

Overpass Road PD&E Study

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



Section 4(f) DeMinimis Finding Package

April 2017

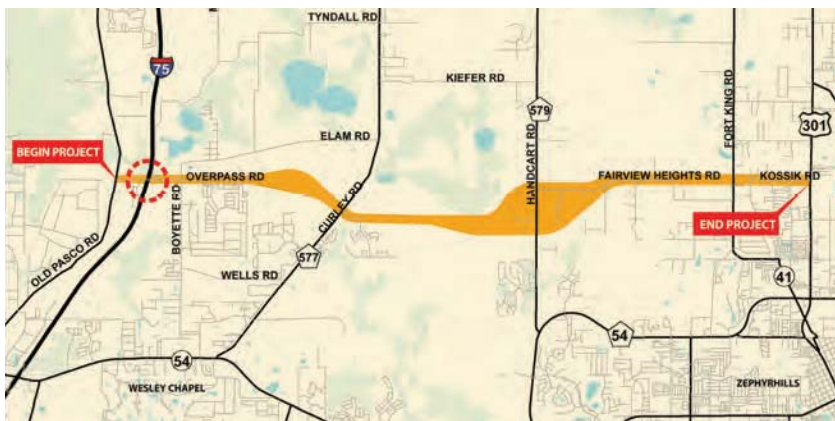


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Section 1.0

INTRODUCTION

1.1 PROJECT DESCRIPTION

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

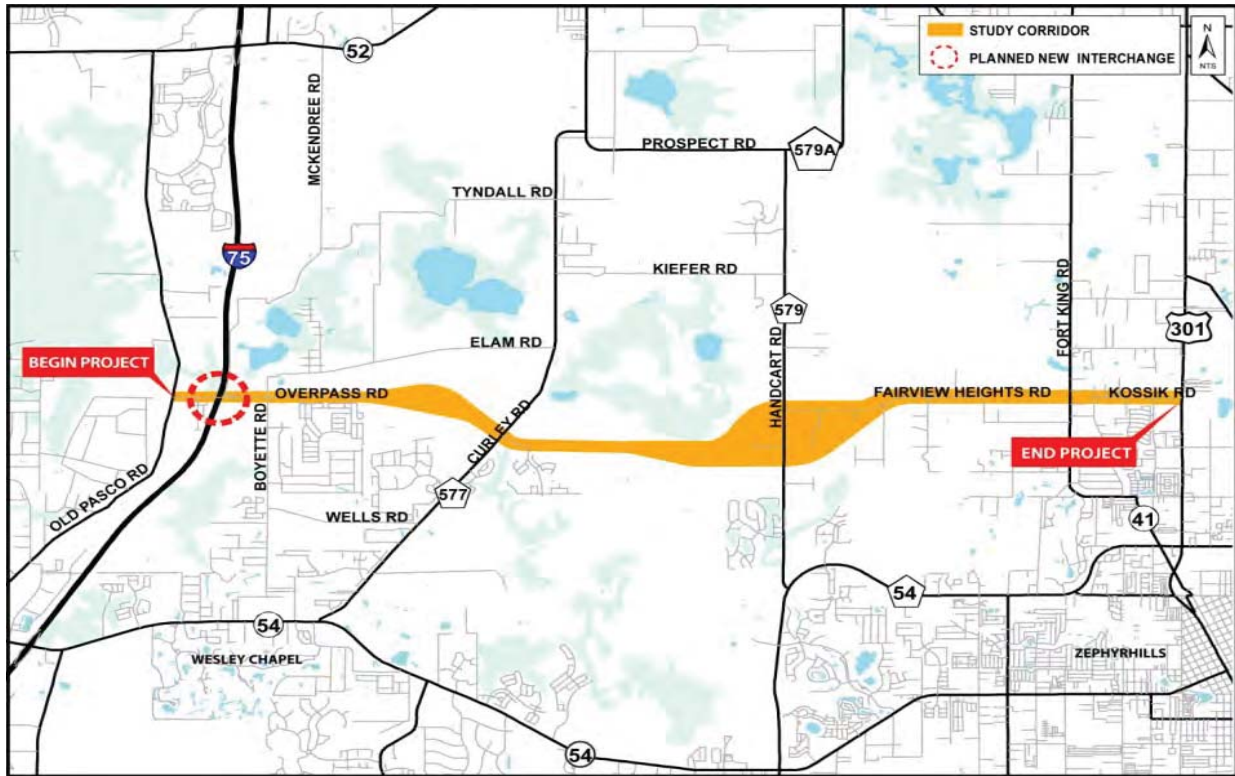
- Four lanes from Old Pasco Road to I-75
- A new interchange at I-75 and Overpass Road
- Six lanes plus two auxiliary lanes from I-75 to Boyette Road
- Six lanes from Boyette Road to US 301

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

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

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

**FIGURE 1-1
PROJECT LOCATION MAP**



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

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

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

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

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

1.2 PURPOSE

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

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

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

The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network in terms of enhancing connectivity, safety, and traffic circulation as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. The proposed interchange is projected to divert traffic demand from future over-capacity conditions at the two adjacent interchanges at I-75/SR 52 and I-75/CR 54, which are currently experiencing congestion from the northbound off-ramps queuing onto the I-75

mainline. In addition, the proposed project will enhance incident management capabilities by providing additional detour route options; enhance emergency management capabilities by providing additional access to I-75; and aid emergency evacuation within the County, as Overpass Road runs parallel or connects to four primary state evacuation routes (SR 52, CR/SR 54, I-75, and US 301). Figure 1-1 provides the general vicinity of the proposed corridor; **Figure 1-2** provides the proposed interchange location and spacing between the existing adjacent interchanges.

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

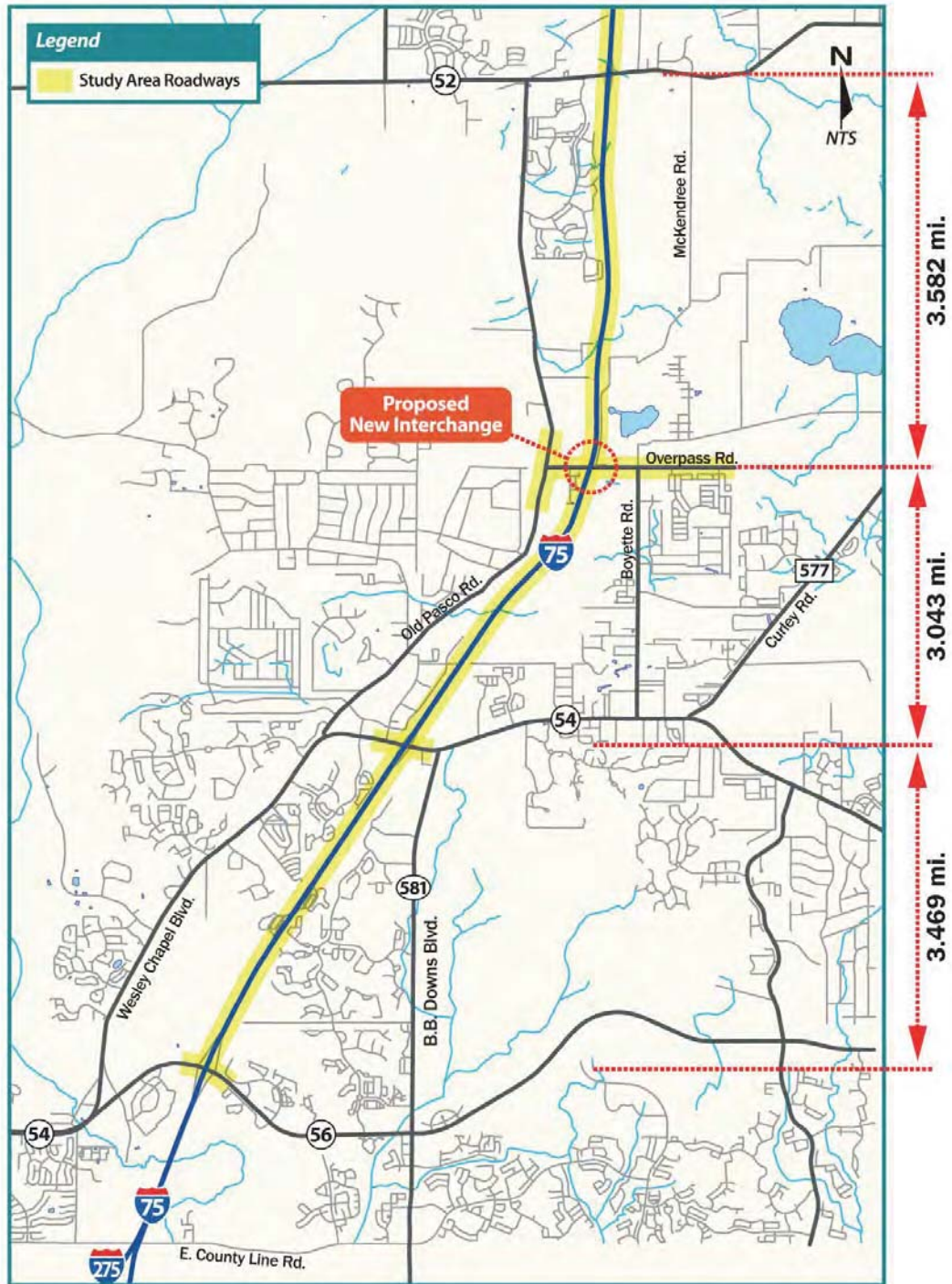
During the project's planning phase, the County previously developed and evaluated three Build Alternatives (O-1, O-2, and O-3) and a No-Build Alternative. The results of this effort are documented in the Final Overpass Road Route Study (Route Study) dated March 2005. Based upon engineering and environmental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

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

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

Based upon the engineering and environmental analyses results, an alternatives comparison matrix was developed and is provided in the Draft Preliminary Engineering Report (PER) and Draft EA (available under separate cover). The matrix identifies the effects of each alternative on the social, economic, cultural, natural, and physical environment.

**FIGURE 1-2
PROPOSED INTERCHANGE SPACING**



1.3 RECOMMENDED ALTERNATIVE

Based on previous planning efforts; engineering and environmental analyses; public comments submitted via the project website at www.overpassroad.com and received at the Alternatives Public Workshop held at the Victorious Life Church on November 29, 2012; 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.

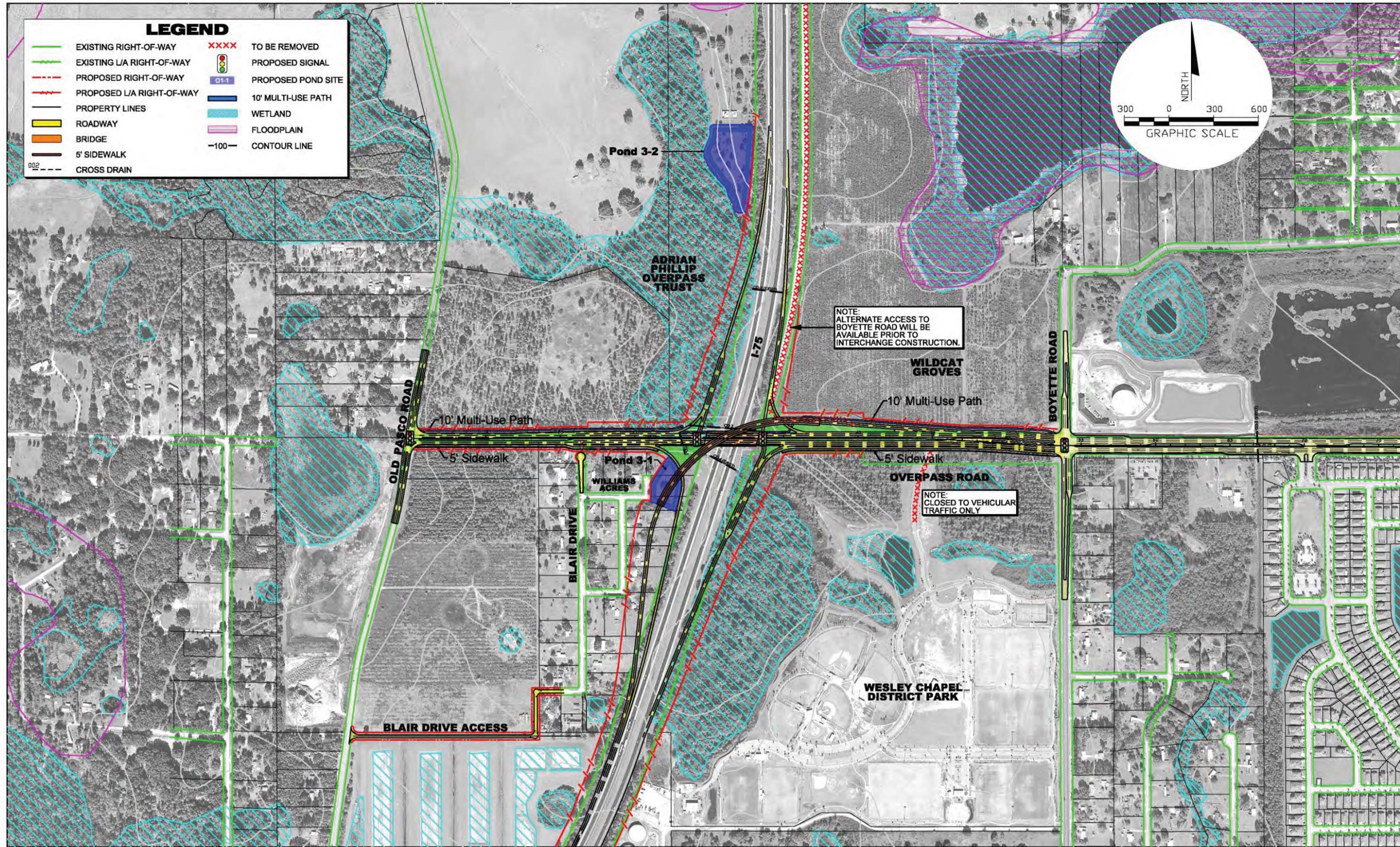
While Alternative O-3 is comparable in cost with the other two build roadway options, this alternative does not require any residential or business relocation and has the fewest number of potential noise-sensitive sites. In addition, Alternative O-3 is consistent with existing and planned development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

1.3.1 REFINEMENTS TO THE RECOMMENDED ALTERNATIVE

Subsequent to the Alternatives Public Workshop, draft versions of the supporting engineering and environmental technical documents prepared for the Recommended Build Alternatives were submitted to FDOT District Seven for review. Based on this review, FDOT District Seven commented that ponds are not to be located within the existing FDOT/I-75 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 1-3** graphically depicts the revised Recommended Build Interchange Alternative and southern location of the Blair Drive access.

FIGURE 1-3
RECOMMENDED BUILD INTERCHANGE ALTERNATIVE



Section 2.0

DE MINIMIS PACKAGE REQUIREMENTS

In compliance with Department of Transportation Act of 1966 [Title 49, U.S. Code, Section 1653(f)], as amended, and in accordance with the FDOT PD&E Manual, Part 2, Chapter 13 – *Section 4(f) Evaluations* (dated May 22, 1998), the Overpass Road project has been evaluated for potential Section 4(f) impacts. The provisions of Section 4(f) apply to any significant publicly-owned parks, recreation areas, or wildlife and waterfowl refuges; historic and archeological sites; and properties which represent public multiple-use land holdings.

Construction of the interchange improvements for the Recommended Build Alternative will result in unavoidable impacts to one public park/recreational resource, the Wesley Chapel District Park. The specific improvements impacting this Section 4(f) resource include the widening of Overpass Road from two to six (plus two auxiliary) lanes, the addition of a five-foot sidewalk on the south side of Overpass Road and the addition of a two-lane northbound off-ramp from I-75 to Overpass Road.

This document is a compilation (to date) of the information required to request a Section 4(f) *de minimis* finding for the project’s proposed use of the Wesley Chapel District Park. It includes checklist item numbers 1 through 11, as provided in the *Section 4(f) de minimis process for Section 4(f) de minimis Findings (Approvals)* guidance paper for Florida (January 2015).

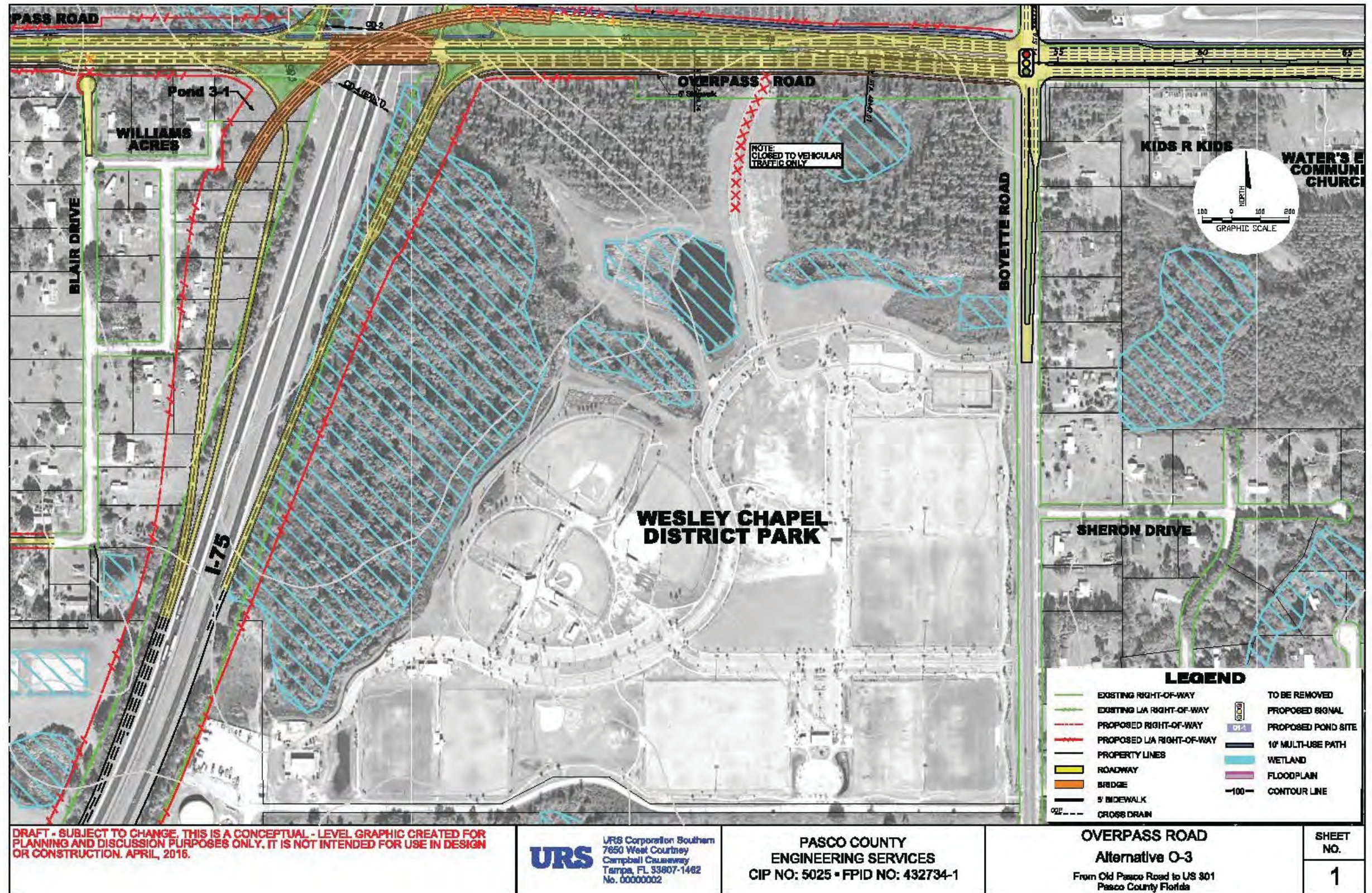
2.1 CHECKLIST ITEM NUMBER 1

Map(s) of sufficient scale to show the relationship of the proposed action to the Section 4(f) property

- a. Property lines of the resource
- b. Proposed and existing right-of-way
- c. Facilities, features, and other functional areas (including access) associated with the purpose, use, and character of the protected property which qualify the property for protection under Section 4(f)
- d. The relationship between the proposed right-of-way acquisition from the resource to the protected features and activity areas
- e. Any proposed areas of temporary occupancy for the purpose of constructing the project
- f. Aerial photographs of the resource

Figure 2-1 graphically depicts the Wesley Chapel District Park property, existing right-of-way, proposed right-of-way for the Recommended Build Alternative, and the relationship between the proposed right-of-way acquisition from the resource to the protected features and activity areas. Additional aerial photographs of the resource are provided as Attachment A to this package.

FIGURE 2-1
WESLEY CHAPEL DISTRICT PARK



2.2 CHECKLIST ITEM NUMBER 2

Type of property, ownership, identification of the Officials with Jurisdiction (OWJs) over the property, number of users, and applicable laws

Pasco County owns and maintains the recreational property. As such, they are the OWJ over the Wesley Chapel District Park.

2.3 CHECKLIST ITEM NUMBER 3

The total acreage of the protected property and the amount of acreage proposed for temporary and/or permanent occupation

The Wesley Chapel District Park is a 143.65-acre public recreation area located in the southeast quadrant of I-75 and Overpass Road. The Recommended Build Alternative necessitates permanent use of approximately 4.8 acres (3.3%) of the property.

2.4 CHECKLIST ITEM NUMBER 4

Listing and description of the attributes, facilities and activities (AFAs) which qualify the property for protection under Section 4(f)

Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space. Three access points currently service the park, with two located on Boyette Road and one located on Overpass Road. The secondary park access on Overpass Road is located less than 1,000 feet from the proposed interchange.

The FHWA previously determined that the resource qualifies as a Section 4(f) property during the I-75 *PD&E Study Reevaluation* conducted in 2011. As such, a formal Section 4(f) Determination of Applicability was not required as part of the PD&E Study for Overpass Road. A copy of the determination correspondence is provided in **Attachment B**.

2.5 CHECKLIST ITEM NUMBER 5

Unusual characteristics of the property that either reduce or enhance the value of the portions of the property within or alongside the area proposed for acquisition

N/A – There are no unusual characteristics of the property that either reduce or enhance the value of the portions of the property within or alongside the area proposed for acquisition.

2.6 CHECKLIST ITEM NUMBER 6

A discussion of all impacts, both temporary and permanent, which may diminish or enhance the activities, features, and attributes (AFAs) which qualify the property for protection under Section 4(f)

Throughout the ongoing master planning process for the Wesley Chapel District Park, the development of AFAs in the northwest quadrant of the resource (near I-75) has not been considered, as the need for both the widening of I-75 and the addition of a new interchange at Overpass Road have long been established within the County's Long Range Transportation and Comprehensive Plans. All of the AFAs which qualify the property for protection under Section 4(f) are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas. Therefore, no park facilities or amenities are currently located or planned within the areas that are potentially impacted by the Recommended Build Alternative.

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

2.7 CHECKLIST ITEM NUMBER 7

Presentation of any proposed minimization, avoidance, enhancement, and/or mitigation measures incorporated into the proposed project lessening the impacts of the project to the protected property as a whole and to the protected AFAs of the property

All impacts to the Wesley Chapel District Park were avoided or minimized to the greatest extent feasible. The Recommended Build Alternative was conceptually developed using FDOT-approved design standards and controls, as outlined in the PER (available under separate cover). Since the County is both the sponsor for the Overpass Road project and the OWJ for the park, the County will not require any mitigation for impacts to the park from the proposed improvements.

2.8 CHECKLIST ITEM NUMBER 8

Include the notification to the OWJ over the resource that FHWA may pursue a de minimis approval option for the use of the protected property under Section 4(f)

Pasco County, the OWJ over the park, determined through the PD&E Study that the proposed project will not adversely affect the AFAs that make the Wesley Chapel

District Park eligible for Section 4(f) protection. A letter of project support/consideration of Section 4(f) *de minimis* impact finding from the Pasco County Administrator was submitted to the FHWA Florida Division Administrator on February 19, 2014. Based upon further coordination and consideration of the County's request, the FHWA provided an official notification on April 4, 2014, to the OWJ of the Wesley Chapel District Park that it plans to do a *de minimis* approval for impacts to this resource. A copy of this correspondence is provided as **Attachment B** to this package.

2.9 CHECKLIST ITEM NUMBER 9

Description of efforts to provide the public an opportunity to comment concerning the effects of the proposed project on the AFAs of the Section 4(f) resource along with the related public responses

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

The public was afforded the opportunity to comment during the Public Hearing held on December 15, 2016. No comments were received concerning effects on the property or the activities, features, and attributes of the protected property.

2.10 CHECKLIST ITEM NUMBER 10

A copy of the written communication to the OWJ over the Section 4(f) resource that if they concur with a FHWA finding that the proposed project will not adversely affect the AFAs qualifying the park for protection under Section 4(f) then FHWA may pursue a de minimis approval option for the use of the protected property

See the response provided under Checklist Item No. 8.

2.11 CHECKLIST ITEM NUMBER 11

The communication in which the OWJ over a non-historic Section 4(f) property concurs with a finding that the proposed project will not adversely affect the AFAs of the property

Refer to correspondence from Pasco County dated February 29, 2014, included in **Attachment B**.

Attachment A
**WESLEY CHAPEL DISTRICT PARK –
AERIAL PHOTOGRAPHS**







Attachment B
SECTION 4(F) CORRESPONDENCE

McKinney, Megan

From: Adair, Rick <Rick.Adair@dot.state.fl.us>
Sent: Monday, November 18, 2013 1:06 PM
To: Rhinesmith, Robin; McKinney, Megan
Subject: FW: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Here is some Section 4(f) DOA related info for the Wesley Chapel Park. I think this is what Megan is seeking for her files....

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

From: Adair, Rick
Sent: Monday, November 18, 2013 12:21 PM
To: Adair, Rick
Subject: FW: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

From: Nahir.DeTizio@dot.gov [Nahir.DeTizio@dot.gov]
Sent: Thursday, January 27, 2011 3:37 PM
To: Kirk.Bogen@dot.state.fl.us; George.Hadley@dot.gov
Cc: Amy.Neidringhaus@dot.state.fl.us; lheimburg@heimburggroup.com; Adair, Rick; Roberto.Gonzalez@dot.state.fl.us; Linda.Anderson@dot.gov; Robin.Rhinesmith@dot.state.fl.us; Monica.Gourdine@dot.gov
Subject: RE: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Kirk:

We are in agreement that Section 4f applies. George forwarded the following information for your use.

A de minimis is a possibility. The following has to occur for processing a de minimis 4(f) :

(b) Prior to making de minimis impact determinations under Sec. 774.3(b), the following coordination shall be undertaken:

(2) For parks, recreation areas, and wildlife and waterfowl refuges:

(i) Public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property must be provided. This requirement can be satisfied in conjunction with other public involvement procedures, such as a comment period provided on a NEPA document.

(ii) The Administration shall inform the official(s) with

jurisdiction of its intent to make a de minimis impact finding.

Following an opportunity for public review and comment as described in

paragraph (b)(2)(i) of this section, the official(s) with jurisdiction

over the Section 4(f) resource must concur in writing that the project

will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. This concurrence may be combined with other comments on the project provided by the official(s).

In order to use a de minimis for a park/recreation area there must be public comment opportunity, the officials with jurisdiction have to be informed of our intent and they must concur in writing. The writing is to make it clear that there would not be adverse effect to activities, features or attributes.

Thanks,

Nahir M. DeTizio
District 7 Transportation Engineer
FHWA-Florida Division
545 John Knox Road, Suite 200
Tallahassee, FL 32303
Phone (850) 553-2237
nahir.detizio@dot.gov<mailto:nahir.detizio@.dot.gov>

From: Bogen, Kirk [mailto:Kirk.Bogen@dot.state.fl.us]
Sent: Friday, January 21, 2011 3:57 PM
To: DeTizio, Nahir (FHWA); Hadley, George (FHWA)
Cc: Neidringhaus, Amy; Lisa Heimbarg (lheimbarg@heimbarggroup.com); Adair, Rick; Gonzalez, Roberto
Subject: Wesley Chapel District Park - exhibits / FPN 258736-2 (I-75 from CR 54/SR 54 to SR 52)

Nahir,

As I mentioned this morning, the Department requests that the FHWA use the information below to determine whether or not, the subject parent parcel where the proposed FPC site is located, is subject to Section 4(f) "protection". And if the FHWA indicates that this is the case, could a DeMinimus Finding be obtained for this proposed use based on Pasco County agreeing with it and the planned "mitigation" for the use of the property. We would continue to work with Pasco County to develop the mitigation approach that could be used to enable a DeMinimus Finding outcome.

Below are some preliminary responses as it relates to answering some of the DOA 11 questions and answers process:

1. The attached PDF titled "Wesley Chapel Park exhibit - showing compensation area.pdf" indicates the relationship of the proposed Floodplain Compensation (FPC) site to the entire parent parcel that is known as Wesley Chapel District Park.
2. The Park is 143.65 acres in size.
3. Pasco County owns and operates the Park. The Park is open between 7AM and 10PM daily. Here is a link to the County's Park web site: http://portal.pascocountyfl.net/portal/server.pt/community/parks/310/wesley_chapel_page
4. The Park offers several athletic fields for adult and youth baseball, 8 lighted soccer fields (4 adult) and it also has 8 basketball hoops on a lit court and 4 tennis courts. There is also a fitness trail. These features comprise Phase I of the Park's development.

5. The existing Park facilities are visible on the attached PDF aerial.
6. The Park's major entrances are off of Overpass Road and Boyette Road though at this time, we do not have usage information from the County.
7. This is only one of many similar Park facilities that the County operates as noted on this web link:
http://portal.pascocountyfl.net/portal/server.pt/community/parks_and_recreation/248/park_locations___directions/2171
8. We do not have the applicable lease, easement, covenants, restrictions or conditions related to this Park.
9. We are not aware of any unusual characteristics of the Park that could reduce or enhance all or part of its value.
10. We have not obtained a significance statement from Pasco County for this entire Park parcel. We believe that the County would indicate that it is a significant recreational resource as are other facilities of this same nature throughout the County.
11. Since there is a proposed direct use of Park property for the future I-75 widening project, we do not believe that there would need to be a consideration of a constructive use of the Park due to the future project.

Thank you for your time and we look forward to hearing from you.

Kirk Bogen, P.E.
District Project Development Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: David C. Tyler [mailto:dtyler@iconconsultantgroup.com]
Sent: Thursday, December 09, 2010 10:22 AM
To: Bogen, Kirk; Adair, Rick
Cc: Arasteh, Megan; Matt Fabrizio; GILLETTE, Mark; Kilgore, John W.; Mike Mills
Subject: Wesley Chapel District Park - exhibits

Mr. Bogen and Mr. Adair,
Attached please find two Wesley Chapel District Park exhibits for your use. The first titled Wesley Chapel Park exhibit.pdf shows the entire park parcel and the areas of floodplain and impact locations. The second exhibit titled Wesley Chapel Park exhibit - showing compensation area.pdf is identical to the first but also includes the proposed floodplain compensation area. Two key facts are:

- * Impacted floodplain is entirely contained within the Wesley Chapel District Park parcel.
- * Compensation must be contiguous to the impacted floodplain to be effective.

If it would be helpful we can produce an exhibit with the three alternatives as was discussed during our meeting on December 1, 2010. Please review and forward any comments you may have.

David C. Tyler, E.I.

ICON Consultant Group, Inc.
10006 N. Dale Mabry Highway, Suite 201
Tampa, Florida 33618
813.962.8689
813.963.1610 (fax)
dtyler@iconconsultantgroup.com<mailto:dtyler@iconconsultantgroup.com>



PASCO COUNTY, FLORIDA

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

ENGINEERING SERVICES
PROJECT MANAGEMENT – DESIGN
5418 SUNSET ROAD
NEW PORT RICHEY, FL 34652

February 19, 2014

Mr. James Christian, Administrator
Federal Highway Administration
Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: Overpass Road Project Development and Environment Study
Letter of Project Support/Consideration of Section 4(f) *De Minimis* Impact Finding
FPID No.:432734-1

Dear Mr. Christian,

Pasco County (the County), in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), is conducting a Project Development & Environment (PD&E) Study for evaluating capacity improvements to the existing Overpass Road segment and extension of Overpass Road on a new corridor in Pasco County, Florida. Concurrent with the PD&E Study, a Preliminary Interchange Justification Report (PIJR) for a proposed new interchange at Interstate 75 (I-75) and Overpass Road is pending a *Determination of Engineering and Operational Acceptability* by the FHWA. Due to the request for new interstate access, and the fact that the majority of the project occurs on new alignment, the PD&E Study is being developed as an Environmental Assessment in accordance with FDOT/FHWA criteria and the *National Environmental Policy Act* (NEPA). The purpose of this letter is to document support of the project by the County, as well as to request consideration by FHWA of a Section 4(f) *de minimis* impact finding for the Wesley Chapel District Park.

Pasco County owns and maintains the Wesley Chapel District Park, a 143.65-acre tract of land located in the southeast quadrant of I-75 and Overpass Road. Existing park amenities include athletic fields/courts, a fitness trail with stations, a covered picnic area/pavilion, a playground, a concession stand, restrooms and open space; all of these features are located in the southeast portion of the park property, buffered from I-75 by pineland/wetland areas. The Overpass Road widening/extension and proposed interstate access are anticipated to play a significant role in the regional network as the I-75 corridor serves as part of Florida's designated Strategic Intermodal System (SIS) network. As such, a direct connection to I-75 would enable the park to accommodate regional tourism and activities, including sporting events and tournaments.

The proposed Build Interchange Alternatives presented in the PD&E Study and PIJR necessitate permanent use of a portion of the park property, with the County's recommended alternative (the Flyover Ramp Interchange) determined to require approximately 4.8 acres (3.3%) of the park right-of-way. It is important to note that throughout the master planning process for the park, the location of park facilities in the northwest quadrant of the park property (near I-75) has not been considered, as the need for both the widening of I-75 and the addition of a new interchange at Overpass Road have been established within the County's Long Range Transportation and Comprehensive Plans.

Mr. James Christian
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February 19, 2014

As the agency with jurisdiction over the park and its valuable resources, Pasco County has determined through the PD&E Study that the proposed project will not adversely affect the activities, features, or attributes that make the Wesley Chapel District Park eligible for Section 4(f) protection. Therefore, we respectfully request consideration by FHWA that this project will be a *de minimis* impact on these resources.

Sincerely,



Michele L. Baker
County Administrator

cc:

Pasco County Board of County Commissioners

The Honorable Ted Schrader - District 1
The Honorable Pat Mulieri, Ed.D. - District 2
The Honorable Kathryn Starkey - District 3
The Honorable Henry Wilson, Vice Chairman - District 4
The Honorable Jack Mariano, Chairman - District 5

FHWA

Office of Project Development

Karen Brunelle, Director
Buddy Cunill, Environmental Team Leader
Linda Anderson, Environmental Specialist
Office of Project Delivery
Chad Thompson, Program Operations Engineer
Phillip Bello, Transportation Engineer (District Seven)

Florida Department of Transportation - District Seven

Robin Rhinesmith, Environmental Administrator
Kirk Bogen, Environmental Management Engineer
Waddah Farah, District Interchange Review Coordinator - Chairman

Pasco County

Deborah Bolduc, AICP, Program Administrator - Engineering Services
Frederick J. Buckman, CPRP, Director - Parks and Recreation
Richard Gehring, Administrator - Planning & Development
David A. Goldstein, Chief Assistant County Attorney
KS
gan
Kevin Sumner, Project Manager - Engineering Services Project Management (Design)
James C. Widman, P.E., Director/County Engineer - Engineering Services

Metropolitan Planning Organization (MPO)

James H. Edwards, Transportation Planning Manager
Ali Atefi, P.E., Transportation Engineer

From: [Rhinesmith, Robin](#)
To: [McKinney, Megan](#)
Cc: [Bogen, Kirk](#)
Subject: FW: FHWA Response Regarding Section 4(f) Issues - Overpass Rd PD&E Study, FPID 432734-1
Date: Tuesday, April 08, 2014 10:06:53 AM

Hi, Megan.

Sorry for the couple day delay forwarding this to you.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: Linda.Anderson@dot.gov [mailto:Linda.Anderson@dot.gov]
Sent: Friday, April 04, 2014 10:57 AM
To: Rhinesmith, Robin
Cc: Bello, Phillip; Benito.Cunill@dot.gov; Joseph.Sullivan@dot.gov; Jackson, Roy
Subject: FHWA Response Regarding Section 4(f) Issues - Overpass Rd PD&E Study, FPID 432734-1

In FHWA's February 26, 2014 meeting in Tampa with FDOT District 7, Pasco County, and County consultants, questions regarding Section 4(f) impacts to Wesley Chapel District Park by the Overpass Road project were raised. In 2011, George Hadley, FHWA, determined that the Park is a Section 4(f) property and that a de minimis 4(f) approval was a possibility; FHWA confirmed this in the February 2014 meeting.

FHWA met with Roy Jackson, FDOT CEMO, today and discussed these issues, with the following outcomes:

Question 1: The project will eliminate park access from Overpass Road—the current road may be turned into a multi-use trail, but will no longer be used for vehicles. Could this be considered an impact that adversely affects the features, attributes, or activities qualifying the property for protection under Section 4(f)?

Answer: The OWJ should describe in a letter to FHWA why the entrance is being eliminated, whether the elimination of this road will injure access to the Park, and also any benefits it may provide, so that FHWA has the information for making a decision about whether this is an adverse effect.

Question 2: Given that the County owns both Overland Road and Wesley Chapel District Park, is mitigation necessary for the project's use of this Section 4(f) resource?

Answer: This is dependent, in part, on whether the elimination of park access from Overpass Road is determined to adversely affect the features, attributes, or activities that make the park a Section 4(f) property. FHWA notes that there are no active park uses or facilities located in the portion of the Park that will be acquired for transportation ROW (see Michele L. Baker letter to FHWA, Feb. 19, 2014). If the elimination of access is determined to not be an adverse effect, FHWA views mitigation as unnecessary in order to do a de minimis approval for project impacts to the Park. It appears from our conversation in the February 2014 meeting that the owner of the Park, Pasco County, doesn't require mitigation for impacts to the Park. If this is the case, the Official with Jurisdiction (OWJ) for the Park, needs to state in a letter addressed to FHWA and kept in the project file, that mitigation is not required for impacts to the Park. The de minimis request submitted by FDOT to FHWA and FHWA's finding should document whether the OWJ requires mitigation for Section 4(f) impacts. A thought: Does the State have a requirement to do "functional replacement" of park acreage converted to transportation use?

Question 3: What document format should be used for this de minimis proposal, given that there are no Federal funds in the project, and that the Federal nexus is created by access to I-75?

Answer: Please use the same format as would be used if the project contained Federal funding.

Question 4: According to Federal regulations, there is a sequencing of events for a de minimis approval:

- 1) FHWA must notify the OWJ for the Park that it plans to do a de minimis approval for Overpass Road project impacts to Wesley Chapel District Park. Please consider this email to be FHWA's official notification to the OWJ of Wesley Chapel Park that it plans to do a de minimis approval.
2. The public needs to be advised of project impacts to the Park and that FHWA intends to do a de minimis approval for impacts, and then be given an opportunity to comment on impacts and the de minimis approval. This may be done at the project's public hearing; the announcement for the Hearing should notify the public that FHWA plans to do a de minimis approval for Section 4(f) and that opportunity will be provided at the Hearing for the Public to comment on project impacts to the Park and the proposal to do a de minimis approval. The public's comments should be recorded in a legal transcript and provided to the OWJ.
3. After consideration of all public input, the OWJ makes its determination as to