

The poster features the Florida Department of Transportation (FDOT) Centennial logo (1931-2015) in the top left corner. To its right, the text reads "Project Development and Environmental Study" above "SR 52 PD&E Study" in a large, bold, blue font, followed by "From East of McKendree Road to East of US 301" and "WPI Segment No. 435915-1" in smaller text. In the top right corner, there is a small map of Florida with a blue box highlighting the Pasco County area. The central focus is a large black and white graphic of a road sign showing the number "52" inside a square with a map of Florida's outline. To the right of this sign, the text "State Road 52 Project Development and Environment (PD&E) Study and Access Reclassification" is displayed in a bold, olive-green font, with "Public Hearing" in a larger, bolder font below it. The date "June 2, 2015" is centered at the bottom in a bold, olive-green font. A small speaker icon is located in the bottom left corner of the poster.

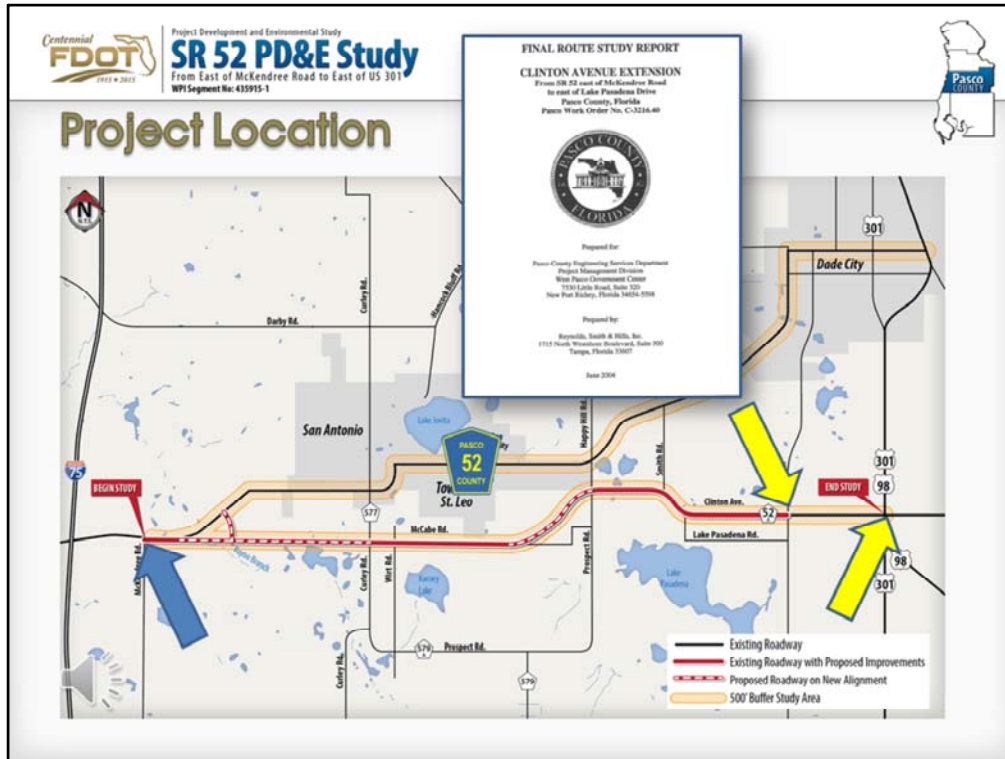
1. The Florida Department of Transportation, or the FDOT, District Seven, welcomes you to the public hearing for the State Road 52 Project Development and Environment, or P D and E, study and access reclassification.

Project Description

- No room to widen existing SR 52
- Construct new four-lane roadway on new alignment
- Serves as east-west route in regional transportation network
- Pedestrian/bicycle facilities on both sides of roadway



2. Since there is no room to widen existing State Road 52 within San Antonio and Dade City, this project involves the construction of a new four-lane roadway on a new alignment south of existing State Road 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.



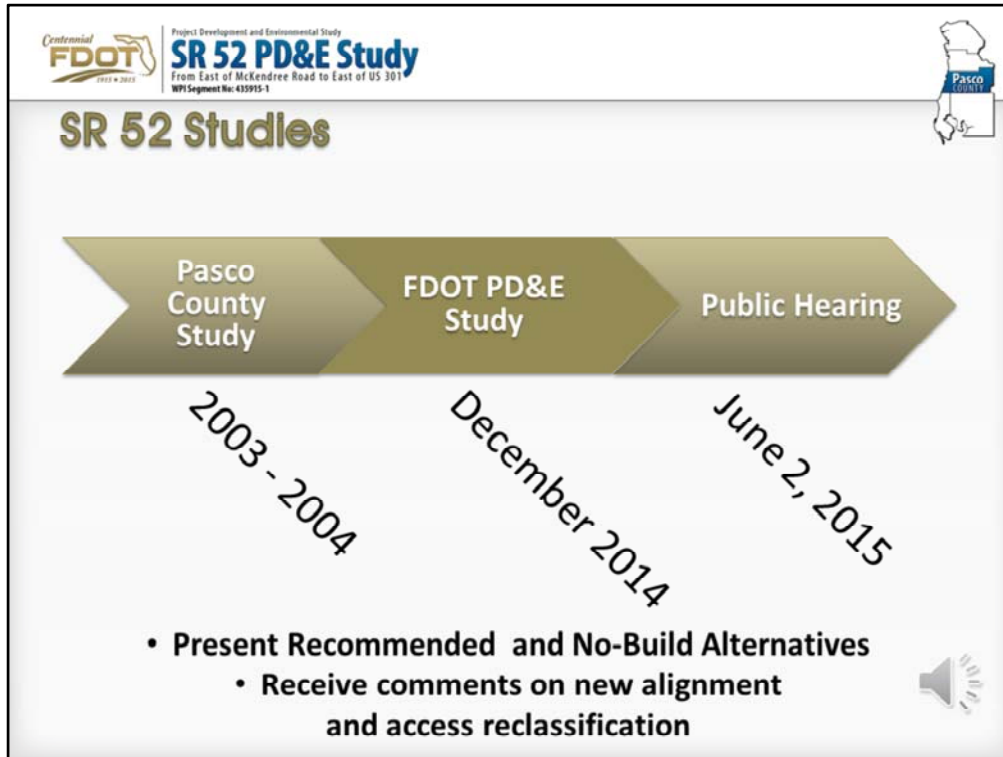
3. The limits of this P D and E study extend from east of the existing State Road 52 intersection with McKendree Road to the intersection of Clinton Avenue with US 301, a distance of approximately 8.25 miles. The Clinton Avenue Extension Route Study, completed in 2004 by Pasco County, served as the basis for this P D and E alignment. Upon completion of the construction, the State Road 52 designation will follow the new alignment to Fort King Road, then along the recently improved Clinton Avenue to US 301. The existing State Road 52 roadway will become a county road and will revert to Pasco County.

PD&E Study Process

- Evaluation of proposed improvements shown on concepts
- Evaluations
 - Costs
 - Social
 - Cultural
 - Economic
 - Environmental
 - Effects on community
 - Quality of life

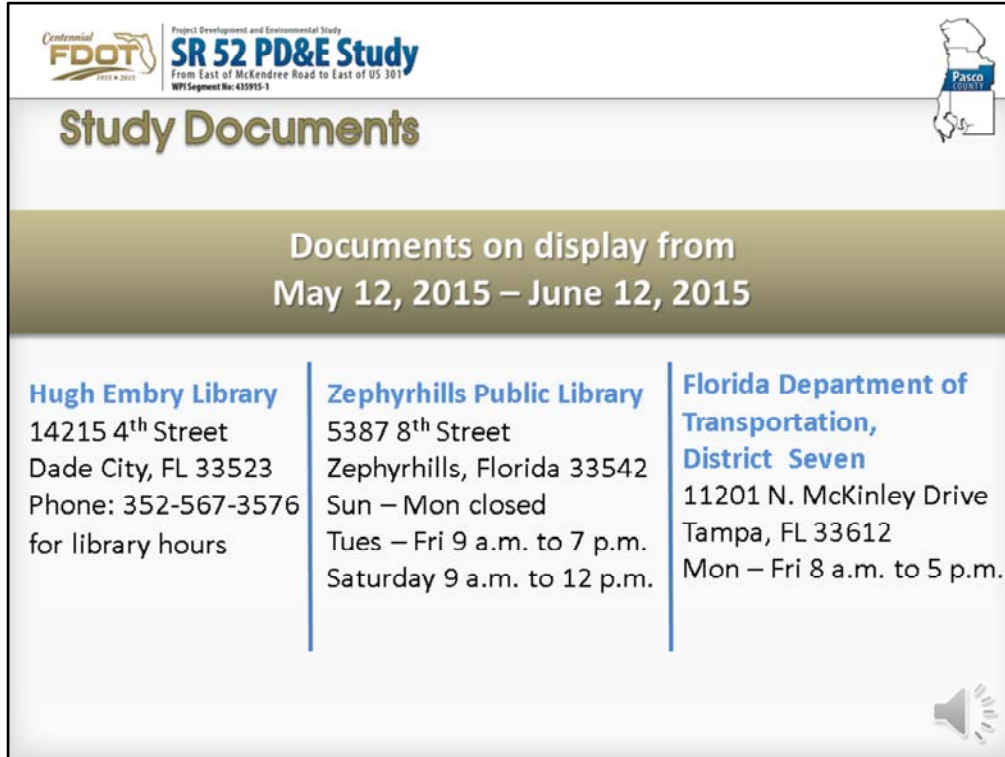


4. The P D and E study process includes a comprehensive evaluation of the proposed improvements shown on the engineering concepts presented this evening. The concepts have been evaluated for costs, potential social, cultural, economic, and environmental effects in the project area, including consideration of possible effects on the community and the quality of life of its citizens.



5. The effort to identify the alignment of a relocated State Road 52 began with the 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 analyses, public involvement activities, and the selection of a recommended alternative.

The FDOT began this P D and E study in December 2014. The purpose of tonight’s hearing is to present the recommended build alternative and the no-build alternative, and to provide you the opportunity to review and comment on the proposed new alignment of State Road 52, its associated effects and access reclassification.



The poster features the following content:

- Top Left:** Centennial FDOT 1988 • 2012 logo.
- Top Center:** Project Development and Environmental Study **SR 52 PD&E Study** From East of McKendree Road to East of US 301 WPI Segment No. 435915-1
- Top Right:** A map of Florida with a blue box highlighting the Pasco County area.
- Section Header:** Study Documents
- Display Period:** Documents on display from May 12, 2015 – June 12, 2015
- Locations and Hours:**
 - Hugh Embry Library:** 14215 4th Street, Dade City, FL 33523. Phone: 352-567-3576 for library hours.
 - Zephyrhills Public Library:** 5387 8th Street, Zephyrhills, Florida 33542. Hours: Sun – Mon closed; Tues – Fri 9 a.m. to 7 p.m.; Saturday 9 a.m. to 12 p.m.
 - Florida Department of Transportation, District Seven:** 11201 N. McKinley Drive, Tampa, FL 33612. Hours: Mon – Fri 8 a.m. to 5 p.m.
- Bottom Right:** A speaker icon indicating audio content.

6. All draft reports regarding this P D and E study are available for review at this hearing and have been on public display at the Hugh Embry Library in Dade City, Zephyrhills Public Library, and the FDOT District Seven Headquarters in Tampa. The display period began on Tuesday, May 12, 2015 and will continue through Friday, June 12, 2015. The hearing handout includes information regarding the locations and hours to view these documents.



Federal, State and Local Requirements

| FEDERAL, STATE AND LOCAL REQUIREMENTS | |
|---|--|
| Requirement | Description |
| FEDERAL REQUIREMENTS | |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - August 25, 2005 |
| ISTEA | Intermodal Surface Transportation Efficiency Act - 1991 |
| TEA-21 | Transportation Equity Act for the 21st Century - June 9, 1998 |
| 23 CFR, Chapter 1, Part 450 | Planning Assistance and Standards |
| 23 CFR, Part 771, Section 771.111 | Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development |
| 40 CFR, Chapter 1, Part 93.105 | Environmental Protection Agency, Transportation Conformity Rule Amendment - Consultation |
| 40 CFR, Volume 31, Chapter V, Parts 1500-1508 | Council on Environmental Quality Regulations (NEPA Requirements) |
| 49 CFR, Subtitle A, Part 24 | Uniform Relocation Assistance and Real Property Acquisition Policies Act |
| 23 USC, Section 109(h) | Highways - Economic, Social, and Environmental Effects |
| 23 USC, Section 128 | Public Hearings |
| 23 USC, Section 135 | Statewide Planning |
| 42 USC, Chapter 126, Section 12101 | Americans with Disabilities Act of 1990, Titles I and V |
| 42 USC, Subchapter V, Sections 20000-20000-7 | Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes |
| 42 USC, Title 42, Chapter 55, Section 4321 | National Environmental Policy Act of 1969 (NEPA) |
| Executive Order 12898 | Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations |
| Executive Order 13166 | Improving access to services for persons with limited English proficiency (LEP) |
| Technical Advisory 6640.8A | Guidance for preparing and processing Environmental and Section 4(f) documents - October 30, 1987 |
| STATE REQUIREMENTS | |
| Florida Statute 120.525 | Meetings, Hearings, and Workshops |
| Florida Statute 286.011 | Government-in-the-Sunshine Law |
| Florida Statute 339.135 | Public Hearings during the development of the Florida Transportation Plan |
| Florida Statute 339.155 | Transportation Planning |
| Florida Statute 339.175 | Public Transportation Finance and Planning |
| Florida Statute 335.02(1) | Public Transportation, State Highway System |
| Florida Statute 479.106, Amended - HB 273 | Outdoor Advertising Signs / Noise-Attenuation Barrier |
| LOCAL REQUIREMENTS | |
| Florida Statute 163.3181(2) | Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution |

Florida Administrative Register (FAR): May 26, 2015
 Tampa Bay Times - Pasco Edition: May 15, 2015 & May 26, 2015



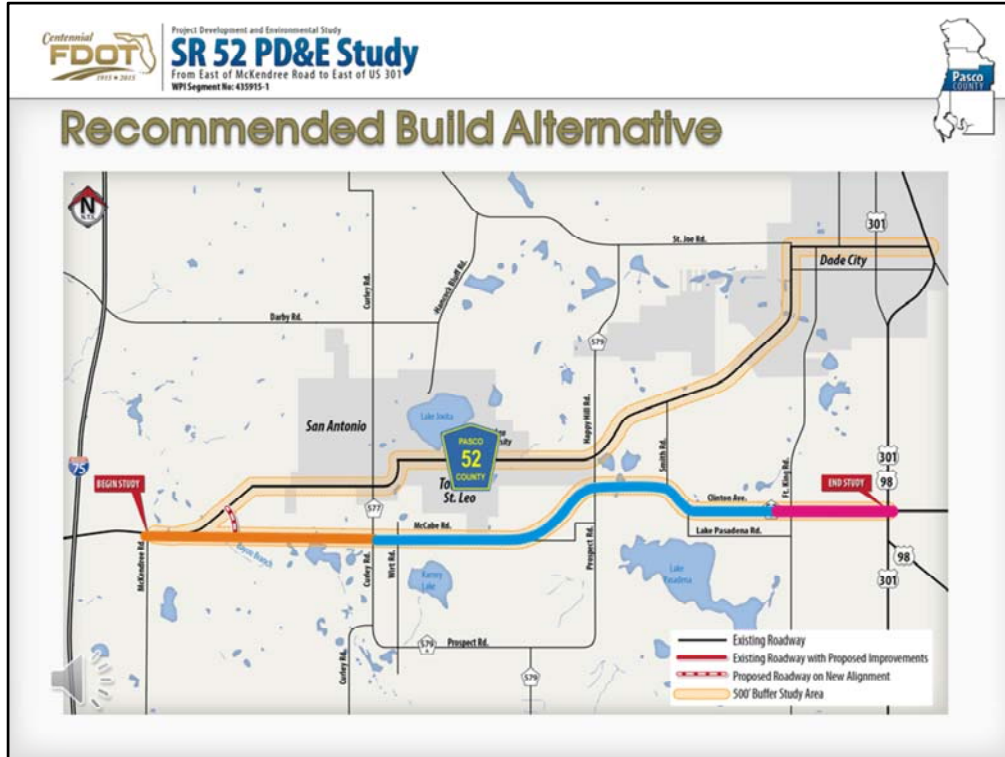
7. This hearing is being conducted in accordance with all federal, state, and local requirements. These regulations are listed on a citations board near the sign-in table. The board also includes a list of publications in which the public hearing was advertised.

Project Need

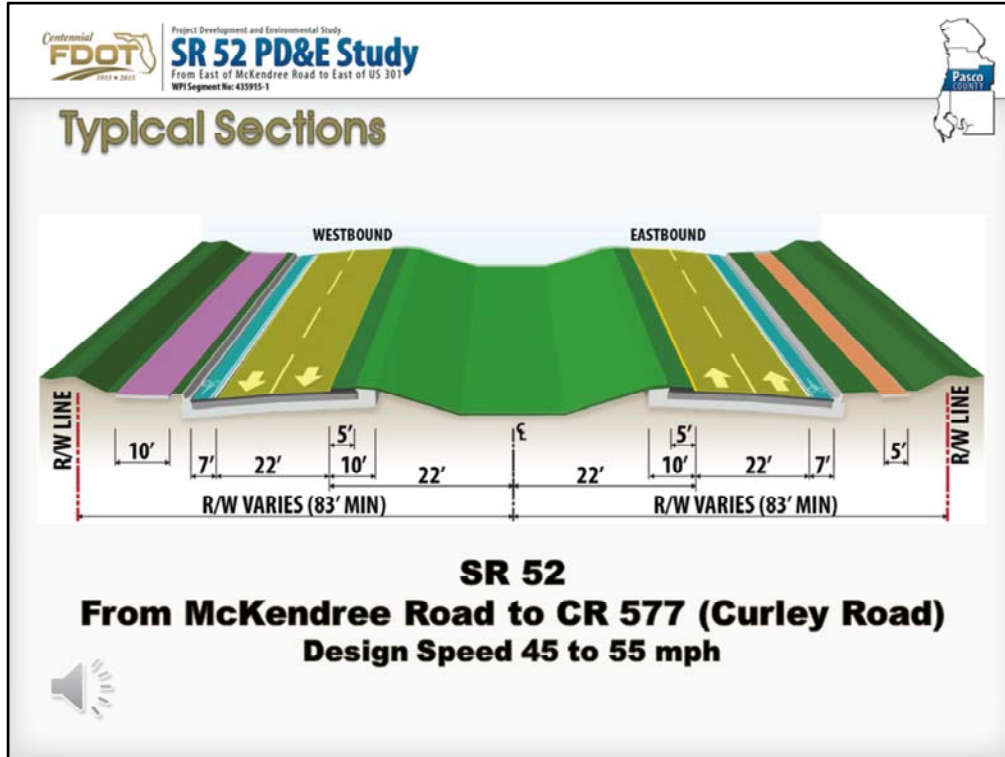
- Provide additional capacity to accommodate future population and employment growth
- Projected travel demands within the region
- Improvements to existing SR 52 result in significant environmental and social impacts
- SR 52 is an evacuation route
- Consistency with local and regional transportation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



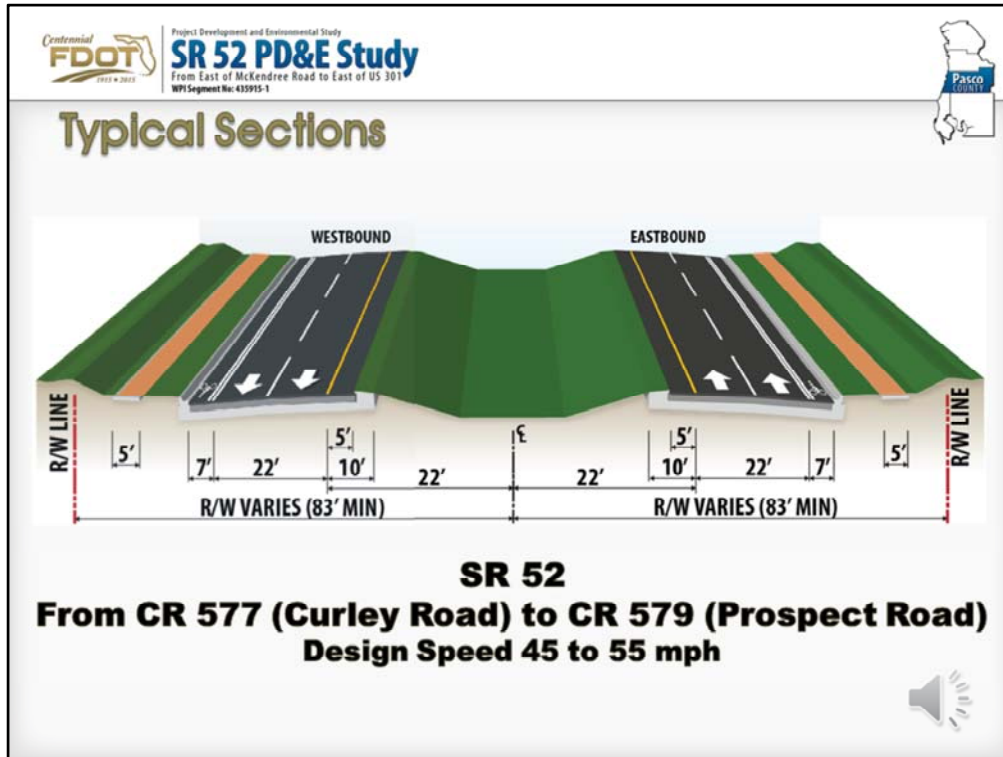
8. The need for the realignment of State Road 52 is based on several factors including: Provide additional capacity to accommodate future population and employment growth; projected travel demands within the region; improvements to existing State Road 52 would result in significant environmental and social impacts; this segment of State Road 52 is an evacuation route; and consistency with local and regional transportation plans.



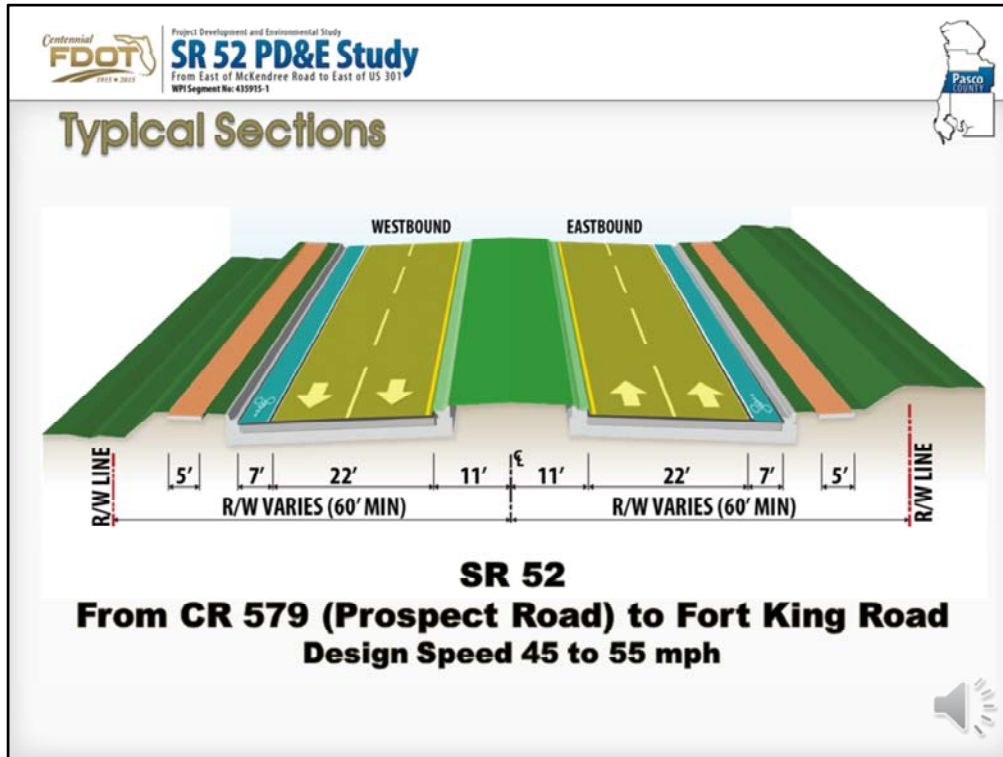
9. The recommended build alternative begins on State Road 52, 1,600 feet west of McKendree Road. It follows existing State Road 52 for approximately 4,400 feet, where it continues eastward on new alignment to County Road 577 (Curley Road). At Curley Road, the alignment continues east along McCabe Road for approximately 1.4 miles, then transitions to the north to avoid Williams Cemetery and aligns with existing Clinton Avenue, to west of Fort King Road. The alignment then follows the recently improved Clinton Avenue to US 301. It is anticipated that as much as 60 percent of the projected traffic for State Road 52 would shift to the proposed realignment. With this shift in traffic, the recommended build alternative would meet the project’s purpose and need, but could not do so without cost and environmental effects.



10. The two proposed typical sections from the 2004 Route Study design concept have been updated to meet current state standards. From McKendree Road to County Road 577 (Curley Road), a four-lane suburban roadway is recommended with 11-foot 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.




11. This typical section from County Road 577 (Curley Road) to County Road 579 (Prospect Road) is the same as the typical section from McKendree Road to County Road 577 (Curley Road), except the sidewalks are 5 feet wide on both sides. The design speed is 45 to 55 miles per hour.



12. From County Road 579 (Prospect Road) to Fort King Road, a four-lane urban roadway is recommended with 11-foot lanes and 7-foot buffered bicycle lanes, a 22-foot raised grass median and two 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.

Centennial
FDOT
1995 • 2015

Project Development and Environmental Study
SR 52 PD&E Study
From East of McKendree Road to East of US 301
WPI Segment No. 435915-1




Fort King Road to US 301

- Existing Clinton Avenue recently constructed by Pasco County
- Will also be designated as SR 52

Existing SR 52

- Designated a county road
- Will revert to Pasco County



13. 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 State Road 52. The existing State Road 52 will then be designated a county road and will revert to Pasco County.

Access Management

- Controls where vehicles can turn
- SR 52
 - I-75 to CR 41 (21st St.) is Access Class 3
 - CR 41 (21st St.) to US 301 is Access Class 7
- Proposed Access Class for new alignment is Access Class 3
- Access controlled as much as possible to:
 - Protect capacity
 - Improve safety



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

Access Management

- Combination of directional and full openings proposed
- Directional openings allow some turns
- Full openings allow turns in all directions
- Considered driveways and crossroads
- Some openings based on spacing distances
- Locations shown on concept plans
- Evaluating roundabouts and signalized intersections



15. A combination of directional and full access openings is proposed. Directional openings allow 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 roadway 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 for directional and full median openings are shown on the concept plans displayed this evening. Roundabouts and signalized intersections are also being evaluated.

No-Build Alternative

- Does not construct new alignment
- Does not improve existing SR 52
- No planned improvements to existing SR 52 between McKendree Road and US 301



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

No-Build Alternative

- No costs
- Congestion and delays increase
- Would not meet purpose and need
- Not consistent with local transportation plans
- Viable alternative for duration of study



17. 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, it is considered a viable alternative and will remain so for the duration of this study.



Evaluation Matrix

| | NO BUILD ALTERNATIVE | BUILD ALTERNATIVE |
|---|----------------------|-----------------------|
| SOCIAL EFFECTS | | |
| 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 |
| CULTURAL EFFECTS | | |
| HISTORIC SITES (NR ELIGIBLE) | NONE | 1 |
| ARCHAEOLOGICAL SITES | NONE | NONE |
| RECREATION | NONE | NONE |
| NATURAL ENVIRONMENT EFFECTS | | |
| WETLANDS WITHIN ROW (AC) | NONE | 9.35 |
| WATER QUALITY | NONE | MINIMAL |
| WILDLIFE AND HABITAT | NONE | MINIMAL |
| PHYSICAL EFFECTS | | |
| NOISE SENSITIVE SITES IMPACTED | NONE | 14 |
| CONTAMINATION SITES (MEDIUM HIGHER RISK) | NONE | 4/0 |
| CONSTRUCTION | NONE | MINIMAL |
| ESTIMATED COST (2015 DOLLARS) | | |
| DESIGN (12%) | \$0 | \$ 7,740,000 |
| 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 | \$ 7,740,000 |
| TOTAL COST | \$0 | \$ 103,977,813 |

*Includes roadway, earthwork, drainage, bridge widening, lighting, signalization, maintenance of traffic, mobilization, unknown contingency



18. The evaluation, or comparison, matrix shown is also included in your handout. It provides a detailed comparison of the no-build alternative and the recommended build alternative. In addition to identifying preliminary costs, the matrix shows the comparison between each alternative's potential effects to the social and natural environments and cultural resources.

Ask questions and offer comments



19. Tonight's hearing is an opportunity for you to ask questions and offer comments on this project. FDOT representatives are available to address questions concerning the recommended alignment and its potential effects. In addition, staff with name tags are here to address questions related to traffic, access management, right-of-way acquisition and environmental effects.

Comments

Speak directly to court reporter



20. There are several ways to make comments for the public hearing record. During the informal portion of the hearing, you can speak directly to the court reporter who is present this evening.


Comments


- Provide comments during formal portion of hearing beginning at 6:00 p.m.
- Complete speaker's card

| | | | |
|---|--------|-----------|--------------------------|
| FLORIDA DEPARTMENT OF TRANSPORTATION STATE ROAD 52 PUBLIC HEARING WPI SEGMENT NO. 435915-1 | | | <input type="checkbox"/> |
| REQUEST FOR OPPORTUNITY TO SPEAK <small>Please print clearly</small> | | | |
| Date: | _____ | | |
| Name: | _____ | | |
| Address: | _____ | | |
| City: | State: | Zip Code: | |
| Organization (if applicable): _____ | | | |
| <small>Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.</small> | | | |



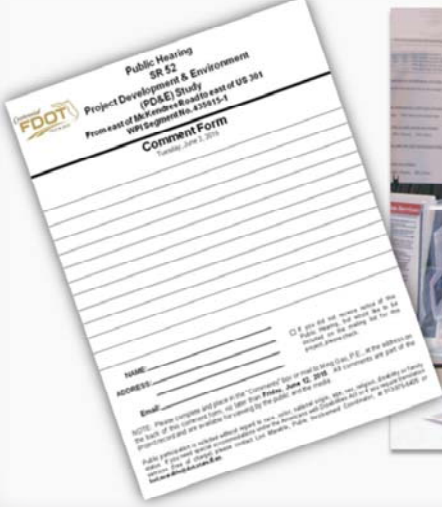
21. The court reporter will also record comments stated during the formal portion of the hearing that begins at 6:00 pm. The FDOT will moderate this formal public comment session. If you wish to speak publicly, please complete a speaker's card and hand it to an FDOT representative at the sign-in table.



 Project Development and Environmental Study
SR 52 PD&E Study
 From East of McKendree Road to East of US 301
 WPI Segment No. 435915-1






Comments

Complete Comment Form and drop in box






22. You can complete the Comment Form provided in the brochure and drop it in one of the “Comment” boxes today.


Comments



Complete Comment Form and mail it to address on back of form

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

Email comments to:
stephanie.pierce@dot.state.fl.us
 or
www.fdotd7studies.com/sr52/mckendree-to-us301

**Must be postmarked or emailed no later than June 12, 2015
 to become part of the public hearing record**


23. Please mail written comments to Ming Gao at the address listed on the back of the form. You can also email comments to Stephanie Pierce, project manager, or at the project website. All comments received, regardless of how they are submitted, will be reviewed and considered in the study analysis. We ask that you return your comments no later than Friday, June 12, 2015 so they can become part of the official public hearing record.

Following the hearing

- Project team will review public input
- Recommended Build Alternative documented
- Study documents finalized
- PD&E study completed



24. Following this hearing, the project team will review all public input. The recommended build alternative will then be documented, the study documents finalized, and the P D and E study completed.

Centennial FDOT 1995 • 2015 Project Development and Environmental Study **SR 52 PD&E Study** From East of McKendree Road to East of US 301 WPI Segment No. 435915-1

Map of Florida with Pasco County highlighted

FDOT Tentative Five Year Work Program Fiscal Years (FY) 2016 – 2020

| | |
|--------------|---------|
| Design | FY 2016 |
| Right-of-Way | FY 2017 |
| Construction | FY 2019 |

Speaker icon

25. The project can then move forward into the design phase, funded in fiscal year 2016. Acquisition of right of way is funded in fiscal year 2017. Construction is funded in fiscal year 2019.



26. This concludes our presentation. We, at the Florida Department of Transportation, thank you for participating in tonight's public hearing and for your interest in this project. Please continue to view the displays and talk with our staff.

Be Alert Today Alive Tomorrow – Safety doesn't happen by accident.



**THE NEXT PRESENTATION
WILL BEGIN IN THREE MINUTES.**



**THE NEXT PRESENTATION
WILL BEGIN IN TWO MINUTES.**



**THE NEXT PRESENTATION WILL BEGIN
IN ONE MINUTE.**