

# **SR 54** Project Development and Environment (PD&E) Study

From CR 577 (Curley Road)  
to CR 579/CR 54 (Morris Bridge Road)

## **Comments and Coordination Report**

WPI Segment No: 416561-1  
Pasco County

Prepared for the  
**Florida Department of Transportation**  
**District Seven**



**October 2008**

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Prepared by  
**American Consulting Engineers of Florida, LLC**



October 2008

## Comments and Coordination Report

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## SECTION 1.0 - INTRODUCTION

### ***1.1 Project Location and Limits***

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road (SR) 54, from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road), in southeast Pasco County (**Figure 1-1**). A Study Area map is shown in **Figure 1-2**.

The west end of the study area is located in Wesley Chapel, an unincorporated census-designated place. The project is located within Sections 9, 10, 13, 14, & 15, Township 26 S, and Range 20 E and Section 18, Township 26 S, Range 21 E. The total length of the proposed project limits is approximately 4.5 miles. The segment of SR 54 to the west, from I-75 to east of Curley Road (CR 577), is currently programmed by Pasco County for widening to six lanes. That project also includes a connection to the planned Zephyrhills West Bypass Extension.

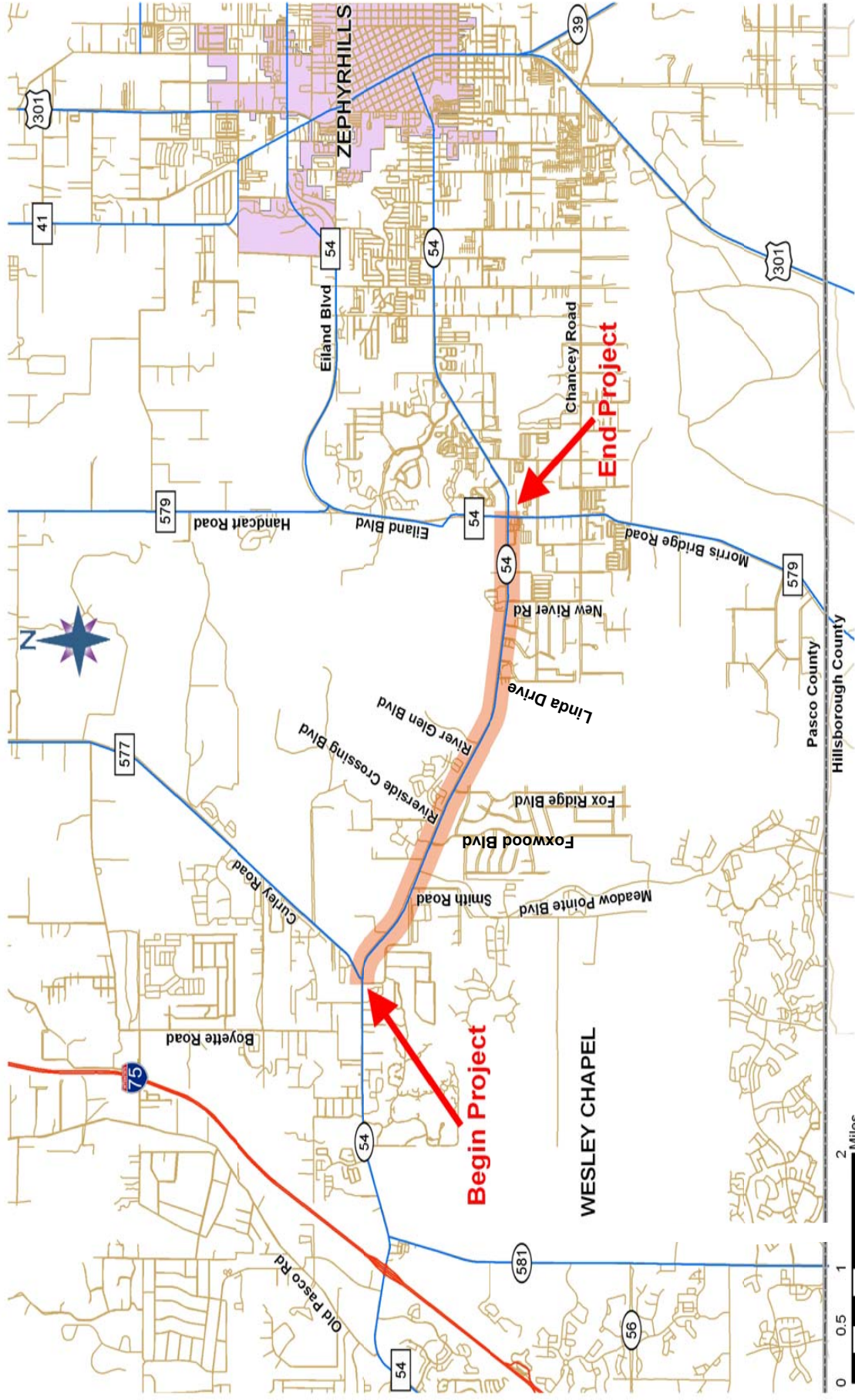
The purpose of the proposed project is to provide a higher capacity and safer facility to better meet future transportation demand in this rapidly developing area of Pasco County. SR 54 is one of the primary east-west facilities within Pasco County, effectively connecting the eastern and western sides of the county. This corridor is also designated as an emergency evacuation route. The PD&E Study also included the consideration of a No-Build Alternative.

*A Programming Screen Summary Report* was published on August 17, 2006 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The project is designated as #6651 in ETDM. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.

## **1.2 Report Overview**

This report provides the documentation as outlined in the PD&E Manual Part 2, Chapter 31, associated with the public involvement program that was developed and implemented for the SR 54 Project Development and Environment (PD&E) study. The Florida Department of Transportation (FDOT) recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, the purpose of the public involvement program was:

- To establish open communication with the general public and property owners as well as federal, state, and local agencies and elected officials concerned with the project, and
- To focus on soliciting community participation regarding local issues and concerns throughout the project development process.



0 0.5 1 2 Miles

Study Limits

Rev. 4/30/08

# **SR 54 PD&E Study**

From Curley Road to Morris Bridge Road  
Pasco County, Florida  
WPI Segment No. 416561-1

## **SR 54 PROJECT LOCATION MAP**



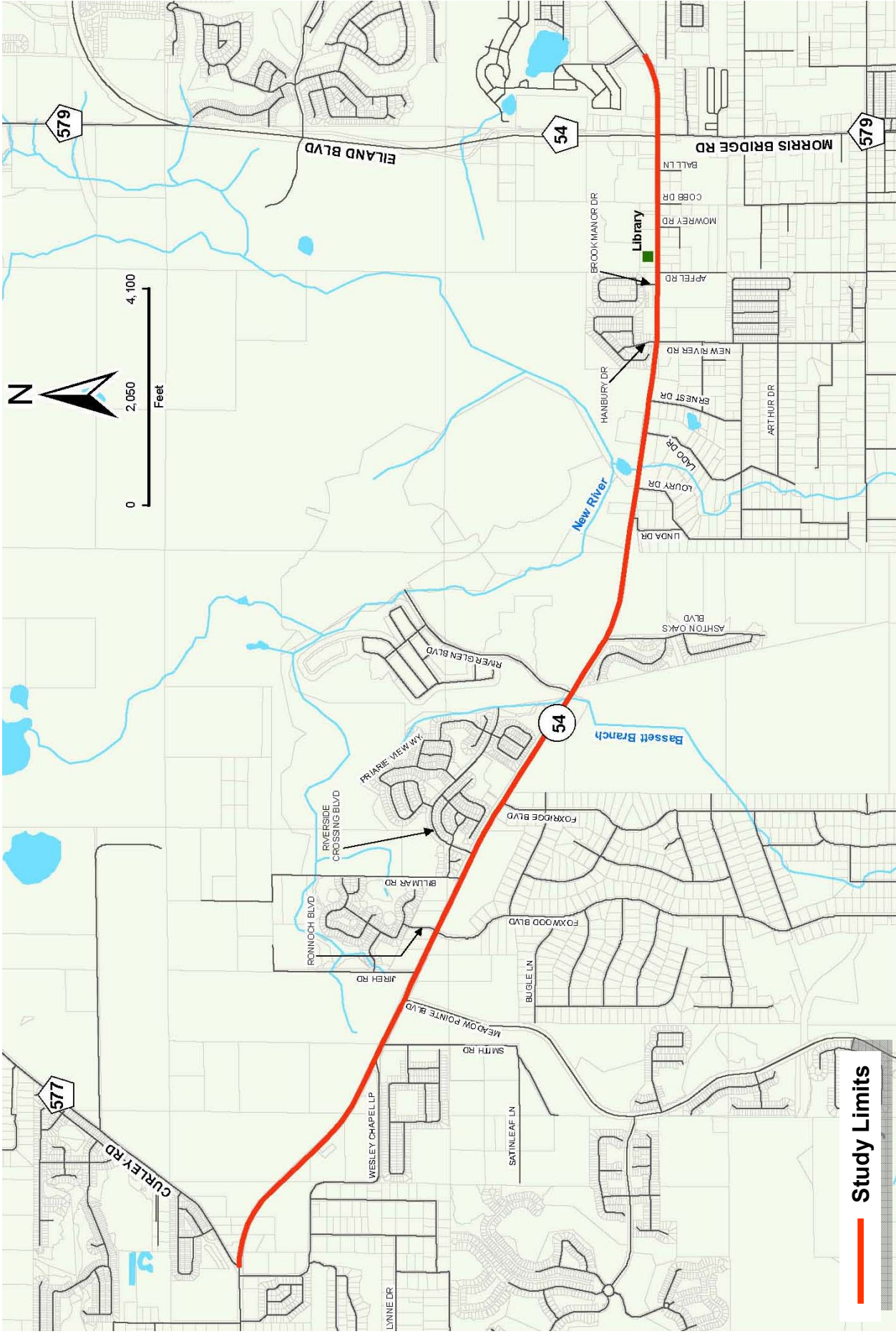




Rev. 10/8/07

## SR 54 PD&E STUDY AREA MAP

**SR 54 PD&E Study**  
From Curley Road to Morris Bridge Road  
Pasco County, Florida  
WPI Segment No. 416561-1



Early and continued communication was an integral part of this study to identify potential effects, issues, and solutions.

Information and a request for input was disseminated in the form of an Advance Notification (AN) package, which was mailed to federal, state, and local agencies. A study kick-off newsletter was developed and sent to federal, state, and local agencies as well as elected and appointed officials, the media, and owners of properties in the project area. Department representatives met and corresponded with property owners and the general public throughout the study process. An alternatives public workshop was held on November 14, 2007. The public hearing, which was held on August 14, 2008, was advertised in both the *Florida Administrative Weekly* and the Tampa Tribune. Notification of the alternatives public workshop and the public hearing was sent to property owners, state, federal, and local agencies, elected and appointed officials, and the interested parties.

Coordination conducted and public comments received during the PD&E study will assist the Department in receiving Location and Design Concept Acceptance (LDCA) for the recommended build alternative. Based upon review of the evaluation matrix, traffic analysis, and public comments, the Department has identified a Recommended Alternative. Information about the Recommended Alternative can be found in Section 1.3.

The balance of this report describes the following public involvement activities: Efficient Transportation Decision Making (ETDM) Programming Screen, Advance Notification, the alternatives public workshop, other presentations and meetings, and the public hearing.

### **1.3 Existing Facility and Proposed Improvements**

The existing SR 54 facility is functionally classified by FDOT as:

- “Urban Principal Arterial Other” from west of the project limits to Smith Rd
- “Rural Principal Arterial Other” from Smith Rd to west of New River
- “Urban Principal Arterial Other” from west of New River to east of the project limits

The existing roadway is a two-lane rural facility with 12-ft travel lanes and 5-ft paved shoulders (**Figure 1-3**). Several areas have been widened to provide left-turn and right-turn lanes. From west to east, the posted speed limit varies from 55 miles per hour (mph) to 50 mph. Traffic signals currently exist (or will be in operation) at Curley Road, Meadow Pointe Boulevard, River Glen Boulevard/Wyndfields Boulevard, and Morris Bridge Road. The existing right-of-way typically varies between 80 ft and 100 ft. In addition, the County has obtained (or will obtain) “reserved” right-of-way which is being donated by developers as a stipulation of development orders and rezoning conditions. The existing highway is classified by FDOT as Access Management Class 3. Class 3 standards require a minimum traffic signal spacing of 0.5 miles, which the existing facility meets, and minimum spacing for median openings as follows:

- 0.5 mile for full median openings
- 0.25 mile for directional median openings

The existing facility is mostly two-lane undivided and two-lane divided without raised medians, so the median opening spacing standards don’t apply yet.

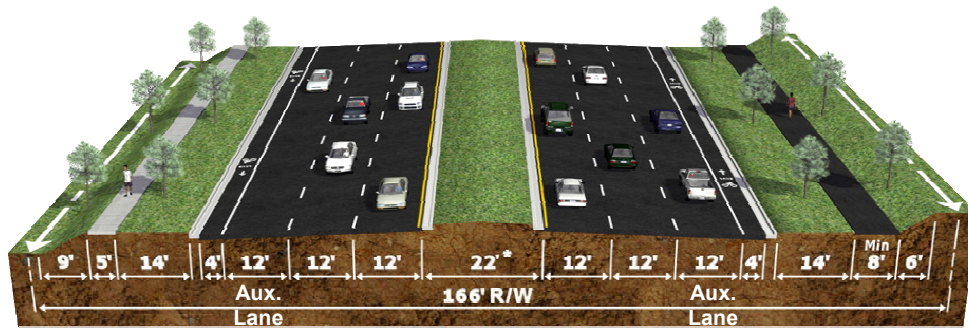
The Preferred Alternative includes the widening or reconstruction of the existing highway to a four-lane divided arterial with auxiliary lanes west of Meadow Point Boulevard (including the intersection) and a four-lane divided arterial east of Meadow Point Boulevard. Two different types of typical sections are proposed: an urban typical section and a suburban typical section (**Figure 1-4**). The proposed typical sections include 12-ft travel lanes, sidewalks and “trails”, and either 5-ft paved shoulders or 4-ft bicycle lanes, with a closed drainage system, extension or replacement of cross drains, and associated storm water management facilities for water quality treatment and discharge attenuation.

The proposed project is included in the Pasco County Metropolitan Planning Organization’s (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan for the period from 2016 to 2025, as a four-lane divided facility.





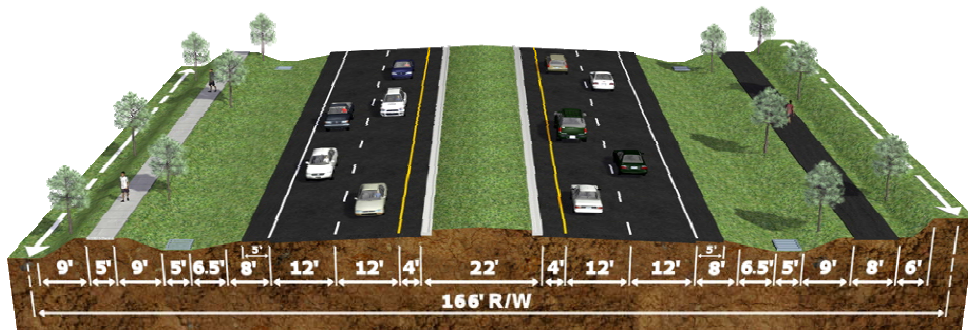
(Looking east for all sections)



### Four-Lane Divided with Auxiliary Lanes Urban Typical Section

From Curley Road to Foxwood Blvd

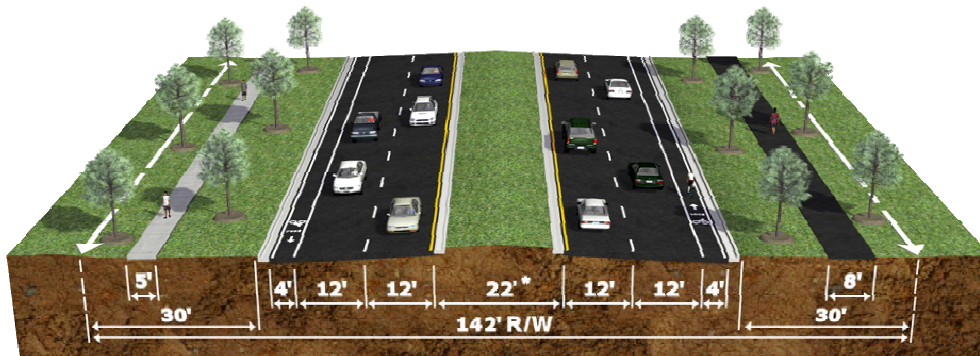
Design Speed = 45 mph



### Four-Lane Divided Suburban Typical Section

From Foxwood Blvd to Linda Drive

Design Speed = 55 mph



### Four-Lane Divided Urban Typical Section

From Linda Drive to Morris Bridge Road

Design Speed = 45 mph

\*For the few areas where a 30' median would be required for dual left turn lanes at signalized intersections, the outside border areas would be reduced by 4' on each side to provide the extra median width required.

Rev. 5/13/08

#### SR 54 PD&E Study

From Curley Road to Morris Bridge Road  
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## SR 54 Proposed Typical Sections (Looking East)





## **SECTION 2.0 – PUBLIC INVOLVEMENT PLAN**

A comprehensive Public Involvement Plan (PIP) was developed and implemented for the public involvement program. The purpose of this program was to inform and solicit responses from all interested parties including local residents, public officials, agencies, and business owners. The program included three newsletters; the Kickoff Newsletter, the Public Workshop Newsletter and the Public Hearing Newsletter, which are described further in Sections 4, 6 and 7. The program also included processing of an Advance Notification package, an alternatives public workshop, and a public hearing.

## **SECTION 3.0 – ADVANCE NOTIFICATION PACKAGE**

### ***3.1 Advance Notification***

The FDOT initiated early project coordination by distribution of an Advance Notification (AN) package. The FDOT, through the AN process, informed federal, state, regional, and local agencies of this project and its scope of anticipated activities. The project AN package was distributed to the Florida State Clearinghouse on June 15th, 2006 and forwarded to the agencies listed below. On the same date, a separate letter and copy of the AN package was also sent to the five Indian tribes. Copies of the AN package and agency responses received are included in **Appendix B**.

### ***3.2 Advance Notification Mailing List***

An asterisk (\*) indicates those agencies that responded to the package.

#### **Federal Agencies**

- Federal Emergency Management Agency – Region IV, Regional Director, Mary Lynn Miller
- Federal Highway Administration, Division Administrator, David C. Gibbs
- U.S. Army Corps of Engineers – Regulatory Branch, Chief, Dr. John R. Hall
- U.S. Dept. of the Interior – Fish & Wildlife Service – Jacksonville Field Office, Field Supervisor, Dave Hankla
- U.S. Environmental Protection Agency – Region IV, Regional Administrator, J.I. Palmer, Jr.
- U.S. Department of Interior – Bureau of Indian Affairs – Eastern Regional Office, Trust Services

**State Agencies**

- Florida Department of Transportation — Environmental Management Office, Carolyn Ismart
- Florida Department of Transportation — Federal Aid Coordinator (MS-35)
- Florida Department of State – Division of Historic Resources, Historic Preservation Officer, Fred Gaske
- Florida Fish and Wildlife Conservation Commission – Office of Policy and Stakeholder Coordination, Director, Mary Ann Poole

**Regional & Local Agencies**

- Southwest Florida Water Management District, Executive Director, Dave Moore \*
- Tampa Bay Regional Planning Council, Executive Director, Manny L. Pumariega \*

**Tribal Officials**

- Miccosukee Tribe of Indians of Florida, Billy Cypress, Chairman; Attn: Steve Terry, Land Resource Manager
- Muskogee (Creek) Nation of Oklahoma, Principal Chief, A.D. Ellis; Attn: Ms. Joyce Bear, Historic Preservation Manager
- Poarch Band of Creek Indians, Eddie Tullis, Chairman; Attn: Mr. Robert Thrower, Tribal Historic Preservation Officer
- Seminole Nation of Oklahoma, Principal Chief, Enoch Kelly Haney; Attn: Pare Bowlegs, Historic Preservation Officer
- Seminole Tribe of Florida, Chairman, Mitchell Cypress
- Seminole Tribe of Florida, AH-TAH-THI-KI Museum, W.S. Steele, THPO
- Mississippi Band of Choctaw Indians, Chairman, Phillip Martin; Attn: Kenneth H. Carleton, Tribal Historic Preservation Officer

### **3.3 Summary of Agency Comments and Responses**

Comments were received from three (3) agencies included on the mailing list for the Advance Notification package. A summary of these comments with responses is included below:

#### **Florida Department of Environmental Protection – Office of Intergovernmental Programs (Florida State Clearinghouse)**

**Comment:** “The Southwest District reviewed the advanced notification for the project and notes that the project will require an Environmental Resource Permit from the Southwest Florida Water Management District.”

**Response:** Comment noted. An ERP permit will be applied for during the design phase of this project.

#### **Tampa Bay Regional Planning Council - TBRPC**

**Comment:** “The TBRPC welcomes the opportunity to review the more detailed-oriented plans made available during the permitting process. Staff will be especially interested in the protection of Natural Resources of Regional Significance, as depicted in “Future of the region, A Strategic Policy Plan for the Tampa Bay Region.”

**Response:** Every effort will be made in the design phase to avoid and minimize impacts to wetlands and other surface waters. Wetland impacts that could result from the construction of this project are anticipated to be mitigated pursuant to Section 373.4137 F.S. or by creating, restoring, enhancing or preserving wetlands within the project’s watershed. TBRPC will get the opportunity to review more detailed plans during permitting and provide pertinent comments.

#### **Southwest Florida Water Management District - SWFWMD**

**Comment:** [pertaining to the SWFWMD staff notes there are Environmental Resource Permitting (ERP) issues anticipated in several areas] (1)“Floodplains – The project may encroach on the 100-year floodplain at the New River and Basset Branch crossings, reducing storage capacity and altering conveyance characteristics in the affected basin. Impacts to storage and conveyance cannot increase flood stage or cause additional impacts upstream or downstream of the project area. Compensation for lost floodplain storage must be provided.” (2) “Water Quality and Quantity – The project has the potential to increase pollutant loads to New River, Basset Branch, Trout

Creek, and Upper East Cypress Creek, all of which contribute flow to the Hillsborough River, and all of which outfall to the river – designated Outstanding Florida Waters. The project also has the potential for exceeding conveyance and storage capacities of existing channels in a volume-sensitive area.” (3) “Wetlands – The effect of the project is considered ‘substantial’ due to the following aspects of impact to this resource: {a} an ERP will be necessary; {b} it will be necessary to modify all of the waterway channels within the project corridor which will eliminate and/or degrade wetland habitat; {c} the uncertainty of location and size of stormwater systems. FDOT must provide reasonable assurance that the project’s design will not adversely impact the value of functions provided to fish, wildlife, and listed species. A formal wetland delineation and Unified Mitigation Assessment Methodology analysis will be required for the lands involved in the roadway work and surface water management facilities. Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. (4) “Wildlife and Habitat – The project will result in adverse impacts to wildlife and habitat that include disruption of breeding activity and the elimination or degradation of foraging and roosting habitat. Species affected are wetland –dependant and/or upland species, including listed species such as wood stork and sandhill crane. Surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the

**Response:** (1) Mitigation for impacts to floodplain storage will be assessed during the design phase of this project. A detailed hydraulics and floodplain impact analysis will be conducted during the design phase. The design will incorporate solutions to prevent increased flood stage both upstream and downstream of the proposed project. (2) Stormwater management systems will be designed during the design phase to meet the standards of SWFWMD. Stormwater design will be conducted to prevent existing channels from exceeding their conveyance and storage capacities. This will also be analyzed as part of the floodplain impact analysis. (3) An ERP permit will be obtained at the appropriate time during design of this project. A more detailed wetland analysis will be conducted for each wetland to be impacted along the project corridor. Stormwater ponds will be designed in a location to minimize and/or avoid impacts to wetlands. Wetland delineations will be conducted with approval by SWFWMD; UMAM assessments will be conducted for each impacted wetland. A detailed mitigation plan will be completed during design. Wetlands will be mitigated for pursuant to 373.4137, F.S., or by creation, enhancement, and/or preservation of wetlands

within the same basin. (4) Impacts to wildlife and critical habitat will be avoided and/or minimized during design and construction. Minimal impacts to wetlands are anticipated; therefore, impacts to wetland-dependent species are anticipated to be minimal. Appropriate surveys for wildlife will be conducted during permitting prior to construction. Coordination with the appropriate wildlife agencies will also be conducted during the design phase of this project.

## **SECTION 4.0 – PROJECT KICKOFF**

A project kick-off newsletter was developed and mailed to federal, state, and local agencies, elected and appointed officials, and interested parties in August 2006. The purpose of the newsletter was to introduce the project and the study objectives. The newsletter announced the start of the project study, provided information on how to submit comments, and included the name and contact information for the District's Project Manager.

## **SECTION 5.0 – COORDINATION EFFORTS**

### **5.1 *Agency Coordination***

Throughout the course of the study coordination was conducted with various state and regional agencies which would be involved with this project or whose agreement is required for this project. Copies of agency coordination letters are included in **Appendix F**. A meeting held with representatives of the SWFWMD is listed below:

February 6, 2008 – Meeting held with SWFWMD, Brooksville office, to discuss stormwater management permitting criteria (no FDOT personnel attended).

### **5.2 *Local Government Meetings***

Throughout the course of the study, several meetings were held with local government agencies which would be involved with this project or whose agreement is required for this project. Meetings and presentations included:

August 31, 2006 – Meeting held with Pasco County and FDOT staff to discuss issues concerning alternative typical sections and other aspects of the PD&E study.

November 28, 2007 – Presentation of the PD&E study given to the Pasco County MPO Citizens Advisory Committee (CAC).

December 3, 2007 – Presentation of the PD&E study given to the Pasco County MPO Technical Advisory Committee (TAC).

December 6, 2007 – Presentation of the PD&E study given to Pasco County MPO Board.

December 12, 2007 – Coordination meeting held with Pasco County and FDOT staff to discuss traffic volumes and improvements to SR 54/ Zephyrhills Bypass and Relocated Curley Road “triangle area”.

March 26, 2008 – Coordination meeting held with Pasco County and others concerning Zephyrhills Bypass and relocated Curley intersections. This was a follow-up meeting to 12/12/07 meeting. Updated modeling results were shown and updated future traffic Directional Hourly Volumes and future turning movement volumes were provided.

### **5.3 *Meetings with Property Owners***

February 9, 2007 – Meeting held with David Freeman to discuss drainage patterns and potential pond locations. Meeting requested by David Freeman.

## **SECTION 6.0 – ALTERNATIVES PUBLIC WORKSHOP**

An alternatives public workshop was held on November 14, 2007 from 4:30 p.m. to 7:00 p.m. at the Links of Lake Bernadette, 5430 Links Lane in Zephyrhills, Florida. Prior to the workshop, all adjacent property owners were notified by mail at least 20 days in advance. The workshop was advertised in a quarter-page legal display on October 25 and November 2, 2007 in the Pasco County edition of the Tampa Tribune.

Approximately 85 persons (excluding staff) attended the workshop. The purpose of the workshop was to provide the public an opportunity to review the various “Build” alternatives under consideration and to receive their comments. The workshop was held in an informal format with displays available for review and a comment box for receiving public comments. A project PowerPoint presentation ran continuously. FDOT and consultant representatives were available for one-on-one discussions with attendees. Draft documents available for review at the workshop included the following:

- Draft Preliminary Engineering Report
- Draft Alternative Stormwater Management Facility Report
- Draft Contamination Screening Evaluation Report
- Draft Location Hydraulic Report
- Draft Wetland Evaluation & Endangered Species Biological Assessment Report
- Final Route & Pond Study of the Zephyrhills West Bypass Extension (Pasco County)
- Final Route Study Curley Road South (Pasco County)
- Pre-Final design plans SR 54 from SR 581 to CR 577 (Pasco County).

### **6.1 Alternatives Public Workshop Comments**

A total of 27 written comments were received at the workshop. Prior to the workshop, a total of 6 comments were received. Subsequent to the workshop, a total of 6 comments were received during the 10-day comment period. Many of these comments involved requests for copies of the workshop displays. Copies of the workshop-related materials are included in **Appendix C**. A summary of the comments which required a response are included below.

#### **6.1.2 Written Comments**

- Eight (8) comments were received regarding the need for a traffic signal at New River Road.
- Eight (8) comments were received requesting copies of the plan sets.



- Six (6) comments were received regarding the need for the entire project to be widened to six lanes.
- Three (3) comments were received requesting that the proposed improvements should be made immediately.
- Two (2) comments were received stating that no new roads should be constructed until SR 54 is widened.
- One (1) comment was received requesting information on drainage.
- One (1) comment was received suggesting a need for turning lanes along SR 54 to alleviate backup of traffic.
- One (1) comment was received in support of the pedestrian and bike accommodations.
- One (1) comment was received suggesting that all subdivisions need signals, school busses should have to turn into neighborhoods so as not to block entire SR 54 and the need to provide outlets to subdivisions.
- One (1) comment was received regarding commercial rezoning of a specific property.
- One (1) comment was received suggesting the need for design change at the intersection of Curley Road, SR 54 and Wesley Chapel Loop so that they converge at the light.
- One (1) comment was received regarding the increased noise levels that the build alternatives would create.
- One (1) comment was received suggesting installing permanent concrete dividers instead of the proposed grass median.
- One (1) comment was received regarding the need for a left turn lane on to Lanier Road.
- One (1) comment was received stating that a resident was more concerned about the I-75 project area being fixed first than about SR 54 east of Curley Road.

## SECTION 7.0 – PUBLIC HEARING

A public hearing for this PD&E study was held on Thursday, August 14, 2008 from 5:00 p.m. to 7:00 p.m. at the Trinity United Methodist Church, 33425 State Road 54 in Wesley Chapel, Florida. The hearing provided an opportunity for the public to comment and provide input regarding specific location, design, socio-economic effects, and environmental effects associated with the recommended alternative. The public hearing was held in accordance with 23 CFR 771 and Titles VI and VIII of the Civil Rights Act of 1964 and 1968 and the American with Disabilities Act of 1990 and Florida Statute 339.115.

A newsletter was mailed on July 23, 2008, which announced the date, time, and location of the hearing. It also served as an official notice to approximately 3,300 affected property owners (pursuant to Florida Statutes 339.155) whose property falls either partly or entirely within 300 feet of the centerline of the proposed project. Agencies and interested citizens were also sent the newsletter invitation in accordance with the Department's procedures.

Approximately 77 citizens attended the hearing, along with approximately 20 FDOT staff and their consultants. In addition, at least two (2) local government representatives attended (copies of the sign-in sheets are included in **Appendix D**). The informal session of the public hearing was held at the church Fellowship Hall from 5:00 p.m. to 6:00 pm, followed by the formal session that began at 6:00 pm. During the informal session, citizens were given an opportunity to review a handout, various exhibits, and to ask questions of FDOT staff and their consultants. The exhibits included an evaluation matrix, projected future traffic volumes, transportation capital improvement projects 2008-2012, alternative typical sections, and the proposed conceptual design. Copies of the materials presented at the hearing are included in **Appendix D**.

Tables were set up for representatives of FDOT's right-of-way, access management, noise study, safety, and My Florida 511 personalized travel information service. Reports on display at the public hearing included:

- Second Draft Preliminary Engineering Report
- Draft Traffic Technical Memorandum
- Draft Noise Study Report
- Draft Contamination Screening Evaluation Report
- Draft Wetland evaluation and Biological Assessment Report
- Draft Location Hydraulic Report
- Cultural Resource Assessment Survey
- Draft Preliminary Alternative Stormwater Management Facility Report
- Draft Conceptual Stage Relocation Plan
- Draft Type 2 Categorical Exclusion

These same reports were made available for public review from July 23, 2008 through August 25, 2008 at the New River Branch Library located at 34043 SR 54 in Wesley Chapel.

A project *PowerPoint* presentation ran continuously in a room adjacent to the Fellowship Hall, which covered the following topics:

- The PD&E Study Process and Purpose of the Hearing
- The Study Limits
- Feasible Alternative Design Concepts
- Project Need (MPO's Long Range Transportation Plan and Cost-Affordable Plan)
- Study Timeline
- Existing Roadway Typical Sections and Conditions
- Considerations of New County Roads
- Annual Average Daily Traffic and Future Traffic Projections
- Description of the Recommended Alternative
- Cost Estimates of the Recommended Alternative
- Opportunities to Provide Input
- Representatives on hand to discuss Right of Way, Noise and Traffic Safety
- What happens after the hearing as part of the PD&E process
- Adopted 5 year Work Program FY 2008/09 through 2012/13

The formal portion of the hearing, also held in the Fellowship Hall, was moderated by Mr. Robert Clifford, the Intermodal Systems Development Department Head for FDOT District Seven. His presentation included the following topics:

- Purpose of the hearing
- Reference to the exhibit with State and Federal laws cited
- Ways to comment

Mr. Clifford asked any elected officials or their representatives to stand and introduce themselves for the record. Commissioner Ted Schrader and Commissioner Jack Mariano introduced themselves and made brief statements concerning the project.

During the hearing open house, a court reporter was available to receive comments in a one-on-one setting. In addition, verbal statements, written statements and exhibits submitted at the hearing became part of the official public hearing record. Comments submitted via mail were to be postmarked by August 25, 2008 to become part of the official public hearing record. Following the formal presentation, attendees were given an opportunity to make oral statements for the record; no one chose to do so. Following this segment, the formal session was adjourned at approximately 6:08 p.m., and the informal session resumed until 7:00 p.m. An official transcript of the public hearing is included in **Appendix E**.

## **7.1 Public Hearing Advertisements**

Prior to the hearing, a notice was electronically published in the *Florida Administrative Weekly* (FAW) and posted on the FAW web site on July 18, 2008. A quarter-page legal display ad was published in two separate issues of the Tampa Tribune in the Pasco County edition on July 24, 2008 and August 3, 2008. Copies of the advertisements are included in **Appendix D**.

## **7.2 Public Hearing Comments**

Prior to the hearing a total of thirty seven (37) comments were received via U.S. mail, eight (8) written comments were received at the hearing, and five (5) additional comment forms or letters were received subsequent to the hearing. In addition, three (3) oral comments were received by the court reporter (one of which was a duplicate of a written comment) for a total of 52 comments received. **Table 7-1** consists of a spreadsheet summary of all comments received. Copies of the response letters for those comments which required a response are included in **Appendix D**. Many of the oral and written comments involved requests for copies of the plans or the various reports. Copies of various materials related to the public hearing are included in **Appendix D**. A summary of the comments which required a response are included below, along with the response.

Comment 1: Trouble getting in and out from New River Road; Traffic Light needed.

**Response 1:** “After the design phase begins in early 2009, we can request our Traffic Operations office to conduct a study to determine if a traffic signal may be warranted, based on traffic counts and traffic crash records. Based on the traffic counts that were made as part of *this* PD&E study, the approach traffic counts were too low to warrant a traffic signal, based on the minimum requirements contained in the *Manual On Uniform Traffic Control Devices*. However, in the future we anticipate traffic volumes on the side street at this intersection may warrant signalization. FDOT’s policy is that the actual traffic counts must meet warrants before considering signalization.  
”

Comment 2: Trouble getting in and out of Wesley Chapel Loop near Curley Road.

**Response 2:** “. Due to the need to install raised medians for safety and access management requirements, left turns onto SR 54 at either end of Wesley Chapel Loop will not be possible. To make a left turn to go west, you will have to make a right turn at either end of Wesley Chapel Loop at SR 54 and go east until you can make a safe and legal U-turn. For motorists exiting at the west end, they will be able to make a U-turn at the Curley Road traffic signal, although it will require waiting for a gap in traffic to make the movement across the thru

lanes to get to the left/U-turn lane. For motorists exiting Wesley Chapel Loop at the east end, they will be able to make a U-turn at the signalized intersection at Meadow Pointe Boulevard. At the Meadow Point location, we are recommending that additional pavement be added to the outside shoulders to make it easier for trucks and vehicle pulling trailers to make U-turns. With respect to the design of SR 54 at the existing Curley Road intersection, you are welcome to talk to Pasco County officials to see if there is anything that they can do to revise their roadway plans to improve access to/from the west end of Wesley Chapel Loop. I believe you already talked with Andy Alipour (727-834-3604) with Pasco County at the Public Hearing, as well as with Commissioner Mariano regarding your concerns.”

Comment 3: Complications turning left onto SR 54 from Foxwood Boulevard.

**Response 3:** “We understand your concerns. However, your suggestion to end the 6-lane section at Meadow Point Blvd. would not affect your ability to make left turns onto SR 54 from Foxwood, because under the proposed design, left turns from Foxwood will be prohibited by a special directional raised median. This is necessary due to the existing close spacing of intersections at Meadow Pointe and Foxwood. Under the access management requirements for this type of roadway, the minimum spacing for full median openings (which would allow left turns from the side streets) is ½ mile. The current spacing is less than ½ mile. Therefore, under the proposed design, motorists exiting Foxwood wanting to go west will have to make a right turn, followed by a U-turn at Riverside Crossing.”

Comment 4: Need to have wider intersections to allow for large trucks and busses.

**Response 4:** “Minor roads that intersect SR 54 are typically not designed to accommodate large trucks and buses, unless they are expected to make up a high percentage of the traffic using the street. Intersections of major roads with SR 54 will be designed to accommodate large trucks and buses. In addition, about 2/3 of the project will include paved shoulders, which will help trucks making U-turns and regular turns onto side streets.”

“You also asked if the lift station at New River Library is being relocated, and if so, will buy out be increased to recoup losses? With respect to the lift station near the library, from the aerial photos it appears that it may be set back far enough that minimal or no impacts are likely. In addition, the proposed right of way at this location is wide enough that adjustments could likely be made, if necessary, to avoid any impacts to it. We will look into this further during the design phase.”

Comment 5: No left turns onto Mowrey Road allowed in plans.

**Response 5:** “Your assessment of the proposed situation is correct. Due to state access management regulations, we are limited to a minimum spacing of ½ mile for full median

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openings and ¼ mile for directional median openings (which prohibit left turns from the side street approaches). An exception was made for the Home Depot location since it serves several large traffic generators in addition to Home Depot. To facilitate the U-turns which will be required for trucks and other vehicles, we are recommending that the proposed design include additional wider pavement at these locations, to make it easier for trucks and other vehicles to make the U-turns. We realize that access will be more restricted for left turning traffic than what it is today as a 2-lane roadway, however, we believe that the overall safety benefits of access management will outweigh the minimal inconveniences to local motorists.”

Comment 6: Is FDOT considering connecting Curley Road to Wesley Chapel Loop?

**Response 6:** “As our staff noted at the hearing, the west end of Wesley Chapel Loop where it connects to SR 54 is situated within the limits of Pasco County’s project to widen SR 54 from I-75 to east of Curley Road. That project is handling the design and construction of this segment of SR 54. If you wish to discuss this further with county staff, you may want to contact Andy Alipour, the County’s Project Manager (727-834-3604). I believe that Andy was also involved with similar discussions at the hearing with Mr. Freist, a local concerned resident.

The east end of Wesley Chapel Loop where it connects to SR 54 is too close to the Meadow Pointe Boulevard/SR 54 intersection to allow a full median opening; therefore, motorists wishing to head to the west will either have to go out at the other end of Wesley Chapel Loop or make a right turn followed by a U-turn at Meadow Pointe Boulevard.”

Comment 7: Installing traffic lights at Smith Road and other subdivision intersections.

**Response 7:** “Regarding the intersection at Smith Road, this intersection is too close to the intersection at Meadow Point Boulevard to allow a full median opening; therefore, it would not be possible to install a traffic signal at this location due to the proposed median.”

“With respect to potential traffic signals at other subdivision entrances, it is FDOT’s policy to only install a traffic signal after a series of minimum warrants are met, based on actual traffic volumes and the history of traffic crashes. These warrants are published in the *Manual On Uniform Traffic Control Devices*.”

Comment 8: Installing a left turn lane from Cobb Drive due to tractor trailers at your business and any affect of drainage on property.

**Response 8:** “Unfortunately, due to state access management regulations, we are limited to a minimum spacing of ½ mile for full median openings and ¼ mile for directional median

openings (which prohibit left turns from the side street approaches). An exception was made for the Home Depot location since it serves several large traffic generators in addition to Home Depot. To facilitate the U-turns which will be required for trucks and other vehicles, we are recommending that the proposed design include additional wider pavement at these locations, to make it easier for trucks and other vehicles to make the U-turns. We realize that access will be more restricted than what it is today, however, we believe that the overall safety benefits of access management will outweigh the inconveniences to local motorists.”

“With respect to drainage concerns, the current drainage system has no ponds or other means to capture and temporarily detain roadway runoff from storms, so some of the existing low-lying areas (e.g. near your business) have a tendency to flood at times. Current FDOT and water management district regulations require that the stormwater management facilities (ponds, pipes, inlets, etc) must handle the additional roadway runoff. Therefore, the proposed drainage system will be designed to accommodate the additional stormwater runoff due to the new, wider lanes. We will forward your concerns to the project design team when that phase of the project begins in early 2009.”





## **SECTION 8.0 – APPENDICES**

- A: ETDM Programming Screen
- B: Advance Notification & Agency Correspondence
- C: Alternatives Public Workshop Materials
- D: Public Hearing Materials
- E: Public Hearing Transcript
- F: Agency Coordination
- G: Newspaper Articles

## **APPENDIX A**

### ***ETDM Programming Screen***

## Project #6651 - SR 54 From Curley Road to Morris Bridge Road, Published on 08/17/2006

<b>District:</b>	District 7	<b>Phase:</b>	Programming Screen
<b>County:</b>	Pasco County	<b>From:</b>	Curley Road
<b>Planning Organization:</b>	FDOT District 7	<b>To:</b>	Morris Bridge Road

### Project Description

This project is proposed to expand SR 54 from a two-lane undivided to a four-lane divided facility between Curley Road and Morris Bridge Road in Pasco County. The length of the project is 4.45 miles.

This portion of SR 54 was evaluated in the Planning Screen of the ETDM process (ETDM #3104) in 2004. The Planning Screen Summary Report can be referenced in the Environmental Screening Tool (EST).

### Public Comment Summary

No Public Comments Summary Found.

### General Project Commitments

Date	Commitment
01/09/06	<p>Response to FHWA:</p> <p>The FDOT acknowledges the comments from the Federal Highway Administration (FHWA) received during the ETAT review and offers the following:</p> <p>During the Typical Section analysis phase of project development, the FDOT will determine the shoulder width as well as accommodations for bicycles and sidewalks. This is also determined during the development of preliminary design alternatives. All design alternatives will be done in accordance with FDOT roadway design standards.</p>

### Community Desired Features

No Community Desired Features Found.

## **Purpose and Need Statement**

### **REGIONAL CONNECTIVITY**

SR 54 is one of two existing major east-west arterials that connect East Pasco County to West Pasco County. It also serves regional travel and provides a connection between residential developments and shopping and employment centers. SR 54 across Pasco County provides connections to several regional north-south routes including, US 19, Suncoast Parkway, US 41, I-75, US 301, and US 98. Several segments of SR 54 in Pasco County are currently under construction to provide additional lanes; thereby increasing the capacity of this important east-west route. As a part of the regional roadway network, SR 54 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). These improvements to SR 54 enhance the overall transportation network that links Pasco County to the entire Tampa Bay region.

### **TRANSPORTATION PLAN CONSISTENCY**

This project is consistent with the Pasco County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan (LRTP), adopted December 9, 2004, and the Transportation Element of the Comprehensive Plan.

### **EMERGENCY EVACUATION**

The Pasco County 2025 LRTP shows that SR 54 is designated as a hurricane evacuation route.

### **FUTURE POPULATION AND EMPLOYMENT GROWTH IN CORRIDOR**

Traffic is expected to increase due to approved population and employment growth along the corridor. There are two approved Development of Regional Impacts along the project corridor; New River and Wesley Chapel Lakes. Per the socio-economic data used in the development of the Pasco County 2025 LRTP, the population from 2000 to 2025 is expected to grow from 2,744 to 21,323 people (an increase of 18,579 or 677%). Employment is also expected to increase from 1,400 to 5,269 (an increase of 3,869 or 276%) along Traffic Analysis Zones adjacent to SR 54. Overall, the Pasco County population is expected to reach 624,600 in 2025, up from 339,303 in 2000.

### **FUTURE TRAFFIC**

In 2004, SR 54 from Curley Road to Morris Bridge Road carried 18,900 vehicles per day (vpd). By 2025, segments within this section of SR 54 are expected to reach volumes of 23,400 vpd. Based on the Generalized Annual

Average Daily Volumes for a two-lane undivided facility from the Florida Department of Transportation's 2002 Quality/Level of Service Handbook, the existing level of service (LOS) is F. With the proposed improvement to widen this roadway to a four-lane divided, the LOS for 2025 is projected to be C.

#### **SAFETY/CRASH RATES**

Safety within the SR 54 corridor will be enhanced due to the additional capacity that will be provided. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles. The actual crash rates per million vehicle miles for this project from the Florida Department of Transportation Safety Office are shown for 2001 to 2003 together with the statewide average for similar facility types.

Year	Statewide Average	Actual Crash Rate	Safety Ratio
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2001	4.147	0.952	0.173
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2002	3.616	0.635	0.133
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2003	3.664	0.355	0.073
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#### **TRANSIT**

The Pasco County 2025 LRTP identifies that there are no existing transit routes along the project corridor, but future local service is planned. Therefore, the FDOT will coordinate with Pasco County and evaluate for transit amenities during the project development and design phase of the project.

#### **ACCESS TO INTERMODAL FACILITIES AND FREIGHT ACTIVITY CENTERS**

Access to intermodal facilities is an important consideration in the development of the Pasco County transportation system. The MPO's 2025 Cost Affordable Plan identifies SR 54, including the limits of this project, as a future truck route. These are routes that are expected to carry the majority of freight and goods in Pasco County by the year 2025. Improvements to SR 54 will also enhance access to two general aviation facilities, activity centers in the area, and movement of freight across southern Pasco County.

#### **RELIEF TO PARALLEL FACILITIES**

The planned widening of SR 54 between Curley Road and Morris Bridge Road is part of an overall plan to improve access and relieve traffic congestion on such parallel facilities as SR 52. Safety, emergency access, and truck access will all be enhanced through this improvement.

## BIKEWAYS & SIDEWALKS

Integration of bicycle facilities and sidewalks is planned on all county and state road projects for new roads, the widening of existing roads, and the resurfacing of state roads. These projects are planned to be constructed with a four-foot wide paved shoulder. Currently, there are no sidewalks along the project corridor; however, the LRTP indicates that sidewalks will be constructed as part of future roadway improvements on SR 54.

### Purpose and Need Reviews

#### Federal Highway Administration

<b>Acknowledgment:</b>	Accepted
<b>Review Date:</b>	7/18/2006
<b>Comments:</b>	1. Project Description Report The report states that the State plans to use a 4 foot paved shoulder whereas the LRTP calls for sidewalks on this roadway. This inconsistency should be addressed as the alternatives and typical sections are developed. Please note that FDOT's 2005 Manual of Uniform Minimum Standards for Design Construction and Maintenance for Streets and Highways states that the desirable width of all shoulders should be at least 10 feet and Outside shoulders shall be provided on all streets and highways with open drainage and should be at least 6 feet wide. 2005 Florida Greenbook page 3-17.

#### FL Department of Environmental Protection

<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/30/2005
<b>Comments:</b>	No purpose and need comments were found.

#### Southwest Florida Water Management District

<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/17/2005
<b>Comments:</b>	No purpose and need comments were found.

#### US Environmental Protection Agency

<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/16/2005
<b>Comments:</b>	No purpose and need comments were found.

FL Department of State	
<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/14/2005
<b>Comments:</b>	No purpose and need comments were found.

US Army Corps of Engineers	
<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/14/2005
<b>Comments:</b>	No purpose and need comments were found.

US Fish and Wildlife Service	
<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/10/2005
<b>Comments:</b>	No purpose and need comments were found.

National Marine Fisheries Service	
<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/2/2005
<b>Comments:</b>	No purpose and need comments were found.

FL Fish and Wildlife Conservation Commission	
<b>Acknowledgment:</b>	Understood
<b>Review Date:</b>	11/2/2005
<b>Comments:</b>	No purpose and need comments were found.

Required Permits			
Permit Name	Type	Review Org	Review Date
Environmental Resource Permit	Water	FDOT District 7	02/14/06
Section 404 Water Quality Certification	USACE	FDOT District 7	02/14/06
FDEP NPDES General Permit	Other	FDOT District 7	02/14/06

## Required Technical Studies

No Technical Studies Found

## Class of Action Determination

Class of Action	Other Actions
Categorical Exclusion	CHECKED Endangered Species Assessment
Lead Federal Agency	Cooperating Agencies
Federal Highway Administration	NONE

## Class of Action Signatures

Status	Explanation	Signed By	Date Signed
ACCEPTED		Steve Love	8/17/2006
ACCEPTED		Marvin Williams	2/15/2006

## Activity Detail and Dispute Log

No Dispute Actions Found.

## Attachments

There were no attachments associated with this project at the time the report was published.



## **Alternatives**

**Project #6651 - SR 54**  
**From Curley Road to**  
**Morris Bridge Road**  
**Summary Report**

**District: District 7**  
**Phase: Programming**  
**Screen**

Project #6651 - SR 54 From Curley Road to Morris Bridge Road Summary Report  District: District 7 Phase: Programming Screen		Evaluation of Direct Effects																				
		Natural											Cultural			Community						
		Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Alternative #1	From Curley Road To: Morris Bridge Road	0	0	3	3	3	2	0	3	3	3	3	2	0	2	2	2	2	2	3	3	2

Legend			
Color Code	Meaning	ETAT	Public Involvement
0	None	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal to None	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Dispute Resolution	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

# Alternatives

## Alternative #1

<b>From:</b>	Curley Road
<b>To:</b>	Morris Bridge Road

## Segment Details

	Segment #	Segment #
Location and Length		
<b>Name</b>	SR 54	SR 54
<b>Beginning Location</b>	Curley Road	Curley Road
<b>Ending Location</b>	Morris Bridge Road	Morris Bridge Road
<b>Length (mi.)</b>	4.45	0.003
<b>Roadway Id</b>	14090000	14090000
<b>BMP</b>	??	??
<b>EMP</b>	??	??
Jurisdiction and Class		
<b>Jurisdiction</b>	FDOT	FDOT
<b>Urban Service Area</b>	In/Out	In/Out
<b>Functional Class</b>	RURAL: Principal Arterial - Other	URBAN: Principal Arterial - Other
Current and Future Conditions		
Base Conditions		
<b>Year</b>	2004	2004
<b>AADT</b>	18900	18900
<b>Lanes</b>	2	2
<b>Config</b>	Lanes Undivided	Lanes Undivided
Interim Plan		
<b>Year</b>		
<b>AADT</b>		
<b>Lanes</b>		
<b>Config</b>		
Needs Plan		
<b>Year</b>	2004	2004

<b>AADT</b>	23400	23400
<b>Lanes</b>	4	4
<b>Config</b>	Lanes Divided	Lanes Divided
<b>Cost Feasible Plan</b>		
<b>Year</b>	2004	2004
<b>AADT</b>		
<b>Lanes</b>		
<b>Config</b>		
<b>Funding Sources</b>		
<b>FDOT</b>		3561000
<b>FDOT</b>	3561000	

## Project Effects for Alternative #1

### Summary Degrees of Effect: Coordinator Summaries

#### Natural

#### Air Quality

**Effect:**  None

**Review Date:** 01/06/06

#### Coordinator Comments:

The project is located in an area that has been designated as attainment with maintenance for all air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Based on this designation, compliance with the Transportation Conformity Rule (40 CFR Part 93, Subpart T) does apply to this project. Therefore, FDOT concurs with the US Environmental Protection Agency and recommends a Degree of Effect of None for Air Quality.

#### Coastal and Marine

**Effect:**  None

**Review Date:** 01/06/06

#### Coordinator Comments:




The FDOT concurs with the comments from National Marine Fisheries Service and Southwest Florida Water Management District and recommends a Degree of Effect of None. This project should result in no impacts to Coastal and Marine resources. The FDOT did not receive comment from the Florida Department of Environmental Protection (DEP) concerning Coastal Zone Consistency Compliance.




#### Contaminated Sites



**Effect:**  Moderate

**Review Date:** 01/06/06






Coordinator Comments:	The FDOT concurs with the comments from Florida Department of Environmental (FDEP) Protection and Southwest Florida Water Management District and recommends a Degree of Effect of Moderate. The FDOT acknowledges the US Environmental Protection Agency recommendation. The existing land is approximately 38% agricultural (cropland and pastureland) within the 100-ft. buffer area of the proposed project. Within the 100-ft. project buffer area are four petroleum sites along the project corridor. The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project. Contaminated soils, if discovered during the recommended soils investigation, will be avoided during construction activities and the FDOT will notify the FDEP. Stormwater management facilities will be located outside of known and potential contamination sites. Also, a Contamination Screening Evaluation Report will be prepared during project development.	
Farmlands		
Effect:	<div></div>	Moderate
Review Date:	01/06/06	
Coordinator Comments:	The U.S. Department of Agriculture did not provide comments regarding Farmlands. The existing land is approximately 38% agricultural (cropland and pastureland) within the 100-ft. buffer area of the proposed project. There are no prime and unique farmlands. Farmlands will be evaluated in project development to decide if a farmland evaluation and Form AD-1006 is warranted. The FDOT recommends a Degree of Effect of Moderate.	
Floodplains		
Effect:	<div></div>	Moderate
Review Date:	01/06/06	
Coordinator Comments:	The FDOT concurs with the comments from US Environmental Protection Agency and Florida Department of Environmental Protection and recommends a Degree of Effect of Moderate. The FDOT acknowledges the Southwest Florida Water Management District recommendation. Based on the current maps, within the 100-ft. buffer area, there are 2.78 ac. (2.57%) of floodplains designated as within Zone A and AE of the 100-year floodplain (Special Flood Hazard Area). There are also surface water bodies (including Basset Branch and New River) within the project areas. Using existing or special basin hydrologic studies as needed, the FDOT will verify and quantify potential impacts to these floodplain areas and consider avoidance measures were reasonable and feasible. Furthermore, the FDOT will evaluate for compensation for any floodplain encroachment and lost floodplain storage impacts, identify mitigation for any subsequent loss of historic basin storage, and utilize the information from the ongoing watershed management plans. These actions will be incorporated into the commitments in project development.	
Infrastructure		
Effect:	<div></div>	Minimal
Review Date:	01/06/06	
Coordinator Comments:	Within the 100-ft. project buffer area there is a wireless antenna structure and four petroleum sites. Within the 200-ft. buffer area a water treatment facility (Angus Valley). The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. The FDOT concurs with the comments from and SWFWMD, but recommends a Degree of Effect of Minimal. The Florida Geographic Data Library (FGDL) does not identify any other infrastructure facilities in this corridor; The FDOT, however, will research any other facilities (i.e. utilities) that might be considered as infrastructure in project development.	



Navigation	
Effect:	 None
Review Date:	01/06/06
Coordinator Comments:	There are no navigational waterways, crossings, or structures within the proposed project area. The FDOT concurs with the US Army Corps of Engineers and Southwest Florida Water Management District and recommends a Degree of Effect of None for Navigation.
Special Designations	
Effect:	 Moderate
Review Date:	01/06/06
Coordinator Comments:	The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate. Based on the current maps, within the 100-ft. buffer area, there are 2.78 ac. (2.57%) of floodplains designated as within Zone A and AE of the 100-year floodplain (Special Flood Hazard Area). As SWFWMD noted, there are no waterways designated as Outstanding Florida Waters (OFW??????s) within 1.0 mile of the project. However, the project occupies the watersheds of Upper East Cypress Creek, Trout Creek, Basset Branch, Indian Creek and New River, all of which contribute flow to the Hillsborough River at points at which the river is designated OFW. Using existing or special basin hydrologic studies as needed, the FDOT will verify and quantify potential impacts to these floodplain areas and consider avoidance measures were reasonable and feasible. Furthermore, the FDOT will evaluate for compensation for any floodplain encroachment and lost floodplain storage impacts, identify mitigation for any subsequent loss of historic basin storage, and utilize the information from the ongoing watershed management plans. These actions will be incorporated into the project commitments in project development.
Water Quality and Quantity	
Effect:	 Moderate
Review Date:	01/06/06
Coordinator Comments:	The FDOT concurs with the comments from US Environmental Protection Agency and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the Southwest Florida Water Management District recommendations. The project is located in the Trout Creek, Basset Branch, New River, and Indian Creek Drainage Basins. The roadway crosses two surface water bodies, Bassett Branch and New River. Both Trout Creek and New River are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. This project is located within the Hillsborough River watershed. Hillsborough River is designated as a Florida Outstanding Water (OFW) and is provided additional protection. Also, within the 100-ft. buffer area, there are 2.78 ac. (2.57%) of floodplains designated as within Zone A and AE of the 100-year floodplain (Special Flood Hazard Area). The constructed project will reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit Basis of Review, the FDOT will protect and treat in-stream water quality of stormwater discharge. The FDOT will provide reasonable assurance that the project activities will not adversely affect the quality of receiving waters for Outstanding Florida Waters and will afford a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The FDOT acknowledges FDEP???????s recommendation for an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities in project development.
Wetlands	

<b>Effect:</b>	 Moderate
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the comments from US Army Corps of Engineers and Florida Department of Environmental Protection and recommends a Degree of Effect of Moderate. The FDOT acknowledges the US Environmental Protection Agency, National Marine Fisheries Service, and Southwest Florida Water Management District recommendations. Within the 200-foot project buffer area, NWI indicates 8.1 acres of palustrine wetlands (3.7% of project corridor), and FFWCC Priority Wetlands (1-3 focal species) indicates approximately 2.5 acres (1.2% of project corridor). The wetlands consist of cypress, freshwater marshes, and wet prairies. The FDOT will conduct a detailed wetland evaluation, formal wetland delineation of the project area together with a UMAM analysis, and provide a report to the appropriate agencies for review during project development. The FDOT will employ avoidance and minimization of impacts especially to the high quality wetland areas that provide valuable wetland habitat for plant and animal species. Where impacts to wetlands and surface waters associated with the project are unavoidable, the FDOT will coordinate with the appropriate agencies to provide adequate and appropriate wetland mitigation. Both a Wetland Evaluation Report and an Endangered Species Biological Assessment will be prepared in project development.
<b>Wildlife and Habitat</b>	
<b>Effect:</b>	 Moderate
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the comments from US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate. The FDOT acknowledges the Florida Fish and Wildlife Conservation Commission and Southwest Florida Water Management District recommendations. Within the 200-ft. project buffer area there are 23.9 ac. (10.9 % of project corridor) of Florida Fish and Wildlife Conservation Commission (FFWCC) Strategic Habitat Conservation Area, approximately 2.5 acres of FFWCC Priority Wetlands (1-3 focal species) totaling 1.2% of project corridor, and 19.3 ac. (8.8 % of project corridor) of FFWCC Biodiversity Hot Spot. The wetlands consist of cypress, freshwater marshes, and wet prairies. The project corridor is mainly within the Greater Tampa Bay Ecosystem Management Area. The FDOT has assigned a Degree of Effect of Moderate because the wood stork and sandhill crane are known to be within the project area and the proposed project may have impacts to wetland areas that provide valuable wetland habitat for many plant and animal species. The FDOT acknowledges the FFWCC recommendation of plant community mapping and surveys for the occurrence of listed wildlife species, both along the right-of-way, and within sites proposed for Drainage Retention Areas (DRAs). The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. The FDOT will coordinate with USFWS and FFWCC biologists. Both a Wetland Evaluation Report and an Endangered Species Biological Assessment will be prepared in project development. The FDOT will consider a study and analysis of habitat connectivity needs in this area as part of these documents.
<b>Cultural</b>	
<b>Historic and Archaeological Sites</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the comments from Florida Department of State and Southwest Florida Water Management District and recommends a Degree of Effect of Minimal. The project area has been subject to a Cultural Resources Assessment Survey (CRAS) in

	<p>1991. There is one historic standing structure, ineligible for listing in the National Register for Historic Places (NRHP), within the 200-ft. buffer area; 4209 Ernest Drive (PA01656) and several archaeological sites (PA01289, PA01379, PA01468, PA01469, PA00251 and PA02116). Each of these sites was determined ineligible for listing in the NRHP except for PA01379 and PA00251 which has not been evaluated by the State Historic Preservation Officer (SHPO), but are likely to be ineligible for listing in the NRHP. The FDOT acknowledges the Florida Department of State request for the following: 1. PA1656 should be re-evaluated for eligibility for listing in the NRHP 2. A re-examination of the project corridor at the Reconnaissance level to determine if any additional historic structures exist within the project area that may have turned 50-years old of age since the completion of the 1991 corridor survey. If there are historic structures along this corridor not previously surveyed, then these resources need to be documented and evaluated for listing in the NRHP. The FDOT also acknowledges that no further archeological evaluation needs to be conducted for the proposed project. An updated CRAS will be conducted in project development.</p>
<b>Recreation Areas</b>	
<b>Effect:</b>	 None
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the comments from US Environmental Protection Agency and Southwest Florida Water Management District and recommends a Degree of Effect of None. A review of the Geographic Information Systems (GIS) analysis data and maps indicates that there should be no impact to recreation areas as a result of the project.
<b>Section 4(f) Potential</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	<p>The FDOT concurs with the comments from Southwest Florida Water Management District and recommends a Degree of Effect of Minimal. A review of the Geographic Information Systems (GIS) analysis data and maps indicates that there should be no impact to recreation areas as a result of the project. The project area has been subject to a Cultural Resources Assessment Survey (CRAS) in 1991. There is one historic standing structure, ineligible for listing in the National Register for Historic Places (NRHP), within the 200-ft. buffer area; 4209 Ernest Drive (PA01656) and several archaeological sites (PA01289, PA01379, PA01468, PA01469, PA00251 and PA02116). Each of these sites was determined ineligible for listing in the NRHP except for PA01379 and PA00251 which has not been evaluated by the State Historic Preservation Officer (SHPO), but are likely to be ineligible for listing in the NRHP. The FDOT acknowledges the Florida Department of State request for the following: 1. PA1656 should be re-evaluated for eligibility for listing in the NRHP 2. A re-examination of the project corridor at the Reconnaissance level to determine if any additional historic structures exist within the project area that may have turned 50-years old of age since the completion of the 1991 corridor survey. If there are historic structures along this corridor not previously surveyed, then these resources need to be documented and evaluated for listing in the NRHP. The FDOT also acknowledges that no further archeological evaluation needs to be conducted for the proposed project. An updated CRAS will be conducted in project development. If additional resources that are eligible for listing in the NRHP are identified, a Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.</p>
<b>Community</b>	
<b>Aesthetics</b>	



<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT recommends a Degree of Effect of Minimal. The majority of land use is cropland and pastureland, shrub and brushland, commercial and services, open land, and residential low density. The existing land use has 2.8 acres (2.6%) of high density and 9.6 acres (8.8%) of low density (< 2 dwelling units) residential use within the 100-ft. project buffer area. The FDOT recognizes the potential impact of the proposed project on these residents. In order to preserve community values and provide a safe and operationally efficient transportation improvement, the FDOT will consider alternatives during project development that are ??????context sensitive??????. The FDOT will consider these design alternatives in order to implement a project that is in harmony with the community and preserves and/or enhances the natural, environmental, scenic, and aesthetic values of the area.
<b>Economic</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT recommends a Degree of Effect of Minimal for Economic. Within the 100-ft. buffer area is the New River and within 200-ft. Wesley Chapel Lakes. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.
<b>Land Use</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the Florida Department of Community Affairs and recommends a Degree of Effect of Minimal for Land Use. The majority of land use is cropland and pastureland, shrub and brushland, commercial and services, open land, and residential low density.
<b>Mobility</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The FDOT concurs with the comments from Federal Highway Administration and recommends a Degree of Effect of Minimal to None because there are no existing transit routes along this project corridor.
<b>Relocation</b>	
<b>Effect:</b>	 Moderate
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	The majority of land use is cropland and pastureland, shrub and brushland, commercial and services, open land, and residential low density. The existing land use has 2.8 acres (2.6%) of high density and 9.6 acres (8.8%) of low density (< 2 dwelling units) residential use within the 100-ft. project buffer area. The FDOT will consider impacts to these land uses during project development and will develop alternatives to avoid or minimize relocations. Since the amount of residential land use is greater than 10%, the FDOT recommends a Degree of Effect of Moderate.

<b>Social</b>	
<b>Effect:</b>	 Moderate
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	<p>The FDOT concurs with the comments from U.S. Environmental Protection Agency and recommends a Degree of Effect of Moderate based on the following factors: The majority of land use is cropland and pastureland, shrub and brushland, commercial and services, open land, and residential low density. The existing land use has 2.8 acres (2.6%) of high density and 9.6 acres (8.8%) of low density (&lt; 2 dwelling units) residential use within the 100-ft. project buffer area. The project area has been subject to a Cultural Resources Assessment Survey (CRAS) in 1991. There is one historic standing structure, ineligible for listing in the National Register for Historic Places (NRHP), within the 200-ft. buffer area; 4209 Ernest Drive (PA01656) and several archaeological sites (PA01289, PA01379, PA01468, PA01469, PA00251 and PA02116). Each of these sites was determined ineligible for listing in the NRHP except for PA01379 and PA00251, which has not been evaluated by the State Historic Preservation Officer (SHPO), but are likely to be ineligible for listing in the NRHP. The FDOT also acknowledges that no further archeological evaluation needs to be conducted for the proposed project. An updated CRAS will be conducted in project development to evaluate for additional historic structures. If additional resources that are eligible for listing in the NRHP are identified, a Section 4(f) Evaluation and Section 106 Consultation may need to be conducted to assess the impacts to these resources. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. The existing land is approximately 38% agricultural (cropland and pastureland) within the 100-ft. buffer area of the proposed project. There are no prime and unique farmlands. Farmlands will be evaluated in project development to decide if a farmland evaluation and Form AD-1006 is warranted. Within the 100-ft. project buffer area there is a wireless antenna structure and within the 200-ft. buffer area, a water treatment facility (Angus Valley). There are also numerous petroleum sites along the project corridor. The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources. The roadway crosses two surface water bodies, Bassett Branch and New River. Both Trout Creek and New River are listed as Impaired Waters under the Impaired Waters Rule, Chapter 62-303, FAC. This project is located within the Hillsborough River watershed. Hillsborough River is designated as a Florida Outstanding Water (OFW) and is provided additional protection. Within the 100-ft. project buffer area are the Fraternal Order of Eagles, New Branch Library, Little People Christian Day Care, Lil?????? Campers Academy, and numerous churches. The issues associated with the construction of the roadway near these facilities will be evaluated and addressed in all phases of the project. The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.</p>
<b>Secondary and Cumulative</b>	
<b>Secondary and Cumulative Effects</b>	
<b>Effect:</b>	 Minimal
<b>Review Date:</b>	01/06/06
<b>Coordinator Comments:</b>	<p>Transportation improvement needs are identified in the Long Range Transportation Plan (LRTP) and in response to the development allowed in the local government Comprehensive Plans, of which, the Future Land Use Plan is an element. This project is identified in the Pasco County MPO??????s LRTP. Therefore, the proposed project would appear to have little influence, if any, on the rate of development in the area. The current and future development will continue to occur, if it is financially viable and consistent with the approved development thresholds in the local Comprehensive Plan</p>

and applicable federal and state laws. As a result, indirect, secondary, and cumulative impacts associated with the project implementation are recognized when developing Future Land Use Plans. Given the projected future growth and land use designations, the implementation of the proposed SR 54 project is not expected to substantially alter development patterns along the project. As additional growth occurs, the developments (residential, business, etc.) are required to provide for drainage and treatment. The constructed project will reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit Basis of Review, the FDOT will protect and treat in-stream water quality of stormwater discharge. In consideration of these factors, the FDOT recommends at Minimal as the Degree of Effect.

### Agency-Assigned Degrees of Effect and FDOT Feedback

#### Natural

#### Air Quality

#### US Environmental Protection Agency Review of Air Quality Effects

<b>Effect</b>	Minimal to None
<b>Review Date</b>	11/16/2005
<b>Identified Resources and Level of Importance:</b>	Resources: Air quality Level of Importance: Low, due to minimal degree of effect
<b>Comments on Effects to Resources:</b>	Since the north Tampa area and Pasco County do not have any national ambient air quality standards non-attainment areas or maintenance areas at this time, EPA has no comment on air quality issues at this time. Would like to continue agency involvement in the future, if necessary.
<b>Additional Comments:</b>	As populations growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.  If the proposed project is located directly adjacent to residential homes, there may be a potential for short-term health exposure from construction vehicles and particulates. To eliminate this potential for exposure, construction vehicles could be retrofit with diesel oxidation catalysts or particulate filters.

#### Coordinator Feedback to US Environmental Protection Agency's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the FL Department of Environmental Protection</li> <li>- No review submitted from the Federal Highway Administration</li> </ul>	


#### Coastal and Marine

#### Southwest Florida Water Management District Review of Coastal and Marine Effects

<b>Effect</b>	Minimal to None
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<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	Project is located in eastern Hillsborough County and is not located in any coastal barrier resource as defined by the Governor's Executive Order 81-105 and the Federal Coastal Barrier Resources Act. Though this project is located in Pasco County a county with coastline along the Gulf of Mexico this project is well inland of any coastal water bodies.
<b>Comments on Effects to Resources:</b>	No adverse impacts to coastal and marine resources are anticipated.
<b>Additional Comments:</b>	None.
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>National Marine Fisheries Service Review of Coastal and Marine Effects</b>	
<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/2/2005
<b>Identified Resources and Level of Importance:</b>	None.
<b>Comments on Effects to Resources:</b>	<p>NOAAs National Marine Fisheries Service NMFS has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6651. The Florida Department of Transportation proposes widening SR 54 from Curley Road to Morris Bridge Road in Pasco County Florida. The project would widen SR 54 from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on November 1 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible and therefore we have no comment to provide regarding the project's impacts.</p>
<b>Coordinator Feedback to National Marine Fisheries Service's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the FL Department of Environmental Protection</li> <li>- No review submitted from the Federal Highway Administration</li> </ul>	
<b>Contaminated Sites</b>	
<b>FL Department of Environmental Protection Review of Contaminated Sites Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	12/1/2005
<b>Identified Resources and Level of Importance:</b>	GIS data indicates that there are several petroleum contamination sites adjacent to the eastern end of this portion of SR 54. The following contaminated sites, which fall within the 200 foot project buffer zone, are Pasco Poultry Inc., Cumberland Farms, and Hills Grocery.
<b>Comments on Effects to Resources:</b>	A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project rights-of-way considering the proximity to potential petroleum contamination sites. Depending on the findings of the Contamination Screening Evaluations and the proximity to known contaminated sites, projects involving

	"dewatering" should be discouraged, since there is a potential to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public. In the event contamination is detected during construction, the Department needs to be notified and the FDOT may need to address the problem through additional assessment and remediation activities.
<b>Coordinator Feedback to FL Department of Environmental Protection's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Environmental Protection Agency Review of Contaminated Sites Effects</b>	
<b>Effect</b>	Minimal to None
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	Resources: Soils, groundwater  Level of Importance: Moderate for the proposed project
<b>Comments on Effects to Resources:</b>	<p>The EST GIS analysis data (at the time of the programming screen review) indicates that there are some commercial businesses located along this segment of SR 54 which are listed as having onsite petroleum tanks. The following are lists of these businesses within the 100, 200, and 500-foot buffer distance:</p> <p>100 foot buffer distance: CRYSTAL TRUCKING CUMBERLAND FARMS #1019</p> <p>200 foot buffer distance: CRYSTAL TRUCKING CUMBERLAND FARMS #1060 CUMBERLAND FARMS #1019 HILLS GROCERY</p> <p>500 foot buffer distance: CRYSTAL TRUCKING PASCO POULTRY INC CUMBERLAND FARMS #1060 CUMBERLAND FARMS #1019 HILLS GROCERY</p> <p>No other known hazardous waste sites were listed in the GIS analysis data within a 500-foot buffer distance for this project.</p> <p>A survey of the surrounding area should be conducted during PD&amp;E to identify all businesses with onsite petroleum tanks, including underground storage tanks. If any tanks will be impacted or removed during construction, testing of soils should be conducted to determine whether any remediation of contaminated soils and/or groundwater is necessary prior to commencement of construction activities. Design parameters should also consider the removal or direct impact to any underground storage tanks.</p>
<b>Coordinator Feedback to US Environmental Protection Agency's Review</b>	

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>Southwest Florida Water Management District Review of Contaminated Sites Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	<p>The following contaminated sties have been reported and/or observed:  Gas stations - Within 100 feet: Cumberland Farms and Hill's Grocery both located at SR 54 and Morris Bridge Road.</p> <p>Petroleum tanks within 100 feet: Cumberland Farms and Hill's Grocery both located at SR 54 and Morris Bridge Road. Crystal Trucking a closed facility. Between 200 feet and 500 feet of the project: Pasco Poultry a closed facility. and Between 500 feet and 1.0 mile: six facilities of which five are closed. The facility that is in use is the Pasco County Fire Station #16 that has fuel pumps and tanks located 1800 feet south of SR 54.</p> <p>Hazardous waste sites  There are no sites reported within 500 feet. There are two sites reported in the EST within 1.0 mile both of which are well sites owned by Pasco County Utilities 3320 Trish St Zephyrhills and 1 Chancey Rd Zephyrhills. Two potential sites were observed within 1.0 mile of the east terminus during the field visit on 10OCT05: an electrical substation and a junkyard.</p> <p>Superfund sites  There are no sites reported within 1.0 mile of the project.</p> <p>Solid waste facilities  There are no sites reported within 1.0 mile of the project.</p> <p>National Priority List sites  There are no sites reported within 1.0 mile of the project.</p> <p>Toxic Release Inventory sites - There are no sites reported within 1.0 mile of the project.</p> <p>No sinkholes or springs are reported within 1.0 mile of the project. However Karstic limestone underlies the entire project area within 1.0 mile of the project according to DRASTIC analyses and a review of aerial imagery revealed several features that may be small sinkholes.</p>
<b>Comments on Effects to Resources:</b>	Contaminated materials, including soils and water, may be intercepted during construction with the result that surface and ground water quality in the immediate vicinity would be adversely affected. Contaminated soils, if discovered during the recommended soils investigation, should be avoided during construction activities. In addition, stormwater management facilities should be located outside of known and potential contaminated sites.
<b>Additional Comments:</b>	<p>The degree of effect is considered Moderate due to the following aspects of potential impact to this resource: 1 proposed construction details are not know at this time. 2 the nature of impacts that may effect watersheds that contribute to OFWs.</p> <p>It is expected that groundwater pollution potential due to project impacts on contaminated soils may be moderate in view of the Karstic geology of the project area as indicated in the DRASTIC analysis and because of the gas stations and petroleum tanks within 200 feet of the project.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.</p>



	<p>FDOT must provide reasonable assurance that project activities will not adversely affect the quality of receiving waters such that State water quality standards including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters will be violated 5B40D-4.301 1 e F.A.C.5D. If discovered during any project phase existing fuel storage tanks fuel pumps and septic tanks shall be removed or abandoned properly 5B40D-4.301 1 i F.A.C.5D.</p> <p>The District recommends that an environmental audit be conducted at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment. It is recommended that FDOT perform a specific investigation to determine actual groundwater and surface water pollution potential from project construction. It will also be necessary to check for existing wells and sources of contamination within the path of construction or in proximity to the proposed surface water management systems. The SWFWMD recommends coordination with FDEP and EPA and preparing a Contamination Screening Environmental Report.</p>
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#### Coordinator Feedback to Southwest Florida Water Management District's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
- No review submitted from the Federal Highway Administration	


#### Farmlands

No reviews found for the Farmlands Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Natural Resources Conservation Service

#### Floodplains


#### FL Department of Environmental Protection Review of Floodplains Effects

<b>Effect</b>	 Moderate
<b>Review Date</b>	12/1/2005
<b>Identified Resources and Level of Importance:</b>	Data shows that Approximately 30% of the study area lies in the 100 year floodplain. The EST data shows that the 200 foot buffer zone encompasses a total of 17.6 acres of land falling within a 100 year flood zone (A & AE).
<b>Comments on Effects to Resources:</b>	Further impairment from nonpoint sources to Trout Creek, New River, and Hillsborough River is a concern. Potential impacts due to nonpoint source runoff (stormwater) into these waters include sedimentation runoff during construction and increased stormwater runoff containing sediments, petroleum products, and other pollutants. Additional widening of roadways and further development in an area increases impervious surface area and the potential for increased stormwater runoff into nearby surface waters such as creeks and rivers. Every effort should be made to maximize the treatment of stormwater runoff from the proposed roadway widening project.

#### Coordinator Feedback to FL Department of Environmental Protection's Review


<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

#### Southwest Florida Water Management District Review of Floodplains Effects

<b>Effect</b>	 Substantial
<b>Review Date</b>	11/17/2005

<p><b>Identified Resources and Level of Importance:</b></p>	<p>FEMA-identified flood plains occur at two locations that cross the road for a total 1.5-mile of the project: (1) at 2.04 miles from the east terminus (Basset Branch) and 1.2 miles from the east terminus (New River). A total of 3.5 acres (3.2%) of the lands within 1.0 mile of the project are designated Zones A or AE; 17.6 acres (8.1%) of the land within 200 feet of the roadway is designated as Zones A or AE; and within 500 feet of the project, lands designated as Zones A or AE total 74.2 acres (13.3%).</p> <p>Zone A, Unnamed System (1202300450E) Zone AE, New River Elevation 87 (1202300450E)</p> <p>Even though there are only two identified floodplains there are many other smaller areas of unidentified flood plains that may be impacted by the proposed roadway improvements. A careful evaluation of all of the existing surface water storage areas will be required in order to ensure there is no adverse impact to these existing natural storage areas within the alignment or proposed stormwater management facilities.</p> <p>There are twelve cross drains located throughout the project alignment with one of these being a bridge culvert (triple 11x8). The remaining cross drains are circular pipes ranging from 24-inch to 42-inch in size. While all of these individual pipes are not necessarily within a designated floodplain, a detailed analysis may be required due to changes (such as extending) in the hydraulic characteristics due to the proposed improvements. There exists the potential that these cross drains serve floodplain areas not identified on the FEMA maps.</p>
<p><b>Comments on Effects to Resources:</b></p>	<p>The project may encroach on the 100-year floodplain at the New River and Basset Branch crossings, reducing storage capacity and altering conveyance characteristics in the affected basin. Impacts to storage and conveyance cannot increase flood stage or cause additional impacts upstream or downstream of the project area. Compensation for lost floodplain storage must be provided. Equivalent replacement for any subsequent loss of historic basin storage should be considered. Defining the flood plain and potential impacts to the flood plain within the project area is important as much of the land area is or will be densely developed.</p>
<p><b>Additional Comments:</b></p>	<p>The degree of effect is considered Substantial due to the following aspects of impact to this resource: 1 amount of impacts potentially 20 acres. 2 the nature of impacts both closed and open basins may be affected. 3 the potential for cumulative effects decrease in historic basin storage combined with decrease in hydraulic capacity of cross drainage features.</p> <p>No net encroachment into the floodplain up to that encompassed by the 100-year event which will adversely affect either conveyance storage or adjacent lands will be allowed. Any compensating storage for encroachment above the seasonal high water level SHWL shall be equivalently provided between the SHWL and the 100-year flood level to allow storage function during all lesser flood events. Compensating storage for encroachment below SHWL shall also be equivalently provided.</p> <p>One or more of the following permitting actions with FEMA may be necessary: No Rise Certification Physical Map Revision Letter of Map Revision Conditional Letter of Map Revision Conditional Letter of Map Revision Based on Fill or Letter of Map Amendment. Comprehensive hydraulic and hydrologic analyses are recommended for Indian Creek and New River to further define and reflect current conditions and to ensure no adverse effects from the proposed roadway widening activities.</p> <p>Using alternative geometries in areas of hydraulic sensitivity may reduce impacts caused by widening.</p> <p>Updated floodplain and hydraulic information will be available for the New River Basset Branch Indian Creek and Trout Creek watersheds through four cooperatively funded studies by SWMFWD FEMA and Pasco County. The four projects are:</p> <ol style="list-style-type: none"> <li>1. K867</li> </ol>



	<p>Pasco County Trout Creek Watershed Management Plan. 2. L 426 Indian Creek Restoration Project BMP Implementation. 3. L432 New River Watershed Management Plan. and 4. M112 FEMA Pasco County Mapping Activity Statement 2.</p> <p>The floodplain and hydraulic characteristics of the Indian Creek crossing of SR 54 will also be influenced by improvements scheduled for construction as part of L426 in the upper 1.5 miles of Indian Creek. The project will reduce flooding potential and provide stormwater runoff treatment in 2800 linear feet of open grassed channel. SWFWMD recommends that FDOT keep apprised of the progress of these projects and consider using the updated information generated by the projects.</p> <p>Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.</p> <p>The District is currently considering revising existing rules regarding discharge requirements in flood-prone areas. Possible modifications might change the requirements for determining peak allowable discharge rates or the amount of required on-site retention. The FDOT is advised to monitor closely the rule-making process.</p>
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Environmental Protection Agency Review of Floodplains Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	11/16/2005
<b>Identified Resources and Level of Importance:</b>	<p>Resources: Floodplains</p> <p>Level of Importance: Moderate to High</p>
<b>Comments on Effects to Resources:</b>	<p>Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zones A and AE of the flood hazard zone designation):</p> <p>100 foot buffer distance: Zone A: 0.8 acres - 0.7% of total acres Zone AE: 2.7 acres - 2.5% of total acres</p> <p>200 foot buffer distance: Zone A: 4.5 acres - 2.1% of total acres Zone AE: 13.1 acres - 6.0% of total acres</p> <p>500 foot buffer distance: Zone A: 27.5 acres - 4.9% of total acres Zone AE: 46.7 acres - 8.4% of total acres</p> <p>Approximately 8% of the area within the 200-foot buffer distance and 13% of the area within the 500-foot buffer distance is within the 100-year floodplain. There are also surface water bodies (Basset Branch and New River) within the project alignment. FDOT should utilize floodplain maps and/or field surveys to properly delineate floodplains within</p>

	the project area. A floodplains assessment should be conducted. If the roadway widening directly impacts floodplain areas, all impacts of the proposed action should be identified and avoidance measures highly considered. Mitigation will be required for adverse impacts to floodplain areas.
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#### Coordinator Feedback to US Environmental Protection Agency's Review


<b>Comments:</b>	
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<b>Date Feedback Submitted:</b>	
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- No review submitted from the Federal Highway Administration

#### Infrastructure

#### Southwest Florida Water Management District Review of Infrastructure Effects

<b>Effect</b>	 Moderate
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<b>Review Date</b>	11/17/2005
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<b>Identified Resources and Level of Importance:</b>	<p>Three SWFWMD data collection sites are located within the project area.</p> <p>Well - 2099 Fox Ridge Floridan located at 28°B013'01 082°B017'35</p> <p>Well - 2130 Fox Ridge Surficial located at 28°B013'01 082°B017'35</p> <p>Rainfall</p> <p>587 Fox Ridge subdivision located at 28°B012'59 082°B017'52.</p> <p>The following data collection sites may be directly impacted by the project:</p> <p>WEL2200</p> <p>New River Library FLDN Active</p> <p>WEL2201</p> <p>New River Library SURF Active</p>
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<b>Comments on Effects to Resources:</b>	All sites are currently active and their data utilized by the SWFWMD to make decisions regarding resource management. Project construction could affect these sites or eliminate them.
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<b>Additional Comments:</b>	<p>The degree of effect is considered Moderate due to the following aspects of impact to this resource: it may be necessary to relocate SWFWMD facilities.</p> <p>The FDOT should coordinate with the SWFWMD regarding these infrastructure components. In the event any sites will be adversely impacted by the project it may be necessary to properly abandon the site and relocate it at the project expense.</p>
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#### Coordinator Feedback to Southwest Florida Water Management District's Review


<b>Comments:</b>	
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<b>Date Feedback Submitted:</b>	
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- No review submitted from the Federal Highway Administration

#### Navigation




#### Southwest Florida Water Management District Review of Navigation Effects

<b>Effect</b>	 Minimal to None
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<b>Review Date</b>	11/17/2005
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<b>Identified Resources and Level of Importance:</b>	There are no identified navigable waterways in the project area.
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<b>Comments on Effects to</b>	There are no expected adverse impacts to navigation due to this project.
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<b>Resources:</b>	
<b>Additional Comments:</b>	None.
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Army Corps of Engineers Review of Navigation Effects</b>	
<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/8/2005
<b>Identified Resources and Level of Importance:</b>	Based on the available information, there do not appear to be any navigable waters within the project area.
<b>Comments on Effects to Resources:</b>	Based on the available information, there do not appear to be any navigable waters within the project area - therefore, no effects.
<b>Coordinator Feedback to US Army Corps of Engineers's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the US Coast Guard</li> </ul>	
<b>Special Designations</b>	
<b>Southwest Florida Water Management District Review of Special Designations Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	There are no waters designated as Outstanding Florida Waters within 1.0 mile of the project. However, the project occupies the watersheds of Upper East Cypress Creek, Trout Creek, New River, Basset Branch, and Indian Creek, all of which contribute flow to the Hillsborough River at points at which the river is designated OFW.
<b>Comments on Effects to Resources:</b>	Impacts to basins that contribute to the Hillsborough River, which is a designated OFW, will have cumulative effects.
<b>Additional Comments:</b>	<p>The degree of effect is considered Moderate due to the following aspects of impact to this resource: the potential for water quality degradation of receiving OFW waters from the collective stormwater runoff from five tributaries to the Hillsborough River.</p> <p>The implementation of runoff treatment measures and the travel distances of water from the project area to the Hillsborough River provide the possibility to reduce the degree of effect to Minimal to none.</p>
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Environmental Protection Agency Review of Special Designations Effects</b>	
<b>Effect</b>	 Moderate

<b>Review Date</b>	11/16/2005
<b>Identified Resources and Level of Importance:</b>	Resources: Floodplains Level of Importance: Moderate to High
<b>Comments on Effects to Resources:</b>	<p><b>FLOODPLAINS:</b> Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zones A and AE of the flood hazard zone designation):</p> <p>100 foot buffer distance: Zone A: 0.8 acres - 0.7% of total acres Zone AE: 2.7 acres - 2.5% of total acres</p> <p>200 foot buffer distance: Zone A: 4.5 acres - 2.1% of total acres Zone AE: 13.1 acres - 6.0% of total acres</p> <p>500 foot buffer distance: Zone A: 27.5 acres - 4.9% of total acres Zone AE: 46.7 acres - 8.4% of total acres</p> <p>Approximately 8% of the area within the 200-foot buffer distance and 13% of the area within the 500-foot buffer distance is within the 100-year floodplain. There are also surface water bodies (Basset Branch and New River) within the project alignment. FDOT should utilize floodplain maps and/or field surveys to properly delineate floodplains within the project area. A floodplains assessment should be conducted. If the roadway widening directly impacts floodplain areas, all impacts of the proposed action should be identified and avoidance measures highly considered. Mitigation will be required for adverse impacts to floodplain areas.</p>


#### Coordinator Feedback to US Environmental Protection Agency's Review


<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	


- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

#### Water Quality and Quantity

#### FL Department of Environmental Protection Review of Water Quality and Quantity Effects

<b>Effect</b>	 Moderate
<b>Review Date</b>	12/1/2005
<b>Identified Resources and Level of Importance:</b>	<p>This portion of State Road 54 crosses over Bassset Branch and the New River. GIS analysis data in the EST indicates that the project is located in the following four drainage basins: TROUT CREEK, BASSET BRANCH, NEW RIVER, INDIAN CREEK.</p> <p>Trout Creek and New River are listed on the Clean Water Act 303(d) list of impaired waters. The 303(d) list includes surface waters which exceed surface water quality standards for certain pollutants, based upon the designated use of the water body. TMDLs were developed and approved on March 28, 2005 for the New River and TMDLS are due on the New River by 12/31/08. The DEP Southwest District Office in Tampa, may be contacted for more information on these TMDLs. This project is also located within the Hillsborough River watershed. Hillsborough River is designated as a Florida Outstanding Water (OFW) and is provided additional protection.</p>

<b>Comments on Effects to Resources:</b>	<p>Further impairment from nonpoint sources to Trout Creek, New River, and Hillsborough River is a concern. Potential impacts due to nonpoint source runoff (stormwater) into these waters include sedimentation runoff during construction and increased stormwater runoff containing sediments, petroleum products, and other pollutants. Additional widening of roadways and further development in an area increases impervious surface area and the potential for increased stormwater runoff into nearby surface waters such as creeks and rivers.</p> <p>Every effort should be made to maximize the treatment of stormwater runoff from the proposed roadway widening project, as area stormwater ultimately discharges to the Hillsborough River, designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. We recommend that the PD&amp;E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs. Review of the terms and conditions outlined in the TMDLs is recommended.</p>
<b>Coordinator Feedback to FL Department of Environmental Protection's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Environmental Protection Agency Review of Water Quality and Quantity Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	<p>Resources: Surface water</p> <p>Level of Importance: High</p>
<b>Comments on Effects to Resources:</b>	<p>This segment of roadway crosses two surface water bodies, Basset Branch and New River.</p> <p>A review of GIS analysis data in the EST indicates that the project is located in the following drainage basins:          TROUT CREEK          BASSET BRANCH          NEW RIVER          INDIAN CREEK</p> <p>Trout Creek and New River are listed on the Clean Water Act 303(d) list of impaired waters.          The 303(d) list includes surface waters which exceed surface water quality standards for certain pollutants, based upon the designated use of the water body.</p> <p>Trout Creek is listed on the 303(d) list of impaired waters for exceedances of water quality standards for nutrients, coliforms and dissolved oxygen. Trout Creek is currently scheduled for total maximum daily loads (TMDL) development by 12/31/08.</p> <p>New River is listed on the 303(d) list of impaired waters for exceedances of water quality standards for nutrients, turbidity, coliforms, dissolved oxygen, and total suspended solids. TMDLs were developed and approved for fecal and total coliforms on March 28, 2005. Information on the TMDLs can be obtained from EPA Region 4 and Florida Department of Environmental Protection (FDEP) and their regulatory agency websites.</p> <p>This project is located within the Hillsborough River watershed. Hillsborough River is</p>

	<p>designated as a Florida Outstanding Water (OFW) and is provided additional protection under the Florida Administrative Code due to the OFW designation.</p> <p>Further impairment to Trout Creek, New River, and Hillsborough River is a concern from both point and nonpoint sources. Potential impacts due to nonpoint source runoff (stormwater) into these waters include sedimentation runoff during construction and increased stormwater runoff containing sediments, petroleum products, and other pollutants.</p> <p>Additional widening of roadways and further development in an area increases impervious surface area and the potential for increased stormwater runoff into nearby surface waters such as creeks and rivers.</p> <p>All stormwater regulations and guidelines must be met during design and construction with regard to stormwater ponds, erosion and sedimentation control and best management practices.</p>
<b>Additional Comments:</b>	Review of the terms and conditions outlined in the TMDLs is recommended.
<b>Coordinator Feedback to US Environmental Protection Agency's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>Southwest Florida Water Management District Review of Water Quality and Quantity Effects</b>	
<b>Effect</b>	 Substantial
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	<p>Water Quantity - From west to east the existing roadway occupies or is immediately adjacent to portions of the following drainage basins all of which contribute flow to the Hillsborough River Basin:</p> <ol style="list-style-type: none"> <li>1. Drain basin as named in the EST but named Upper East Cypress Creek drainage basin by Pasco County WBID 3179.</li> <li>2. Trout Creek WBID 3190.</li> <li>3. Basset Branch as named in the EST but named Upper Hillsborough drainage basin by Pasco County WBID 3193.</li> <li>4. New River WBID 3173 and</li> <li>5. Indian Creek in the EST but named Upper Hillsborough drainage basin by Pasco County WBID 3188.</li> </ol> <p>1. The Drain basin Upper East Cypress Creek is located within 500 feet of the west terminus. It drains extensive areas of wetlands to the north of the San Antonio area and contributes flow to Cypress Creek to the west.</p> <p>2. Trout Creek is shown in the EST as adjoining SR 54 on its south side for 0.88 mile. However Pasco County drainage maps show the basin as extending north of SR 54 and east of Curley Road. A review of aerial mapping indicates possible drainage from north to south from a large forested wetland across SR 54 to the Trout Creek basin. The Trout Creek basin contributes flow to the Hillsborough River at a point approximately 10 linear miles south of SR 54. Within the project area the Trout Creek basin is comprised of forested wetlands. There is no defined creek channel and flow is intermittent. A 3.5-acre surface feature holding water is located in the northwest quadrant of the SR 54/Curley Road intersection. This feature is a depression that has been incorporated into a residential development located immediately adjacent to the pond to the north.</p> <p>3. Basset Branch Upper Hillsborough basin heads in wetlands within 1.0 mile north of SR 54 and conveys flow to the swamps associated with the Hillsborough River at a point</p>



approximately 5.25 linear miles south of SR 54. Flow in Basset Branch is conveyed under SR 54 in a narrow shallow channel by means of a triple culvert. The project occupies this basin for 1.82 miles on the south side of the roadway and for 0.83 miles on the north side of the roadway.

4. New River heads in wetlands located within 1.0 mile north of SR 54 and conveys flow to the swamps associated with the Hillsborough River at a point approximately 4.75 linear miles south of SR 54. The 11-mile waterway drains 21 square miles by the time it joins the Hillsborough River. Flow in New River is conveyed under SR 54 in a well-defined narrow channel. At 0.82 linear miles south of SR 54 New River is contained in a narrow steep-sided channel that is crossed by the Chancy Road Bridge a wooden one-lane facility #144001. The project occupies this basin for 1.68 miles on the north side of the roadway and for an additional 1.7 miles on both sides of the roadway. Sixmile Pond located east of Eiland Blvd Handcart Rd 0.48 miles northeast of the east terminus occupies approximately 11 surface acres and discharges ultimately to wetlands in the New River basin.

5. Indian Creek heads in wetlands and ponds northeast of the SR 54/Morris Bridge Road intersection and proceeds southeastward under the roadway. Although there is no flow data on the creek physical evidence suggests that the creek flows intermittently and a box culvert is located approximately 0.2 mile eastward of the historic creek crossing which accommodates flow under SR 54.

The existing roadway section is rural with intermittent shallow swales. There are at least three cross drains along the project length in addition to the culverts accommodating flow in Basset Branch and New River.

Stormwater treatment best management practices for this segment of SR 54 consist of intermittently wet swale sections and grassy shoulders.

Ground water resources in the area include one public supply well located east of the east terminus. Pasco County has established a five-year and a 10-year well protection zones for this well which are located within 1.1 mile of the project terminus. Numerous surface features resembling sinkholes are located both north and south of the project within 500 feet. Additionally the study area is within both Karst and high recharge areas identified in the EST.

#### Water quality

Waters in the project area are Class III

Recreation propagation and maintenance of healthy well balanced populations of fish and wildlife. Trout Creek Basset Branch New River and Indian Creek contribute flow to the Hillsborough River where the river is designated OFW. The distances along these waterways between the project and the Hillsborough River in linear not river miles are: 10 miles along Trout Creek 5.25 miles along Basset Branch and 4.75 miles along New River. Further the tributaries join a reach of the Hillsborough River WBID 1443D that is included on the Verified List of impaired waters adopted in May 2004.

The project occupies one watershed that is included on Florida's 303 d Impaired Waters List that was adopted in May 2004 New River watershed WBID 1442. The project occupies this basin for 1.68 miles on the north side of the roadway and for an additional 1.7 miles on both sides of the roadway. New River passes under SR 54 at a point located 1.19 miles from the east terminus. Total Maximum Daily Loads TMDLs for total and fecal coliform have been determined as described in FDEP's report entitled Fecal and Total Coliform TMDL for New River published in September 2004. Following adoption the next step in TMDL process is the preparation of a Basin Management Action Plan. The BMAP process is in its initial stages of development at this time.

It should be noted that the Trout Creek basin WBID1455 in the project area was included on the Draft 2003 Impaired Waters List. However this reach of Trout Creek has been

	<p>proposed for de-listing and is not included on the Verified List of impaired waters adopted in May 2004. TMDLs for total and fecal coliform were scheduled for development in the 2008 cycle.</p> <p>Water quality data area collected by USEPA USGS and FDEP are available from STORET. A sampling site existed on New River at SR 54 from which data were collected by USGS from 1951 1997 and by USEPA and FDEP in the 2000 2004 time period.</p> <p>Existing ERPs 014392.000 DOT SR 54 / CR 581 FDOT 017241.000 DOT Pasco Co Water Main Pasco 003499.000 Pasco SE Forcemain Pasco 024522.000 Pasco Co Morris Bridge Rd Wid/Res Pasco</p> <p>Existing WUPs 012249.000 Pasco Co.</p>
<b>Comments on Effects to Resources:</b>	<p>The project has the potential to increase pollutant loads to New River Basset Branch Trout Creek and Upper East Cypress Creek all of which contribute flow to the Hillsborough River all of which outfall to the river at points at which the river is designated OFW. Further the reach of the Hillsborough River affected by the tributaries is on the Verified List of impaired waters adopted in May 2004. The waste load allocations WLAs for stormwater discharges with MS4 permits are 35.3% for fecal coliform and 43.6% for total coliform. Revisions or amendments to MS4 permits may require compliance with WLAs once TMDLs are adopted.</p> <p>The project has the potential to produce direct adverse effects in the small waterways crossed by the roadway in terms of both increased pollutant loads and runoff volumes resulting from stormwater runoff from the additional area of pavement. The project will require the alteration of all cross drains along its length potentially changing flow lines and impacting conveyance capacity. Upstream flooding is a possibility as are further channel erosion and downstream sedimentation. Indirect adverse effects include increased pollutant loads to the Hillsborough River from the combined runoff from five tributaries in the river's upper reaches. Ground water pollution is possible from construction activities and from the intrusion of stormwater ponds into Karstic sub-surface materials. The degree of effect is judged Substantial due to the high potential for 1 increased pollutant loading to the waterways in the immediate project area to the Hillsborough River downstream and to groundwater systems, and 2 exceeding conveyance and storage capacities of existing channels in a volume-sensitive area.</p>
<b>Additional Comments:</b>	<p>The degree of effect is considered Substantial due to the following aspects of impact to this resource: 1 the potential for pollution from the collective stormwater runoff from five tributaries to the Hillsborough River. 2 amount of impacts to floodplains potentially %3E20 acres. 3 the nature of impacts both closed and open basins may be affected. 4 the potential for cumulative effects decrease in historic basin storage combined with decrease in hydraulic capacity of cross drainage features.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If</p>



wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.

FDOT must provide reasonable assurance that the project will not cause adverse water quantity impacts to receiving waters or adverse flooding to on-site or off-site property and that the project will not adversely affect the quality of receiving waters such that the water quality standards including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters will be violated %5B40D-4.301 1 F.A.C.%5D. Further activities such as construction connected with the ERP must not cause violations of State Water Quality Standards B.O.R. 3.2.4. Best management practices shall be implemented to control erosion and shoaling during and after construction. Turbidity barriers shall be installed and maintained during construction. FDOT will be responsible for controlling turbidity from project area. Off-site discharge of water is limited to those amounts that will not cause off-site impacts BOR 4.2. Equipment shall be operated and maintained to eliminate the discharge of oils greases fuels and lubricants to wetlands or other surface waters BOR 3.2.4.1.

The water quality parameters described above for each of the impaired water bodies could be further impaired by stormwater runoff associated with the proposed project. Reductions in stormwater runoff via stormwater treatment facilities or BMPs will be required to implement the TMDLs once they are developed or to address reductions in coliform or nitrogen in water bodies with existing TMDLs. It is recommended that the Florida Department of Transportation FDOT participate as a stakeholder in the upcoming Basin Management Action Plan BMAP process to ensure that these reductions will be addressed through stormwater controls associated with the proposed project. This process will be initiated by Florida Department of Environmental Protection FDEP and driven by stakeholders.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required as additional traffic lanes are proposed. and in-stream water quality must not be adversely impacted by construction activities or subsequent road operations. Stormwater quality treatment will be required for runoff from both the new pavement and for all other directly connected impervious areas DCIAs contributing to the treatment systems both on and off-site.

Chapter 5.8.b of the District's BOR establishes the contributing area s for on-line and off-line stormwater systems to be used in calculating the required treatment volume for alterations to existing public roadways. If the existing and proposed stormwater runoff is designed for conveyance storage and treatment on-line then treatment capacity will be required for the entire roadway and other DCIAs contributing to the treatment facilities. Alternatively if the new system can be designed with off-line storage and treatment of the first-flush of runoff from new DCIAs then the existing roadway contributing areas may be considered as isolated. The District recommends using off-line stormwater quality treatment facilities for runoff from both the new and existing contributing areas to the treatment facilities. Use of appropriate tailwater information will be necessary in all cases.

If equivalent stormwater quality treatment is to be considered the FDOT must reasonably demonstrate the following:

1. Alternate contributing areas need to be hydrologically equivalent to the new and existing watershed areas that would otherwise contribute to the treatment system and existing point of discharge.
2. Alternate pollution sources and loading characteristics need to be equivalent to those being substituted. and
3. Treatment benefits being substituted need to occur in the same receiving waters and in the same locality as the existing point of discharge from the new project area.

Existing stormwater treatment capacity that is being displaced by any roadway project will

require additional compensating treatment volume for replacement. For example existing treatment capacity in a pond that is serving upstream land use when displaced by the road project will require compensating treatment volume from the existing contributing area. Equivalent stormwater quality treatment as described previously should be avoided if possible.

The District and the US Geological Survey USGS recently completed a project B097 USGS FL-67001-Upper Hillsborough River Study Extension that contains data on the Hillsborough River Watershed north of Hillsborough River State Park. The Final Report completed in January 2005 analyzes data relating to river and tributary stages and flows and it would be useful in the planning and design of the SR 54 project. The District and USGS are cooperating on another project B065 USGS FGL-670-Upper Hillsborough River Study that will provide information on surface water and ground water conditions in the Hillsborough River Watershed north of Hillsborough River State Park including the New River sub-basin. The draft report was scheduled for May/June 2005. The District recommends that FDOT consider the data generated in these two projects during the planning and design of the SR 54 project.

Updated topographic and hydraulic information will be available for the New River Basset Branch Indian Creek and Trout Creek watersheds through four cooperatively funded studies by SWMFWD FEMA and Pasco County. The four projects are:

1. K867

Pasco County

Trout Creek Watershed Management Plan.

2. L 426

Indian Creek Restoration Project

BMP Implementation.

3. L432

New River Watershed Management Plan. and

4. M112

FEMA Pasco County Mapping Activity Statement 2.

The hydraulic characteristics of the Indian Creek crossing of SR 54 will also be influenced by improvements scheduled for construction as part of L426 in the upper 1.5 miles of Indian Creek. The project will reduce flooding potential and provide stormwater runoff treatment in 2800 linear feet of open grassed channel. The District strongly recommends that FDOT coordinate with the District on these two projects and that the Department considers the data generated in these projects in its planning and design for this segment of SR 54.

The District urges coordination with Pasco County in the matter of well protection zones.

Post-development peak discharge rates must not exceed pre-development rates at each of the existing stormwater discharge points from the roadway right-of-way for the storm events required in the BOR. Hydrologic and hydraulic computations should be based on current and local existing conditions except for the effects of water withdrawals by pumping. Tailwater conditions should be thoroughly researched and based on the most current and defensible data determined by standard engineering methods. Off-site drainage areas and systems shall be conveyed to downstream areas without adversely affecting the stages flow characteristics or water quality. For widening activities total pavement areas are considered in treatment volume calculations. unless drainage of existing pavement areas is maintained separate from proposed pavement areas. The localized or regional effects of water withdrawals shall not be considered as the ambient condition in the design of surface water management systems permitted under Chapters 40D-4 40D-40 or 40D-400 F.A.C. except to the extent that the long-term success of wetlands mitigation would be affected adversely BOR Sections 3.2.2.4 e. & 4.6.2.

Detailed hydraulic and hydrologic analyses for New River Basset Branch Trout Creek and Indian Creek are recommended for design of the crossings under the roadway. These analyses will be beneficial for establishing tailwater conditions for the design of the

stormwater management system for the roadway. With the knowledge that flooding concerns exist in this area it will be important to understand the interactions between the roadway collection system attenuation facilities and the major creek crossings. Data generated from District projects K867 L 426 L432 and M112 will be of considerable help as described above.

Due to the existence of sinkholes in the area and high potential to encounter karstic conditions in sub-surface materials during stormwater pond construction it is recommended that the stormwater ponds be designed as shallow as practical and geotechnical evaluation of specific pond sites be conducted for potential of sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of stormwater pond construction/operation the District may require apply water quality treatment for the project surface water management systems.

In the event that TMDL limits are required for the project area the FDOT must be prepared to implement appropriate TMDL remediation measures. It is recommended that the Florida Department of Transportation FDOT participate as a stakeholder in the Hillsborough Basin Management Action Plan BMAP process to ensure that these reductions will be addressed through stormwater controls associated with the proposed project.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the SWFWMDs Environmental Resource Permit ERP Basis of Review BOR This includes the following typical issues:

a Pre- and post-development peak discharge rate match for each sub-basin along the project corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and use of appropriate tailwater information will also be necessary.

b Making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.



c In addition for closed basins internally drained or land-locked the post-development volume of runoff from the project area must not exceed the pre-development volume of each specific existing basin. This project appears to be located within basins that may be open closed or semi-closed i.e. closed for some storm events and open for others.

The Environmental Resource Permit Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under-estimated include: seasonal high water seasonal high groundwater table historic basin storage floodplain storage floodway hydraulic capacity peak discharge rates and timing total discharged volume and off-site hydrograph timing impacts. Site-specific design data is preferable to book values. It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

The District is currently considering revising existing rules regarding discharge requirements in flood-prone areas. Possible modifications might change the requirements for determining peak allowable discharge rates or the amount of required on-site retention. The FDOT is advised to monitor closely the rule-making process.

The names and addresses of individuals or entities whose property will be taken for the

	<p>roadway improvements will need to be submitted. Since the FDOT has powers of eminent domain this information will be needed to facilitate noticing such individuals pursuant to Rule 40D-1.607 7 F.A.C.</p> <p>The District has assigned pre-application file number 4299 for the purpose of tracking their participation in the ETDM review of this project. Pre-application file #4299 is maintained at the Brooksville Service Office of the SWFWMD. Please refer to pre-application file #4299 whenever contacting District regulatory staff regarding this project.</p>
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
- No review submitted from the Federal Highway Administration	
<b>Wetlands</b>	
<b>FL Department of Environmental Protection Review of Wetlands Effects</b>	
<b>Effect</b>	 Moderate
<b>Review Date</b>	12/1/2005
<b>Identified Resources and Level of Importance:</b>	A review of the GIS database associated with the Environmental Screening Tool shows isolated palustrine wetlands within the 100 foot buffer zone covering 1.2 acres, within the 200 foot buffer covering 8.1 acres and within the 500 foot buffer covering 55.2 acres.
<b>Comments on Effects to Resources:</b>	<p>Development of these wetlands may hydrologically affect and likely reduce natural watershed functions such as the collection, storage, filtering and discharge of runoff. During the environmental resource permit process, the applicant will be required to eliminate or reduce the proposed wetland resource impacts of the road to the greatest extent practicable:</p> <ul style="list-style-type: none"> <li>-Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.</li> <li>-Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.</li> <li>-After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values.</li> <li>-The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.</li> </ul>
<b>Coordinator Feedback to FL Department of Environmental Protection's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>Southwest Florida Water Management District Review of Wetlands Effects</b>	
<b>Effect</b>	 Substantial
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	<p>While wetlands are common, there is no large expanse of wetland in the project corridor. Wetlands typically are disturbed palustrine systems associated with the waterways in the corridor, particularly New River. There are a small number of small, isolated systems in the area not associated directly with waterways except at extreme high water.</p> <p>Considerable alteration of the wetlands has occurred in the area due to agriculture (cattle, pine plantations, and citrus) and residential development. The FFWCC 2003 Habitat &amp;</p>

	<p>Landcover data shows that wetlands are comprised of: hardwood swamp (610), cypress swamp (621), and mixed wetland forest (630), shrub swamps composed chiefly of willow and elderberry (618), freshwater marshes (641), and wet prairies (643). Permanent open water occurs in Sixmile Pond (523) east of Morris Bridge Road, the stormwater pond in the former depressional site at SR 54/Curley Road (534), and numerous small ponds 1;10 acres throughout the project area. Stormwater swales paralleling SR 54, in some cases, support herbaceous wetland plants and serve as foraging areas for wading birds, including wood storks.</p> <p>There are 14.25 acres of wetlands within 200 feet of project corridor (FFWCC, 2003) and there are 72.3 acres within 500 feet.</p> <p>The NWI tally of wetlands reports less acreage and only palustrine systems within 1.0 mile of the project, while FFWCC data are more recent and detailed.</p> <p>The acreage of Priority Wetlands supporting one to three Focal Species within 200 feet of the project corridor (FFWCC) is 2.5 acres and within 500 feet of the project corridor, there are 12.3 acres of Priority Wetlands.</p> <p>Wetlands immediately adjacent to the project are disturbed for the most part, but there are significant wetlands within the regional environmental setting.</p>
<b>Comments on Effects to Resources:</b>	<p>The project will result in further physical alterations of the crossing of SR 54 and New River, Basset Branch, and, possibly, Trout Creek. The project may result in alterations to the SR 54 crossing of Indian Creek east of the SR 54/Morris Bridge Road intersection. Some modifications may require work outside of the existing right-of way</p>
<b>Additional Comments:</b>	<p>The degree of effect is considered Substantial due to the following aspects of impact to this resource: 1 an Environmental Resource Permit will be necessary. 2 it will be necessary to modify all of the waterway channels within the project corridor which will eliminate and/or degrade wetland habitat. and 3 the uncertainty of location and size of storm water systems.</p> <p>The impacts to wetlands cannot be determined at this time because locations of surface water management facilities for the project have not been identified. However with a formal wetlands determination and project design details the degree of effect could be Moderate. It is anticipated that these issues will be resolved during ERP permitting.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.</p> <p>FDOT must provide reasonable assurance that the project's design will not adversely impact the value of functions provided to fish wildlife and listed species including aquatic and wetland- dependent species by wetlands and other surface waters. Wetlands within and adjacent to the ROW do not provide high quality habitat. however there is evidence of use by species listed as Species of Special Concern SSC. A formal wetland delineation and Unified Mitigation Assessment Methodology UMAM analysis will be required for the lands involved in the roadway work and surface water management facilities.</p> <p>Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program Chapter 373.4137 F.S. requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands public land acquisition followed by habitat improvements and the purchase of private mitigation bank credits. The SWFWMD may</p>



choose to exclude an FDOT project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario the SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. Through the FDOT mitigation program the SWFWMD may have previously purchased mitigation credits from a mitigation bank appropriate to the project area for unavoidable roadway wetland impacts. Depending on the quantity and quality of the proposed wetland impacts and associated mitigation activities at such a mitigation bank the SWFWMD may propose purchasing additional credits from the mitigation bank and/or pursue and propose alternative locations for mitigation. The project and potential wetland impacts are located within the Hillsborough River watershed. The SWFWMD requests that FDOT continue to collaborate on the potential wetland impacts as this segment proceeds into future phases.

Coordination with FFWCC and USFWS will be required for wetland-dependent listed species as wood stork E sandhill crane T white ibis SSC snowy egret SSC were observed in wetlands within 100 feet of the existing pavement. Other wetland-dependent species were seen in the lake and other Listed Species may be present. The potential impact of the roadway project on these and non-listed native animals should be assessed.

A wetland location map formal delineation and acreage calculations will be required together with a UMAM assessment for all wetlands affected by the project pursuant to Ch. 62-345 F.A.C. The District will require the wetland and surface water features located within the project area to be field verified by District staff pursuant to Ch. 62-340 F.A.C. Secondary wetland impacts e.g. water quantity water quality wetland buffer setbacks wildlife habitat and utilization etc. will need to be evaluated pursuant to subsection 3.2.7 of the B.O.R.

Data from the technical studies on habitat wildlife and wetlands should be input to the selection of the final alignment of the project.

The District will require the applicant to address elimination and reduction of wetland impacts pursuant to subsection 3.2.1 of the Basis of Review B.O.R. where applicable including design alternatives where feasible.

The names and addresses of individuals or entities whose property will be taken for the roadway improvements will need to be submitted. Since the FDOT has powers of eminent domain this information will be needed to facilitate noticing such individuals pursuant to Rule 40D-1.607 7 F.A.C.

The District has assigned pre-application file number 4299 for the purpose of tracking their participation in the ETDM review of this project. Pre-application file #4299 is maintained at the Brooksville Service Office of the SWFWMD. Please refer to pre-application file #4299 whenever contacting District regulatory staff regarding this project.

#### Coordinator Feedback to Southwest Florida Water Management District's Review

**Comments:**

**Date Feedback Submitted:**

#### US Environmental Protection Agency Review of Wetlands Effects

**Effect**



Minimal to None

**Review Date**

11/17/2005

**Identified Resources and Level of Importance:**

Resources: Wetlands


Level of Importance: Moderate

<b>Comments on Effects to Resources:</b>	<p>A review of GIS analysis data in the EST indicates that the following number of acres of primarily palustrine wetlands are located within proximity of the proposed project. The wetlands information is according to National Wetlands Inventory data.</p> <p>100-foot buffer distance: 1.2 acres - 1.1% of total acres  200-foot buffer distance: 8.1 acres - 3.7% of total acres  500-foot buffer distance: 55.2 acres - 9.9% of total acres</p> <p>The wetlands are comprised of freshwater marsh and wet prairies, along with some cypress wetlands.</p> <p>EPA recommends that a wetland assessment acceptable to EPA and USACOE be conducted on wetland areas expected to be impacted by the proposed project. Roadway widening alternatives which avoid or minimize impact to wetlands should be evaluated and considered. Direct impacts to wetlands will require mitigation and/or compensation according to all applicable regulations and/or permitting requirements.</p>
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#### Coordinator Feedback to US Environmental Protection Agency's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	


#### US Army Corps of Engineers Review of Wetlands Effects


<b>Effect</b>	 Moderate
<b>Review Date</b>	11/14/2005
<b>Identified Resources and Level of Importance:</b>	Based on the NWI and Wetlands 2000 GIS information and a site visit of the existing alignment, approximately 50-60 acres of freshwater wetlands fall within a 500' buffer. These wetlands are predominantly herbaceous, with some cypress wetlands also present. Both wetland types are common in the area.
<b>Comments on Effects to Resources:</b>	The acreage of direct impacts needs to be determined. However, based on the site visit, the project may require an Individual Permit from the Corps. FDOT should include avoidance and minimization measures in their project design.

#### Coordinator Feedback to US Army Corps of Engineers's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

#### National Marine Fisheries Service Review of Wetlands Effects

<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/2/2005
<b>Identified Resources and Level of Importance:</b>	None.
<b>Comments on Effects to Resources:</b>	<p>NOAAs National Marine Fisheries Service NMFS has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6651. The Florida Department of Transportation proposes widening SR 54 from Curley Road to Morris Bridge Road in Pasco County Florida. The project would widen SR 54 from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on November 1 2005 to assess potential concerns to living marine resources. The resources affected are not</p>

	ones for which NMFS is responsible and therefore we have no comment to provide regarding the project's impacts.
<b>Coordinator Feedback to National Marine Fisheries Service's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the US Fish and Wildlife Service</li> </ul>	
<b>Wildlife and Habitat</b>	
<b>Southwest Florida Water Management District Review of Wildlife and Habitat Effects</b>	
<b>Effect</b>	 Substantial
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	<p>The land use in the project area is classified urban 48% or agriculture/clear cut 26% within 100 feet of the project. Moving away from the project agriculture/clear cut land uses at 200-feet and 500-feet become more common 28% and 30% respectively while urban land uses become less common 41% and 34% respectively. Uplands adjacent to the project generally are disturbed or occupied by commercial or residential construction. The FFWCC 2003 Habitat &amp; Landcover data show that upland plant communities within the 100-500 foot corridors are dominated by dry prairie 310 pine flatwoods 411 mixed hardwood/pine forests 414 hardwood hammock 425 and shrub and brushland 320 in that order. Most upland plant communities are disturbed as a result of past agricultural practices and recent development although some remnants of hardwood hammock are in good condition and pine flatwoods are undergoing the build-up of extensive amounts of fuel in the understory.</p> <p>FFWCC reports the area for Biodiversity Hotspots supporting seven or more Focal Species in the project corridor 200 feet wide as being 19.3 acres.</p> <p>No FNAI element occurrences were noted in the EST. However field observation on October 10 2005 revealed the presence within the 100 200 foot corridor of the following species: wood stork E sandhill crane T white ibis SSC snowy egret SSC great blue heron great egret anhinga common moorhen mallard and Suwannee cooter. Both the wood stork and the sandhill crane groups included immatures indicating that breeding occurs in the vicinity. The majority approximately 50 individuals of the white ibis and snowy egret were observed feeding and resting in the wetlands that are located north of SR 54 and associated with New River. The sandhill cranes were observed feeding in cut over pine flatwoods on the south side of SR 54 0.95 mile east of the SR 54/Curley Road intersection. Wood storks were observed feeding in roadside swales that had water on the day of the field visit. The moorhen mallard and cooter were observed in the surface water feature previously described located in the northwest quadrant of the SR 54/Curley Road intersection.</p> <p>Species occurrences noted in the EST included two eagles' nests active in 2000 located 4.5 7.0 miles from the project. If still present in the project area the birds may be utilizing Sixmile Pond the surface water feature at the SR 54/Curley Road intersection and unobstructed areas of wetlands for foraging.</p> <p>In view of the types of habitats and soils present on site it is likely that gopher tortoise SSC and Eastern indigo snake T occur in the uplands.</p> <p>The FFWCC identifies a total of 49.8 acres of Strategic Habitat Conservation Areas for wading birds within the 500-foot corridor 12.5 acres and 24 acres of which occur in the</p>



	100-foot and 200-foot corridors respectively.
<b>Comments on Effects to Resources:</b>	<p>The project will result in adverse impacts to wildlife and habitat. Wildlife impacts include disruption of breeding activity and the elimination or degradation of foraging and roosting habitat. Species affected are wetland-dependent and/or upland species, including Listed Species such as wood stork and sandhill crane.</p> <p>The project may cause additional isolation of floral and faunal species populations on either side of the roadway, particularly in the waterway corridors of New River and Basset Branch as a result of the expanded cross section of the facility to accommodate both new travel lanes and a median. The expanded cross section has the potential to result in additional wildlife fatalities, particularly turtles, other reptiles, and amphibians.</p> <p>Habitat impacts include loss of foraging, roosting, and breeding habitat through direct destruction and indirect encroachment. The functions and values of both upland and wetland habitat will be lost or degraded, with the result that sensitive species may abandon the area altogether</p>
<b>Additional Comments:</b>	<p>The degree of effect is considered Substantial due to the following aspects of impact to this resource: due to the presence of Listed Species that are breeding in the vicinity and to the observation of the large number of SSC species in the New River wetlands.</p> <p>For a project to meet permit criteria it must be not contrary to the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat including endangered or threatened species or their habitats as well as impacts to public recreation. Such impacts could potentially be deemed contrary to the public interest.</p> <p>FDOT must provide reasonable assurance that the design construction and operation of the project will not impact the values of wetland other surface waters and other water-related resources of the District so as to cause adverse impacts to the a abundance of fish wildlife and listed species and b habitat of fish wildlife and listed species ERP Basis of Review 3.2.2.</p> <p>The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise dust habitat damage outside of ROW and turbidity in the ditches crossing the project area. Turbidity will be addressed in the ERP and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved.</p> <p>Due to the presence of Listed Species specific surveys should be conducted to detect the occurrence and abundance of wildlife both listed and non-listed in order to assess the impact of the project on animals and plants and to determine the need for wildlife avoidance and accommodation measures at particularly important locations along the project. The FFWCC data on the site should be updated to the present time and applied to this project. The information generated during this work should be used in project design to reduce wildlife impacts.</p> <p>The additional lanes increase the likelihood of animal fatalities on the roadway particularly at locations on the roadway that traverse wetlands and waterways. A survey to determine the actual amount of animal traffic across the roadway itself and through the cross culverts should be conducted. The data collected should be analyzed for the purpose of determining the value of wildlife crossings. Coordination with FFWCC USFWS and Bureau of Imperiled Species Management will be required for wetland-dependent listed species. It is recommended that the FDOT prepare a Wetland Evaluation Report WER and an Endangered Species Biological Assessment ESBA for further analysis.</p>

#### Coordinator Feedback to Southwest Florida Water Management District's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Fish and Wildlife Service Review of Wildlife and Habitat Effects</b>	
<b>Effect</b>	<div></div> Moderate
<b>Review Date</b>	11/10/2005
<b>Identified Resources and Level of Importance:</b>	Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.
<b>Comments on Effects to Resources:</b>	<p>The Service has reviewed our Geographic Information Systems GIS database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources.</p> <p>Land use adjacent to the existing alignment is primarily commercial and pastureland. However freshwater marshes pine flatwood and hardwood confer habitat exists within a 200 foot buffer of the proposed project.</p> <p>Comments are provided in accordance with the Fish and Wildlife Coordination Act 48 Stat. 401 as amended. 16 U.S.C. 661 et seq..</p> <p>Section 7 of the Endangered Species Act of 1973 ESA as amended 16 U.S.C. 1531 et seq..</p> <p>Due to the proximity of the proposed project to scrub habitat and the presence of scrub-jays in Pasco County the Service recommends an inspection of the scrub habitat followed by a scrub-jay survey be conducted using the Services scrub-jay protocol.</p> <p>This survey should be sent to the Services Jacksonville Field Office to review and comment.</p> <p>Due to the proximity of the proposed project to nearby wood stork <i>Mycteria americana</i> rookeries in Pasco County the Service would recommend that prior to the design and construction phases of the project that surveys be conducted to determine presence or absence of wood storks. A major reason for the wood stork decline has been the loss and degradation of feeding habitat. A variety of nearby wetland habitats such as roadside or agricultural ditches can provide good forage areas for storks and storks typically do most of their feeding in wetlands between 5 and 40 miles from the colony. The Service would recommend assessing any possible impacted wetlands for the potential of wood stork usage such as wetlands that are seasonally flooded and drawn down with littoral shelf areas which may fall within 18.6 miles 30 km of an active wood stork colony. More information may be gained at the Service's Jacksonville Ecological Service Field Office website at: <a href="http://northflorida.fws.gov/WoodStorks/wood-storks.htm">http://northflorida.fws.gov/WoodStorks/wood-storks.htm</a>.</p> <p>The Eastern indigo snake <i>Drymarchon corais couperi</i> may occupy a broad range of habitats from scrub and sandhill communities to wet prairies and mangrove swamps near the proposed project site. The Eastern indigo is most strongly associated with high dry well-drained sandy soils and closely parallels habitat preferred by the gopher tortoise <i>Gopherus polyphemus</i> a state of Florida listed species. The Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo Snake and survey for the Eastern indigo prior to the design and construction phase.</p> <p>The proposed road widening would greatly increase the effects of fragmentation. It would also increase traffic flow to roads such as Suncoast Parkway. Increased traffic to these roads are indirect effects and should be included in the amount of habitat impacted.</p>
<b>Coordinator Feedback to US Fish and Wildlife Service's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>FL Fish and Wildlife Conservation Commission Review of Wildlife and Habitat Effects</b>	

<b>Effect</b>	 Substantial
<b>Review Date</b>	11/2/2005
<b>Identified Resources and Level of Importance:</b>	<p>The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission FWC has coordinated agency review of highway project ETDM 6651 in Pasco County which is in the Programming Phase and provides the following comments related to potential impacts to fish and wildlife resources.</p> <p>This project would expand SR 54 from two to four lanes over a distance of about 4.5 miles between Curley Road to Morris Bridge Road in Pasco County. The proposed project crosses a rapidly developing area with numerous isolated wetlands and the two branches of Trout Creek is the dominant riparian ecosystem in the region. Residential development has expanded eastward along SR 54 and south along Morris Bridge Road. The region is characterized by a diverse mixture of short hydroperiod freshwater marshes along with forested wetlands and man-created water bodies which provide foraging habitat for a wide variety of wading birds and other wildlife species. Wetland plant communities include cypress swamp freshwater marsh and wet prairie hardwood swamp mixed wetland forest shrub swamp and open water. A GIS analysis indicates approximately 72 acres of wetlands occur within 500 feet of the Right-of-Way ROW in the project area. Uplands include dry prairie and native grasslands mesic oak hammock mixed hardwood-pine forests mesic and xeric pine flatwoods xeric oak scrub and improved pasture. Wildlife species listed by our agency which occur both in and adjacent to the project area include the wood stork E bald eagle T southeastern kestrel T Florida sandhill crane T eastern indigo snake T Sherman's fox squirrel SSC little blue heron SSC snowy egret SSC tricolored heron SSC white ibis SSC limpkin SSC burrowing owl SSC gopher tortoise SSC Florida pine snake SSC American alligator SSC and the gopher frog SSC. While not in the primary or secondary range of the Florida black bear T the species has been documented within this region. Other species in the area while not officially listed include the bobcat river otter and black-crowned night heron.</p> <p>A portion of the Trout River system has been designated by FWC as a Strategic Habitat Conservation for wading birds. In addition the Trout River riparian system and floodplain serves as an important landscape level habitat linkage. Several Developments of Regional Impact in the area have set aside this riverine corridor as a protected preserve for mitigation purposes due to its sensitive nature habitat quality and the fact that this system serves as a natural conduit for regional wildlife movement.</p>
<b>Comments on Effects to Resources:</b>	<p>Impacts from the project could be substantial due to habitat loss from construction, and from secondary and cumulative impacts from residential and commercial development facilitated by the planned road capacity improvements. A moderate number of listed species could be adversely affected due to habitat loss and degradation. The expanded roadway could also result in increased roadkills for many species, including several listed species, and create a formidable barrier to normal and necessary wildlife movement patterns to fully access available habitat north and south of the road for food, cover, dispersal, and breeding opportunities.</p>
<b>Additional Comments:</b>	<p>We recommend plant community mapping and surveys for the occurrence of listed wildlife species, both along the right-of-way, and within sites proposed for Drainage Retention Areas (DRAs). DRAs should also be located in previously disturbed sites if possible, to protect and conserve habitat resources. A plan should also be formulated for avoidance, minimization, and mitigation of project impacts. A compensatory mitigation plan should be designed to replace wetland and upland habitat lost as a result of the project; and land acquisition adjacent to core habitat areas on existing public land is very worthy of consideration. Location of potential habitat mitigation areas adjacent to the Trout River floodplain by the use of a perpetual conservation easement would compliment ongoing conservation efforts along this regional habitat system, and would also be supported by our agency. Coordination with FWC biologists in planning this effort is requested. Replacement habitat for mitigation should be type for type, functionally equivalent, and equal to or of higher functional value.</p>

We strongly recommend that a study and analysis of habitat connectivity needs in this area be accomplished as part of the Project Development and Environment Study (PD&E), and expanded bridges which span the stream, floodplain, and a portion of the upland floodplain transitional area along with exclusionary fencing should be evaluated, especially within the Trout River system. We believe that protection of the functionality of the Trout River system is an important consideration in this developing region. In addition, bridging other selected high quality wetland areas is also an option which should be addressed for avoidance and minimization measures required by the Environmental Resource Permit to protect and conserve isolated wetland systems. FWC biologists are available to provide technical assistance in the design of these roadway structures to benefit a broad array of species.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Mr. Lee Taylor at (863) 701-1439 for further coordination on this project.

#### Coordinator Feedback to FL Fish and Wildlife Conservation Commission's Review

**Comments:**

**Date Feedback Submitted:**

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

#### Cultural

#### Historic and Archaeological Sites

#### Southwest Florida Water Management District Review of Historic and Archaeological Sites Effects

**Effect**

Minimal to None

**Review Date**

11/17/2005

**Identified Resources and Level of Importance:**

The entire corridor within 100 feet of the project is in a survey area for the State Historic Preservation Office (SHPO), and 85% and 54%, respectively, of the corridor within 200 feet and 500 feet are in the SHPO survey area. There are no historic bridges, road segments, or cemeteries within 1.0 mile of the project. While there are 41 historic or archeological sites and 14 historic structures within 1.0 mile of the project, none are eligible for listing in the National Register of Historic Places (NRHP).

**Comments on Effects to Resources:**

It is not expected that the project will cause adverse impacts to historical resources.

**Additional Comments:**

The degree of effect is judged Minimal to none from the District's standpoint in view of the fact that the resources revealed during the extensive studies already done in the area are not considered eligible for NRHP listing.

The District will consider impacts to historical and archeological resources as part of its Secondary Impacts evaluation ERP Basis of Review 3.2.7. SWFWMD recommends a Cultural Resources Assessment be conducted and that coordination with Florida State Historic Preservation Office is timely and effective. If historical or archeological artifacts are discovered at any time on the project site FDOT shall notify the District and the Florida Department of State Division of Historic Resources immediately 40D-4.381 F.A.C..

#### Coordinator Feedback to Southwest Florida Water Management District's Review

**Comments:**

Date Feedback Submitted:

FL Department of State Review of Historic and Archaeological Sites Effects

Effect

Minimal to None

Review Date

11/14/2005

Identified Resources and Level of Importance:

Cemeteries

Buffer distance: 5280 ft. (7701.94 acres).

Site ID Cemetery Name

PA01993 DOUBLE BRANCH CEMETARY

\*Importance is high. However, this historic property is unlikely to be affected by the proposed project due to the distance from the project area.

Historic Standing Structures

Buffer distance: 200 ft. (218.68 acres).

Site ID Structure Name

PA01656 4209 ERNEST DRIVE

\* Previously determined ineligible for listing in the National Register during the 1991 survey. Our office recommends re-evaluating for eligibility for listing on the National Register of Historic Places due to age of survey (14 years).

Buffer distance: 5280 ft. (7701.94 acres).

Site ID Structure Name

PA01654 33331 CHANCY ROAD

PA01655 32303 STATE ROAD 52

PA01656 4209 ERNEST DRIVE

PA01657 5550 JIREH ROAD

PA01658 5807 ELLERBEE ROAD

PA01659 5876 COUNTY ROAD 577

PA01660 5450 WESLEY CHAPEL LOOP

PA01661 5452 WESLEY CHAPEL LOOP

PA01662 5411 WESLEY CHAPEL LOOP

PA01663 5940 BOYETTE ROAD

PA01665 6001 BOYETTE ROAD

PA01666 29938 COOPER ROAD

PA01667 6125 ELLERBEE ROAD

PA02095 CAT SHED

\* These historic structures exist within the 1-mile buffer area, but beyond the 500-ft. buffer area. They are unlikely to be affected by the proposed project due to their distance from the project area.

Archaeological or Historic Sites

Buffer distance: 100 ft. (108.62 acres).

Site ID Site Evaluation Site Name Survey Evaluation Site Culture Site Type

PA01289 INELIGIBLE FOR NRHP WYNDFIELDS 54 INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)

\* Importance low. Determined ineligible for listing in the National Register of Historic Places.

PA01379 NOT EVALUATED BY SHPO SMITH HOMESTEAD INELIGIBLE FOR NRHP NINETEENTH CENTURY AMERICAN, 1821-1899 BUILDING REMAINS  
\* Importance low. Likely ineligible for listing in the National Register of Historic Places. No formal SHPO evaluation on this resource.

PA01468 INELIGIBLE FOR NRHP WEBB INSUFFICIENT INFORMATION PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)  
\* Importance low. Determined ineligible for listing in the National Register of Historic Places.

PA01469 INELIGIBLE FOR NRHP LOTTERY INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)  
\* Importance low. Determined ineligible for listing in the National Register of Historic Places.

Buffer distance: 200 ft. (218.68 acres).  
Site ID Site Evaluation Site Name Survey Evaluation Site Culture Site Type

PA00251 NOT EVALUATED BY SHPO BROWN 10 INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)  
\* Importance low. Likely ineligible for listing in the National Register of Historic Places. No formal SHPO evaluation on this resource.

PA02116 INELIGIBLE FOR NRHP BLACKWELL 3 INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY PREHISTORIC LITHICS ONLY, BUT NOT QUARRY  
\* Importance low. Determined ineligible for listing in the National Register of Historic Places.

Buffer distance: 500 ft. (557.5 acres).  
Site ID Site Evaluation Site Name Survey Evaluation Site Culture Site Type

PA00252 NOT EVALUATED BY SHPO BROWN 11 INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)  
\* Importance low. Likely ineligible for listing in the National Register of Historic Places. No formal SHPO evaluation on this resource.

PA01470 INELIGIBLE FOR NRHP DOY NO. 1 INELIGIBLE FOR NRHP PREHISTORIC LACKING POTTERY CAMPSITE (PREHISTORIC)  
\* Importance low. Determined ineligible for listing in the National Register of Historic Places.

Buffer distance: 5280 ft. (7701.94 acres).  
\* Dozens of recorded archaeological sites exist within the 1-mile buffer area, but beyond the 500-ft. buffer area. These historic properties are unlikely to be affected by the proposed project due to their distance from the project area.



**Additional Comments:**

The project corridor was previously surveyed in 1991 (FMSF# 2810). As a result, several archaeological and historic sites were recorded within the project corridor. After re-evaluation of these resources for this review, it is the opinion of our office that the following efforts be made to ensure that no significant historic properties are adversely affected by the proposed project.

1. PA1656 should be re-evaluated for eligibility for listing in the National Register of Historic Places.

2. A re-examination of the project corridor at the Reconnaissance level to determine if any additional historic structures exist within the project area that may have turned 50-years




	<p>of age since the completion of the 1991 corridor survey. If there are historic structures along this corridor not previously surveyed, these resources need to be documented and evaluated for listing in the National Register of Historic Places.</p> <p>Finally, no further archaeological evaluation needs to be conducted for the proposed project. Our office will review the Florida Master Site Files for the previously recorded archaeological sites and provide a final determination of eligibility for these sites.</p>
<b>Coordinator Feedback to FL Department of State's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
	<ul style="list-style-type: none"> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the Miccosukee Tribe</li> <li>- No review submitted from the Seminole Tribe</li> </ul>
<b>Recreation Areas</b>	
<b>Southwest Florida Water Management District Review of Recreation Areas Effects</b>	
<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	There are no designated public recreational facilities within 1.0 mile of the project. Leisure Days RV Resort is located 0.18 mile southeast of the project's east terminus.
<b>Comments on Effects to Resources:</b>	Project construction is not expected to have any impacts on recreational activities.
<b>Additional Comments:</b>	The District will consider impacts to fishing and recreation values pursuant to 40D-4.302 F.A.C. For a project to meet permit criteria it must be not contrary to the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat including endangered or threatened species or their habitats as well as impacts to public recreation. Such impacts could potentially be deemed contrary to the public interest.
<b>Coordinator Feedback to Southwest Florida Water Management District's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>US Environmental Protection Agency Review of Recreation Areas Effects</b>	
<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/16/2005
<b>Identified Resources and Level of Importance:</b>	<p>Resources: Recreation Areas</p> <p>Level of Importance: Low, due to minimal degree of effect</p>
<b>Comments on Effects to Resources:</b>	A review of GIS analysis data and maps in the EST indicates that there should be no impact to recreation areas as a result of the project, as proposed.
<b>Coordinator Feedback to US Environmental Protection Agency's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

#### Section 4(f) Potential

##### Southwest Florida Water Management District Review of Section 4(f) Potential Effects

<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/17/2005
<b>Identified Resources and Level of Importance:</b>	There are no designated public lands having designated recreational facilities within 1.0 mile of the project.
<b>Comments on Effects to Resources:</b>	The project is not expected to have impacts on the recreational values of public lands or to historic features of public importance.
<b>Additional Comments:</b>	The District will consider impacts to historical and archeological resources and recreation values under the ERP Basis of Review, 3.2.7 and 3.2.8.

##### Coordinator Feedback to Southwest Florida Water Management District's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

- No review submitted from the Federal Highway Administration

#### Community

##### Aesthetics

No reviews found for the Aesthetics Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the North Central Florida Regional Planning Council
- No review submitted from the Pasco County MPO


##### Economic

No reviews found for the Economic Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the North Central Florida Regional Planning Council
- No review submitted from the Pasco County MPO

#### Land Use

##### FL Department of Community Affairs Review of Land Use Effects



<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/17/2005

##### Coordinator Feedback to FL Department of Community Affairs's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

- No review submitted from the Federal Highway Administration
- No review submitted from the North Central Florida Regional Planning Council
- No review submitted from the Pasco County MPO



Mobility	
Federal Highway Administration Review of Mobility Effects	
Effect	 Minimal to None
Review Date	11/17/2005
Identified Resources and Level of Importance:	2. Mobility Minimal The shoulder provided on the roadway should be sufficient for pedestrians bicyclists and emergency travel or storage per the Florida Greenbook and ASHTO provisions.
Coordinator Feedback to Federal Highway Administration's Review	
Comments:	
Date Feedback Submitted:	
<ul style="list-style-type: none"> <li>- No review submitted from the Federal Transit Administration</li> <li>- No review submitted from the North Central Florida Regional Planning Council</li> <li>- No review submitted from the Pasco County MPO</li> </ul>	
Relocation	
No reviews found for the Relocation Issue.	
<ul style="list-style-type: none"> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the North Central Florida Regional Planning Council</li> <li>- No review submitted from the Pasco County MPO</li> </ul>	
Social	
US Environmental Protection Agency Review of Social Effects	
Effect	 Moderate
Review Date	11/16/2005
Identified Resources and Level of Importance:	Resources: Residential populations, social facilities Level of Importance: High for the proposed project
Comments on Effects to Resources:	<p>This project is proposed to expand SR 54 from a two-lane undivided to a four-lane divided facility between Curley Road and Morris Bridge Road in Pasco County. The length of the project is 4.45 miles. In general, the area is comprised of open land (pasture land, crop land, agricultural land), along with low density residential, social service facilities, and light commercial.</p> <p>Traffic is expected to increase due to approved population and employment growth along the corridor. There are two approved Development of Regional Impacts along the project corridor - New River and Wesley Chapel Lakes.</p> <p>A review of the GIS analysis data lists the following types of social facilities which are located within the project area: community center (Fraternal Order of Eagles), day care centers, churches and religious centers, public library (New River Branch), Pasco County parks, and a water treatment facility (Angus Valley).</p> <p>Several of these properties are located within 100 feet of the current roadway. One concern is the acquisition of property for right of way. Roadway widening alignments and</p>

	<p>alternatives which minimize impact to types of social facilities listed in the above paragraph should be considered.</p> <p>Other factors which may affect residential, social, and commercial populations and businesses are: increased traffic volumes, increased noise, increased vibration, temporary rerouting of traffic during construction, and potential air quality issues due to increased traffic and vehicle emissions.</p> <p>Additional data collection, surveys, and studies should be considered to assess both direct and indirect impacts to the community surrounding the proposed project.</p>
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
#### Coordinator Feedback to US Environmental Protection Agency's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the FL Department of Community Affairs</li> <li>- No review submitted from the FL Department of Environmental Protection</li> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the North Central Florida Regional Planning Council</li> <li>- No review submitted from the Pasco County MPO</li> </ul>	

#### Secondary and Cumulative

#### Secondary and Cumulative Effects

#### US Environmental Protection Agency Review of Secondary and Cumulative Effects Effects

<b>Effect</b>	 Minimal to None
<b>Review Date</b>	11/17/2005

#### At-Risk Resource: Air Emissions

<b>Comments on Effects:</b>	As populations growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.
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#### At-Risk Resource: Water Quality and Quantity

<b>Comments on Effects:</b>	<p>Further impairment to Trout Creek, New River, and Hillsborough River is a concern from both point and nonpoint sources. Potential impacts due to nonpoint source runoff (stormwater) into these waters include sedimentation runoff during construction and increased stormwater runoff containing sediments, petroleum products, and other pollutants.</p> <p>Additional widening of roadways and further development in an area increases impervious surface area and the potential for increased stormwater runoff into nearby surface waters such as creeks and rivers.</p>
<b>Recommended Avoidance, Minimization, and Mitigation Measures:</b>	All stormwater regulations and guidelines must be met during design and construction with regard to stormwater ponds, erosion and sedimentation control and best management practices.

#### At-Risk Resource: Wetlands

<b>Comments on Effects:</b>	Traffic is expected to increase due to approved population and employment growth along the corridor. There are two approved Development of Regional Impacts along the project corridor - New River and Wesley Chapel Lakes.
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	Due to additional development along the corridor, impacts to wetlands are likely to occur in the form of fill, fragmentation, and decreased quality and function.
<b>Coordinator Feedback to US Environmental Protection Agency's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<b>Southwest Florida Water Management District Review of Secondary and Cumulative Effects Effects</b>	
<b>Effect</b>	Moderate
<b>Review Date</b>	11/17/2005
<b>At-Risk Resource: Water Quality and Quantity</b>	
<b>Comments on Effects:</b>	<p>The project occupies or is immediately adjacent to five watersheds that contribute flow to the Hillsborough River in a river segment that is designated OFW. The five watersheds are: New River Trout Creek Basset Branch Indian Creek and Upper East Cypress Creek. New River is included on Florida's 303 d Impaired Waters List that was adopted in May 2004 New River watershed WBID 1442 and Total Maximum Daily Loads TMDLs for total and fecal coliform have been determined as described in FDEP's report entitled Fecal and Total Coliform TMDL for New River published in September 2004. Following adoption the next step in TMDL process is the preparation of a Basin Management Action Plan. The BMAP process is in its initial stages of development at this time. Further the five watersheds discharge to a reach of the Hillsborough River WBID 1443D that is included on the Verified List of impaired waters adopted in May 2004.</p> <p>It should be noted that the Trout Creek basin WBID1455 in the project area was included on the Draft 2003 Impaired Waters List. However this reach of Trout Creek has been proposed for de-listing and is not included on the Verified List of impaired waters adopted in May 2004. TMDLs for total and fecal coliform were scheduled for development in the 2008 cycle.</p>
<b>Recommended Avoidance, Minimization, and Mitigation Measures:</b>	Stormwater runoff impacts to the Hillsborough River, an OFW, could be significant in view of the fact that all five of the waterways affected by the project ultimately drain to the Hillsborough River. Further, the reach of the Hillsborough River receiving discharge from the five watersheds is included on the Verified List of impaired waters adopted May 2004.
<b>Recommended Actions to Improve At-Risk Resources:</b>	<p>The degree of effect is considered Moderate due to the following aspects of impact to this resource: 1 the nature of impacts further reduction of wetlands and habitat wildlife and historic basin storage.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.</p> <p>Pursuant to 40D-4.301and 40D-4.302 F.A.C. the District will consider secondary and cumulative effects to water resources historical and archeological resources wetlands wildlife and water quality in accordance with the ERP Basis of Review 3.2.7 and 3.2.8.</p>
<b>At-Risk Resource: Wetlands</b>	
<b>Comments on Effects:</b>	Wetlands are common, but there are no large expanses of wetlands in the project corridor. Wetlands typically are disturbed palustrine systems associated with the waterways in the corridor, particularly New River. There are a small number of small, isolated systems in the area not associated directly with waterways except at extreme high water. Considerable alteration of the wetlands has occurred in the area due to

	agriculture (cattle, pine plantations, and citrus) and residential development; however, there are significant wetlands within the regional environmental setting associated with Cypress Creek and Trout Creek to the southwest and the Hillsborough River to the south.
<b>Recommended Avoidance, Minimization, and Mitigation Measures:</b>	The wetlands in the project area have already been disturbed, and the project will result in further physical alterations of the wetlands at the crossings of SR 54 and New River, Basset Branch, and, possibly, Trout Creek. The project may result in alterations to the SR 54 crossing of Indian Creek east of the SR 54/Morris Bridge Road intersection. Further loss of wetland functions and values in the project area has the potential to degrade functions and values of wetlands downstream in the Hillsborough River watershed itself.
<b>Recommended Actions to Improve At-Risk Resources:</b>	<p>The degree of effect is considered Moderate due to the following aspects of impact to this resource: 1 the nature of impacts further reduction of wetlands and habitat wildlife and historic basin storage.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.</p> <p>Pursuant to 40D-4.301and 40D-4.302 F.A.C. the District will consider secondary and cumulative effects to water resources historical and archeological resources wetlands wildlife and water quality in accordance with the ERP Basis of Review 3.2.7 and 3.2.8.</p>


#### At-Risk Resource: Wildlife & Habitat

<b>Comments on Effects:</b>	The utilization of the roadway right-of-way and lands within 200 feet of the project by Listed Species has been verified. Listed Species include both wetland-dependent and upland species. Listed Species utilize the right-of-way and lands adjacent to the roadway for foraging roosting, resting, and, possibly, breeding.
<b>Recommended Avoidance, Minimization, and Mitigation Measures:</b>	The project will result in the further loss of wildlife and habitat, and may cause additional isolation of floral and faunal species populations on either side of the roadway. The expanded cross section has the potential to result in additional wildlife fatalities, particularly turtles, other reptiles, and amphibians. The functions and values of both upland and wetland habitat will be lost or degraded, with the result that sensitive species may abandon the area altogether.
<b>Recommended Actions to Improve At-Risk Resources:</b>	<p>The degree of effect is considered Moderate due to the following aspects of impact to this resource: 1 the nature of impacts further reduction of wetlands and habitat wildlife and historic basin storage.</p> <p>An Environmental Resource Permit will be required for this project. However the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits the FDOT may want to consider applying for an Incidental Site Activities Permit F.A.C. 40D.302 6. particularly if the project is a design-build or fast-tracked project.</p> <p>Pursuant to 40D-4.301and 40D-4.302 F.A.C. the District will consider secondary and cumulative effects to water resources historical and archeological resources wetlands wildlife and water quality in accordance with the ERP Basis of Review 3.2.7 and 3.2.8.</p>

#### Coordinator Feedback to Southwest Florida Water Management District's Review

<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	

#### US Army Corps of Engineers Review of Secondary and Cumulative Effects Effects

<b>Effect</b>	 Moderate
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<b>Review Date</b>	11/14/2005
<b>At-Risk Resource: Wetlands</b>	
<b>Comments on Effects:</b>	There are approximately 1250 acres of freshwater wetlands within a one-mile buffer of this project. Although impacted to some degree by agricultural activity, there does not currently appear to be as high a level of residential or commercial development along this section of SR 54 as there is to the west (Land O'Lakes/Wesley Chapel) or east (Zephyrhills). Increased development in this area, including the loss of adjacent upland buffers, could adversely affect the function of these wetlands.
<b>Recommended Avoidance, Minimization, and Mitigation Measures:</b>	The available information indicates that the road widening will meet future needs of this area, including planned/approved residential development. FDOT should provide documentation that these approvals are not based on an assumption that SR 54 will be widened as proposed. If they are, meaning that the road widening will then lead to the increased development, FDOT should provide an analysis of the secondary and cumulative effects of the road widening.
<b>Coordinator Feedback to US Army Corps of Engineers's Review</b>	
<b>Comments:</b>	
<b>Date Feedback Submitted:</b>	
<ul style="list-style-type: none"> <li>- No review submitted from the FL Department of Agriculture and Consumer Services</li> <li>- No review submitted from the FL Department of Community Affairs</li> <li>- No review submitted from the FL Department of Environmental Protection</li> <li>- No review submitted from the FL Department of State</li> <li>- No review submitted from the FL Fish and Wildlife Conservation Commission</li> <li>- No review submitted from the Federal Highway Administration</li> <li>- No review submitted from the Miccosukee Tribe</li> <li>- No review submitted from the National Marine Fisheries Service</li> <li>- No review submitted from the National Park Service</li> <li>- No review submitted from the Natural Resources Conservation Service</li> <li>- No review submitted from the North Central Florida Regional Planning Council</li> <li>- No review submitted from the Seminole Tribe</li> <li>- No review submitted from the US Coast Guard</li> <li>- No review submitted from the US Fish and Wildlife Service</li> <li>- No review submitted from the US Forest Service</li> </ul>	

## Hardcopy Maps

- Age Distribution Map
- Coastal and Marine Map
- Community Services Map
- Contamination Map
- Farmlands Map
- Floodplains Map
- Historic Resource Map
- Hydrogeology Map
- Income Map
- Integrated Wildlife Model Map
- Land Use Map
- Minority Population Map
- Population Density Map
- Project Aerial Map
- Project Base Map

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## **APPENDIX B**

### ***Advance Notification & Agency Correspondence***



# Florida Department of Transportation

**JEB BUSH**  
**GOVERNOR**

11201 N. McKinley Drive • Tampa, FL 33612-6456  
Phone (813) 975-6000 • 1-800-226-7220

**DENVER J. STUTLER, JR.**  
**SECRETARY**

MODAL PLANNING AND DEVELOPMENT • MS 7-500

June 15, 2006

Ms. Lauren Milligan  
Environmental Consultant  
Florida State Clearinghouse  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, MS 47  
Tallahassee, FL 32399-3000

Dear Ms. Milligan:

**SUBJECT: WPI Seg. No: 416561 1 / FAP No. 7810-028 S**  
**State Road 54 PD&E Study/Advance Notification / Pasco County, Florida**

The Department is conducting a Project Development and Environment (PD&E) Study for the State Road 54 Corridor from CR 577 (Curley Rd) to CR 579 (Morris Bridge Rd) in Pasco County.

The attached Advance Notification package for the subject project is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This portion of SR 54 was evaluated in the Planning Screen of the ETDM process (ETDM #3104) in 2004. As part of the ETDM process, the following agencies previously provided review comments:

- U.S. Environmental Protection Agency
- Southwest Florida Water Management District
- National Marine Fisheries Service
- Florida Department of Environmental Protection
- U.S. Army Corps of Engineers
- Florida Fish and Wildlife Conservation Commission
- U.S. Fish and Wildlife Service
- Florida Department of State
- Florida Department of Community Affairs
- Federal Highway Administration



Copies of these comments are available for viewing on the public ETDM web site at:  
<http://etdmpub.fl-a-etat.org/>.

This is a Federal-aid action and, as part of the previous ETDM process, the Federal Highway Administration has determined this project to be a Type 2 Categorical Exclusion. Please provide an updated consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdictions pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 45 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 45-day comment period. Your comments should be addressed to:

Mr. Robert Clifford, AICP  
District Modal Planning and Development Manager  
Florida Department of Transportation – District Seven  
11201 North McKinley Drive / MS 7-500  
Tampa, Florida 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Clifford', is positioned above the printed name.

Robert Clifford, AICP  
District Modal Planning and Development Manager

Attachment

### Federal Agencies

Federal Emergency Management Agency – Region IV, Regional Director, Mary Lynne Miller

Federal Highway Administration, Division Administrator, David C. Gibbs

U.S. Army Corps of Engineers – Regulatory Branch, Chief, Dr. John R. Hall

U.S. Dept. of the Interior – Fish & Wildlife Service – Jacksonville Field Office, Field Supervisor,  
Dave Hankla

U.S. Environmental Protection Agency – Region IV, Regional Administrator, J.I. Palmer, Jr.

U.S. Department of Interior – Bureau of Indian Affairs – Eastern Regional Office, Trust Services

### State Agencies

Florida Dept. of Transportation – Environmental Management Office, Manager, Carolyn Ismart

Florida Dept. of Transportation, Federal-Aid Program Coordinator (MS-35)

Florida Dept. of State – Division of Historic Resources, Historic Preservation Officer, Fred Gaske

Florida Fish and Wildlife Conservation Commission – Office of Policy and Stakeholder Coordination,  
Director, Mary Ann Poole

### Regional & Local Agencies

Southwest Florida Water Management District, Executive Director, Dave Moore

Tampa Bay Regional Planning Council, Executive Director, Manny L. Pumariega

### Tribal Officials

Seminole Nation of Oklahoma, Principal Chief, Enoch Kelly Haney

Attn: Pare Bowlegs, Historic Preservation Officer

Poarch Band Creek of Indians, Eddie Tullis, Chairman

Attn: Mr. Robert Thrower, Tribal Historic Preservation Officer

Seminole Tribe of Florida, Chairman, Mitchell Cypress

Seminole Tribe of Florida, AH-TAH-THI-KI Museum, W.S. Steele, THPO

Miccosukee Tribe of Indians of Florida, Billy Cypress, Chairman

Attn: Steve Terry, Land Resource Manager

Muscogee (Creek) Nation of Oklahoma, Principal Chief, A.D. Ellis

Attn: Ms. Joyce Bear, Historic Preservation Manager

Mississippi Band of Choctaw Indians, Chairman, Phillip Martin

Attn: Kenneth H. Carleton, Tribal Historic Preservation Officer



### Project Location Map



Legend  
Approximate Study Area

SR 54 PD&E Study  
from Curley Road to Morris Bridge Road  
Pasco County, Florida  
FPID: 416561-1-22-01  
USGS Quadrangle: Wesley Chapel and Zephyrhills

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
ADVANCE NOTIFICATION FACT SHEET

- 1. NEED FOR PROJECT:** Existing traffic for this segment of State Road (SR) 54 is approximately 20,000 vehicles per day (VPD) and by year 2025 it is projected to carry approximately 25,000 VPD. Based on Generalized Level of Service tables for a two-lane highway, the existing Level of Service (LOS) is F, the lowest possible rating. The proposed improvements would widen the road to at least four lanes and improve the LOS to C.

- 2. DESCRIPTION OF PROJECT:** The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study to evaluate the need for improvements along SR 54 from CR 577 (Curley Rd) to CR 579/CR 54 (Morris Bridge Rd). The intersection at Morris Bridge Road is included with this project. The proposed project is located in Pasco County, Florida, with a proposed project length of 4.5 miles (see attached location map).

This project's Build Alternatives include expanding the roadway to a minimum four-lane divided facility including the construction of stormwater management facilities. SR 54 is one of the primary east-west facilities within Pasco County, effectively connecting the eastern and western sides of the county. This corridor is also designated as an emergency evacuation route. The PD&E Study will also include the consideration of a No-Build Alternative.

**3. ENVIRONMENTAL INFORMATION**

- a. Land Uses:** The major land uses within the project area are cropland, pastureland, shrub and brushland, commercial and services, open land, and residential.
- b. Wetlands:** Approximately 8.1 acres of wetlands exist within a 200 ft buffer of the existing roadway. This encompasses approximately 3.7 percent of the project and buffer area. FDOT will conduct a wetland evaluation and provide reports to the appropriate agencies.
- c. Floodplains:** Approximately 17.6 acres of floodplains exist within a 200 ft buffer of the existing roadway. These floodplains are designated as Zone A and AE 100-year Special Flood Hazard Area. FDOT will evaluate the need for compensation for encroachment and lost floodplain storage impacts, identify mitigation, and utilize information from existing watershed management plans.
- d. Wildlife Habitat:** The project area lies within the Greater Tampa Bay Ecosystem Management Area, which is home to populations of Wood Storks and Sandhill Cranes as well as many plant species. An Endangered and Threatened Species Assessment will be prepared as part of this PD&E Study.
- e. Outstanding Florida Waters:** The project is located within the Hillsborough River watershed, an Outstanding Florida Water.

**f. Aquatic Preserve:** Not applicable.

**g. Coastal Zone Consistency Determination Required:**   X   YES        NO

**h. Cultural Resources:** In 1991, a Cultural Resources Assessment Survey (CRAS) was conducted for the project area, and no significant historical/archeological sites were found. To date, no site has been determined to be eligible for listing on the *National Register of Historic Places*. During this PD&E Study, an updated CRAS will be conducted to determine if any sites have become eligible since 1991.

**i. Coastal Barrier Resources:** Not applicable.

**j. Contamination:** There are four known potential contaminated sites within a 100 ft buffer of the existing highway. A Contamination Screening Evaluation will be performed during the PD&E Study.

**k. Sole Source Aquifer:** Not applicable.

**l. Noise:** Several potential noise-sensitive sites exist near the east end of the proposed project. A detailed noise study will be conducted during the PD&E Study.

**m. Essential Fish Habitat:** Not applicable.

**Other Comments:** Not applicable.

**4. NAVIGABLE WATERWAY CROSSING**        YES   X   NO

**5. LIST OF PERMITS REQUIRED:** The following permits are anticipated to be required for the construction phase of the proposed project.

- Southwest Florida Water Management District (SWFWMD) – Environmental Resource Permit.
- U.S. Army Corps of Engineers – Section 404 Dredge and Fill Permit.
- Florida Department of Environmental Protection – NPDES (National Pollutant Discharge Elimination System) NOI (Notice of Intent) permit

**APPLICATION FOR  
FEDERAL ASSISTANCE**

<b>1. TYPE OF SUBMISSION</b> Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		<b>2. DATE SUBMITTED:</b> <b>June 15, 2006</b>		<b>Applicant Identifier:</b> <b>FPID No. 416561-1-22-01</b>	
Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		<b>3. DATE RECEIVED BY STATE</b>		State Applicant Identifier	
		<b>4. DATE RECEIVED BY FEDERAL AGENCY</b>		Federal Identifier FAP No. 7810-028 S	

<b>5. APPLICANT INFORMATION</b>					
<b>Legal Name:</b> <b>Florida Department of Transportation</b>			<b>Organizational Unit:</b> <b>Office of Design State Transportation Planners Office</b>		
<b>Address (give city, county, state, and zip code):</b> <b>605 Suwannee Street</b> <b>Tallahassee-Leon-FL 32399-0450</b>			<b>Name and telephone number of the person to be contacted on matters involving this application (give area code)</b> <b>Robert Clifford, AICP</b> <b>(813) 975-6463</b>		
<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> <div style="border: 1px solid black; padding: 2px; display: flex; justify-content: space-around;"> <span>5</span><span>9</span><span>—</span><span>6</span><span>0</span><span>0</span><span>1</span><span>8</span><span>7</span><span>4</span> </div>			<b>7. TYPE OF APPLICANT: (enter appropriate letter in box)</b> <span style="border: 1px solid black; padding: 0 5px;">A</span>		
<b>8. TYPE OF APPLICATION:</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input checked="" type="checkbox"/> New           <input type="checkbox"/> Continuation           <input type="checkbox"/> Revision         </div> If Revision, enter appropriate letter(s) in box(es): <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <div style="border: 1px solid black; width: 30px; height: 20px;"></div> <div style="border: 1px solid black; width: 30px; height: 20px;"></div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div>A. Increase Award</div> <div>B. Decrease Award</div> <div>C. Increase Duration</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div>D. Decrease Duration</div> <div>Other (specify):</div> </div>			<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;">A. State</div> <div style="width: 50%;">H. Independent School Dist.</div> <div style="width: 50%;">B. County</div> <div style="width: 50%;">I. State Controlled Institution of Higher Learning</div> <div style="width: 50%;">C. Municipal</div> <div style="width: 50%;">J. Private University</div> <div style="width: 50%;">D. Township</div> <div style="width: 50%;">K. Indian Tribe</div> <div style="width: 50%;">E. Interstate</div> <div style="width: 50%;">L. Individual</div> <div style="width: 50%;">F. Intermunicipal</div> <div style="width: 50%;">M. Profit Organization</div> <div style="width: 50%;">G. Special District</div> <div style="width: 50%;">N. Other (Specify) _____</div> </div>		
<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> <div style="border: 1px solid black; padding: 2px; display: flex; justify-content: space-around; margin-top: 10px;"> <span>2</span><span>0</span><span>—</span><span>2</span><span>0</span><span>5</span> </div>			<b>9. NAME OF FEDERAL AGENCY:</b> <b>U.S. Department of Transportation</b>		
<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b> <b>FPID: 416561-1-22-01</b>			<b>12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.):</b> <b>Pasco County, Florida</b>		
<b>13. PROPOSED PROJECT:</b> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>Start Date 4-1-2006</div> <div>Ending Date 4-1-2008</div> </div>		<b>14. CONGRESSIONAL DISTRICTS OF: 5<sup>th</sup> District, Rep. Ginny Brown-Waite</b> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>a. Applicant</div> <div>b. Project:</div> </div>			

<b>15. ESTIMATED FUNDING:</b>		<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE</b>	
a. Federal	\$	.00	a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE <b>June 15, 2006</b> b. NO. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
b. Applicant	\$	.00	
c. State	\$	.00	
d. Local	\$	.00	
e. Other	\$	.00	
f. Program Income	\$	.00	
g. TOTAL	\$		
<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b> <input type="checkbox"/> Yes    If "Yes," attach an explanation. <input checked="" type="checkbox"/> No			

<b>18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.</b>		
a. Typed Name of Authorized Representative <b>Robert Clifford, AICP</b>	b. Title <b>District/Modal Development Manager</b>	c. Telephone number <b>813-975-6463</b>
d. Signature of Authorized Representative 	e. Date Signed <b>15 Jun 06</b>	

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Jeb Bush  
Governor

# Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Colleen M. Castille  
Secretary

August 15, 2006

Mr. Robert Clifford, AICP  
Modal Planning and Development Manager  
Florida Department of Transportation, District Seven  
11201 North McKinley Drive, M.S. 7-500  
Tampa, FL 33612-6456

RE: Department of Transportation – Advance Notification – State Road 54 PD&E  
Study, from CR 577 to CR 579, FPID No. 416561-1-22-01 – Pasco County, Florida.  
SAI # FL200606192437C

Dear Mr. Clifford:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced project.

The Southwest Florida Water Management District (SWFWMD) has reviewed and commented on the project through the Environmental Screening Tool for Efficient Transportation Decision Making; a complete copy of their comments is enclosed. SWFWMD staff notes there are Environmental Resource Permitting (ERP) issues anticipated in several areas:

1. Floodplains – The project may encroach on the 100-year floodplain at the New River and Basset Branch crossings, reducing storage capacity and altering conveyance characteristics in the affected basin. Impacts to storage and conveyance cannot increase flood stage or cause additional impacts upstream or downstream of the project area. Compensation for lost floodplain storage must be provided.
2. Water Quality and Quantity – The project has the potential to increase pollutant loads to New River, Basset Branch, Trout Creek, and Upper East Cypress Creek, all of which contribute flow to the Hillsborough River, and all of which outfall to the river – designated Outstanding Florida Waters. The project also has the potential for exceeding conveyance and storage capacities of existing channels in a volume-sensitive area.
3. Wetlands – The effect of the project is considered “substantial” due to the following aspects of impact to this resource: (1) an ERP will be necessary; (2) it will be necessary to modify all of the waterway channels within the project corridor which will eliminate and/or degrade wetland habitat; and (3) the uncertainty of location and size of stormwater systems. FDOT must provide reasonable assurance that the project’s design will not adversely impact the value of functions provided to fish, wildlife, and listed species. A formal wetland delineation and Unified Mitigation Assessment Methodology analysis will be required for the lands involved in the roadway work and surface water management

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Mr. Robert Clifford, AICP  
August 15, 2006  
Page 2 of 2

facilities. Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project.

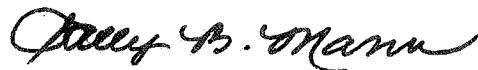
4. Wildlife and Habitat – The project will result in adverse impacts to wildlife and habitat that include disruption of breeding activity and the elimination or degradation of foraging and roosting habitat. Species affected are wetland-dependent and/or upland species, including listed species such as wood stork and sandhill crane. Surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife avoidance and accommodation measures at particularly important locations along the project. FDOT must provide reasonable assurance that the design, construction and operation of the project will not impact the values of wetland, other surface waters and other water-related resources of the SWFWMD so as to cause adverse impacts to the abundance or habitat of fish, wildlife and listed species.

The Tampa Bay Regional Planning Council (TBRPC) staff notes that they welcome the opportunity to review the more detail-oriented plans made available during the permitting process. Staff will be especially interested in the protection of Natural Resources of Regional Significance, as depicted in "Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region." Please refer to the enclosed TBRPC comments for further information.

Based on the information contained in the advance notification and the enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Jacqueline Larson at (850) 245-2182.

Yours sincerely,



Sally B. Mann, Director  
Office of Intergovernmental Programs

SBM/jl

Enclosures

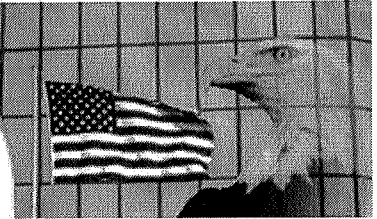
cc: Rand Frahm, SWFWMD  
John Meyer, TBRPC



# Florida

Department of Environmental Protection

"More Protection, Less Process"



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<b>Project Information</b>	
<b>Project:</b>	FL200606192437C
<b>Comments Due:</b>	07/20/2006
<b>Letter Due:</b>	08/18/2006
<b>Description:</b>	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - STATE ROAD 54 PD&E STUDY, FROM CR 577 TO CR 579, FPID NO. 416561-1-22-01 - PASCO COUNTY, FLORIDA.
<b>Keywords:</b>	DOT - STATE ROAD 54 PD&E STUDY, FROM CR 577 TO CR 579 - PASCO CO.
<b>CFDA #:</b>	20.205
<b>Agency Comments:</b>	
<b>TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL</b>	
The TBRPC welcomes the opportunity to review the more detail-oriented plans made available during the permitting process. Staff will be especially interested in the protection of Natural Resources of Regional Significance, as depicted in "Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region."	
<b>PASCO - PASCO COUNTY</b>	
No Comment	
<b>COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS</b>	
<b>FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION</b>	
NO COMMENT BY TERRY GILBERT ON 7/11/06.	
<b>STATE - FLORIDA DEPARTMENT OF STATE</b>	
No Comment	
<b>ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION</b>	
The Southwest District reviewed the advanced notification for the project and notes that the project will require an Environmental Resource Permit from the Southwest Florida Water Management District.	
<b>SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT</b>	
Numerous comments provided by the SWFWMD in the ETDM format - see enclosed.	

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47  
TALLAHASSEE, FLORIDA 32399-3000  
TELEPHONE: (850) 245-2161  
FAX: (850) 245-2190

Visit the [Clearinghouse Home Page](#) to query other projects.

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COUNTY: PASCO

DATE: 6/19/2006

COMMENTS DUE DATE: 7/20/2006

CLEARANCE DUE DATE: 8/18/2006

SAI#: FL200606192437C

MESSAGE:

<b>STATE AGENCIES</b>	<b>WATER MNGMNT. DISTRICTS</b>	<b>OPB POLICY UNIT</b>	<b>RPCS &amp; LOC GOVS</b>
COMMUNITY AFFAIRS			
ENVIRONMENTAL PROTECTION	X SOUTHWEST FLORIDA WMD		
FISH and WILDLIFE COMMISSION			
STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- X Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION -  
ADVANCE NOTIFICATION - STATE ROAD 54  
PD&E STUDY, FROM CR 577 TO CR 579, FPID  
NO. 416561-1-22-01 - PASCO COUNTY,  
FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)  
3900 COMMONWEALTH BOULEVARD MS-47  
TALLAHASSEE, FLORIDA 32399-3000  
TELEPHONE: (850) 245-2161  
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- |                                           |                                                                  |
|-------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> No Comment       | <input type="checkbox"/> No Comment/Consistent                   |
| <input type="checkbox"/> Comment Attached | <input checked="" type="checkbox"/> Consistent/Comments Attached |
| <input type="checkbox"/> Not Applicable   | <input type="checkbox"/> Inconsistent/Comments Attached          |
|                                           | <input type="checkbox"/> Not Applicable                          |

From:

Division/Bureau: SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Reviewer: PAUL W. O'NEIL, Jr., P.E. *Paul W. O'Neil*

Date: July 17, 2006

RECEIVED

JUL 20 2006

OIP/OLGA  
RECEIVED

JUN 22 2006

PLANNING DEPT  
SWFWMD

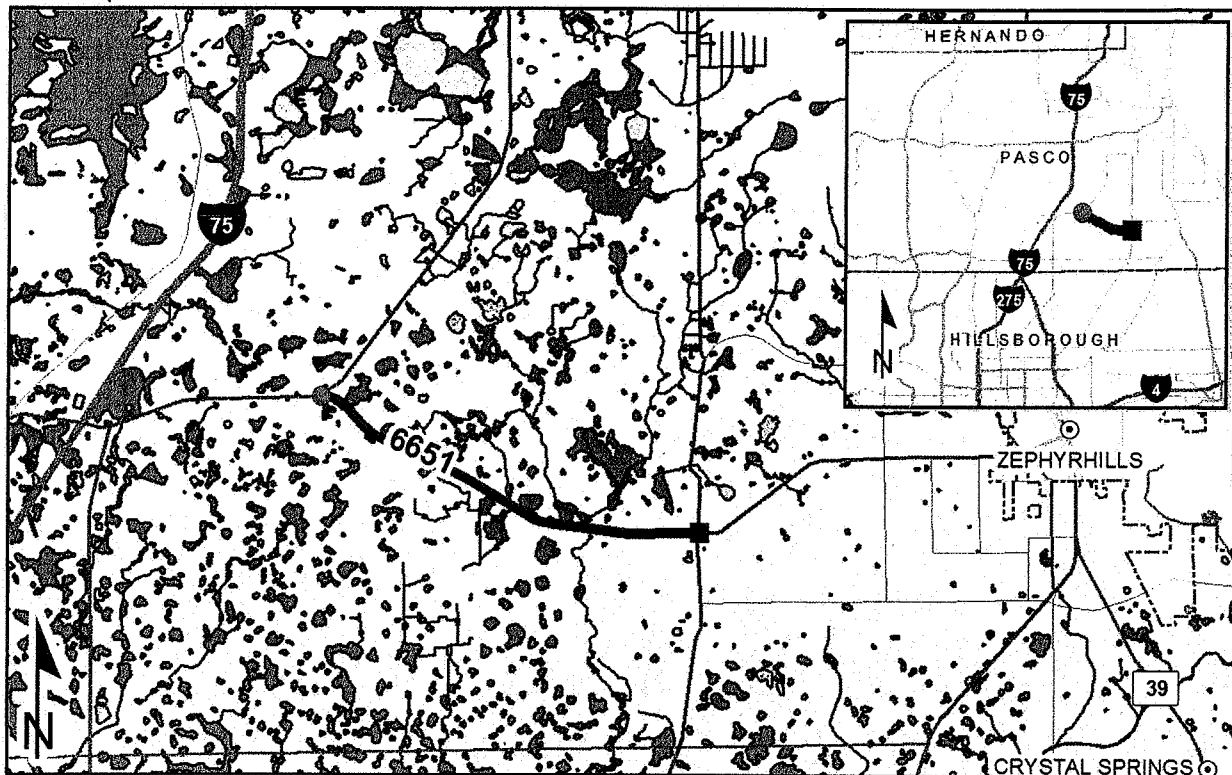


In June and July 2006, this project was submitted through the Florida State Clearinghouse for review and comment as a Preliminary Development and Environment (PD&E) project. The following is an update of the review submitted through the Environmental Screening Tool (EST) for Efficient Transportation Decision Making (ETDM) project number 6651. Beginning on the following page is the full text of the Southwest Florida Water Management District's (SWFWMD) comments on EST #6651 (unchanged).

- 1) The PD&E Advance Notification transmittal letter only refers to EST review #3104 (planning screen completed in 2004). It is stated that the SWFWMD provided comments; however, SWFWMD did not enter into a contract with the FDOT and FHWA until 1 October 2004. The SWFWMD did not provide comments on EST #3104. The SWFWMD provided comments on EST review #6651 (programming screen completed in November 2005) and which included several specific comments and recommendations. Some of the SWFWMD comments on EST #6651 do not appear to be reflected in the PD&E Advance Notification transmittal letter and its attachments.
- 2) The SWFWMD called attention to anticipated "substantial" degree of effect, primarily due to anticipated Environmental Resource Permitting issues, in the following, four areas:
  - a. Floodplains
  - b. Wetlands
  - c. Wildlife and Habitat
  - d. Water Quality and Quantity
- 3) Regarding Floodplains: Culvert extensions to the triple culvert system at Basset Branch are being constructed in connection with a development project currently under construction nearby. These culvert modifications should be considered by the FDOT when considering floodplain impacts.
- 4) Regarding Wetlands: A total of 8.1 acres of wetlands is reported by the FDOT in their Advance Notification Fact Sheet; however, the SWFWMD's comments on EST #6651 reported 14.25 acres of wetlands within the 200-foot corridor. In addition, the SWFWMD reported that there may be as much as 72.3 acres within a 500-foot corridor; some of which may be subject to secondary and cumulative impacts.
- 5) Regarding Wildlife and Habitat: It is noted that an otter was killed by vehicle impact on SR 54 at the Basset Branch crossing on 4 July 2006 (subsequent to SWFWMD's comments on EST #6651). This affirms the notion that SR 54 is an obstacle to wildlife moving between wetlands bisected by the roadway. The culverts at Basset Branch offer an opportunity for wildlife accommodation facilities to eliminate or reduce project impacts to wildlife species that might cross SR 54, particularly at existing flow ways and wetlands.
- 6) Regarding Water Quality and Quantity: The PD&E Advance Notification letter process does not call attention to issues raised in the SWFWMD comments on EST #6651, including the possibility of direct, secondary and cumulative water quality impacts, and the need to monitor the implementation of Total Maximum Daily Load (TMDL) rule-making.
- 7) The PD&E Advance Notification letter states that the project is in "the Hillsborough River Watershed, an Outstanding Florida Water." In their comments on EST #6651, the SWFWMD pointed out that while the project is within the watershed, the surface waters in the immediate, project vicinity are designated as Class III Surface Waters.
- 8) Although reviewed under the ETDM program, there is no mention of EST review #4851 which includes the SR 54 and Morris Bridge Road. The SWFWMD recommends considering EST #4851 during the preliminary and final design of this project, primarily for the design of the intersection improvements at SR 54 and Morris Bridge Road.



9) Location Map



**Summary**

**Project Name (number)**

SR 54 From Curley Road to Morris Bridge Road (6651)

**ETDM Review Screen**

Planning

**Location**

Curley Road to Morris Bridge Road

☒ Programming

Project Development

**County**

Pasco County

**Review Period**

10/03/2005

to

11/17/2005

**Description:**

This project is proposed to expand SR 54 from a two-lane undivided to a four-lane divided facility between Curley Road and Morris Bridge Road in Pasco County. The length of the project is 4.45 miles. This portion of SR 54 was evaluated in the Planning Screen of the ETDM process (ETDM #3104) in 2004. The Planning Screen Summary Report can be referenced in the Environmental Screening Tool (EST).

**Purpose and Need**

**REGIONAL CONNECTIVITY**

SR 54 is one of two existing major east-west arterials that connect East Pasco County to West Pasco County. It also serves regional travel and provides a connection between residential developments and shopping and employment centers. SR 54 across Pasco County provides connections to



several regional north-south routes including, US 19, Suncoast Parkway, US 41, I-75, US 301, and US 98. Several segments of SR 54 in Pasco County are currently under construction to provide additional lanes; thereby increasing the capacity of this important east-west route. As a part of the regional roadway network, SR 54 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). These improvements to SR 54 enhance the overall transportation network that links Pasco County to the entire Tampa Bay region.

#### **TRANSPORTATION PLAN CONSISTENCY**

This project is consistent with the Pasco County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan (LRTP), adopted December 9, 2004, and the Transportation Element of the Comprehensive Plan.

#### **EMERGENCY EVACUATION**

The Pasco County 2025 LRTP shows that SR 54 is designated as a hurricane evacuation route.

### **Alternatives Under Construction**

---

There is only one alternative under review, 4.48 mile widening.

### **Summary of Public Comments**

---

Summary of public comments not available.

### **Consistency**

---

Consistent with MPO Goals and Objectives.  
Consistent with Air Quality Conformity.  
Consistent with Local Government Comp Plan.

### **Required District Responses Under ETDM**

---

#### **Purpose and Need Statement**

Understood (without comments)

### **Coastal and Marine**

---

**Degree of Effect:**                      Enhanced      ☒ Minimal to None                      Moderate                      Substantial

**Agency Involvement:**                      Continue                      ☒ No Further Action

#### **Identify Resources and level of importance:**

Project is located in eastern Hillsborough County and is not located in any coastal barrier resource as defined by the Governor's Executive Order 81-105 and the Federal Coastal Barrier Resources Act. Though this project is located in Pasco County, a county with coastline along the Gulf of Mexico, this project is well inland of any coastal water bodies.

#### **Comment on effects to resources:**

No adverse impacts to coastal and marine resources are anticipated.

#### **Additional Comments:**

None.

### **Contaminated Sites**

---



Degree of Effect:                      Enhanced                      Minimal to None                      **X** Moderate                      Substantial  
Agency Involvement:              **X** Continue                      No Further Action

**Identify Resources and level of importance:**

The following contaminated sties have been reported and/or observed:

Gas stations - Within 100 feet: Cumberland Farms and Hill's Grocery, both located at SR 54 and Morris Bridge Road;

Petroleum tanks within 100 feet: Cumberland Farms and Hill's Grocery both located at SR 54 and Morris Bridge Road; Crystal Trucking, a closed facility; Between 200 feet and 500 feet of the project: Pasco Poultry, a closed facility; and Between 500 feet and 1.0 mile: six facilities, of which five are closed. The facility that is in use is the Pasco County Fire Station #16 that has fuel pumps and tanks located 1800 feet south of SR 54.

Hazardous waste sites – There are no sites reported within 500 feet. There are two sites reported in the EST within 1.0 mile, both of which are well sites owned by Pasco County Utilities (3320 Trish St, Zephyrhills and 1 Chancey Rd, Zephyrhills). Two potential sites were observed within 1.0 mile of the east terminus during the field visit on 10OCT05: an electrical substation and a junkyard.

Superfund sites – There are no sites reported within 1.0 mile of the project.

Solid waste facilities – There are no sites reported within 1.0 mile of the project.

National Priority List sites – There are no sites reported within 1.0 mile of the project.

Toxic Release Inventory sites - There are no sites reported within 1.0 mile of the project.

No sinkholes or springs are reported within 1.0 mile of the project. However, Karstic limestone underlies the entire project area within 1.0 mile of the project according to DRASTIC analyses, and a review of aerial imagery revealed several features that may be small sinkholes.

**Comment on effects to resources:**

Contaminated materials, including soils and water, may be intercepted during construction with the result that surface and ground water quality in the immediate vicinity would be adversely affected. Contaminated soils, if discovered during the recommended soils investigation, should be avoided during construction activities. In addition, stormwater management facilities should be located outside of known and potential contaminated sites.

**Additional Comments:**

The degree of effect is considered "Moderate" due to the following aspects of potential impact to this resource: (1) proposed construction details are not know at this time; (2) the nature of impacts that may effect watersheds that contribute to OFWs.

It is expected that groundwater pollution potential due to project impacts on contaminated soils may be moderate, in view of the Karstic geology of the project area as indicated in the DRASTIC analysis and because of the gas stations and petroleum tanks within 200 feet of the project.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, the FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

FDOT must provide reasonable assurance that project activities will not adversely affect the quality of receiving waters such that State water quality standards, including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters, will be violated [40D-4.301(1)(e), F.A.C.]. If discovered during any project phase, existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly[40D-4.301(1)(i),



F.A.C.J.

The District recommends that an environmental audit be conducted at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment. It is recommended that FDOT perform a specific investigation to determine actual groundwater and surface water pollution potential from project construction. It will also be necessary to check for existing wells and sources of contamination within the path of construction, or in proximity to the proposed surface water management systems. The SWFWMD recommends coordination with FDEP and EPA and preparing a Contamination Screening Environmental Report.

## Floodplains

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<b>X</b> Substantial
<b>Agency Involvement:</b>	<b>X</b> Continue	No Further Action		

### Identify Resources and level of importance:

FEMA-identified flood plains occur at two locations that cross the road for a total 1.5-mile of the project: (1) at 2.04 miles from the east terminus (Basset Branch) and 1.2 miles from the east terminus (New River). A total of 3.5 acres (3.2%) of the lands within 1.0 mile of the project are designated Zones A or AE; 17.6 acres (8.1%) of the land within 200 feet of the roadway is designated as Zones A or AE; and within 500 feet of the project, lands designated as Zones A or AE total 74.2 acres (13.3%).

Zone A, Unnamed System (1202300450E)  
Zone AE, New River Elevation 87 (1202300450E)

Even though there are only two identified floodplains there are many other smaller areas of unidentified flood plains that may be impacted by the proposed roadway improvements. A careful evaluation of all of the existing surface water storage areas will be required in order to ensure there is no adverse impact to these existing natural storage areas within the alignment or proposed stormwater management facilities.

There are twelve cross drains located throughout the project alignment with one of these being a bridge culvert (triple 11x8). The remaining cross drains are circular pipes ranging from 24-inch to 42-inch in size. While all of these individual pipes are not necessarily within a designated floodplain, a detailed analysis may be required due to changes (such as extending) in the hydraulic characteristics due to the proposed improvements. There exists the potential that these cross drains serve floodplain areas not identified on the FEMA maps.

### Comment on effects to resources:

The project may encroach on the 100-year floodplain at the New River and Basset Branch crossings, reducing storage capacity and altering conveyance characteristics in the affected basin. Impacts to storage and conveyance cannot increase flood stage or cause additional impacts upstream or downstream of the project area. Compensation for lost floodplain storage must be provided. Equivalent replacement for any subsequent loss of historic basin storage should be considered. Defining the flood plain and potential impacts to the flood plain within the project area is important as much of the land area is or will be densely developed.

### Additional Comments:

The degree of effect is considered "Substantial" due to the following aspects of impact to this resource: (1) amount of impacts, potentially >20 acres; (2) the nature of impacts, both closed and open basins may be affected; (3) the potential for cumulative effects, decrease in historic basin storage combined with decrease in hydraulic capacity of cross drainage features.





No net encroachment into the floodplain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, or adjacent lands will be allowed. Any compensating storage for encroachment above the seasonal high water level (SHWL) shall be equivalently provided between the SHWL and the 100-year flood level to allow storage function during all lesser flood events. Compensating storage for encroachment below SHWL shall also be equivalently provided.

One or more of the following permitting actions with FEMA may be necessary: No Rise Certification, Physical Map Revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill or Letter of Map Amendment. Comprehensive hydraulic and hydrologic analyses are recommended for Indian Creek and New River to further define and reflect current conditions and to ensure no adverse effects from the proposed roadway widening activities.

Using alternative geometries, in areas of hydraulic sensitivity, may reduce impacts caused by widening.

Updated floodplain and hydraulic information will be available for the New River, Basset Branch, Indian Creek, and Trout Creek watersheds through four cooperatively funded studies by SWMFWD, FEMA, and Pasco County. The four projects are:

1. K867 – Pasco County – Trout Creek Watershed Management Plan;
2. L 426 – Indian Creek Restoration Project – BMP Implementation;
3. L432 – New River Watershed Management Plan; and
4. M112 – FEMA Pasco County Mapping Activity Statement 2.

The floodplain and hydraulic characteristics of the Indian Creek crossing of SR 54 will also be influenced by improvements scheduled for construction as part of L426 in the upper 1.5 miles of Indian Creek. The project will reduce flooding potential and provide stormwater runoff treatment in 2800 linear feet of open, grassed channel. SWFWMD recommends that FDOT keep apprised of the progress of these projects and consider using the updated information generated by the projects.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

The District is currently considering revising existing rules regarding discharge requirements in flood-prone areas. Possible modifications might change the requirements for determining peak allowable discharge rates or the amount of required on-site retention. The FDOT is advised to monitor closely the rule-making process.

## Recreation Areas

<b>Degree of Effect:</b>	Enhanced	<input checked="" type="checkbox"/> Minimal to None	Moderate	Substantial
<b>Agency Involvement:</b>	Continue	<input checked="" type="checkbox"/> No Further Action		

### Identify Resources and level of importance:

There are no designated public recreational facilities within 1.0 mile of the project. Leisure Days RV Resort is located 0.18 mile southeast of the project's east terminus.

### Comment on effects to resources:

Project construction is not expected to have any impacts on recreational activities.

### Additional Comments:

The District will consider impacts to fishing and recreation values pursuant to 40D-4.302 F.A.C. For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not



contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

## Secondary and Cumulative Effects

**Degree of Effect:** Enhanced Minimal to None **X** Moderate Substantial  
**Agency Involvement:** **X** Continue No Further Action

### Identify Resources and level of importance:

**Wetlands** – Wetlands are common, but there are no large expanses of wetlands in the project corridor. Wetlands typically are disturbed palustrine systems associated with the waterways in the corridor, particularly New River. There are a small number of small, isolated systems in the area not associated directly with waterways except at extreme high water. Considerable alteration of the wetlands has occurred in the area due to agriculture (cattle, pine plantations, and citrus) and residential development; however, there are significant wetlands within the regional environmental setting associated with Cypress Creek and Trout Creek to the southwest and the Hillsborough River to the south.

**Wildlife and Habitat** – The utilization of the roadway right-of-way and lands within 200 feet of the project by Listed Species has been verified. Listed Species include both wetland-dependent and upland species. Listed Species utilize the right-of-way and lands adjacent to the roadway for foraging, roosting, resting, and, possibly, breeding.

**Water Quality/quantity** – The project occupies or is immediately adjacent to five watersheds that contribute flow to the Hillsborough River in a river segment that is designated OFW. The five watersheds are: New River, Trout Creek, Basset Branch, Indian Creek, and Upper East Cypress Creek. New River is included on Florida's 303(d) Impaired Waters List that was adopted in May, 2004, New River watershed (WBID 1442), and Total Maximum Daily Loads (TMDLs) for total and fecal coliform have been determined as described in FDEP's report entitled "Fecal and Total Coliform TMDL for New River" published in September, 2004. Following adoption, the next step in TMDL process is the preparation of a Basin Management Action Plan. The BMAP process is in its initial stages of development at this time. Further, the five watersheds discharge to a reach of the Hillsborough River (WBID 1443D) that is included on the Verified List of impaired waters adopted in May 2004.

It should be noted that, the Trout Creek basin (WBID1455) in the project area was included on the Draft 2003 Impaired Waters List. However, this reach of Trout Creek has been proposed for de-listing and is not included on the Verified List of impaired waters adopted in May 2004. TMDLs for total and fecal coliform were scheduled for development in the 2008 cycle.

### Comment on effects to resources:

**Wetlands** – The wetlands in the project area have already been disturbed, and the project will result in further physical alterations of the wetlands at the crossings of SR 54 and New River, Basset Branch, and, possibly, Trout Creek. The project may result in alterations to the SR 54 crossing of Indian Creek east of the SR 54/Morris Bridge Road intersection. Further loss of wetland functions and values in the project area has the potential to degrade functions and values of wetlands downstream in the Hillsborough River watershed itself.

**Wildlife and Habitat** – The project will result in the further loss of wildlife and habitat, and may cause additional isolation of floral and faunal species populations on either side of the roadway. The expanded cross section has the potential to result in additional wildlife fatalities, particularly turtles, other reptiles, and amphibians. The functions and values of both upland and wetland habitat will be lost or degraded, with the result that sensitive species may abandon the area altogether.



Water quality/quantity - Stormwater runoff impacts to the Hillsborough River, an OFW, could be significant in view of the fact that all five of the waterways affected by the project ultimately drain to the Hillsborough River. Further, the reach of the Hillsborough River receiving discharge from the five watersheds is included on the Verified List of impaired waters adopted May 2004.

**Additional Comments:**

The degree of effect is considered "Moderate" due to the following aspects of impact to this resource: (1) the nature of impacts, further reduction of wetlands and habitat, wildlife, and historic basin storage.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, the FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

Pursuant to 40D-4.301 and 40D-4.302, F.A.C., the District will consider secondary and cumulative effects to water resources, historical and archeological resources, wetlands, wildlife, and water quality in accordance with the ERP Basis of Review 3.2.7 and 3.2.8.

**Special Designations**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	<input checked="" type="checkbox"/> Moderate	Substantial
<b>Agency Involvement:</b>	<input checked="" type="checkbox"/> Continue	No Further Action		

**Identify Resources and level of importance:**

There are no waters designated as Outstanding Florida Waters within 1.0 mile of the project. However, the project occupies the watersheds of Upper East Cypress Creek, Trout Creek, New River, Basset Branch, and Indian Creek, all of which contribute flow to the Hillsborough River at points at which the river is designated OFW.

**Comment on effects to resources:**

Impacts to basins that contribute to the Hillsborough River, which is a designated OFW, will have cumulative effects.

**Additional Comments:**

The degree of effect is considered "Moderate" due to the following aspects of impact to this resource: the potential for water quality degradation of receiving OFW waters, from the collective stormwater runoff from five tributaries to the Hillsborough River.

The implementation of runoff treatment measures and the travel distances of water from the project area to the Hillsborough River provide the possibility to reduce the degree of effect to "Minimal to none."

**Water Quality and Quantity**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<input checked="" type="checkbox"/> Substantial
<b>Agency Involvement:</b>	<input checked="" type="checkbox"/> Continue	No Further Action		

**Identify Resources and level of importance:**

Water Quantity - From west to east, the existing roadway occupies or is immediately adjacent to portions of the following drainage basins, all of which contribute flow to the Hillsborough River Basin:



1. Drain basin, as named in the EST but named Upper East Cypress Creek drainage basin by Pasco County, WBID 3179;
2. Trout Creek, WBID 3190;
3. Basset Branch, as named in the EST but named Upper Hillsborough drainage basin by Pasco County, WBID 3193;
4. New River, WBID 3173, and
5. Indian Creek in the EST but named Upper Hillsborough drainage basin by Pasco County, WBID 3188.

1. The "Drain" basin (Upper East Cypress Creek) is located within 500 feet of the west terminus. It drains extensive areas of wetlands to the north of the San Antonio area and contributes flow to Cypress Creek to the west.

2. Trout Creek is shown in the EST as adjoining SR 54 on its south side for 0.88 mile. However, Pasco County drainage maps show the basin as extending north of SR 54 and east of Curley Road. A review of aerial mapping indicates possible drainage from north to south from a large forested wetland across SR 54 to the Trout Creek basin. The Trout Creek basin contributes flow to the Hillsborough River at a point approximately 10 linear miles south of SR 54. Within the project area, the Trout Creek basin is comprised of forested wetlands. There is no defined creek channel, and flow is intermittent. A 3.5-acre surface feature holding water is located in the northwest quadrant of the SR 54/Curley Road intersection. This feature is a depression that has been incorporated into a residential development located immediately adjacent to the pond to the north.

3. Basset Branch (Upper Hillsborough basin) heads in wetlands within 1.0 mile north of SR 54 and conveys flow to the swamps associated with the Hillsborough River at a point approximately 5.25 linear miles south of SR 54. Flow in Basset Branch is conveyed under SR 54 in a narrow, shallow channel by means of a triple culvert. The project occupies this basin for 1.82 miles on the south side of the roadway and for 0.83 miles on the north side of the roadway.

4. New River heads in wetlands located within 1.0 mile north of SR 54 and conveys flow to the swamps associated with the Hillsborough River at a point approximately 4.75 linear miles south of SR 54. The 11-mile waterway drains 21 square miles by the time it joins the Hillsborough River. Flow in New River is conveyed under SR 54 in a well-defined, narrow channel. At 0.82 linear miles south of SR 54, New River is contained in a narrow, steep-sided channel that is crossed by the Chancy Road Bridge, a wooden, one-lane facility (#144001). The project occupies this basin for 1.68 miles on the north side of the roadway and for an additional 1.7 miles on both sides of the roadway. Sixmile Pond, located east of Eiland Blvd (Handcart Rd) 0.48 miles northeast of the east terminus, occupies approximately 11 surface acres and discharges ultimately to wetlands in the New River basin.

5. Indian Creek heads in wetlands and ponds northeast of the SR 54/Morris Bridge Road intersection and proceeds southeastward under the roadway. Although there is no flow data on the creek, physical evidence suggests that the creek flows intermittently, and a box culvert is located approximately 0.2 mile eastward of the historic creek crossing, which accommodates flow under SR 54.

The existing roadway section is rural with intermittent shallow swales. There are at least three cross drains along the project length in addition to the culverts accommodating flow in Basset Branch and New River.

Stormwater treatment best management practices for this segment of SR 54 consist of intermittently wet swale sections and grassy shoulders.

Ground water resources in the area include one public supply well located east of the east terminus. Pasco County has established a five-year and a 10-year well protection zones for this well, which are located within 1.1 mile of the project terminus. Numerous surface features resembling sinkholes are



located both north and south of the project within 500 feet. Additionally, the study area is within both Karst and high recharge areas identified in the EST.

Water quality – Waters in the project area are Class III – Recreation, propagation, and maintenance of healthy, well balanced populations of fish and wildlife. Trout Creek, Basset Branch, New River, and Indian Creek contribute flow to the Hillsborough River where the river is designated OFW. The distances along these waterways between the project and the Hillsborough River in linear (not river) miles are: 10 miles along Trout Creek, 5.25 miles along Basset Branch, and 4.75 miles along New River. Further the tributaries join a reach of the Hillsborough River (WBID 1443D) that is included on the Verified List of impaired waters adopted in May 2004.

The project occupies one watershed that is included on Florida's 303(d) Impaired Waters List that was adopted in May, 2004, New River watershed (WBID 1442). The project occupies this basin for 1.68 miles on the north side of the roadway and for an additional 1.7 miles on both sides of the roadway. New River passes under SR 54 at a point located 1.19 miles from the east terminus. Total Maximum Daily Loads (TMDLs) for total and fecal coliform have been determined as described in FDEP's report entitled "Fecal and Total Coliform TMDL for New River" published in September, 2004. Following adoption, the next step in TMDL process is the preparation of a Basin Management Action Plan. The BMAP process is in its initial stages of development at this time.

It should be noted that, the Trout Creek basin (WBID1455) in the project area was included on the Draft 2003 Impaired Waters List. However, this reach of Trout Creek has been proposed for de-listing and is not included on the Verified List of impaired waters adopted in May 2004. TMDLs for total and fecal coliform were scheduled for development in the 2008 cycle.

Water quality data area collected by USEPA, USGS, and FDEP are available from STORET. A sampling site existed on New River at SR 54 from which data were collected by USGS from 1951 – 1997 and by USEPA and FDEP in the 2000 – 2004 time period.

**Existing ERPs**

014392.000 – DOT SR 54 / CR 581 – FDOT  
017241.000 – DOT Pasco Co Water Main – Pasco  
003499.000 – Pasco SE Forcemain – Pasco  
024522.000 – Pasco Co Morris Bridge Rd Wid/Res – Pasco

**Existing WUPs**

012249.000 – Pasco Co.

**Comment on effects to resources:**

The project has the potential to increase pollutant loads to New River, Basset Branch, Trout Creek, and Upper East Cypress Creek, all of which contribute flow to the Hillsborough River, all of which outfall to the river at points at which the river is designated OFW. Further the reach of the Hillsborough River affected by the tributaries is on the Verified List of impaired waters adopted in May 2004. The waste load allocations (WLAs) for stormwater discharges with MS4 permits are 35.3% for fecal coliform and 43.6% for total coliform. Revisions or amendments to MS4 permits may require compliance with WLAs once TMDLs are adopted.

The project has the potential to produce direct adverse effects in the small waterways crossed by the roadway in terms of both increased pollutant loads and runoff volumes resulting from stormwater runoff from the additional area of pavement. The project will require the alteration of all cross drains along its length, potentially changing flow lines and impacting conveyance capacity. Upstream flooding is a possibility as are further channel erosion and downstream sedimentation. Indirect adverse effects include increased pollutant loads to the Hillsborough River from the combined runoff from five tributaries in the river's upper reaches. Ground water pollution is possible from construction activities and from the intrusion of stormwater ponds into Karstic sub-surface materials. The degree of



effect is judged "Substantial" due to the high potential for (1) increased pollutant loading to the waterways in the immediate project area, to the Hillsborough River downstream, and to groundwater systems; and (2) exceeding conveyance and storage capacities of existing channels in a volume-sensitive area.

**Additional Comments:**

The degree of effect is considered "Substantial" due to the following aspects of impact to this resource: (1) the potential for pollution from the collective stormwater runoff from five tributaries to the Hillsborough River; (2) amount of impacts to floodplains, potentially >20 acres; (3) the nature of impacts, both closed and open basins may be affected; (4) the potential for cumulative effects, decrease in historic basin storage combined with decrease in hydraulic capacity of cross drainage features.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, the FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

FDOT must provide reasonable assurance that the project will not cause adverse water quantity impacts to receiving waters or adverse flooding to on-site or off-site property and that the project will not adversely affect the quality of receiving waters such that the water quality standards, including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters, will be violated [40D-4.301(1), F.A.C.]. Further, activities such as construction connected with the ERP must not cause violations of State Water Quality Standards (B.O.R. 3.2.4). Best management practices shall be implemented to control erosion and shoaling during and after construction. Turbidity barriers shall be installed and maintained during construction. FDOT will be responsible for controlling turbidity from project area. Off-site discharge of water is limited to those amounts that will not cause off-site impacts (BOR 4.2). Equipment shall be operated and maintained to eliminate the discharge of oils, greases, fuels and lubricants to wetlands or other surface waters (BOR 3.2.4.1).

The water quality parameters described above for each of the impaired water bodies could be further impaired by stormwater runoff associated with the proposed project. Reductions in stormwater runoff via stormwater treatment facilities or BMPs will be required to implement the TMDLs once they are developed or to address reductions in coliform or nitrogen in water bodies with existing TMDLs. It is recommended that the Florida Department of Transportation (FDOT) participate as a stakeholder in the upcoming Basin Management Action Plan (BMAP) process to ensure that these reductions will be addressed through stormwater controls associated with the proposed project. This process will be initiated by Florida Department of Environmental Protection (FDEP) and driven by stakeholders.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required, as additional traffic lanes are proposed; and in-stream water quality must not be adversely impacted by construction activities or subsequent road operations. Stormwater quality treatment will be required for runoff from both the new pavement and for all other directly connected impervious areas (DCIAs) contributing to the treatment systems, both on and off-site.

Chapter 5.8.b of the District's BOR establishes the contributing area(s) for on-line and off-line stormwater systems to be used in calculating the required treatment volume for alterations to existing public roadways. If the existing and proposed stormwater runoff is designed for conveyance, storage and treatment on-line, then treatment capacity will be required for the entire roadway and other DCIAs contributing to the treatment facilities. Alternatively, if the new system can be designed with off-line storage and treatment of the first-flush of runoff from new DCIAs, then the existing roadway contributing areas may be considered as isolated. The District recommends using off-line stormwater



quality treatment facilities for runoff from both the new and existing contributing areas to the treatment facilities. Use of appropriate tailwater information will be necessary in all cases.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

1. Alternate, contributing areas need to be hydrologically equivalent to the new and existing, watershed areas that would otherwise contribute to the treatment system and existing point of discharge;
2. Alternate pollution sources and loading characteristics need to be equivalent to those being substituted; and
3. Treatment benefits being substituted need to occur in the same receiving waters and in the same locality as the existing point of discharge from the new project area.

Existing stormwater treatment capacity that is being displaced by any roadway project will require additional compensating treatment volume for replacement. For example, existing treatment capacity in a pond that is serving upstream land use, when displaced by the road project, will require compensating treatment volume from the existing contributing area. Equivalent stormwater quality treatment, as described previously, should be avoided if possible.

The District and the US Geological Survey (USGS) recently completed a project, B097 (USGS FL-67001-Upper Hillsborough River Study Extension) that contains data on the Hillsborough River Watershed north of Hillsborough River State Park. The Final Report, completed in January 2005, analyzes data relating to river and tributary stages and flows, and it would be useful in the planning and design of the SR 54 project. The District and USGS are cooperating on another project, B065 (USGS FGL-670-Upper Hillsborough River Study) that will provide information on surface water and ground water conditions in the Hillsborough River Watershed north of Hillsborough River State Park including the New River sub-basin. The draft report was scheduled for May/June 2005. The District recommends that FDOT consider the data generated in these two projects during the planning and design of the SR 54 project.

Updated topographic and hydraulic information will be available for the New River, Basset Branch, Indian Creek, and Trout Creek watersheds through four cooperatively funded studies by SWMFWD, FEMA, and Pasco County. The four projects are:

1. K867 – Pasco County – Trout Creek Watershed Management Plan;
2. L 426 – Indian Creek Restoration Project – BMP Implementation;
3. L432 – New River Watershed Management Plan; and
4. M112 – FEMA Pasco County Mapping Activity Statement 2.

The hydraulic characteristics of the Indian Creek crossing of SR 54 will also be influenced by improvements scheduled for construction as part of L426 in the upper 1.5 miles of Indian Creek. The project will reduce flooding potential and provide stormwater runoff treatment in 2800 linear feet of open, grassed channel. The District strongly recommends that FDOT coordinate with the District on these two projects and that the Department considers the data generated in these projects in its planning and design for this segment of SR 54.

The District urges coordination with Pasco County in the matter of well protection zones.

Post-development peak discharge rates must not exceed pre-development rates at each of the existing stormwater discharge points from the roadway right-of-way for the storm event(s) required in the BOR. Hydrologic and hydraulic computations should be based on current and local existing conditions, except for the effects of water withdrawals by pumping. Tailwater conditions should be thoroughly researched and based on the most current and defensible data determined by standard engineering methods. Off-site drainage areas and systems shall be conveyed to downstream areas without adversely affecting the stages, flow characteristics, or water quality. For widening activities, total pavement areas are considered in treatment volume calculations; unless drainage of existing pavement areas is maintained separate from proposed pavement areas. The localized or regional



effects of water withdrawals shall not be considered as the ambient condition in the design of surface water management systems permitted under Chapters 40D-4, 40D-40, or 40D-400, F.A.C., except to the extent that the long-term success of wetlands mitigation would be affected adversely (BOR, Sections 3.2.2.4 e. & 4.6.2).

Detailed hydraulic and hydrologic analyses for New River, Basset Branch, Trout Creek, and Indian Creek are recommended for design of the crossings under the roadway. These analyses will be beneficial for establishing tailwater conditions for the design of the stormwater management system for the roadway. With the knowledge that flooding concerns exist in this area, it will be important to understand the interactions between the roadway collection system, attenuation facilities, and the major creek crossings. Data generated from District projects K867, L 426, L432, and M112 will be of considerable help, as described above.

Due to the existence of sinkholes in the area and high potential to encounter karstic conditions in sub-surface materials during stormwater pond construction, it is recommended that the stormwater ponds be designed as shallow as practical and geotechnical evaluation of specific pond sites be conducted for potential of sinkhole development. Should the results of the geotechnical study indicate a potential for ground water contamination as a result of stormwater pond construction/operation, the District may require apply water quality treatment for the project surface water management systems.

In the event that TMDL limits are required for the project area, the FDOT must be prepared to implement appropriate TMDL remediation measures. It is recommended that the Florida Department of Transportation (FDOT) participate as a stakeholder in the Hillsborough Basin Management Action Plan (BMAP) process to ensure that these reductions will be addressed through stormwater controls associated with the proposed project.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the SWFWMD's Environmental Resource Permit (ERP) Basis of Review (BOR) This includes the following typical issues:

- (a) Pre- and post-development peak discharge rate match for each sub-basin along the project corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and use of appropriate tailwater information will also be necessary.
- (b) Making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.
- (c) In addition for closed basins (internally drained or land-locked), the post-development volume of runoff from the project area must not exceed the pre-development volume of each specific, existing basin. This project appears to be located within basins that may be open, closed or semi-closed (i.e., closed for some storm events and open for others).

The Environmental Resource Permit Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under-estimated include: seasonal high water, seasonal high groundwater table, historic basin storage, floodplain storage, floodway hydraulic capacity, peak discharge rates and timing, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values." It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.





The District is currently considering revising existing rules regarding discharge requirements in flood-prone areas. Possible modifications might change the requirements for determining peak allowable discharge rates or the amount of required on-site retention. The FDOT is advised to monitor closely the rule-making process.

The names and addresses of individuals or entities, whose property will be taken for the roadway improvements, will need to be submitted. Since the FDOT has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C.

The District has assigned pre-application file number 4299 for the purpose of tracking their participation in the ETDM review of this project. Pre-application file #4299 is maintained at the Brooksville Service Office of the SWFWMD. Please refer to pre-application file #4299 whenever contacting District regulatory staff regarding this project.

## Wetlands

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<input checked="" type="checkbox"/> Substantial
<b>Agency Involvement:</b>	<input checked="" type="checkbox"/> Continue	No Further Action		

### Identify Resources and level of importance:

While wetlands are common, there is no large expanse of wetland in the project corridor. Wetlands typically are disturbed palustrine systems associated with the waterways in the corridor, particularly New River. There are a small number of small, isolated systems in the area not associated directly with waterways except at extreme high water. Considerable alteration of the wetlands has occurred in the area due to agriculture (cattle, pine plantations, and citrus) and residential development. The FFWCC 2003 Habitat & Landcover data shows that wetlands are comprised of: hardwood swamp (610), cypress swamp (621), and mixed wetland forest (630), shrub swamps composed chiefly of willow and elderberry (618), freshwater marshes (641), and wet prairies (643). Permanent open water occurs in Sixmile Pond (523) east of Morris Bridge Road, the stormwater pond in the former depressional site at SR 54/Curley Road (534), and numerous small ponds <10 acres throughout the project area. Stormwater swales paralleling SR 54, in some cases, support herbaceous wetland plants and serve as foraging areas for wading birds, including wood storks.

There are 14.25 acres of wetlands within 200 feet of project corridor (FFWCC, 2003) and there are 72.3 acres within 500 feet.

The NWI tally of wetlands reports less acreage and only palustrine systems within 1.0 mile of the project, while FFWCC data are more recent and detailed.

The acreage of Priority Wetlands supporting one to three Focal Species within 200 feet of the project corridor (FFWCC) is 2.5 acres and within 500 feet of the project corridor, there are 12.3 acres of Priority Wetlands.

Wetlands immediately adjacent to the project are disturbed for the most part, but there are significant wetlands within the regional environmental setting.

### Comment on effects to resources:

The project will result in further physical alterations of the crossing of SR 54 and New River, Basset Branch, and, possibly, Trout Creek. The project may result in alterations to the SR 54 crossing of Indian Creek east of the SR 54/Morris Bridge Road intersection. Some modifications may require work outside of the existing right-of way.

### Additional Comments:



The degree of effect is considered "Substantial" due to the following aspects of impact to this resource: (1) an Environmental Resource Permit will be necessary; (2) it will be necessary to modify all of the waterway channels within the project corridor which will eliminate and/or degrade wetland habitat; and (3) the uncertainty of location and size of storm water systems.

The impacts to wetlands cannot be determined at this time because locations of surface water management facilities for the project have not been identified. However, with a formal wetlands determination and project design details, the degree of effect could be "Moderate." It is anticipated that these issues will be resolved during ERP permitting.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. If wetland impacts exceed threshold limits, the FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

FDOT must provide reasonable assurance that the project's design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species, by wetlands and other surface waters. Wetlands within and adjacent to the ROW do not provide high quality habitat; however, there is evidence of use by species listed as Species of Special Concern (SSC). A formal wetland delineation and Unified Mitigation Assessment Methodology (UMAM) analysis will be required for the lands involved in the roadway work and surface water management facilities.

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.) requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude an FDOT project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. Through the FDOT mitigation program, the SWFWMD may have previously purchased mitigation credits from a mitigation bank appropriate to the project area for unavoidable roadway wetland impacts. Depending on the quantity and quality of the proposed wetland impacts and associated mitigation activities at such a mitigation bank, the SWFWMD may propose purchasing additional credits from the mitigation bank and/or pursue and propose alternative locations for mitigation. The project and potential wetland impacts are located within the Hillsborough River watershed. The SWFWMD requests that FDOT continue to collaborate on the potential wetland impacts as this segment proceeds into future phases.

Coordination with FFWCC and USFWS will be required for wetland-dependent listed species as wood stork (E), sandhill crane (T), white ibis (SSC), snowy egret (SSC) were observed in wetlands within 100 feet of the existing pavement. Other wetland-dependent species were seen in the lake, and other Listed Species may be present. The potential impact of the roadway project on these, and non-listed native animals, should be assessed.

A wetland location map, formal delineation, and acreage calculations will be required together with a UMAM assessment for all wetlands affected by the project, pursuant to Ch. 62-345, F.A.C. The District will require the wetland and surface water features located within the project area to be field verified by District staff, pursuant to Ch. 62-340, F.A.C. Secondary wetland impacts (e.g., water quantity, water quality, wetland buffer setbacks, wildlife habitat and utilization, etc.) will need to be evaluated pursuant to subsection 3.2.7 of the B.O.R.



Data from the technical studies on habitat, wildlife, and wetlands should be input to the selection of the final alignment of the project.

The District will require the applicant to address elimination and reduction of wetland impacts pursuant to subsection 3.2.1 of the Basis of Review (B.O.R.), where applicable, including design alternatives where feasible.

The names and addresses of individuals or entities, whose property will be taken for the roadway improvements, will need to be submitted. Since the FDOT has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C.

The District has assigned pre-application file number 4299 for the purpose of tracking their participation in the ETDM review of this project. Pre-application file #4299 is maintained at the Brooksville Service Office of the SWFWMD. Please refer to pre-application file #4299 whenever contacting District regulatory staff regarding this project.

### Historic and Archaeological Sites

**Degree of Effect:** Enhanced      ☒ Minimal to None      Moderate      Substantial

**Agency Involvement:** Continue      ☒ No Further Action

**Identify Resources and level of importance:**

The entire corridor within 100 feet of the project is in a survey area for the State Historic Preservation Office (SHPO), and 85% and 54%, respectively, of the corridor within 200 feet and 500 feet are in the SHPO survey area. There are no historic bridges, road segments, or cemeteries within 1.0 mile of the project. While there are 41 historic or archeological sites and 14 historic structures within 1.0 mile of the project, none are eligible for listing in the National Register of Historic Places (NRHP).

**Comment on effects to resources:**

It is not expected that the project will cause adverse impacts to historical resources.

**Additional Comments:**

The degree of effect is judged "Minimal to none" from the District's standpoint in view of the fact that the resources revealed during the extensive studies already done in the area are not considered eligible for NRHP listing.

The District will consider impacts to historical and archeological resources as part of its Secondary Impacts evaluation (ERP Basis of Review 3.2.7). SWFWMD recommends a Cultural Resources Assessment be conducted and that coordination with Florida State Historic Preservation Office is timely and effective. If historical or archeological artifacts are discovered at any time on the project site, FDOT shall notify the District and the Florida Department of State Division of Historic Resources immediately (40D-4.381, F.A.C.).

### Infrastructure

**Degree of Effect:** Enhanced      Minimal to None      ☒ Moderate      Substantial

**Agency Involvement:** ☒ Continue      No Further Action

**Identify Resources and level of importance:**

Three SWFWMD data collection sites are located within the project area.



Well - 2099, Fox Ridge Floridan, located at 28°13'01" 082°17'35"  
Well - 2130, Fox Ridge Surficial, located at 28°13'01" 082°17'35"  
Rainfall - 587, Fox Ridge subdivision, located at 28°12'59" 082°17'52".

The following data collection sites may be directly impacted by the project:

WEL2200 - New River Library FLDN (Active)

WEL2201 - New River Library SURF (Active)

**Comment on effects to resources:**

All sites are currently active and their data utilized by the SWFWMD to make decisions regarding resource management. Project construction could affect these sites or eliminate them.

**Additional Comments:**

The degree of effect is considered "Moderate" due to the following aspects of impact to this resource: it may be necessary to relocate SWFWMD facilities.

The FDOT should coordinate with the SWFWMD regarding these infrastructure components. In the event any sites will be adversely impacted by the project, it may be necessary to properly abandon the site and relocate it at the project expense.

## Navigation

**Degree of Effect:** Enhanced ☒ Minimal to None Moderate Substantial

**Agency Involvement:** Continue ☒ No Further Action

**Identify Resources and level of importance:**

There are no identified navigable waterways in the project area.

**Comment on effects to resources:**

There are no expected adverse impacts to navigation due to this project.

**Additional Comments:**

None.

## Section 4(f) Potential

**Degree of Effect:** Enhanced ☒ Minimal to None Moderate Substantial

**Agency Involvement:** Continue ☒ No Further Action

**Identify Resources and level of importance:**

There are no designated public lands having designated recreational facilities within 1.0 mile of the project.

**Comment on effects to resources:**

The project is not expected to have impacts on the recreational values of public lands or to historic features of public importance.

**Additional Comments:**

The District will consider impacts to historical and archeological resources and recreation values under the ERP Basis of Review, 3.2.7 and 3.2.8.

## Wildlife and Habitat



Degree of Effect:                      Enhanced                      Minimal to None                      Moderate                      **X** Substantial  
Agency Involvement:            **X** Continue                      No Further Action

**Identify Resources and level of importance:**

The land use in the project area is classified urban (48%) or agriculture/clear cut (26%) within 100 feet of the project. Moving away from the project, agriculture/clear cut land uses at 200-foot and 500-foot become more common (28% and 30%, respectively), while urban land uses become less common (41% and 34%, respectively). Uplands adjacent to the project generally are disturbed or occupied by commercial or residential construction. The FFWCC 2003 Habitat & Landcover data show that upland plant communities within the 100-500 foot corridors are dominated by dry prairie (310), pine flatwoods (411), mixed hardwood/pine forests (414), hardwood hammock (425), and shrub and brushland (320), in that order. Most upland plant communities are disturbed as a result of past agricultural practices and recent development, although some remnants of hardwood hammock are in good condition, and pine flatwoods are undergoing the build-up of extensive amounts of fuel in the understory.

FFWCC reports the area for Biodiversity Hotspots supporting seven or more Focal Species in the project corridor (200 feet wide) as being 19.3 acres.

No FNAI element occurrences were noted in the EST. However, field observation on October 10, 2005, revealed the presence within the 100 – 200 foot corridor of the following species: wood stork (E), sandhill crane (T), white ibis (SSC), snowy egret (SSC), great blue heron, great egret, anhinga, common moorhen, mallard, and Suwannee cooter. Both the wood stork and the sandhill crane groups included immatures, indicating that breeding occurs in the vicinity. The majority (approximately 50 individuals) of the white ibis and snowy egret were observed feeding and resting in the wetlands that are located north of SR 54 and associated with New River. The sandhill cranes were observed feeding in cut over pine flatwoods on the south side of SR 54 0.95 mile east of the SR 54/Curley Road intersection. Wood storks were observed feeding in roadside swales that had water on the day of the field visit. The moorhen, mallard, and cooter were observed in the surface water feature previously described located in the northwest quadrant of the SR 54/Curley Road intersection.

Species occurrences noted in the EST included two eagles' nests, active in 2000, located 4.5 – 7.0 miles from the project. If still present in the project area, the birds may be utilizing Sixmile Pond, the surface water feature at the SR 54/Curley Road intersection, and unobstructed areas of wetlands for foraging.

In view of the types of habitats and soils present on site, it is likely that gopher tortoise (SSC) and Eastern indigo snake (T) occur in the uplands.

The FFWCC identifies a total of 49.8 acres of Strategic Habitat Conservation Areas for wading birds within the 500-foot corridor, 12.5 acres and 24 acres of which occur in the 100-foot and 200-foot corridors, respectively.

**Comment on effects to resources:**

The project will result in adverse impacts to wildlife and habitat. Wildlife impacts include disruption of breeding activity and the elimination or degradation of foraging and roosting habitat. Species affected are wetland-dependent and/or upland species, including Listed Species such as wood stork and sandhill crane.

The project may cause additional isolation of floral and faunal species populations on either side of the roadway, particularly in the waterway corridors of New River and Basset Branch as a result of the expanded cross section of the facility to accommodate both new travel lanes and a median. The



expanded cross section has the potential to result in additional wildlife fatalities, particularly turtles, other reptiles, and amphibians.

Habitat impacts include loss of foraging, roosting, and breeding habitat through direct destruction and indirect encroachment. The functions and values of both upland and wetland habitat will be lost or degraded, with the result that sensitive species may abandon the area altogether

**Additional Comments:**

The degree of effect is considered "Substantial" due to the following aspects of impact to this resource: due to the presence of Listed Species that are breeding in the vicinity and to the observation of the large number of SSC species in the New River wetlands.

For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

FDOT must provide reasonable assurance that the design, construction and operation of the project will not impact the values of wetland, other surface waters and other water-related resources of the District so as to cause adverse impacts to the (a) abundance of fish, wildlife, and listed species and (b) habitat of fish, wildlife, and listed species (ERP Basis of Review 3.2.2).

The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the ditches crossing the project area. Turbidity will be addressed in the ERP and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved.

Due to the presence of Listed Species, specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife avoidance and accommodation measures at particularly important locations along the project. The FFWCC data on the site should be updated to the present time and applied to this project. The information generated during this work should be used in project design to reduce wildlife impacts.

The additional lanes increase the likelihood of animal fatalities on the roadway, particularly at locations on the roadway that traverse wetlands and waterways. A survey to determine the actual amount of animal traffic across the roadway itself and through the cross culverts should be conducted. The data collected should be analyzed for the purpose of determining the value of wildlife crossings. Coordination with FFWCC, USFWS and Bureau of Imperiled Species Management will be required for wetland-dependent listed species. It is recommended that the FDOT prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) for further analysis.

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COUNTY: PASCO

PASCO  
2006-5141

DATE: 6/19/2006

COMMENTS DUE DATE: 7/20/2006

CLEARANCE DUE DATE: 8/18/2006

SAI#: FL200606192437C

MESSAGE:

<b>STATE AGENCIES</b>	<b>WATER MNGMNT. DISTRICTS</b>	<b>OPB POLICY UNIT</b>	<b>RPCS &amp; LOC GOVS</b>
COMMUNITY AFFAIRS			
ENVIRONMENTAL PROTECTION	SOUTHWEST FLORIDA WMD		
FISH and WILDLIFE COMMISSION			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- ☒ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- ☐ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- ☐ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- ☐ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION -  
ADVANCE NOTIFICATION - STATE ROAD 54  
PD&E STUDY, FROM CR 577 TO CR 579, FPID  
NO. 416561-1-22-01 - PASCO COUNTY,  
FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)  
3900 COMMONWEALTH BOULEVARD MS-47  
TALLAHASSEE, FLORIDA 32399-3000  
TELEPHONE: (850) 245-2161  
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- |                                                |                                                           |
|------------------------------------------------|-----------------------------------------------------------|
| <input checked="" type="checkbox"/> No Comment | <input checked="" type="checkbox"/> No Comment/Consistent |
| <input type="checkbox"/> Comment Attached      | <input type="checkbox"/> Consistent/Comments Attached     |
| <input type="checkbox"/> Not Applicable        | <input type="checkbox"/> Inconsistent/Comments Attached   |
|                                                | <input type="checkbox"/> Not Applicable                   |

From:

Division/Bureau: DIVISION OF HISTORICAL RESOURCES/HISTORIC PRESERVATION

Reviewer: DUANE DENFELD Laura A. Kammerer, Deputy SHPO

Date: 06/27/2006 6.27.2006

RECEIVED

JUN 29 2006

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JUN 23 10 3 03



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Jun. 26, 2006 1:14PM  
Lauren milligan

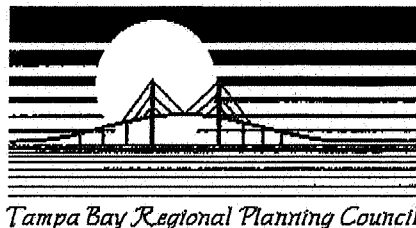
TAMPA BAY REGIONAL PLANNING

No. 2687 P. 1

184

FSC SAI: FL200606192437C

850/245-2190



Chair  
Robert A. "Bob" Kersteen

Vice-Chair  
Jill Collins

Secretary/Treasurer  
Commissioner Scott Black

Executive Director  
Manny Pumariega

June 20, 2006

Robert Clifford, AICP  
Dist. Modal Planning & Development Manager  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612-6456

**Subject: IC&R #184-06, WPI Seg. No: 416561 / FAP No. 7810-028 S  
State Road 54 PD&E Study/Advance Notification/Pasco County, Florida.**

Dear Mr. Clifford:

The Tampa Bay Regional Planning Council has received the above-referenced application for processing under the Intergovernmental Coordination and Review Program.

As explained in the Advance Notification document, more specific comments will be solicited by FDOT during the permit coordination process. We welcome the opportunity to review the more detail-oriented plans that will be made available to TBRPC through this process.

The Tampa Bay Regional Planning Council will be especially interested in the protection of *Natural Resources of Regional Significance*. These resources are depicted on the map series of the Council's governing document - *Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region*, a copy of which is attached.

Please feel free to contact me at ext. 38 should you have any questions.

Sincerely,

  
Jessica White  
IC&R Coordinator

cc: Lauren Milligan, FSC

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# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South  
Suite 310

Jacksonville, Florida 32216-0912

IN REPLY REFER TO:

41910-2006-TA-0708

August 1, 2006

Mr. Robert Clifford, AICP  
District Modal Planning and Development Manager  
Florida Department of Transportation – District Seven  
11201 North McKinley Drive / MS 7-500  
Tampa, Florida 33612-6456

Re: Review of SR 54 Widening Advanced Notification Package (FWS Log. No. 41910-2006-TA-0708)

Dear Mr. Clifford:

Our office has reviewed the information, dated June 15, 2006, and received June 20, 2006 from the Florida State Clearinghouse. The Florida Department of Transportation proposes to widen SR 54 from CR 577 (Curley Road) to CR 579 (Morris Bridge Road) in Pasco County, a distance of approximately 4.5 miles. The study is considering the expansion from the existing two-lane roadway to a minimum four-lane divided facility including stormwater management facilities. The existing land uses adjacent to the existing roadway are cropland, pastureland, shrub and brushland, commercial and services, open land, and residential.

A number of federally listed threatened or endangered species are known to occur in Pasco County. A list of those species can be found on the Service's North Florida Field Office internet website at <http://northflorida.fws.gov/CountyList/Pasco.htm>. Surveys for these species should be conducted in appropriate habitats within the study corridor and summarized in a biological assessment.

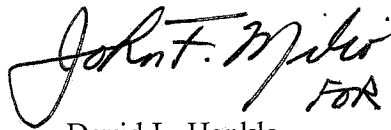
Wood storks forage in a variety of wetland habitats, and they frequently utilize man-made habitats such as roadside or agricultural ditches. These sites can represent important forage areas for storks, since birds typically do most of their feeding in wetlands between 5 and 40 miles from the colony. A major factor in the decline of the wood stork (*Mycteria americana*) has been the loss and degradation of feeding habitat. As a result, we recommend that wetlands in the project area be delineated and evaluated using an evaluation technique such as the Wetland Rapid Assessment Procedure (WRAP) or the Uniform Mitigation Assessment Method (UMAM). We further recommend assessing any possible impacted wetlands for the potential of wood stork usage, such as wetlands that are seasonally flooded and drawn down with littoral shelf areas, and which fall within the core foraging area (30 km or 18.6 miles) of an active wood stork colony.

The Eastern Indigo snake may occupy a broad range of habitats from scrub and sandhill communities, to wet prairies and swamps, near the proposed project site. The Eastern Indigo snake is most strongly associated with high, dry, well-drained sandy soils, and closely parallels habitat

preferred by the gopher tortoise (*Gopherus polyphemus*), a state of Florida listed species. The Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo snake during the construction phase of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

We look forward to coordinating with you during this development process. If you have any questions regarding this response, please contact Mr. Todd Mecklenborg at (727) 570-5400 ext. 233.

Sincerely,

A handwritten signature in black ink that reads "John F. Miller". To the right of the signature, the letters "For" are written in a smaller, cursive script.

David L. Hankla  
Field Supervisor

## **APPENDIX C**

### ***Alternatives Public Workshop Materials***



## State Road 54

From CR 577 (Curley Road) to CR 579 (Morris Bridge Road)  
Project Development and Environment (PD&E) Study

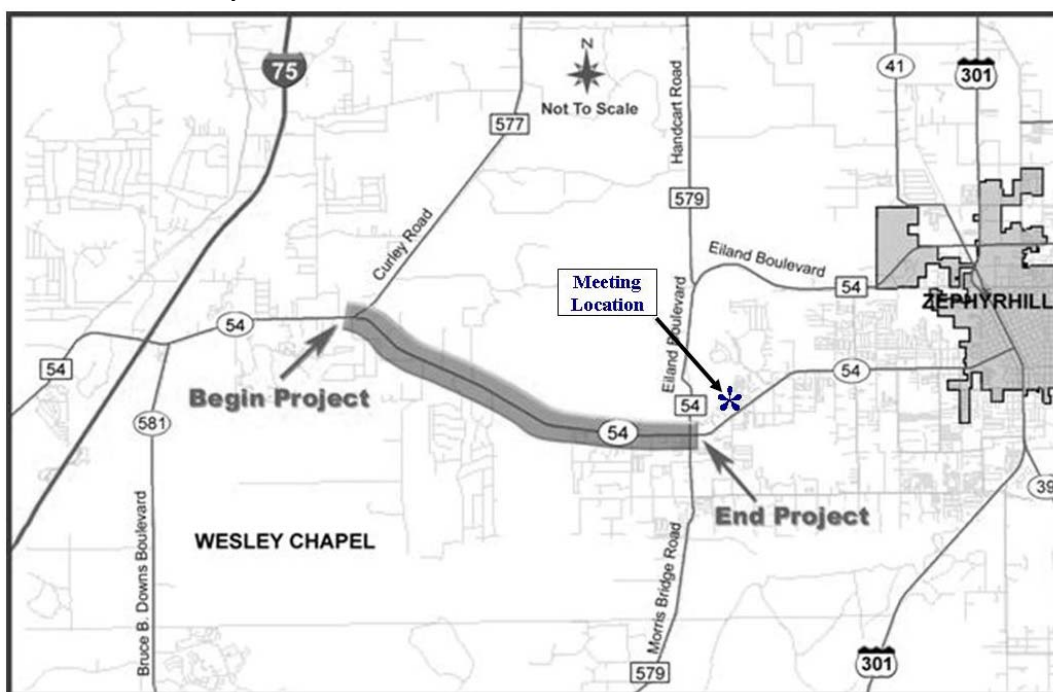
### Alternatives Public Workshop

**FDOT District 7, WPI Segment No: 416561 1, FAP No: 7810-028 S, Pasco County**

The Florida Department of Transportation (FDOT) invites you to attend and participate in an Alternatives Public Workshop regarding improvements being considered for SR 54 from CR 577 (Curley Road) to CR 579 (Morris Bridge Road). The project limits are shown on the map below.

The focus of the meeting will be to present the project alternatives and solicit public input. The meeting will be held in an open house, informal format. There will be no formal presentation. A short video concerning the improvements will be shown continuously throughout the evening. Graphics and aerial maps will be on display for public review. Representatives from the FDOT will be on hand to answer questions and receive your comments. Written comments will be accepted throughout the PD&E Study, but to be considered before the Public Hearing, comments should be received within 10 days following the workshop.

The FDOT has a Right of Way (ROW) and Relocation Program. Detailed brochures will be available during the meeting describing the program as well as the opportunity to speak with a ROW representative. You may also contact the FDOT at the address listed below.



**WHAT:** SR 54 – PD&E Study  
Alternatives Public Workshop

**WHEN:** Wednesday, November 14, 2007  
4:30 p.m. to 7 p.m.

**WHERE:** The Links of Lake Bernadette  
5430 Links Lane  
Zephyrhills, FL 33541  
(813) 221-4653

This Alternatives Public Workshop is being held in accordance with 23 CFR 771, Executive Orders 11990 and 11988, Chapter 399 F.S., Titles VI and VIII of the Civil Rights Act, and the Americans with Disabilities Act. Persons with disabilities who may require special accommodations at the Workshop, or anyone with questions concerning this project should contact Manuel Santos, Project Manager, by calling (800) 226-7220 or (813) 975-6173, by email to [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us), or by written correspondence to the Florida Department of Transportation, District Seven; 11201 N. McKinley Drive, M.S. 7-500; Tampa, Florida 33612-6456.

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Florida Department of Transportation, District Seven  
11201 N. McKinley Drive  
M.S. 7-500  
Tampa, FL 33612-6456

### We Want Your Input!

A successful PD&E study depends on the public's participation in the study process. We encourage your input throughout the study.

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

Manuel Santos, EI  
Project Manager  
FDOT District Seven  
11201 N. McKinley Drive  
M.S. 7-500  
Tampa, FL 33612-6456  
(813) 975-6173  
(800) 226-7220  
manuel.santos@dot.state.fl.us

### UPCOMING KEY PUBLIC & AGENCY INVOLVEMENT EVENTS STATE ROAD 54 PD&E STUDY

#### Alternatives Public Workshop.....November 14, 2007

Will present the various design concepts for the State Road 54 improvements that have been developed and allow the public an opportunity to comment on the project.

#### Public Hearing.....Spring 2008

The study's hearing is a formal meeting at which comments are taken for the public record on the findings of the study, including its proposed alignment and design concept.

#### Location/Design Concept Acceptance.....Summer 2008

All comments made in conjunction with the public hearing are analyzed and, if appropriate, incorporated into the study. The final study is completed and forwarded to the Federal Highway Administration for its official acceptance.

#### Title VI & Title VIII Civil Rights Act

The proposed project is being developed in accordance with the Title VI Civil Rights Act of 1964 and the Title VIII Civil Rights Act of 1968. Under Title VI and Title VIII of the Civil Rights Act, any person(s) or beneficiary who believes they have been subjected to discrimination because of race, color, religion, sex, age, national origin, disability, or familial status may file a written complaint with:

Linda Stachewicz  
Government Liaison Specialist  
Title VI District Coordinator  
Florida Department of Transportation District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612-6456

Florida Department of Transportation – District Seven

# State Road 54

## Project Development & Environment Study

Project Newsletter Number 2  
WPI Seg. No: 416561 1  
FAP No: 7810-028 S

From Curley Road (CR 577) To Morris Bridge Road (CR 579)  
Pasco County, Florida  
October 2007

This newsletter is prepared by the Florida Department of Transportation to help keep the public informed about the  
**State Road 54  
Project Development and  
Environment Study**

For More Information Contact:

Manuel Santos, EI  
Project Manager  
FDOT District Seven  
11201 N. McKinley Drive  
M.S. 7-500  
Tampa, FL 33612-6173  
(813) 975-6450  
(800) 226-7220  
manuel.santos@dot.state.fl.us

Marian Scorza  
Public Information Officer  
FDOT District Seven  
11201 N. McKinley Drive  
M.S. 7-100  
Tampa, FL 33612-6456  
(813) 975-6038  
(800) 226-7220  
marian.scorza@dot.state.fl.us



## Alternatives Public Workshop Scheduled

You are invited to attend and participate in the State Road 54 Alternatives Public Workshop on November 14, 2007 from 4:30 to 7 p.m. at The Links of Lake Bernadette, located at 5430 Links Lane in Zephyrhills, FL.

This letter also serves as notice to property owners that a whole or a portion of their property is within 300 feet of the centerline of one of the project alternatives pursuant to Florida Statutes 339.155(6). However, the property may not be directly affected.

Exhibits showing project alternatives and related information will be available for viewing. FDOT representatives will be in attendance to answer any questions and solicit your comments.

You may provide written comments by completing the enclosed comment form that can be dropped in one of the comment boxes at the Alternatives Public Workshop. You may also mail us your comments to the address pre-printed on the back of the form.

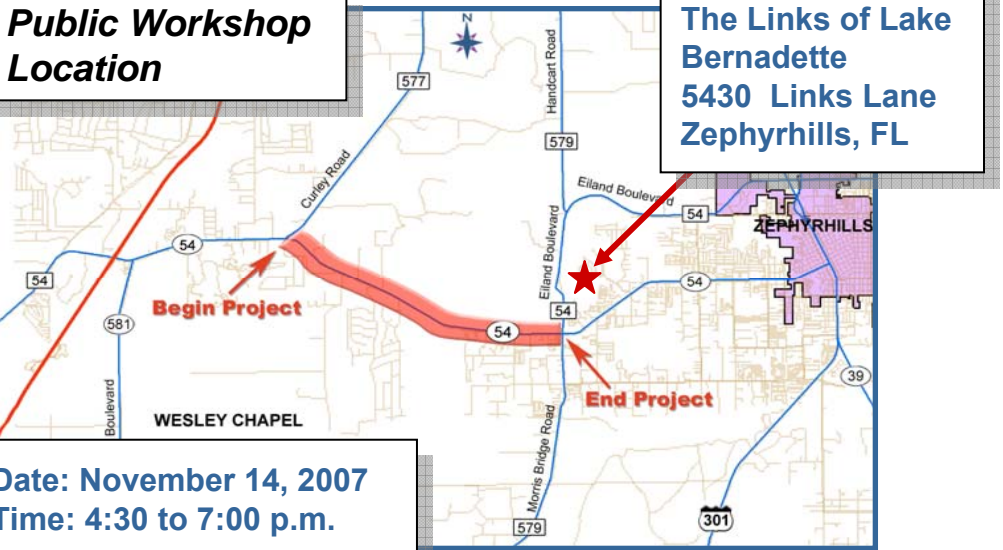
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Project Manager, Manuel Santos at least 7 days before the meeting (contact information in left column).

We look forward to seeing you at the Public Workshop!

Sincerely,

Robert M. Clifford, AICP  
District Modal Planning and Development Manager

### Public Workshop Location





Project Purpose and Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road (SR) 54, from Curley Road (County Road 577) to Morris Bridge Road (CR 579/CR 54), in southeast Pasco County.

A PD&E Study determines feasible alternatives for roadway and bridge improvements based on the environmental, engineering, and socioeconomic effects of the proposed improvement. This satisfies the requirements of the National Environmental Policy Act of 1969 (NEPA).

The west end of the study area is located in Wesley Chapel. The total length of the proposed project is approximately 4.5 miles. SR 54, from I-75 to east of CR 577, is currently under design by Pasco County for widening from two to six lanes.

The purpose of the proposed project is to provide a higher capacity and safer road for future transportation demand in this rapidly growing area of Pasco County. SR 54 is one of the main east-west roadways within Pasco County. This corridor is also designated as an emergency evacuation route.

This workshop complies with Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968. Public participation at this workshop is solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or family status.



Right-of-way Acquisition and Relocation

The FDOT has developed a Right-of-way (ROW) and Relocation Program in accordance with Florida Statutes, Section 339.09, and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended). Three (3) brochures describe in detail the FDOT's relocation assistance and ROW acquisition program. The brochures are entitled:

- Your Relocation: Residential
- Your Relocation: The Real Estate Acquisition Process
- Your Relocation: Business, Farm and Non-Profit Organization

These brochures will be available during the workshop along with the opportunity to speak with a ROW representative. You may also contact the District Right-of-Way Manager at:

FDOT District Seven, MS 7-900  
11201 N. McKinley Drive  
Tampa, Florida, 33612  
1-800-226-7220

Study Alternatives

Existing SR 54 is a two-lane roadway with 12-ft travel lanes and 5-ft paved shoulders in most areas. Several areas have been widened to provide left-turn and right-turn lanes. The posted speed limit varies from 55 to 45 mph. Traffic signals currently exist at Curley Road, Meadow Pointe Boulevard, and Morris Bridge Road. The existing right-of-way varies between 80 feet and 100 feet wide.

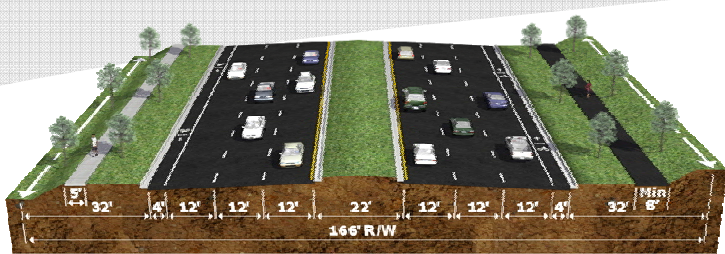
The Build Alternatives include widening the existing highway to a six-lane divided road west of Foxwood Boulevard and a four-lane divided road east of Foxwood Boulevard. Two alternative alignments, Alternative A and Alternative B, are currently being considered in this study and will be available for viewing at the workshop.

In addition, two different types of roadway cross-sections are being considered: an urban and suburban roadway cross sections. The “urban” roadway cross-section includes bicycle lanes, curb and gutter along the outside of the pavement, and a closed drainage system. The “suburban” roadway cross-section includes paved shoulders on the outside of the pavement and open drainage swales and ditches. All proposed roadway cross-sections include 12-foot travel lanes, sidewalks and trails. For all roadway cross-sections, stormwater ponds will be required that will be located outside the roadway cross-section.

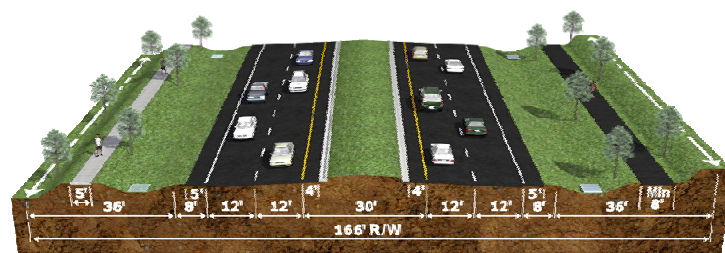
The proposed project is included in the Pasco County Metropolitan Planning Organization’s (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan (LRTP) for the period from 2016 to 2025, as a four-lane divided facility. An amendment to the LRTP will be required if a six-lane segment becomes part of the Preferred Alternative.

As part of this Study, environmental and social effects are being assessed. These environmental effects and preliminary cost estimates have been prepared and for each Alternative and will be presented at the workshop.

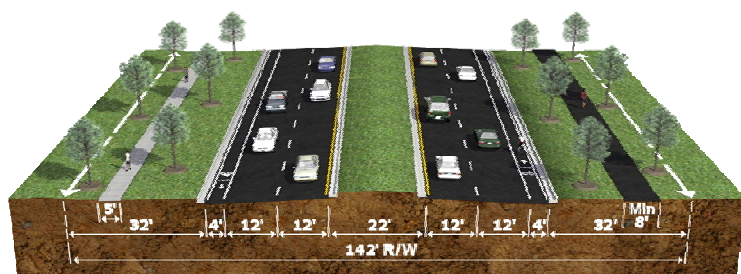
Alternative Typical Sections



Six-Lane Divided Urban Roadway Cross-Section  
From Curley Road to Foxwood Blvd.

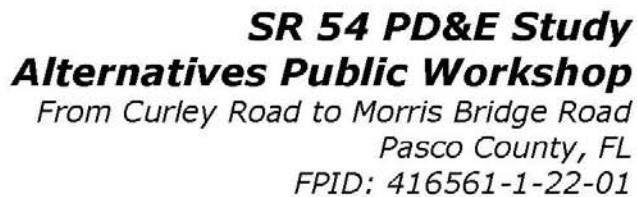


Four-Lane Divided Suburban  
Roadway Cross-Section  
From Foxwood Blvd. to Linda Drive



Four-Lane Divided Urban  
Roadway Cross-Section  
From Linda Drive to Morris Bridge Road

FDOT Adopted 5-Year Work Program Fiscal Year 2007/2008 to 2011/2012	
Task	Fiscal Year
Design Phase	2011/2012
Right Of Way Acquisition	Not Funded
Construction	Not Funded



## Comment Form

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Email: \_\_\_\_\_

- NOTE: Please complete and place in the "Comments" box or mail to Robert M. Clifford, AICP at the address on the back of the Comment Form. All comments are part of the project record and are available for viewing by the public and the media.

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**Robert M. Clifford, AICP**  
**District Modal Planning and Development Manager**  
**Florida Department of Transportation, District 7**  
**MS 7-500**  
**11201 N. McKinley Drive**  
**Tampa, Florida 33612-6456**

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# ALTERNATIVES EVALUATION MATRIX

SR 54 PD&E Study

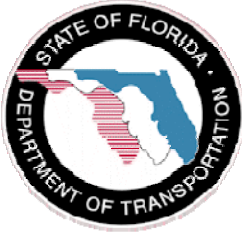
From Curley Road (CR 577) to Morris Bridge Road/Eiland Blvd. (CR579/CR 54)

WPI Segment No. 416561 1

Evaluation Factors	Alternatives		
	No-Build	Alt. A	Alt. B
<b>Environmental Impacts</b>			
Floodplain Impacts (Acres)	0	2.41	2.27
Wetland Impacts (Acres)	0	1.97	3.03
No. of Noise Receptors Within 66 Decibel (dBA) Noise Level	0	68	68
No. of Potentially Contaminated Sites, Involvement With (Medium & Low Risk)	0	6	5
<b>Potential Relocations</b>			
Residences	0	1	5
Business	0	2	11
<b>Total Relocations</b>	<b>0</b>	<b>3</b>	<b>16</b>
<b>Estimated Costs (in millions of \$)</b>			
Construction of Roadway & Ponds	\$0	\$44.9	
Design & Construction Supervision (20%)	\$0	\$8.98	
Wetlands Mitigation Costs (\$100,000/ac)	\$0	\$0.2	\$0.3
Drainage & Floodplain Compensation Ponds Land Costs	\$0	\$15.9	
Right-of-Way & Relocation Costs, Excluding Ponds*	\$0	\$34.58	\$52.34
<b>Total Capital Costs (rounded)</b>	<b>\$0</b>	<b>\$105</b>	<b>\$122</b>

\* Also includes Business Damages





***State Road 54 PD&E STUDY***  
*From Curley Road (CR 577) to Morris Bridge Road (CR 579)*  
*Pasco County, Florida*  
*Work Program Item Segment No: 416561 1*  
*FAP No: 7810-028 S*

November 14, 2007

## **SR 54 Quick Facts**

**Contacts** Manuel Santos, Project Manager or  
Marian Scorza, District Public Information Officer, at 1-800-226-7220.

**Project:** SR 54, from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road),  
in SE Pasco County.

**Length:** +/- 4.5 miles.

**Existing:** 2 Lanes, mostly undivided. ROW varies 80-110' +/-  
Traffic Signals at Curley Rd, Meadow Pointe, & Morris Bridge Rd

**Traffic:** Existing approx. 24,000 VPD (see reverse side)  
Year 2030 approx. 40,000 VPD

**Alternatives** **6 Lane** Urban at West End (Curley to Foxwood)  
**4 Lane** Suburban Foxwood to Linda Drive  
**4-Lane** Urban Linda Drive to Morris Bridge Rd

**Cost Est.:** Alt. A: \$105 million  
Alt. B: \$122 million

**Funding:** Design in FY 2011/12

**Schedule:** Public Hearing Spring 2008

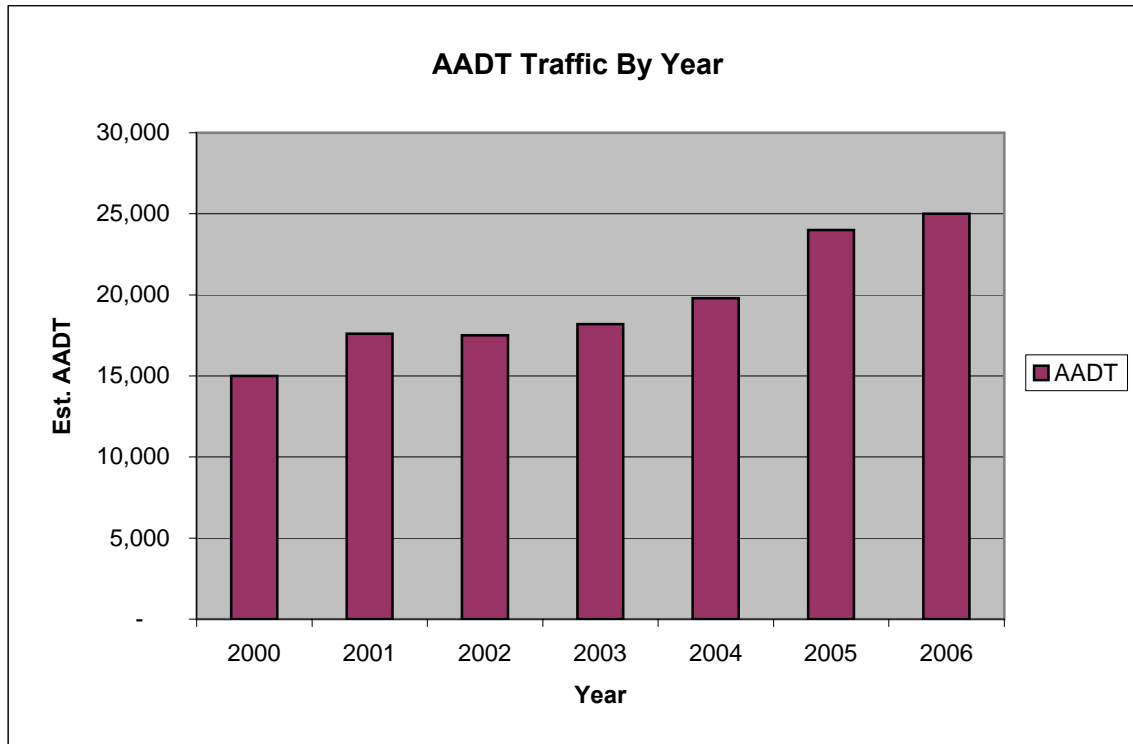
**Other Projects**\*: SR 54 from SR 581 to Curley Rd – Design by Pasco Co.  
West Zephyrhills Bypass – Route Study Complete  
Curley Road Extension – Route Study Complete

\*See Board Pasco County Transportation CIP Projects

# Trends in SR 54 Traffic Volumes

Site 5116: "West of Morris Bridge Road"

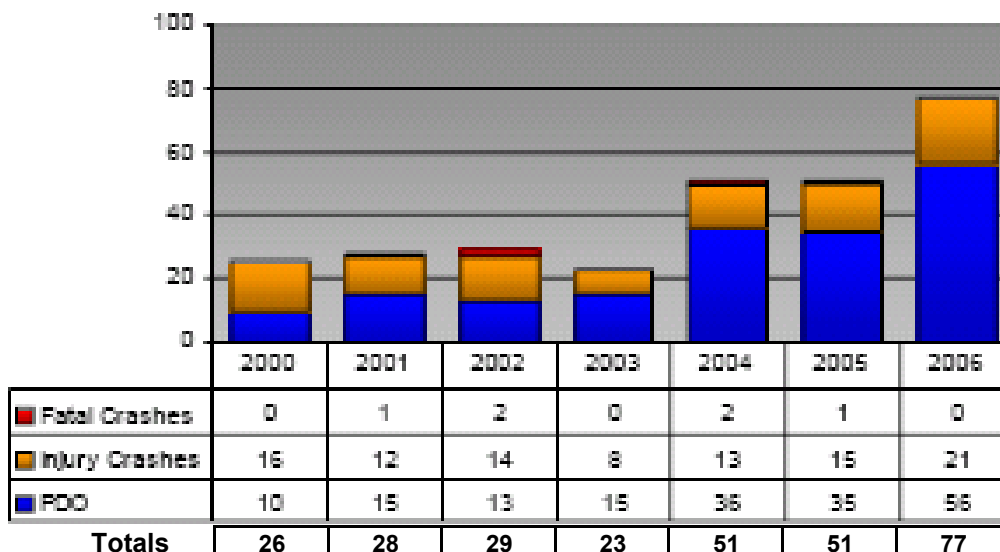
Year	2000	2001	2002	2003	2004	2005	2006
AADT	15,000	17,600	17,500	18,200	19,800	24,000	25,000



## Crash Report

Sec: 14090 MP: 11.610 to 16.075

### Yearly Trend



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SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Alternatives Public Workshop Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

Name (Please Print)		Representing	Address
1.	MARLENE MARVELL	TERRACE PARK ESTATES	33741 TERRACE BLVD.
2.	Vern Johnson	" "	3846 Birch Dr.
3.	Ken Hoskinson	Rolph's Travel Park	24408 SR. 54
4.	Shirley Dutcher	Terrace Park	33741 Terrace Blvd
5.	Eleanor Blackburn	Terrace Park	3921 Kim Dr.
6.	Christie Zimmerman	CAMP	3615 Pinecone Ct Lot
7.	Krah - Nombutnah	Hill's Grassy	34506 Hwy 54
8.	Cliff McDiffie	Zephyrhills, City of	6130 17th St.
9.	<del>ROBBY FROST</del>	<del>SELF</del>	
10.	ROBBY FROST	SELF	5169 Epping Ln.



SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Alternatives Public Workshop Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

Name (Please Print)		Representing	Address
1.	HOBBS PATTMAN	COUNTRY CROSSINGS FORWARD	31717 TALLY HO LN, WESTLEY CYPRESS FL 33543
2.	GERRY HUDSON	WESLEY CHAPEL CHURCH	4210 ERNEST DR ZEPHYRHILLS, FL 33543
3.	Fred Perkins	New River Church	
4.	Geoff Fox	Tampa Trib	Collier Plaza, level 2 Lakes
5.	LISA HIGHT	COUNTRY CROSSINGS	3944 TALLY HO LN. WC 33543
6.	JOE BARNES		
7.	Norway Ann Page		4211 LINDA DR.
8.	STEVE GARRIN	HDR	2202 N. WESTSHORE
9.	CECILIA CARLSON		5733 WEDGFIELD DR. ZEPHYRHILLS 33541
10.	ANITA	Self or Representative	

3



## SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Alternatives Public Workshop Sign-In Sheet

12

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

	Name (Please Print)	Representing	Address
1.	Barb Barber	Terrace Park Est.	3907 Sarah Dr.
2.	Andrea Bonner	Terrace Park Est.	3931 Jubilee Dr.
3.	DAN ROBINSON	ROBERT TRAVIS PK	34408 SR 54W
4.	Lila Filler	Lanier park	3382 Lanier Blvd
5.	BILL MAXSON	Self	34710 SR 54
6.	Joe Worrell	Self	5335 Bernadette Dr 243841
7.	Raf Turner	self	5919 Montford Dr.
8.	Mr. Yana		33125 State Rd.
9.	Mr. & Mrs. Ralph La Barge	Self	34408 St Rd 54W
10.	JOE FRONTZ		32806 Kholwood Ln WESLEY CHAPEL FL



(4)



SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Alternatives Public Workshop Sign-In Sheet

10

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

Name (Please Print)		Representing	Address
1.	Glennia Sylvester	Terrace Park	3901 Sarah Dr. Zephyrhills
2.	Cheri Pappas	Knollwood Acres	32523 Knollwood Lane - WC, FL
3.	Ann Gabrielski	Terrace Park	3924 Julie Dr. Zephyrhills
4.	Elise Browner	Terrace Park	3931 Chris Dr. Wesley Chapel 33541
5.	Julia Schrader	Self	PO Box 2373 Steco FL 33574
6.	Paul Burdick	Wesley Anne Church	3406 SA 54 - W. Chapel
7.	Jordan Schrader	Julia Schrader	P.O. Box 2202 St. Leo FL 33574
8.	Judy Stouder		4128 Foxwood Blvd Wesley chapel
9.	Blaine Allshouse		3816 Fopridge Rd. Zephyrhills FL
10.	Rick Settemer		7627 Astoria Dr Zephyrhills 33541



SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Alternatives Public Workshop Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

12

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

	Name (Please Print)	Representing	Address
1.	Michael Dwyer	Colony Hills Park	35206 Colony Hills DR.
2.	Deeray Brandy	SELF	4774 6 SE 50th DR. ZPH.
3.	LaVonne Miller	Self	35135 Quiet Oak Ln, Zephyrhills
4.	FRANK BABIAZ	"	35050 Blossom Dr.
5.	Therdy & Edna Nelson	Self	35229 Janine Dr ZPH
6.	Anthony Bellanti	Self	1714 West Kings Rd 3306
7.	Martha Bell + Gary	Terrace Park Est.	3915 Julie Drive Zeph FL
8.	Wanda Stevens	Self	3352 Carnation Ln Zhills 33541
9.	Doug UDEN	PASCO CO. MPO	
10.	Joann Johnson	Terrace Park Est	







## Alternatives Public Workshop Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

13

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

	Name (Please Print)	Representing	Address
1.	Gretchen Taut	cyclists/walkers	6014 Spring Lake Cir. Z Hills
2.	Dorothy Rhodes		5404 Buntrock Dr. Z. Hills
3.	Marion Lee		34700 Sweetpea F. Hills
4.	Tom Becker	Colony Hills	35138 W. Culloughs Leap Z. Hills
5.	David H. Rugg	Colony Wells	35207 Wagner Way Zephyrhills
6.	CHARLES SMITH	922 LF	35811 FRANKLIN DR Z.H. 33544
7.	Elsie Wren	W. Chy. Cleverly / Lake Bay	35237 JA-vine Dr. ZH 33541
8.	Mrs. Mrs. Jim Smith	Terrace Park Estate	3938 Chris Dr. Zephyrhills FL
9.	Mrs. Mrs. Lee Maynard	Terrace Park E.	3852 Chris Dr. Zephyrhills FL
10.	Michael Smith	Neighborhood News	Amberly Dr. Tampa -



SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

Alternatives Public Workshop Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

9

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

Name (Please Print)		Representing	Address
1.	Bib Moore		
2.	Corey Hamley	Self	32826 Knollwood Lane 2 Hills FL 33545
3.	Margaret Contreras	Self	5535 Broadbuck Dr. Zephyrhills FL 33541
4.	Martha Bridges	Self	5248 Halstead Lane Zephyrhills FL 33541
5.	Xenia Ingram	Self	5202 W. <del>Central</del> <sup>Chapel Loop</sup>
6.	Walter Ingram	Self	5202 Wesley Chapel Loop
7.			
8.			
9.			
10.			



SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Alternatives Public Workshop Sign-In Sheet

13

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Wednesday, November 14, 2007 - 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

	Name (Please Print)	Representing	Address
1.	Charles Murphy	Colonial Hills	4121 Wagner way Zephyrhills
2.	Maureen Jones		1301 Riverplace Blvd.
3.	Cathi Schmidt	Krollwood Acres	32819 Peachtree Lane Wesley Chapel
4.	Jeff; Kara Rogers	New River	32014 Northridge Dr WC, FL 33545
5.	John Brown	RS&HCS	30000 Hawkkeye Rd. Dade City, FL 33523
6.	Franklin Aero 70 Consejo Moreno		Bigle Lane.
7.	Calhoun Collister, Perham		10014 N. Dale Mabry Hwy, Tampa, FL
8.	Ant and Joan VALEDES	STACK and Stone Park and Stone	P.O. Box 17331 Tampa FL 33682
9.	Cheryl Dutton	The Greens	Mauck Glen Ct.
10.			




**SR 54 PD&E Study**

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

10

**Alternatives Public Workshop FDOT and Staff Sign-In Sheet**

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Wednesday, November 14, 2007, 4:30 p.m. to 7 p.m.

 The Links of Lake Bernadette  
 5430 Links Lane, Zephyrhills, FL

Name (Please Print)		Representing	Address
1.	Michelle Greene	FDOT	11201 N. Wickenburg Drive Tampa, FL 33602
2.	Kirk Bogen	FDOT	"
3.	Rick Adam	FDOT	"
4.	Jeff Novotny	AMERICAN	
5.	Larry Weatherly	American	
6.	Jessica Probenzano	American	
7.	David Bredahl	American	
8.	Manuel Santos	FDOT	
9.	Judy Smith	FDOT	" " " " "
10.	Bryan Parikh	PASCO COUNTY	bparikh@pascocountyfl.net

Sid



**SR 54 PD&E Study**

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

8

# **Alternatives Public Workshop FDOT and Staff Sign-In Sheet**

WPI Segment Number: 416561 1 -- FAP Number: 7810-028 S

Wednesday, November 14, 2007, 4:30 p.m. to 7 p.m.

The Links of Lake Bernadette  
5430 Links Lane, Zephyrhills, FL

	Name (Please Print)	Representing	Address
1.	Jim Futen	R/W FDOT	
2.	Kris Carson	PLO	
3.	Linda Stachewicz	FDOT	
4.	Bob Clifford	FDOT	
5.	Bijan Behzadi	Resident	
6.	Joel Provenzano	American	
7.	Drew Johnson	American	
8.	Joe Thompson	American	
9.			
10.			

## **APPENDIX D**

### ***Public Hearing Materials***

## Notice of Meeting/Workshop Hearing

### **DEPARTMENT OF TRANSPORTATION**

The Florida **Department of Transportation**, District Seven announces a hearing to which all persons are invited.

DATE AND TIME: Thursday, August 14, 2008, 5:00 p.m. – 7:00 p.m.

PLACE: Trinity United Methodist Church, 33425 SR 54, Wesley Chapel, Florida

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Florida Department of Transportation, District Seven invites you to attend and participate in a Public Hearing for the Project Development and Environment (PD&E) Study for proposed improvements to State Road (SR) 54 from Curley Road (CR 577) to Morris Bridge Road (CR 579) in Pasco County, FPN Segment: 416561-1, FAP No.: 7810-028 S.

PURPOSE: This Public Hearing is being held to afford interested persons the opportunity to express their views concerning the location, conceptual design, and social, economic and environmental effects of the recommended alternative for the project. The project proposes improving SR 54 from a two-lane road to include a four-lane urban road with auxiliary lanes section, a four-lane suburban road section, and a four-lane urban road section between Curley Road (CR 577) and Morris Bridge Road (CR 579). The project length is 4.5 miles.

This Public Hearing is being conducted pursuant to Chapter 339, Florida Statutes, 23 CFR 771, 23 U.S.C. 128, Chapter 120, Florida Statutes and Title VI and Title VIII of the United States Civil Rights Acts of 1964 and 1968.

A copy of the agenda may be obtained by writing to: Robert M. Clifford, AICP, Department Head, Intermodal Systems Development, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612-6456.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Manuel Santos, Project Manager at 1(800)226-7220, (813)975-6173 or manuel.santos@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Mr. Manuel Santos, Project Manager at 1(800)226-7220, (813)975-6173 or manuel.santos@dot.state.fl.us.



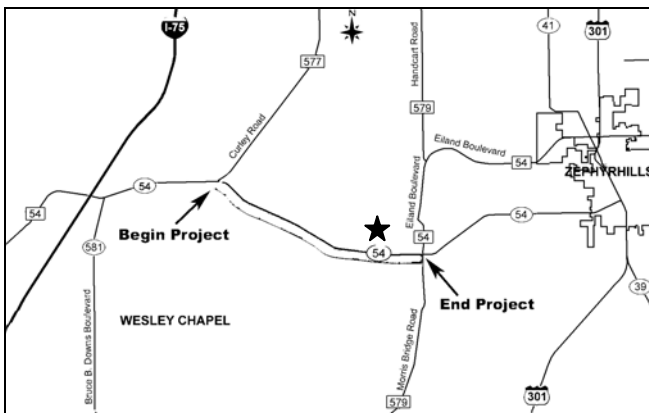
## State Road 54

From Curley Road (CR 577) to Morris Bridge Road (CR 579) in  
Project Development and Environment (PD&E) Study

## Public Hearing

**FDOT District 7, WPI Segment No: 416561 1, FAP No: 7810-028 S, Pasco County**

The Florida Department of Transportation (FDOT) invites you to attend and participate in a Public Hearing regarding improvements being considered for SR 54 from Curley Road (CR 577) to Morris Bridge Road (CR 579). The project limits and Public Hearing location are shown on the map below.



**WHAT:** SR 54 – PD&E Study  
Public Hearing

**WHEN:** Thursday, August 14, 2008  
5:00 p.m. to 7:00 p.m.

**WHERE:** Trinity United Methodist  
Church★  
33425 State Road 54  
Wesley Chapel, FL 33543  
(813) 788-2898

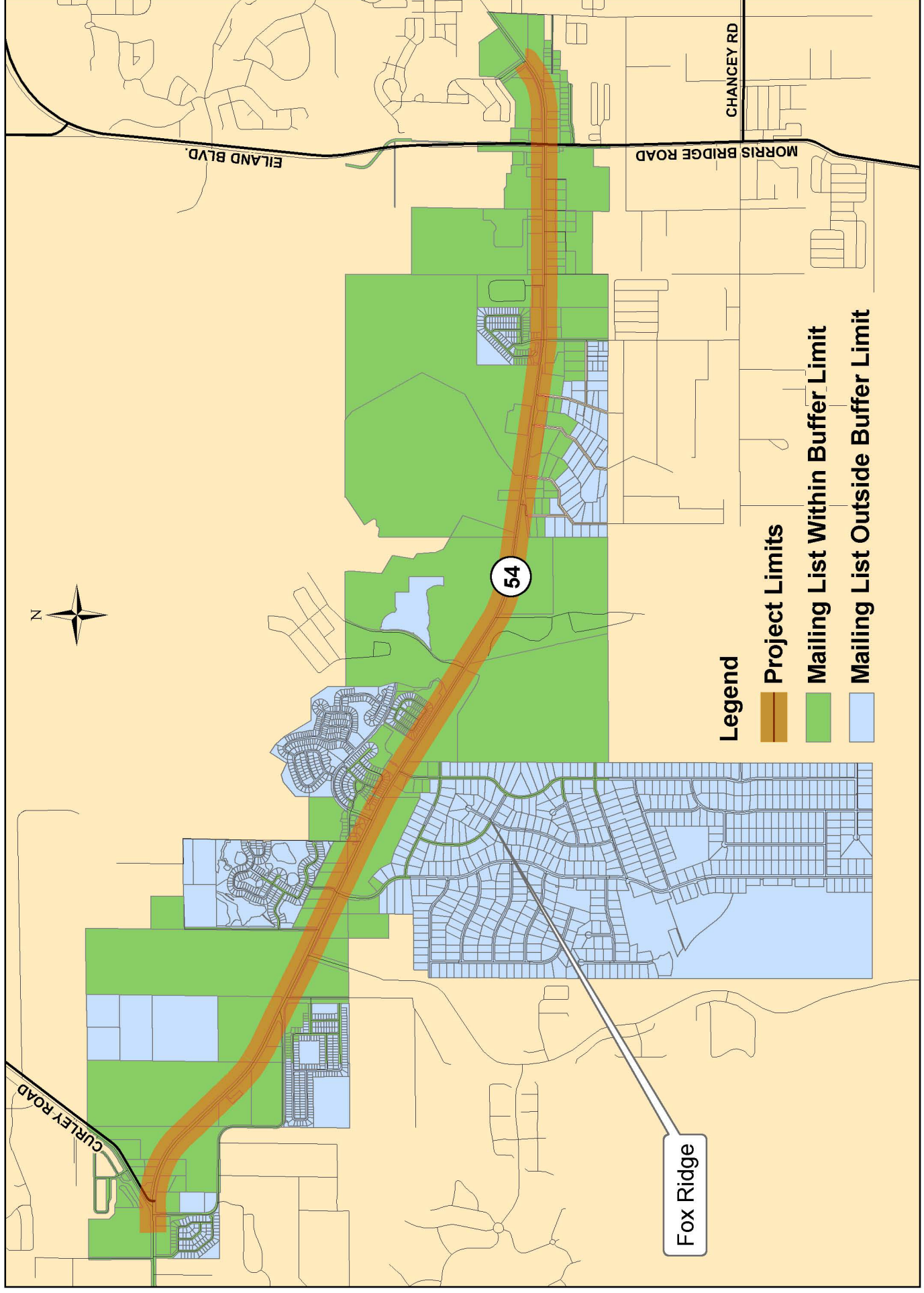
This Hearing is being held to give the public an opportunity to express their views and provide comments concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. Representatives from the FDOT will be on hand to answer questions and receive your comments. Exhibits and other project related materials will be displayed showing the proposed improvements. A court reporter will be available to receive comments in a one-on-one setting. The formal portion of the Hearing will begin at 6:00 p.m., to provide an opportunity to make formal public comments. Following the formal portion of the Hearing, the informal Open House will resume and continue until 7:00 p.m.

The proposed improvements include widening SR 54 to four-lanes, adding auxiliary turn lanes at many intersections, installing a raised median and constructing drainage ponds. Additional right of way would need to be acquired in order to make these improvements.

The project reports and conceptual design plans developed by the FDOT will be available for public review from July 24, 2008 to August 25, 2008 at the New River Branch Library, 34043 SR 54, Wesley Chapel, FL 33543. The library hours are Monday and Thursday 12:00 Noon to 8:00 p.m., Tuesday and Wednesday 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m. These materials will also be available at the Hearing site from 5:00 p.m. to 7:00 p.m. on the day of the Hearing. Persons who wish to submit written or oral comments may do so at the Hearing or they may mail comments to Mr. Robert M. Clifford, AICP, Department Head, Intermodal Systems Development, Florida Department of Transportation, District Seven, 11201 North McKinley Drive, MS 7-500; Tampa, FL 33612-6456. All comments must be postmarked by August 25, 2008, to be included as part of the Official Public Hearing Record.

This Public Hearing is being held in accordance with 23 CFR 771, Executive Orders 11990 and 11988, Chapter 399 F.S., Titles VI and VIII of the Civil Rights Act, and the Americans with Disabilities Act. Persons with disabilities who may require special accommodations at the Hearing, or anyone with questions concerning this project should contact Manuel Santos, Project Manager, by calling (800) 226-7220 or (813) 975-6173, by email to [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us), or by written correspondence to the Florida Department of Transportation, District Seven; 11201 N. McKinley Drive, MS 7-500; Tampa, Florida 33612-6456.

# STATE ROAD 54 PD&E STUDY MAILING LIST



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Florida Department of Transportation, District Seven  
11201 N. McKinley Drive MS 7-500  
Tampa, Florida 33612-6456

Right-of-Way Information

We understand that a transportation project proposing the acquisition of private property may cause concern and that you may have many questions. To better educate and inform Florida's citizens about the right-of-way process and their 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](http://www.dot.state.fl.us) – then choose “Doing Business with FDOT”. We are very interested in hearing your concerns and answering your questions. We encourage you to speak with the Department's Project Manager or a Right-of-Way Representative at your convenience or at the public hearing.

Your Comments are Important to Us

We encourage your participation in this SR 54 PD&E Study. If you wish to discuss any issues related to this project, schedule a small group meeting, or add your name to the mailing list, please contact Manuel Santos, Project Manager, by calling 813-975-6173 or 800-226-7220 or by e-mail to: [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us) by August 25, 2008.

Written comments may be sent to:  
  
Robert M. Clifford, AICP  
Department Head, Intermodal Systems Development  
Florida Department of Transportation, District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, Florida 33612-6456

**What Happens Next?**

Location Design Approval (LDA) for this project is anticipated to be received from the Federal Highway Administration in late 2008. Individuals on the project mailing list will be notified of the approved alternative.

FDOT Adopted Five-Year Work Program Fiscal Year 2008/2009 to 2012/2013	
Task	Fiscal Year
Design	2008/2009
Right-of-Way Acquisition	Partially Funded
Construction	Not Funded

Florida Department of Transportation – District Seven

State Road 54  
Project Development & Environment Study

Project Newsletter Number 3  
WPI Seg. No: 416561 1  
FAP No: 7810-028 S

From Curley Road (CR 577) To Morris Bridge Road (CR 579)  
Pasco County, Florida  
July 2008

This newsletter is prepared by the Florida Department of Transportation to help keep the public informed about the **State Road 54 Project Development and Environment Study**

For More Information Contact:

Manuel Santos, E.I.  
Project Manager  
FDOT District Seven  
11201 N. McKinley Drive  
M.S. 7-500  
Tampa, FL 33612-6456  
(813) 975-6173  
(800) 226-7220  
[manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us)

Marian Scorza  
Public Information Officer  
FDOT District Seven  
11201 N. McKinley Drive  
M.S. 7-100  
Tampa, FL 33612-6456  
(813) 975-6038  
(800) 226-7220  
[marian.scorza@dot.state.fl.us](mailto:marian.scorza@dot.state.fl.us)



Public Hearing Scheduled

Dear Property Owner or Interested Citizen:

You are invited to attend and participate in a public hearing held by the Florida Department of Transportation (FDOT) regarding the proposed improvements to State Road (SR 54) from Curley Road (CR 577) to Morris Bridge Road (CR 579). The hearing is being held to give the public an opportunity to provide comments concerning the conceptual design of the proposed improvements to SR 54 within the project limits. The hearing will be held:

Date: **Thursday, August 14, 2008**  
Time: **Open House 5:00 p.m. to 7:00 p.m.**  
**Formal Hearing at 6:00 p.m.**

Place: **Trinity United Methodist Church**  
**33425 SR 54**  
**Wesley Chapel, Florida 33543**

Maps, drawings, and other pertinent information depicting the project's alignment and proposed improvements will be available for public review from Wednesday, July 23 through Thursday, August 25, 2008, at the New River Branch Library, 34043 SR 54, Wesley Chapel, FL 33543. The library hours are: Monday and Thursday 12:00 noon to 8:00 p.m., Tuesday and Wednesday 10:00 a.m. to 6:00 p.m., Friday and Saturday 10:00 a.m. to 5:00 p.m.

FDOT representatives will be available at the church beginning at 5:00 p.m. on August 14, 2008, to answer questions and discuss the project informally. Exhibits and other project related materials will be displayed showing the proposed improvements.


A court reporter will be available to record comments in a one-on-one setting. At 6:00 p.m., Department representatives will begin the formal portion of the hearing at which time formal public comments may be given. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 p.m.

This newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties would be directly affected.

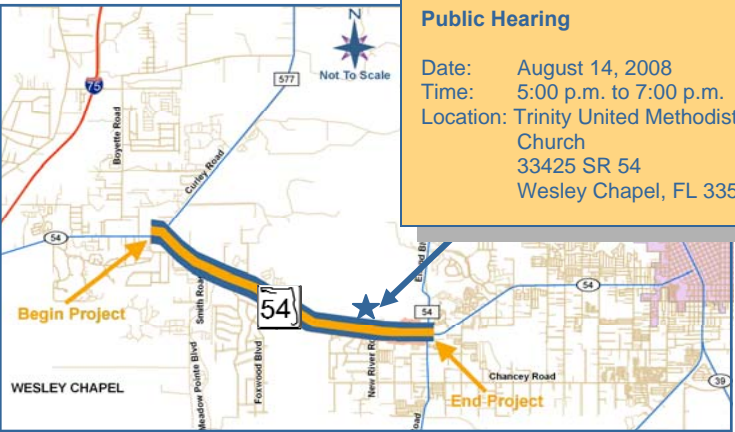
Written comments may be provided by completing the enclosed comment form and placing it in one of the comment boxes at the hearing. You may also mail your comments to the address preprinted on the back of the form. All comments must be postmarked by August 25, 2008, to become part of the official public hearing record.

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 Manuel Santos at (813) 975-6173 at least seven days prior to the meeting.

Sincerely,



Robert M. Clifford, AICP  
Department Head, Intermodal Systems Development



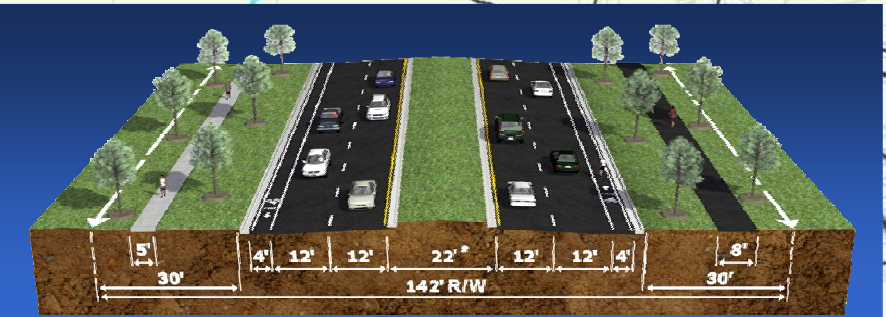
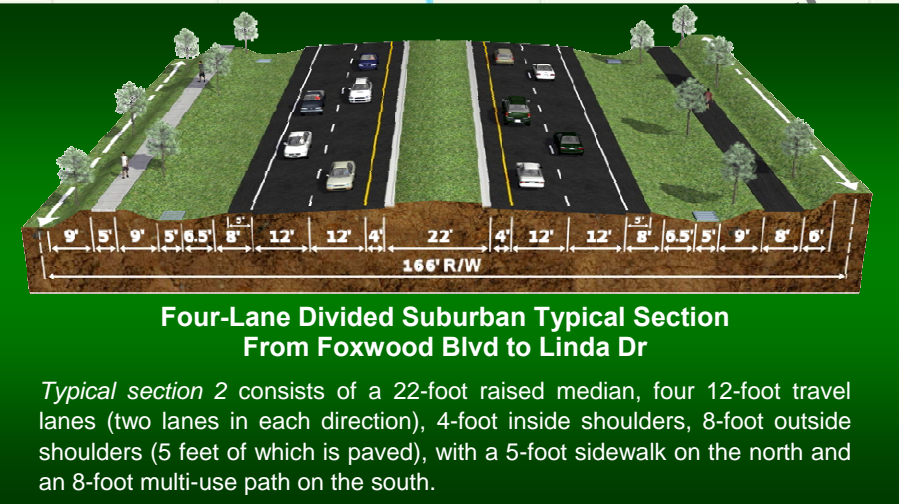
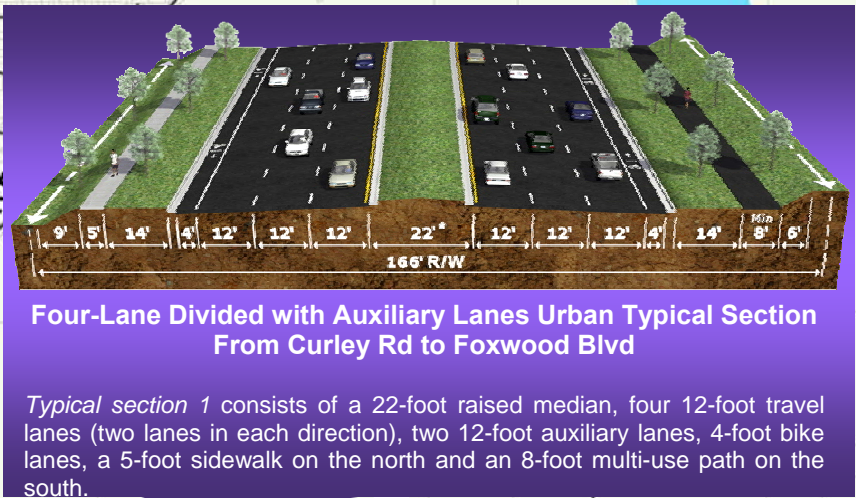
**Public Hearing**

Date: August 14, 2008  
Time: 5:00 p.m. to 7:00 p.m.  
Location: Trinity United Methodist Church  
33425 SR 54  
Wesley Chapel, FL 33543



### What is a Project Development and Environment Study?

A Project Development and Environment study or PD&E study is a comprehensive study conducted by the Florida Department of Transportation. The study evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. This process is mandated by the National Environmental Policy Act (NEPA) and other federal requirements when federal funds are to be used for a project. It represents a combined effort by transportation 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 Department to better determine the effects a transportation project will have on the natural and human environment.



### SR 54 Proposed Project Improvements

The Florida Department of Transportation is conducting a PD&E Study to evaluate widening SR 54 from a two-lane rural road to a four-lane road between Curley Road (CR 577) and Morris Bridge Road (CR 579) in Pasco County. The total length of the proposed project is approximately 4.5 miles.

The study evaluated the potential effects associated with the widening of SR 54 to accommodate future traffic within the corridor. The SR 54 corridor is a vital link, connecting residential, industrial, and commercial developments in eastern Pasco County with Hillsborough County to the south and Hernando County to the north. This corridor is also designated as an emergency evacuation route.

Currently, the Pasco County MPO's Adopted 2025 Long Range Transportation Plan (LRTP) shows this section of SR 54 to be improved to four lanes.

#### Recommended Alternative

Based upon review of the evaluation matrix, traffic analysis, and public comment, the department has identified a Recommended Alternative. Recommended Alternative proposes widening the existing roadway, adding bicycle and pedestrian features, and making median improvements.

In order to accommodate the widening of SR 54 in this area, three typical sections were developed. A typical section is a cross sectional view of the area between the right-of-way lines. The typical section provides a visual

breakdown of the total right-of-way width into its primary components, such as lane widths, median width, curb and gutter or shoulders, drainage swales, and sidewalks. These elements determine the necessary right-of-way width required for a roadway.

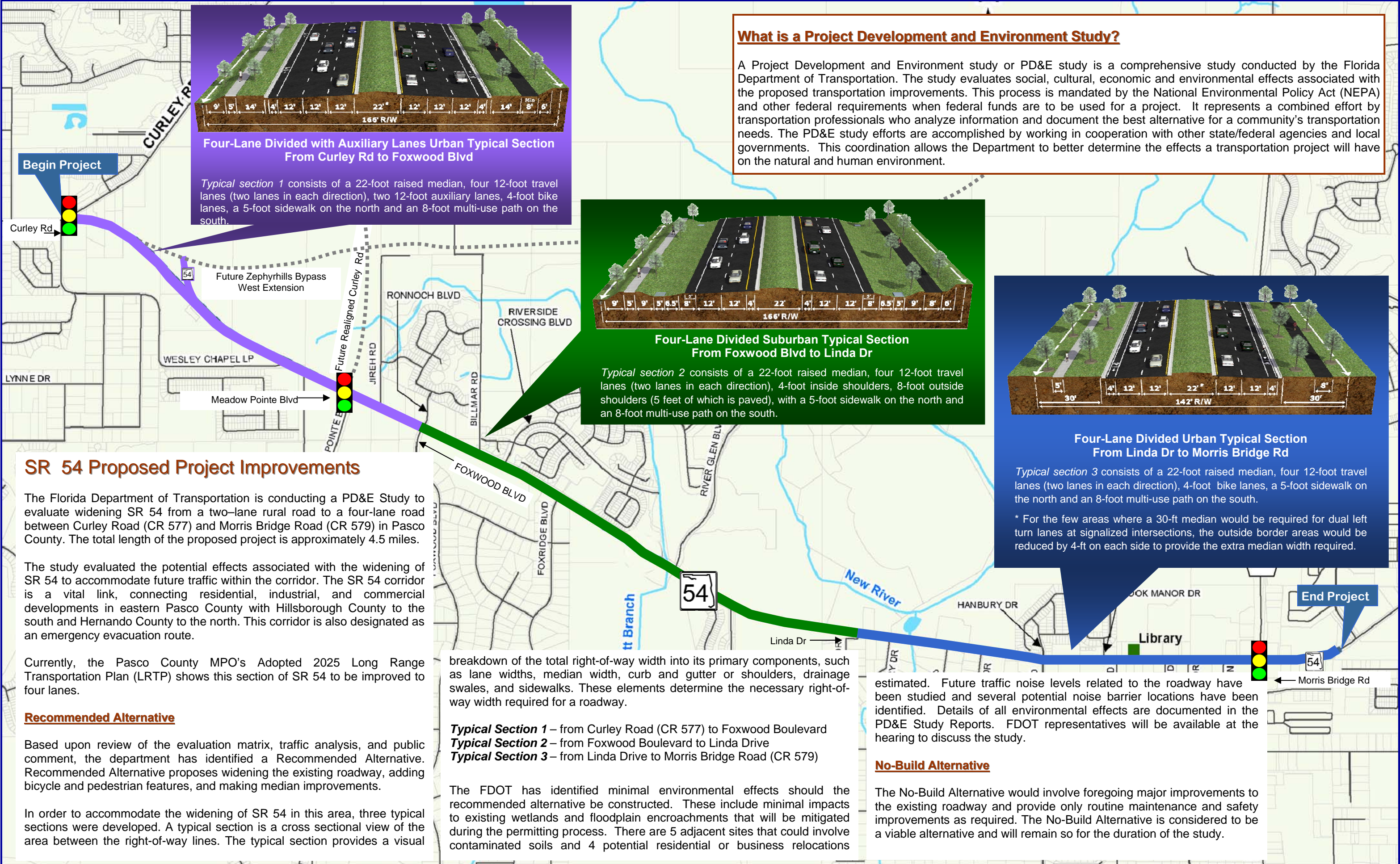
- Typical Section 1** – from Curley Road (CR 577) to Foxwood Boulevard
- Typical Section 2** – from Foxwood Boulevard to Linda Drive
- Typical Section 3** – from Linda Drive to Morris Bridge Road (CR 579)

The FDOT has identified minimal environmental effects should the recommended alternative be constructed. These include minimal impacts to existing wetlands and floodplain encroachments that will be mitigated during the permitting process. There are 5 adjacent sites that could involve contaminated soils and 4 potential residential or business relocations

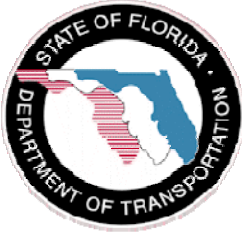
estimated. Future traffic noise levels related to the roadway have been studied and several potential noise barrier locations have been identified. Details of all environmental effects are documented in the PD&E Study Reports. FDOT representatives will be available at the hearing to discuss the study.

#### No-Build Alternative

The No-Build Alternative would involve foregoing major improvements to the existing roadway and provide only routine maintenance and safety improvements as required. The No-Build Alternative is considered to be a viable alternative and will remain so for the duration of the study.







***State Road 54 PD&E Study***  
***From Curley Road (CR 577) to Morris Bridge Road (CR 579)***  
***Pasco County, Florida***  
***Work Program Item Segment No.: 416561 1***  
***FAP No.: 7810-028 S***

August 2008

## **Fact Sheet - DRAFT**

### **Contacts**

Manuel Santos, Project Manager  
Marian Scorza, Public Information Officer  
1-800-226-7220.

### **Project Description**

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternative improvements along State Road (SR) 54, from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road), in southeast Pasco County. The total length of the project being studied is approximately 4.5 miles. The Project Location Map is shown on **Figure 1**. The purpose of the proposed project is to provide a higher capacity and safer facility to better meet future transportation demand in this rapidly developing area of Pasco County. SR 54 is one of the primary east-west facilities within Pasco County, effectively connecting the eastern and western sides of the county. This corridor is also designated as an emergency evacuation route.

A Programming Screen Summary Report was published on August 17, 2006 as part of the Department's Efficient Transportation Decision Making (ETDM) process. The Federal Highway Administration has determined that the project qualifies as a Type 2 Categorical Exclusion.

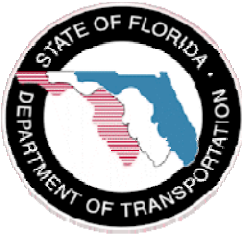
### **Existing Facility**

Existing SR 54 is functionally classified as an urban principal arterial west of Smith Road; as a rural principal arterial between Smith Road and Loury Drive, and as an urban principal arterial between Loury Drive and Morris Bridge Road. The existing roadway has a two-lane rural typical section with 12-ft travel lanes and 5-ft paved shoulders in most areas. Several areas have been widened to provide left-turn and right-turn lanes. From west to east, the posted speed limit varies from 55 miles per hour (mph) to 45 mph. Traffic signals currently exist at Curley Road, Meadow Pointe Boulevard, and Morris Bridge Road. The existing right-of-way typically varies between 80 ft and 100 ft. In addition, the County has obtained (or will obtain) "reserved" right-of-way which is being donated by developers as a stipulation of development approvals and rezoning conditions.

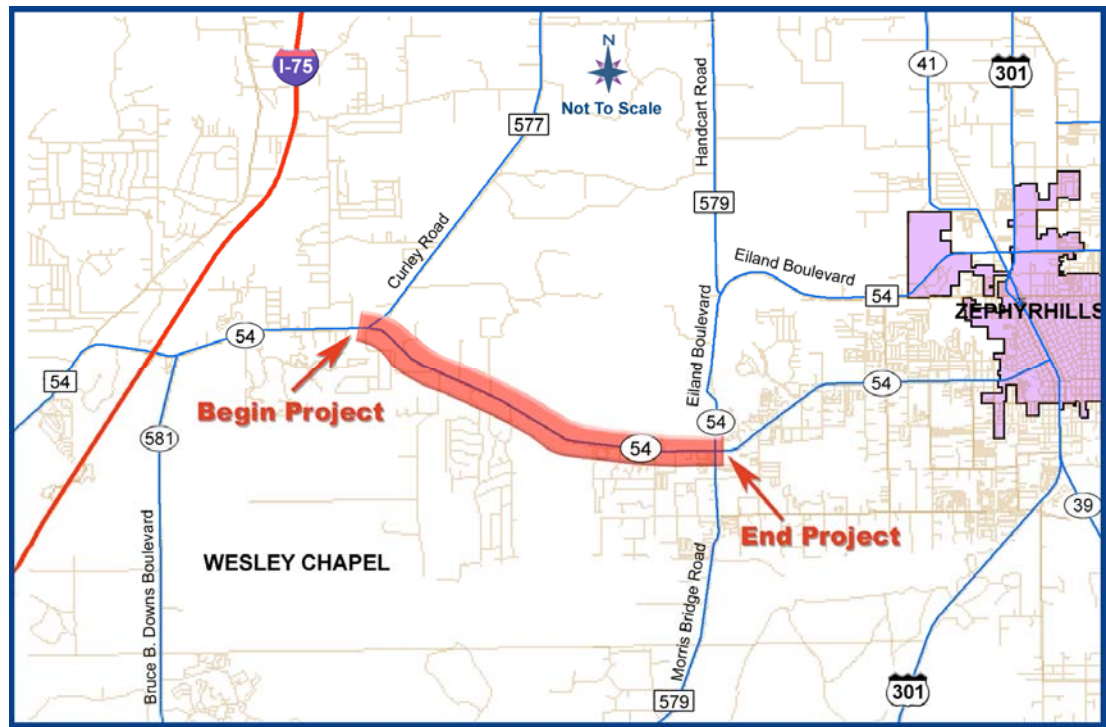
### **Proposed Improvements**

The Recommended Build Alternative includes the widening or reconstruction of the existing highway to a four-lane divided arterial with auxiliary lanes west of Foxwood Boulevard and a four-lane divided arterial east of Foxwood Boulevard. In addition, two different types of typical sections are recommended: an urban typical section and a suburban typical section. The proposed typical sections include 12-ft travel lanes, sidewalks, "trails", and either 5-ft paved shoulders or 4-ft bicycle lanes, with a closed drainage system, extension or replacement of cross drains, and associated stormwater management facilities for water quality treatment and discharge attenuation. A no-build alternative is also being considered.

The proposed project is included in the Pasco County Metropolitan Planning Organization's (MPO) Year 2025 Cost Affordable Long-Range Transportation Plan (LRTP) for the period from 2016 to 2025, as a four-lane divided facility.



**Figure 1 Project Location Map**

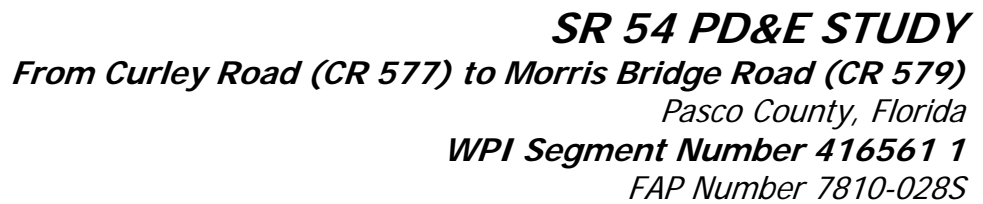


### **Preferred Alternative**

The FDOT will select the Preferred Alternative after the formal Public Hearing.

### **Project Schedule**

PD&E Study Initiated	April 2006
Alternatives Public Workshop	November 14, 2007
Public Hearing	August 14, 2008
Final PD&E Study	Fall/Winter 2008



*We encourage your comments regarding this project*

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NOTE: Please complete and place in the “Comments” box or mail to Robert M. Clifford, AICP at the address on the back of this Comment Form. All comments are part of the public record and are available for viewing by the public and the media.

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Place  
Stamp  
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**Robert M. Clifford, AICP**  
**Department Head, Intermodal Systems Development**  
**Florida Department of Transportation, District 7**  
**MS 7-500**  
**11201 N. McKinley Drive**  
**Tampa, Florida 33612-6456**

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**FLORIDA DEPARTMENT OF TRANSPORTATION  
PUBLIC HEARING  
REQUEST FOR OPPORTUNITY TO SPEAK**

Number

SR 54 PD&E Study  
August 14, 2008

**Please print clearly**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_  
City State Zip Code

Organization (if applicable): \_\_\_\_\_

**Note:** In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Should you need additional time, a court reporter will be available to complete your statement immediately following the Hearing.



**FLORIDA DEPARTMENT OF TRANSPORTATION  
PUBLIC HEARING  
REQUEST FOR OPPORTUNITY TO SPEAK**

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SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	KATHLEEN GALLUP		3830 CHRIS DR
2.	ARTHUR GALLUP		3830 CHRIS DR
3.	GERRY L. HANSON	OF WARREN WESLEY CHAPEL CHURCH	Hwy 54 W
4.	Ann Flugge	CCP, Inc.	10014 N. Dale Mabry Hwy. #201, TAMPA, FL 33618
5.	Bill Parks	B+G movers	34234 ST. RD. 54 W.
6.	Agnes Fox	Self.	34647 STURGEON LP.
7.	CAYLOR RANDOLPH	Self	706 Simpson Dr. SEVEN 33580
8.	Joanna Muscato	Trinity Church	337514 Pompano CT Z. Hill
9.	David Foreman	HOP	14502 N. Dale Mabry #200 PA.
10.	Dick & Sylvia Semans		4137 Joyful Lane, Z'hills 33541

(2)



SR 54 PD&E Study From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Andy Atwood	Pasco County	4454 Grand Blvd - NPA 34652
2.	RICHARD AND JONATHAN BUTCHER	SELVES	34815 BLUESTARLINE ST.
3.	Julie Kremer	New River Township	32211 Fish Hook Loop WESLEY CHAPEL, FL 33543
4.	Andy Padgett	SCON	10008 N. Dale Mabey Tampa, FL
5.	Steve Lott	Lott Sign Service	4441 Monkey Rd
6.	Chaim Ollchowski		3816 Foxbridge Road #1 33543 208 4th Ave NW, Ruskin, FL 33570
7.	MARLIN REGISTER	HDR	
8.	Gir Ryder	Dorner & Gutman	305 S. Beverly Ave Ste 100, Tampa 33606
9.	Jojo Jimmm	self	4158 Lado Dr. 2-H3 FI 33543
10.	George Taul	self	2009 Weathersden Ave Calrico - FL 33594

(3)



SR 54 PD&E Study From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	STEVE CORPUS	HDR	
2.	Beth M. Brownell	self	3350 Isabelle Dr
3.	JEFF SPANER		4216 LINDA DR.
4.	Faye Loefschier	SunTrust	34511 SR 54 Zephyrhills FL 33541
5.	DAVID TYLER	lecon	10000 N. DATE HARBOR HWY STE 201 33618
6.	JT Overhaul	Mai Couch	14005 N Dale Mabry Hwy,
7.	MARC KLEIN	SELF	31721 S.R. 5460
8.	Mark Warren	Westside Bapt. Church	33931 S.R. 5460
9.	Tim Allegood	Westside Bapt. Church	33931 S.R. 5460
10.	Lawrence Kieper	Keeps Carpet One	5013 19th St Zephyrhills 33542





SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Lisa McCallum	SunTrust	34511 S.R. 54 Z/Kills
2.	MacAllister		3816 Fox Ridge Zeph.
3.	Richard PARRHAM		16441 Iola Woods TRAIL
4.	Robert Freist.		5239 CAROLDA WC 33543
5.	Michael Smith	New Tampa Neighborhood News	Tampa -
6.	Jeremy Coile	High Pointe Polder Mn, Carol & Associates	14005 N. D. DEMARZ, TAMPA 33618
7.	John & UNA Yang		33125 SR 54
8.	Carlos Lopez	HDR	2202 N. Verksore Blvd, Tpa
9.	Kruth Sombutine		5835 Maria Dr. FL.
10.	SUNNY DUAN		4417 Hawksley Place Wesley Chapel, FL 33543

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SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	DWAYNE KILÉ	LOC HNER	
2.	MARLENE MARWELL	TERRACE PARK	3903 CHRIS DR.
3.	Robert Miller	Lake Bernadette	5924 Bramble bush Ct. 33541
4.	Tom Dobuzyt	Nye Commercial	37140 Oakwood Dr.
5.	Lord Negley	Florida Hospital	
6.	Kim Swisher	SELF	3525 New River Rd.
7.	Brad Kohl		4745 Ferridge Blvd.
8.	Connie Lennar		4745 Fox Ridge Blvd.
9.	Reggy Huffman	Self	4124 Redcoat Dr.
10.	Bill Huffman	Self	Wesley Chapel FL



**SR 54 PD&E Study**

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008 – 5 p.m. to 7 p.m.

Trinity United Methodist Church

33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Jordan Schrader	Julia Schrader	3306 Pasco Road San Antonio, FL 33576
2.	W. Parrish	←	4825 Royal Birkday Way W. Chapel 33543
3.	Nicole Cooper	Self	4053 Constantine Loop Wesley Chapel, FL 33543
4.	Erica Simons	Zephyrhills News	38910 Carr Dr. Zephyrhills, FL 33542
5.	George Schipper	Self	Britni Way Z-Hills
6.	Ash Mason	Rep. Weatherford	
7.	Scott Walker	Pasco Marine	34020 SR 54
8.	Kellie Pzkowski	Self	5239 Emory Dr. Wesley Chapel, FL 33543
9.	William Jeffries	Self	3830 Foxridge Blvd Wesley Chapel 33543
10.	Dale Hanson	Self	NPR.



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**SR 54 PD&E Study**

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008 – 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	R Zorilla	Wesley Chapel SFA Church	#54
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SR 54 PD&E Study

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 - FAP Number: 7810-028 S

Thursday, August 14, 2008 - 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Julia Scharpfer	Self	P.O. Box 2373 St Leo FL 33574
2.	Bob Lennon	Touch of Class Corbish - Lennon Inc.	8503 Portage Ave. Tampa FL 33647
3.	William Vreque	Self	P.O. Box 2, Lehigh, FL 33540
4.	Marilyn Howman	Self	3916 Sarah Dr., Wesley Chapel 33543
5.	Bruce Gainer	Self	30255 Red Clover Way, W.C. 33543
6.	JOE NEIGHBOR	Self	
7.	Jim Pitt	New River Party	5720 Gall Blvd, Z-HILLS
8.	Tony Gehring	SELF	HAYSTACK RD
9.	<del>Donna Miller</del>	Self & SDA Church W.C.	SR 54
10.			

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**SR 54 PD&E Study** From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008 – 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	William Burr	SDA Chap	
2.	Becky Buship	SELF	3948 FL RCH BLVD 2-HILLS FL 33541
3.	Her Buship	SELF	3948 FL RCH BLVD 2-HILLS FL 33541
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**SR 54 PD&E Study** From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing Sign-In Sheet

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008 – 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Andrea Brucce, A	ICOW Consultant Group	10000 ne D.L. McHenry
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**SR 54 PD&E Study**

From Curley Road (CR 577) to Morris Bridge Road (CR 579)

# Public Hearing **FDOT** and **Staff Sign-In Sheet**

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008, 5 p.m. to 7 p.m.

 Trinity United Methodist Church  
 33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Michelle Greene	FDOT	11201 N. McKinley Dr. Tampa
2.	Loei Snively	FDOT	11201 N. McKinley Dr. Tampa
3.	David Bredahl	American	18250 N US 41, Lutz FL
4.	Doug UDEN	PASCO CO. MPO	7530 LITTLE RD., NPR. FL.
5.	Jeff Novotny	American	18250 NUS41 JNovotny@ace-fla.com Lutz
6.	Larry Weatherby	American	Lutz office
7.	Corey Carter	American	2818 Cypress Ridge Blvd #200 Wesley Chapel, FL
8.	Kirk Bogen	FDOT - ISD	
9.	Jessica Provenzano	American	Lutz office
10.	Joel Provenzano	American	Lutz office



**SR 54 PD&E Study** From Curley Road (CR 577) to Morris Bridge Road (CR 579)

## Public Hearing **FDOT** and **Staff Sign-In Sheet**

WPI Segment Number: 416561 1 – FAP Number: 7810-028 S

Thursday, August 14, 2008, 5 p.m. to 7 p.m.

Trinity United Methodist Church  
33425 SR 54, Wesley Chapel, FL 33543

Name (Please Print)		Representing	Address
1.	Robn Rhinard	FDOT	
2.	Manuel Santos	FDOT	
3.	Germay Figueroa	FDOT.	
4.	Jim Futeh	FDOT R/w	
5.	Zenia Gallo	FDOT	
6.	Judy Smith	FDOT Access Mgmt.	
7.	Roberto Gutierrez	FDOT Curbs.	
8.	Dewi Johnson	AMERICAN	
9.	Jack Maparano	Barros! Court Commissioners	
10.	Kris Carson	FDOT PIO	

## **APPENDIX E**

### ***Public Hearing Transcript***



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PUBLIC HEARING  
STATE ROAD 54  
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E STUDY)

DATE: Thursday, August 14th, 2008  
TIME: 5:00 p.m. - 7:00 p.m.  
PLACE: Trinity United Methodist Church  
33425 State Road 54  
Wesley Chapel, Florida 33543  
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR  
REGISTERED MERIT REPORTER  
NOTARY PUBLIC

## I N D E X

Video Presentation Running During Hearing..... 3

Formal Portion of the Hearing..... 19

Court Reporter's Certificate..... 22

Concordance Index..... (23 - 27)

Computer-Aided Transcription

V I D E O   P R E S E N T A T I O N

The Florida Department of Transportation welcomes you to the Public Hearing for the State Road 54 Project Development and Environment, or PD & E Study. The limits of this PD & E Study are along State Road 54 from Curley Road through the intersection of Morris Bridge Road/Eiland Boulevard in the northern areas of Wesley Chapel.

This Hearing is being conducted in partnership with Pasco County and the Federal Highway Administration. This presentation will give you a brief overview of this study and the proposed improvements along State Road 54.

The P D & E process includes a comprehensive evaluation of the impacts the proposed improvements may have on the traffic, socio-cultural and natural environments in the area.

The P D & E process is used to develop feasible alternatives for roadway improvement projects. The study evaluates viable alternatives and design concepts including a "no-build" alternative. Once the recommended alternative is selected, it is submitted to the Federal Highway Administration for acceptance.

The Pasco County Metropolitan Planning Organization's Long Range Transportation Plan was adopted in January of 2005. This plan identified a need for improvements

1 along State Road 54. The 2016-2025 cost affordable component  
2 includes expanding the roadway to a four-lane divided  
3 facility.

4 This P D & E study began in April 2006. An  
5 Alternatives Public Workshop was held on November 14, 2007, at  
6 The Links of Lake Bernadette in Zephyrhills. At that Public  
7 Workshop we presented alternative alignments and provided you  
8 an opportunity to ask questions and offer comments about the  
9 alternatives. We reviewed the comments and conducted more  
10 detailed engineering and environmental analysis which led to  
11 choosing a recommended alternative.

12 The purpose of today's hearing is to present the  
13 recommended alternative and to receive comments for the record  
14 on the proposed project and its expected effects.

15 Today, this portion of State Road 54 is a two-lane  
16 roadway with one through travel lane in each direction. The  
17 lanes are 12-feet wide with a 5-foot paved shoulder on each  
18 side. At some locations, turning lanes have been added. In  
19 general, the existing right-of-way ranges from 80 to 110 feet  
20 wide, but is slightly wider in some areas where additional  
21 land has been dedicated by recent developments. Along this  
22 segment, State Road 54 is designated as an emergency  
23 evacuation route.

24 The annual average daily traffic is the average  
25 amount of traffic that crosses a given point in a

1 24-hour period. In 2006, the annual avenue daily traffic  
2 along this portion of State Road 54 was about 24,000 vehicles  
3 per day.

4 In developing future traffic projections, we  
5 considered new roadways being planned by Pasco County. These  
6 new roads include a realignment of Curley Road to the east of  
7 its present location. This new road will connect with Meadow  
8 Point Boulevard at State Road 54.

9 Also, a road presently called the Zephyrhills Bypass  
10 West Extension will connection State Road 54 near Curley Road  
11 to County Road 54 - Eiland Boulevard near its intersection  
12 with Handcart Road. Representatives from Pasco County are on  
13 hand tonight if you have any questions on these or other  
14 county projects.

15 We have determined that traffic will continue to  
16 increase. By year two 2030, the traffic along State Road 54  
17 is projected to grow by over 40 percent to about 35,000  
18 vehicles per day. With no improvements, the 2-lane road will  
19 be highly congested and operate at an unacceptable level of  
20 service. The widening of State Road 54 is needed primarily to  
21 relieve current and future congestion.

22 Based on this future traffic we have determined that  
23 widening State Road 54 to four lanes plus auxiliary lanes may  
24 be needed at the west end of the study. This segment runs  
25 from Curley Road past the existing traffic signal at Meadow

1 Point Boulevard to Foxwood  
2 Boulevard.

3 Four lanes are needed from Foxwood Boulevard to the  
4 east end of the study just past Morris Bridge Road  
5 intersection.

6 In the west section, we have developed a typical  
7 road cross section with four-foot bike lanes and curb and  
8 gutter on the outside of the road. The roadway is proposed to  
9 include a 22-foot median, a five-foot sidewalk on one side of  
10 the road and an eight-foot wide path on the other side. This  
11 section will require 166 feet of right-of-way.

12 East of Foxwood, widening to four lanes is proposed.  
13 From Foxwood to Linda Drive, we propose shoulders next to the  
14 median and a 5-foot outside paved shoulder in each direction.  
15 In this section, the overall right-of-way footprint is still  
16 166 feet. This type of road can easily be expanded in the  
17 future to six lanes if traffic conditions require further  
18 widening.

19 East of Linda Drive through the Morris Bridge Road  
20 intersection, we are proposing a third type of road section  
21 with bike lanes and curb and gutter on the outside of the  
22 road. Future traffic volumes are slightly lower here.  
23 Because of this, we have reduced the proposed right-of-way  
24 width to 142 feet.

25 This narrower section is being used at the east end

1 due to the higher density of commercial and developed  
2 properties adjacent to State Road 54. In this segment,  
3 however future expansion of additional through lanes is more  
4 constrained.

5 We have divided the study limits into five different  
6 segments for applying the alignment alternatives based on  
7 adjacent land uses and environmental constraints. These are  
8 based on the three segments sections noted earlier. We  
9 divided the middle section into three segments.

10 This diagram shows the general layout of the  
11 recommended alternative relative to the current roadway. For  
12 the recommended alternative, the center line of the roadway is  
13 centered along the existing roadway or is shifted north.

14 To make these improvements, additional right-of-way  
15 must be acquired throughout the project limits.

16 The recommended alternative is shown on display  
17 boards at this workshop. The board shows green lines  
18 that indicate the existing right-of-way. The proposed  
19 right-of-way for the recommended alternative is shown  
20 with a red color.

21 There are disadvantages and advantages associated  
22 with the recommended build alternative.

23 The disadvantages of the build alternative  
24 include: Costs associated with the design, acquisition  
25 of right-of-way, and the construction of the



1 improvements.

2 In addition, there may be temporary traffic  
3 disruptions during construction and minimal environmental  
4 effects.

5 The advantages include: An increase in roadway  
6 capacity, improved safety, and consistency with local  
7 government plans.

8 The no-build or no-project alternative is also  
9 considered a viable alternative and will remain so for  
10 the duration of the study. Under this alternative, no  
11 improvements would be made to State Road 54.

12 Advantages of the no-build alternative include: No  
13 new costs associated with design, right-of-way  
14 acquisition, or construction of the project, and no  
15 traffic disruptions or no environmental effects due to  
16 construction activities.

17 The disadvantages of the no-build alternative  
18 include: An increase in traffic congestion, a decrease  
19 in safety caused by traffic congestion, and an  
20 inconsistency with local government plans.

21 We have provided a copy of a comparison matrix for  
22 the build versus the no-build alternatives in your  
23 handout. The project costs also account for a number of  
24 drainage ponds that will be required for the wider road.  
25 These ponds would be located outside the general road

1 right-of-way. Wetland impacts, potential required  
2 relocations and costs are the primary differences between  
3 Alternatives A and B.

4 The overall cost of the recommended alternative is  
5 \$112 million including design, land acquisition and  
6 construction. It is possible that these improvements can  
7 be constructed in separate stages, allowing a smaller  
8 financial outlay initially. Those stages could follow  
9 the three segments mentioned before.

10 Today's hearing is an opportunity for you to  
11 comment on this project. Project representatives are on  
12 hand for anyone who wishes to ask questions. Department  
13 representatives are also available to address questions  
14 concerning right-of-way, noise and traffic safety.

15 There are several ways to make a comment as part of  
16 the Public Hearing record. You can speak directly to the  
17 court reporter that is on hand at this hearing.

18 The court reporter will also record comments stated  
19 at a public forum which begins at 6:00 p.m. The FDOT  
20 will moderate this formal public comment session. Please  
21 complete a green card to indicate your interest to speak  
22 publicly and either drop it into the box at the sign-in  
23 table or hand it to an FDOT representative.

24 If you would like to make a comment as part of the  
25 Public Hearing record, you can complete the comment form

1 provided in the brochure and drop it in one of the  
2 "Comment" boxes; or you can mail written comments to the  
3 address listed on the back side of the form.

4 All comments received, regardless of how they are  
5 submitted, will be reviewed and considered in the study  
6 analysis. We ask that you return this form by  
7 August 25th so they can become part of the Public Hearing  
8 record.

9 Following the hearing, the project team will review  
10 all public input. They will then document the preferred  
11 alternative and finalize the P D & E documents. The  
12 P D & E study is expected to be completed in the next few  
13 months, when approval is received from the Federal  
14 Highway Administration. The project can then move  
15 forward to the design phase, when detailed plans are  
16 prepared for construction.

17 The FDOT has programmed funding for design of  
18 proposed improvements to State Road 54 and only partial  
19 funding for right-of-way acquisition in the District's  
20 current five-year work program. Funding for complete  
21 right-of-way acquisition and construction is not  
22 currently funded within the immediate five-year period.  
23 The funding and timing for these phases may change  
24 depending upon funding changes with the Pasco County  
25 Capital Improvement Plan.

1           This concludes our brief presentation. We at the  
2           Florida Department of Transportation thank you for  
3           participating in today's Public Hearing and for your  
4           interest in this project.

5           You may now proceed to the larger area to view the  
6           displays and talk with our staff.

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FORMAL PORTION OF HEARING

MR. CLIFFORD: Good evening. My name is Bob Clifford and I am the Intermodal Systems Development Department Head for District Seven of the Florida Department of Transportation. Welcome to the Public Hearing for the State Road 54 Project Development and Environment Study.

This Public Hearing concerns the proposed improvements on State Road 54 from Curley Road to Morris Bridge Road in Pasco County.

Today is Thursday, August 14, 2008, and it is approximately 6:00 p.m. We are assembled at the Trinity United Methodist Church in Wesley Chapel, Florida. This is your opportunity to receive information on the project and officially comment on the recommended "Build" Alternative and other documents available here tonight. The recommended "Build" Alternative is based on comprehensive environmental and engineering analyses completed to date as well as on public comments that have been received.

This project development and environment or P D & E Study and Public Hearing are being conducted under applicable Federal and State laws. Those citations are listed on the board next to the sign-in table.

When you arrived this evening you should have

1 received an information packet containing an  
2 informational newsletter and a comment form. If you  
3 weren't able to sign in or did not receive an information  
4 packet, please stop by our sign-in table before leaving  
5 this evening. You should have also had the opportunity  
6 to view the audio-visual presentation that is  
7 continuously running through this Public Hearing.

8 Those who wish to provide comments during this  
9 portion of the Public Hearing should complete a speaker's  
10 card and submit it to a Department representative. If  
11 you did not receive a card, please raise your hand and a  
12 Department representative will be happy to provide you  
13 with one.

14 In addition to making oral statements, you may also  
15 submit your comments to the District in writing. Comment  
16 forms may be placed in one of the comment boxes this  
17 evening, or you may complete the form at a later date and  
18 mail it to us at the preprinted address located on the  
19 back of the sheet. Please keep in mind that written  
20 comments must be postmarked by Monday, August 29, 2008,  
21 to be included in the official Public Hearing record.

22 Before I continue, I would like to recognize any  
23 elected officials or their representatives who are here  
24 tonight. I would ask them to please stand and introduce  
25 themselves for the record.

1 COMMISSIONER SCHRADER: Good afternoon, everyone.  
2 I'm Commissioner Ted Schrader. I represent District One.

3 We're certainly glad to see everyone here this  
4 evening to get information. We try to provide as much  
5 information as we possibly can as we go through this  
6 process.

7 Pasco County, as you all know, obviously is a  
8 continually growing county. Even though we would have  
9 somewhat of a slow-down in the market today, we're trying  
10 to prepare as the road comes back to -- to facilitate  
11 that east/west expansion.

12 This section of State Road 54 is, for the most part,  
13 still underdeveloped. And part of the most difficult  
14 jobs, the commissioners and folks at the DOT have a right  
15 of disposition. We're trying to get ahead of the  
16 commercial growth and residential growth before it  
17 happens.

18 And, once again, happy to be here this evening with  
19 you and hopefully you'll learn a lot, and thank you for  
20 being here.

21 COMMISSIONER JACK MARIANO: My name's Jack Mariano.  
22 It's a long time coming to the project and I want to  
23 thank Mr. Schrader. He has some great leadership here to  
24 help push this project forward on the list, actually get  
25 it to get funding quicker.



1           So as much as you saw on the video, we think a lot's  
2 coming quicker than what you saw there -- and not putting  
3 any pressure on you, Bob.

4           State Road 56 is going to be a good reliever route.  
5 We're trying to get that built for you first so people  
6 have an alternate, and 54 behind that.

7           And hopefully, what I'm hearing tonight, we'll have  
8 a one to do the Zephyrhills Bypass hopefully, and that  
9 will help alleviate, too.

10          So we appreciate all the work and FDOT is doing a  
11 great job for us. Thank you.

12          MR. CLIFFORD: At this time, we will begin taking  
13 public comments. I will call each speaker in the order  
14 in which their request is received. In an effort to  
15 accommodate all requests to speak, we ask that each  
16 speaker keep their comments to three minutes. Those who  
17 wish to provide additional comments may return to the  
18 microphone following the last speaker, or you may present  
19 your additional comments directly to the court reporter  
20 at the end of tonight's hearing.

21          As I call your name, please step to the microphone  
22 and state your name and address before making your  
23 comment. If you have questions, please see one of the  
24 Department representatives following this portion of the  
25 hearing.

1           At this point, this is what we refer to as the  
2           formal portion of the hearing where people provide what  
3           we refer to as oral comment regarding the project so it  
4           gets in the record and we just ask anybody interested to  
5           provide such comment. Come up to the microphone and  
6           provide us that and we appreciate it, and we'll take it  
7           into account as we finalize the Public Hearing and move  
8           forward.

9           Is there anybody who wishes to provide us with a  
10          comment? Y'all like it.

11          Well, that's fine. There are other opportunities  
12          here tonight with our staff, on the comment forms,  
13          directly with the court reporter here. All the methods  
14          to provide us input into the official record that we'll  
15          take into account.

16          We'll utilize that record as we finalize our  
17          documentation related to the P D & E study. For your  
18          information, we're in the design scope now as we finalize  
19          the P D & E design.

20          This is actually scheduled for -- I believe it's  
21          this fiscal year. So we'll be moving straight from the  
22          P D & E study to design of this project, and we also have  
23          money, what we refer to as partial right-of-way funding  
24          for the project, and not full right-of-way yet, but money  
25          starts moving to projects. As they move through the

1 process we'll continue to work with the County and we'll  
2 get that process forward and get this project going. So  
3 we're actually out here implementing construction.

4 SPEAKER FROM THE AUDIENCE: One other item I would  
5 just add, if I could ask is what about the piece further  
6 to the west that goes from Curley Road to the interstate?

7 MR. CLIFFORD: That is a project that Pasco County  
8 is moving forward with. There's currently right-of-way  
9 acquisition on that project, and it Doug I believe you're  
10 scheduled for construction in 2010 for that piece.

11 MR. UDEN: That's how it looks like, hopefully  
12 about a year and-a-half we're hoping to actually  
13 start.

14 MR. CLIFFORD: Start construction so that project  
15 moves forward as we start to move forward from I-75 to  
16 the east and make route for State Road 54.

17 If there's no one who has any formal comments, we'll  
18 continue to be here over the next hour or so. We'll  
19 continue the video running.

20 If you haven't seen that, go look at that in  
21 particular to answer questions on individual pieces and  
22 it may have related to how the project would affect them.  
23 It will be here over the next hour.

24 I thank you for coming this evening. Just to let  
25 everybody know that the Public Hearing transcript or

1 written statements and all of the materials are continued  
2 to be available for public inspection at our offices at  
3 11201 North McKinley Drive at Tampa, Florida.

4 It is approximately 6:08, and I hereby formally  
5 close the formal portion of the hearing. We thank you  
6 for attending. We'll be here to answer any further  
7 questions you may have.

8 Thank you.  
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1                   (WHEREUPON, the following oral comments  
2                   were made to the court reporter.)

3       Mr. Robert Freist  
4       5239 Carol Drive  
5       Wesley Chapel, Florida 33543  
6       (813) 973-1599

7                   Curley Road comes out here. Okay. At this time, we  
8       cannot make a left turn on the west end of Wesley Chapel  
9       Loop. Okay. The other end of the loop is here, and it's  
10      almost impossible to make a left turn.

11                  All right. The new plans are that no left turn, no  
12      left turn here, this loop. We have to go down to the  
13      subdivision and turn around.

14                  If they could put a left turn off of Wesley Chapel  
15      Loop, or if they align Curley Road with Wesley Chapel  
16      Loop on the west end and put a light there, that would  
17      alleviate the problem and we won't have to make a left  
18      turn. I mean right now, see, Curley Road is here and we  
19      can't get out. If they could align Curley Road up this  
20      way and the light over there.

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1       Mr. Bruce Gainer  
2       30239 Red Culver Way  
3       Wesley Chapel, Florida   33543  
4       (813) 973-0015

5               I am for the project. I would suggest that they  
6       build the six lanes or three lanes in each way now all  
7       the way down to Morris Bridge Road. That's my comment  
8       Why delay? I do not know.

1 Commissioner Jack Mariano  
2 (Address Unknown)

3 Has the FDOT looked at connecting Curley Road with  
4 Wesley Chapel Loop at any point in time?

5 It looks like you could help people in the divisions  
6 to the south get access without having to travel up and  
7 down and around if they've got a big truck and trailer  
8 going, and if someone could take a look at that.  
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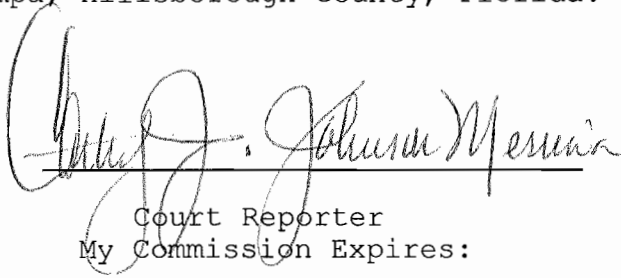
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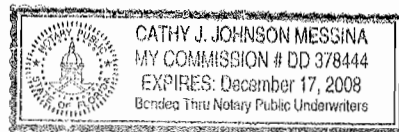
STATE OF FLORIDA )

COUNTY OF HILLSBOROUGH )

I, CATHY J. JOHNSON MESSINA, Registered Merit Reporter, Registered Florida Reporter, and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing was recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

WITNESS my hand and seal this 5th day of September, 2008, at Tampa, Hillsborough County, Florida.

  
Court Reporter  
My Commission Expires:



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## **APPENDIX F**

### ***Agency Coordination***



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2008 FEB 26 AM 11:40

FLORIDA DEPARTMENT OF STATE

**Kurt S. Browning**

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Mr. Manuel Santos  
Florida Department of Transportation  
11210 N. McKinley Drive  
Tampa, FL 33612-6456

February 12, 2008

RE: DHR Project File Number: 2008-269  
Received by DHR: January 14, 2008  
Project: *SR 54 from CR 577 (Curley Road) to CR 579/CR 54 (Morris Bridge Road)*  
WPI Segment No.: 416561 1  
County: Pasco

Dear Mr. Santos:

Our office reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure historic properties are taken into consideration at all levels of planning and development; and to consult with agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

Results of the survey identified one newly recorded archaeological site (8PA2472) and six previously recorded archaeological sites (8PA1289, 8PA1467, 8PA1468, 8PA1469, 8PA2116, and 8PA1379). Evidence of three of the previously recorded sites (8PA1289, 8PA1468, and 8PA2116) was discovered within the project's area of potential effect. Two previously recorded historic buildings (8PA1656 and 8PA1660) and ten newly recorded historic buildings (8PA2429-2436 and 8PA2470-2471) were also identified. Our office concurs that none of these resources are eligible for listing in the National Register of Historic Places. We further agree that no historic properties will be affected as per 36 CFR Part 800.4 (d)(1). If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email [sanderson@dos.state.fl.us](mailto:sanderson@dos.state.fl.us).

Sincerely,

Frederick P. Gaske, Director, and  
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office  
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research  
(850) 245-6444 • FAX: 245-6452

✓ Historic Preservation  
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums  
(850) 245-6400 • FAX: 245-6433

☐ South Regional Office  
(561) 416-2115 • FAX: 416-2149

☐ North Regional Office  
(850) 245-6445 • FAX: 245-6435

☐ Central Regional Office  
(813) 272-3843 • FAX: 272-2340

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# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South  
Suite 310

Jacksonville, Florida 32216-0912

IN REPLY REFER TO:

FWS LOG NO. 41910-2008-I-0386

June 16, 2008

Manuel Santos, E.I.  
Project Manager  
Florida Department of Transportation  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612

Dear Mr. Santos:

Our office has reviewed your correspondence requesting informal consultation and the accompanying *Draft Wetland Evaluation and Biological Assessment Report* for the SR 54 improvements. The applicant proposes widening the existing two-lane roadway to a four-lane and six-lane facility, from CR 577 to CR 579/CR 54, in Pasco County. The study corridor is approximately 4.5 miles. The Service submits the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

### ENDANGERED SPECIES ACT

The federally listed species identified in the correspondence are the threatened eastern indigo snake (*Drymarchon corais couperi*) and the endangered wood stork (*Mycteria americana*).

In regards to the eastern indigo snake, movements over large areas of fragmented habitats undoubtedly expose snakes to increased road mortality and likelihood of adverse human contact. In a recent Florida telemetry study, vehicles accounted for 40% of the in-field mortality to this species. The Service recommends implementing the *Standard Protection Measures for the Eastern Indigo Snake* (1999) during construction of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>. As a result, the project may affect, but is not likely to adversely affect, the eastern indigo snake.

The wetland impacts will occur within the Core Foraging Area (CFA) of existing wood stork colonies. The CFA in central Florida is defined as suitable foraging habitat within a distance of 15 miles (24 km) from a colony. The applicant proposes to mitigate the minor wetland impacts through Florida Statute 373.4137 or other off-site regional mitigation

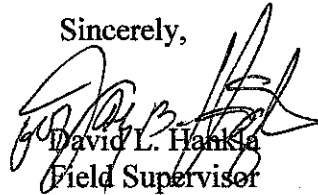
banks. The mitigation should be in-kind and within the same watershed basin as the proposed impacts. The overall effects on wood storks will be insignificant and discountable. Therefore, the project may affect, but is not likely to adversely affect, the wood stork.

Although this does not represent a biological opinion as described in section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made to the project or additional information becomes available on listed species, reinitiating consultation may be required.

### **FISH AND WILDLIFE COORDINATION ACT**

The Service concludes after reviewing the extent of the proposed project, the proposed action will not significantly affect other fish and wildlife resources. If you have any questions regarding this response, contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,



David L. Hanks  
Field Supervisor



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

6620 Southpoint Drive, South  
Suite 310

Jacksonville, Florida 32216-0912

IN REPLY REFER TO:

FWS LOG NO. 41910-2008-I-0386

June 16, 2008

Manuel Santos, E.I.  
Project Manager  
Florida Department of Transportation  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612

Dear Mr. Santos:

Our office has reviewed your correspondence requesting informal consultation and the accompanying *Draft Wetland Evaluation and Biological Assessment Report* for the SR 54 improvements. The applicant proposes widening the existing two-lane roadway to a four-lane and six-lane facility, from CR 577 to CR 579/CR 54, in Pasco County. The study corridor is approximately 4.5 miles. The Service submits the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

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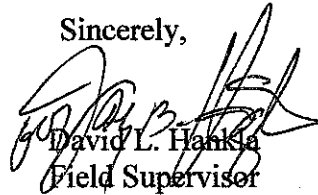
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Sincerely,



David L. Hanks  
Field Supervisor



# FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



RODNEY BARRETO  
Miami

KATHY BARCO  
Jacksonville

SANDRA T. KAUPÉ  
Palm Beach

RICHARD A. CORBETT  
Tampa

H.A. "HERKY" HUFFMAN  
Enterprise

BRIAN S. YABLONSKI  
Tallahassee

DAVID K. MEEHAN  
St. Petersburg

KENNETH D. HADDAD, Executive Director  
VICTOR J. HELLER, Assistant Executive Director

Fish and Wildlife Research Institute  
(850) 488-5460 Fax: (850) 413-0381

October 30, 2006

Mr. Corey Carter  
American Consulting  
Engineers of Florida, LLC  
210 Crystal Grove Blvd.  
Lutz, Florida 33548



Dear Mr. Carter:

This letter is in response to your request for listed species occurrence records and critical habitats for your project (PD&E Study State Road 54) located in Pasco County, Florida. Records from The Florida Fish and Wildlife Conservation Commission's database indicate that listed species occurrence data are located within or adjacent to the project area. Enclosed are 8.5 x 11 maps showing listed species locations, biodiversity hotspots, priority wetlands for listed species, SHCA's for the Burrowing owl, and land cover in close proximity of the project area.

Please note that our database does not necessarily contain records of all listed species that may occur in a given area. Our data is limited to sites that we surveyed or sites that others have surveyed and provided us with their data. Also, data on certain species, such as gopher tortoises, are not entered into our database on a site-specific basis. **Therefore, one should not assume that an absence of occurrences in our database indicates that species of significance do not occur in the area.**

The Florida Natural Areas Inventory (FNAI) maintains a separate database of listed plant and wildlife species, please contact FNAI directly for specific information on the location of element occurrences within the project area. Because FNAI is funded to provide information to public agencies only, you may be required to pay a fee for this information. County-wide listed species information can be located at their website (<http://www.fnai.org>).

Please credit the Florida Fish and Wildlife Conservation Commission in any publication or presentation of these data. If you have any questions or further requests, please contact me at (850) 488-6661 or [gisrequests@myfwc.com](mailto:gisrequests@myfwc.com).

Sincerely,

A handwritten signature in blue ink that reads "Jan Stearns".

Jan Stearns  
Staff Assistant

js  
ENV 8-7/8  
2006\_4255  
Enclosures

(This page intentionally left blank)



1018 Thomasville Road  
Suite 200-C  
Tallahassee, FL 32303  
850-224-8207  
fax 850-681-9364  
www.fnai.org

October 30, 2006

Anna B. Peterfreund  
American Consulting Engineers of Florida, LLC.  
4111 Land O' Lakes Boulevard, Suite 210  
Land O' Lakes, FL 34639

Dear Ms. Peterfreund:

Thank you for your request for information from the Florida Natural Areas Inventory (FNAI). We have compiled the following information for your project area.

**Project:** Project Development and Environment Study for State Road 54  
**Date Received:** October 23, 2006  
**Location:** Township 26 S, Range 20 E, Sections 9, 10, & 13-15  
Township 26 S, Range 21 E, Section 18  
Pasco County

#### **Element Occurrences**

A search of our maps and database indicates that currently we have three Element Occurrences mapped within the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The Element Occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, Element Occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant.

#### **Likely and Potential Rare Species**

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on landcover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the most rare species tracked by the Inventory, including all federally listed species.



Florida Resources  
and Environmental  
Analysis Center

Institute of Science  
and Public Affairs

The Florida State University

*Tracking Florida's Biodiversity*

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

The Inventory always recommends that professionals familiar with Florida's flora and fauna should conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit [www.fnai.org/trackinglist.cfm](http://www.fnai.org/trackinglist.cfm) for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. FNAI data may not be resold for profit.

Thank you for your use of FNAI services. If I can be of further assistance, please give me a call at (850) 224-8207.

Sincerely,



Jason A. Griffin  
Data Services Coordinator

encl



## PASCO COUNTY, FLORIDA

DADE CITY (352) 521-4274  
LAND O' LAKES (813) 996-7341  
NEW PORT RICHEY (727) 847-8193  
FAX (727) 847-8084

DEVELOPMENT SERVICES BRANCH  
WEST PASCO GOVERNMENT CENTER  
7530 LITTLE ROAD, SUITE 320  
NEW PORT RICHEY, FL 34654-5598

September 7, 2006

Mr. Bob Clifford  
District Modal Planning and  
Development Manager  
Florida Dept. of Transportation  
M/S 7-500  
11201 N. McKinley Drive  
Tampa, FL 33612

RE: S.R. 54 Project Development and Environment (PD&E) Study Cross Section

Dear Mr. Clifford:

Since Pasco County has adopted its Right-of-Way Preservation Ordinance, the County is requesting that the Florida Department of Transportation (FDOT) consider the Ordinance's road widths during the development of the S.R. 54 (from Curley Road to Morris Bridge Road) PD&E Study.

If you have any questions, please contact me.

Sincerely,

Bipin Parikh, P.E.  
Assistant County Administrator  
(Development Services)

BP/SPS/DRU/ltr/jclifford

cc: Kirk Bogen, FDOT, 11201 N. McKinley Drive, M/S 7-500, Tampa, FL 33612  
Waddah Farah, FDOT, 11201 N. McKinley Drive, M/S 7-500, Tampa, FL 33612  
Peter Maass, P.E., FDOT, 11201 N. McKinley Drive, M/S 7-500, Tampa, FL 33612  
James C. Widman, P.E., Engineering Services Director  
Douglas R. Uden, AICP, Transportation Planning Coordinator  
Loren Midgett, P.E., Engineer III  
Elysia J. Watkins, Project Manager

PASCO COUNTY, FLORIDA  
INTEROFFICE MEMORANDUM

---

TO: Honorable Chairman and  
Members of the Board of  
County Commissioners

DATE: 9/20/2005 FILE: CAO 05-3232

THRU: Robert D. Sumner  
County Attorney

SUBJECT: Proposed Right-of-Way  
Preservation Ordinance  
Final Public Hearing  
BOCC Mtg : 9/27/05; 1:30 p.m.,  
NPR cont'd from 8/23/05 to be  
cont'd to October 25, 2005, DC

FROM: David A. Goldstein  
Assistant County Attorney

REFERENCES: All Commission Districts

---

It is recommended that the data herein presented be given formal consideration by the Board of County Commissioners.

DESCRIPTION AND CONDITIONS:

On August 23, 2005 the Board of County Commissioners adopted the attached Ordinance as a pending ordinance, except for the changes to Section 610 of the Land Development Code (Section 5 of the Ordinance), which were continued for one month. The primary reason for this continuance was to allow for additional discussion of the arterial/collector spacing and design standards in Section 5 of the Ordinance. After meeting with the County's transportation consultants (Tindale-Oliver) and interested parties, staff has decided that another meeting is needed to finalize the language regarding arterial/collector spacing and design standards. A meeting is scheduled with County staff, Tindale-Oliver and interested parties for September 28, 2005. Accordingly, the County Attorney's Office is recommending a continuance of the proposed Ordinance until October 25, 2005.

ALTERNATIVES AND ANALYSIS:

1. Continue the attached proposed Right-of-Way Preservation Ordinance.
2. Do not continue the proposed Right-of-Way Preservation Ordinance.

RECOMMENDATION AND FUNDING:

The County Attorney's Office recommends that the Board of County Commissioners approve alternative number one and continue the final public hearing on the proposed Right-of-Way Preservation Ordinance to October 25, 2005, 1:30 p.m. at the Historic Pasco County Courthouse, Boardroom, 37918 Meridian Avenue, Dade City, Florida.

DAG:ls

Attachments: Proposed Right-of-Way Preservation Ordinance

Pasco County Transportation Corridor Map and Tables (as adopted by  
the Board on May 10, 2005)

cc: Cynthia M. Jolly, P.E., Administrator, Development Department  
Ali Atefi, P.E., Engineer III (MPO)  
Douglas R. Uden, AICP, Transportation Planning Coordinator (MPO)  
Samuel P. Steffey, II, Growth Management Administrator (GM)  
Debra M. Zampetti, Zoning/Code Compliance Administrator (ZN)  
Deborah J. Bolduc, AICP, Senior Planner  
James C. Widman, P.E., Engineering Services Director (EN)  
Bipin Parikh, P.E., Assistant County Administrator (DS)  
Marcie McDonie, Assistant County Attorney  
Richard E. Sliz, Real Estate Manager

## **APPENDIX G**

### ***Newspaper Articles***



# TOP PRIORITY 2006

The Tribune asked a cross-section of business people, elected leaders and everyday citizens: Of all the challenges facing the Tampa Bay region, what's the one thing you hope that we, the community, focus on and do something about during 2006?



Tribune photo by SCOTT ISKOWITZ

**Danny Burgess, a freshman at the University of South Florida, is Zephyrhills' youngest-ever elected city councilman.**



My main concern is focused on State Road 54 from Interstate 75 to Morris Bridge Road. Pasco is the seventh fastest-growing county in Florida and the 38th fastest-growing county

in the nation. This raises serious problems, considering how fast Wesley Chapel and New Tampa are expanding, when S.R. 54 is only a two-lane highway. Its expansion cannot

wait any longer.

Many residents of this area are getting frustrated with the lack of serious commitment to solving this problem.

I urge all residents to become actively involved in reaching out to their respective county and state representatives to ensure that something is done to fix these problems.

**DANNY BURGESS JR.**

*Zephyrhills city councilman, elected last year at age 18*



Tanya Tribune 4-6-06

## Pasco Officials Connect Dots On Roads

**P**asco County officials, whose lax growth policies have allowed development to outpace the infrastructure needed to support it, took a proper stance for change recently by refusing to approve part of a massive Wesley Chapel project because developers refused to build more public roads within it.

The developers of Wiregrass Ranch, a development of 16,000 homes and more than 4 million square feet of commercial and office space planned for the corner of Bruce B. Downs Boulevard and State Road 56, didn't want outsiders driving through their community. As a result, Pasco officials rightly rejected a transportation plan needed to begin construction, correctly fearing a traffic nightmare on major arteries before the project is complete.

Last week developers resolved the dispute by agreeing to build more roads, including two public routes that will connect one gated community to Wiregrass' downtown complex and Bruce B. Downs. The developer also must construct a frontage road parallel to State Road 56.

Pasco officials did the right thing by sticking to their demands. When completed in about 20 years, the 5,000-acre project is expected to be home to about 35,000 residents and add tens of thousands more cars to existing roads. A well-functioning internal road network is critical to public safety and traffic flow.

Building more internal roads is a price developers should pay to build a project the size of a city, even if it means sacrificing the cul-de-sac privacy of some future residents.

# BUSINESS & GROWTH

NEW TAMPA

## Wiregrass plan risks denial

■ Pasco officials say Wiregrass attorneys have ignored requests for traffic studies and warn that they will reject the project.

By CHUIN-WEI YAP  
Times Staff Writer

**WESLEY CHAPEL** — County officials are threatening to throw out Wiregrass' 5,000-acre development proposal because of traffic issues barely two months after the two sides resolved a quarrel over public roads through the giant development.

A stiffly worded internal memo from Pasco's Metropolitan Planning Organization warned it would recommend denial of the Wiregrass project if the development's attorneys continue to ignore traffic studies the county requires.

With some 80 retailers in its proposed shopping center hanging in the balance, the impasse could derail plans to launch the \$105-million Shops At

Wiregrass by late 2007. Wiregrass is at the intersection of State Road 56 and Bruce B. Downs Boulevard.

"The above subject 'development of regional impact' continues to ignore many comments submitted by Pasco County. ... The requirement of inclusion of (traffic studies) has been and continues to be ignored," Ali Atefi, the county's traffic engineer, wrote in the memo.

"This requirement is consistently requested from other DRIs and every previously approved and pending DRI is meeting this requirement, except for Wiregrass," the memo went on to say. "It seems unfair to other DRIs if this requirement is not met by Wiregrass."

"If this requirement continues to be ignored, the technical staff will have no choice but to recommend denial of this project," Atefi wrote.

The requirement has been hanging over Wiregrass' application for 1½ years, Atefi said. Atefi's memo is dated April 20.

On Wednesday, Wiregrass attorney Joel Tew had yet to reply to a request Atefi made last week to set up a meet-

ing on the issue, Atefi said. But county officials said Wiregrass attorneys recently indicated they're willing to discuss the issue.

Tew did not reply to a request for comment from the *St. Petersburg Times*.

The county's requirement is for Wiregrass to study traffic loads related to other "master planned unit developments" and DRIs in the area.

Pasco wants to know how Wiregrass might affect trips, especially along State Road 54 east of the Suncoast Parkway, taking into account some 71 projects from Oakstead to Wyndfields.

Wiregrass attorneys reportedly are unhappy that Pasco's requirement goes beyond what's required by the Tampa Bay Regional Planning Council, which coordinates DRI applications, Atefi said.

DRIs are permits for developments that have multicounty impact.

"They've been arguing that this is not a regional issue," Atefi said. "I'm not agreeing with them."

To some extent, in assuming that Wiregrass attorneys would follow

through on the requirement, county officials appear to have failed to closely monitor the completion of the studies.

"Last year, we didn't know (the studies) were not going to be included," Atefi said.

"I can't tell you why I didn't (send the memo) four months ago. ... (But) it was getting to the point where it was getting ridiculous."

Wiregrass has 12,500 homes and 8-million square feet of commercial space in its proposal, including the 750,000-square-foot Shops At Wiregrass.

If it plans to stick to its late 2007 grand opening schedule, construction should start by the summer.

Without county approval, the development could lose retailers' commitments.

So far, only Dillard's and JCPenney are known anchors at the site. Wiregrass developers have remained tight-lipped on other tenants, though they said 80 to 100 are planned.

Chuin-Wei Yap covers growth and development in Pasco County. He can be reached at (813) 909-4613, or e-mail [cyap@sptimes.com](mailto:cyap@sptimes.com).

## Business »

# Here it comes: a 410-acre retail center to join crowd

**WESLEY CHAPEL** | Neighbors worry about traffic, already a problem.

BY CHUIN-WEI YAP  
Times Staff Writer

Anyone who thinks Wesley Chapel has enough shopping centers has something else coming.

Harrison Bennett Properties is about to bring a retail, office and residential complex to 410 acres on the corner of Curley Road and County Road 54. The complex has not been named.

Harrison Bennett brought New Tampa The Walk At Highwoods Preserve, also home to the Muvico Starlight 20 cinema.

But it's been tough getting off the ground for David Freeman, owner of Harrison Bennett.

That's mostly because the plodding pace of road improvements in the Curley Road neighborhood — the clogged, two-lane poster child for central Pasco's traffic woes — is holding up Freeman's plans.

It's been a long wait for him.

Six years ago, neighbors in the Curley Road area bordering CR 54 said he had begun to inquire about their properties.

In the past year and a half, Freeman ramped up his interest, spending \$5.3-million to amass a sprawl of land just south of Depue Ranch.

Freeman is modeling his tentative plans for the site on Highwoods Preserve, which is anchored by a Circuit City store, Starbucks, Boston Market and Panera Bread.

Freeman developed Highwoods for three years before selling it to Centennial American Properties of Greenville, S.C., in 2000.

On Curley Road, Freeman

wants to build a mix of stores, offices and apartment homes.

He has not started looking for specific tenants or designed the square footage yet.

Like many of his would-be neighbors, he's waiting for the sticky road situation in that part of central Pasco to be smoothed out.

That shouldn't be long, county planners say.

Curley Road is due for a major realignment, scheduled to start by the end of this year.

It would straighten out the southern kink of the curving road and join it with Meadow Pointe Boulevard.

"They have all the parcels they need," said Manny Lajmiri of Pasco's metropolitan planning organization.

Then, in 2009, another new two-lane road, tentatively called the Zephyrhills Bypass extension, is due to reach westward from Eiland Boulevard.

That would create a new intersection with Curley Road that would sit at the heart of Freeman's project.

The retail and office complex might surprise those who sold their land to Freeman.

"He told me they were going to do residential," said Deanne Hammett, who sold 20 acres to Freeman.

That was because the land was zoned for residential use when Freeman bought it.

That's since been changed by a comprehensive plan amendment last year, Freeman said.

The development will be one drop in the sea of growth that is Wesley Chapel.

As the massive road works loom, thousands of new homes are poised to arrive in the neighborhood.

Up Curley Road, Watergrass is about to sprout 2,000 homes. Epperson Ranch is planning another 3,000.

Yet another 3,000 are due when New River builds out between Zephyrhills and Wesley Chapel.

Freeman's project should not be confused with the town center to be jointly built by Watergrass and Epperson Ranch farther north on Curley Road.

That town center, Freeman said, is styled more as a pedestrian-friendly traditional neighborhood downtown; his project is on a larger retail scale.

Residents fed up with the CR 54 bottlenecks won't be pleased.

But Freeman has weathered development's rocky road before. "When I was first developing (Highwoods Preserve) at the start of 1997, people were skeptical," he said. "This area is similar to what Bruce B. Downs was 10 years ago."

In simple terms, it means more business for Freeman's venture.

Hammett may be taken aback by the change of plan, but she said she's been impressed by Freeman.

"He's very good at what he does," she said. "He's kept it very quiet."

*Chuin-Wei Yap covers growth and development. He can be reached at (813) 909-4613 or cyap@sptimes.com.*

## DOT Planning To Widen S.R. 54

**RESIDENTS AGREE; WORK IS  
LIKELY YEARS DOWN LINE**

By GEOFF FOX  
The Tampa Tribune

**ZEPHYRHILLS** — Like most people who routinely drive on State Road 54 east of Interstate 75, Kruth Sombutmai is tired of the congestion.

The owner of Hill's Family Restaurant & Grocery at S.R. 54 and Morris Bridge Road said it sometimes takes an hour to get from his business to the interstate.

During a public workshop conducted this week by the state Department of Transportation and other

*"They need to widen the road. But ... I could lose 30 percent of my land. Geez!"*

**KRUTH SOMBUTMAI**

*On the proposed construction on S.R. 54*

agencies, Sombutmai also learned that a proposed widening project could claim about one-third of a 2.75-acre residential tract he owns nearby. The informal hearing was held at The Links of Lake Bernadette.

"They need to widen the road," he said, "but I'm not happy. I could lose 30 percent of my land. Geez!"

If Sombutmai loses anything, it probably won't be for several years.

While there are plans to widen a roughly 4½-mile stretch of S.R. 54, from Curley Road to Morris Bridge Road, the project isn't scheduled to be designed until 2011 or 2012, and it is currently unfunded.

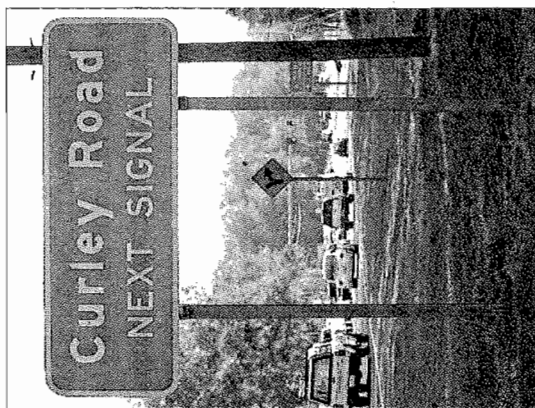
DOT officials said during Wednesday's workshop that the project could take two years to design, two more years to purchase rights of way and another two years to construct.

Put another way: The process of widening the heavily congested thoroughfare might not begin until 2015.

Initial plans include widening the two-lane road to six lanes from Cur-

**See ROAD'S WIDENING, Page 5**

*Residents say traffic woes are growing.*



Tribune photo by CHRISTINE DeLESSIO  
**Department of Transportation officials hope that a widening project will ease congestion along S.R. 54.**

## ROAD'S WIDENING

Continued From Page 1

ley to Foxwood Boulevard, and to four lanes from Foxwood to Morris Bridge. The work is projected to cost \$105 million to \$122 million.

About 24,000 vehicles per day use that stretch of S.R. 54, up from about 15,000 vehicles per day in 2000. By 2030, that number is likely to be about 40,000, according to information provided by DOT.

Widening between Curley and Morris Bridge will be the second phase of improvements for S.R. 54. County and state officials plan to begin widening the road between I-75 and Curley next year.

While not everyone was happy with the initial plans at Wednesday's meeting, most people seemed to agree that the road needs widening.

Magdalena Contreras of Zephyrhills said traffic has become worse since she moved to the area a few years ago.

"If the road isn't widened, we couldn't get around," she said. "When I bought my house, I thought it would be nice and quiet."

*Reporter Kevin Wiatrowski contributed to this report. Reporter Geoff Fox can be reached at (813) 948-4217 or gfox@tampatrib.com.*

## SR 54 widening is on distant horizon

11/16/2007 © St. Petersburg Times

*With the design stage not planned until 2011, it's expected to take at least another six years to get it done - and that's if all goes smoothly.*

By CHUIN-WEI YAP, Times Staff Writer

Published November 16, 2007

WESLEY CHAPEL —

Meet Martha Nichols. She's 60, belongs to a bridge club at her Lake Bernadette home, and has a wicked sense of humor.

Wednesday evening, she and her friend, Anne Carlson, went to a public workshop that state officials held to show plans to widen State Road 54 between Curley and Morris Bridge roads - just outside the women's homes.

"When I heard their time line, I said, 'Oh good, at least now I know my funeral procession will be a nice, smooth ride,'" she said.

The state Department of Transportation wants to expand that clogged, two-lane stretch of SR 54. From Curley Road eastward to Foxwood Boulevard, it'll go to six lanes. From Foxwood to Morris Bridge Road, it will be four lanes.

Here's what Nichols and Carlson found laughable.

The plan's design stage is scheduled for 2011, give or take a year or two, said Jeff Novotny, of American Engineering, the state's consultant for the project.

Say it's 2011. Novotny said it may be two years before design is completed.

Another two for officials to buy right-of-way. Another two to build the road.

And that's if things go smoothly.

Can't be helped, officials said. Budgets are tightening. Road building costs stay high. The project still needs federal environmental approval.

Inside the club house at the Links of Lake Bernadette, a video was on looped play, showing the plans. Big cardboard displays lined the room.

Up to 16 homes and businesses may need to be relocated because of the project. Average daily traffic on the road is nearly 24,000 now, and could hit 37,000 by 2020.

There were two alternatives to the planned expansion. One would run slightly farther north than the other. One costs \$105-million; the other costs \$122-million. For both alternatives, there's no money set aside now for right-of-way purchases or construction.

Still, Carlson and Nichols applauded state officials for at least trying.

"I'm glad they're doing this, but there is no planning in this county," Carlson said. "They really shouldn't let another subdivision in here before they do the roads."

"I've been here 18 years," Nichols said. "It was bad then. Now it's impossible."

It was 7 p.m. Nichols and Carlson said goodbye. They had a bridge appointment to keep.

Chuin-Wei Yap can be reached at [cwyap@sptimes.com](mailto:cwyap@sptimes.com) or 813 909-4613.

## Deadline for input Nov. 26

The state Department of Transportation will accept public comments on the State Road 54

widening project. Send your comments to Manuel Santos, project manager, at (800)226-7220 or

(813) 975-6173 or [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us) Send written mail to Florida Department of

Transportation District 7, 11201 N. McKinley Drive, M.S. 7-500, Tampa, FL 33612-6456. For

comments to be considered for the public hearing, they must be received by Nov. 26.

Public Information Office

(850) 414-4590



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# Neighborhood

NEWS

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Issue 23  
November 23, 2007  
Section A

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## FDOT Unveils S.R. 54

By Michael Smith

As always, there's both good and bad news for commuters who regularly travel on S.R. 54 in Pasco County between Bruce B. Downs (BBD) Blvd. and Zephyrhills.

The good news is that someday, the now perpetually-clogged two-lane artery will be widened and will make the roughly five-mile trip take a matter of minutes, rather than the half- or three-quarters of an hour that it can take at present (on a good day).

The bad news? It's that pesky little word — someday.

That is the gist of the plan for the roadway widening that was revealed at a public workshop held at the Zephyrhills community of Lake Bernadette last week, where officials with the Florida Department of Transportation (FDOT) showed off a pair of potential alternatives for widening the portion of S.R. 54 between Curley and Morris Bridge roads. The differences between the two alternatives are slight — both follow the existing roadway fairly closely, but one jogs slightly to the north at the western end while the second shifts to the south at the eastern end.

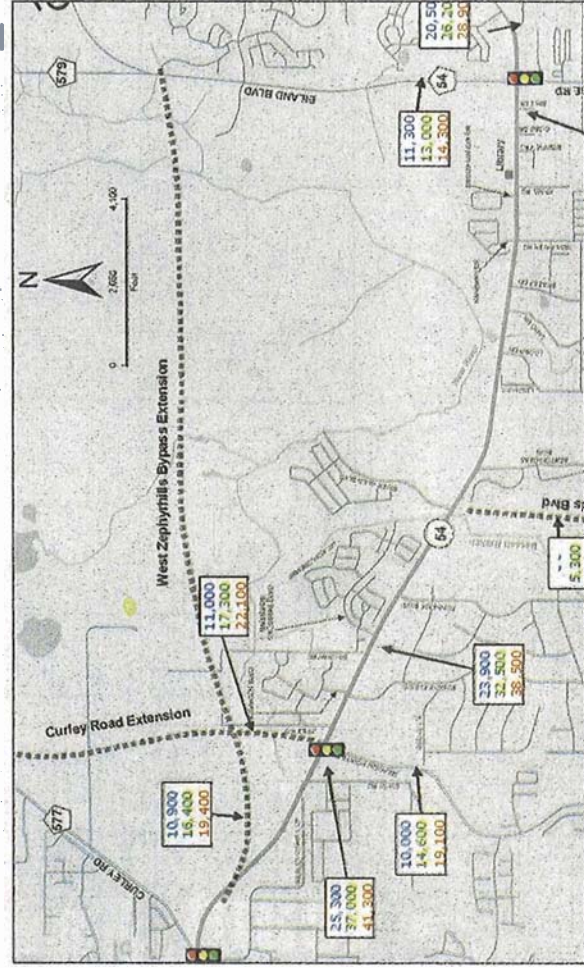
According to Jeffrey Novotny, a consultant who is working with FDOT on the project, the differences are due to the location of homes and businesses along the roadway, and they also take into account existing curves in the road and plans for future development. Under the first alternative, three homes and businesses would have to be relocated, at a cost of around \$34 million, while the other would call for 16 relocations, which is projected to cost \$52 million. That also accounts for most of the difference in the total estimated cost of each alternative, which is \$105 million for the first and \$122 million for the second. (There also is a slight difference in the cost of wetlands mitigation for each alternative).

More significant than the differences, however, are the features that both alternatives have in common. Although neither design is final yet (the purpose of the workshop being to get public input on the two proposals), the plan for each calls for a realignment of Curley Rd., which will be shifted to the east to intersect with Meadow Pointe Blvd. at S.R. 54. Not only will this eliminate the current awkward turn that drivers have to make where Curley Rd. meets S.R. 54, but it also will create a more direct route, giving drivers who are traveling south on Curley Rd. the option to continue southward into the newest portion of the Meadow Pointe subdivision or to turn east or west on S.R. 54, which hopefully will help divert some of the traffic from 54, Novotny says.

54"

Continued from page 1

In each alternative, the plan calls for S.R. 54 to be widened to six lanes, divided by a



This map shows the proposed realignment of Curley Rd., and the proposed pathway of the planned West Zephyrhills Bypass, which are components of the Florida Department of Transportation's plan for widening S.R. 54. Map source: Florida Dept. of Transportation.

are a more direct route, giving drivers who are traveling south on Curley Rd. the option to continue southward into the newest portion of the Meadow Pointe subdivision or to turn east or west on S.R. 54, which hopefully will help divert some of the traffic from 54, Novotny says.

In addition, the plans call for the construction of a new spur, to be called the West Zephyrhills Bypass Extension, which will split off of S.R. 54 near the current Curley Rd. intersection and connect at its eastern end with Eiland Blvd. This will allow drivers who want to go northward on U.S. 301 to bypass downtown Zephyrhills.

See "S.R. 54" on page 6.



In each alternative, the plan calls for S.R. 54 to be widened to six lanes, divided by a 22-foot median, between Curley Rd. and Foxwood Blvd., and to four lanes between Foxwood Blvd. and Morris Bridge Rd. Novotny says that's because traffic is heavier at the western end of the section (in other words, the closer you get to BBD and I-75. According to FDOT, about 37,000 cars currently travel through the Curley Rd./S.R. 54 intersection on a daily basis, while about 23,500 vehicles pass through the Morris Bridge Rd./S.R. 54 intersection each day.

Now, here's where we get back to that word, someday. Although there is money in FDOT's current five-year work plan for the project design and environmental (PD&E) study, there is no funding currently available for either the right-of-way acquisition (which includes the relocations) or the actual construction. And, assistant Pasco County administrator Bipin Parikh says the money doesn't appear to be forthcoming anytime soon.

"We have a long way to go with the funding," Parikh said, adding that Pulte Homes, the developer of the Wiregrass Ranch DRI, is required to kick in \$5 million towards the widening of S.R. 54 under its development deal with the county, and Lennar Homes, which is developing the Epperson Ranch DRI north of S.R. 54, also is required to contribute to the realignment of Curley Rd., but that's all the money that the county knows it will have for certain at present. (Note-One development that could end up contributing to the project is the 1,999-unit Wyndfields Master Plan Unit Development (MPUD), located between Meadow Pointe and Morris Bridge Rd. south of S.R. 54.)

"Our best guess for now is that construc-

tion may start in 2015," Parikh said. "We certainly can't do it any sooner than that."

Area residents who attended the workshop say the long delay is just more evidence of poor planning by the county. Dewey Bandy, who has lived in Zephyrhills for nearly 20 years, said that on a recent trip from his home to the Sam's Club store on S.R. 56, it took him 45 minutes to get from the traffic light at Meadow Pointe Blvd. to the BBD/S.R. 54 intersection. "It would have been faster for me to go over to U.S. 301 and go to the Sam's Club in Lakeland," he said.

Bandy also said that the county has added to its own troubles by allowing so many businesses to build so close to S.R. 54 without considering the possibility that the roadway would one day have to be widened.

"It's going to cost them millions in impacts," he says. "For instance, a high student could have told them not to let them build that (Hess) gas station at BBD and S.R. 54, but they did, and now they're going to have to buy it back."

Bandy does have a point, because Pasco officials recently completed the PD&E study for the widening of S.R. 54 between BBD and Curley Rd. and Parikh says the price tag for the right-of-way acquisition for that segment is approximately \$62 million. He added, however, that it's not all the county's fault, at least not the current administration.

"Before we overhauled the county's right-of-way preservation ordinance in 2004, we didn't have the comprehensive plan authority to make them give us property," he said. "But now, the ordinance calls for developers to set aside up to 50 feet of property for future right-of-way, depending upon the size of the development and its location."

In any case, FDOT will hold a public hearing on the plan for the Curley Rd.-Morris Bridge Rd. widening in the spring, after which the PD&E will undergo federal review.

of the Meadow Pointe subdivision or to turn east or west on S.R. 54, which hopefully will help divert some of the traffic from 54, Novotny says.

In addition, the plans call for the con-

intersection and connect at its eastern end with Eiland Blvd. This will allow drivers who want to go northward on U.S. 301 to bypass downtown Zephyrhills.

See "S.R. 54" on page 6.



## **S.R. 54 Improvements Are Near Top Of List**

**WESLEY CHAPEL** — Drivers on State Road 54 could get relief sooner than originally planned after county officials on Thursday put widening the highway east of Curley Road near the top of the county's list of priority road projects.

At the urging of County Commissioner Ted Schrader, members of the Metropolitan Planning Organization — the county agency that oversees road, transit and air travel in Pasco — bumped the widening project to No. 8 on the priority list. It had been No. 26.

The shift, which will become official in September, will put the chronically congested road on the radar of the state Department of Transportation when it gives out money for improvements, county officials said.

The county has budgeted \$3 million for preliminary engineering on the road next year and \$8 million to begin buying right of way in 2012 and 2013. Construction would begin sometime after 2013, according to the current plan.

*Kevin Wiatrowski*

Tampa Tribune

June 13, 2008