

**The Public Hearing is being held in the following location:**

**DATE:** Tuesday, June 2, 2015  
**PLACE:** Knights of Columbus Hall  
 Council 1768  
 11549 Curley Road  
 San Antonio, FL 33576  
**TIME:** 5:00 – 7:00 p.m. Open House  
 6:00 p.m. Formal Presentation

**We Want Your Input!**

A successful project depends on the public's participation in the project's development.

To provide comments, ask questions, and make suggestions about the project contact:

**Stephanie Pierce**  
 Project Manager  
 813-975-6445  
[stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us)

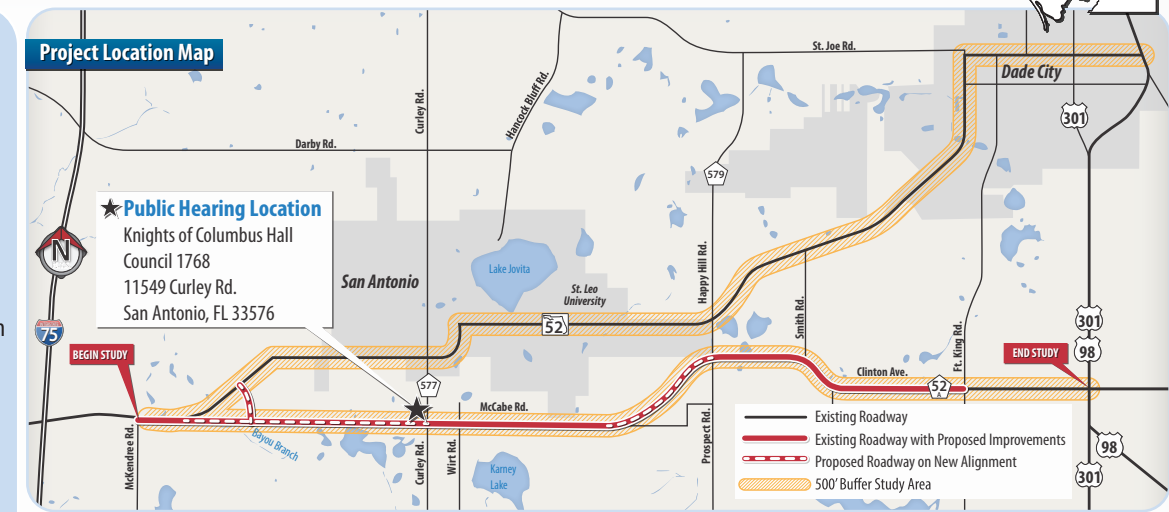
**Kris Carson**  
 Public Information Officer  
 813-975-6202  
[kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us)

**Send written comments to:**

**Ming Gao, P.E.**  
 Intermodal Systems Development Manager  
**Florida Department of Transportation**  
 District Seven  
 11201 N. McKinley Drive, MS 7-500  
 Tampa, FL 33612-6456

Email Comments:  
[www.fdotd7studies.com/sr52/mckendree-to-us301](http://www.fdotd7studies.com/sr52/mckendree-to-us301)

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website. All comments or other exhibits must be postmarked no later than **Friday, June 12, 2015** to become part of the official public hearing record.



**Dear Property Owner or Interested Citizen:**

The Florida Department of Transportation (FDOT), District Seven, is conducting a public hearing for the Project Development and Environment (PD&E) study and access classification change for State Road (SR) 52 in Pasco County. This public hearing is being held to allow interested persons the opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of a new alignment of SR 52, from east of McKendree Road to east of US 301, a distance of approximately 8.25 miles.

The study considered the existing SR 52 alignment and the Clinton Avenue Extension Route Study, completed in 2004 by Pasco County. The Route Study recommended alignment served as the basis for this proposed PD&E alignment. Upon completion of the construction, the SR 52 designation will follow the new alignment to Fort King Road, then along the recently improved Clinton Avenue to US 301. The existing SR 52 will then be designated a county road and will revert to Pasco County.

The realignment is proposed as a new four-lane roadway south of existing SR 52 that will serve as an additional east-west route in the regional transportation network. Pedestrian and bicycle facilities will be provided on both sides of the new roadway. Additional information may be found at the study website: [www.fdotd7studies.com/sr52/mckendree-to-us301](http://www.fdotd7studies.com/sr52/mckendree-to-us301).

This letter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the edge of right of way of the proposed project. However, this does not mean that all properties will be directly affected.

Department representatives will be available at the public hearing beginning at 5:00 p.m. to answer questions and discuss the project informally. Draft project documents and other project-related materials will be displayed and a PowerPoint presentation will run continuously during the open house. A court reporter will be available to receive comments in a one-on-one setting. Written comments can also be submitted at the hearing, mailed to the FDOT, or emailed to [www.fdotd7studies.com/sr52/mckendree-to-us301](http://www.fdotd7studies.com/sr52/mckendree-to-us301) or [stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us). All comments must be postmarked or emailed by Friday, June 12, 2015.

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

If you have questions about the project or the scheduled hearing, please contact Stephanie Pierce, Project Manager, at 813-975-6445 or [stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us).

Sincerely,

Ming Gao, P.E.  
 Intermodal Systems Development Manager

Draft project documents and other project-related materials will be available for review at the following locations from **Tuesday, May 12, 2015 to Friday, June 12, 2015**.

<b>Hugh Embry Library</b> 14215 4th Street Dade City, Florida, 33523 Call 352-567-3576 for library hours	<b>Zephyrhills Public Library</b> 5387 8th Street Zephyrhills, Florida 33542 Sun- Mon closed Tues -Fri 9 a.m. to 7 p.m. Saturday 9 a.m. to 12 p.m.	<b>FDOT, District Seven</b> 11201 N. McKinley Drive Tampa, Florida 33612 Mon-Fri 8 a.m. – 5 p.m.
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**Project Costs**

Phase	Cost Estimate* (Millions)
Design	\$ 7.7
Right-of-Way (FDOT)	\$ 6.0
Right-of-Way (Pasco County)	\$ 18.0
Construction	\$ 64.5
Const. Engineering and Inspection	\$ 7.7
<b>Total</b>	<b>\$103.9</b>

\*Please note that cost estimates may change as the project progresses

**FDOT Adopted 5-Year Work Program (FY 2016-2020)**

Phase	Status
Design	FY 2016
Right-of-Way	FY 2017
Construction	FY 2019

**Para Preguntas En Español**

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este en Español, favor de ponerse en contacto con la señora Elba Lopez, al telefono 813-975-6403 o correo electronico [elba.lopez@dot.state.fl.us](mailto:elba.lopez@dot.state.fl.us)

**Right-of-Way Acquisition (ROW) Procedure**

We understand when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the Department has created real estate acquisition and relocation brochures. These brochures and other educational materials will be available at the public hearing.

Copies of the brochures may also be found on our website: [www.dot.state.fl.us/rightofway/Documents.shtm](http://www.dot.state.fl.us/rightofway/Documents.shtm)

**Non-Discrimination Laws**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact: Lori Marable, Public Involvement Coordinator, by calling 813-975-6405 or by email to: [lori.marable@dot.state.fl.us](mailto:lori.marable@dot.state.fl.us) at least seven (7) days in advance of the Public Hearing.

**What is a Project Development and Environment (PD&E) Study?**

A PD&E study is a comprehensive evaluation of social, cultural, economic and environmental effects associated with a proposed transportation improvement. This analysis enables the FDOT to reach a decision on the type, location and conceptual design of a new alignment of SR 52 to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs.

The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the FDOT to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared, which contains the results of analyses of potential effects to the social, cultural, natural and physical environment.

**Project Description and Need**

The existing SR 52 was considered for widening within San Antonio and Dade City. Due to limited right-of-way, potential impacts to businesses and residences, and overall social impacts, the existing SR 52 alignment was eliminated from further consideration. This project involves construction of a new four-lane roadway on new alignment south of the existing SR 52. It will serve as an additional east-west route in the regional transportation network. The new roadway will have pedestrian and bicycle facilities on both sides of the road.

The limits of this PD&E study extend from east of the existing State Road 52 intersection with McKendree Road to the intersection of Clinton Avenue with US 301, a distance of approximately 8.25 miles. The effort to identify the new alignment for SR 52 began with the 2004 Final Route Study Report for the Clinton Avenue Extension prepared by the Pasco County Engineering Services Department. The report documented the traffic, engineering and environmental analysis, public involvement activities, and the selection of a recommended alternative. It serves as the basis for the proposed new alignment.

Upon completion of the construction, the SR 52 designation will follow the new alignment to Fort King Road, then along the recently improved Clinton

Avenue to US 301. The existing SR 52 roadway will become a county road and will revert to Pasco County.

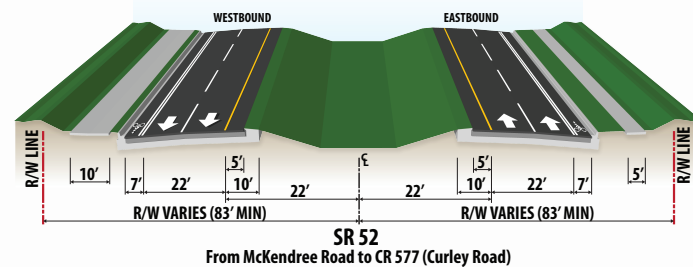
The need for the realignment of SR 52 is based on several factors including:

- Provide additional capacity to accommodate future population and employment growth
- Projected travel demands within the region
- Improvements to existing SR 52 would result in significant environmental and social impacts
- This segment of SR 52 is an evacuation route, and
- Consistency with local and regional transportation plans.

**Recommended Build Alternative**

**McKendree Road to County Road 577 (Curley Road)**

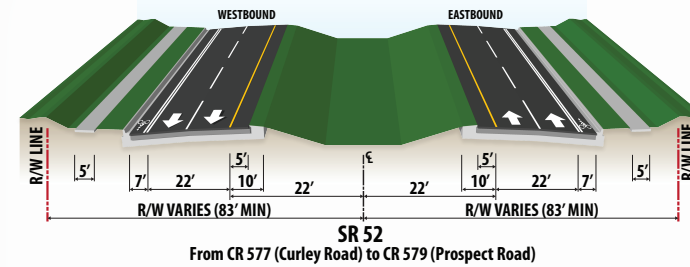
The recommended build alternative from McKendree Road to County Road (CR) 577 (Curley Road) is a four-lane suburban roadway with 11-foot travel lanes and 7-foot buffered bicycle lanes, and a 44-foot depressed grass median. This typical section is expandable to an ultimate six-lane urban roadway with a 22-foot raised median. There is a 5-foot sidewalk on the south side and a 10-foot shared-use path on the north side. This typical section requires a minimum 166 feet of right-of-way. The design speed is 45 to 55 miles per hour.



**County Road 577 (Curley Road) to County Road 579 (Prospect Road)**

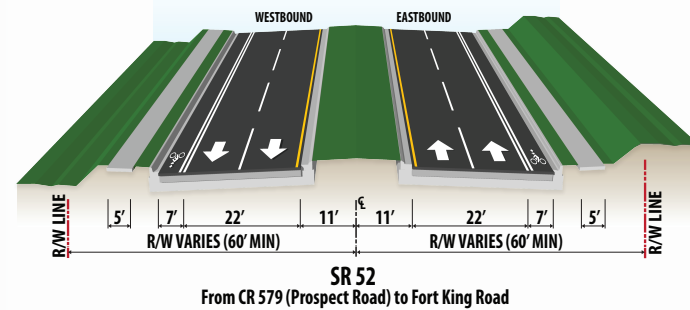
This typical section from CR 577 (Curley Road) to CR 579 (Prospect Road) is the same as the typical section from McKendree Road to CR 577 (Curley Road), except the sidewalks are 5 feet wide on both sides.

**Project Development and Environment Study**



**County Road 579 (Prospect Road) to Fort King Road**

The recommended build alternative from CR 579 (Prospect Road) to Fort King Road is a four-lane urban roadway with 11-foot travel lanes and 7-foot buffered bicycle lanes, a 22-foot raised grass median, and 5-foot sidewalks. This typical section requires a minimum 120 feet of right-of-way. The design speed is 45 to 55 miles per hour.



**Fort King Road to US 301**

The segment from Fort King Road to US 301 (the existing Clinton Avenue) was recently constructed by Pasco County. This segment will also be designated as SR 52.

**No-Build Alternative**

The no-build alternative, or do-nothing alternative, does not construct the new roadway and also does not provide for any improvements along the existing SR 52 corridor. There are no planned roadway improvements to the segment of existing SR 52 between McKendree Road and US 301.

There are no costs associated with the no-build alternative, but traffic congestion and travel delays would increase. Therefore, the no build alternative would not meet the purpose and need for the project. However, it was included for comparison with the build alternative. Although the no-build alternative is not consistent with local transportation plans, this alternative is considered a viable alternative and will remain so for the duration of this study.

**Access Management**

Access management controls the locations where vehicles can turn through the median. The current access classification for existing SR 52 from I-75 to CR 41 (21st Street) is Access Class 3 and from CR 41 (21st Street) to US 301 is Access Class 7. The proposed Access Classification along the new alignment of SR 52 is Access Class 3, meaning that access is controlled as much as possible.

A combination of directional and full access openings is proposed. Directional openings allow only some turning movements, whereas full access openings allow turns in all directions through the median. The FDOT considered driveways and crossroads when planning the median opening locations. Since much of the proposed alignment is new alignment, some of the proposed median opening locations are based on spacing distance requirements rather than locations of cross streets. Where possible, we have accommodated existing cross streets. The locations of directional and full median access openings will be shown on the project concepts. Roundabouts and signalized intersections are also being evaluated.

**Evaluation Matrix**

	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE
<b>SOCIAL EFFECTS</b>		
LAND USE CHANGES	NONE	MINIMAL
COMMUNITY COHESION	NONE	NONE
RESIDENTIAL RELOCATIONS	NONE	9
BUSINESS RELOCATIONS	NONE	NONE
BICYCLES AND PEDESTRIANS	NONE	ENHANCED
UTILITIES AND RAILROADS	NONE	NONE
<b>CULTURAL EFFECTS</b>		
HISTORIC SITES (NR ELIGIBLE)	NONE	1
ARCHAEOLOGICAL SITES	NONE	NONE
RECREATION	NONE	NONE
<b>NATURAL ENVIRONMENT EFFECTS</b>		
WETLANDS WITHIN ROW (AC)	NONE	9.35
WATER QUALITY	NONE	MINIMAL
WILDLIFE AND HABITAT	NONE	MINIMAL
<b>PHYSICAL EFFECTS</b>		
NOISE SENSITIVE SITES IMPACTED	NONE	14
CONTAMINATION SITES (MEDIUM/HIGH RISK)	NONE	4/0
CONSTRUCTION	NONE	MINIMAL
<b>ESTIMATED COST (2015 DOLLARS)</b>		
DESIGN (12%)	\$0	\$ 7,740,068
RIGHT-OF-WAY (FDOT)	\$0	\$ 5,997,110
RIGHT-OF-WAY (PASCO COUNTY)	\$0	\$ 18,000,000
CONSTRUCTION*	\$0	\$ 64,500,567
CONSTRUCTION ENGINEERING INSPECTION (12%)	\$0	\$ 7,740,068
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$103,977,813</b>

\*Includes roadway, earthwork, shoulder, median, drainage, bridge widening, signing, signalization, maintenance of traffic, mobilization, unknowns/contingency