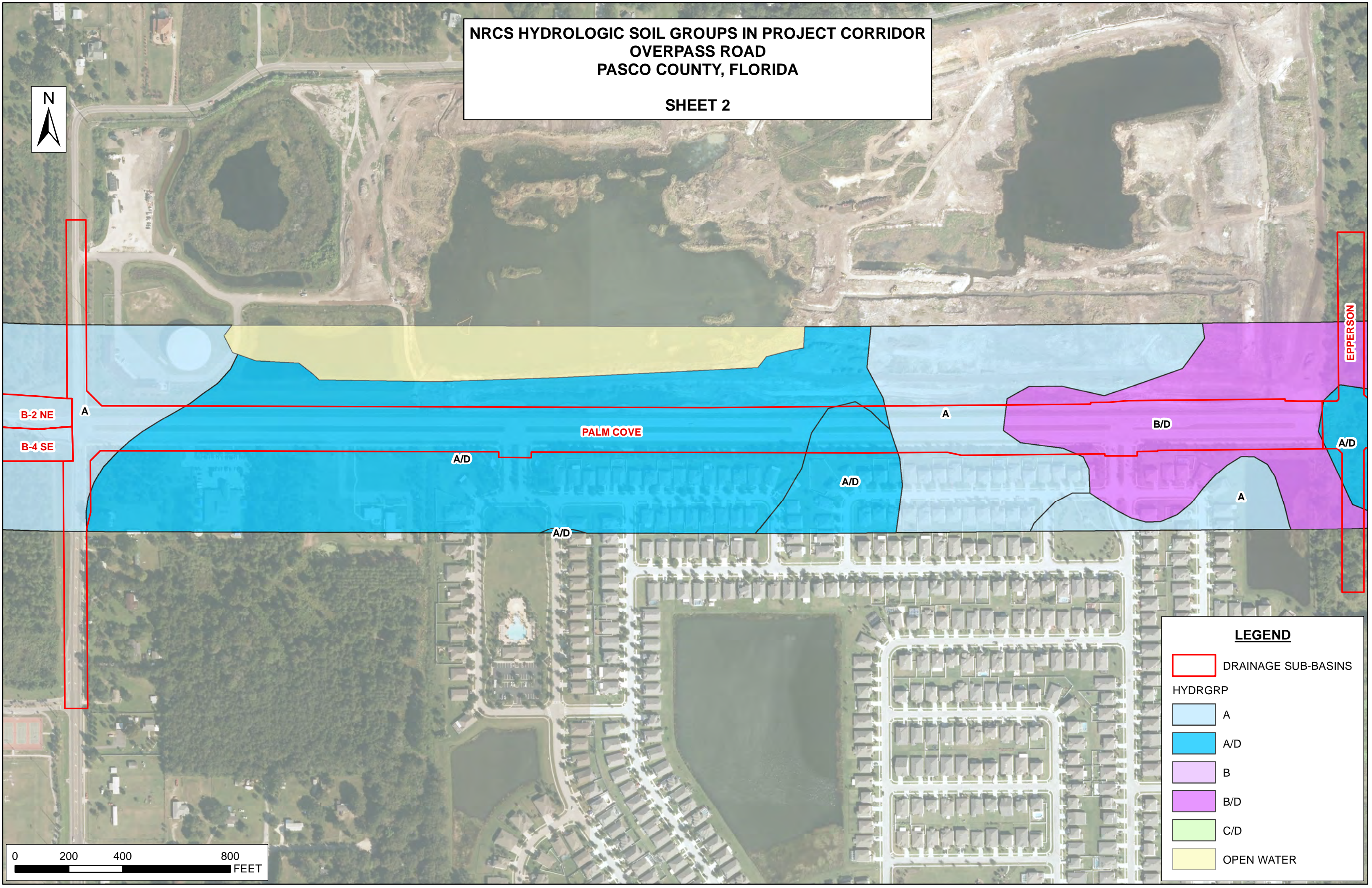
LEGEND

-  DRAINAGE SUB-BASINS
- NRCS SOILS**
- HYDRGRP**
-  A
-  A/D
-  B
-  B/D
-  C/D
-  OPEN WATER



**NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 2



B-2 NE

B-4 SE

A

PALM COVE

A

B/D

EPPERSON

A/D

A/D

A/D

A/D

A


LEGEND

 **DRAINAGE SUB-BASINS**

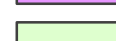
HYDRGRP

 **A**

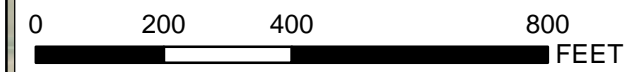
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 **B**

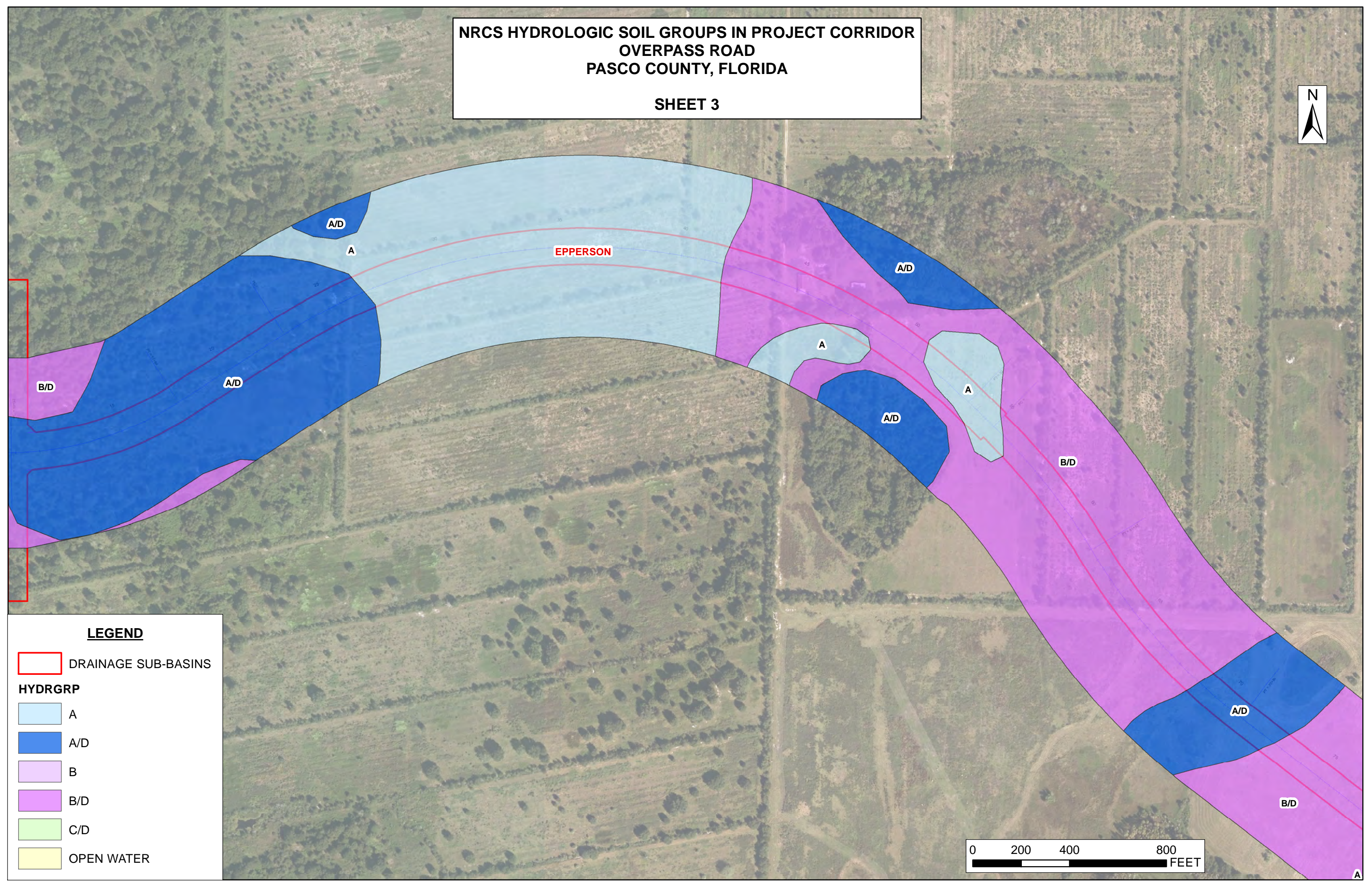
 **B/D**

 **C/D**


 **OPEN WATER**





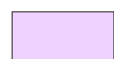

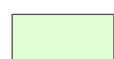
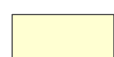
NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA
SHEET 3

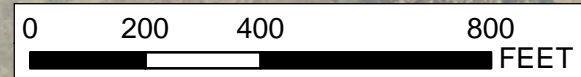


LEGEND

 DRAINAGE SUB-BASINS

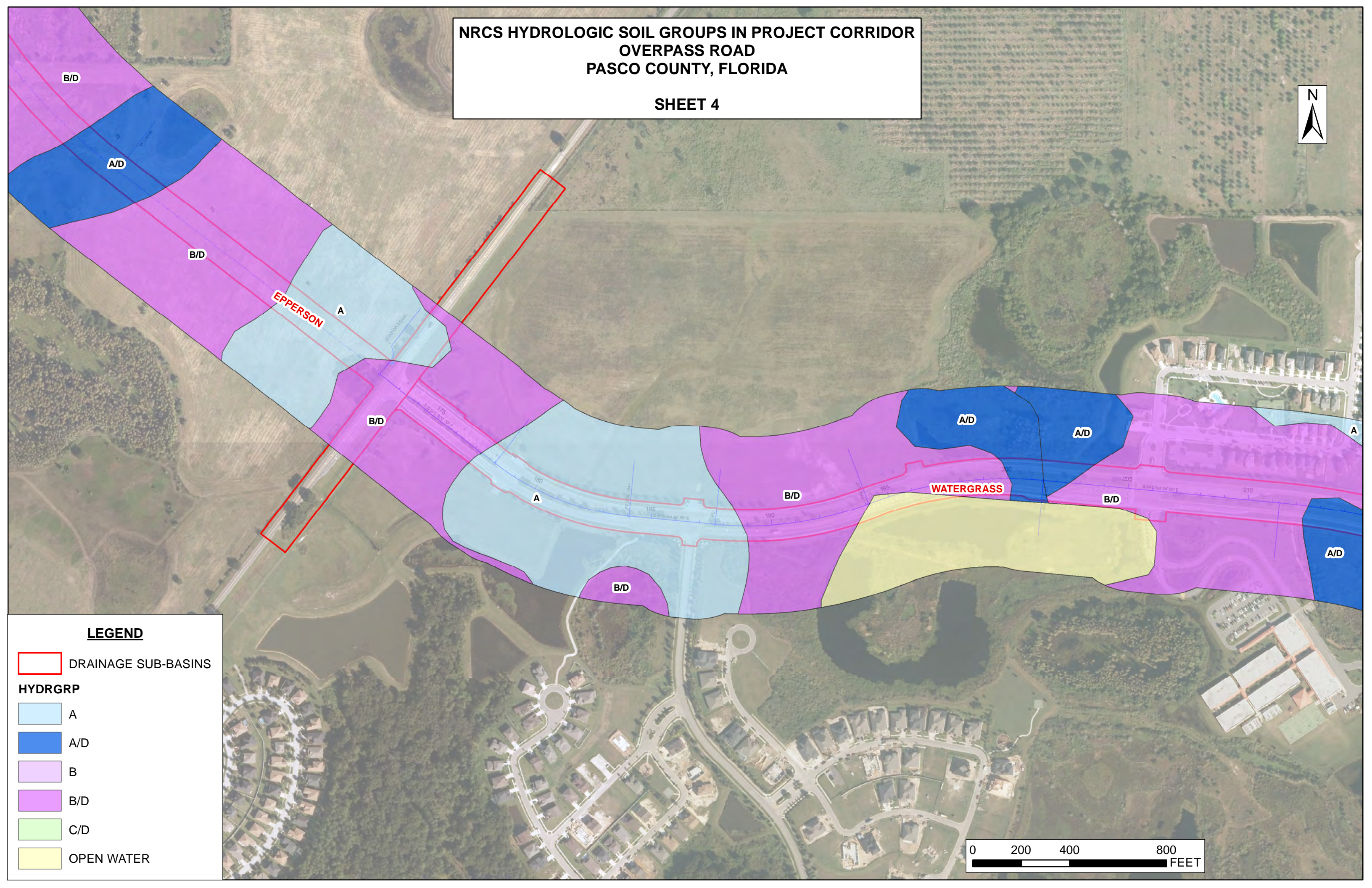
HYDRGRP

-  A
-  A/D
-  B
-  B/D
-  C/D
-  OPEN WATER



**NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA**



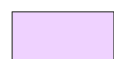

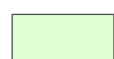
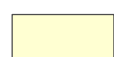
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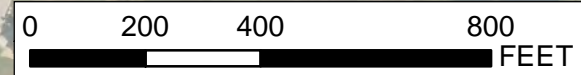


LEGEND

 DRAINAGE SUB-BASINS

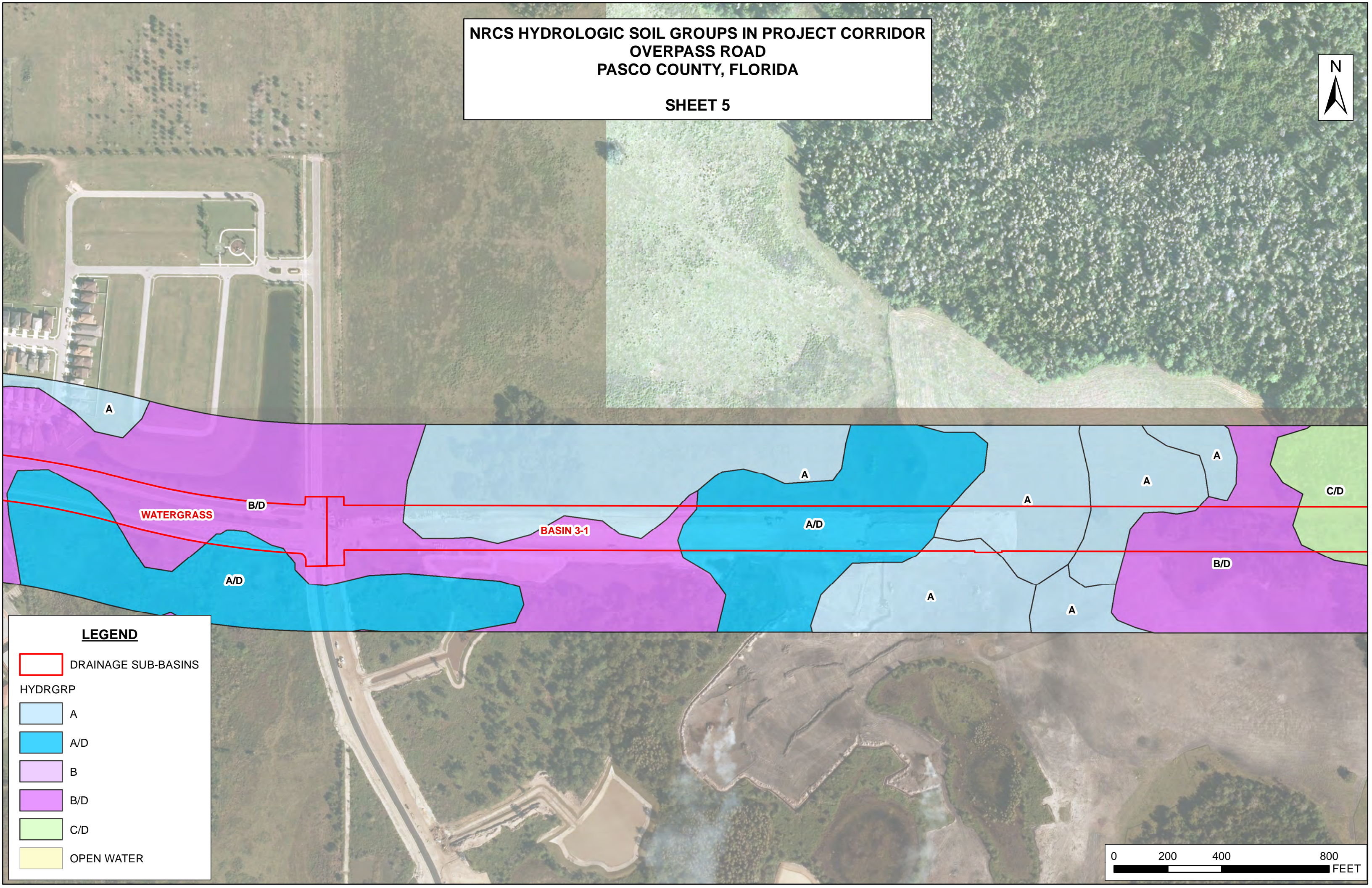
HYDRGRP

-  A
-  A/D
-  B
-  B/D
-  C/D
-  OPEN WATER




NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA







SHEET 5

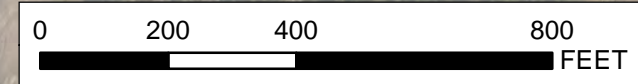


LEGEND

 DRAINAGE SUB-BASINS

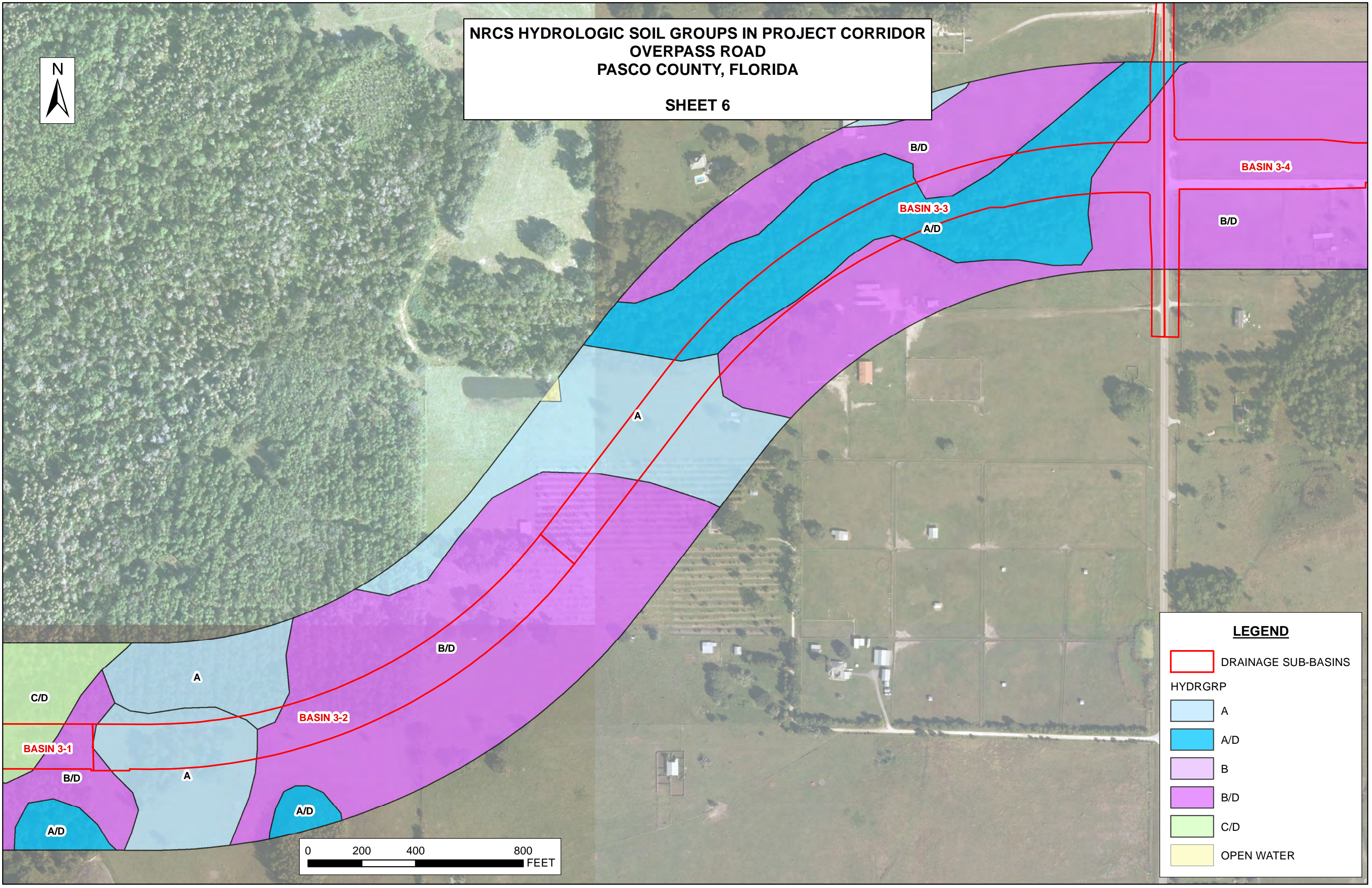
HYDRGRP

-  A
-  A/D
-  B
-  B/D
-  C/D
-  OPEN WATER










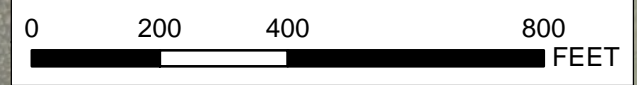
**NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 6



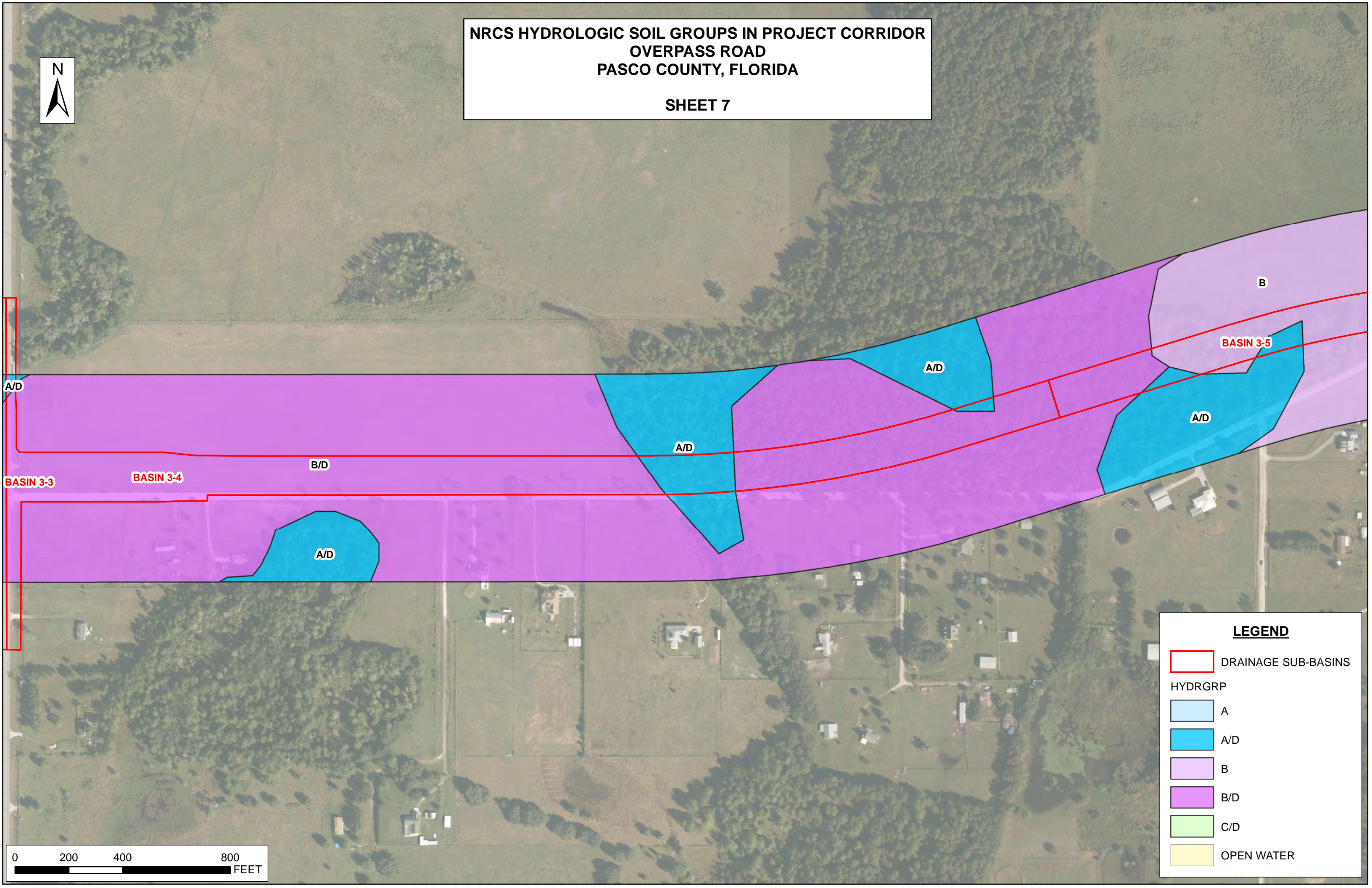
LEGEND

-  DRAINAGE SUB-BASINS
- HYDRGRP
 -  A
 -  A/D
 -  B
 -  B/D
 -  C/D
 -  OPEN WATER



**NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 7



BASIN 3-5

B

A/D

A/D

A/D

B/D

A/D

BASIN 3-4

BASIN 3-3

LEGEND

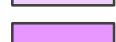
 DRAINAGE SUB-BASINS

HYDRGRP

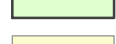
 A

 A/D

 B

 B/D

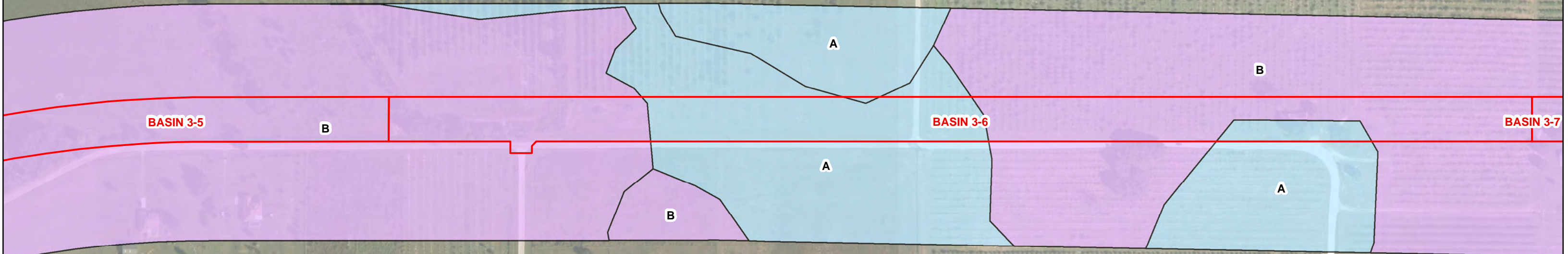
 C/D

 OPEN WATER










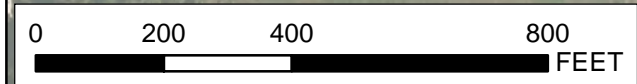
NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 8



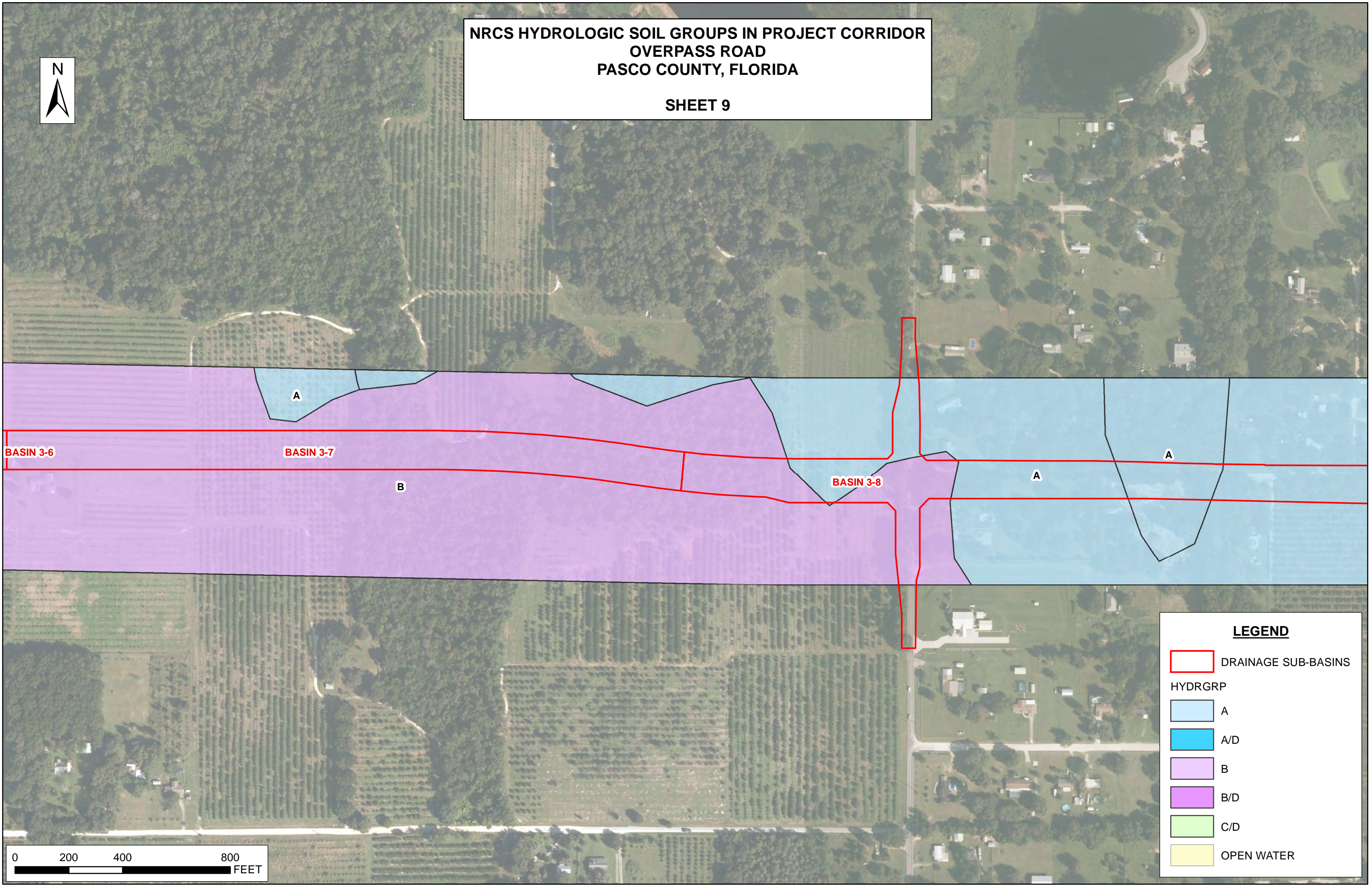
LEGEND

-  DRAINAGE SUB-BASINS
- HYDRGRP
 -  A
 -  A/D
 -  B
 -  B/D
 -  C/D
 -  OPEN WATER










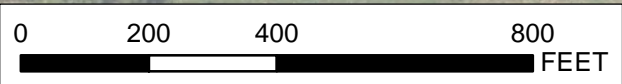
**NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 9



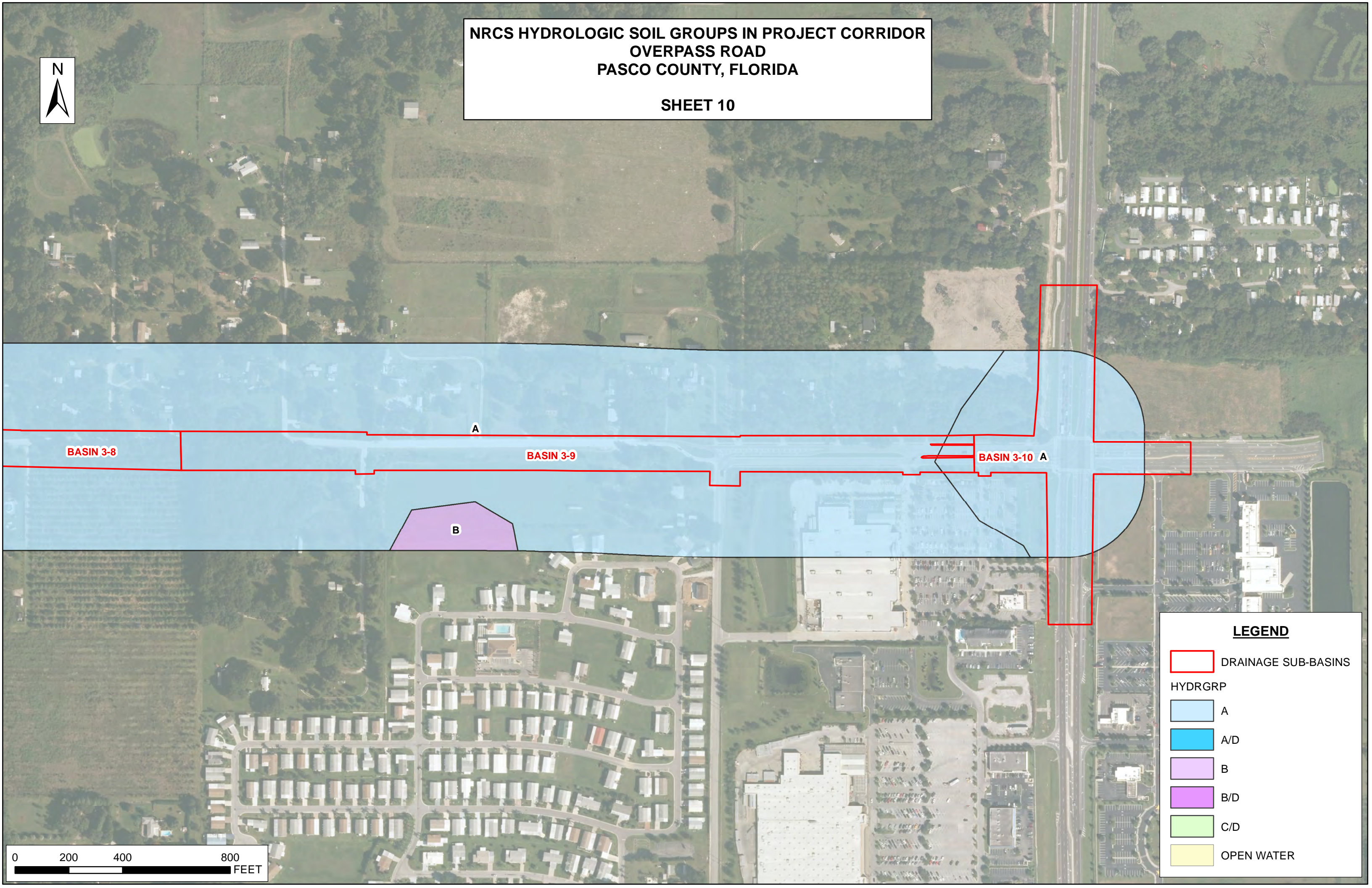
LEGEND

-  DRAINAGE SUB-BASINS
- HYDRGRP
 -  A
 -  A/D
 -  B
 -  B/D
 -  C/D
 -  OPEN WATER



NRCS HYDROLOGIC SOIL GROUPS IN PROJECT CORRIDOR
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 10



BASIN 3-8

A

BASIN 3-9

B

BASIN 3-10 A

LEGEND

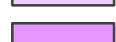
 DRAINAGE SUB-BASINS


HYDRGRP

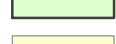
 A

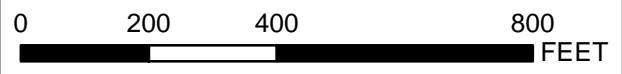
 A/D

 B

 B/D

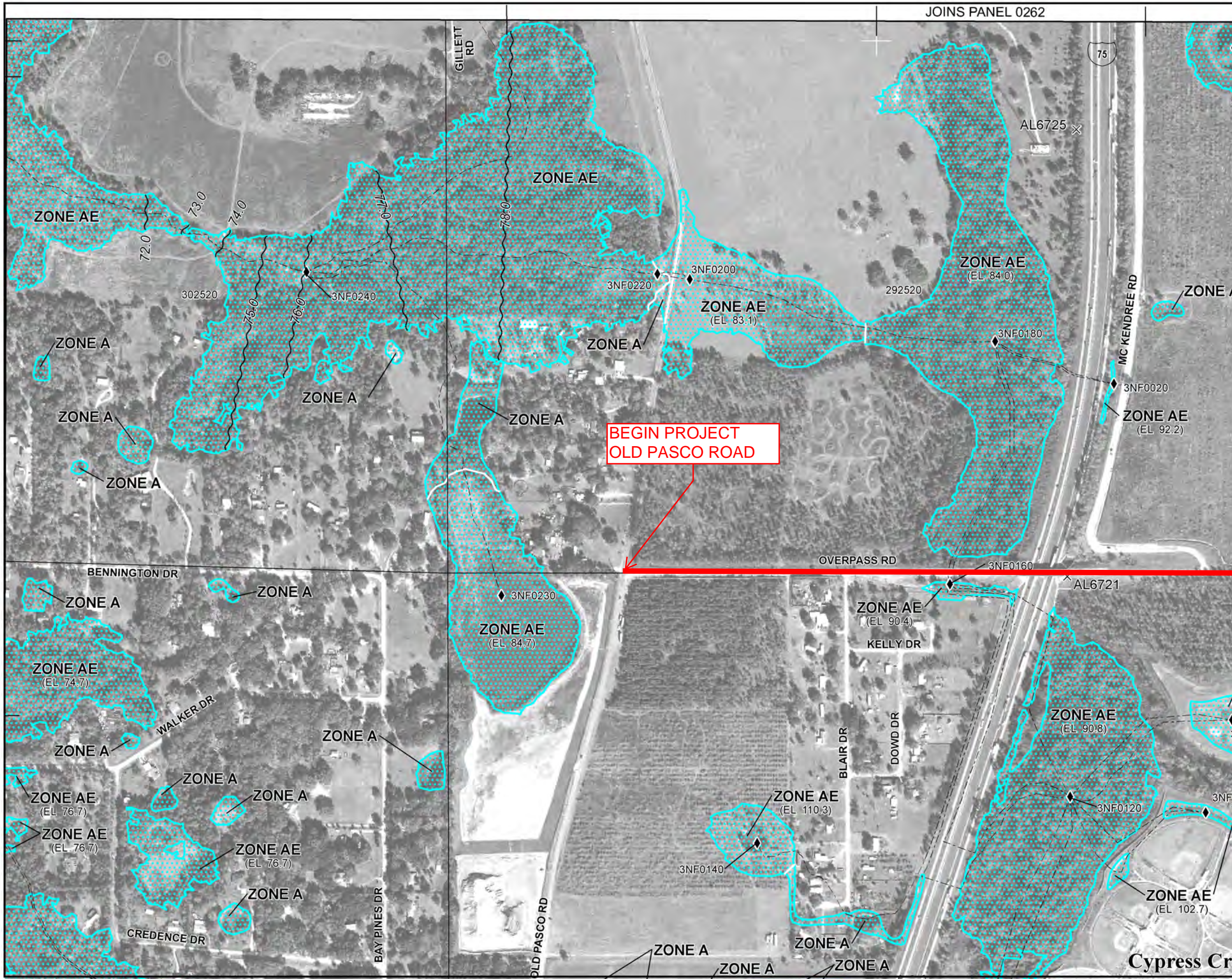
 C/D

 OPEN WATER



APPENDIX C

***FEMA Flood Zones and
Floodplain Impacts***

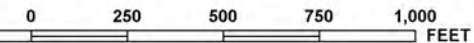


JOINS PANEL 0262

ance Program at 1-800-638-6620.



MAP SCALE 1" = 500'



PANEL 0264F

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 264 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0264	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

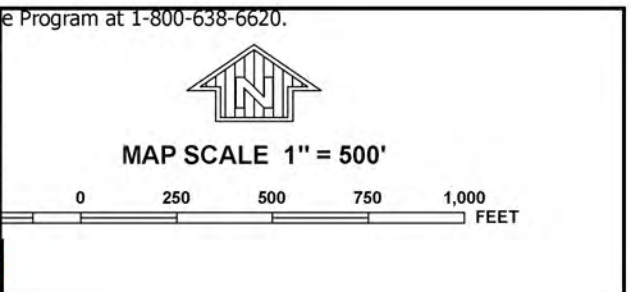
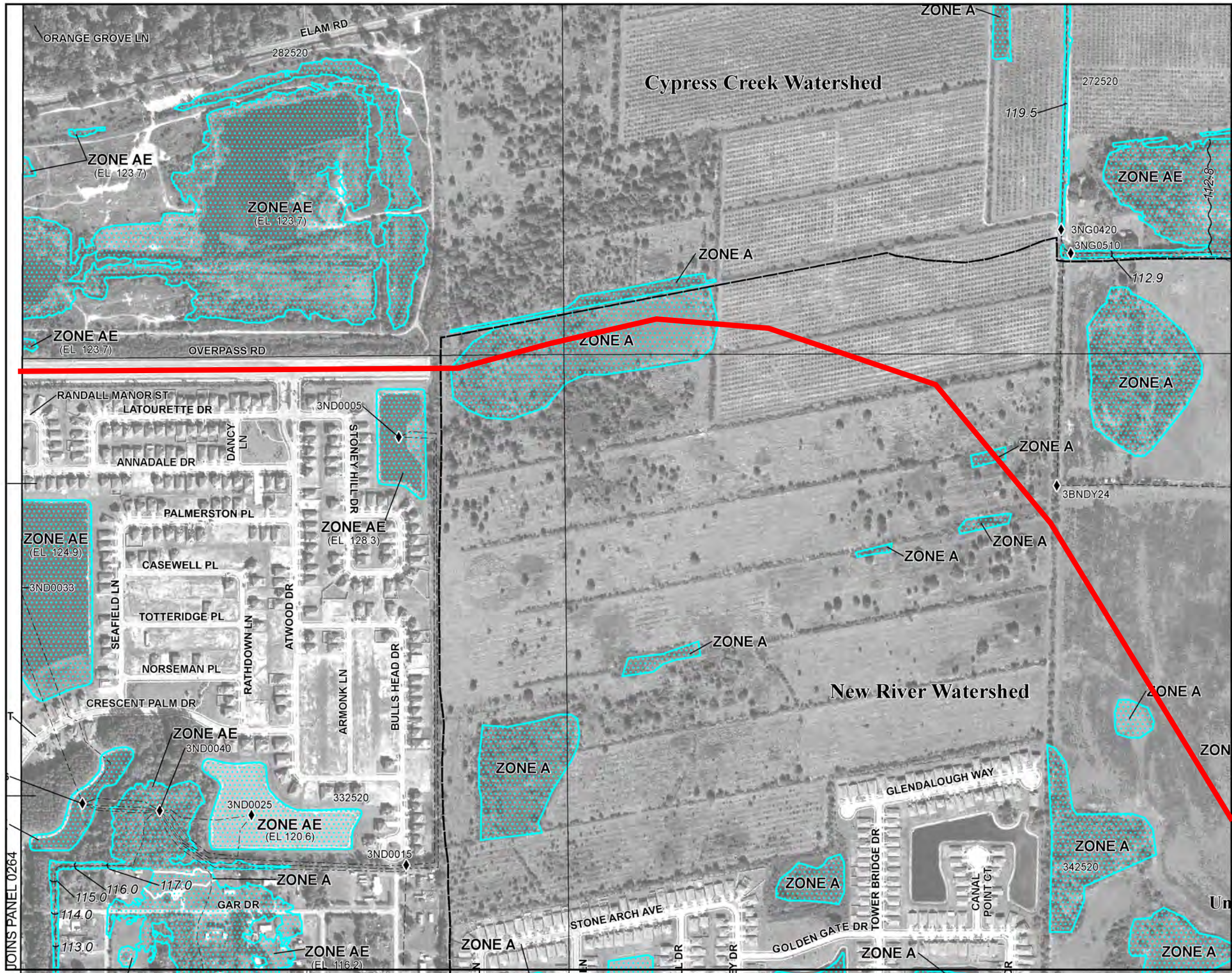
MAP NUMBER
12101C0264F

EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

SHEET 1 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0268F

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 268 OF 500
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0268	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

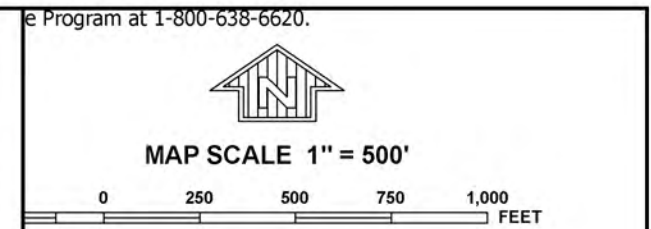
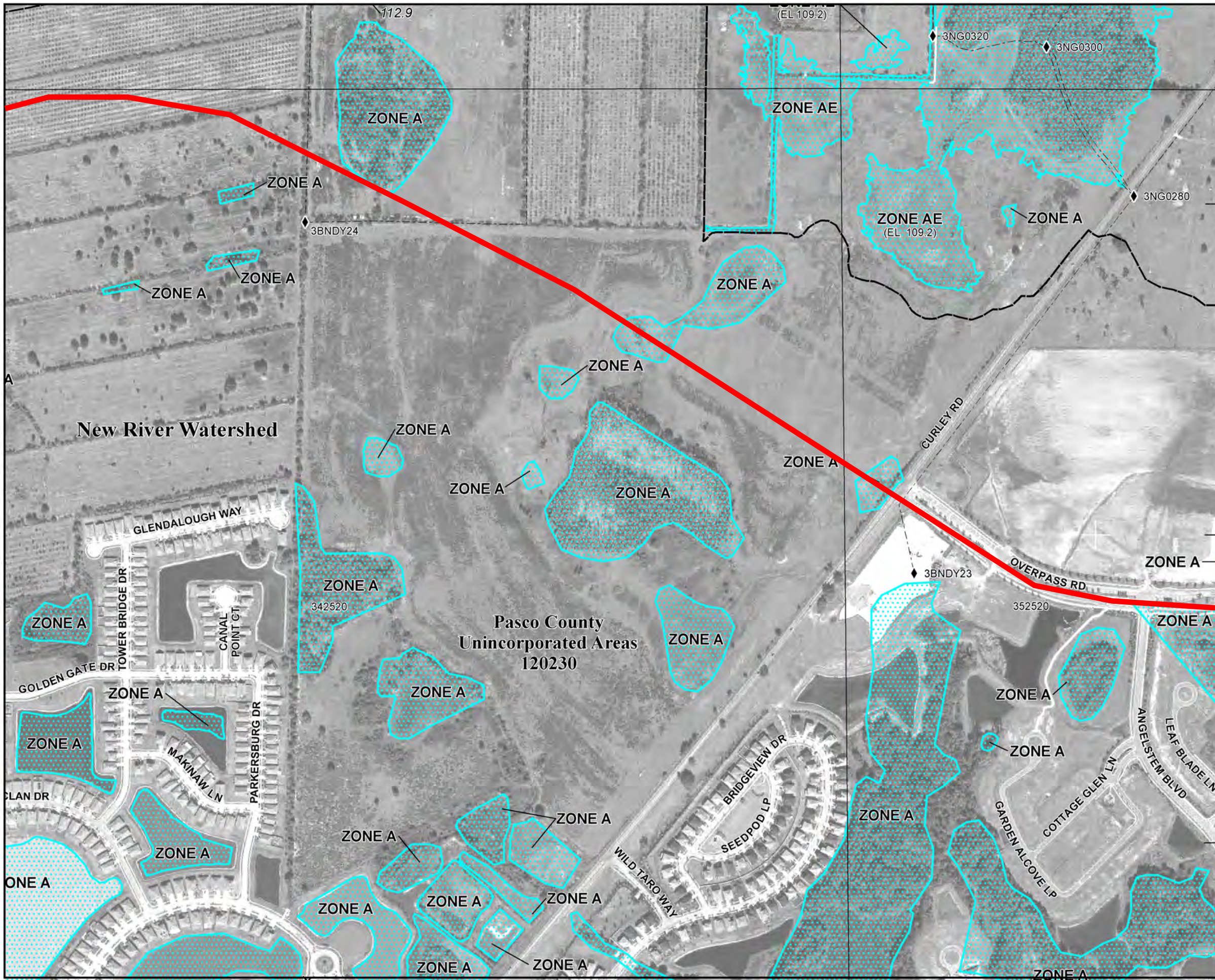
MAP NUMBER
12101C0268F

EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

SHEET 3 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NFIP PANEL 0268F

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 268 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0268	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
12101C0268F

EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

JOINS PANEL 0269

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

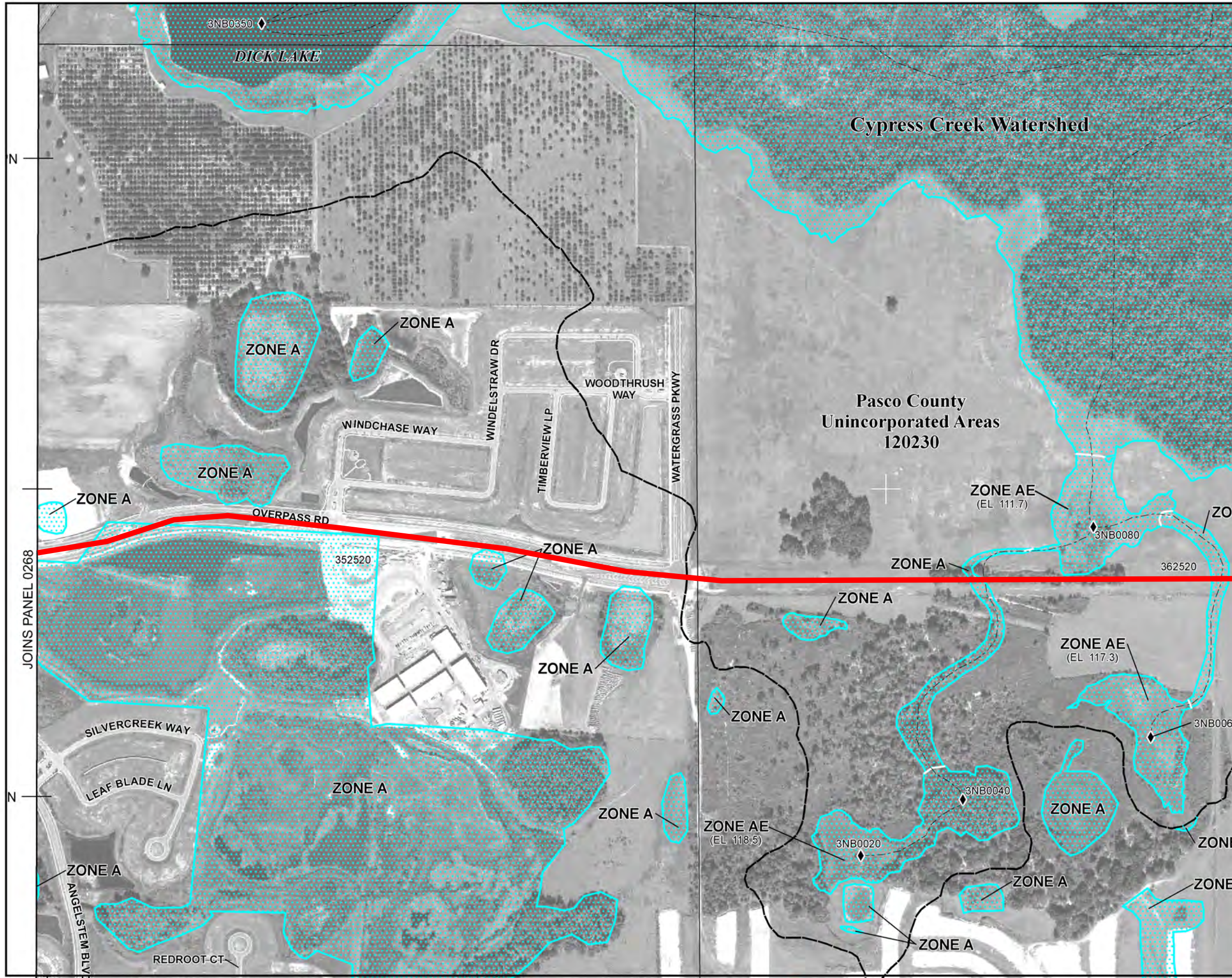


MAP SCALE 1" = 500'

0 250 500 750 1,000 FEET

Cypress Creek Watershed

Pasco County Unincorporated Areas 120230



NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0269F

FIRM

FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 269 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0269	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.



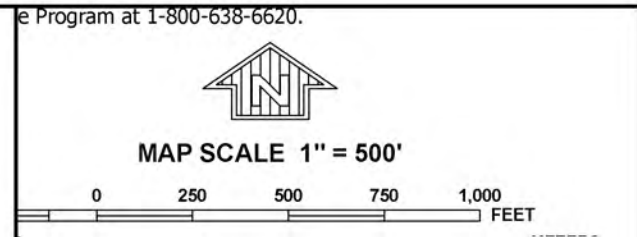
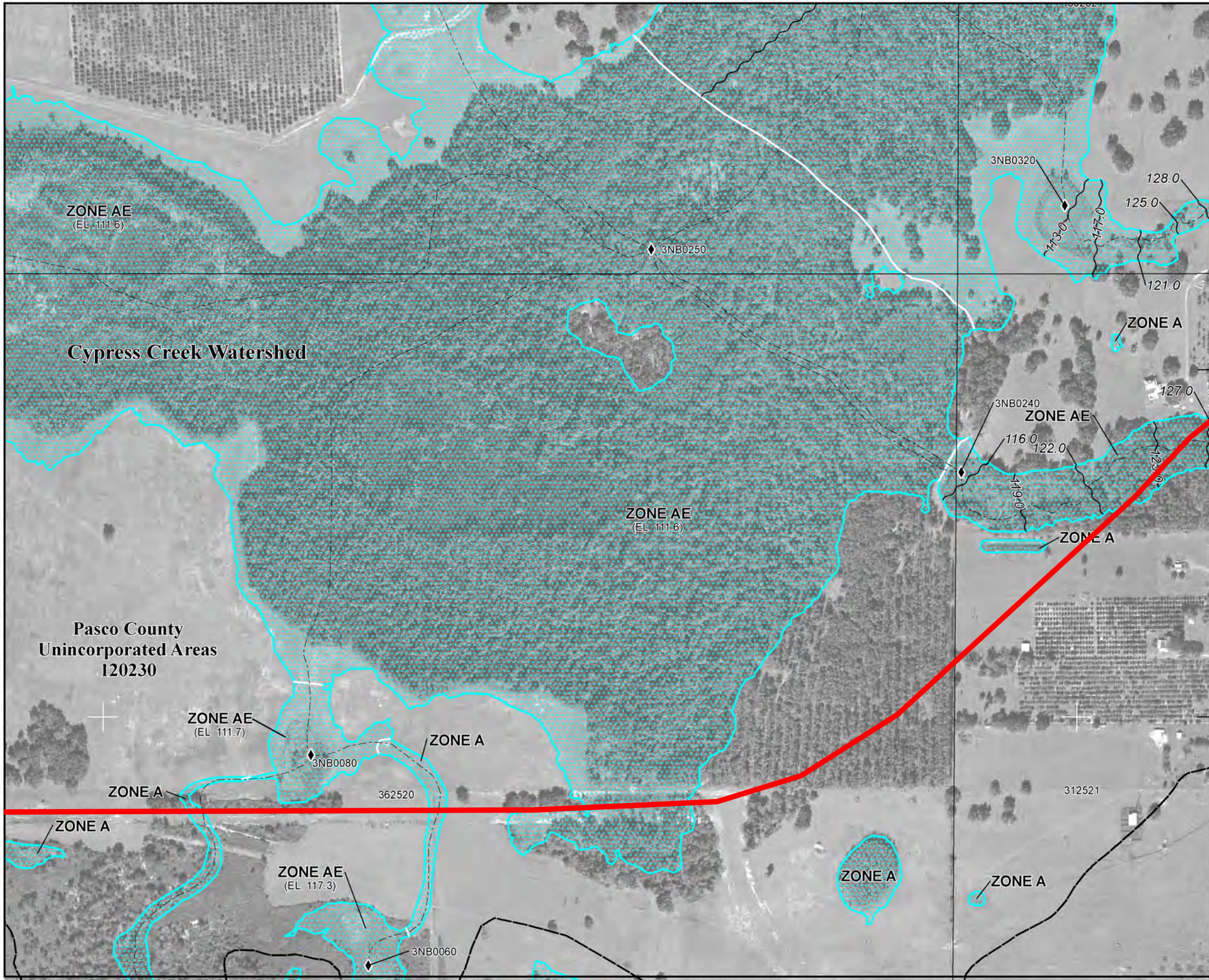
MAP NUMBER
12101C0269F

EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

SHEET 5 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



PANEL 0269F

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 269 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0269	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

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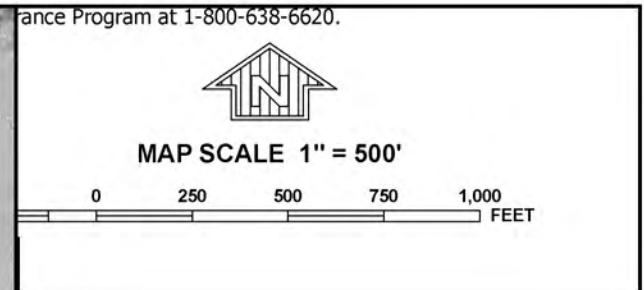
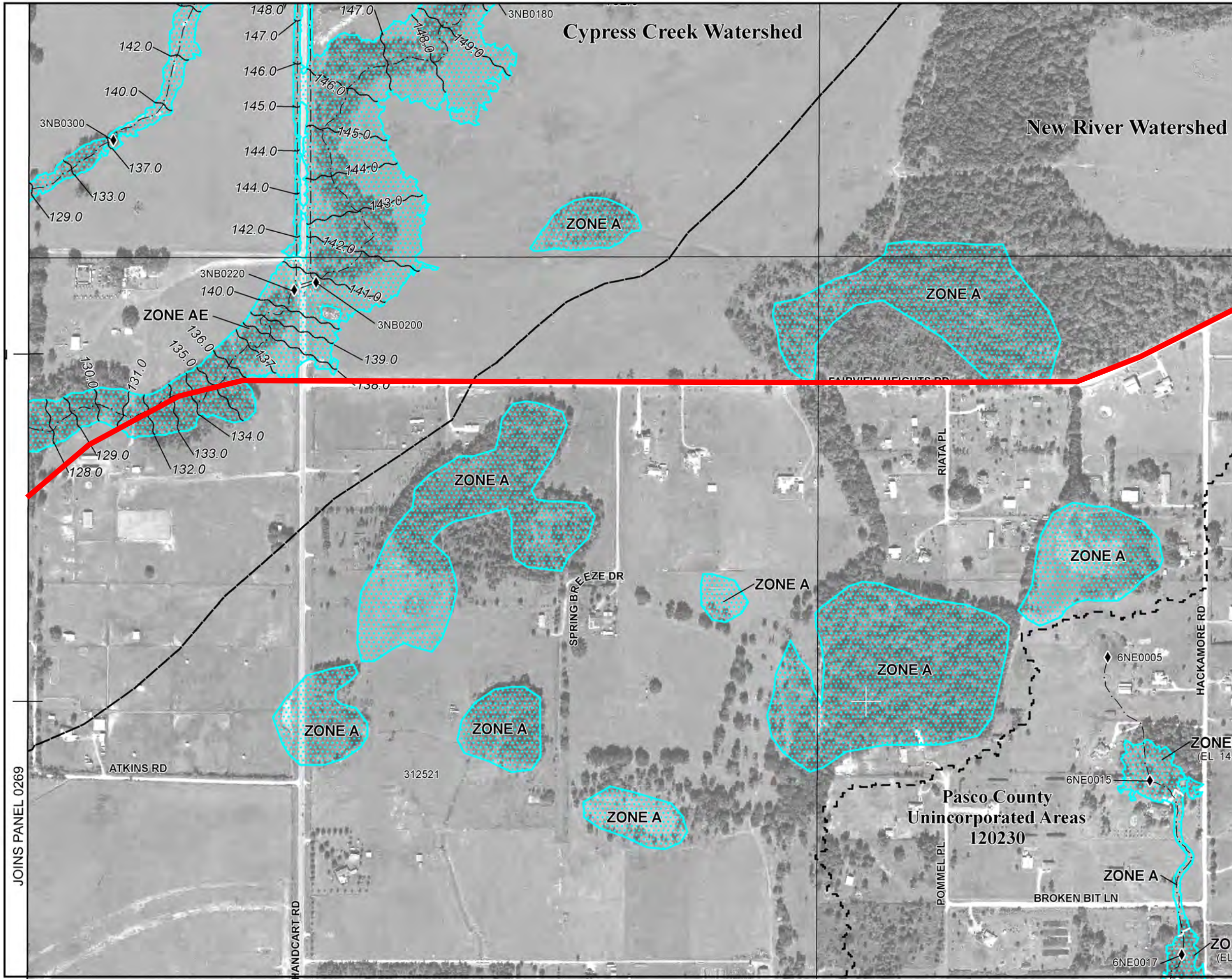
EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

JOINS PANEL 0288

SHEET 6 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0288F

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 288 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0288	F
ZEPHYRHILLS, CITY OF	120235	0288	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
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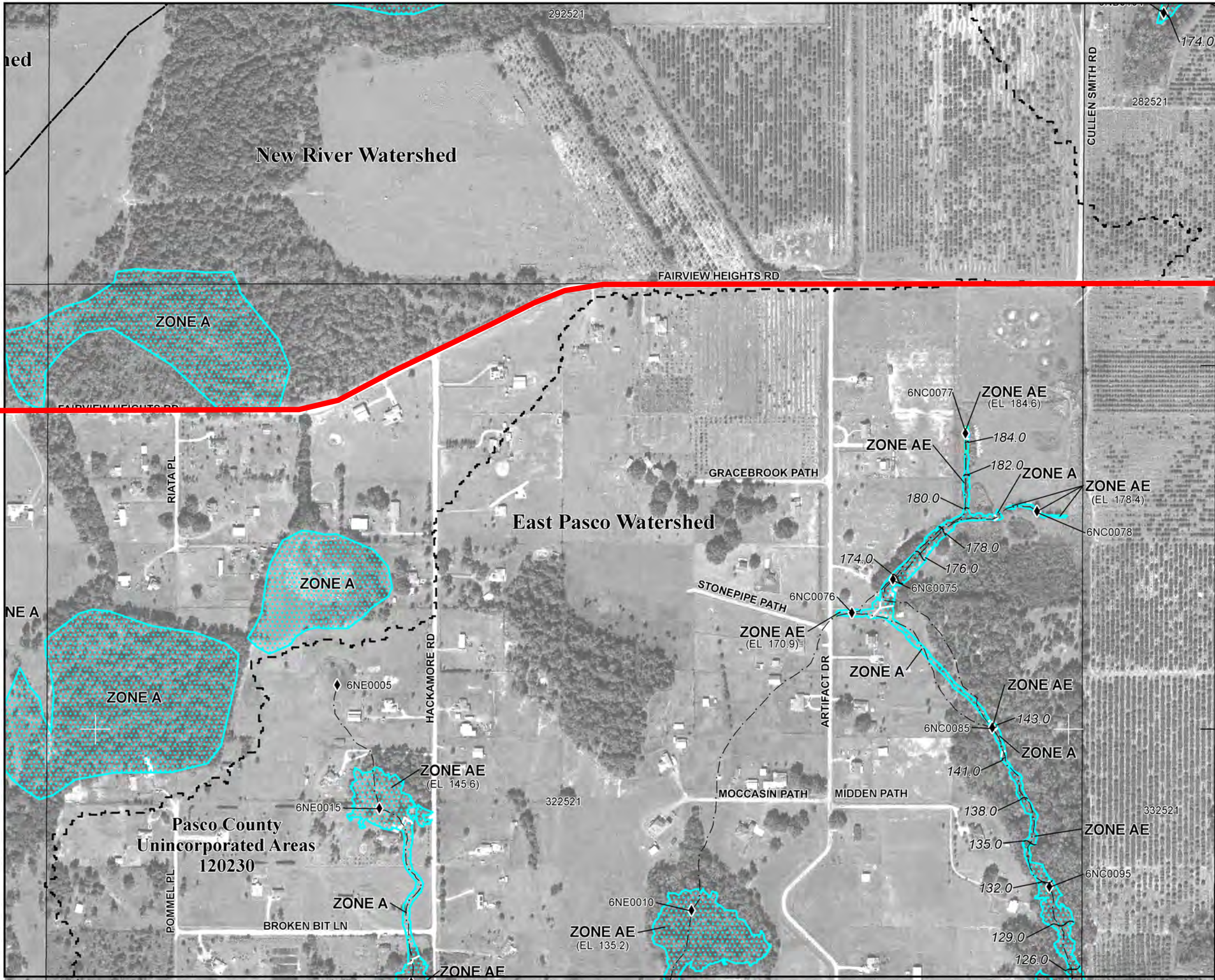
EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

JOINS PANEL 0269

SHEET 7 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Finance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

ed

292521

174.0

282521

CULLEN SMITH RD

FAIRVIEW HEIGHTS RD

NFIP

PANEL 0288F

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 288 OF 500
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0288	F
ZEPHYRHILLS, CITY OF	120235	0288	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
12101C0288F

EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

JOINS PANEL 0289

SHEET 8 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

New River Watershed

East Pasco Watershed

Pasco County Unincorporated Areas 120230

RIATA PL

HACKAMORE RD

GRACEBROOK PATH

STONEPIPE PATH

ARTIFACT DR

MOCCASIN PATH

MIDDEN PATH

BROKEN BIT LN

6NE0005

6NE0015

6NE0010

6NC0077

6NC0076

6NC0075

6NC0085

6NC0095

ZONE A

ZONE AE (EL 184.6)

ZONE AE (EL 178.4)

ZONE AE (EL 170.9)

ZONE AE (EL 145.6)

ZONE AE (EL 135.2)

184.0

182.0

180.0

178.0

176.0

174.0

143.0

141.0

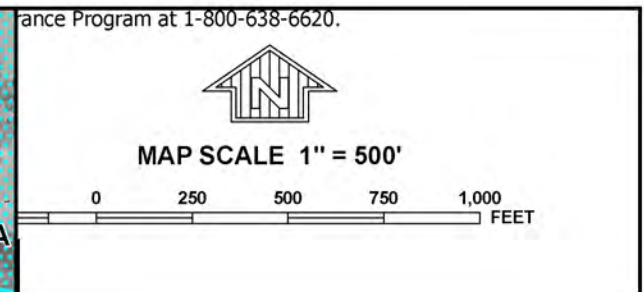
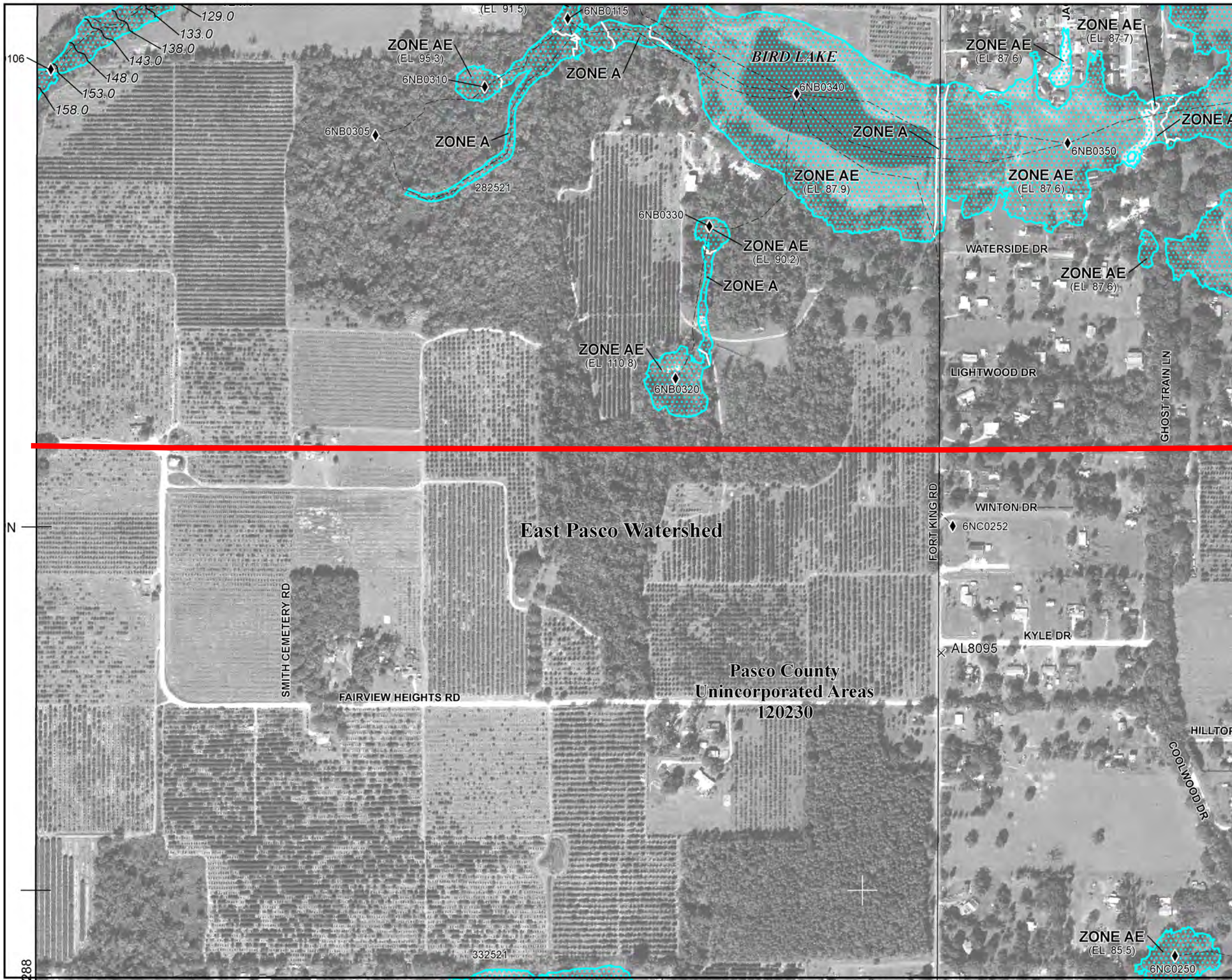
138.0

135.0

132.0

129.0

126.0



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0289F

FIRM
FLOOD INSURANCE RATE MAP
PASCO COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 289 OF 500
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0289	F
ZEPHYRHILLS, CITY OF	120235	0289	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

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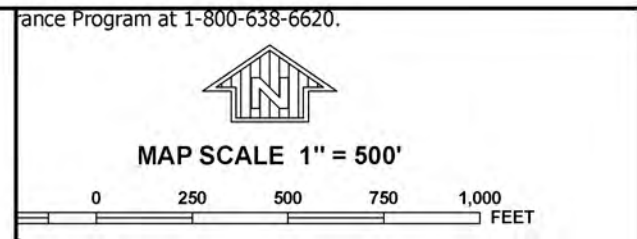
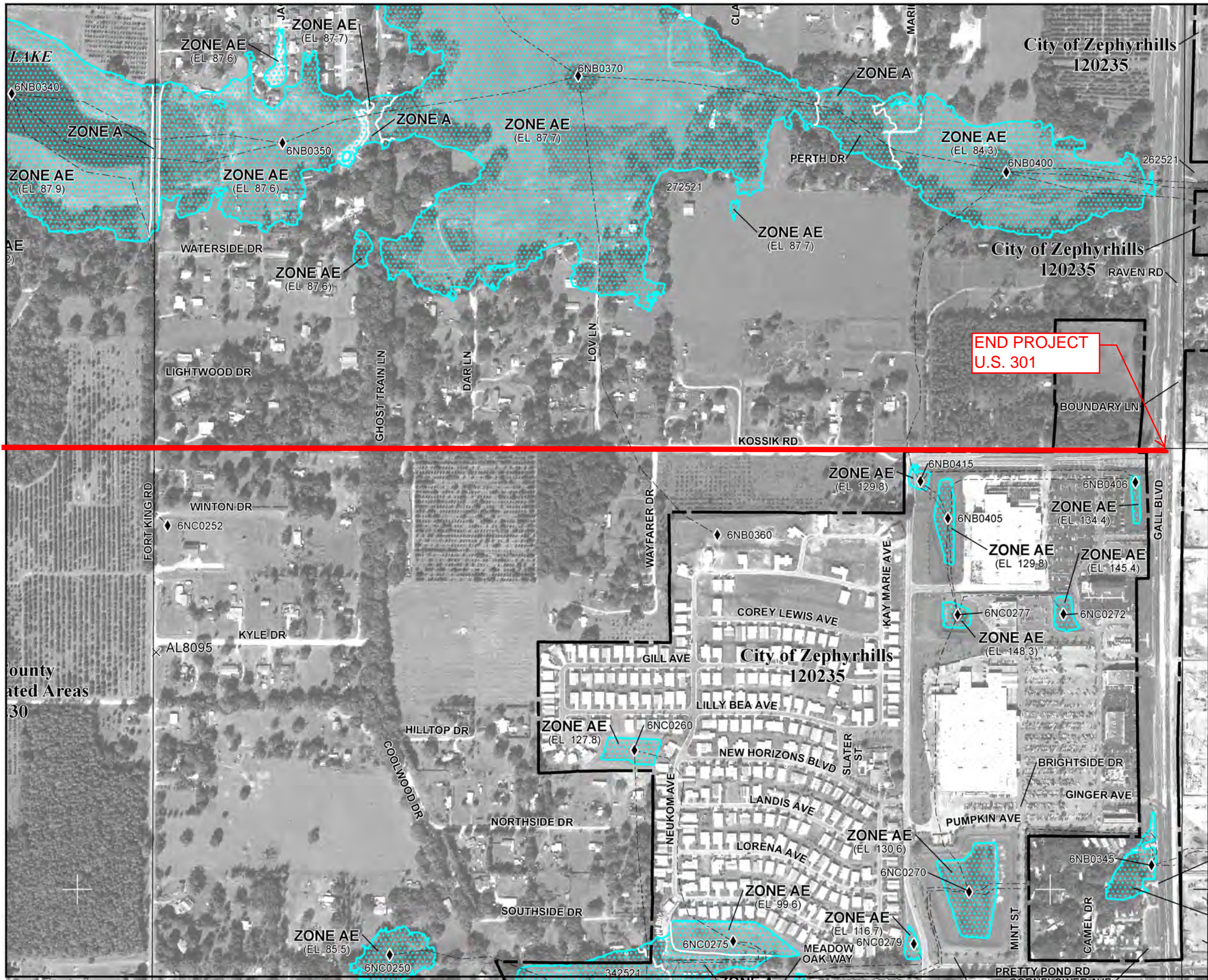
EFFECTIVE DATE
SEPTEMBER 26, 2014

Federal Emergency Management Agency

SHEET 9 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

1288



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NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0289F

FIRM

FLOOD INSURANCE RATE MAP

PASCO COUNTY, FLORIDA

AND INCORPORATED AREAS

PANEL 289 OF 500

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PASCO COUNTY	120230	0289	F
ZEPHYRHILLS, CITY OF	120235	0289	F

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
12101C0289F

EFFECTIVE DATE
SEPTEMBER 26, 2014

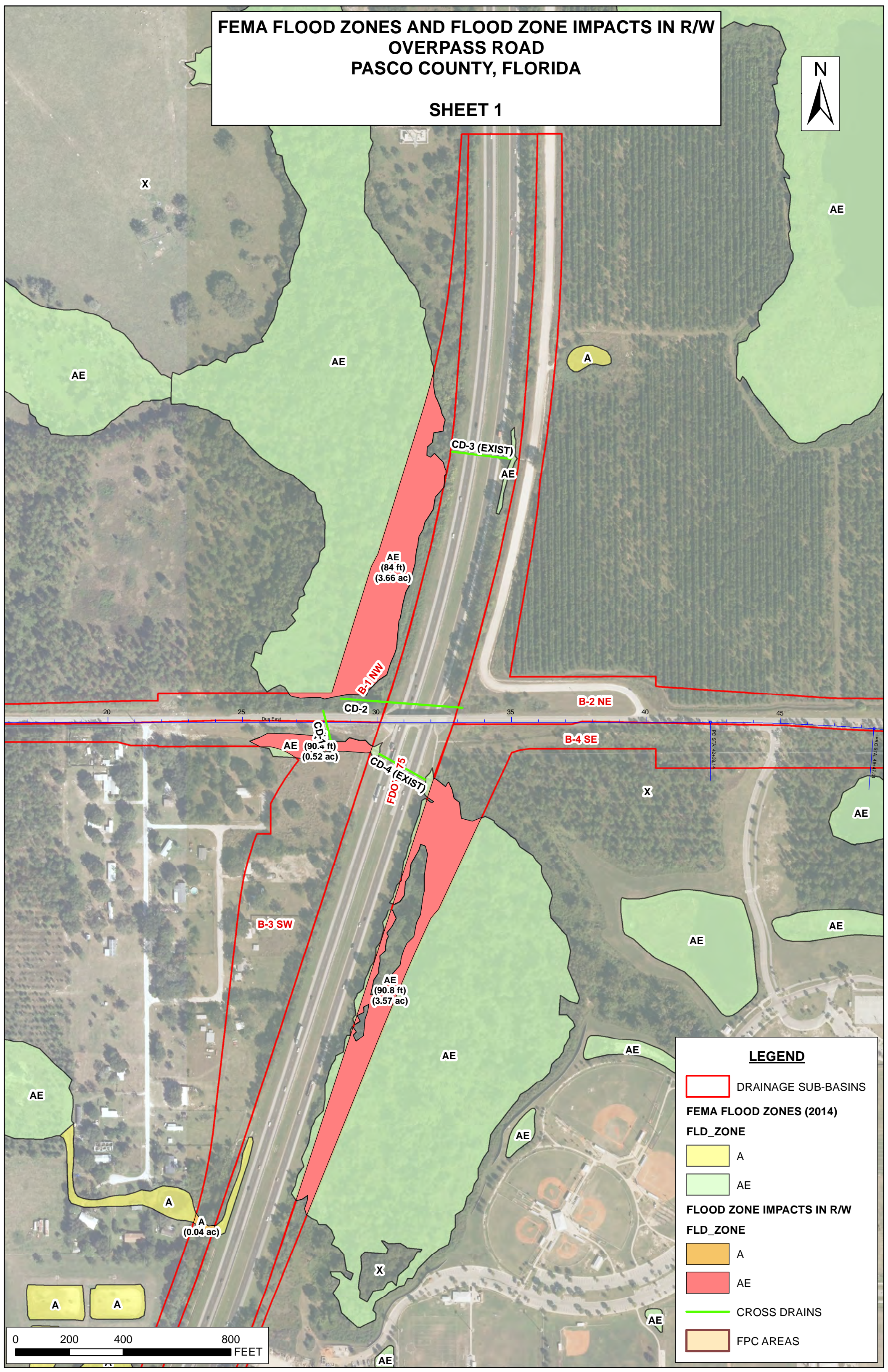
Federal Emergency Management Agency

SHEET 10 OF 10

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

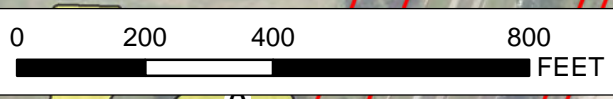
**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 1



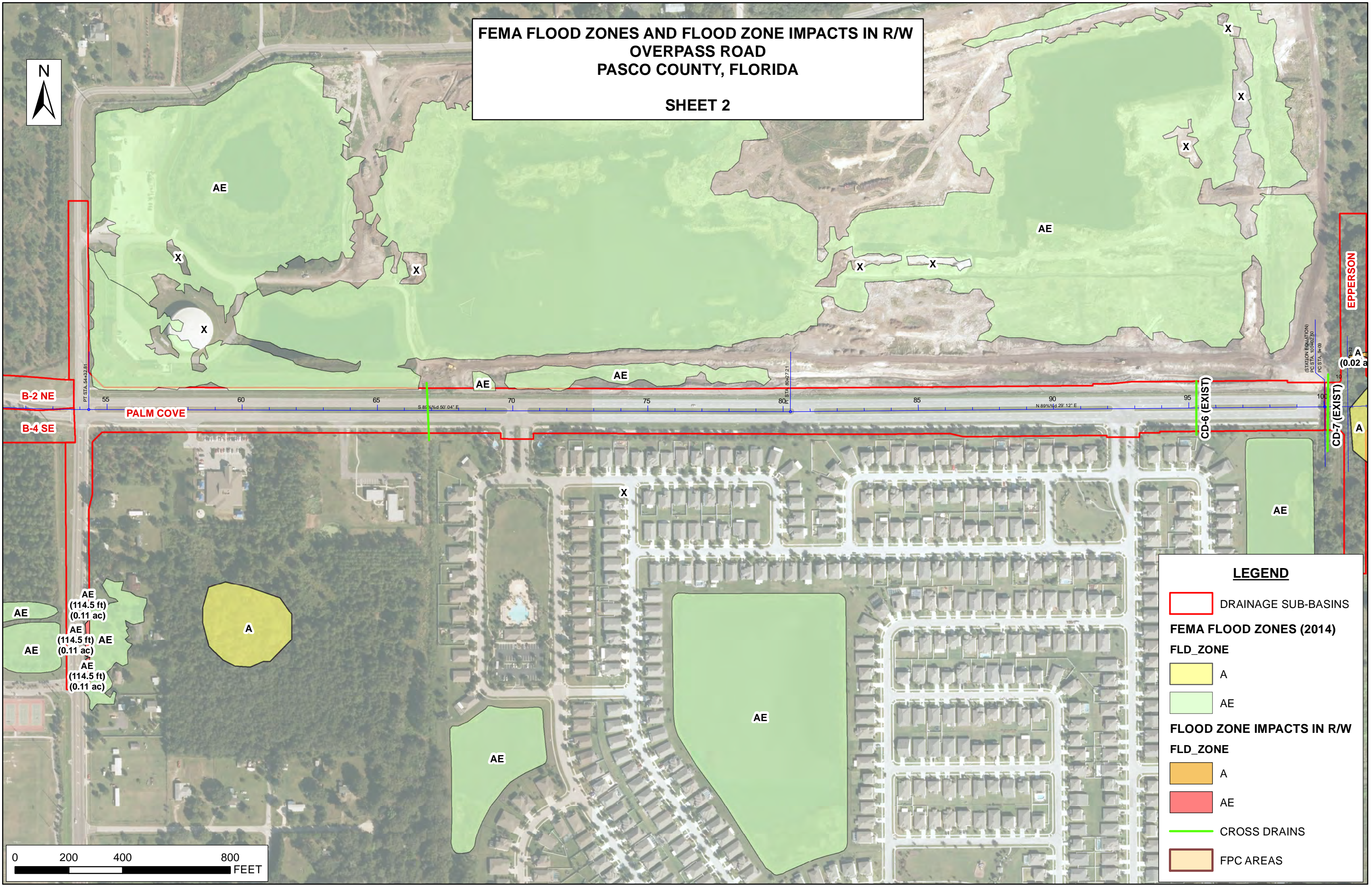
LEGEND

- DRAINAGE SUB-BASINS
- FEMA FLOOD ZONES (2014)**
- FLD_ZONE**
- A
- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
- CROSS DRAINS
- FPC AREAS



**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 2



B-2 NE

B-4 SE

PALM COVE

CD-6 (EXIST)

CD-7 (EXIST)

EPPERSON

AE (114.5 ft)
(0.11 ac)

AE (114.5 ft) AE
(0.11 ac)

AE (114.5 ft)
(0.11 ac)

A

X

AE

AE

AE

AE

AE

AE

AE

LEGEND

DRAINAGE SUB-BASINS

FEMA FLOOD ZONES (2014)

FLD_ZONE

A

AE

FLOOD ZONE IMPACTS IN R/W

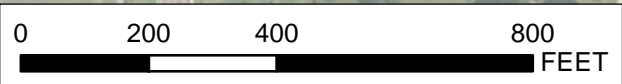
FLD_ZONE

A

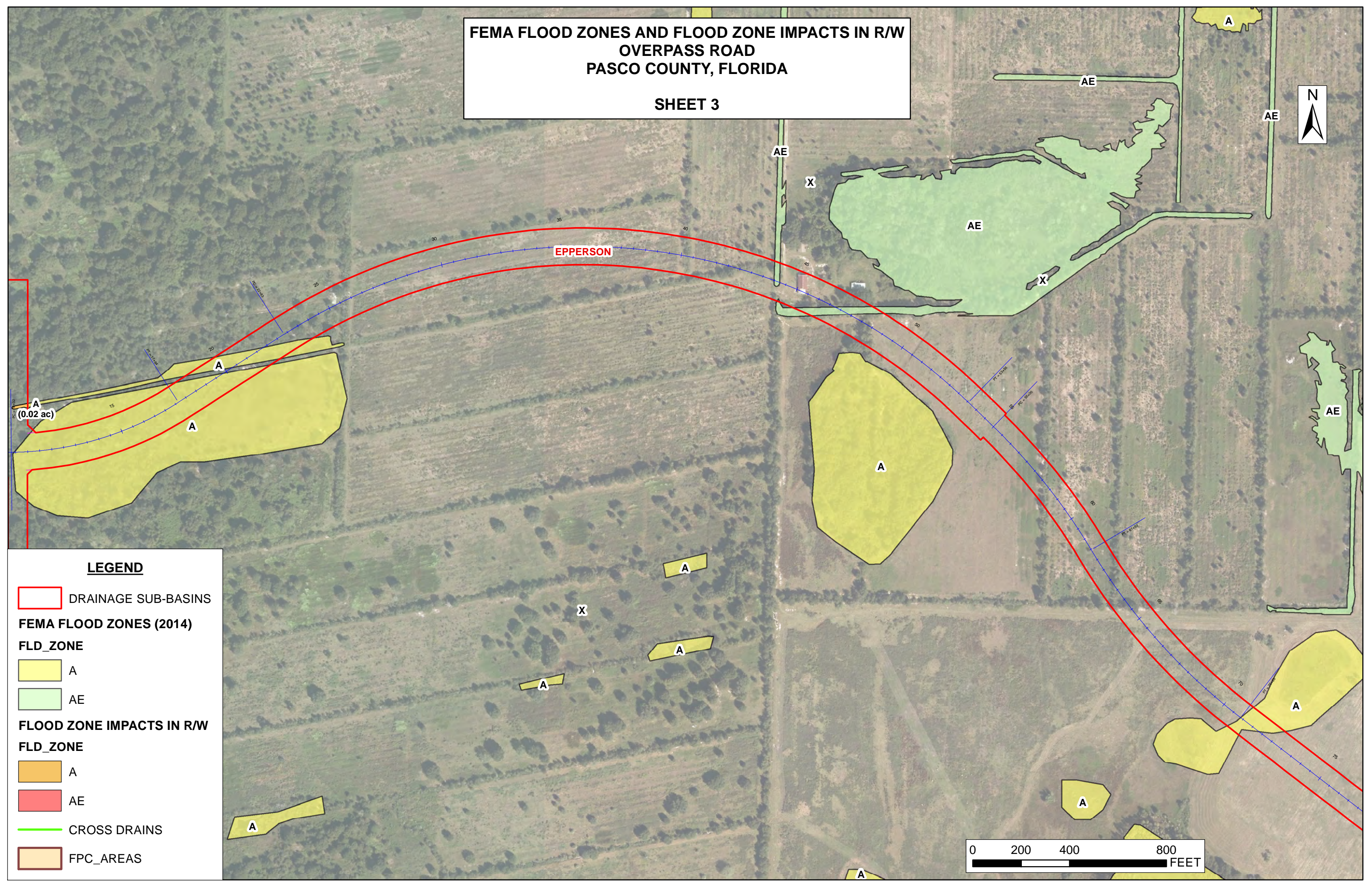
AE

CROSS DRAINS

FPC AREAS



FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
 OVERPASS ROAD
 PASCO COUNTY, FLORIDA
 SHEET 3



LEGEND

DRAINAGE SUB-BASINS

FEMA FLOOD ZONES (2014)

FLD_ZONE

A

AE

FLOOD ZONE IMPACTS IN R/W

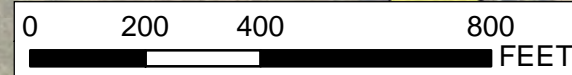
FLD_ZONE

A

AE

CROSS DRAINS

FPC_AREAS



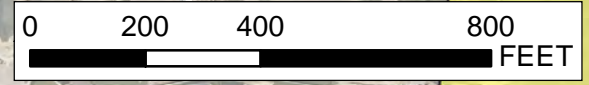
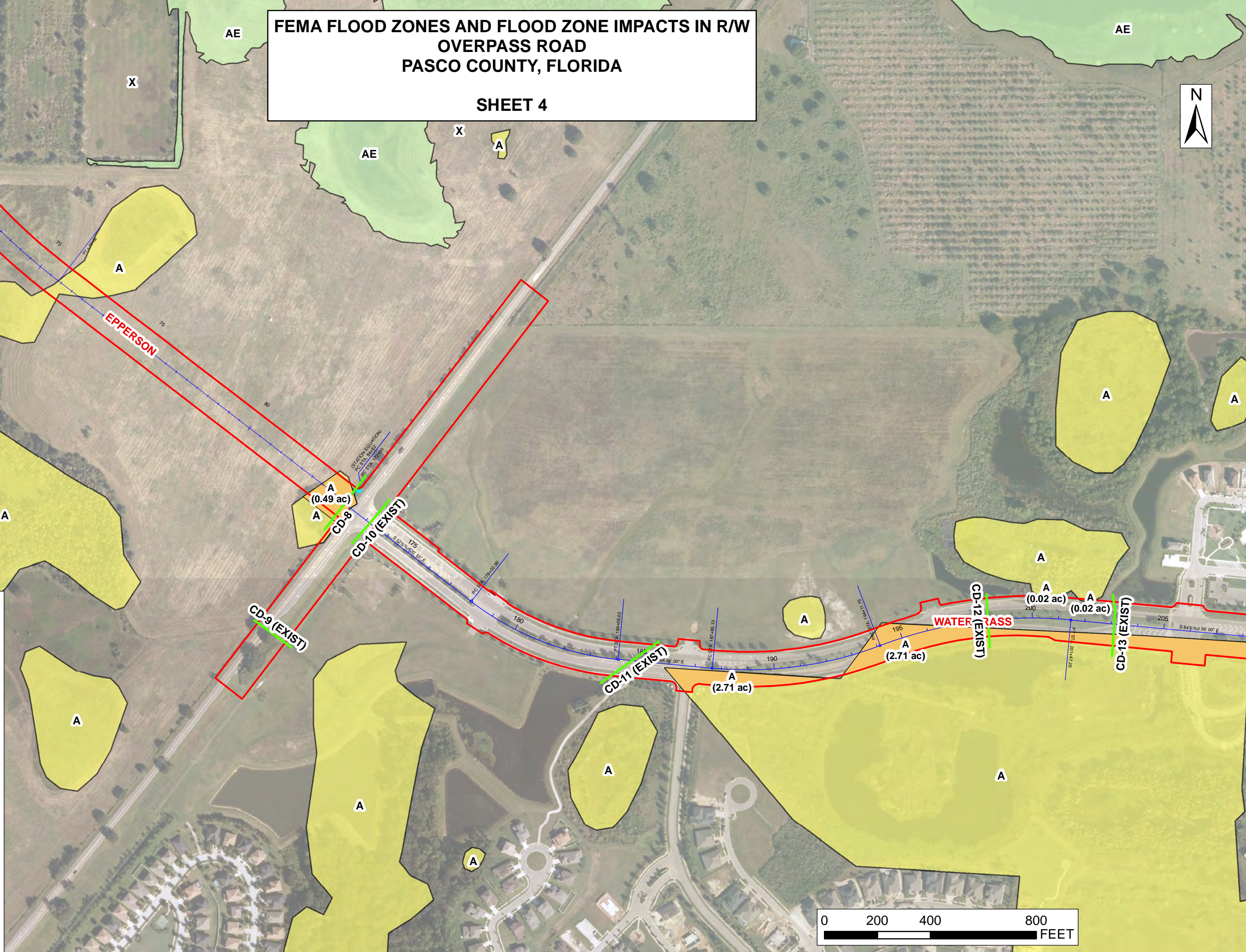
**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 4



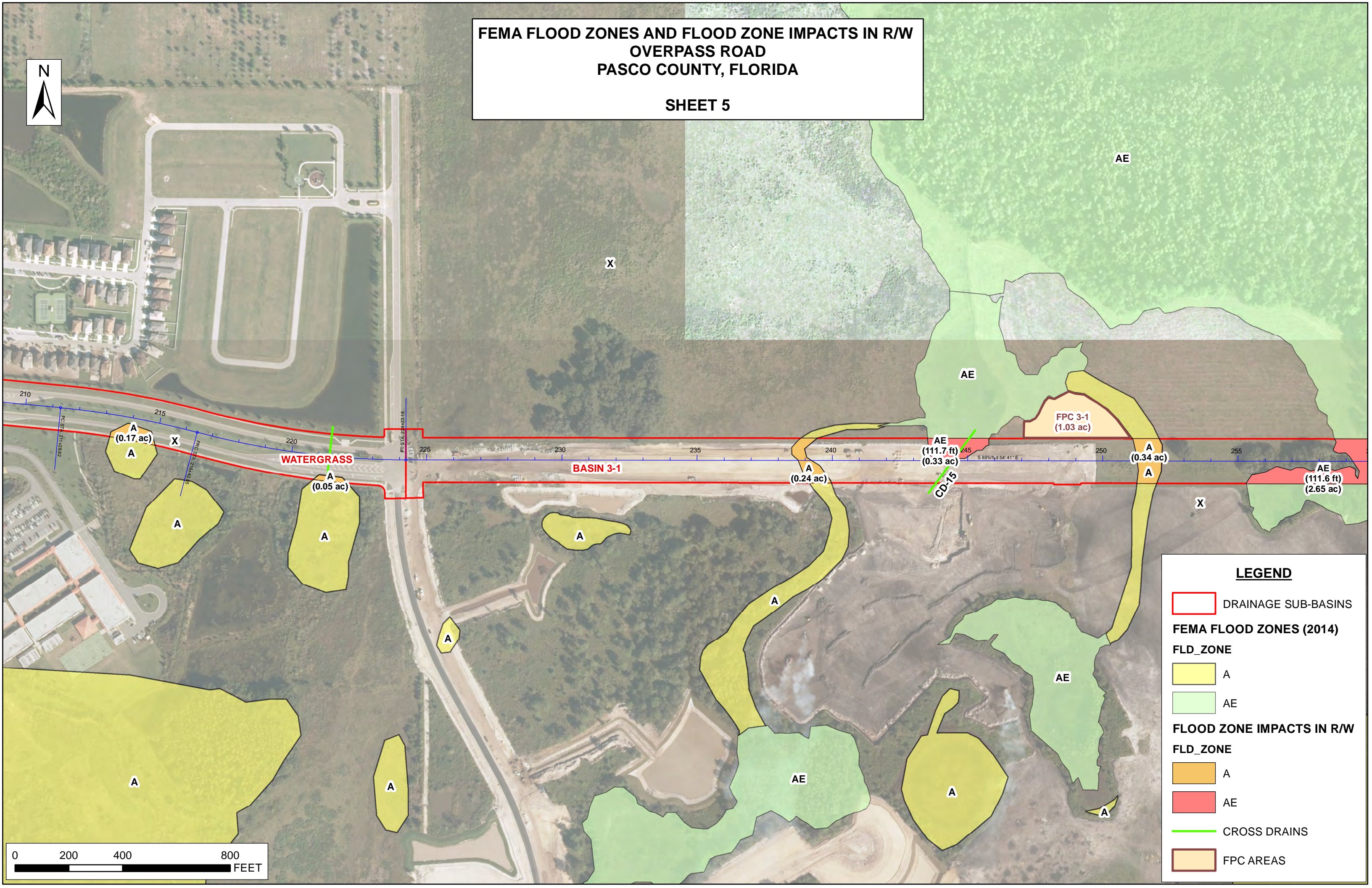
LEGEND

- DRAINAGE SUB-BASINS
- FEMA FLOOD ZONES (2014)**
- FLD_ZONE**
- A
- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
- CROSS DRAINS
- FPC_AREAS



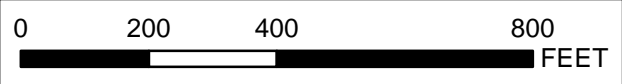
FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 5



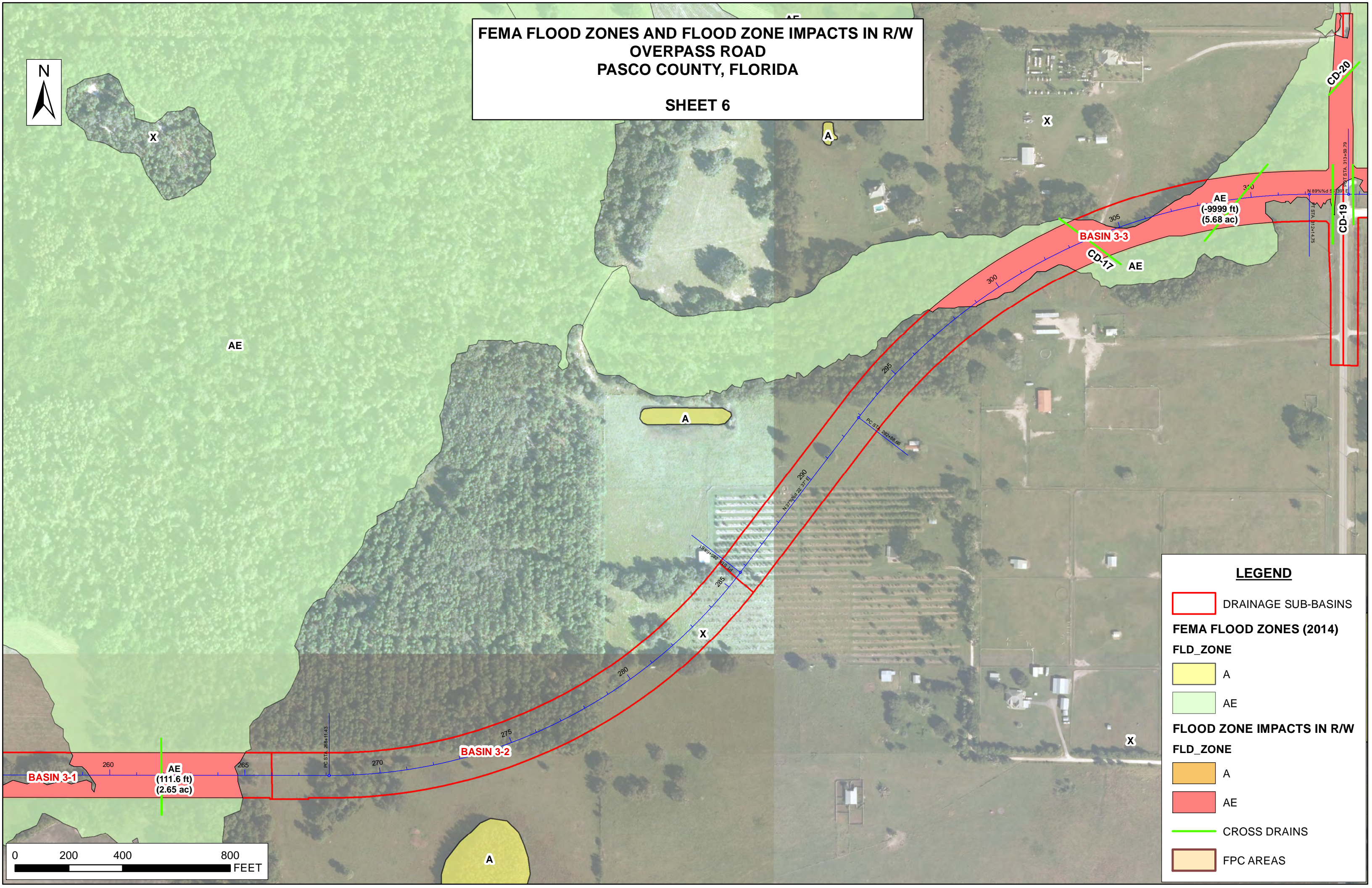
LEGEND

- DRAINAGE SUB-BASINS
- FEMA FLOOD ZONES (2014)**
- FLD_ZONE**
- A
- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
- CROSS DRAINS
- FPC AREAS



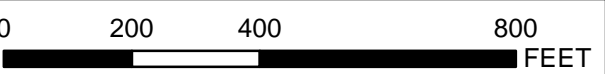
FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 6



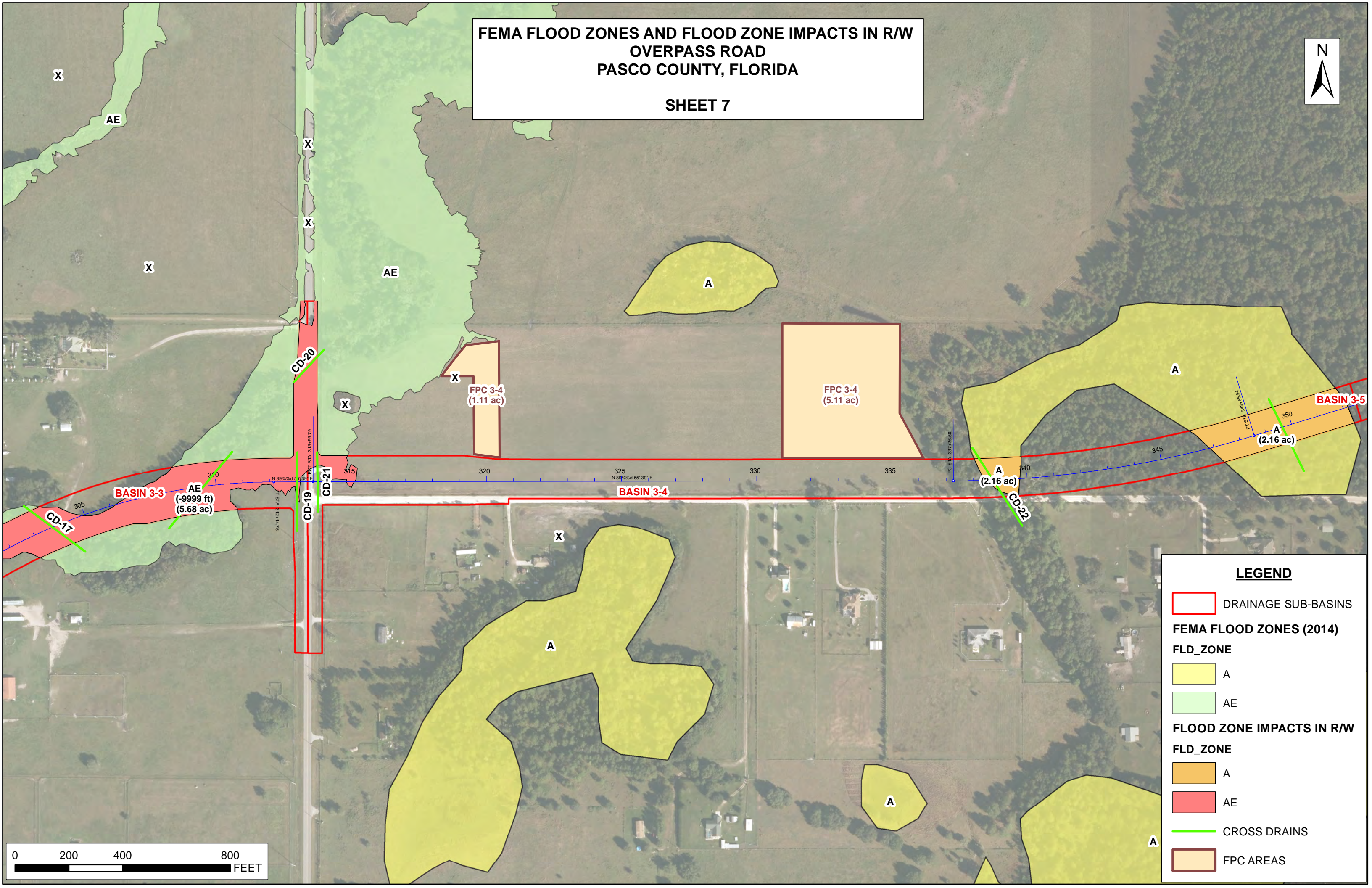
LEGEND

- DRAINAGE SUB-BASINS
- FEMA FLOOD ZONES (2014)**
- FLD_ZONE**
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- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
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- FPC AREAS



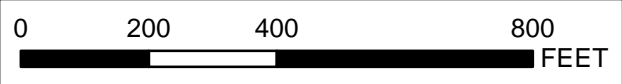
**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 7



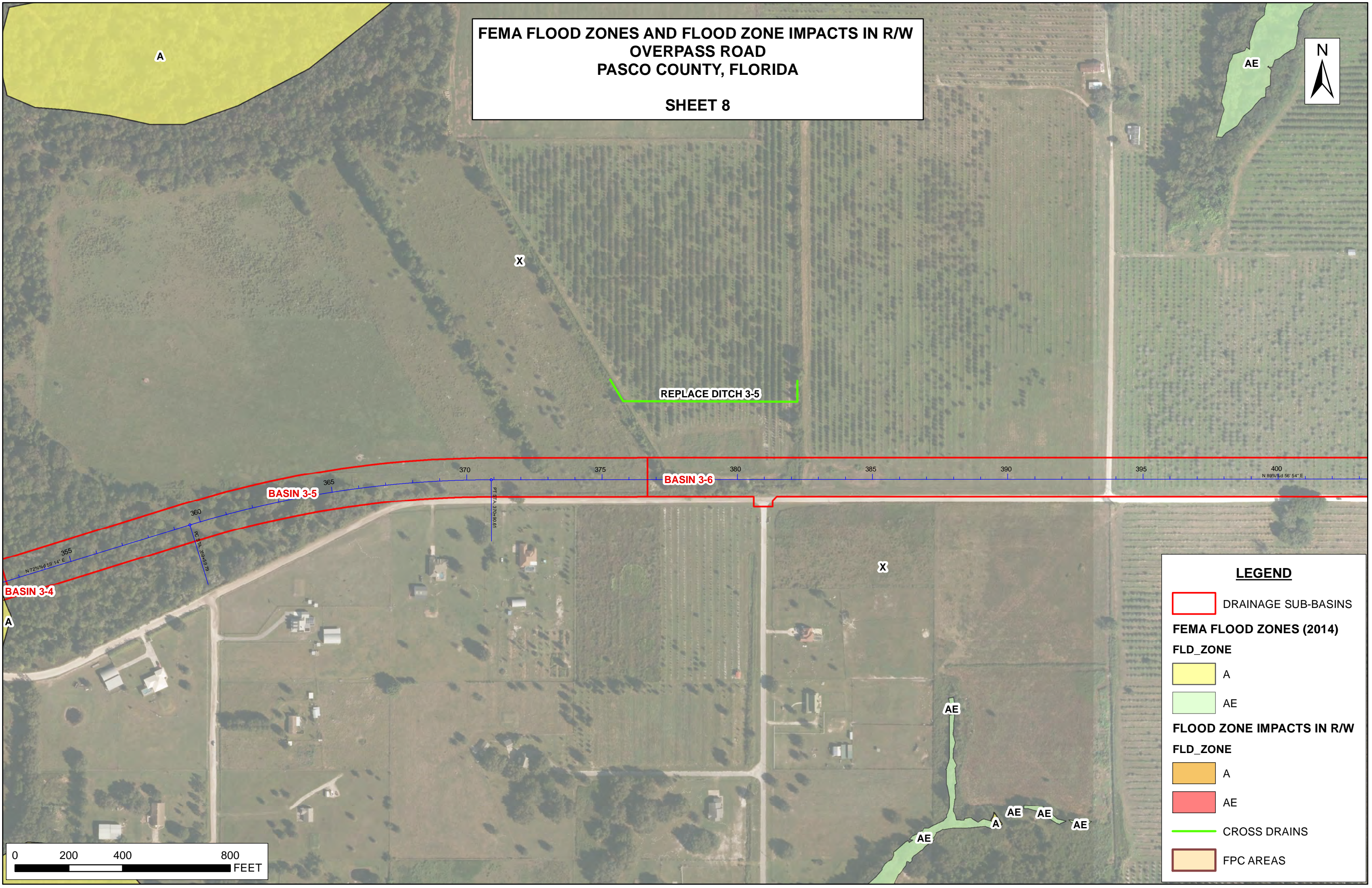
LEGEND

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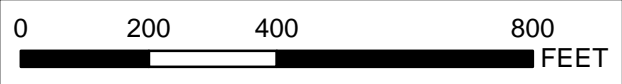
FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 8



LEGEND

- DRAINAGE SUB-BASINS
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- A
- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
- CROSS DRAINS
- FPC AREAS



Stationing along the road: 355, 360, 365, 370, 375, 380, 385, 390, 395, 400

BASIN 3-5

BASIN 3-6

BASIN 3-4

REPLACE DITCH 3-5

A

X

AE

X

AE

AE

A

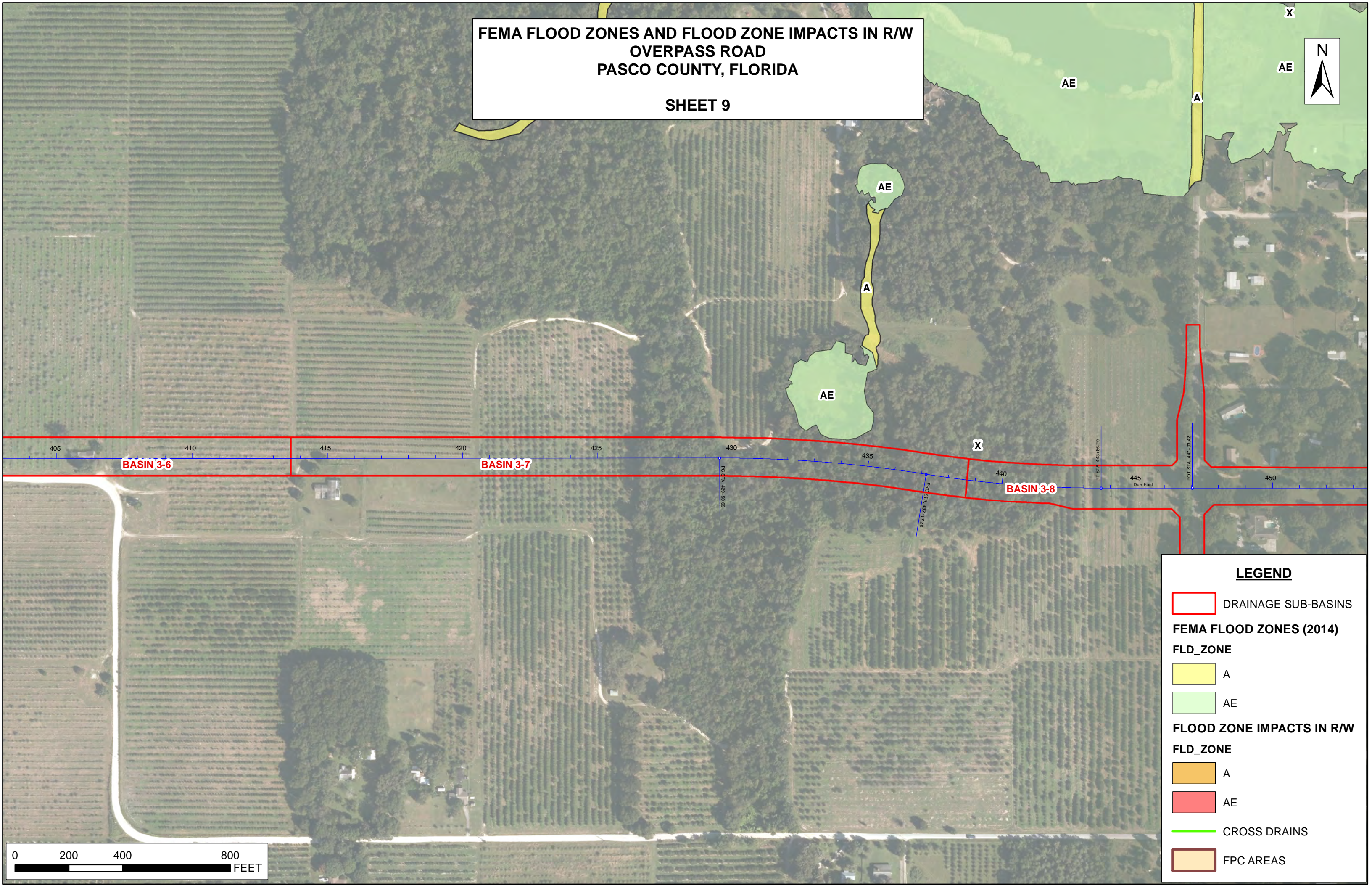
AE

AE

AE

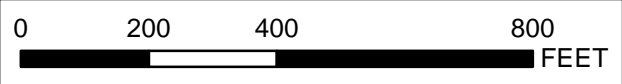
**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 9



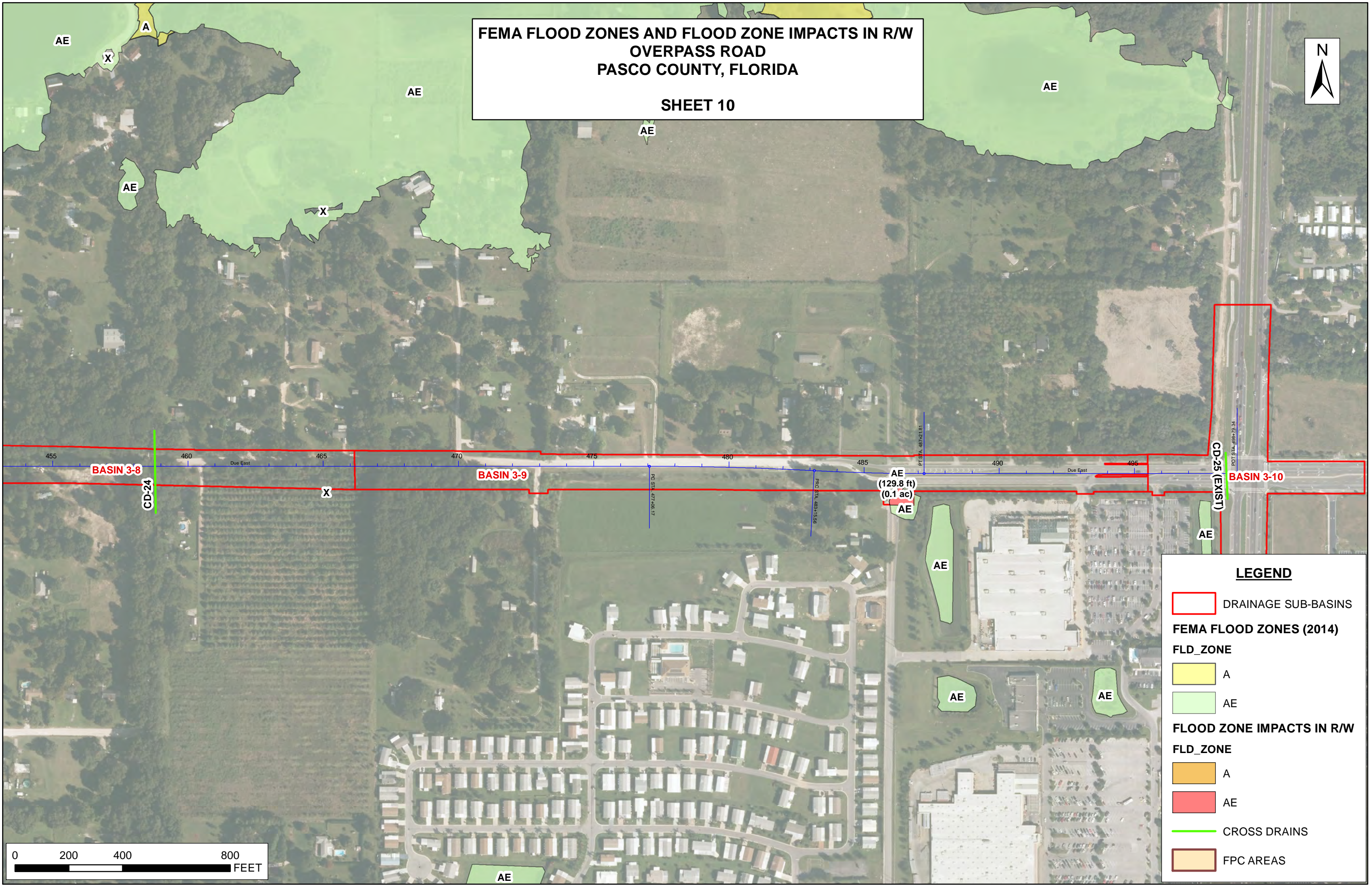
LEGEND

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- A
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- FLOOD ZONE IMPACTS IN R/W**
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- AE
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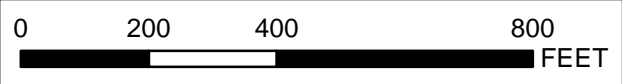
**FEMA FLOOD ZONES AND FLOOD ZONE IMPACTS IN R/W
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 10



LEGEND

- DRAINAGE SUB-BASINS
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- A
- AE
- FLOOD ZONE IMPACTS IN R/W**
- FLD_ZONE**
- A
- AE
- CROSS DRAINS
- FPC AREAS

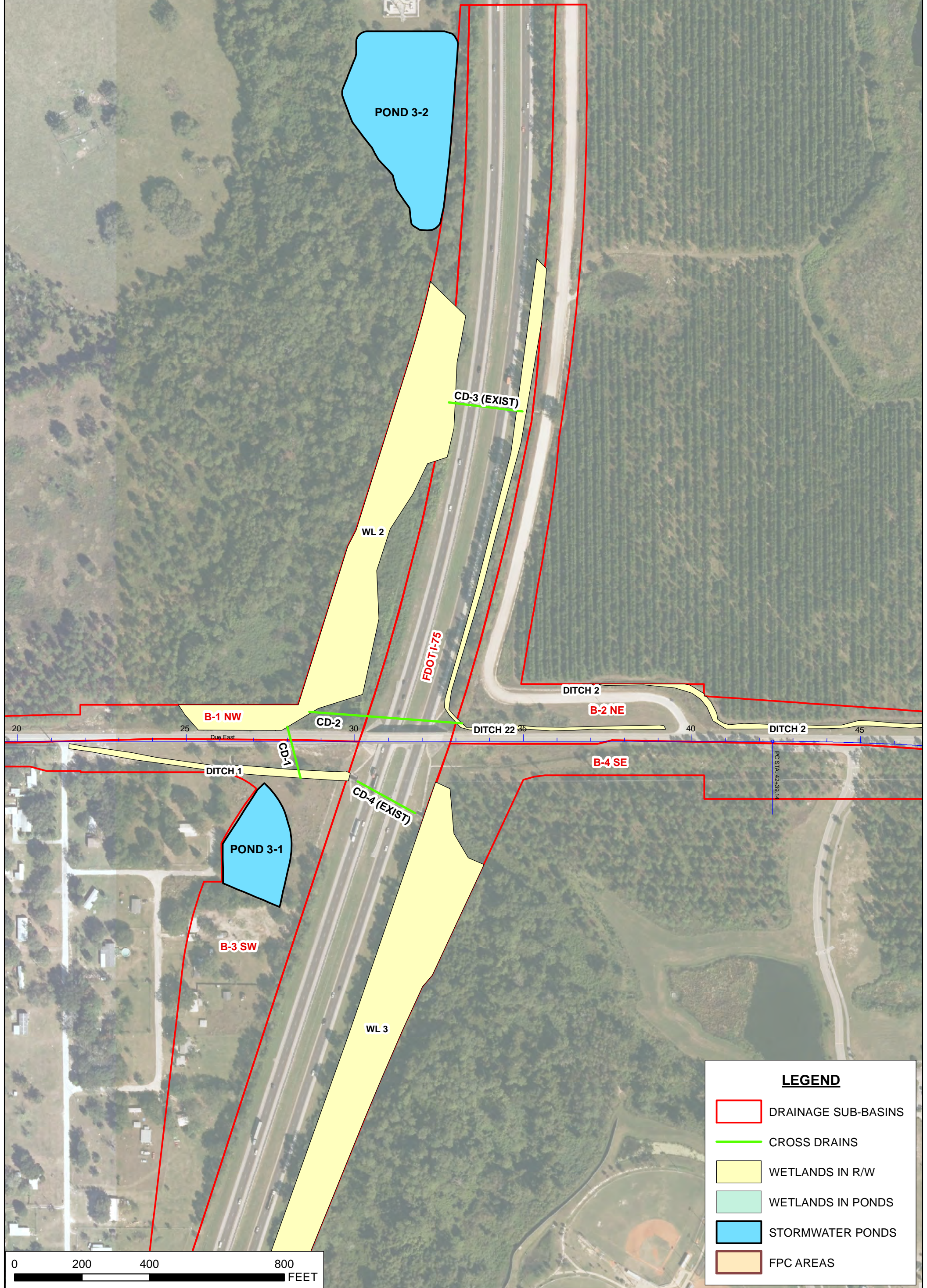


APPENDIX D



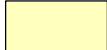



Cross Drain Figures

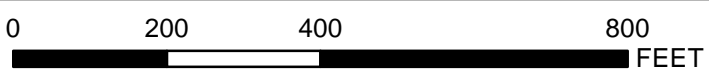
CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA

SHEET 1



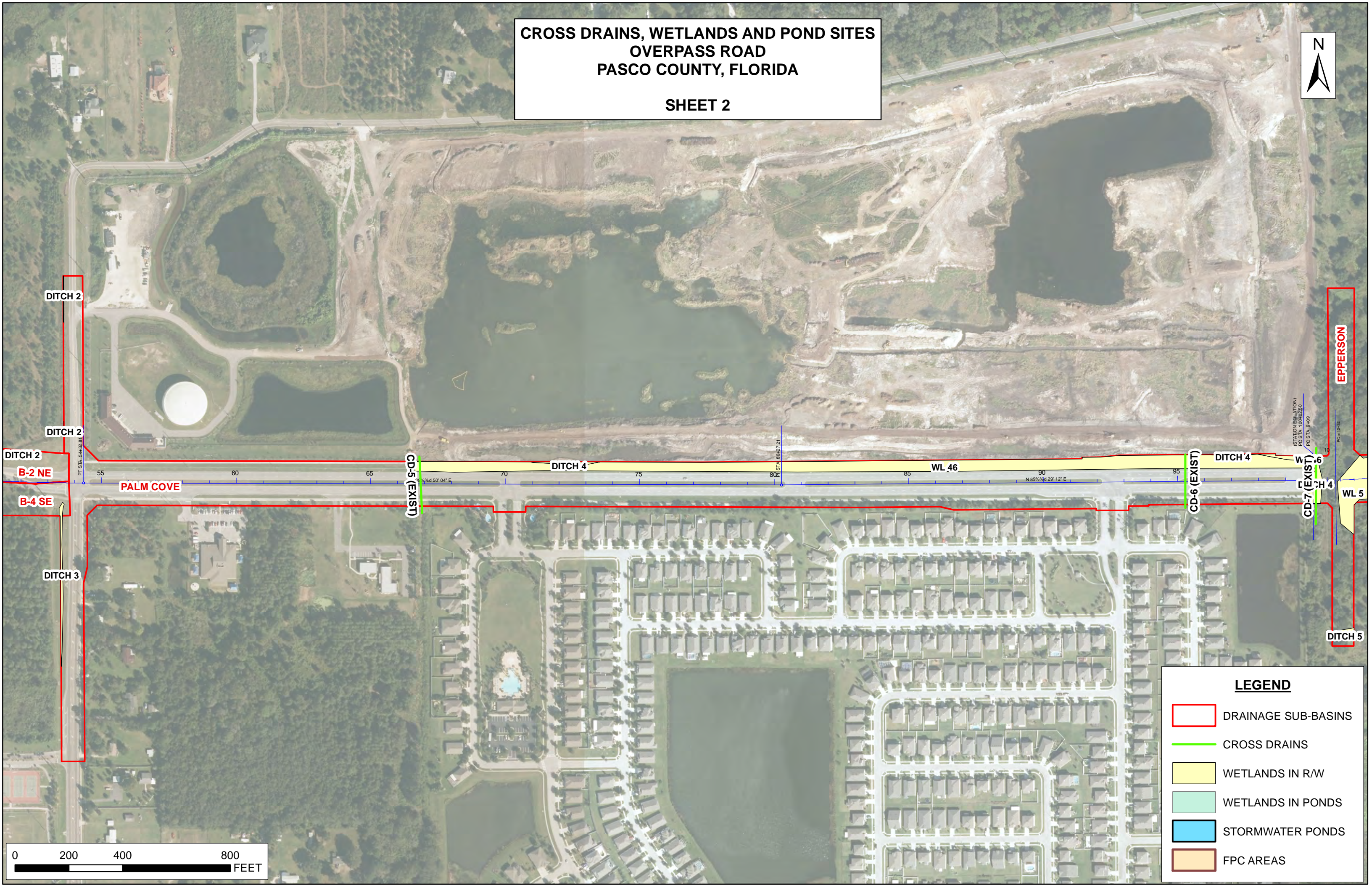
LEGEND

-  DRAINAGE SUB-BASINS
-  CROSS DRAINS
-  WETLANDS IN R/W
-  WETLANDS IN PONDS
-  STORMWATER PONDS
-  FPC AREAS



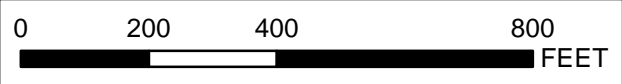
**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 2



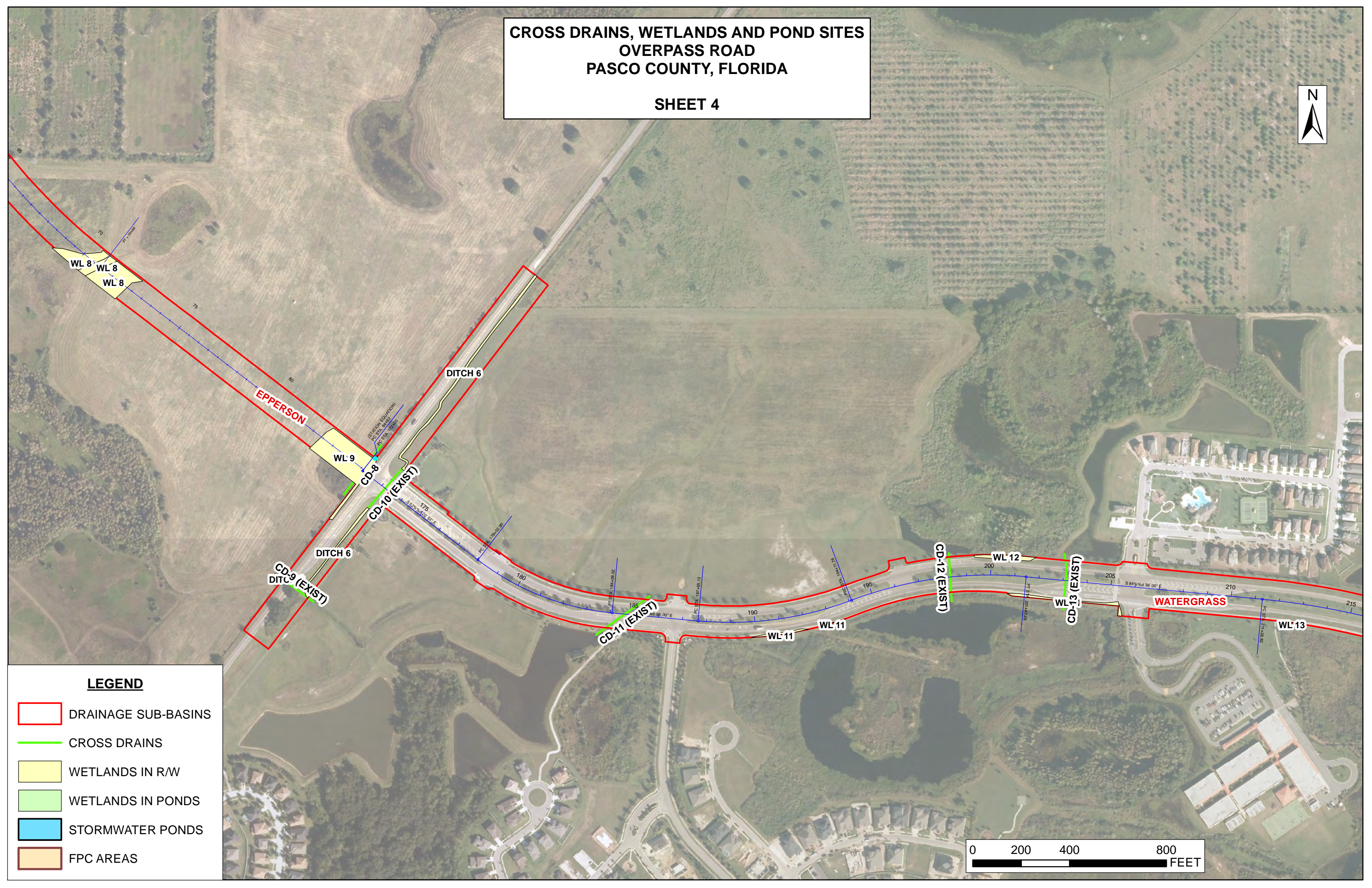
LEGEND

- DRAINAGE SUB-BASINS
- CROSS DRAINS
- WETLANDS IN R/W
- WETLANDS IN PONDS
- STORMWATER PONDS
- FPC AREAS



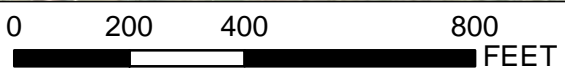
**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 4



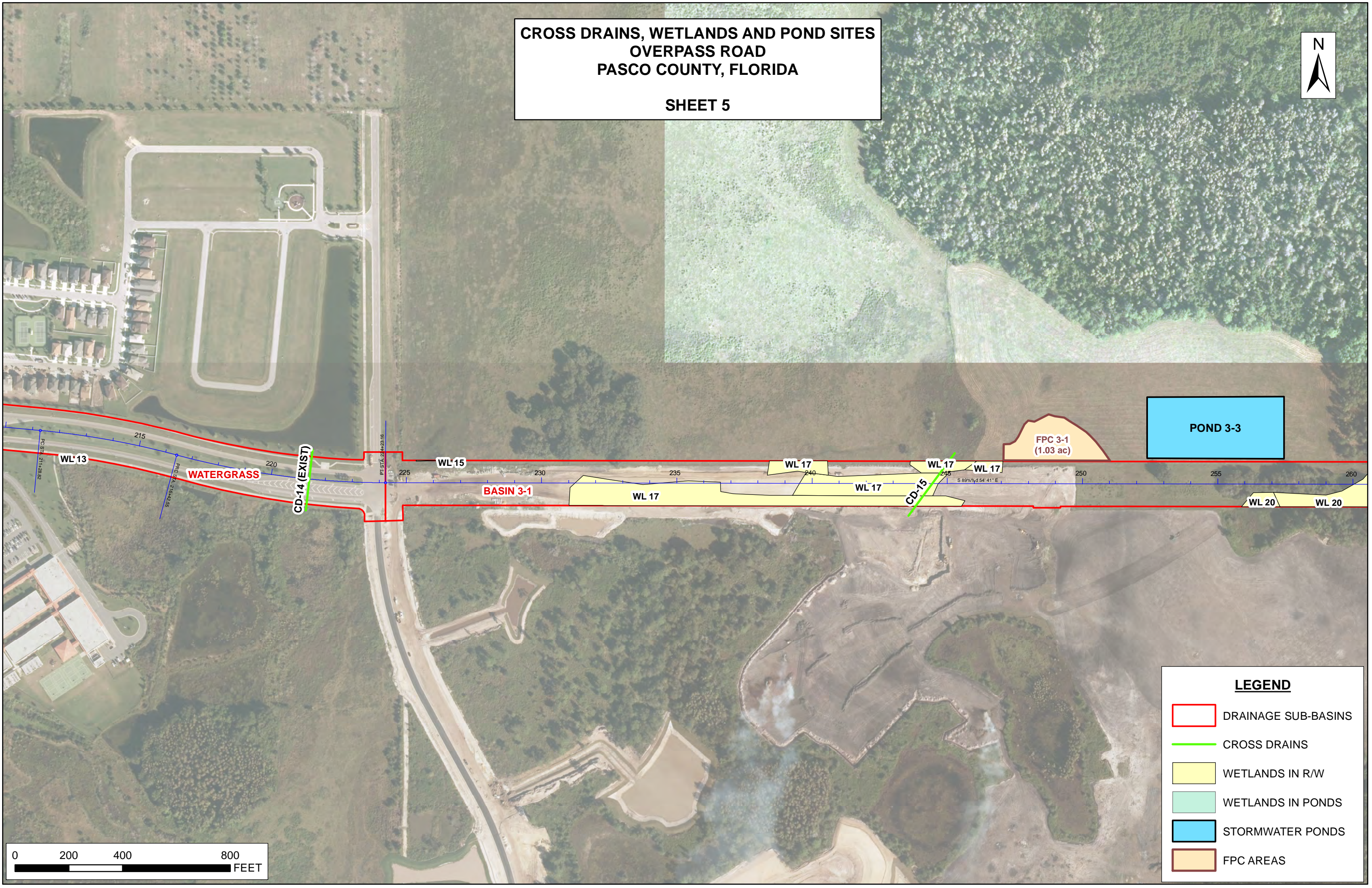
LEGEND

- DRAINAGE SUB-BASINS
- CROSS DRAINS
- WETLANDS IN R/W
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**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 5

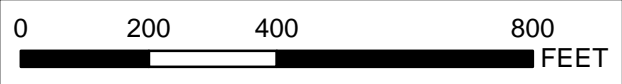


POND 3-3

**FPC 3-1
(1.03 ac)**

LEGEND

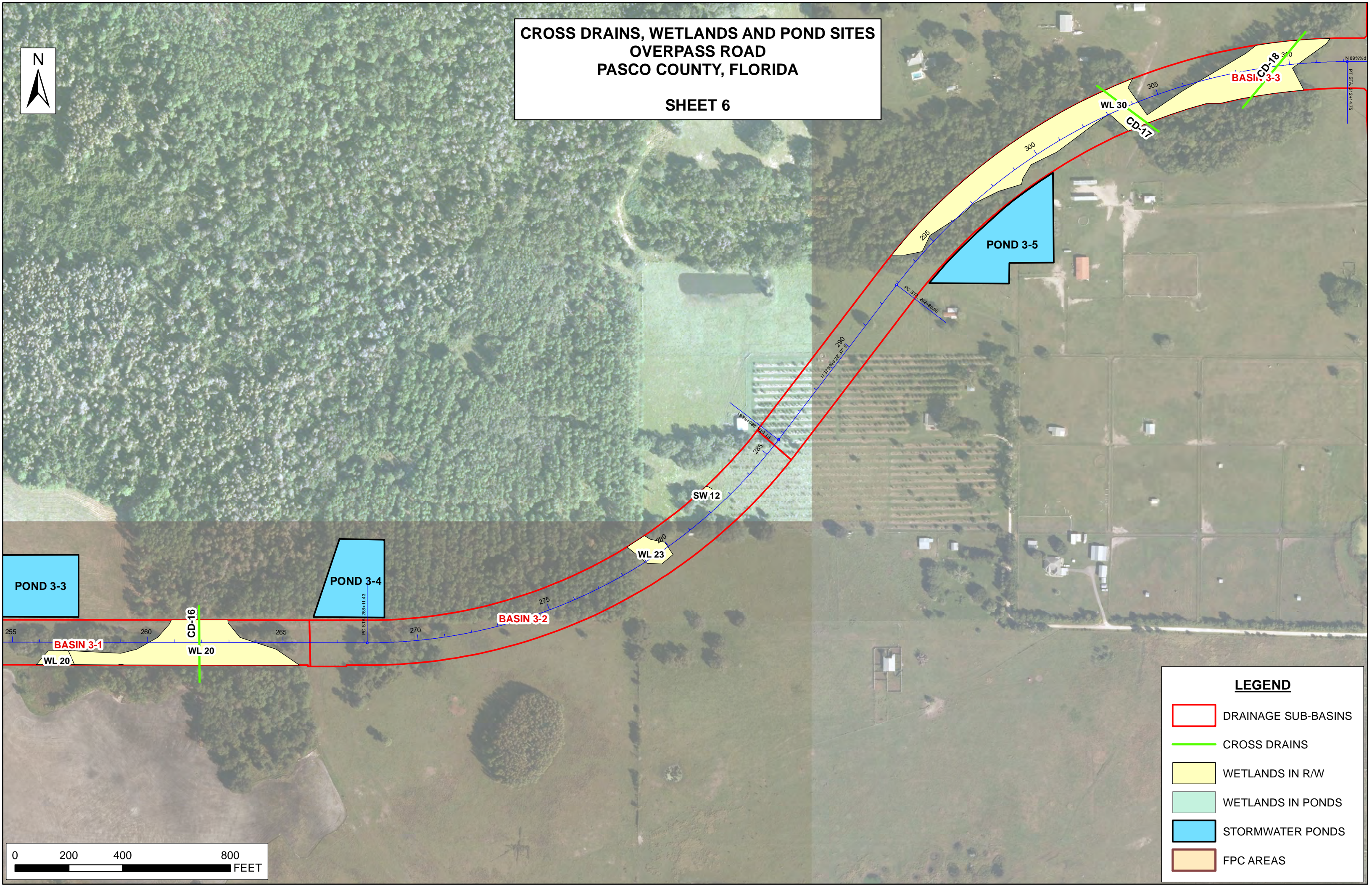
- DRAINAGE SUB-BASINS
- CROSS DRAINS
- WETLANDS IN R/W
- WETLANDS IN PONDS
- STORMWATER PONDS
- FPC AREAS











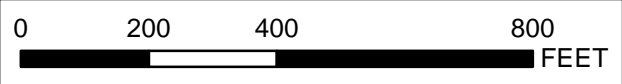
**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 6



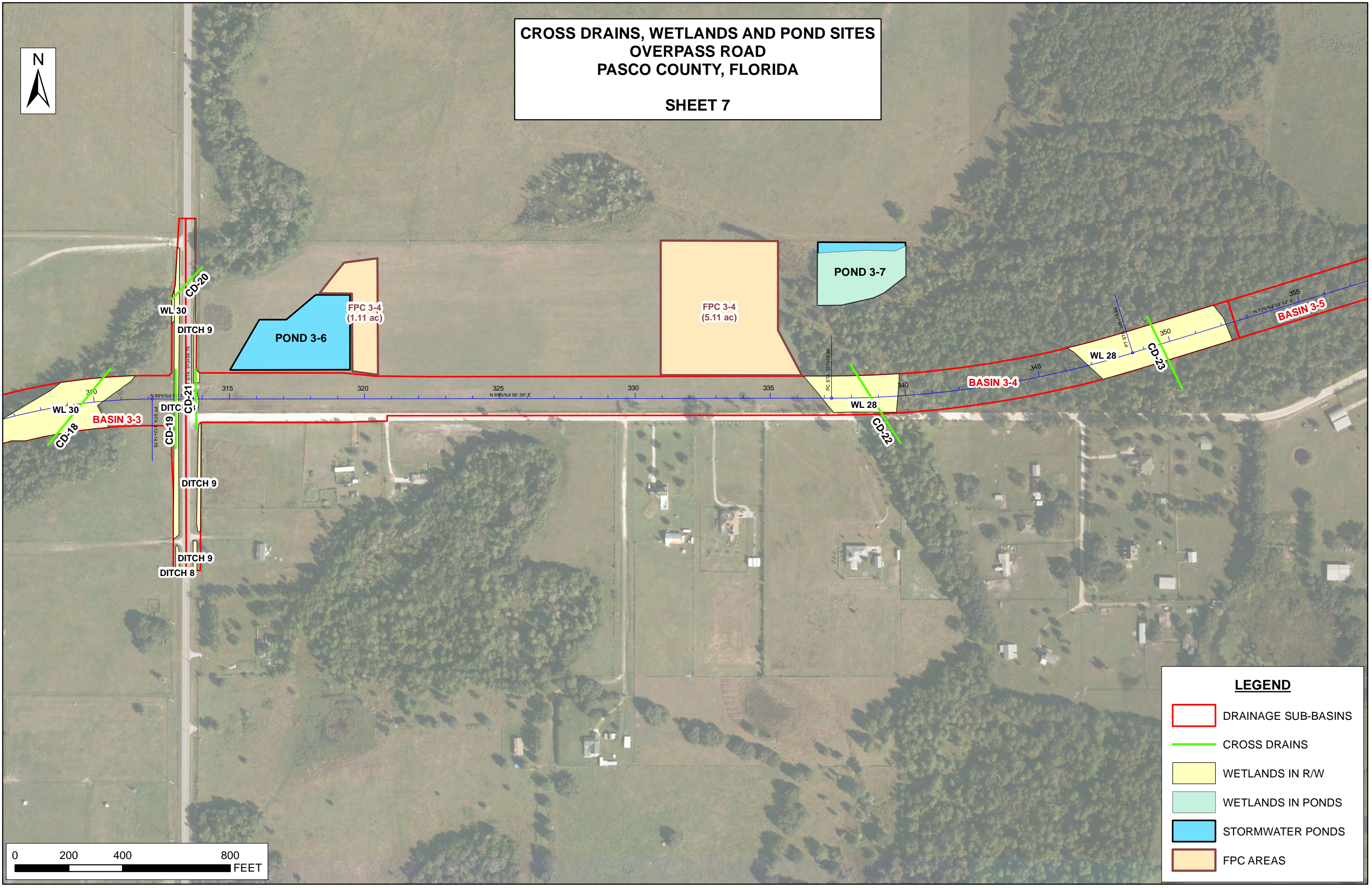
LEGEND

-  DRAINAGE SUB-BASINS
-  CROSS DRAINS
-  WETLANDS IN R/W
-  WETLANDS IN PONDS
-  STORMWATER PONDS
-  FPC AREAS



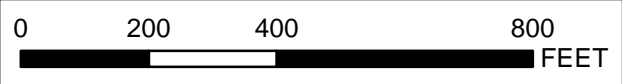
**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 7



LEGEND

- DRAINAGE SUB-BASINS
- CROSS DRAINS
- WETLANDS IN R/W
- WETLANDS IN PONDS
- STORMWATER PONDS
- FPC AREAS





**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 8



BASIN 3-5

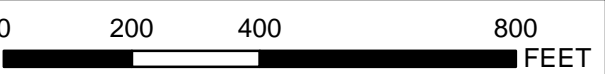
BASIN 3-6

DITCH 15







DITCH 15

REPLACE DITCH 3-5

POND 3-8



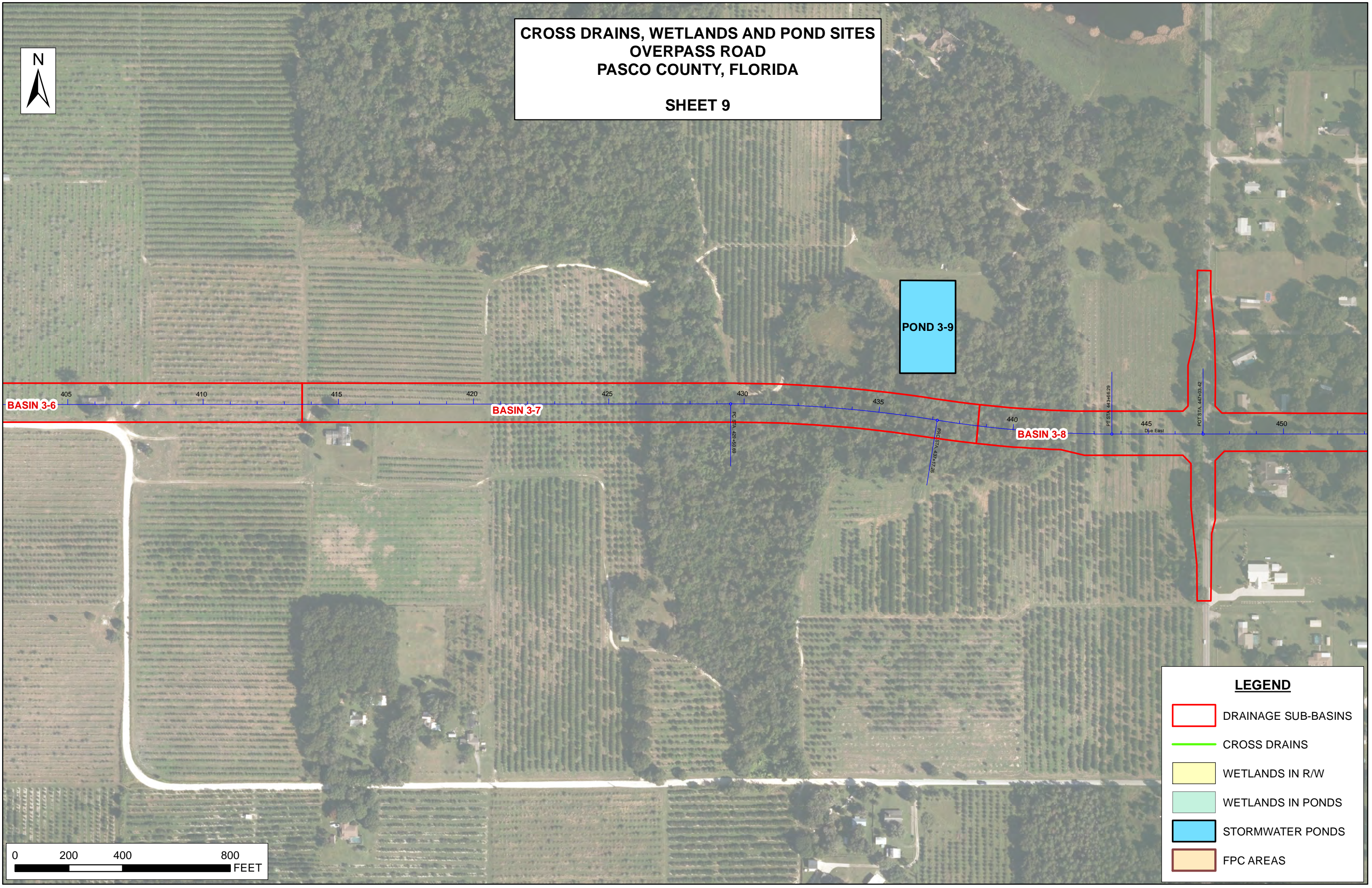
LEGEND

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-  CROSS DRAINS
-  WETLANDS IN R/W
-  WETLANDS IN PONDS
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





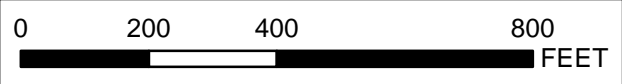
**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 9



LEGEND

-  DRAINAGE SUB-BASINS
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-  WETLANDS IN R/W
-  WETLANDS IN PONDS
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**CROSS DRAINS, WETLANDS AND POND SITES
OVERPASS ROAD
PASCO COUNTY, FLORIDA**

SHEET 10



POND-3-10

POND 3-11

POND 3-12

BASIN 3-8

DITCH 16

CD-24

BASIN 3-9

PC STA. 477+08.17

PROJ STA. 483+15.56

PT STA. 487+21.81

CD-25 (EXIST)

BASIN 3-10

POT STA. 488+70.34

LEGEND

	DRAINAGE SUB-BASINS
	CROSS DRAINS
	WETLANDS IN R/W
	WETLANDS IN PONDS
	STORMWATER PONDS
	FPC AREAS

