

# US 301 (SR 39/GALL BLVD.)

From south of CR 54 (Eiland Boulevard) to the US 98 Bypass (SR 533)

## Project Development & Environment Study

WPI Seg. No.: 408075 1 FAP No.: 3112 020 P

# Public Hearing Scrapbook

November 4, 2009

# US 301 PD&E Study

**CD of Hearing Documents, Hearing Displays, Powerpoint Presentation and Concept Plans**

# US 301 PD&E Study

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# US 301 PD&E Study

## Introduction:

The Florida Department of Transportation (FDOT), District 7, conducted Project Development and Environment (PD&E) study for US 301 (SR 39/Gall Blvd.) from south of CR 54 (Eiland Blvd.) to the US 98 Bypass (SR533) in Pasco County. The length of the project is approximately of 7.6 miles.

The purpose of the public hearing scrapbook is to document the information presented at the public hearing. The scrapbook contains samples of the following materials available for the public at or prior to the hearing.

- Newspaper/FAW Ad
- Newsletter
- Hearing Display Boards
- Presentation Slides
- Sign-in Sheet, Comment Forms, Comment and Speaker Cards
- Photographs of the hearing

A CD with an electronic version of this information is also included at the beginning of the scrapbook.

## Background and Project Description:

This public hearing was conducted to provide interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements to the study roadway and in accordance with Federal Executive Orders 11990 and 11988. US 301 is currently a four-lane roadway that connects the cities of Zephyrhills and Dade City in eastern Pasco County. The Pasco County Metropolitan Planning Organization (MPO) anticipates US 301 to play an ever increasing role in the movement and distribution of freight and goods throughout the County. This project proposed widening US 301 from four lanes to six lanes, from south of CR 54 to north of Kossik Road and providing other improvements such as

median modifications and intersection improvements from north of Kossik Road to the US 98 Bypass.

The Recommended Build Alternative presented at the study's Public Hearing on November 4, 2009 was consistent with the Pasco MPO 2025 Cost Affordable Long Range Transportation Plan (LRTP) in place at the time. Subsequent to the Public Hearing, the Pasco County MPO adopted their 2035 LRTP on December 10, 2009. The adopted 2035 Cost Affordable Roadway Plan contains an additional roadway segment on US 301 between US 98 (SR 700) and CR 52A where six-lanes are proposed in addition to the six-lane roadway section on US 301 from south of CR 54 to Kossik Road.

Therefore, currently the Recommended Build Alternative consists of widening US 301 to a six-lane roadway facility in Segment A (from south of CR 54 to north of Kossik Road) and a portion of Segment C from south of US 98 (SR 700) to CR 52A. The section of US 301 between Kossik Road and Wire Road will be used to transition the proposed six-lanes in Segment A into the existing four-lane roadway. In the southbound direction, the section of US 301 from US 98 to north of Musselman Road will be used to transition the proposed six-lanes in Segment C into the existing four-lane roadway. Elsewhere within the study limits, the existing four-lanes on US 301 in Segments B-D (from north of Kossik Road to US 98 Bypass) will remain as is.

The recommended typical section for the six-lane widening is a low-speed urban typical section within Segment A, and a rural typical section within the portion of Segment C between US 98 to and CR 52A. These typical sections are contained in the separately prepared Project Development Summary Report. To minimize traffic congestion and improve safety north of Kossik Road, Transportation System Management (TSM) improvements will be provided at three signalized intersections: Centennial Road, Morningside Drive, and US 98 Bypass. The previously recommended TSM improvements at CR 52A would be constructed as part of the widening in the portion of Segment C.





# US 301 PD&E Study

## The Public Hearing:

The public hearing was held on Wednesday, November 4, 2009 from 5:00 p.m. to 7:00 p.m. at the following location:

Zephyr Palms Event Center  
4645 Airport Road  
Zephyrhills, FL 33542

Prior to the hearing, a notice was published in the Florida Administrative Weekly. A legal display ad was published two separate times on October 14 and 28, 2009 in the St. Petersburg Times - Pasco Edition. Copies of these ads are shown in this scrapbook.

Approximately 380 affected property owners, agencies and interested citizens, as well as seven home owner's associations in the study area were sent a newsletter invitation to the public hearing. Approximately 45 citizens and Department/consultant staff attended the hearing. Copies of the sign-in sheets are included in this scrapbook. One verbal comment was given to the court reporter prior the formal portion of the hearing, three people commented on the project during the formal portion of the hearing (one person spoke twice with two comments), three written comments were received at the hearing and one written comment was received on November 20, 2009, after the official comment period closed.

The informal portion of the public hearing was held from 5:00 p.m. to 6:00 p.m. at Zephyr Palms Event Center in an open house format. Attendees were able to review study maps and exhibits, study documents, and to view a project video which ran continuously (in a separate room) during the informal portion of the hearing. Department and consultant representatives were available during this time to answer any questions. A court reporter was present throughout the hearing to record verbal comments.

The formal portion of the hearing began at 6:00 p.m. and was held in

the main room at the Zephyr Palms Event Center. Mr. Ming Gao, the FDOT Department Head of the Intermodal Systems Development, moderated this portion of the meeting. His presentation covered introductions of FDOT staff, recognition of local public officials, the purpose of the hearing, reference to the exhibit with State and Federal laws cited, and methods of public comment. Following his presentation attendees were given the opportunity to make verbal statements for the official public record. Three people spoke publicly and following the last speaker the formal portion of the hearing was adjourned at 6:08 p.m. The informal portion resumed until scheduled end time of 7:00 p.m. The transcript of the formal portion and all statements made to the court reporter are included in the study's Comments and Coordination report.

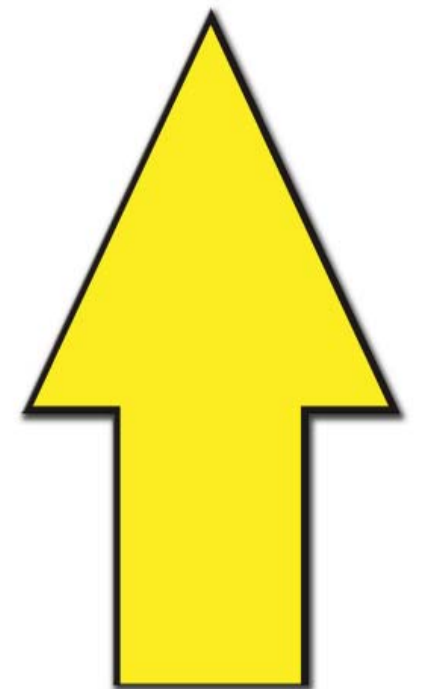
Stations for right-of-way, access management and noise were set-up to allow participants the opportunity to ask specific questions on these topics. The stations were staffed by FDOT and consultant representative. Additional information provided at the hearing included the following study documents and reports:

- Draft Project Development Summary Report
- Draft Preliminary Stormwater Management Facilities Report
- Draft Location Hydraulics Report
- Draft Contamination Screening Evaluation Report
- Draft Wetlands Evaluation and Biological Assessment Report
- Draft Traffic Technical Memorandum
- Draft Traffic Technical Memorandum - Appendices
- Draft Noise Study Report
- Draft Air Quality Memorandum
- Final Cultural Resource Assessment Report

# US 301




# Public Hearing





## Advertisements:




**PUBLIC HEARING for US 301 (SR 39/Gall Blvd.)**  
 from south of CR 54 (Eiland Blvd.) to the US 98 Bypass (SR 533)

**Project Development & Environment (PD&E) Study**  
 FDOT District 7, WPI Segment No: 408075 1, FAP No: 3112 020 P, Pasco County

**November 4, 2009     5:00 PM to 7:00 PM**  
**Formal Portion: 6:00 PM**

**Location: Zephyr Palms Event Center**  
**4645 Airport Road Zephyrhills, Florida 33542    (813) 779-7256**

[illegible]



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Notice: 7741199

Notice of Meeting/Workshop Hearing

Department: [DEPARTMENT OF TRANSPORTATION](#)

DATE AND TIME:

November 4, 2009, 5:00 p.m. – 7:00 p.m.

PLACE:

Zephyr Palms Event Center, 4645 Airport Road, Zephyrhills, FL 33542

Subject:


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 the proposed improvements to US 301 (SR 39/Gall Blvd.) from south of CR 54 (Eiland Blvd.) to the US 98 Bypass (SR

A copy of the agenda may be obtained by contacting: Ming Gao, PE, Intermodal Systems Development Manager, 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: Manuel Santos, Project Manager, at (813)975-6173 or (800)226-7220 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: Manuel Santos, Project Manager, at (813)975-6173 or (800)226-7220 or manuel.santos@dot.state.fl.us.

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[Vol. 35/40](#)

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# US 301 PD&E Study

## Newsletter, Comment Form & Speaker Card:

Florida Department of Transportation – District Seven

US 301 (SR 39/GALL BLVD.)

From south of CR 54 (Eiland Boulevard) to the US 98 Bypass (SR 533)

Project Development & Environment Study

Project Newsletter No. 3

WPI Seg. No.: 408075 1 FAP No.: 3112 020 P

Pasco County, Florida

October 2009

Public Hearing

November 4, 2009

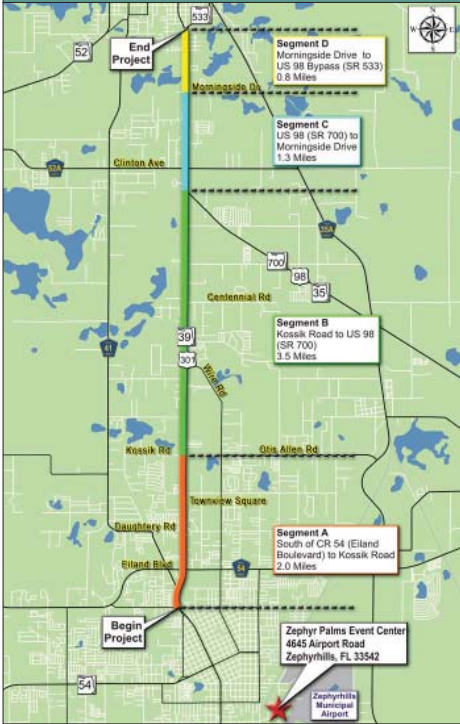
5:00-7:00pm

Location:

Zephyr Palms Event Center

4645 Airport Road

Zephyrhills, FL 33542



Dear Interested Citizen, Business Owner and Property Owner:

The Florida Department of Transportation (FDOT) invites you to attend and participate in a Public Hearing regarding the Project Development and Environment (PD&E) study for the proposed improvement of US 301 (SR 39/Gall Blvd.) from south of CR 54 (Eiland Blvd.) to the US 98 Bypass (SR533) in Pasco County.

The hearing is intended to solicit comments from the public concerning the location, conceptual design, and the potential social, economic and environmental effects of the proposed improvements.

This letter serves as notice to property owners that a whole or portion of their property is within 300 feet of the centerline of one or more of the alternatives evaluated. However, this does not mean that all properties will be directly affected.

Study documents, such as maps, drawings, and other pertinent information depicting the project's proposed improvements will be available for public review at the hearing and from October 15,2009 through November 16, 2009 at either of the locations listed below:


Zephyrhills Public Library  
5347 8th Street  
Zephyrhills, FL 33542  
M-F: 9:00-7:00 p.m.; Sat: 9:00-12:00 p.m.

Florida Department of Transportation District Seven Office  
11201 N. McKinley Drive  
Tampa, FL 33612-6456  
M-F: 8:00-5:00 p.m.

Department representatives will be available at the public hearing beginning at 5:00 p.m. to answer questions and discuss the project with attendees. Aerial photographs, project graphics illustrating the proposed improvements and estimated costs will be on display. A video presentation will also be shown. The formal portion of the hearing will begin at 6:00 p.m. and consist of a presentation by the FDOT followed by a public comment period. Following the formal portion of the hearing the informal open house will continue until 7:00 p.m.

Verbal statements, written statements and exhibits submitted at the hearing will become part of the official Public Hearing Record. Written statements may be provided on the enclosed comment form by placing it in the comment box at the hearing or by mailing it to the address on the comment form. All comments must be postmarked by November 16, 2009 to become part of the official public record.

Persons who require special accommodations under the American with Disabilities Act or persons who require translation service (free of charge) should contact Manuel Santos, Project Manager at (813) 975-6173 or (800) 226-7220 at least 7 working days in advance of the hearing.

  
Ming Gao, P.E.  
Intermodal Systems Development Manager

### What is a PD&E Study?

A Project Development and Environment study or PD&E study is a comprehensive study conducted by the Florida Department of Transportation (FDOT). 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.

### Project History and Description

US 301 is currently a four-lane roadway that connects the cities of Zephyrhills and Dade City in eastern Pasco County. The Pasco County Metropolitan Planning Organization (MPO) anticipates US 301 to play an ever increasing role in the movement and distribution of freight and goods throughout in Pasco County based on their 2025 Long Range Transportation Plan.

In anticipation of these future traffic demands, this PD&E study is being conducted to identify and evaluate various alternatives and to compare the effects they would have on the environment and the community.

### US 301 Improvements

The FDOT is conducting a PD&E study to evaluate alternative improvements along US 301 from south of CR 54 (Eiland Blvd.) to the US 98 Bypass (SR 533) in Pasco County, a length of 7.6 miles.

Motorists in Pasco County are faced with increased traffic congestion and delay as demand from the County's growth continues to place pressure on the existing transportation system. The objective of this PD&E study is to assess the effects of continued growth along US 301 (SR 39/Gall Blvd.) and to provide documented environmental and engineering analyses, which will help the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, conceptual design and location of the necessary improvements within the US 301 PD&E study limits.

This PD&E study develops a plan to accommodate future growth in an organized manner and to maintain mobility along a regionally significant transportation corridor in a safe and efficient manner.

The FDOT has identified that minimal environmental effects are anticipated to occur if the recommended build alternative is implemented. These effects include:

- No anticipated adverse effects to threatened and endangered species
- No impacts to existing wetlands and floodplain encroachments
- No National Register of Historic Places (NRHP)-eligible or NRHP-listed cultural resources will be affected
- No relocations of residences or businesses is anticipated

Details of all the environmental effects are documented in the PD&E study reports. The public hearing is being held to gain public input on the recommended alternative. FDOT representatives will be available at the hearing to discuss the alternative and this study.



# US 301 PD&E Study

## Recommended Build Alternative

The Recommended Build Alternative consists of widening US 301 to a six-lane roadway facility from south of CR 54 to north of Kossik Road and maintaining the existing four-lanes on US 301 from north of Kossik Road to the US 98 Bypass. This alternative is consistent with the Pasco County MPO's 2025 Cost Affordable Plan.

The recommended typical section (**Figure 1**) for the six-lane widening is a low-speed urban typical section. The proposed features for this alternative include six 12-foot travel lanes (three in each direction), a 22-foot raised median, curb and gutter on the outside and inside of the roadway and 5-foot sidewalks. This typical section requires 136-feet of right-of-way and will not require right-of-way acquisition. However, right-of-way will be required to construct stormwater management facilities.

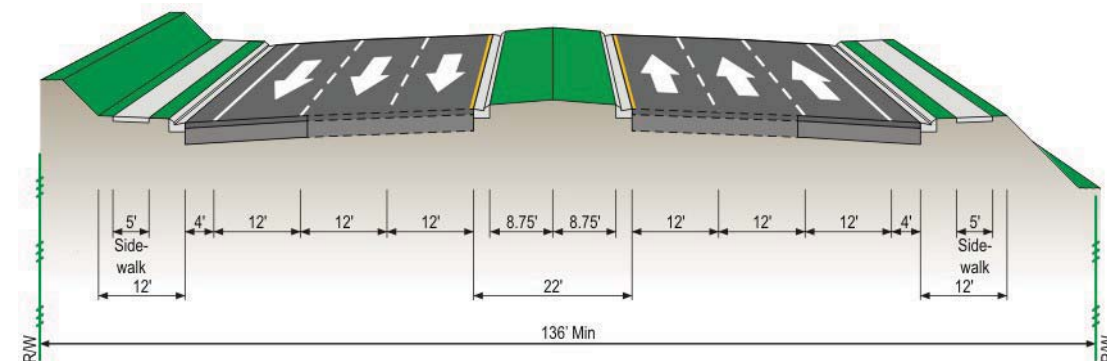


Figure 1 - Typical Six-Lane Urban Section

The section of US 301 between Kossik Road and Wire Road will be used to transition the proposed six-lanes into the existing four-lane roadway. To minimize traffic congestion and improve safety north of Kossik Road, Transportation System Management (TSM) improvements will be provided. The TSM improvements include median modifications on US 301 from north of Kossik Road to the US 98 Bypass and intersection improvements at four signalized intersections: Centennial Road, CR 52A (Clinton Avenue), Morningside Drive, and US 98 Bypass.

## WHAT HAPPENS NEXT?

You will have the opportunity to present your views concerning the proposed improvements during the hearing and for the 10 days afterward. Comments must be postmarked by November 16, 2009 to be included in the Official Public Hearing Record for this project. Based on the comments received during the public involvement process, and continued coordination with the governmental agencies, the FDOT will recommend an alternative to FHWA for its approval. Location Design Concept approval is expected by Spring 2010. All individuals on the mailing list will be notified by newsletter of the alternative approved by FHWA.

Study Schedule		FDOT Adopted Five-Year Work Program Fiscal Years 2009/10 – 2013/14	
Study Began	Summer 2008	PD&E Study	Underway
Alternatives Public Workshop	June 3, 2009	Design	FY 2014
Public Hearing	November 4, 2009	ROW Acquisition	Not Currently Funded
Study Approval	Spring 2010	Construction	Not Currently Funded



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

## WE WANT YOUR INPUT!

A successful PD&E study depends on everyone'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, E.I.  
Project Manager  
FDOT District Seven  
11201 N. McKinley Drive  
MS 7-500  
Tampa, FL 33612-6456  
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(800) 226-7220  
marian.scorza@dot.state.fl.us

## RIGHT-OF-WAY ACQUISITION

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

Copies of the brochures may also be found on our website:  
<http://www.dot.state.fl.us/rightofway/Documents.shtm>

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.

## NON-DISCRIMINATION LAWS AND REGULATIONS COMPLIANCE

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, Project Manager, at (813) 975-6173 or (800) 226-7220 at least seven days prior to the hearing.



# US 301 PD&E Study

## Display Board Graphics:



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)



WELCOME



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)



PLEASE  
SIGN IN




US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)




Federal Requirements			
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – August 25, 2005	23 USC, Section 128	Public Hearings
ISTEA	Intermodal Surface Transportation Efficiency Act – 1991	23 USC, Section 135	Statewide Planning
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century – June 9, 1998	42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
23 CFR, Chapter I, Part 450	Planning Assistance and Standards	42 USC, Subchapter V, Sections 20004-20006.7	Public Health and Welfare – Title VI of the 1964 Civil Rights Act and Related Statutes
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures – Early Coordination, Public Involvement, and Project Development	42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
40 CFR, Chapter I, Part 93.105	Environmental Protection Agency, Transportation Conformity Rule Amendment – Consultation	Executive Order 12898	Environmental Justice – Avoidance of actions that can cause disproportionately high impacts on minority and low-income populations
40 CFR, Volume 31, Chapter VI, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)	Executive Order 13196	Improving access to services for persons with limited English proficiency
40 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act	Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f) documents – October 30, 1987
23 USC, Section 109(h)	Highways – Economic, Social, and Environmental Effects		
State Requirements			
Florida Statute 126.525	Meetings, Hearings, and Workshops	Florida Statute 339.175	Public Transportation Finance and Planning
Florida Statute 286.011	Government-in-the-Sunshine Law	Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan	Florida Statute 479.106, Amended – HB 273	Outdoor Advertising Sign/Noise Abatement Barrier
Florida Statute 339.155	Transportation Planning		
Local Requirement			
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process; Intersect Alternative Dispute Resolution		

Federal, State, and Local Requirements




US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)




	Summer 2008	Fall 2008	Winter 2008	Spring 2009	Summer 2009	Fall 2009	Winter 2009	Spring 2010
PD&E Study Commencement	★							
Alternatives Public Workshop					◆			
Public Hearing						◆		
LDCA Approval								★

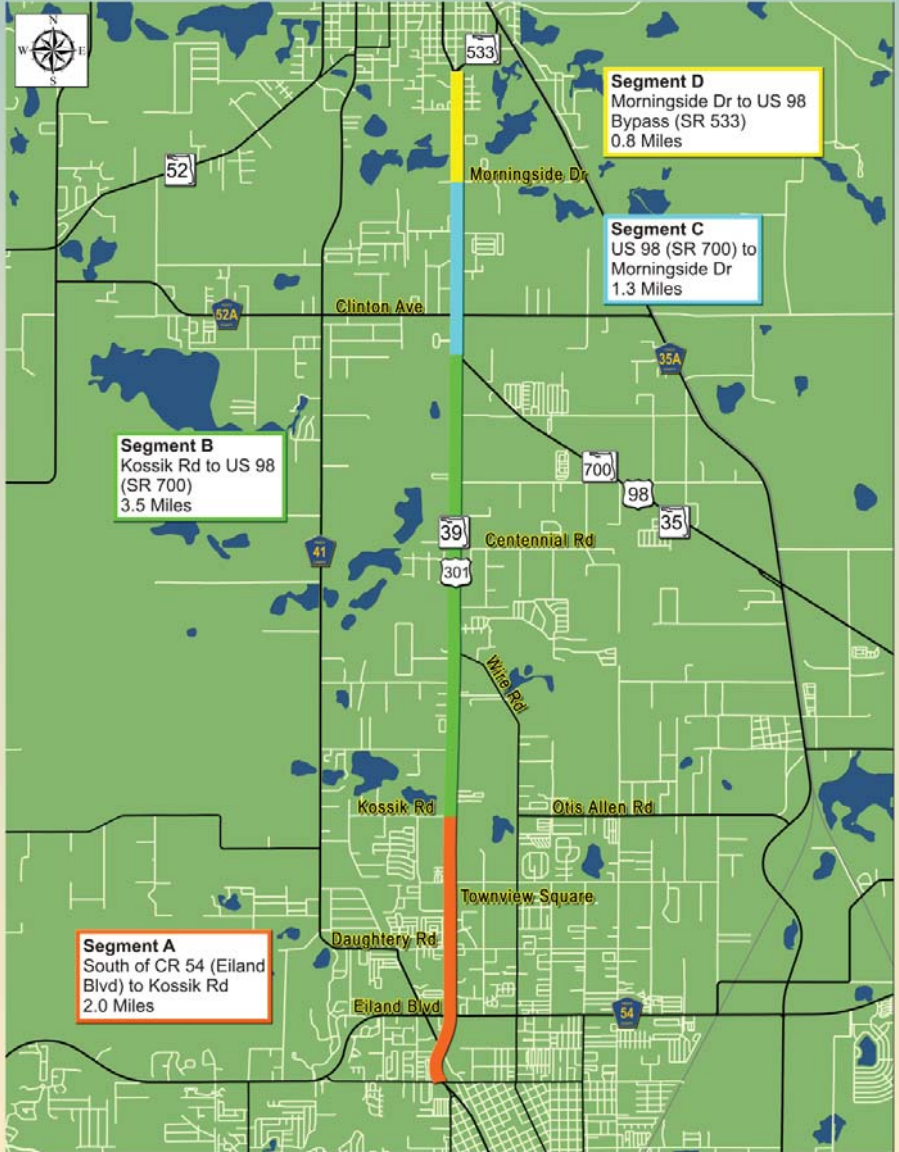
★ Date is tentative.

Proposed Study Schedule



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)

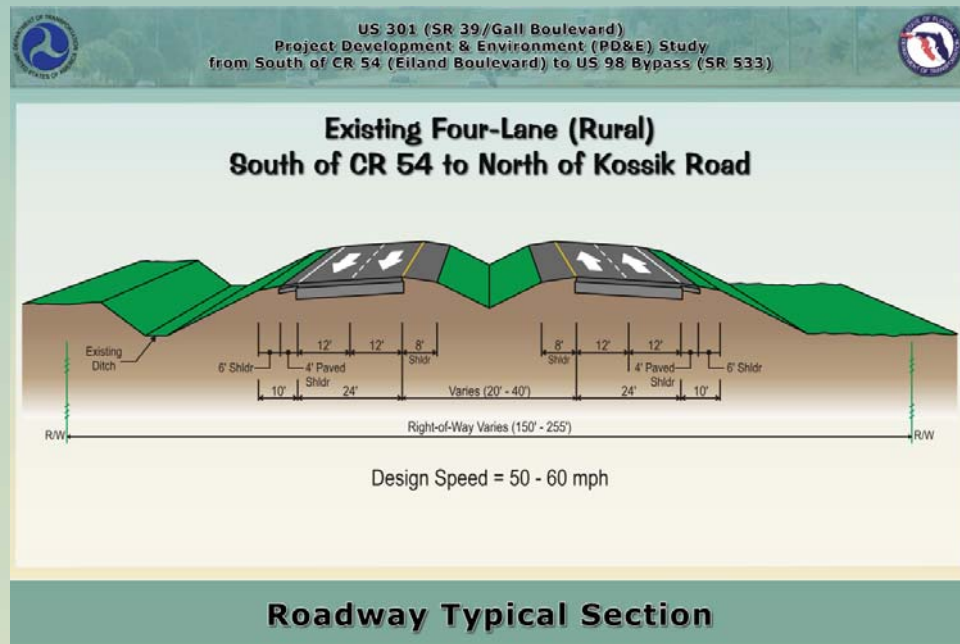




Location Map



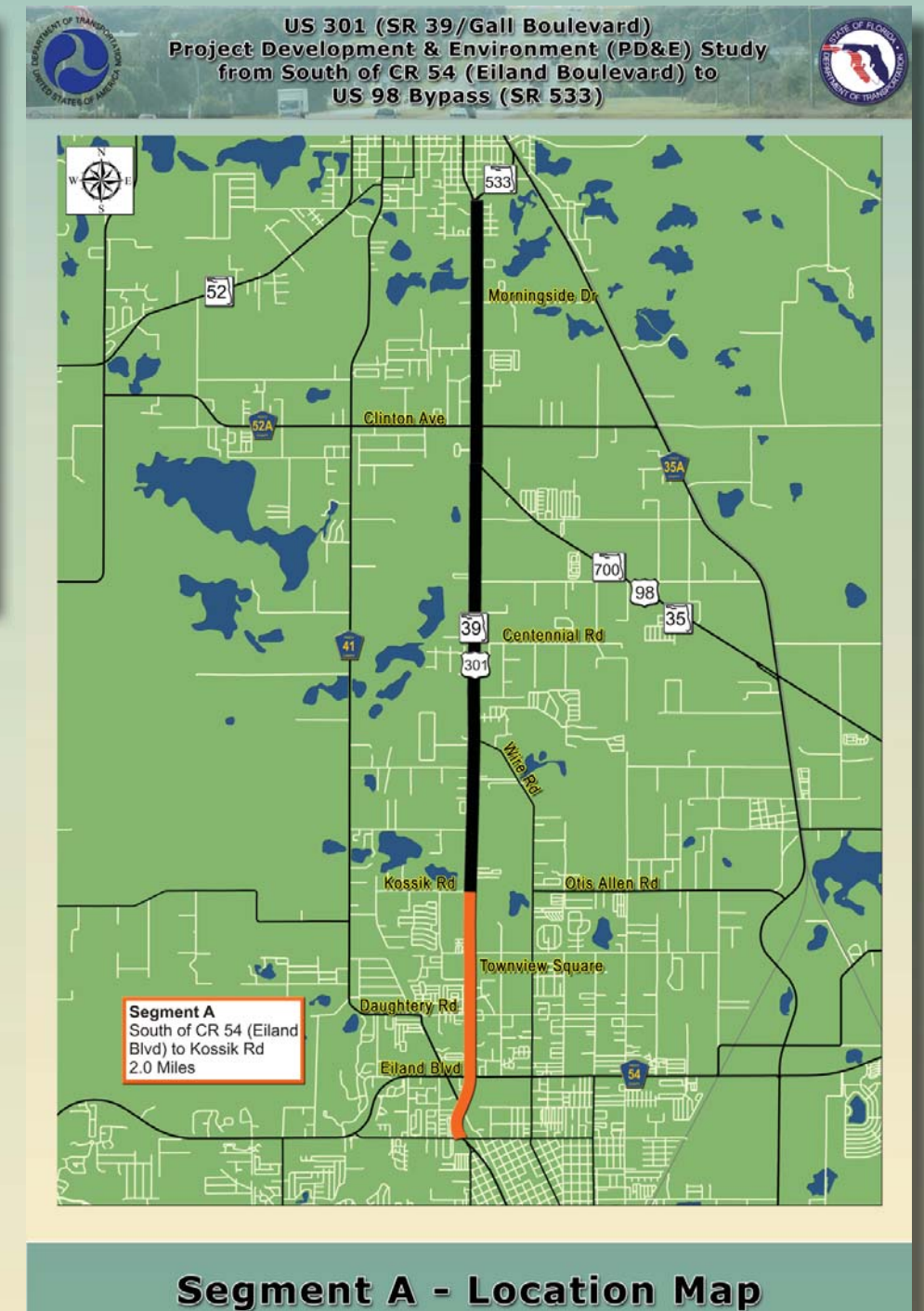
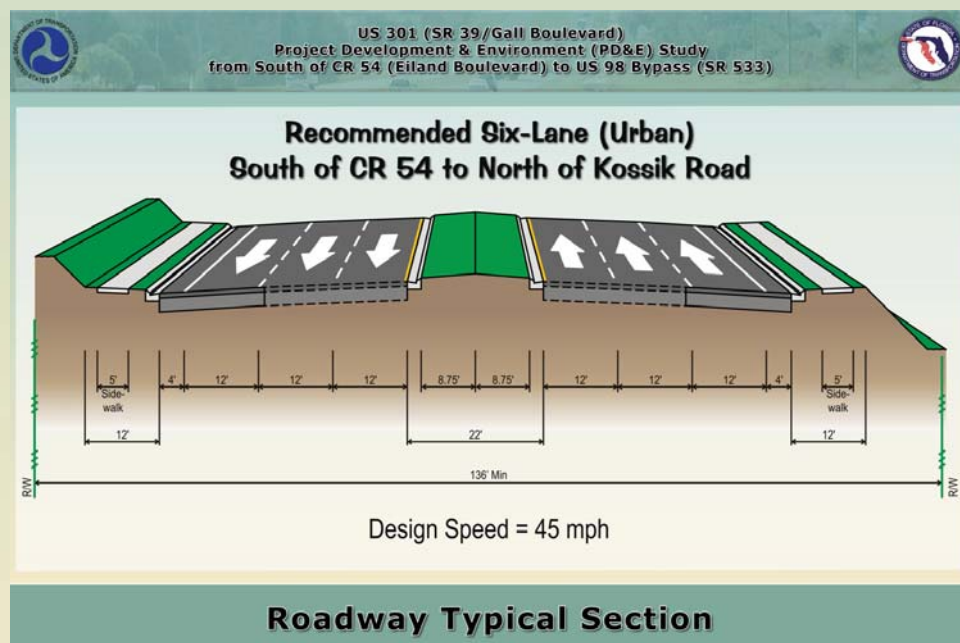
# US 301 PD&E Study



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)

## SEGMENT A

from South of CR 54 (Eiland Boulevard) to Kossik Road



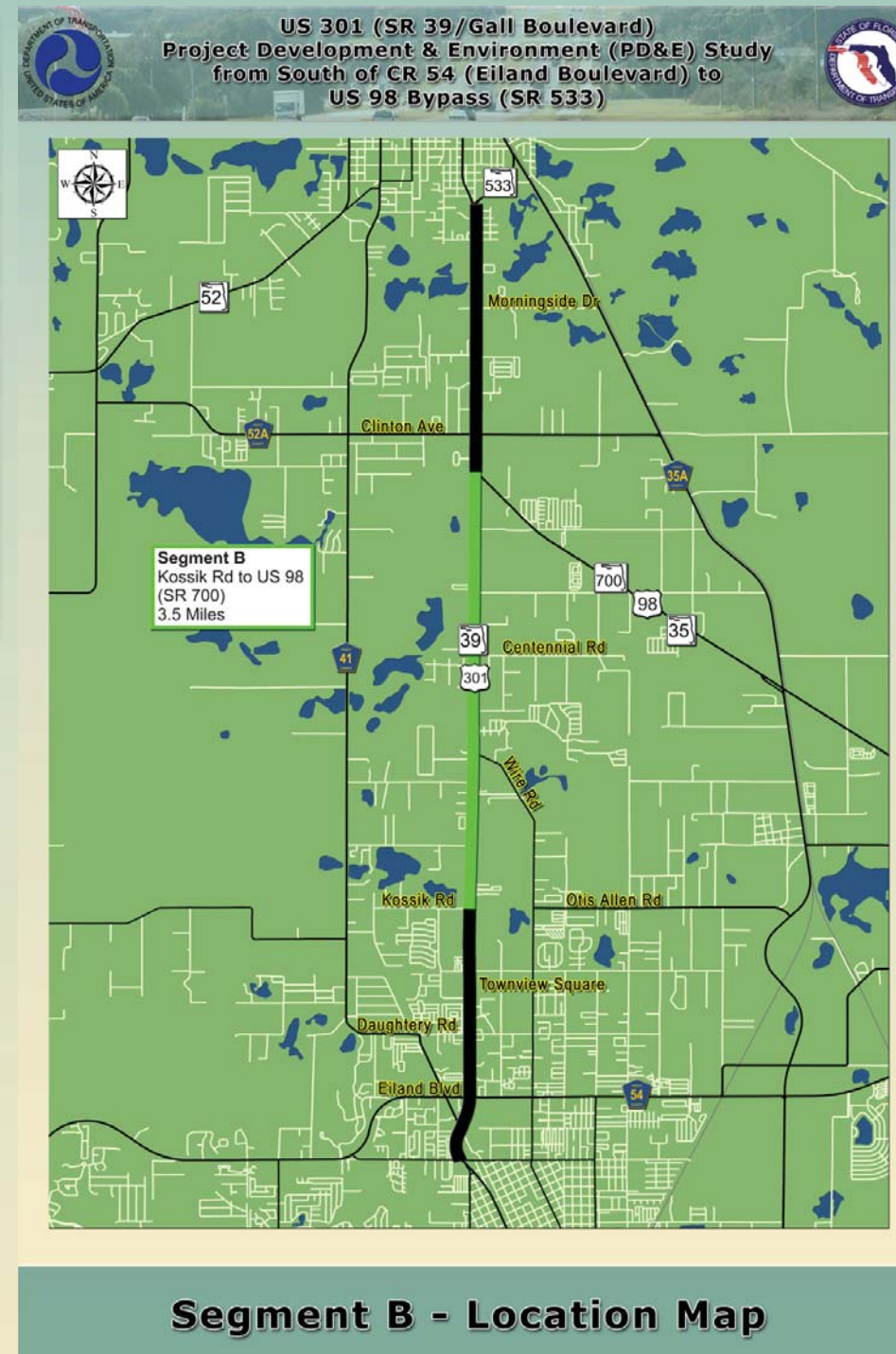
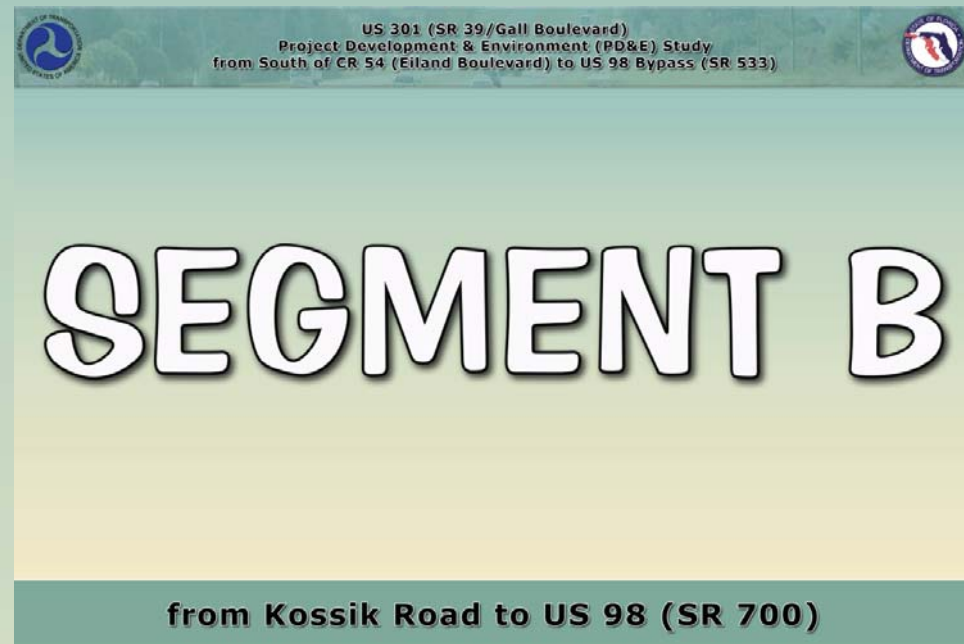


# US 301 PD&E Study





# US 301 PD&E Study





# US 301 PD&E Study



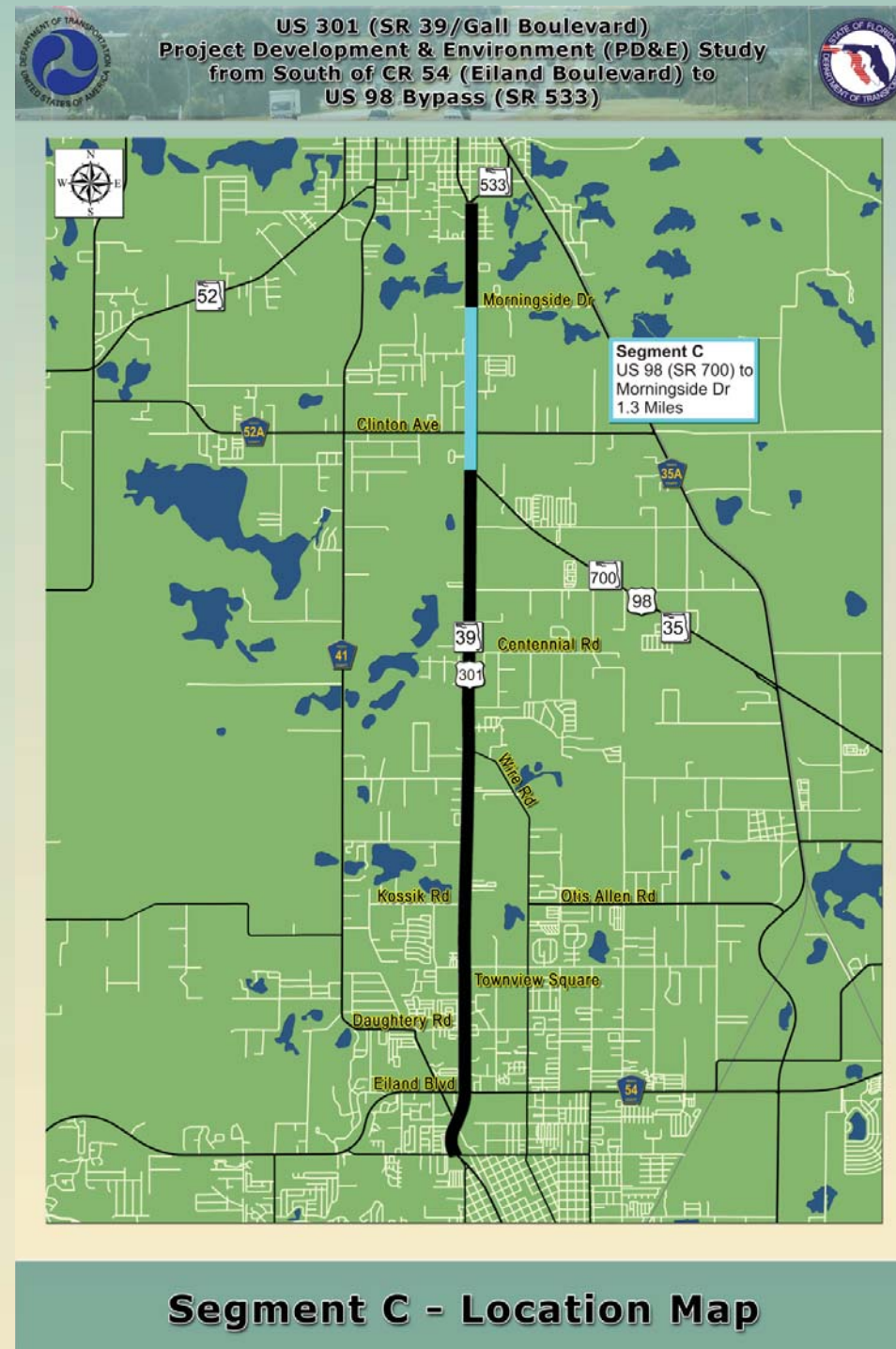
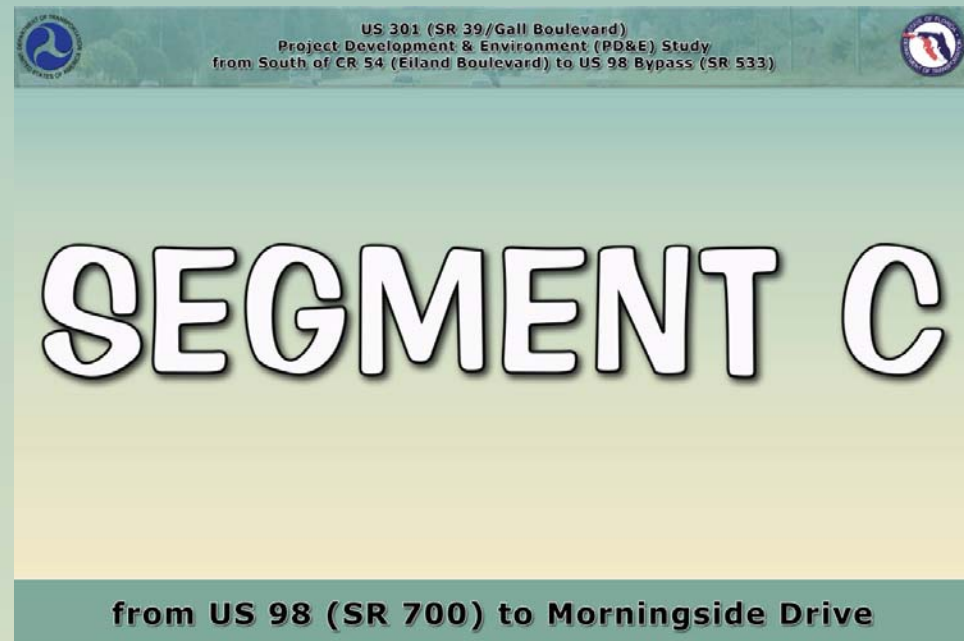


# US 301 PD&E Study





# US 301 PD&E Study



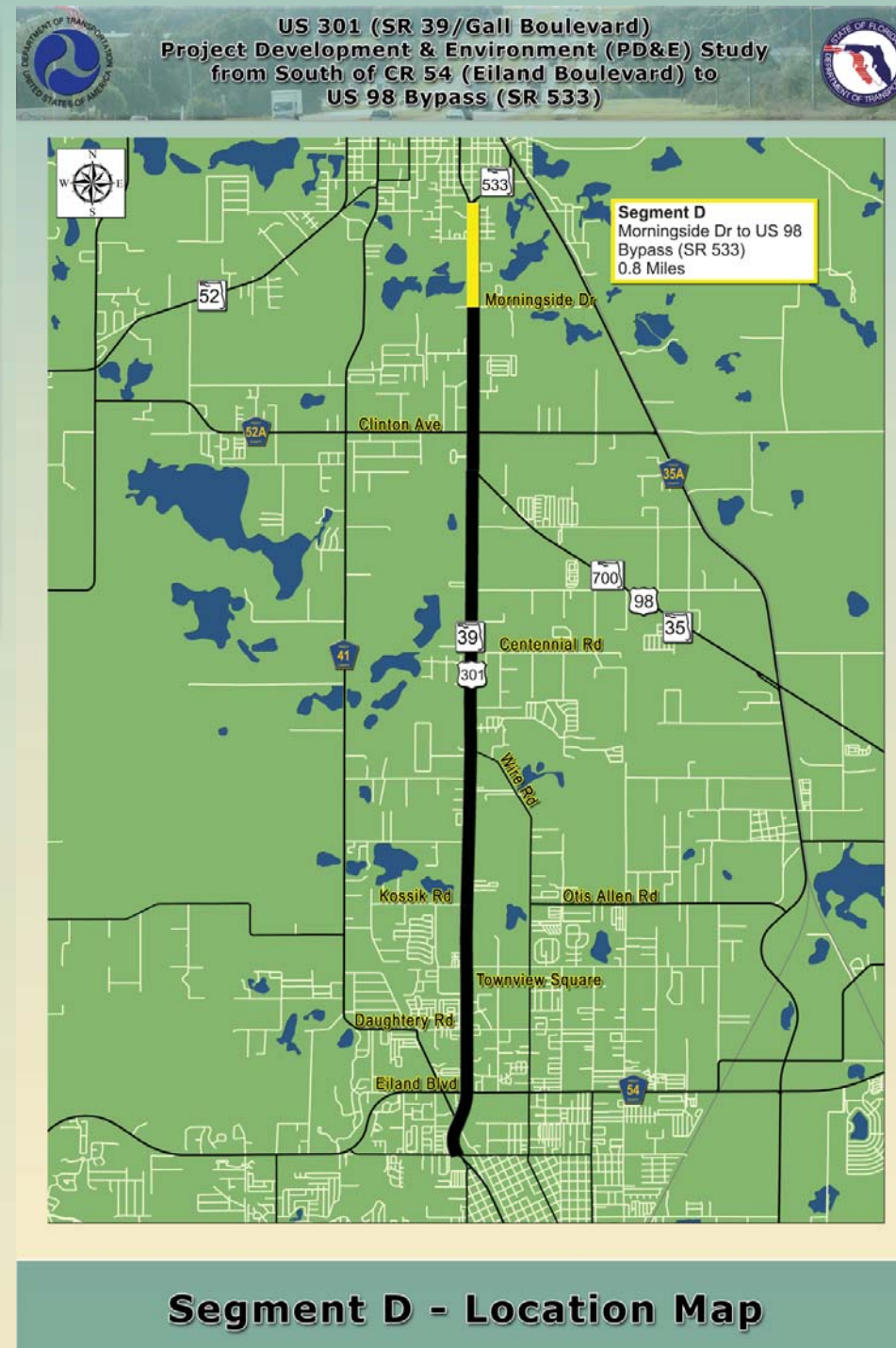
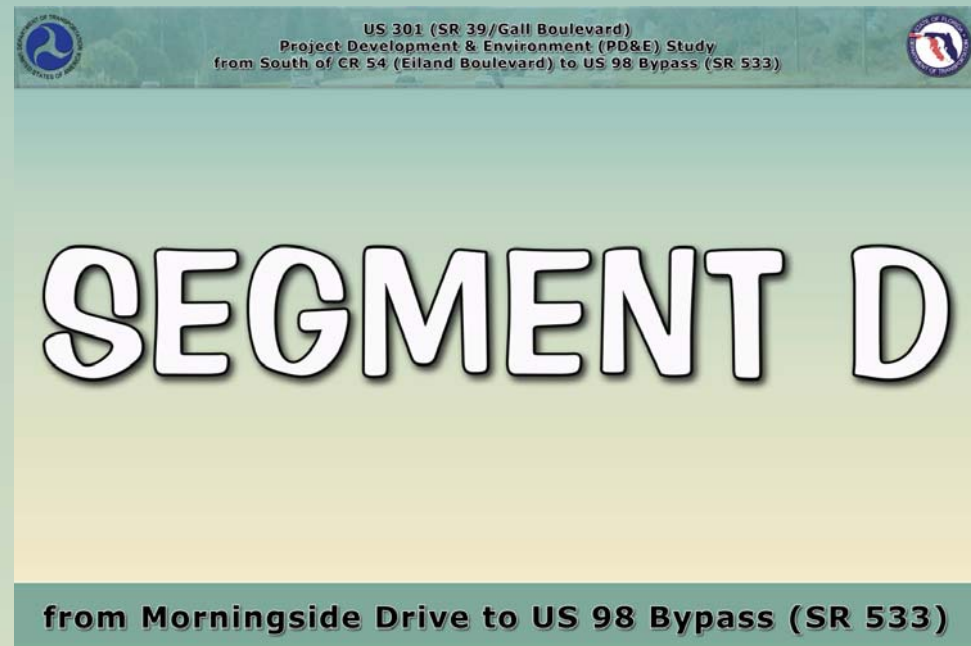


# US 301 PD&E Study





# US 301 PD&E Study



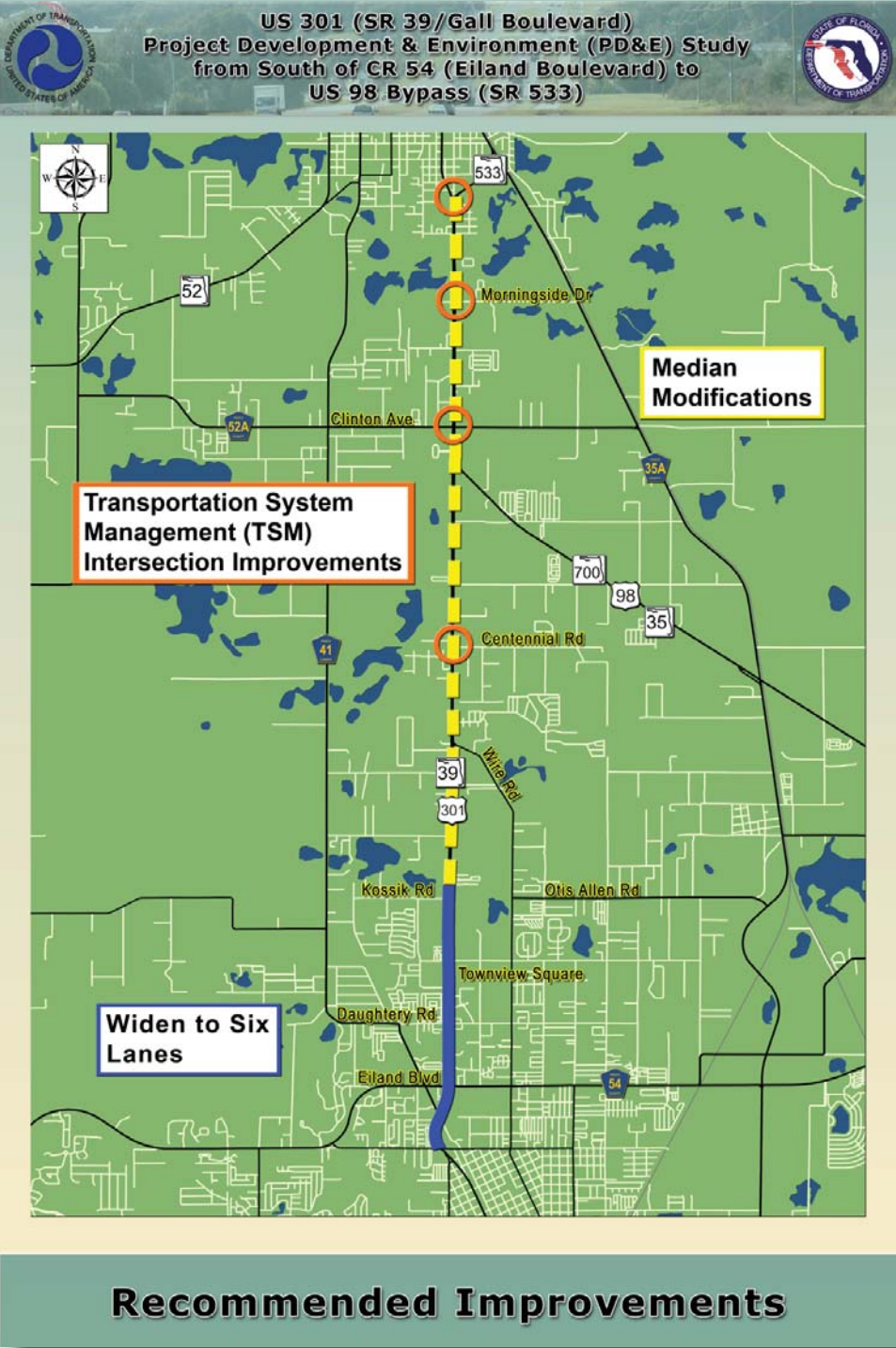


# US 301 PD&E Study





# US 301 PD&E Study



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)

Evaluation Factors		No-Build Alternative	Recommended Build Alternative
<b>Business and Residential Relocations</b>			
Number of Businesses Estimated to be Relocated		0	0
Number of Residences Estimated to be Relocated		0	0
<b>Right-of-Way Involvement</b>			
Total Number of Parcels Involved		0	3
Area of ROW to be Acquired in Acres**		0.00	9.87
<b>Community Facility Involvement</b>			
Community Facilities Adjacent to the Proposed Right-of-Way		14	14
<b>Noise Sensitive Sites</b>			
Number of Noise Sensitive Sites Within the 66dBA Isopteth		1	46
<b>Cultural Resources and Public Parks Involvement</b>			
Number of NRHP Listed or Eligible for Listing Historic Sites/Structures Within or Adjacent to ROW		0	0
Number of Public Parks Adjacent to Right-of-Way		1	1
<b>Natural Environment Involvement</b>			
Estimated Total Wetland Involvement Area in Acres		0.00	0.00
<b>Floodplain and Floodway Encroachment</b>			
Area of Base Floodplain and Floodway Encroachment in Acres		0.0	0.0
<b>Potential Petroleum Pollutant and Hazardous Material Contaminated Sites</b>			
Number of Potential Contaminated or Hazardous Materials Sites (Medium and High Rank)		0	0
Estimated Project Costs (Present Value in Million \$)			
Design Cost (10% of Construction)		0.00	3.74
Right-of-Way Acquisition Cost	Roadway	0.00	0.00
	Ponds	0.00	9.73
Construction Cost		0.00	24.95
Construction Engineering and Inspection Cost (10% of Construction)		0.00	3.74
Total Cost		0.00	42.16

\*Recommended Build Alternative includes TSM improvements, but no improvements on the side streets.  
\*\*Includes anticipated pond ROW needs. No roadway ROW involvement.

**Evaluation Matrix - No-Build and Recommended Build Alternative**

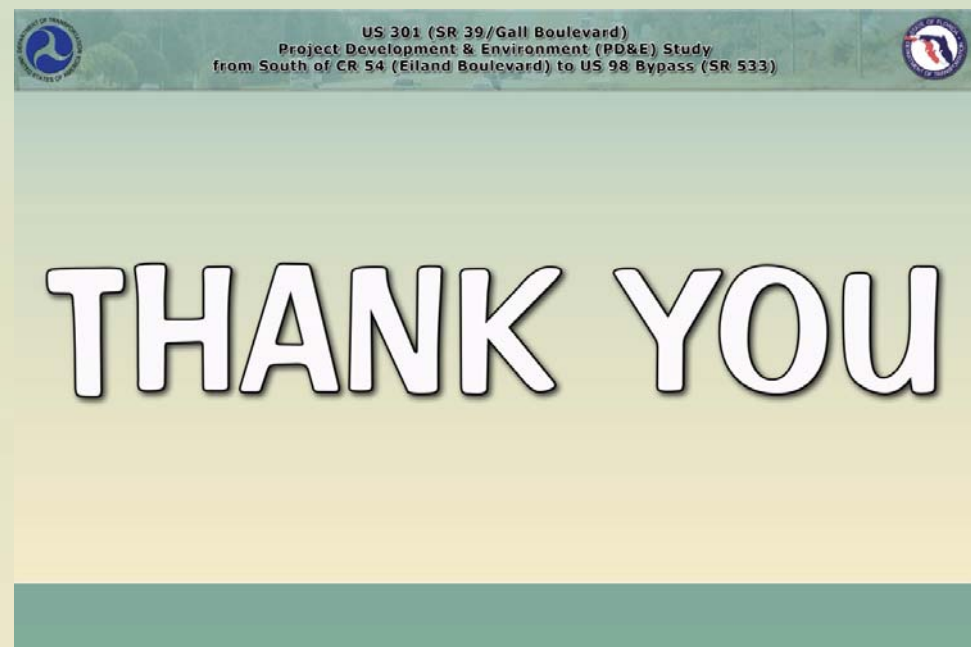
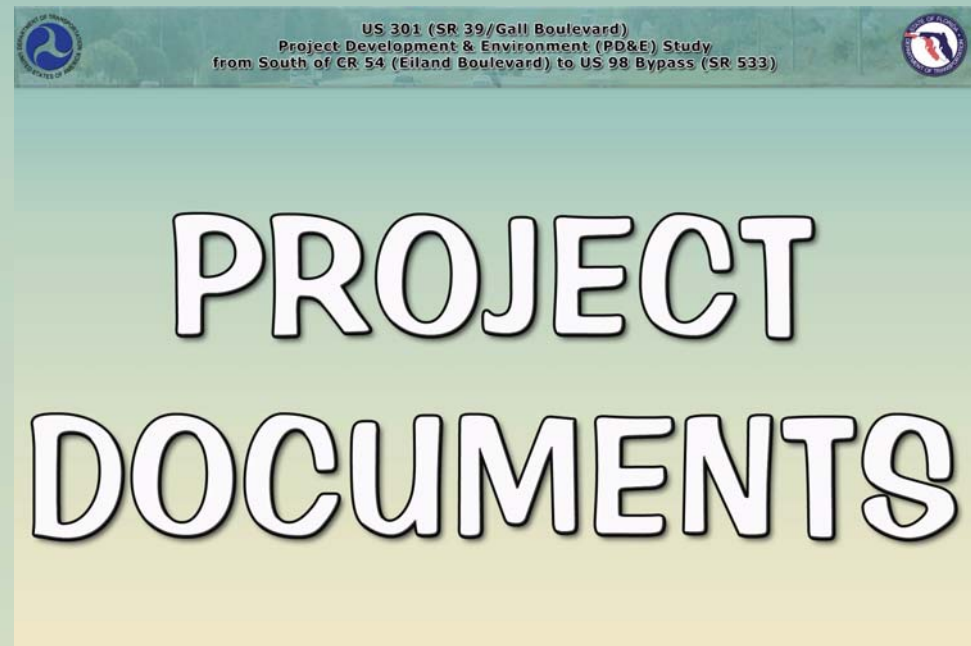
US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)

PD&E	Underway
DESIGN	2014
RIGHT-OF-WAY	Not Currently Funded
CONSTRUCTION	Not Currently Funded

**FDOT 5-Year Adopted Work Program**



# US 301 PD&E Study





# US 301 PD&E Study

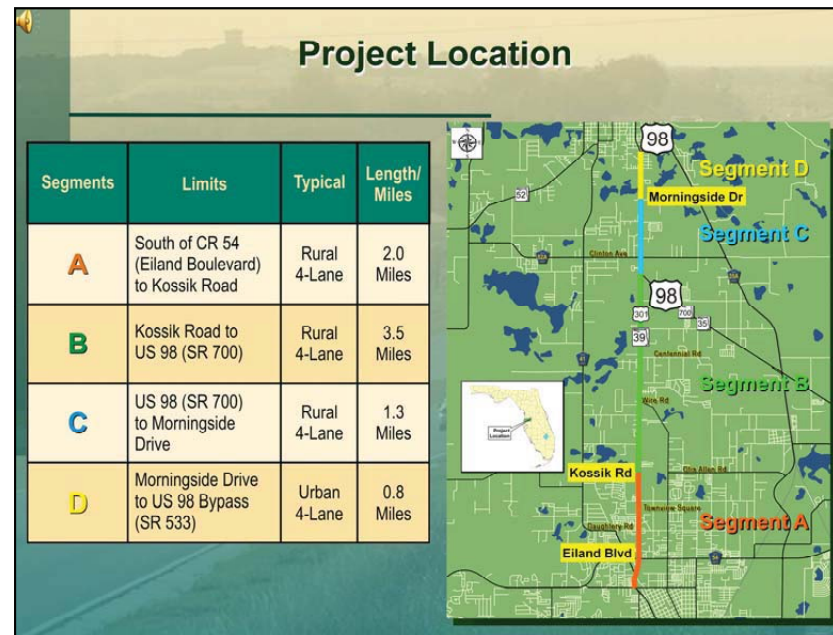
## PowerPoint Presentation & Script:



### Slide 1

The Florida Department of Transportation welcomes you to the Public Hearing for the US 301 (SR 39/Gall Boulevard), Project Development and Environment or PD&E Study.

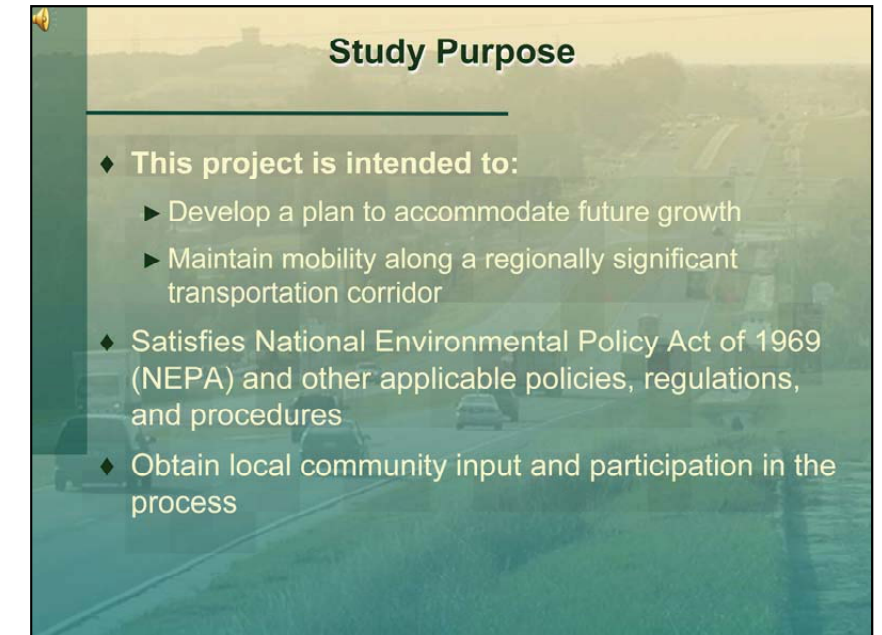
This hearing is being conducted in partnership with the Federal Highway Administration. It will present information about the proposed improvements to US 301 and will provide interested citizens, such as yourselves, an opportunity to ask questions and offer comments about the proposed improvements.



### Slide 2

Tonight's hearing will present information about the PD&E Study for US 301. Located in Pasco County, the limits of the study are from South of CR 54 (Eiland Boulevard) to the US 98 Bypass (SR 533), a distance of approximately 7.6 miles. US 301 currently has four travel lanes (two in each direction). For the purposes of this study, the entire project was divided into four segments.

The first segment, Segment A, is from South of Eiland Boulevard to Kossik Road, a distance of approximately 2.0 miles. Segment B is from Kossik Road to US 98 (SR 700), a distance of approximately 3.5 miles. Segment C is from US 98 to Morningside Drive, a distance of approximately 1.3 miles and finally, Segment D is from Morningside Drive to US 98 Bypass, a distance of approximately 0.8 miles.



### Slide 3

The objective of the PD&E Study is to provide documented environmental and engineering analysis which will help the FDOT and the Federal Highway Administration reach a decision on the type, conceptual design, and location of the necessary improvements within the US 301 study limits to accommodate future traffic needs and future growth along a regionally significant transportation corridor. This study satisfies the National Environmental Policy Act and other applicable policies, regulations, and procedures. Finally, this study seeks to obtain local community input and participation.



# US 301 PD&E Study



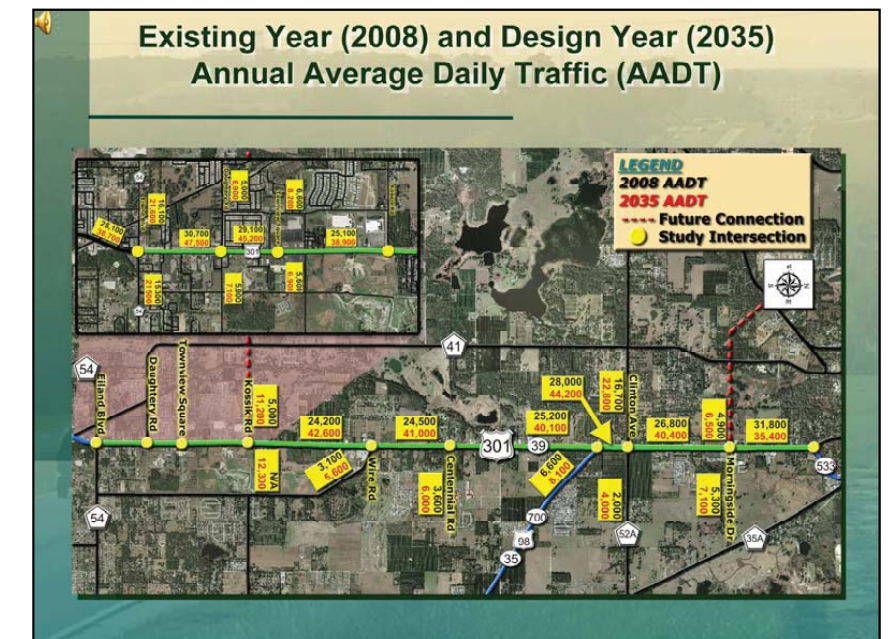
## Slide 4

The conceptual design plans that have been developed for this PD&E study are consistent with the Pasco County Comprehensive Plan and the Metropolitan Planning Organization's Cost Affordable Long Range Transportation Plan for the roadway segment from south of Eiland Boulevard to Kossik Road.



## Slide 5

Motorists in Pasco County are faced with increased traffic congestion and delay as demands from the County's growth continues to place pressure on the existing transportation system. In particular, ten developments have been proposed within the PD&E study area (7 residential and 3 commercial).

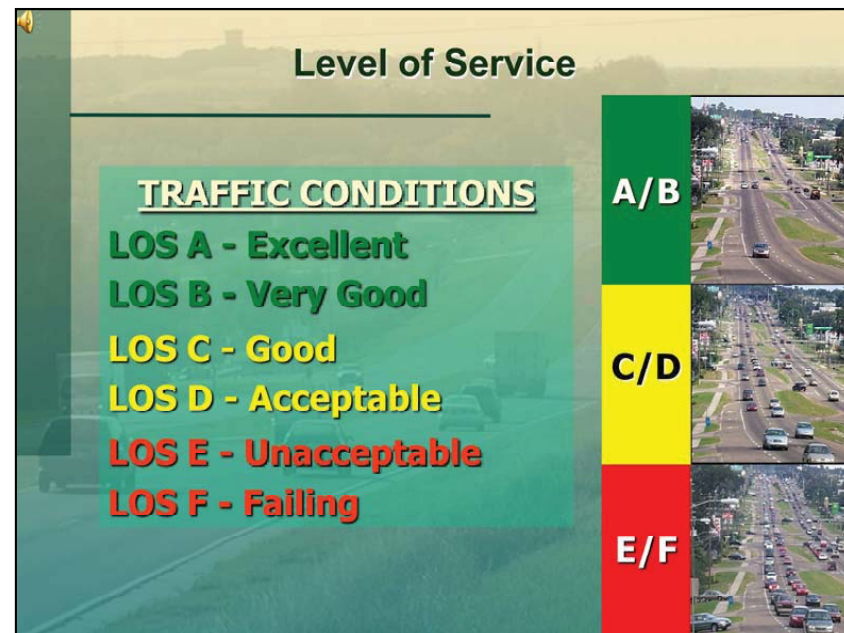


## Slide 6

The following graphic shows the existing and projected traffic volumes along the project corridor in the highlighted yellow boxes. The black numbers represent existing 2008 traffic counts while the red numbers represent the projected 2035 traffic volumes.

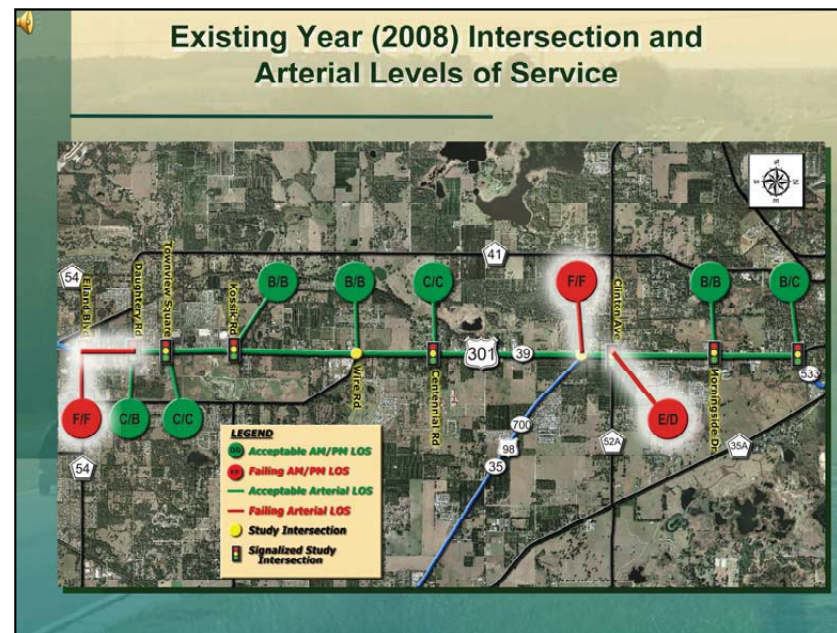


# US 301 PD&E Study



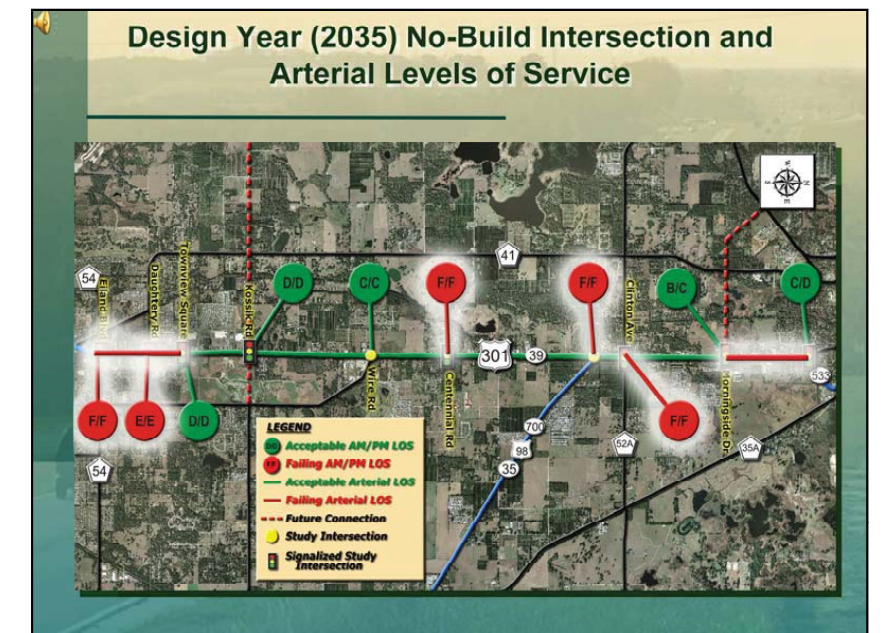
**Slide 7**

The methodologies and procedures employed to analyze the quality of traffic flow and levels of service along the US 301 corridor is derived from the Highway Capacity Manual. Level of Service is determined by quantitative measures of effectiveness such as operating speed of vehicles, travel time, and vehicle delay. Similar to a student's report card, a letter is assigned to a specific range of operation; with Level of Service "A" providing the most desirable level of traffic operations and Level of Services "F" providing the worst.



**Slide 8**

Three of the ten US 301 study intersections currently operate at poor levels of service during peak travel periods. These intersections include: Eiland Boulevard, US 98, and CR 52A (Clinton Avenue). Although operational deficiencies are identified at select intersections, the existing year arterial analysis shows that all but one of the US 301 arterial segments between Eiland Boulevard and US 98 Bypass operate at LOS D or better.



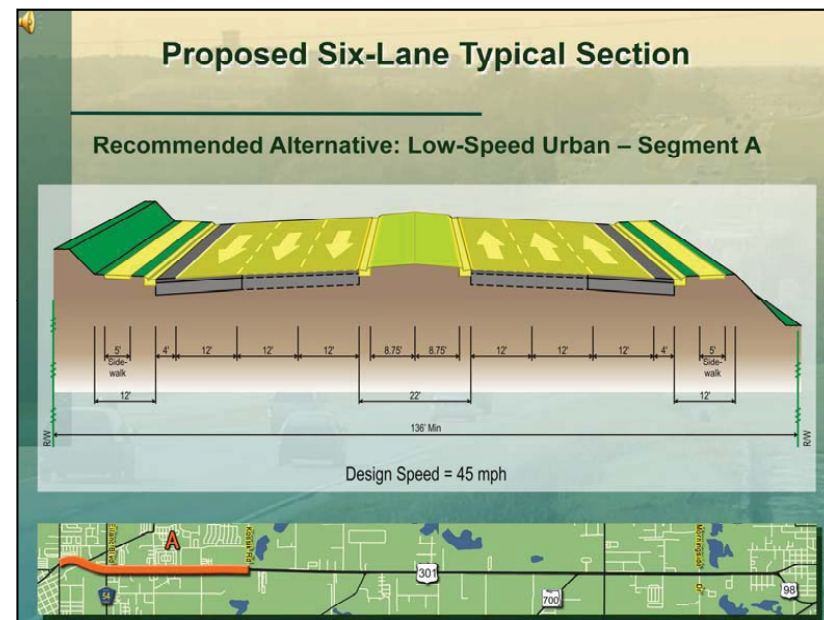
**Slide 9**

The No-Build Alternative consists of canceling the project or postponing improvements along the corridor. If US 301 remains a four-lane roadway facility, five of the ten study intersections are expected to operate at failing levels of service during both the AM and PM peak periods. In addition, the study's roadway segments closest to the Cities of Zephyrhills and Dade City are projected to operate at failing levels of service in the design year 2035.

Although the roadway segments closest to Zephyrhills and Dade City would operate below acceptable LOS standards, the remainder of the corridor would still operate at an acceptable LOS in the design year 2035 with only 4 lanes.



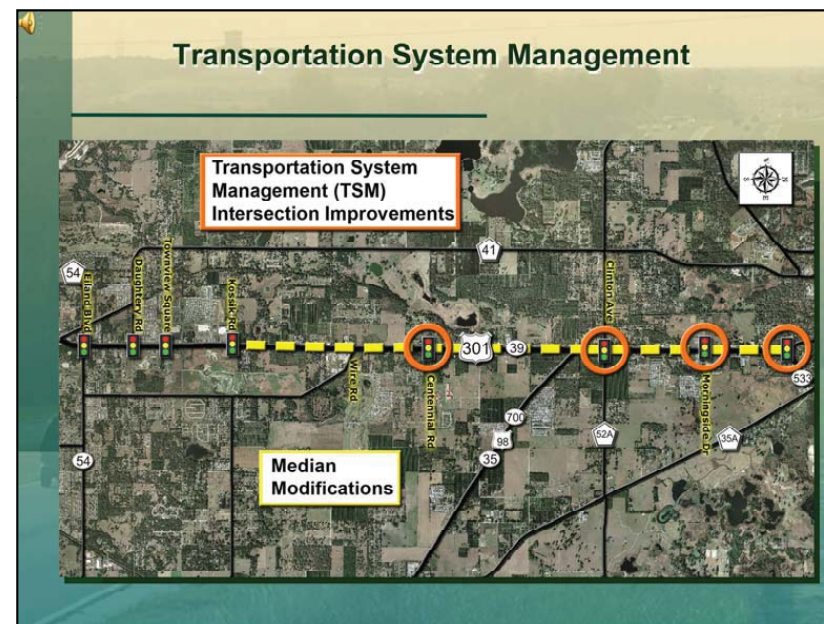
# US 301 PD&E Study



## Slide 10

The Recommended Alternative consists of widening US 301 to a six-lane roadway facility from south of Eiland Boulevard to north of Kossik Road and maintaining the existing four lanes on US 301 from north of Kossik Road to the US 98 Bypass. This alternative is consistent with the MPO's 2025 Cost Affordable Plan.

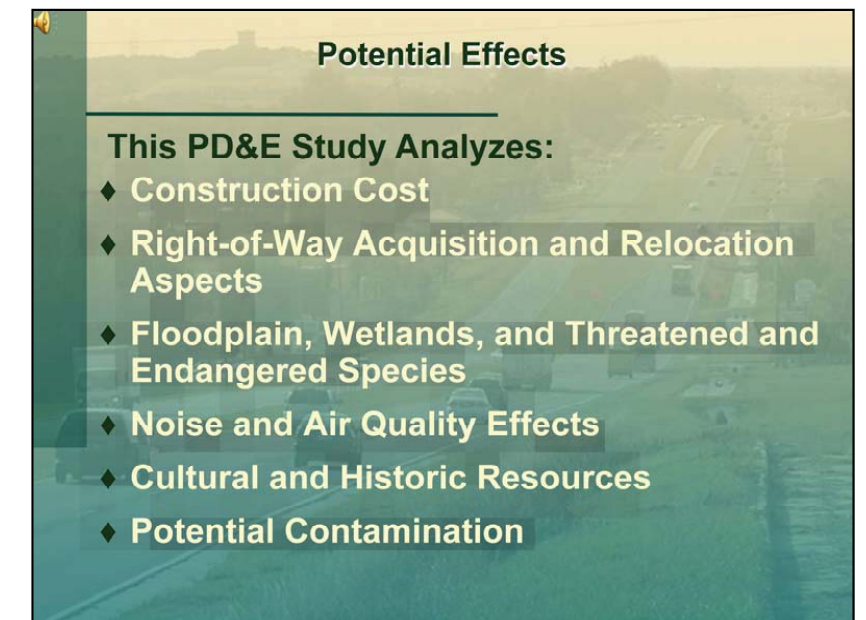
The recommended typical section for the six-lane widening is a low-speed urban typical section. The proposed features for this alternative include six 12-foot travel lanes (three in each direction), a 22-foot raised median, curb and gutter on the outside and inside of the roadway, and 5-foot sidewalks. This typical section requires 136 feet of right-of-way and will not require right-of-way acquisition along US 301. However, right-of-way will be required in order to construct stormwater management facilities.



## Slide 11

The section of US 301 between Kossik Road and Wire Road will be used to transition the proposed 6-lanes into the existing 4-lane roadway. To minimize traffic congestion and improve safety north of Kossik Road, Transportation System Management (TSM) improvements will be provided. The TSM improvements include median modifications on US 301 from north of Kossik Road to the US 98 Bypass and turn lane improvements at four signalized intersections: Centennial Road, Clinton Avenue, Morningside Drive, and US 98 Bypass.

Transportation System Management can be defined as maximizing the existing system without adding capacity. For example, TSM improvements can be intersection turn lane improvements, signals, sidewalks, or maximizing signal timing along the corridor. These improvements do not add through lanes to the existing corridor.



## Slide 12

This PD&E Study analyzes several factors to assess potential effects of the proposed improvements.

They include: Construction Cost, Right of Way Acquisition and Relocation Aspects, Floodplain Involvement, Wetlands Encroachments, Threatened and Endangered Species, Noise and Air Effects, Cultural and Historic Resources, and Potential Contamination.



# US 301 PD&E Study

Potential Effects of the Recommended Build Alternatives

Advantages

Improved Safety

Improved Regional Connectivity

Increased Roadway Capacity

Disadvantages

Project Cost

Traffic Disruption During Construction

Minimal Environmental Effects

**Slide 13**

There are advantages and disadvantages associated with the Build Alternative.

The advantages include:

Improved safety;

Improved regional connectivity;

And, increased roadway capacity;

The disadvantage of the Build Alternative include:

Costs associated with the design, right-of-way acquisition, and the construction of the improvements.

In addition there may be temporary traffic disruption during construction and minimal environmental effects.

Potential Effects of the No-Build Alternative

Advantages

No Project Costs

No Traffic Disruptions

Disadvantages

Traffic Congestion

Safety Concerns

Deterioration of Local Air Quality

**Slide 14**

The No-Build Alternative is also considered a viable alternative and will remain so for the duration of the study. Under this alternative, no improvements would be made to US 301.

Advantages of the No-Build Alternative include:

No new costs associated with design, right-of-way acquisition, or construction of the project.

No traffic disruptions due to construction activities.

The disadvantages of the No-Build Alternative include:

An increase in traffic congestion in some segments and intersections and the corresponding safety concerns.

Continued deterioration of air quality caused by traffic congestion.

Evaluation Matrix (Total Corridor)

Evaluation Factors	No-Build Alternative	Recommended Build Alternative*
Business and Residential Relocations		
Number of Businesses Estimated to be Relocated	0	0
Number of Residences Estimated to be Relocated	0	0
Right-of-Way Involvement		
Total Number of Parcels Involved	0	3
Area of ROW to be Acquired in Acres**	0.00	9.67
Community Facility Involvement		
Community Facilities Adjacent to the Proposed Right-of-Way	14	14
Noise Sensitive Sites		
Number of Noise Sensitive Sites Within the 66dBA Isopteth	1	46
Cultural Resources and Public Parks Involvement		
Number of NRHP Listed or Eligible for Listing Historic Sites/Structures Within or Adjacent to ROW	0	0
Number of Public Parks Adjacent to Right-of-Way	1	1
Natural Environment Involvement		
Estimated Total Wetland Involvement Area in Acres	0.00	0.00
Floodplain and Floodway Encroachment		
Area of Base Floodplain and Floodway Encroachment in Acres	0.0	0.0
Potential Petroleum Pollutant and Hazardous Material Contaminated Sites		
Number of Potential Contaminated or Hazardous Materials Sites (Medium and High Rank)	0	0
Estimated Project Costs (Present Value in Million \$)		
Design Cost (15% of Construction)	0.00	3.74
Right-of-Way Acquisition Cost	Roadway	0.00
	Ponds	9.73
Construction Cost		24.95
Construction Engineering and Inspection Cost (15% of Construction)	0.00	3.74
Total Cost	0.00	42.16

\*Recommended Build Alternative includes TSM Improvements, but no improvements on the side streets.

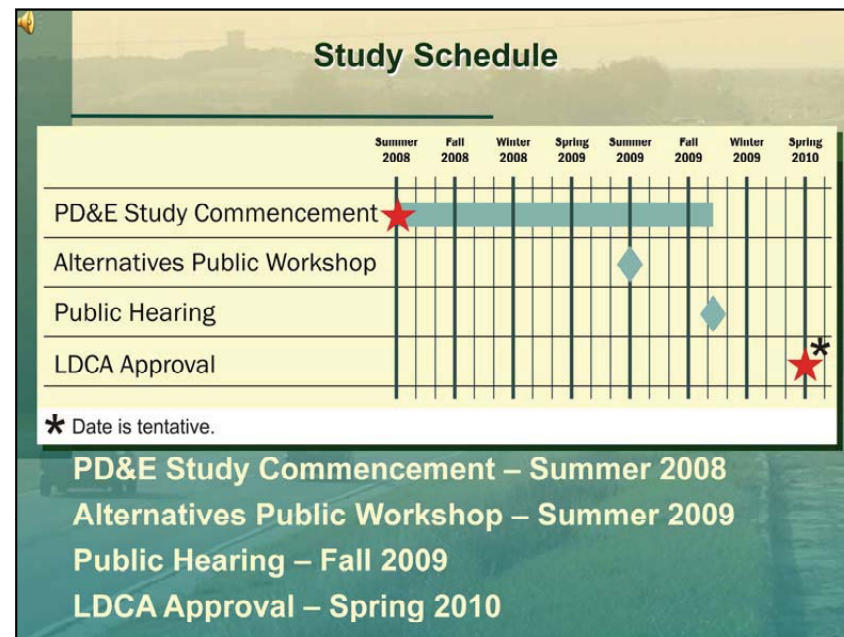
\*\*Includes anticipated pond ROW needs. No roadway ROW involvement.

**Slide 15**

These potential effects are summarized in the Evaluation Matrix provided in your handout and on display in the graphics area. Project team representatives are here tonight to discuss any questions you may have regarding these subjects.



# US 301 PD&E Study



## Slide 16

Following the hearing, the study team will finalize all the documents and submit them to the Federal Highway Administration for review. We expect the study to be completed in Spring 2010, when the recommend alternative and the associated impacts of the alternative is reviewed and the project is granted location design and concept acceptance from the Federal Highway Administration.

**FDOT 5-Year (2009 to 2014)  
Adopted Work Program**

<b>PD&amp;E</b>	<b>Underway</b>
<b>DESIGN</b>	<b>2014</b>
<b>RIGHT-OF-WAY</b>	<b>Not Currently Funded</b>
<b>CONSTRUCTION</b>	<b>Not Currently Funded</b>

## Slide 17

Currently, design of the planned improvements is funded in 2014, while ROW and construction project phases are not funded in the FDOT's Five-Year Adopted Work Program.

**Questions**

- ◆ **Ask Questions to Representatives**
  - ▶ Right-of-Way
  - ▶ Access Management
  - ▶ Traffic Safety

## Slide 18

Project representatives are on-hand for anyone who wishes to ask questions. Department representatives are also available to address questions concerning right-of-way, access management, and traffic safety.



# US 301 PD&E Study

## Comments

- ◆ Provide Verbal Comment to the Court Reporter



### Slide 19

Tonight's hearing is a great opportunity for you to comment on this project. There are several ways to make comments as part of the public hearing record. You can speak directly to the court reporter that is on hand this evening.

## Comments

- ◆ Provide Comment during the Public Forum Beginning at 6:00 p.m.




### Slide 20

The court reporter will also take comments stated at a public forum which begins at 6:00 p.m. The FDOT will moderate this formal public comment session and may limit speaking times. Please complete a speaker's card and drop it into the box at the sign-in table to indicate your interest to speak publicly.

## Comments

- ◆ Complete a comment form and drop it in the comment box tonight
- ◆ Complete a comment form and mail it by November 16, 2009



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

### Slide 21

You may also complete a comment form available at the comment table and drop it in one of the comment boxes tonight; or you can mail written comments to the address listed on the back of the comment form. All submittals must be postmarked by November 16, 2009, to become part of the public hearing record. All comments received, regardless of how they are submitted, will be reviewed and considered.



# US 301 PD&E Study





## Slide 22

Thank you for attending this Public Hearing for US 301 in Pasco County.  
We appreciate your participation in this project.





# US 301 PD&E Study



US 301 (SR 39/Gall Boulevard)  
Project Development & Environment (PD&E) Study  
from South of CR 54 (Eiland Boulevard) to  
US 98 Bypass (SR 533)

Public Hearing – Comment Form

November 4, 2009

NAME:

ADDRESS:

COMMENTS:

☐ If you did not receive notice of the workshop, but would like to be included on the mailing list for this project, please check.

**NOTE:** Please complete and place in the “Comments” box or mail to Ming Gao, P.E. at the address on the back of this Comment Form. We request that comments be postmarked by November 16, 2009 so project development can proceed.

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.*

.....Fold.....Fold.....



\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

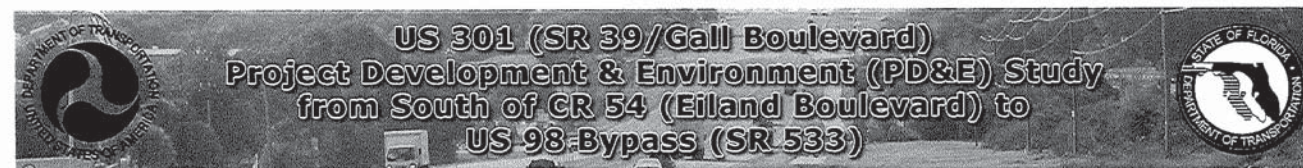
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  <p><b>US 301 (SR 39/Gall Boulevard) Project Development &amp; Environment (PD&amp;E) Study from South of CR 54 (Eiland Boulevard) to US 98 Bypass (SR 533)</b></p>	
<p><b>WPI Seg. No.: 408075 1</b></p> <p><b>Public Hearing Speaker Card</b></p>	<p><b>November 4, 2009</b></p>
<p><i>Name:</i> _____</p> <p><i>Organization:</i> _____</p> <p><i>Address:</i> _____</p> <p><i>Telephone Number:</i> _____</p> <p><i>E-mail Address:</i> _____</p> <p><i>Note: You may staple a Business Card</i></p>	



# US 301 PD&E Study

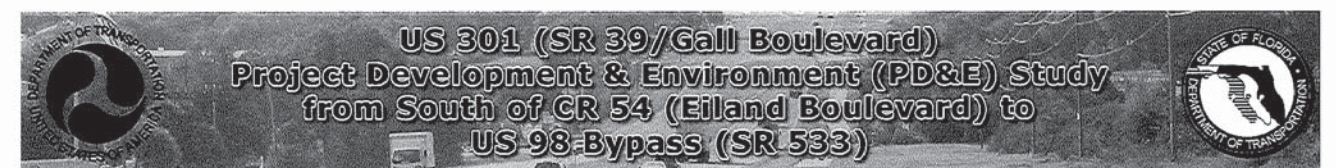
## Sign-in Sheet:



### Sign-In Sheet

Name	Address	City/State/Zip Code	Email Address
Susan Bermier	9900 US 301	Dade City FL	
Kurt Shiffert	37828 Skyridge CR	DADE CITY FL	
Michael Braccini	8725 Bay Pointe Dr	Tampa FL 33615	
Kerman Frey	7204 El Meyer St	Zephyrhills 33541	
Allen Van Ness	35305 Base Line Ln	DADE CITY 33525	
Linda Conely	31844 TLC hwy.	Dade City 33525	
Tom Conely	"	"	
ARW CONELY	"	"	
Anna Ho	11617 Burk Hae Dr	Dade City, 33525	
Shirley Trisch	7036 El Conquistador	Zeph 1 33541	
GREG FIRST	4302 GALL BLVD	Z-HILLS 33542	
BT Keetch	City Hall	Zephyrhills, FL 33542	
Mike Gaylor	21764 SR 54	Lutz, Fla 33549	
Sheada Madani	37837 Mendian Avenue	100 Dade City 33525	sheadam@dadcitylan.com
Thomas Vanater	6951 Gall Blvd	Zwills 33542	Vanater1@Aol.com
Larry Massaro	10551 Hwy 301	Dade City FL 33525	Mass272@Comcast.net
Ann Flugge	10014 N. Dale Mabry #201	Tampa, FL 33618	ann@ecpine.us
MARLIN REGISTER	5426 BAY CENTER DR	TAMPA, FL 33609	marlin.register@hdrinc.com

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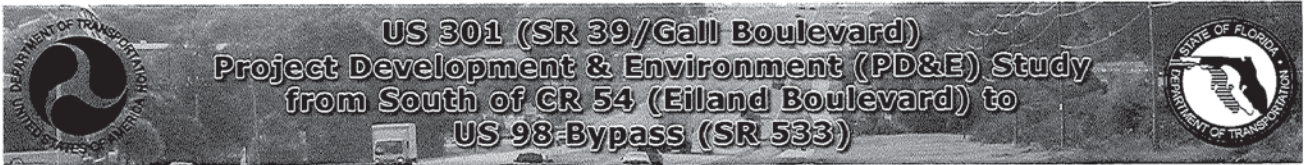
### Sign-In Sheet

Name	Address	City/State/Zip Code	Email Address
Arthur Schwan	1650 Coqui Ct	ODessa FLA 33556	
John Odom	37707 MARCA LN	Zephyrhills FL 33541	Spetko@Verizon.net
Kevin Fecteau	12214 US HWY 301	Dade City FL 33525	statwideins@earthlink.net
Mark Capes	12214 US Hwy 301	Dade City FL 33525	mark@insuringfloridacount.net
OTTO WEITZENKORB	P.O. Box 1896	DADE CITY FL 33525	FANDOWEITZ@AOL
Tim Cyr	5426 Bay Center Dr	Tampa FL 33609	tim.cyr@hdrinc.com
Josephine Light	4345 Stillman St.	Zephyrhills, FL 33542	jelight57@yahoo.com
Chris Williams	11815 Tree Breeze Dr	New Port Richey, 34654	Cwilliam@pasco.k12.fl.us
Joe Potter	Zephyrhills Hwy		read2news@aol.com
Steve Meeker	10642 N. 301 S	DC FL 33525	
MANNY FUNKE	38940 1st Ave	Z-HILLS, FL 33542	
ROBERT PRICE	P.O. Box 1165	Dade City, FL 33526	
Dorothy Boker	Pasco County Eng Svcs Admin		dboker@pascocountyfl.net

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# US 301 PD&E Study



Staff      Sign-In Sheet      Staff

Name	Address	City/State/Zip Code	Email Address
Kirk Bogen	FDOT		
Lori Snively	FDOT		
Manuel Santos	FDOT		
Jim Futch	FDOT		
Angy ALIPOUR	Pasco County		
Janille Smith-Colin	FDOT		
Rick Adam	HDR		
KENT FAS	FDOT (Access)		
ANDREW NASH	FDOT R/W		
Gary Kleker	HDR		
CAROL WILSON	HDR		
Joe Saverson	FDOT		
Roberto Garcia	FDOT		
Carrol Fowler	RSE		

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# US 301 PD&E Study

## Public Hearing Photos:





# US 301 PD&E Study

