

Final Project Development Summary Report

US 301/SR 41 (Gall Blvd.) from SR 39 to South of CR 54

Work Program Item Segment No.: 256422-2

Project Development & Environment Study Update



Florida Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612

November 2012



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

November 21, 2012

Mr. Martin C. Knopp, Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attn: Nahir DeTizio, Area Transportation Engineer

RE: Type 2 Categorical Exclusion with Project Location & Design Concepts
US 301/SR 41 (Gall Boulevard)
Project Development and Environment (PD&E) Study Update
From SR 39 to South of CR 54
Financial Project No.: 256422-2; Federal Aid Project No.: N/A
Pasco County

Dear Mr. Knopp:

Enclosed are two copies of the Project Development Summary Report (PDSR) which includes the Summary of Environmental Impacts Checklist for Type 2 Categorical Exclusions and a transcript of the public hearing held for this project. The PDSR has been updated in response to comments received from the Administration dated November 8, 2012. A comment response matrix is also enclosed for your convenience.

A Preliminary Engineering Report and Type 2 Categorical Exclusion for the project were completed in 2001. Location and Design Concept Acceptance was granted by FHWA on September 12, 2001 for that portion of the project from SR 39 to A Avenue.

Upon your review and acceptance of the Project Development Summary Report transmitted herewith, we request your concurrence that this project is properly classified as a categorical exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in these documents are acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with these findings by signing and dating this request in the space provided below, and then returning a signed copy for the project files.

November 21, 2012

Type 2 Categorical Exclusion with Project Location & Design Concepts

US 301/SR 41 (Gall Boulevard)

Page 2 of 2

Please contact Robin Rhinesmith, Project Manager, at (813) 975-6496 or robin.rhinesmith@dot.state.fl.us if we can be of any further assistance.

Sincerely,



(for) Kirk Bogen, P.E.

District 7 Environmental Management Engineer

Concurrence by FHWA:

for: 
FHWA Division Administrator

11 / 29 / 2012
Date

Enclosures

Summary of Environmental Impacts Checklist Type 2 Categorical Exclusions

Topical Categories S NS N NI Basis for Decision *

A. NATURAL ENVIRONMENT

1. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.1.1
2. Coastal and Marine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Contaminated Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.1.2
4. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.1.4
6. Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 3.5.10
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Special Designations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Water Quality/Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.1.5
10. Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 4.1.6
11. Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.1.7

B. CULTURAL IMPACTS

1. Historic /Archaeological	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.2.1
2. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.2.2, 4.2.3
3. Section 4(f) Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.2.3, 4.2.4

C. COMMUNITY IMPACTS

1. Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.1
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.2
3. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.3
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.4
5. Relocation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.5
6. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 4.3.6

D. OTHER IMPACTS

1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.4.1
2. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 4.4.2

* S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Programming Summary Report, or summary following this checklist that is included in the Project Development Summary Report.

Prepared By: 

Date: 8/1/12

Reviewed By: 

Date: 8/2/12

Signature: 

Date: 8/2/12

District Environmental Administrator

Facility	From	To	Lanes		Funding Source	Present Day Costs						Year of Expenditure Cost				Additional Notes	
			Existing + Committed	Improved Lanes		PD&E/PE		Right of Way		Construction		Total	PD&E/PE	Right of Way	Construction		Total
						Cost	Time Period	Cost	Time Period	Cost	Time Period						
S.R. 52	C.R. 581 (BELLAMY BROTHERS)	I-75 SB RAMPS	2U	4D	OA			\$ 84,405	Committed			\$ 84,405	\$ 0	\$ 0	\$ 0	\$ 0	
S.R. 52	I-75 SB RAMPS	BOYETTE RD (MCKENDREE)	4D	6D	OA	\$ 2,459,953	2016-2020	\$ 12,299,762	2016-2020	\$ 12,299,762	2021-2025	\$ 27,059,477	\$3,370,136	\$16,850,674	\$19,802,617	\$40,023,426	
S.R. 52	BOYETTE RD (MCKENDREE)	EMMUS CEMETARY RD	2U	4D	OA	\$ 1,636,675	2016-2020	\$ 529,045	2016-2020			\$ 2,165,720	\$2,242,245	\$724,792	\$0	\$2,967,036	
S.R. 52	BOYETTE RD (MCKENDREE)	EMMUS CEMETARY RD	2U	4D	OA			\$ 7,654,329	2021-2025	\$ 6,954,480	2021-2025	\$ 14,608,809	\$0	\$12,323,470	\$11,196,713	\$23,520,182	
S.R. 52	BOYETTE RD (MCKENDREE)	EMMUS CEMETARY RD	2U	4D	County			\$ 1,228,894	2021-2025	\$ 1,228,894	2021-2025	\$0	\$0	\$0	\$1,978,519	\$1,978,519	
S.R. 54	ASHLEY GLEN BLVD.	U.S. 41	4D	6D	County	\$ 4,723,169	Underway			\$ 23,615,843	2021-2025	\$ 28,339,012	\$0	\$0	\$38,021,507	\$38,021,507	This will be a County project.
S.R. 54	I - 75	S.R. 581	6D	8D	County	\$ 2,469,194	2021-2025	\$ 2,701,163	2021-2025	\$ 6,172,985	2026-2030	\$ 11,343,342	\$3,975,402	\$4,348,872	\$11,666,942	\$19,991,216	Revenue (Impact Fees, Prop Share)
S.R. 54	E OF CR 577 (CURLEY)	C.R. 579 (MORRIS BRIDGE)	2U	4D	County	\$ 2,765,000	Committed	\$ 18,000,000	Committed	\$ 45,037,087	2026-2030	\$ 65,802,087	\$0	\$0	\$85,120,095	\$85,120,095	Revenue (Impact Fees, Prop Share)
S.R. 54	E OF CR 577 (CURLEY)	C.R. 579 (MORRIS BRIDGE)	2U	4D	County	\$ 5,300,000	2021-2025	\$ 62,292,965	2021-2025			\$ 67,592,965	\$8,533,000	\$100,291,673	\$0	\$108,824,673	Revenue (Impact Fees, Prop Share)
S.R. 54	E OF CR 577 (CURLEY)	C.R. 579 (MORRIS BRIDGE)	2U	4D	TRIP					\$ 8,512,913	2026-2030	\$ 8,512,913	\$0	\$0	\$16,089,405	\$16,089,405	
S.R. 54	6TH ST	U.S. 301 (GALL BLVD)	2U	4D	County	\$ 174,624	2021-2025	\$ 873,121	2021-2025	\$ 873,121	2026-2030	\$ 1,920,866	\$281,145	\$1,405,725	\$1,650,199	\$3,337,068	Revenue (Impact Fees, Prop Share)
S.R. 56	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	00	4D	Developer	\$ 8,211,744	2016-2020	\$ 41,058,720	2016-2020	\$ 13,342,514	2016-2020	\$ 62,612,978	\$11,250,089	\$56,250,446	\$18,279,244	\$85,779,780	
S.R. 56	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	00	4D	County					\$ 10,067,682	2016-2020	\$ 10,067,682	\$0	\$0	\$13,792,725	\$13,792,725	Revenue (Impact Fees, Prop Share)
S.R. 56	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	00	4D	County					\$ 16,828,523	2021-2025	\$ 16,828,523	\$0	\$0	\$27,093,921	\$27,093,921	
S.R. 56	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	00	4D	OA			\$ 820,001	2016-2020	\$ 820,001	2016-2020	\$0	\$0	\$0	\$1,123,401	\$1,123,401	
S.R. 56	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	00	2U	Developer	\$ 8,413,760	2016-2020	\$ 42,068,802	2021-2025	\$ 30,033,298	2021-2025	\$ 80,515,860	\$11,526,851	\$67,730,771	\$48,353,610	\$127,611,231	Revenue (Impact Fees, Prop Share)
S.R. 56	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	2U	4D	County					\$ 12,035,504	2031-2035	\$ 12,035,504	\$0	\$0	\$26,718,819	\$26,718,819	Revenue (Impact Fees, Prop Share)
S.R. 581 EXTENSION	S.R. 581	S.R. 54	00	6D	County	\$ 2,025,788	2026-2030	\$ 5,943,795	2026-2030	\$ 27,826,756	2026-2030	\$ 35,796,339	\$3,828,739	\$11,233,773	\$52,592,569	\$67,655,081	Revenue (Impact Fees, Prop Share)
SHADY HILLS RD	S.R. 52	HERNANDO CO	2U	4D	County	\$ 3,474,611	2026-2030	\$ 10,194,735	2026-2030	\$ 47,728,156	2026-2030	\$ 61,397,502	\$6,567,015	\$19,268,049	\$90,206,215	\$116,041,279	
SIMON RD	EILAND BLVD	C.R. 41 (FORT KING HWY)	00	2U	County	\$ 669,162	2031-2035	\$ 1,963,366	2031-2035	\$ 9,191,792	2031-2035	\$ 11,824,320	\$1,485,540	\$4,358,673	\$20,405,778	\$26,249,990	
STANLEY	HILLSBOROUGH CO	S.R. 54	00	2U	Developer	\$ 1,923,153	2016-2020	\$ 5,642,657	2016-2020	\$ 26,416,933	2016-2020	\$ 33,982,743	\$2,634,720	\$7,730,440	\$36,191,198	\$46,556,358	
STARKEY	C.R. 1 (LITTLE RD)	S.R. 54	00	2U	Developer	\$ 771,752	2021-2025	\$ 2,264,372	2021-2025	\$ 10,600,991	2021-2025	\$ 13,637,115	\$1,242,521	\$3,645,639	\$17,067,596	\$21,955,755	
STARKEY	TOWN AVE	RIVER CROSSING	2U	4D	County	\$ 1,305,192	2016-2020	\$ 3,829,520	2026-2030	\$ 17,928,468	2026-2030	\$ 33,063,180	\$1,788,113	\$7,237,793	\$33,884,805	\$42,910,710	
STARKEY	RIVER CROSSING	DECUBELLIS	2U	4D	County	\$ 423,275	Underway	\$ -	Underway	\$ 12,549,718	2016-2020	\$ 12,972,993	\$0	\$0	\$17,193,114	\$17,193,114	
SUNLAKE BLVD	MENTMORE	LAKE PATIENCE	00	4D	County	\$ 466,862	2021-2025	\$ 1,371,408	2021-2025	\$ 6,419,355	2021-2025	\$ 8,257,625	\$751,648	\$2,207,966	\$10,335,162	\$13,294,776	
SUNLAKE BLVD	TOWER RD	S.R. 52	00	2U	Developer	\$ 3,193,391	2026-2030	\$ 9,369,619	2026-2030	\$ 43,865,255	2026-2030	\$ 56,428,265	\$6,035,509	\$17,708,580	\$82,905,332	\$106,649,421	
SUNLAKE BLVD	HILLSBOROUGH CO	T. ROWE PRICE ACCESS	2U	4D	County	\$ 210,624	2016-2020	\$ -	Committed	\$ 2,799,890	2016-2020	\$ 3,010,514	\$288,555	\$0	\$3,835,849	\$4,124,404	
SUNLAKE BLVD	LAKE PATIENCE	TOWER RD	00	4D	Developer	\$ 304,850	2016-2020	\$ 894,448	2016-2020	\$ 1,360,775	2016-2020	\$ 2,560,073	\$417,645	\$1,225,394	\$1,864,262	\$3,507,300	
SUNLAKE BLVD	LAKE PATIENCE	TOWER RD	00	4D	County			\$ 2,826,716	2016-2020	\$ 2,826,716	2016-2020	\$0	\$0	\$0	\$3,872,601	\$3,872,601	
SUNSHINE RD	OVERPASS RD	C.R. 41 (FT KING HWY)	00	2U	Developer	\$ 1,202,836	2031-2035	\$ 3,529,204	2031-2035	\$ 16,522,489	2031-2035	\$ 21,254,529	\$2,670,296	\$7,834,833	\$36,679,926	\$47,185,054	
SWEETBRIAR	HOLIDAY LAKE DR	C.R. 595A (BAILLIES BLUFF RD)	00	2U	Developer	\$ 763,576	2021-2025	\$ 2,240,381	2021-2025	\$ 10,488,673	2021-2025	\$ 13,492,630	\$1,229,357	\$3,607,013	\$16,886,764	\$21,723,134	
SYMPHONY PKWY	CONNERTON BLVD	SR 52	00	2U	Developer	\$ 1,530,763	2021-2025	\$ 4,491,362	2021-2025	\$ 21,026,975	2021-2025	\$ 27,049,100	\$2,464,528	\$7,231,093	\$33,853,430	\$43,549,051	
TOWER RD	LAKE PATIENCE	SUNLAKE DR	00	4D	Developer	\$ 353,814	2016-2020	\$ 1,455,826	2016-2020	\$ 2,214,454	2021-2025	\$ 4,024,094	\$484,725	\$1,994,482	\$3,565,271	\$6,044,478	
TOWER RD	LAKE PATIENCE	SUNLAKE DR	00	4D	County	\$ 141,786	2016-2020		2016-2020	\$ 4,600,051	2021-2025	\$ 4,741,837	\$194,247	\$0	\$7,406,082	\$7,600,329	
TOWER RD	SUNLAKE DR	U.S. 41	00	2U	Developer	\$ 1,500,166	2016-2020	\$ 6,172,686	2016-2020	\$ 20,627,278	2016-2020	\$ 28,300,129	\$2,055,227	\$8,456,579	\$28,259,370	\$38,771,177	
TOWER RD	SUNLAKE DR	U.S. 41	2U	4D	County	\$ 1,418,483	2031-2035	\$ 19,504,166	2031-2035	\$ 20,922,649	2031-2035	\$ 3,149,032	\$0	\$43,299,248	\$46,448,280		
TOWER RD	TOWN AVE	ASHLEY GLEN BLVD	00	2U	County	\$ 6,575,908	2015	\$ 6,546,323	2015	\$ 48,611,204	2016-2020	\$ 61,733,435	\$8,022,608	\$7,986,514	\$66,597,349	\$82,606,471	
TOWN AVE	STARKEY	GUNN HWY EXT	00	2U	Developer	\$ 1,336,139	2016-2020	\$ 3,920,317	2016-2020	\$ 18,353,546	2016-2020	\$ 23,610,002	\$1,830,510	\$5,370,834	\$25,144,358	\$32,345,703	
TOWN AVE	GUNN HWY EXT	TOWER RD	00	2U	Developer			\$ 7,672,661	2016-2020	\$ 7,672,661	2016-2020	\$0	\$0	\$10,511,546	\$10,511,546		
TOWN AVE	GUNN HWY EXT	TOWER RD	00	2U	County	\$ 1,623,479	2015	\$ 1,616,174	2015	\$ 4,435,413	2016-2020	\$ 7,675,066	\$1,980,644	\$1,971,732	\$6,076,516	\$10,028,892	
TOWN CENTER BLVD	TOWER RD	SUNLAKE DR	00	2U	Developer	\$ 427,187	2026-2030	\$ 1,253,397	2026-2030	\$ 5,867,963	2026-2030	\$ 7,548,547	\$807,383	\$2,368,920	\$11,090,450	\$14,266,754	
TRINITY BLVD	TAMARIND BLVD	S.R. 54	2U	4D	County	\$ 1,047,803	2031-2035	\$ 3,074,326	2031-2035	\$ 14,392,912	2031-2035	\$ 18,515,041	\$2,326,123	\$6,825,004	\$31,952,265	\$41,103,391	
TRINITY BLVD	C.R. 1 (LITTLE RD)	TAMARIND BLVD	2U	4D	County	\$ -	Underway	\$ -	Underway	\$ 24,904,526	2031-2035	\$ 24,904,526	\$0	\$0	\$55,288,048	\$55,288,048	
TRINITY BLVD EXT	S.R.54	TOWN AVE	00	2U	Developer	\$ 512,187	2021-2025	\$ 1,502,793	2021-2025	\$ 7,035,547	2021-2025	\$ 9,050,527	\$824,621	\$2,419,497	\$11,327,231	\$14,571,348	
U.S. 19	S.R. 52	HERNANDO CO	6D	Continuous Right Turn Lanes	OA			\$ 7,868,852	2015	\$ 7,868,852	2015	\$0	\$0	\$9,600,000	\$9,600,000		
U.S. 19	S.R. 52	HERNANDO CO	6D	Continuous Right Turn Lanes	OA			\$ 831,229	2016-2020	\$ 831,229	2016-2020	\$0	\$0	\$1,138,783	\$1,138,783		
U.S. 301 (GALL BLVD)	S.R. 56	S.R. 39	2U	4D	County	\$ 3,797,222	2031-2035	\$ 18,986,111	2031-2035	\$ 18,986,111	2031-2035	\$ 41,769,444	\$8,429,833	\$42,149,166	\$42,149,166	\$92,728,166	Revenue (Impact Fees, Prop Share)
U.S. 301 (GALL BLVD)	S.R. 39	C.R. 54	2U	(Two 3 One-way Pairs)	OA	\$ 8,112,457	Committed	\$ 39,491,724	Committed			\$ 47,604,181	\$0	\$0	\$0	\$0	
U.S. 301 (GALL BLVD)	S.R. 39	C.R. 54	2U	(Two 3 One-way Pairs)	County			\$ 9,735,157	2026-2030	\$ 9,735,157	2026-2030	\$0	\$0	\$18,399,447	\$18,399,447		Revenue (Impact Fees, Prop Share)
U.S. 301 (GALL BLVD)	S.R. 39	C.R. 54	2U	(Two 3 One-way Pairs)	County			\$ 29,974,843	2031-2035	\$ 29,974,843	2031-2035	\$0	\$0	\$66,544,151	\$66,544,151		Revenue (Impact Fees, Prop Share)
U.S. 301 (GALL BLVD)	C.R. 54	DADE CITY BYPASS	4D	6D	County	\$ 2,042,140	Committed			\$ 2,042,140	Committed	\$0	\$0	\$0	\$0	\$0	
U.S. 301 (GALL BLVD)	C.R. 54	C.R. 530 EXT KOSSIK RD	4D	6D	County			\$ 23,824,429	2031-2035	\$ 23,824,429	2031-2035	\$ 47,648,859	\$0	\$52,890,233	\$52,890,233	\$105,780,466	Revenue (Impact Fees, Prop Share)
U.S. 301 (N)	U.S 98	CR 52A (CLINTON AVE)	4D	6D	OA	\$ 897,194	2026-2030	\$ 4,485,972	2026-2030	\$ 4,485,972	2026-2030	\$ 9,869,137	\$1,695,697	\$8,478,486	\$8,478,486	\$18,652,670	
U.S. 41	RIDGE RD EXT	S.R. 52	2U	4D	County	\$ 18,580,000	Underway	\$ 18,400,000	2021-2025	\$ 18,400,000	2021-2025	\$ 36,980,000	\$0	\$29,913,800	\$29,624,000	\$59,537,800	Revenue (Impact Fees, Prop Share)
WESLEY CHAPEL BLVD	S.R. 54/56/ INT	MAGNOLIA BLVD	2U	4D	County	\$ 2,144,520	Committed	\$ 2,319,956</									

**PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION
2012 LIST OF PRIORITY PROJECTS
SEPTEMBER 13, 2012**

Priority List of Highway Projects				
Priority #	Facility	From	To	Status
	(Two to Four Lanes)			Underway CST Not Funded
20. ^a	U.S. 301 (Gall Boulevard) (6 th St. and 7 th St., One-Way Pairs)	S.R. 39	C.R. 54	PD&E Re-evaluation Underway ROW 2014, 2015 CST Not Funded
21. ^a	S.R. 52 (Two to Four Lanes)	U.S. 41	Bellamy Brothers Boulevard	PE Underway ROW, CST Not Funded
22. ^a	S.R. 581 Realignment (Wiregrass) (Zero to Six Lanes)	S.R. 581	S.R. 54	PE, ROW, CST Not Funded (Developer COA)
23. ^a	U.S. 301 (Gall Boulevard) (Four to Six Lanes)	C.R. 54	C.R. 530 Ext. Kossik Road	PE 2014, ROW, CST Not Funded
24. ^a	U.S. 301 (Gall Boulevard) (Two to Four Lanes)	S.R. 56	S.R. 39	PD&E in 2012-13 ROW, CST Not Funded
25. ^{a, b}	C.R. 578 (County Line Road) (Two to Four Lanes)	Shady Hills	Suncoast Parkway	PE Completed, ROW Underway CST Not Funded
26. ^a	S.R. 56 (Two to Four Lanes)	Morris Bridge Road	U.S. 301	PD&E Completed PE, ROW, CST Not Funded

^a In 2035 Long-Range Transportation Plan for 2026-35 Time Period.

^b This project appears in the Hernando MPO TIP or LRTP.

^c County project.

G Construction Funds Available in the Five-Year Program (Fiscal Years 2012-13 Through 2016-17)

PD&E: Project Development & Environmental Study; PE: Preliminary Engineering; ROW (Adv.): Advanced ROW includes early purchases of available ROW via "friendly buys;"
ROW: Right-of-Way; CST: Construction; COA: Developer Condition of Approval



Item Number: 256422 2	Description: US 301 (SR 41/GALL) FROM SR 39 TO S OF CR 54	*NON-SIS*
District: 7	County: PASCO	Type of Work: ADD LANES & RECONSTRUCT
Roadway ID: 14050000	Beginning Point: 3.41	Project Length: 2.409
L RTP: Table 7-4	Ending Point: 5.819	Lanes Existing /Improved/Added: 2/ 2/ 2

Fund	<2013	2013	2014	2015	2016	2017	>2017	All Years
Preliminary Engineering - Managed by FDOT								
DS	\$830,674	\$0	\$0	\$0	\$0	\$0	\$0	\$830,674
DDR	\$1,507,441	\$0	\$0	\$0	\$0	\$0	\$0	\$1,507,441
DIH	\$95,928	\$0	\$0	\$0	\$0	\$0	\$0	\$95,928
Preliminary Engineering Totals:	\$2,434,043	\$0	\$0	\$0	\$0	\$0	\$0	\$2,434,043
Right of Way - Managed by FDOT								
EB	\$0	\$0	\$1,573,900	\$1,200,000	\$0	\$0	\$0	\$2,773,900
SA	\$0	\$0	\$5,129,960	\$9,180,440	\$0	\$0	\$0	\$14,310,400
DDR	\$0	\$0	\$300,000	\$290,000	\$0	\$0	\$0	\$590,000
DIH	\$0	\$0	\$410,000	\$410,000	\$0	\$0	\$0	\$820,000
Right of Way Totals:	\$0	\$0	\$7,413,860	\$11,080,440	\$0	\$0	\$0	\$18,494,300
Grants and Miscellaneous - Managed by FDOT								
DS	\$0	\$10,667	\$0	\$0	\$0	\$0	\$0	\$10,667
Grants and Miscellaneous Totals:	\$0	\$10,667	\$0	\$0	\$0	\$0	\$0	\$10,667
Item 256422 2 Totals:	\$2,434,043	\$10,667	\$7,413,860	\$11,080,440	\$0	\$0	\$0	\$20,939,010

Item Number: 429075 1	Description: US 301/98 SR 35/700 FROM USB 98/301(SR35/700) TO N OF LONG RD	*NON-SIS*
District: 7	County: PASCO	Type of Work: RESURFACING
Roadway ID: 14050000	Beginning Point: 14.61	Project Length: 1.057
L RTP: Page 2-1	Ending Point: 15.667	Lanes Existing /Improved/Added: 6/ 6/ 0

Fund	<2013	2013	2014	2015	2016	2017	>2017	All Years
Preliminary Engineering - Managed by FDOT								
DDR	\$10,032	\$593,000	\$0	\$0	\$0	\$0	\$0	\$603,032
DIH	\$1,513	\$1,000	\$0	\$0	\$0	\$0	\$0	\$2,513
Preliminary Engineering Totals:	\$11,545	\$594,000	\$0	\$0	\$0	\$0	\$0	\$605,545
Construction - Managed by FDOT								
DDR	\$0	\$0	\$0	\$1,543,792	\$0	\$0	\$0	\$1,543,792
Construction Totals:	\$0	\$0	\$0	\$1,543,792	\$0	\$0	\$0	\$1,543,792
Item 429075 1 Totals:	\$11,545	\$594,000	\$0	\$1,543,792	\$0	\$0	\$0	\$2,149,337

07/12/2011 14.03.29
 07/01/2011 17.24.14
 GEOGRAPHIC DISTRICT 07
 ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
 STATE TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEAR 2013

 HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK		PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
FEDERAL AID NUMBER			EXIST/IMPROVE/ADD (LANES)	FISCALYR FUND	ENGINEERING		UTILITIES		MISC.
2564222	US 301 (SR 41/GALL)								
	FROM SR 39 TO S OF CR 54								
PASCO			ADD LANES & RECONSTRUCT						
14050000	2.409 MI		2 2 2						
		2013	DS		0]	0]	0]	0]	10,667]
2587362	I-75 (SR 93)								
	FROM N OF SR/CR 54 TO N OF SR 52								
PASCO			ADD LANES & REHABILITATE PVMNT						
14140000	6.588 MI		4 4 2						
SFTL-180-R		2013	ACNH		0]	23,556,932]	0]	0]	0]
			BNIR		0]	7,911,868]	0]	0]	0]
			** ITEM TOTALS **		0]	31,468,800]	0]	0]	0]
4059205	TRAFFIC SIGNAL								
	MAINTENANCE AND OPERATION FOR LOCAL GOVERNMENT								
PASCO			TRAFFIC SIGNALS						
14000000	.001 MI		0 0 0						
		2013	DDR		0]	0]	0]	0]	188,787]
4080752	US 301 (SR 39)								
	FROM GEIGER RD/NORTH AVE TO DADE CITY BYPASS								
PASCO			WIDEN/RESURFACE EXIST LANES						
14050000	7.642 MI		4 4 0						
		2013	DIH		42,140]	0]	0]	0]	0]
4109094	I-75 (SR 93)								
	FROM SR 56 TO SR 54								
PASCO			ITS FREEWAY MANAGEMENT						
14140000	3.463 MI		5 5 0						
0751-110-I		2013	DIH		25,000]	0]	0]	0]	0]
4110142	I-75 (SR 93)								
	FROM N OF SR 52 TO PASCO/HERNANDO CO/L								
PASCO			ADD LANES & RECONSTRUCT						
14140000	7.794 MI		4 0 0						
		2013	ACEN		0]	8,535,829]	0]	0]	0]
			ACNH		0]	966,580]	0]	0]	0]
			** ITEM TOTALS **		0]	9,502,409]	0]	0]	0]

07/12/2011 14.03.29
 07/01/2011 17.24.14
 GEOGRAPHIC DISTRICT 07
 ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
 STATE TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEAR 2014

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 HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM							
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	PRELIMINARY	RIGHT-OF-WAY	RAILROADS &	CONSTRUCTION	GRANTS &
	FEDERAL AID NUMBER		FISCALYR	FUND	ENGINEERING		UTILITIES		MISC.
→ 2564222	US 301 (SR 41/GALL)								
	FROM SR 39 TO S OF CR 54								
PASCO			ADD LANES & RECONSTRUCT						
14050000	2.409 MI	2	2	2					
		2014	EB		0]	3,035,616]	0]	0]	0]
			SA		0]	4,000,000]	0]	0]	0]
			DDR		0]	751,643]	0]	0]	0]
			DIH		0]	534,488]	0]	0]	0]
			** ITEM TOTALS **		0]	8,321,747]	0]	0]	0]
4080752	US 301 (SR 39)								
	FROM GEIGER RD/NORTH AVE TO DADE CITY BYPASS								
PASCO			WIDEN/RESURFACE EXIST LANES						
14050000	7.642 MI	4	4	0					
		2014	SA		1,732,475]	0]	0]	0]	0]
			SL		3,380,525]	0]	0]	0]	0]
			** ITEM TOTALS **		5,113,000]	0]	0]	0]	0]
4165612	SR 54								
	FROM E OF CR577/CURLEY RD TO CR 579/MORRIS BRDG RD								
PASCO			ADD LANES & REHABILITATE PVMNT						
14090000	4.550 MI	2	0	2					
		2014	SU		0]	5,000,000]	0]	0]	0]
4227121	RIDGE RD								
	FROM LITTLE RD TO MOON LAKE RD								
PASCO			ADD LANES & RECONSTRUCT						
14712000	3.184 MI	4	4	2					
		2014	TRIP		0]	0]	0]	0]	4,266,643]
4289601	US 98 (SR 700)								
	FROM US98/US301/SR35/700 TO N OF OAK FOREST DR								
PASCO			RESURFACING						
14080000	1.388 MI	2	2	0					
		2014	SA		0]	0]	0]	947,059]	0]
			DIH		0]	0]	0]	102,486]	0]
			** ITEM TOTALS **		0]	0]	0]	1,049,545]	0]

07/12/2011 14.03.29
 07/01/2011 17.24.14
 GEOGRAPHIC DISTRICT 07
 ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
 STATE TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEAR 2015

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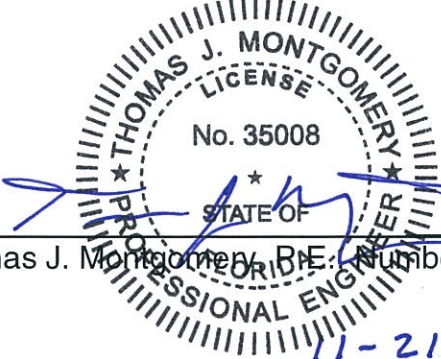
 HIGHWAYS

ITEM NO	DESCRIPTION	OLD ITEM									
COUNTY	RDWY ID	PROJ LGTH	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	FISCALYR	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4245071	SR 60		FROM CYPRESS TO N CC CSWY FM SR589 (VET) TO (INDEPEND)								
	HILLSBOROUGH		ITS FREEWAY MANAGEMENT								
10270000	2.332 MI	10	0	0							
		2015		DIH			0]	0]	0]	270,376]	0]
4290731	SR 580 (HILLSBOROUGH)		FROM W OF SILVERMILL DR TO E OF S LAGOON ST								
	HILLSBOROUGH		RESURFACING								
10150000	2.095 MI	6	6	0							
		2015		DIH			0]	0]	0]	410,291]	0]
4290732	US92/SR580/HILLS AVE		FROM E OF WESTSHORE TO W OF N PERSHING PL								
	HILLSBOROUGH		RESURFACING								
10150000	3.070 MI	6	6	0							
		2015		DIH			0]	0]	0]	651,459]	0]
4300891	SR 676 (CAUSEWAY BL)		AT US 41/50TH ST PORT OF TAMPA								
	HILLSBOROUGH		INTERCHANGE - ADD LANES								
10250000	1.947 MI	6	6	0							
		2015		GMR			0]	22,000,000]	0]	0]	0]
2562432	SR 52 (SCHRADER HWY)		FROM CR 581 (BELLAMY BRO) TO OLD PASCO RD								
	PASCO		ADD LANES & RECONSTRUCT								
14120000	1.290 MI	2	2	2							
		2015		SA			0]	5,213,650]	0]	0]	0]
				DDR			0]	15,828,674]	0]	0]	0]
				** ITEM TOTALS **			0]	21,042,324]	0]	0]	0]
2564222	US 301 (SR 41/GALL)		FROM SR 39 TO S OF CR 54								
	PASCO		ADD LANES & RECONSTRUCT								
14050000	2.409 MI	2	2	2							
		2015		SU			0]	7,180,440]	0]	0]	0]
				DDR			0]	431,143]	0]	0]	0]
				** ITEM TOTALS **			0]	7,611,583]	0]	0]	0]



Professional Engineer Certification
for the
Final Project Development Summary Report
for
US 301/SR 41 (Gall Blvd.)
Project Development & Environment Study Update
From SR 39 to South of CR 54
FPID 256422-2
Pasco County

This document has been prepared by Pitman Hartenstein & Associates, Incorporated, Engineers, (Florida Certificate of Authorization No. 4464) under the direction of a State of Florida Registered Professional Engineer. The work and opinions rendered in this report were developed in accordance with commonly accepted procedures and applicable standards of practice applied through professional judgment and experience. This document was prepared to summarize the evaluations, findings, opinions and conclusions of the Project Development and Environment Update activities and provide information relative to the type, location and conceptual design of improvements along US 301/SR 41 (Gall Blvd.) in Pasco County and should not be construed to apply to any other purpose or project.


Thomas J. Montgomery, P.E. Number 35008
11-21-12
Date

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study Update to evaluate improvements to U.S. 301/S.R. 41 (Gall Blvd.) in eastern Pasco County. The project limits are from S.R. 39 north to south of C.R. 54. The length of the study is approximately 2.6 miles.

The objective of the PD&E Study Update was to provide documented environmental and engineering analyses, which would 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 U.S. 301 PD&E study limits to accommodate future transportation needs in a safe and efficient manner. This Project Development Summary Report (PDSR) was prepared as part of the PD&E Study Update and is intended to document the need for the project and present the procedures used to develop and evaluate various improvement alternatives as they relate to the transportation facility and summarize pertinent information for the preferred alternative.

A Preliminary Engineering Report (PER) and a Type 2 Categorical Exclusion (CE) were completed in 2001. The PER and Type 2 CE recommended certain improvements which were submitted to the Federal Highway Administration (FHWA) for review and acceptance. Location and Design Concept Acceptance (LDCA) was granted by FHWA on September 12, 2001 for that portion of the project from S.R. 39 north to A Avenue. Since the receipt of LDCA, ongoing coordination with the City of Zephyrhills resulted in the identification of an additional build alternative.

This PDSR was prepared as an update to the PER and Type 2 CE completed during the original PD&E study and provides a comparative analysis of the No Build Alternative and the two Build Alternatives. The two Build Alternatives evaluated are described as follows:

6th Street and U.S. 301/Gall Boulevard One-Way Pair:

U.S. 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Palm Grove Avenue Street to Geiger Road (North Avenue). Sixth Street is extended south to Palm Grove Avenue where it will join U.S. 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue. Seventh Street remains a city street that is currently a one-way (northbound) roadway facility from A Avenue to Geiger Road.

6th Street and 7th Street One-Way Pair:

U.S. 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Palm Grove Avenue to A Avenue

where it will connect with 7th Street. Seventh Street is widened from a two-lane, one-way (northbound) to a three-lane, one-way (northbound) roadway facility from A Avenue to Fort King Road where it intersects with U.S. 301. Gall Boulevard remains as a two-lane, two-way, undivided roadway facility from A Avenue to south of Geiger Road. Sixth Street is extended south to Palm Grove Avenue where it will join U.S. 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue.

The PDSR presents results of the evaluations of the social, cultural, environmental, physical, and economic effects of the improvement alternatives. These are summarized in Section 3.5 of the report.

A Section 106 Case Study was completed and a workshop held on April 27, 2011 to evaluate the potential for adverse impacts resulting from the proposed improvements to two historic properties--the Zephyrhills Downtown Historic District and Clyde's Cottages. The Section 106 Case Study Report concluded the 6th Street and 7th Street One-Way Pair alternative would have no adverse effect on the historic properties providing the following conditions are implemented as the project is further developed and constructed:

1. Special commitments during construction through the historic district (as identified on a graphic included in the construction plans¹) should include:
 - Limit use of vibratory rollers to avoid adverse effects of vibratory compaction on adjacent structures (if possible);
 - Monitor vibration during compaction operations and document conditions of existing contributing structures to the historic district before and after all compaction operations in accordance with Article 455-1.1 of the FDOT Standard Specifications for Road and Bridge Construction; and
 - No construction staging or stockpiling activities are to occur within the Zephyrhills Downtown Historic District and Clyde's Cottages. If any construction staging or stockpiling areas will be within these boundaries, Section 106 consultation will be required, as specified in the FDOT Standard Specifications for Road and Bridge Construction; and
 - Maintain access to historic properties during construction.

¹ The graphic will be developed during the design phase and coordinated with FHWA and SHPO for review through the plans review process. The graphic will depict a large square or rectangle larger than the limits of the Zephyrhills Downtown Historic District and Clyde's Cottages so the contractors will know where to avoid construction during staging and stockpiling activities.

2. Submit all phases of design plans (I through IV) to FHWA, SHPO, FDOT CEMO, and the City of Zephyrhills for review/comment utilizing FDOT's Electronic Review and Comment (ERC) system; hard copies of the plan sheets will also be provided to SHPO. An email notice will be sent to everyone to let them know when the plans are entered in the ERC.
3. Consider aesthetic improvements along 7th Street within the historic district only (along 7th Street at the intersection with 5th Avenue and one-half block south), such as context sensitive solutions. Include community input for these elements, if any are identified, and allow FHWA and SHPO reviews via the ERC phase review process.
4. Avoid placing Stormwater Management Facility (SMF) or Floodplain Compensation (FPC) sites within or adjacent to the Zephyrhills Downtown Historic District and the Clyde's Cottages property. Suitable sites located outside the historic district are anticipated to be available.
5. Install Cultural Interest Area guide signs, in compliance with Rule 14-51.041 Florida Administrative Code (FAC), for the Zephyrhills Downtown Historic District.

The FHWA provided concurrence with the finding of no adverse effect on June 27, 2102. The State Historic Preservation Officer provided concurrence with the finding of no adverse effect on July 2, 2012.

The No Build and two Build Alternatives were presented at a Public Hearing on February 23, 2012. The purpose of the Public Hearing was to provide information about the project to the public and solicit public input. Prior to the hearing, the Zephyrhills City Council passed a Resolution supporting the 6th Street and 7th Street Alternative. Public comment received at the hearing and subsequent to the hearing, both oral and written was also overwhelmingly in support of the new build alternative that includes a one-way pair on 6th and 7th Streets.

Based on the results of the evaluation, public hearing feedback, environmental studies and interagency coordination, the FDOT has selected the 6th and 7th Street One-Way Pair Alternative as the Preferred Build Alternative. Upon completion of the improvements, 6th and 7th Streets will function as one-way pairs, become Department right of way and be designated as US 301. Gall Boulevard between A Avenue and 16th Avenue will remain as a two-way street and will be transferred to the City.

It is estimated that 21 residences and 6 businesses will require relocation as a result of implementation of the Preferred Alternative. Many of the residential relocations result

from the construction of ponds which may include storm water management facilities and floodplain compensation facilities. The locations are tentative and subject to change. The locations were evaluated for impact identification purposes only. Accordingly, these locations do not necessarily represent the final location for such a proposed use. During the project's final design phase, alternative storm water management facility locations will be further evaluated in order to identify the final stormwater management facility and flood plain compensation sites for each drainage basin within the design project limits.

The documented findings of the Preferred Build Alternative are listed as follows:

- No potential wetland impacts are associated with the Preferred Build Alternative.
- No adverse effects to threatened and endangered species are anticipated as a result of implementing the Preferred Build Alternative.
- No National Register of Historic Places (NRHP)-eligible or NRHP-listed cultural resources will be adversely affected as a result of implementing the Preferred Build Alternative.
- No adverse effects to parks or recreation areas are anticipated with the Preferred Build Alternative.
- The estimated total project cost, which includes preliminary engineering (PE) design, right-of-way (ROW) acquisition, construction, and construction engineering inspection (CEI) for the Preferred Build Alternative, is \$54.067 million.

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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AN	Advance Notification
AO	Archeological Occurrence
APE	Area of Potential Effect
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRAS	Cultural Resource Assessment Survey
CSER	Contamination Screening Evaluation Report
CSR	Conceptual Stage Relocation Plan
Db	Decibels A-Weighted Scale
DDHV	Directional Design Hourly Volumes
DTTM	Design Traffic Technical Memorandum
EB	Eastbound
ERP	Environmental Resource Permit
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FDCA	Florida Department of Community Affairs
FDEP	Florida Department of Environmental Protection
FDHR	Florida Division of Historic Resources
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FFWCC	Florida Fish and Wildlife Conservation Commission
FGDL	Florida Geographic Data Library
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use, Cover and Forms Classification System
FNAI	Florida Natural Areas Inventory
FNPS	Florida Native Plant Society
FPC	Floodplain Compensation
FS	Florida Statutes
LDCA	Location and Design Concept Acceptance
LHR	Location Hydraulic Report
LOS	Level of Service
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria

NAVD88	North American Vertical Datum, 1988
NB	Northbound
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetland Inventory
PD&E	Project Development and Environment
PDSR	Project Development Summary Report
PER	Preliminary Engineering Report
PPM	Plans Preparation Manual
ROW	Right-of-Way
SB	Southbound
SFH	Suitable Foraging Habitat
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SMF	Stormwater Management Facility
SWFWMD	Southwest Florida Water Management District
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
USGS	U.S. Geological Survey
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish & Wildlife Service
VE	Value Engineering
VPD	Vehicles Per Day
WB	Westbound
WEBAR	Wetland Evaluation and Biological Assessment Report
WQIE	Water Quality Impact Evaluation

SECTION 1.0 – INTRODUCTION

1.1 STUDY PURPOSE AND PD&E PROCESS

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study Update to evaluate improvements to U.S. 301/S.R. 41 (Gall Boulevard) from S.R. 39 to south of County Road (C.R.) 54 in Pasco County, Florida. The objective of the update is to provide documented environmental and engineering analyses which would assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, conceptual design and location of the necessary improvements within the U.S. 301 PD&E study limits to accommodate future transportation needs in a safe and efficient manner.

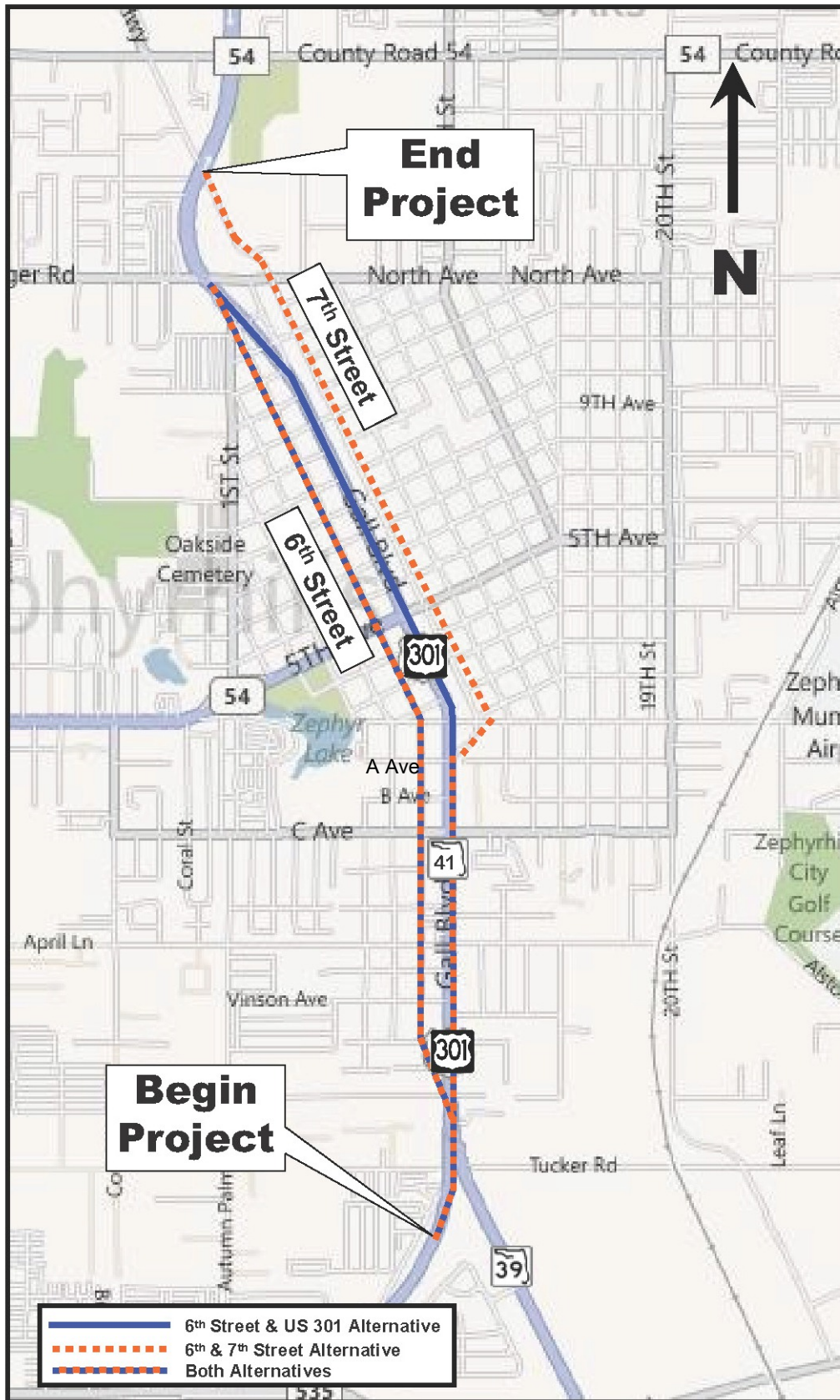
A Type 2 Categorical Exclusion (CE) and supporting Preliminary Engineering Report (PER) were completed in 2001 and are attached as **Appendix F** and **G** respectively. The Type 2 CE and PER recommended certain improvements which were submitted to the FHWA for review and acceptance. Location and Design Concept Acceptance (LDCA) was granted by FHWA on September 12, 2001 for that portion of the project from S.R. 39 north to A Avenue (see LDCA letter in **Appendix F**). Since the LDCA, ongoing coordination with the City of Zephyrhills resulted in the identification of an additional build alternative.

This PDSR was prepared as an update to the PER and Type 2 CE completed during the original PD&E study. The report includes the additional alternative and provides a comparative analysis of the two build alternatives which are described in Section 3.5 below. The PDSR presents results of the evaluations of the social, cultural, environmental, physical, and economic effects of the improvement alternatives.

1.2 PROJECT DESCRIPTION

The FDOT conducted a study to evaluate improvements to U.S. 301/S.R. 41 (Gall Blvd.) between S.R. 39 and south of C.R. 54 in Pasco County, Florida. The total length of the proposed project is approximately 2.6 miles. **Figure 1-1** illustrates the location and limits of the project and its relationship to the regional highway system.

The U.S. 301/S.R. 41 corridor is a north/south principal arterial facility that traverses through Tampa, Zephyrhills, Dade City, and continues north. The project is located partly in unincorporated Pasco County, from S.R. 39 to C Avenue. The section from C Avenue north to a point south of C.R. 54 is in the City of Zephyrhills.



The existing roadway is a two-lane rural road with four-foot paved shoulders. A partial one-way pair was created in 1996 by the City of Zephyrhills using 6th and 7th Streets as an alternative route to U.S. 301. The City's one-way pair system begins at A Avenue for northbound traffic on 7th Street and ends at C Avenue for southbound traffic on 6th Street.

1.3 PURPOSE AND NEED

The PD&E Study Update identified the current and future traffic deficiencies that should be expected along U.S. 301 if the existing geometric characteristics are maintained and presents feasible improvement alternatives that will meet future traffic demands. After consideration of socioeconomic, cultural and environmental effects, feasible improvement alternatives were identified and are described in Section 2.0.

Project need was verified and refined in an updated Design Traffic Technical Memorandum (DTTM) prepared in December 2010. This analysis documents that existing year (2010) Annual Average Daily Traffic (AADT) volumes on U.S. 301 range from a low of 12,700 vehicles per day (vpd) north of South Avenue to a high of 20,900 vpd south of Fort King Road. A highway capacity analysis was conducted to evaluate existing levels of service along the U.S. 301 study corridor and the 6th and 7th Streets one-way pair. The results of the analysis indicate that in 2010, all 15 study intersections operated at an overall Level of Service (LOS) D or better during both the AM and PM peak hours. An analysis of arterial operations reveals that in 2010, two roadway segments did not operate at the adopted LOS standard D in either the AM or PM peak hours. The two roadway segments with a deficient LOS (LOS E) are listed as follows:

- Northbound 7th Street between Geiger Road and Fort King Road during the PM peak hour; and
- Southbound U.S. 301 between 12th Avenue and S.R. 54 (5th Ave.) during the AM peak hour.

Crash records were examined for the most recent five-year period (2005-2009) to assess a level of motor vehicle safety along the U.S. 301 study corridor. A total of 500 crashes occurred during this five-year time frame, which resulted in 493 injuries and three fatalities. The U.S. 301 segment from Geiger Road to south of C.R. 54 is the only roadway segment with a five-year average safety ratio greater than 1.0.

Design year (2035) traffic projections were developed for the U.S. 301 study corridor using the Tampa Bay Regional Planning Model (TBRPM), Version 7.0. Design year AADT volumes on U.S. 301 are projected to range from a low of 28,400 vpd north of

South Avenue to a high of 49,000 vpd north of S.R. 39. If no improvements are made to U.S. 301 and the 6th and 7th Streets one-way pair, 13 of the 15 study intersections are projected to operate at an unacceptable LOS (LOS E or worse) during the AM and/or the PM peak hours. Similarly, unless improvements are made, failing LOS is projected on the U.S. 301 arterial roadway segments.

SECTION 2.0 – COMMITMENTS AND RECOMMENDATIONS

2.1 COMMITMENTS

A number of commitments related to construction noise, coordination with other FDOT projects and coordination with Local Governments were made as part of the 2001 effort to obtain acceptance of the Type 2 CE and gain LDCA. These commitments, (see **Appendix G**, Section 1.1 of the PER) have been updated as appropriate as part of this PD&E Study Update.

The FDOT is committed to the following measures to address impacts to the natural and physical environment for this project:

1. Special commitments during construction through the historic district (as identified on a graphic included in the construction plans²) should include:
 - Limit use of vibratory rollers to avoid adverse effects of vibratory compaction on adjacent structures (if possible);
 - Monitor vibration during compaction operations and document conditions of existing contributing structures to the historic district before and after all compaction operations in accordance with Article 455-1.1 of the FDOT Standard Specifications for Road and Bridge Construction; and
 - No construction staging or stockpiling activities are to occur within the Zephyrhills Downtown Historic District and Clyde's Cottages. If any construction staging or stockpiling areas will be within these boundaries, Section 106 consultation will be required, as specified in the FDOT Standard Specifications for Road and Bridge Construction; and
 - Maintain access to historic properties during construction.
2. Submit all phases of design plans (I through IV) to FHWA, SHPO, FDOT CEMO, and the City of Zephyrhills for review/comment utilizing FDOT's Electronic

²The graphic will be developed during the design phase and coordinated with FHWA and SHPO for review through the plans review process. The graphic will depict a large square or rectangle larger than the limits of the Zephyrhills Downtown Historic District and Clyde's Cottages so the contractors will know where to avoid construction during staging and stockpiling activities.

Review and Comment (ERC) system; hard copies of the plan sheets will also be provided to SHPO. An email notice will be sent to everyone to let them know when the plans are entered in the ERC.

3. Consider aesthetic improvements along 7th Street within the historic district only (along 7th Street at the intersection with 5th Avenue and one-half block south), such as context sensitive solutions. Include community input for these elements, if any are identified, and allow FHWA and SHPO reviews via the ERC phase review process.
4. Avoid placing Stormwater Management Facility (SMF) or Floodplain Compensation (FPC) sites within or adjacent to the Zephyrhills Downtown Historic District and the Clyde's Cottages property. Suitable sites located outside the historic district are anticipated to be available.
5. Install Cultural Interest Area guide signs, in compliance with Rule 14-51.041 Florida Administrative Code (FAC), for the Zephyrhills Downtown Historic District.
6. Gopher tortoise: Due to the presence of gopher tortoise burrows adjacent to the project limits and suitable habitat within the existing right-of-way, a gopher tortoise survey in appropriate habitat, within construction limits (including roadway footprint, construction staging areas, and stormwater management ponds), will be performed prior to construction per FWC guidelines. The FDOT will secure any relocation permits needed for this species during the project design and construction phase of the project.
7. Eastern indigo snake: The standard FDOT Construction Precautions for the Eastern Indigo Snake will be adhered to during construction of the project.
8. Bald eagle: If any active nests located within 660 feet of the project are identified, the FDOT will act in accordance with the Bald and Golden Eagle Protection Act (BGEPA) and Migratory Bird Treaty Act (MBTA).
9. Wood stork: Since the project is within the core foraging area of eight wood stork rookeries, the FDOT commits to ensure that there is no net loss of wetlands. Indirect impacts (e.g., changes in hydrological regimes) to adjacent wetlands will be minimized by adherence to wetland permitting requirements of the SWFWMD and the USACE. The FDOT further commits, where reasonable, to ensure that

any wood stork habitat alteration is mitigated within the foraging range of known rookeries in the project area in compliance with the USFWS's SLOPES requirement.

10. It is anticipated that the application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Department commits that the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling and mitigating impacts to noise and vibration sensitive sites.

2.1.1 Coordination with S.R. 39 Project

A separate PD&E Study on S.R. 39 from I-4 to U.S. 301 (WPI Segments No. 255099-1 and No. 256289-1) recommended widening S.R. 39 from two lanes to four lanes. It also recommended realigning the S.R. 39 intersection with U.S. 301, which currently connects at an acute angle to a "T" intersection with a traffic signal for safety purposes (see **Figures 3-4A and 3-5A**). If the U.S. 301 project is constructed before the S.R. 39 project, the recommended intersection realignment should be constructed along with this U.S. 301 project to increase the capacity and enhance safety at this intersection. The realignment proposed would result in a section of existing S.R. 39 becoming a cul-de-sac with access only from the north off U.S. 301. Due to the number of trucks currently accessing businesses on this section of existing S.R. 39, a connection between the existing S.R. 39 and the new S.R. 39 alignment will be investigated during the design phase.

2.1.2 Coordination with Local Governments

The City of Zephyrhills currently owns the section of 6th Street from C Avenue to where it connects with U.S. 301 just south of Geiger Road. Pasco County owns the section of 6th Street south of C Avenue. These sections will become a part of the state roadway system under the preferred alternative.

The U.S. 301 Right of Way (ROW) from A Avenue to 16th Avenue will be transferred from the FDOT to the City of Zephyrhills. Additionally, the 5th Avenue ROW between U.S. 301 and 7th Street will also be transferred from the City of Zephyrhills to the FDOT.

There is a section of existing S.R. 39, which will become a local street when the S.R. 39 intersection with U.S. 301 is realigned (see above section, Coordination with S.R. 39

project). This section of existing S.R. 39 is expected to be transferred from the FDOT to Pasco County.

The transfer of ROW for these sections will take effect upon completion of construction. The FDOT will prepare a Transfer Agreement with the City of Zephyrhills and Pasco County for these roadway sections as appropriate.

2.2 RECOMMENDATIONS

The Preferred Alternative is the one-way pair system utilizing 6th Street and 7th Street. U.S. 301 will be converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Palm Grove Avenue to A Avenue where it will connect with 7th Street. Seventh Street will be widened from a two-lane, one-way (northbound) to a three-lane, one-way (northbound) roadway facility from A Avenue to Fort King Road where it intersects with U.S. 301. Gall Boulevard remains as a two-lane, two-way, undivided roadway facility from A Avenue to 16th Avenue. Sixth Street is extended south to Palm Grove Avenue where it will join U.S. 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue.

SECTION 3.0 – ALTERNATIVES DEVELOPMENT

3.1 EXISTING CONDITIONS

3.1.1 Typical Sections

From S.R. 39 to Geiger Road /North Avenue, U.S. 301 (Gall Boulevard) is currently a two-lane, undivided roadway with eleven foot wide lanes. With the exception of the area between 3rd Avenue and 7th Avenue, the travel lanes are bordered by eight to ten foot wide flush shoulders, four feet of which is paved. Between 3rd Avenue and 7th Avenue the travel lanes are bordered by curb and gutter. North of Geiger Road, U.S. 301 is a four-lane divided rural road with twelve foot wide lanes bordered by eight to ten foot wide flush shoulders, four feet of which is paved.

Both 6th Street and 7th Street are two lane, one-way streets with lane widths varying between 10 and 12 feet. Neither street has paved shoulders. Sixth Street is a two-lane two-way street from Vinson Avenue to A Avenue.

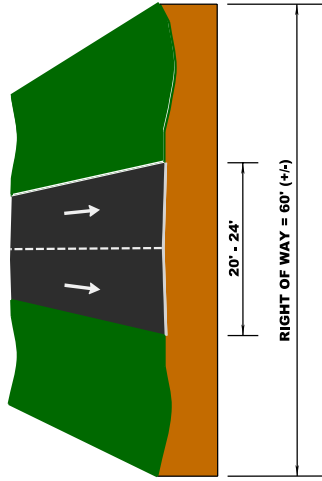
The existing typical sections for all three roadways are provided on **Figure 3-1**.

3.1.2 Pedestrian and Bicycle Facilities

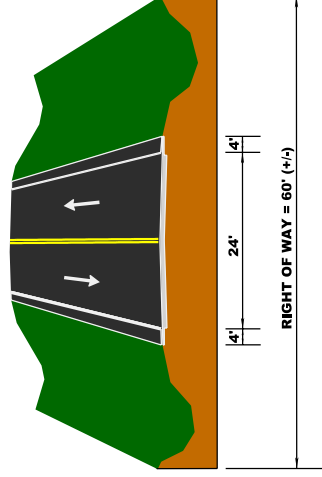
There is a five foot wide sidewalk on the west side of U.S. 301/S.R. 41 (Gall Boulevard) from South Avenue to 10th Avenue. There are no sidewalks on 6th Street. Seventh Street has a continuous four foot wide sidewalk on the east side from U.S. 301 just north of A Avenue to North Avenue. North of North Avenue, 7th Street becomes Fort King Road and the four foot wide sidewalk continues to approximately 200' south of U.S. 301.

The four foot wide paved shoulder along both sides of U.S. 301 (Gall Boulevard) is not a designated bicycle lane but it provides accommodation for bicyclists. Between 3rd Avenue and 7th Avenue there is no paved shoulder and bicyclists must share the travel lanes with motor vehicles. Neither 6th Street nor 7th Street has designated or undesignated bicycle lanes and bicyclists must share the travel lanes with the motor vehicles.

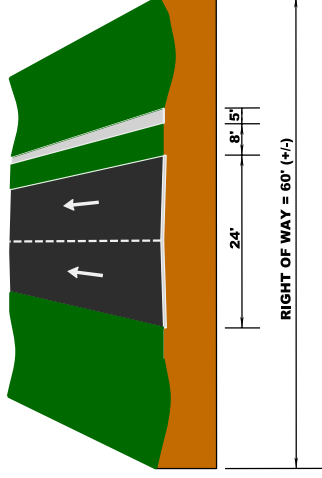
EXISTING TYPICAL SECTIONS



6TH STREET



US 301



7TH STREET



US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

EXISTING TYPICAL SECTIONS

FIGURE 3-1

3.1.3 Horizontal and Vertical Alignment

The existing horizontal alignment characteristics for U.S. 301 (Gall Boulevard) based on a Right of Way Control Survey completed in December 2003 is summarized below. Study limits are from approximate Baseline of Survey Station 386+90 to Station 530+00.

Table 3-1

Existing Horizontal Alignment U.S. 301 (Gall Boulevard)

Alignment Point of Intersection (PI) Base Line of Survey	Tangent Bearing	Degree of Deflection	Direction of Deflection	Curve Radius (ft)
	N 42°39'28" E			
385+89.19		42°45'13"	Left	2527.76
	N 00°05'44" W			
448+21.51		25°17'37"	Left	739.30
	N 25°23'21" W			
493+25.32		19°25'51"	Left	3819.72
	N 44°49'13" W			
513+8.60		69°10'11"	Right	1130.84
	N 24°20'59" E			

The existing vertical alignment is summarized in **Appendix G**, Final Preliminary Engineering Report; Section 4.1.6.

3.1.4 Right of Way (ROW)

Existing ROW for U.S. 301 (Gall Boulevard) and 6th Street is based on a Right of Way Control Survey completed in December 2003. From the begin study location to Tucker Road, the ROW width for U.S. 301 is 100' or greater. From Tucker Road to 12th Avenue the ROW width for U.S. 301 is typically 60' wide. From 12th Avenue to 17th Avenue the ROW is typically 100' wide. From 17th Avenue to the end of the study limits, the ROW width is typically 200'. Existing ROW for 6th Street is typically 60' wide throughout the study area.

3.1.5 Drainage

An update to the Location Hydraulics Report (LHR) originally completed in February 2000 has been prepared for this U.S. 301/S.R.41 (Gall Blvd.) PD&E Study Update. This section presents a summary of findings from this updated analysis.

Soils Information

The Natural Resources Conservation Service's (NRCS) Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>) was used to generate a custom summary report for the soils within the study area. **Table 3-2** below summarizes the soils within the project limits. Most of the soil, approximately 65%, is Tavares-Urban Land Complex, which is characterized by heavy urbanization. In general, the soils are uplands, nearly level to sloping, moderately to well-drained soils that are sandy throughout. All of the soil types within the project are type A soil, which have high infiltration rates (low runoff potential). The water table is expected to be relatively deep (seasonal high at a depth of 3.5 feet or greater).

Table 3-2

Summary of Soils within Study Area - NRCS Soil Survey

Map Unit Name and Number	Percent in Study Area	Hydrologic Group	Seasonal High Water Table		
			Depth (ft)	Kind	Month
Tavares Sand (6)	4	A	3.5-6.0	Apparent	Jun-Dec
Tavares - Urban Land Complex (15)	65	A	3.5-6.0	Apparent	Jun-Dec
Lake Fine Sand (32)	6	A	>6.0	---	---
Urban Land (38)	18	N/A	---	---	---
Arredondo Fine Sand (43)	<1	A	>6.0	---	---
Millhopper Fine Sand (69)	7	A	3.5-6.0	Perched	Aug-Feb

Existing Storm Water Management Facilities

Presently, four storm water management facilities (ponds) are located within the project limits. The first pond is located adjacent to 7th Street, east of U.S. 301 between A Avenue and South Avenue, on both sides of 7th Street with an interconnect pipe joining the two pond parts. The pond was constructed in 1995 in conjunction with the City of Zephyrhills one-way pair extension of 7th Street. The pond accepts runoff from the improved 7th Street and adjacent properties only. The dry retention pond has no outfall and recovery is only through infiltration. Double ring infiltration test results indicate an average infiltration rate of 17 feet per day.

The second pond is located near the middle of the project, north of 6th Avenue, east of U.S. 301 (across from The Clock Family Restaurant). The pond accepts runoff from approximately 40 acres of surrounding area. The pond is not designed to provide stormwater treatment and is estimated to flood at the 5-year event. The pond is owned and operated by the City of Zephyrhills whose City Hall is located due east of the pond. The pond is equipped with a pump station and force main which discharges west to Lake Zephyr. The pond, originally not permitted through the Southwest Florida Water Management District (SWFWMD), was permitted to provide for modifications by the City. The pond was permitted to provide for an increase in the volume of the pond through steepening the side slopes to 1:2 (vertical/horizontal) and stabilizing them with concrete in an effort to increase storage and alleviate flooding in the area. The SWFWMD would not permit an increase in the pumping rate from the pond to Lake Zephyr.

The third pond is a city owned pond that is located at Zephyrhills Elementary School west of U.S. 301 at 14th Avenue. The pond receives runoff from east of U.S. 301 and pumps to Lake Zephyr. This pond was originally a Pasco County pond but has since been modified and is now permitted through SWFWMD with the City of Zephyrhills as owner and operator.

A small portion of Fort King Road has been vacated by the City of Zephyrhills to build another stormwater management pond on the east side of U.S. 301 at the intersection with 14th Avenue. This pond was built for the purpose of alleviating some of the existing flooding in the area.

Existing Cross Drains

Field reviews were performed to examine each cross drain. Existing cross drain information was taken from field survey data obtained in May 2003 and is summarized in **Table 3-3** below. Any proposed modifications to existing cross drains will result in no

changes to floodplain flood levels. All drainage features will be developed in accordance with FDOT drainage standards and procedures.

Table 3-3
Existing Cross Drain Information

Struct. No.	Approx. Location	Size/ Description	Length (ft)	Invert Elevations		Flow Direction	Area of Basin (ac)
				West (ft)	East (ft)		
S-1	U.S. 301/Fir Ave	1-24" RCP	57.0	78.69	76.88	W-E	8.0
S-2	U.S. 301/11 th Ave	1-18" RCP	39.0	81.50	81.53	W-E	9.0
S-3	U.S. 301/14 th Ave	1-12" RCP	50.0	79.34	81.55	E-W	60.0

3.2 CORRIDOR ANALYSIS

The section of U.S. 301 being studied is the principal north/south route through Zephyrhills. There are a number of different types of travel demands on U.S. 301 in this area, including:

- Through traffic from Tampa and Plant City south of Zephyrhills to Dade City and destinations further north.
- Access to businesses along U.S. 301 serving the needs of local residents in the Zephyrhills area.
- Access to residences, including mobile home parks in the area.

There is a large population of seasonal residents in the Zephyrhills area who live there only in the winter months. During the winter the area's population and traffic volumes are two or three times higher than the rest of the year.

A number of alternative corridors were considered during the original PD&E study effort. The principal alternative to widening U.S. 301 considered was using 6th and or 7th Streets as a one-way pair, creating two or three through lanes in each direction.

Sixth Street is currently a two lane road, which diverts some southbound traffic away from U.S. 301 through downtown Zephyrhills. It has one-way southbound traffic from its connection with U.S. 301 near 16th Avenue to C Avenue, where it becomes a two-way road from C Avenue south to Vinson Avenue, where it ends. If 6th Street is to be used as part of a one-way pair system, additional ROW will be required from Vinson Avenue south to connect to U.S. 301.

Seventh Street was changed to a one-way northbound roadway by the City of Zephyrhills in 1995 to divert traffic off U.S. 301 in the downtown area. It connects with U.S. 301 at A Avenue north of the GTE building with a two lane curb and gutter section, and reconnects with U.S. 301 near Fort King Highway.

Both 6th and 7th Streets were considered as viable alternative corridors to widening U.S. 301 during the original PD&E study. The use of these streets in the various alternatives is discussed in further detail in Section 8 of the PER, attached as **Appendix G**.

Other alternative corridors evaluated are described below.

Chancey Road

Chancey Road (Zephyrhills Bypass) is available as an alternate route for through traffic around the City of Zephyrhills. It is used by trucks to avoid congestion in the City. To encourage northbound traffic to use Chancey Road as a bypass, there is destination signing on U.S. 301 in advance of the Chancey Road intersection that shows the route to Dade City via Chancey Road rather than straight through on U.S. 301. This should help reduce some of the through traffic northbound in downtown Zephyrhills. However, it is not a viable alternative to improving U.S. 301 since much of the traffic in peak months is local traffic.

Eiland Boulevard (C.R. 54)

Another alternate route that allows traffic to bypass the downtown area of Zephyrhills on U.S. 301 is Eiland Boulevard (C.R. 54). This is not a true alternative to north-south traffic on U.S. 301; rather, it is a way for traffic traveling on S.R. 54 east to U.S. 301 north to avoid the downtown area of U.S. 301. Eiland Boulevard intersects with S.R. 54 about 4 miles west of U.S. 301, and connects with U.S. 301 about 2 miles north of S.R. 54. The original PD&E study recommended that Eiland Boulevard be properly signed as a bypass route for traffic headed east on S.R. 54 and continuing northbound on U.S. 301. Currently destination signing on S.R. 54 in advance of Eiland Boulevard shows the route to Dade City to the north via Eiland Boulevard rather than via S.R. 54 to U.S. 301. This signing should also help reduce the traffic congestion on U.S. 301 in downtown Zephyrhills.

3.3 THE NO BUILD ALTERNATIVE

The No Build Alternative assumes that the existing conditions described in Section 3.1 above would remain for U.S. 301 within the project limits and only routine maintenance activities would occur until the design year 2035.

Distinct advantages and disadvantages associated with the No-Build Alternative are outlined below:

Advantages:

- No design, ROW acquisition, or construction costs
- No inconvenience to the traveling public or property owners during construction
- No additional impacts to the adjacent natural, physical, and human environment
- No relocations

Disadvantages:

- Increase in traffic congestion and user costs associated with increased travel times
- Increase in crash potential due to congestion
- Increase in emergency vehicle response times
- Longer delays during emergency evacuations
- Increase in carbon monoxide and other pollutants due to increased traffic congestion
- Increased costs in the movement of goods and services

These advantages and disadvantages, along with other established criteria were used in the evaluation process of the No Build Alternative and its comparison with the Build Alternatives described below. The No Build Alternative remained a viable alternative throughout the PD&E study process.

3.4 BUILD ALTERNATIVES

The two Build Alternatives being evaluated under this study update are described as follows:

6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative: U.S. 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Palm Grove Avenue to Geiger Road (North Avenue). Sixth Street is extended south to Palm Grove Avenue where it will join U.S. 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue. Seventh

Street remains unchanged as a one-way (northbound) roadway facility from A Avenue to Geiger Road.

6th Street and 7th Street One-Way Pair Alternative: U.S. 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Palm Grove Avenue to A Avenue where it will connect with 7th Street. Seventh Street is widened from a two-lane, one-way (northbound) to a three-lane, one-way (northbound) roadway facility from A Avenue to Fort King Road where it intersects with U.S. 301. Gall Boulevard remains as a two-lane, two-way, undivided roadway facility from A Avenue to south of Geiger Road. Sixth Street is extended south to Palm Grove Avenue where it will join U.S. 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue.

3.5 EVALUATION OF THE BUILD ALTERNATIVES

3.5.1 Design Criteria

The following **Table 3-4** summarizes the roadway design criteria applicable to the project.

Table 3-4
Summary of Design Criteria

DESIGN ELEMENT	DESIGN CRITERIA	PPM VOL. I REFERENCE	COMMENTS
GENERAL			
Functional Classification	Urban Other Principal Arterial		
Design Speed (MPH)	40	Table 1.9.1	
Design Period	20 Years	Section 1.2	
Access Classification	Access Class 7	Section 1.8	
CROSS SECTION DATA			
Number of Through Lanes	3 4		Each way on the 1-way pairs For the 2-way Divided Segment
Lane Widths - Through	11	Section 2.1.1, Table 2.1.1	Non-FIHS/SIS, DS 40 mph or less
Lane Widths - Turning	11	Section 2.1.1, Table 2.1.1	Non-FIHS/SIS, DS 40 mph or less
Cross Slopes	0.02 to 0.03	Figure 2.1.1	
DESIGN ELEMENT	DESIGN CRITERIA	PPM VOL. I REFERENCE	COMMENTS
Median Widths	22	Section 2.16.4, Table 2.2.1	

Bicycle Lane Width	4' 5'	Section 2.16.3/2.16.5/8.4.1 Section 8.4.2	4' on roadways with curb and gutter to the left of right turn lanes
Sidewalk Width	6'	Section 2.1.4.1/8.3.1	Sidewalk adjacent to the curb
Horizontal Clearance	varies	Section 2.11, Tables 2.11.1-2.11.10	Horizontal Clearances based on clearances for normal operation
Border Width	8' (min)	Section 2.5	When ROW not being acquired
	10' (w/Bike Lane) 12' (Lane @ C&G)	Section 2.5, Table 2.5.2	When ROW acquisition required
VERTICAL GEOMETRY			
Minimum Lengths of Crest Vertical Curve	K=70	Table 2.8.5	Using L=KA
	Min 3 x DS		
Minimum Lengths of Sag Vertical Curve	K=64 Min. 3 x DS	Table 2.8.6	Using L=KA
Stopping Sight Distance	305'	Table 2.7.1	Grades \leq 2%
Grades	7% max	Table 2.6.1	
Maximum Change in Grade Without a Vertical Curve	0.8	Table 2.6.2	
Base Clearance	1'	Table 2.6.3	
Minimum Distance Required between VIP's	250'	Table 2.6.4	
Minimum Grade	0.3%	Table 2.6.4	
Minimum Vertical Clearance	17'-6"	Table 2.10.3	For Signals
HORIZONTAL GEOMETRY			
Maximum Deflection Without Curve (DMS)	2° 00' 00"	Section 2.8.1.1, Table 2.8.1a	
Length of Horizontal Curves	15V (>400')	Table 2.8.2a	
Maximum Curvature of Horizontal Curves	10° 45'	Table 2.8.3	
Superelevation Transition Rate	1:125	Table 2.9.4	
e (max)	0.05	Section 2.9, Table 2.9.4	

3.5.2 Design Standards

This report was prepared consistent with the current edition of the following publications:

1. Roadway Design Geometric and Criteria found in Volume I, Plans Preparation Manual, FDOT, 625-000-005.
2. A Policy on Geometric Design of Highways and Streets, Washington, D.C., AASHTO.
3. Manual on Uniform Traffic Control Devices (MUTCD), FHWA, Washington, D.C.
4. Highway Capacity Manual, Transportation Research Board, Washington, D.C.
5. Bicycle Facilities Planning and Design Manual, FDOT.
6. Drainage Manual, FDOT, and Supplements, Topic # 625-040-001.
7. Flexible Pavement Design Manual, FDOT, Topic # 625-010-002.
8. Pavement Type Section Manual, FDOT, Topic # 625-010-005.
9. Utility Accommodation Guide, FDOT, Topic # 710-020-001.
10. Life-Cycle Cost Analysis for Transportation Projects, FDOT.
11. FDOT Standard Specifications for Road and Bridge Construction.
12. Computer-Aided Design and Drafting (CADD) Roadway standards Manual, FDOT, Topic # 625-010-007.
13. Computer Aided Design and Drafting (CADD) Structures Standard Manual, FDOT.
14. Roadway and Traffic Design Standards, FDOT, Topic # 625-010-003.
15. Roadside Design Guide, AASHTO.
16. Florida Highway Landscape Guide, FDOT.
17. Facilities Access for Persons with Disabilities, FDOT Procedure Topic #625-01 0-01 5.
18. Major Urban Corridor Studies Policy, FDOT, Topic # 000-725-010.
19. Environmental Policy, FDOT, Topic #000-625-001.
20. Maximum Number of Lanes on the State Highway System to be Provided by Department Funds Policy, FDOT, Topic # 000-525-040.
21. Median Opening Decision Process, FDOT, Topic # 625-010-020.

3.5.3 Design Traffic Volumes

A Design Traffic Technical Memorandum (DTTM) was prepared in December 2010 as part of this PD&E Study Update. The DTTM documented existing travel conditions, presented forecasts of the design-year travel demand, and summarized LOS evaluations of the No Build and two proposed Build Alternatives. Separate traffic forecasts were developed for the proposed Build Alternatives to estimate the reallocation of traffic volumes to 6th Street, U.S. 301, and 7th Street as a result of the different lane configurations associated with the two Build Alternatives.

Table 3-5 provides a comparison of the design year (2035) Annual Average Daily Traffic (AADT) volumes forecasted for each of the alternatives. The volumes shown in this table represent the median and low/high range of AADT projected along the arterial segments of 6th Street, U.S. 301, and 7th Street. As shown in this table, traffic volumes on U.S. 301 are projected to divert to the improved one-way pair of 6th and 7th Streets with the construction of either Build Alternative. The magnitude of traffic diverted off of U.S. 301 and on to 6th and 7th Streets varies among the two Build Alternatives. Approximately 14,400 vehicles per day (vpd) are projected to be diverted off of U.S. 301 with the 6th Street and 7th Street One-Way Pair Alternative, while it is projected that roughly 8,900 vpd would divert under the 6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative. Moreover, comparing traffic volumes on 6th and 7th Streets for the two Build Alternatives reveals that an additional 7,300 vpd will travel on 6th Street with the 6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative. Likewise, an additional 12,800 vpd will travel on 7th Street with the 6th Street and 7th Street One-Way Pair Alternative.

Table 3-5

Design Year (2035) Annual Average Daily Traffic (AADT) Volumes on U.S. 301, 6th and 7th Streets within the One-Way Pair Section between A Ave. and 15th Street

Roadway	No-Build Alternative	Build Alternatives	
		6 th Street and 7 th Street One-Way Pair	6 th Street and U.S. 301/Gall Boulevard One-Way Pair
6 th Street	10,900 vpd (9,600 – 12,200)	18,200 vpd (17,200 - 19,200)	25,500 vpd (24,100 – 26,800)
U.S. 301	29,300 vpd (28,400 – 30,200)	14,900 vpd (14,100 – 15,700)	20,400 vpd (19,300 – 21,400)
7 th Street	10,500 vpd (10,100 – 10,800)	16,500 vpd (16,300 – 16,600)	3,700 vpd (2,700 – 4,600)

vpd = vehicles per day
 Median AADT
 (Low AADT – High AADT)

Highway capacity analyses were performed to evaluate future traffic operations of the Build Alternatives. Initially, the analysis considered only the improvements shown in the conceptual design plans included in the 2001 PER (Appendix D). The Build Alternatives primarily included improvements to the mainlines of 6th Street, U.S. 301, and 7th Street as part of the one-way pair alternatives. Refinements were made to the Build

Alternatives to provide side street improvements to improve operations to acceptable Level of Service (LOS). Results of the initial analysis (with no side street improvements) indicate that 9 of the 15 study intersections do not operate at an acceptable LOS in either Build Alternative. Details on these intersections and the needed improvements are provided in Section 3.5.8 below.

3.5.4 Bridge Analysis

There are no existing or proposed bridge structures within the project area.

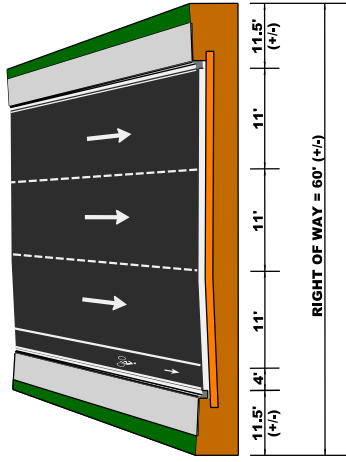
3.5.5 Typical Sections

The typical sections for the two build alternatives that were evaluated are illustrated on **Figures 3-2 and 3-3**. The typical section is common to both alternatives and consists of three 11' wide through lanes with a four foot wide bicycle lane on the outside for each direction of the one-way pair. The travel lanes are bordered by curb and gutter and six foot wide sidewalk adjacent to the curb and gutter. The proposed design speed for this typical section is 40 miles per hour with an anticipated posted speed of 35 mph.

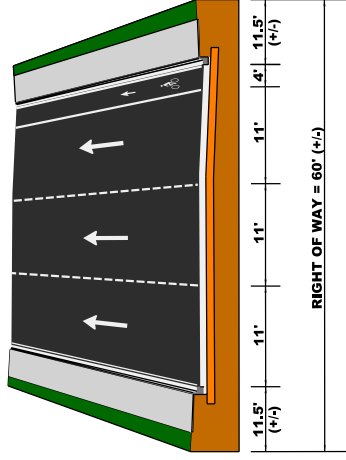
3.5.6 Alignments and Right of Way (ROW) Needs

The three lane one-way pair portions of both build alternatives that were evaluated fit within the existing 60' wide, nominal, existing ROW along 6th Street, U.S. 301 (Gall Boulevard) and 7th Street. The 6th Street alignment, common to both alternatives, requires additional ROW at two locations. The first is ROW needed to connect 6th Street with U.S. 301 at the south end of the project. To provide for continuous traffic flow, reverse curves are planned commencing near Palm Grove Avenue and connecting to the original 6th Street alignment near Jendral Avenue. The second location requiring additional ROW is at South Avenue where the existing horizontal alignment does not comply with design criteria. The existing alignment will use a larger radius curve necessitating additional ROW on the west side of the roadway for approximately 200 feet north and south of South Avenue.

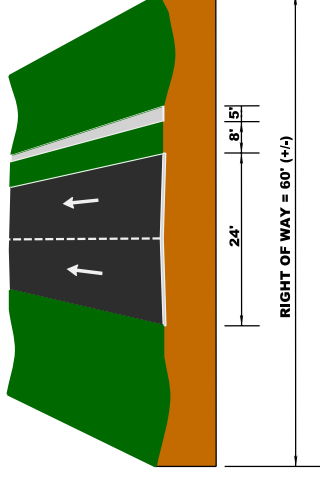
6TH STREET AND US 301 (GALL BLVD.) ONE-WAY PAIR ALTERNATIVE



6TH STREET



US 301



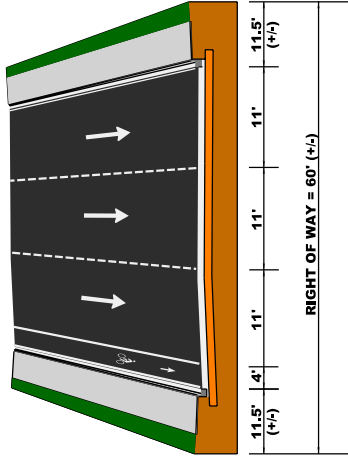
7TH STREET



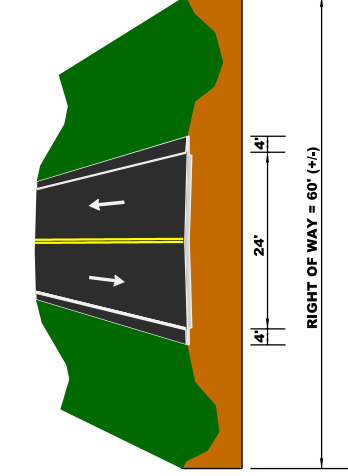
US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

PROPOSED 6TH STREET AND US 301 (GALL BLVD.)
TYPICAL SECTIONS

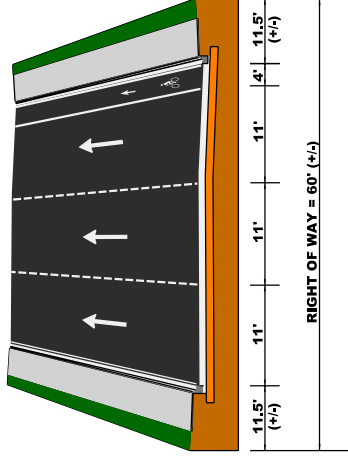
6TH AND 7TH STREET ONE-WAY PAIR ALTERNATIVE



6TH STREET



US 301



7TH STREET



US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
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PASCO COUNTY

PROPOSED 6TH AND 7TH STREET
TYPICAL SECTIONS

The alignment shift from U.S. 301 to 7th Street at A Avenue requires additional ROW to provide for a smooth connection using reverse curves. The existing roadway transition utilizes curves that do not meet the design criteria for the 40 mph design speed utilized for the proposed improvements. Similarly, the existing curves along Fort King Road, north of North Avenue need to be reconstructed using longer radii and ROW will be needed in this area as well.

The vertical alignment for both of the alternatives is expected to be similar to the existing vertical alignment. The three lane typical section to be utilized provides for only 3 1/2 feet between the back of sidewalk and the ROW line to allow for matching existing grades. The seasonal high water table is typically three feet or more below grade so there is reasonable flexibility to lower the vertical alignment while still providing base clearance where adjacent property is lower than the existing roadway elevation. Even with extensive manipulation of the vertical alignment, vertical curbs and or short gravity walls may be required in some locations to allow for matching the back of sidewalk elevation to existing grades. Likewise, temporary construction easements may be necessary to allow for the reconstruction of driveways within adjacent properties to provide for acceptable driveway slopes.

Figure 3-4 A through **3-4 I** presents the proposed alignment and right of way for the 6th Street and U.S. 301 One-Way Pair Alternative. **Figure 3-5 A** through **3-5 I** presents the alignment and right of way for the 6th Street and 7th Street One-Way Pair Alternative.



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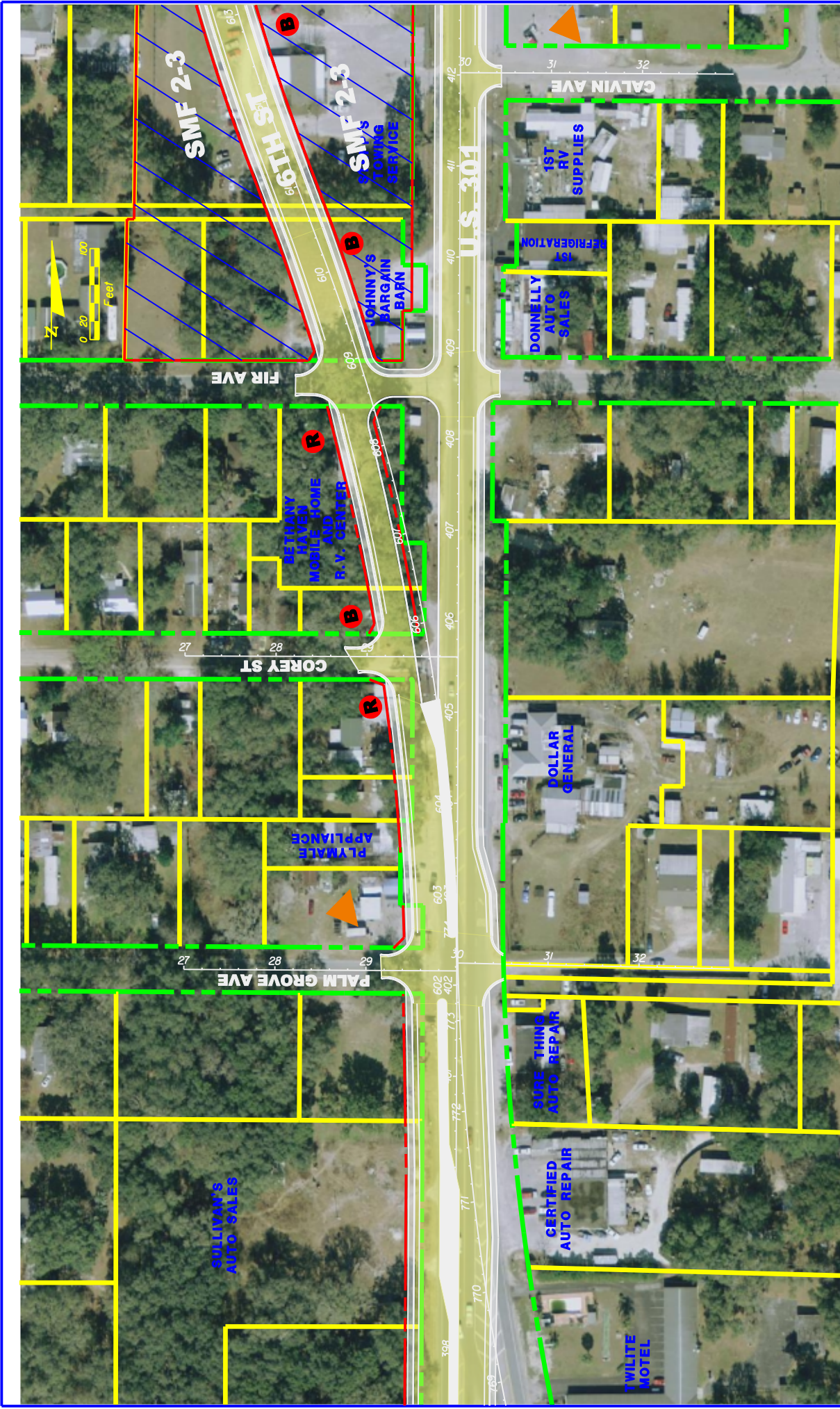
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- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- SR 39 STUDY WITH NO. 50099-1 AND 50229-1
- EXISTING R/W
- PROPOSED R/W
- POTENTIAL POND SITE
- PROPERTY LINES

US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301 (GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-4A

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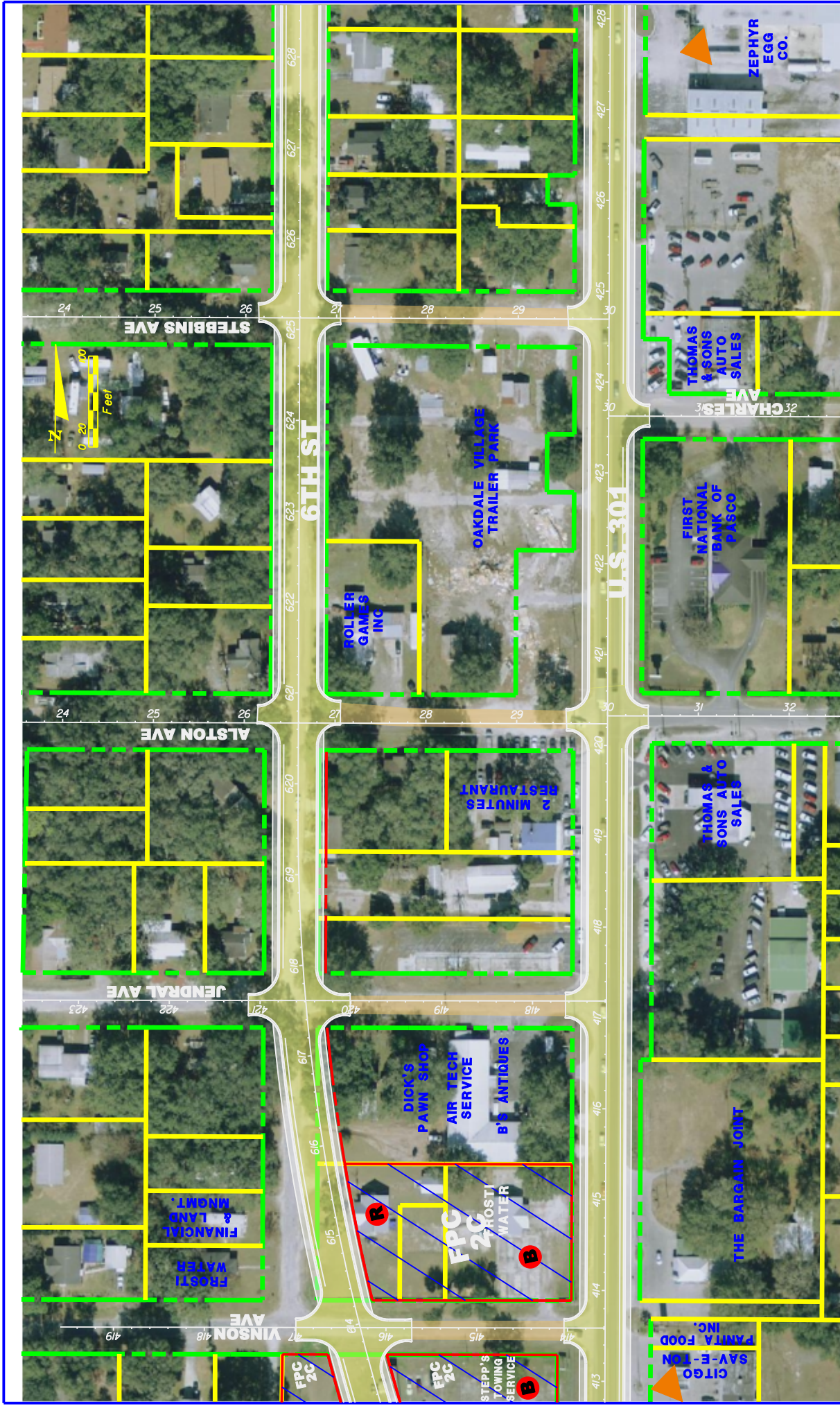
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- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES
- POTENTIAL POND SITE

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ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301 (GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-4B

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**ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301 (GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE**

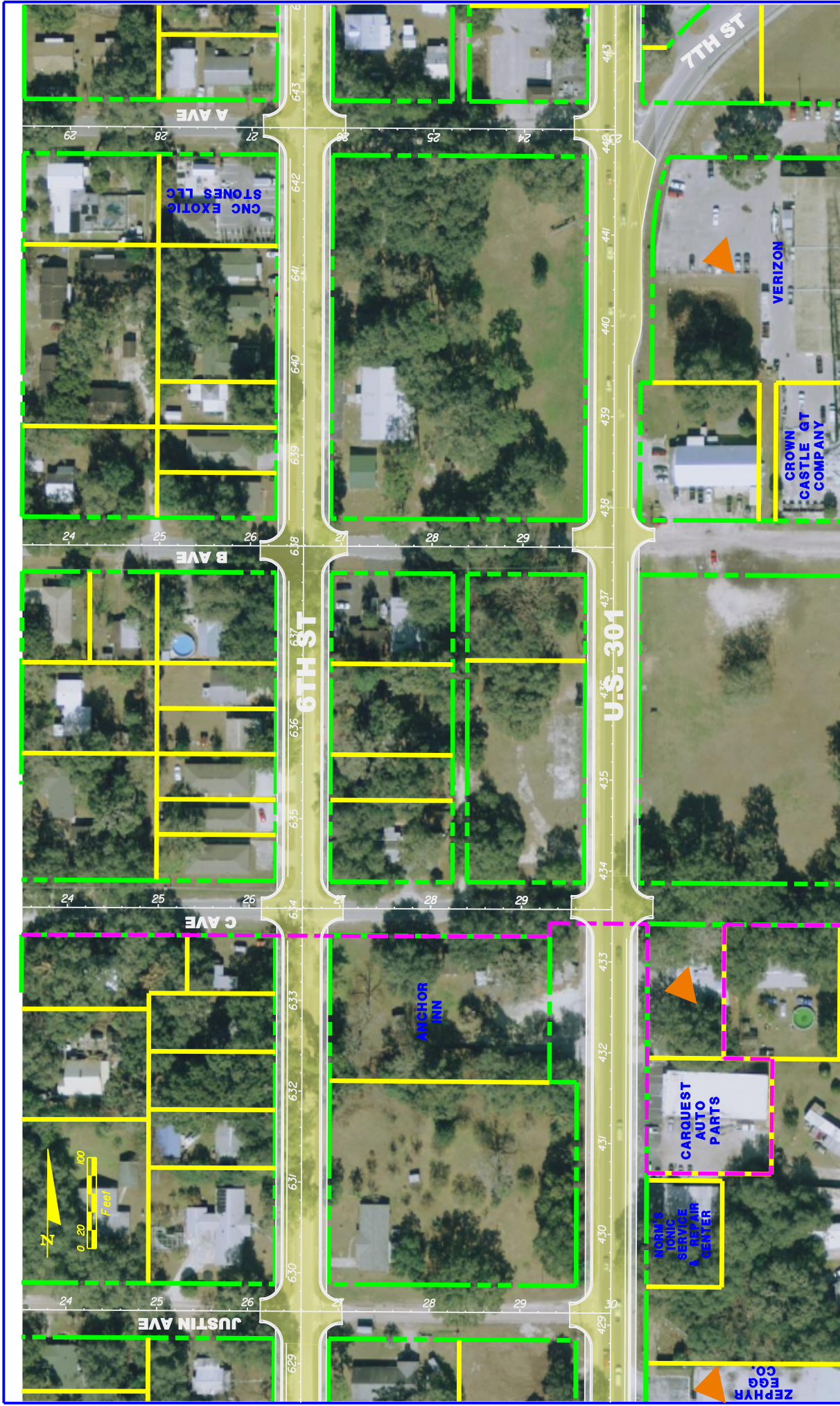
**US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WP#: 256422-2
PASCO COUNTY**

LEGEND

- EXISTING SIGNAL
- EXISTING R/W
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL POND SITE
- PROPOSED R/W
- PROPERTY LINES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL POND SITE



FIGURE 3-4C



LEGEND

- EXISTING SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

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WPI: 256422-2
PASCO COUNTY

ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301 (GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-4D

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ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301(GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE

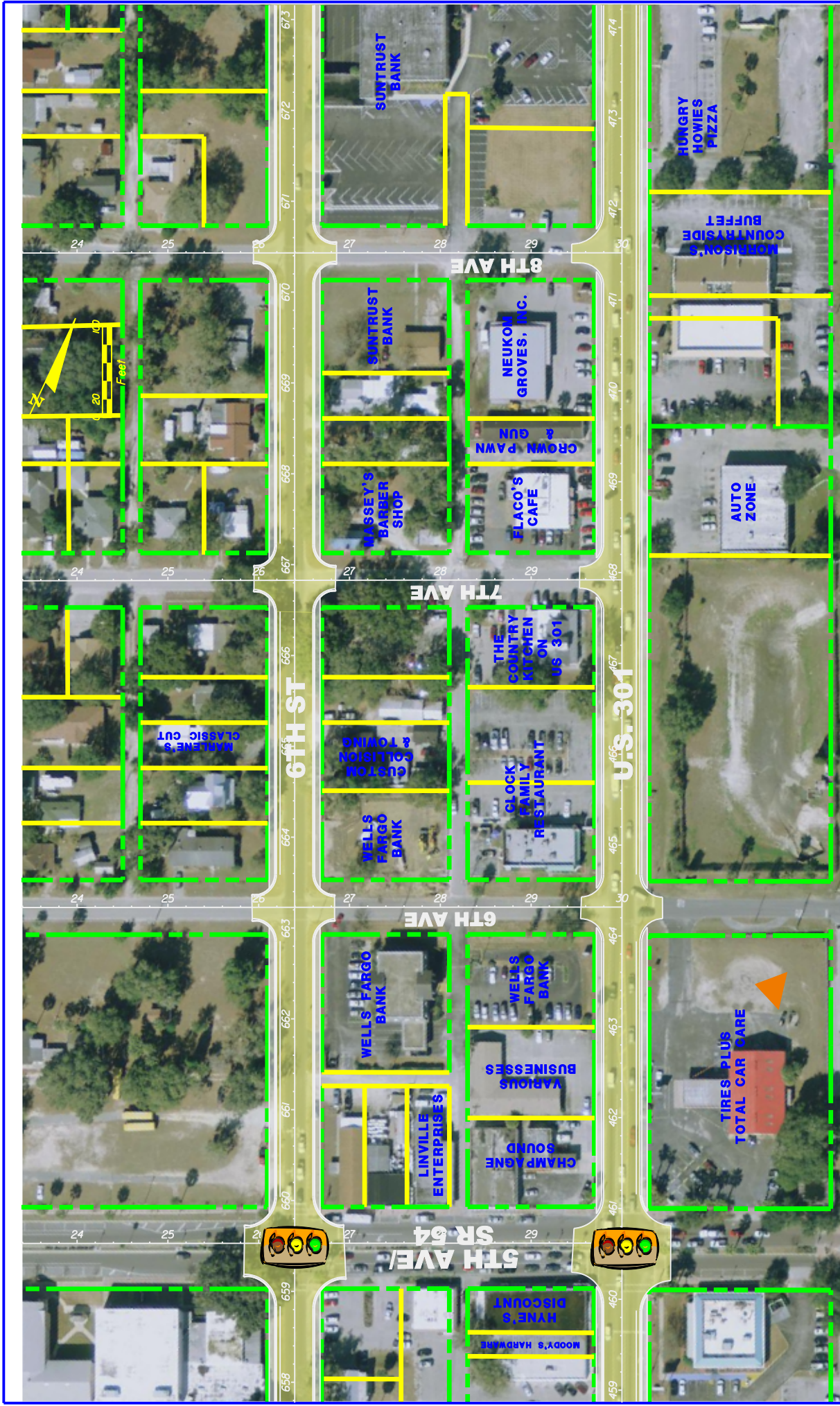
US 301/SR 41(GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS SITES
- POTENTIAL RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES
- POTENTIAL POND SITE



FIGURE 3-4E



**ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301(GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE**

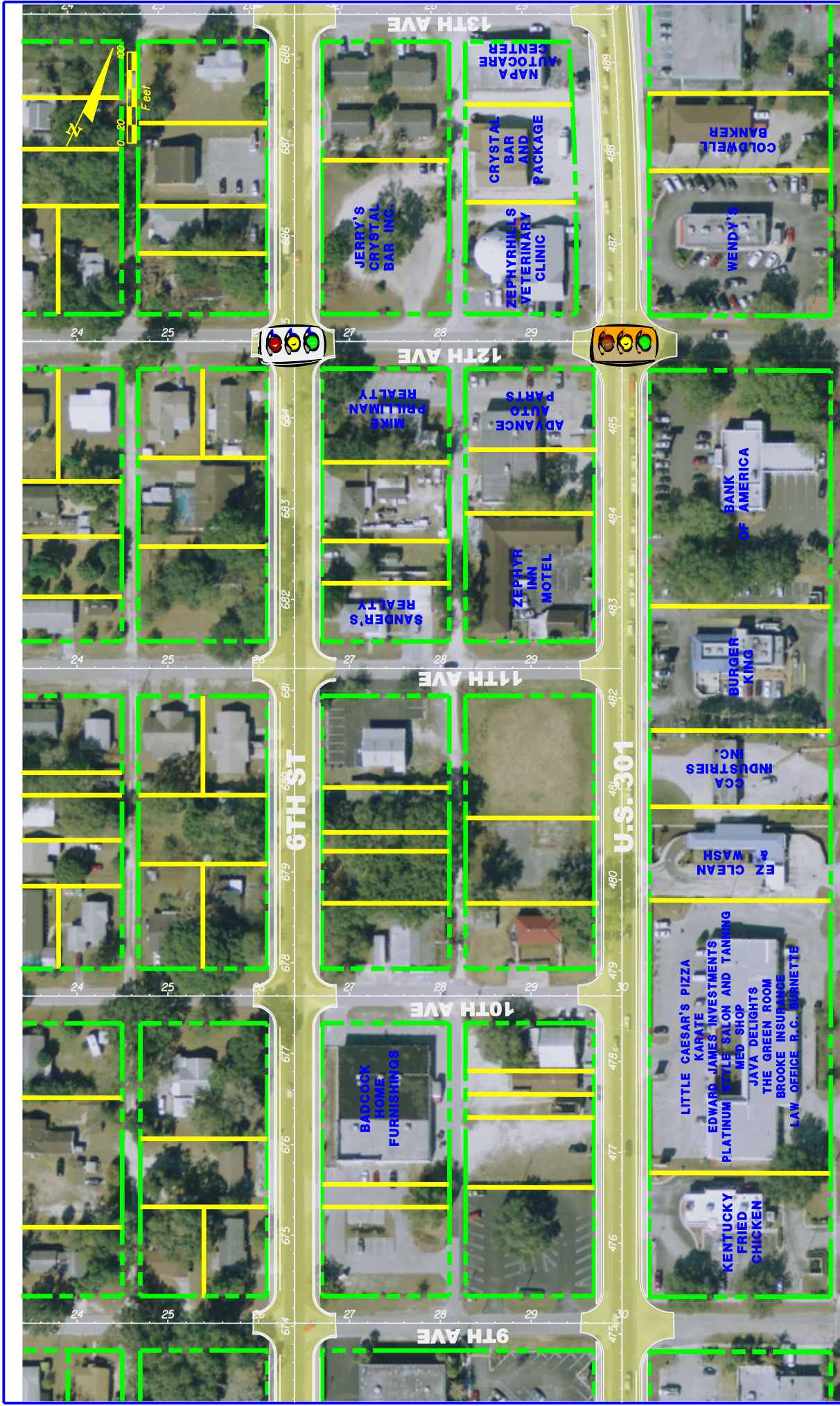
US 301/SR 41(GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LEGEND

	EXISTING R/W
	PROPOSED R/W
	PROPERTY LINES
	POTENTIAL CONTAMINATION SITES
	POTENTIAL BUSINESS RELOCATION
	POTENTIAL RESIDENTIAL RELOCATION
	EXISTING SIGNAL
	PROPOSED SIGNAL



FIGURE 3-4F



ALIGNMENT AND RIGHT OF WAY
 6TH STREET AND US 301(GALL BLVD.)
 ONE-WAY PAIR ALTERNATIVE

US 301/SR 41(GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
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 PASCO COUNTY



LEGEND

- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING SIGNAL
- PROPOSED SIGNAL

FIGURE 3-46



ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301(GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE

US 301/SR 41(GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LEGEND

- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES



FIGURE 3-4H



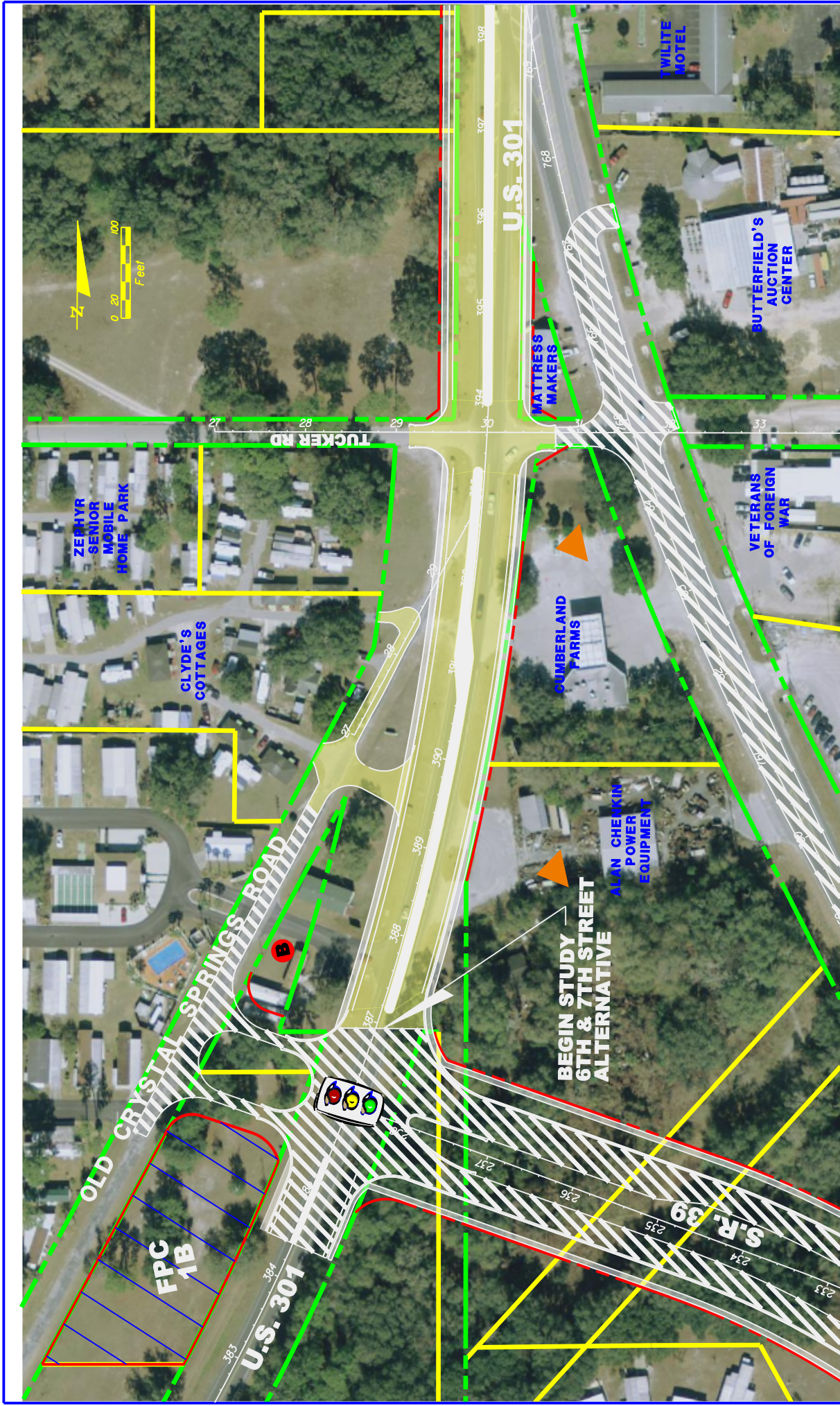
**ALIGNMENT AND RIGHT OF WAY
6TH STREET AND US 301 (GALL BLVD.)
ONE-WAY PAIR ALTERNATIVE**

US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES



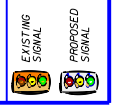


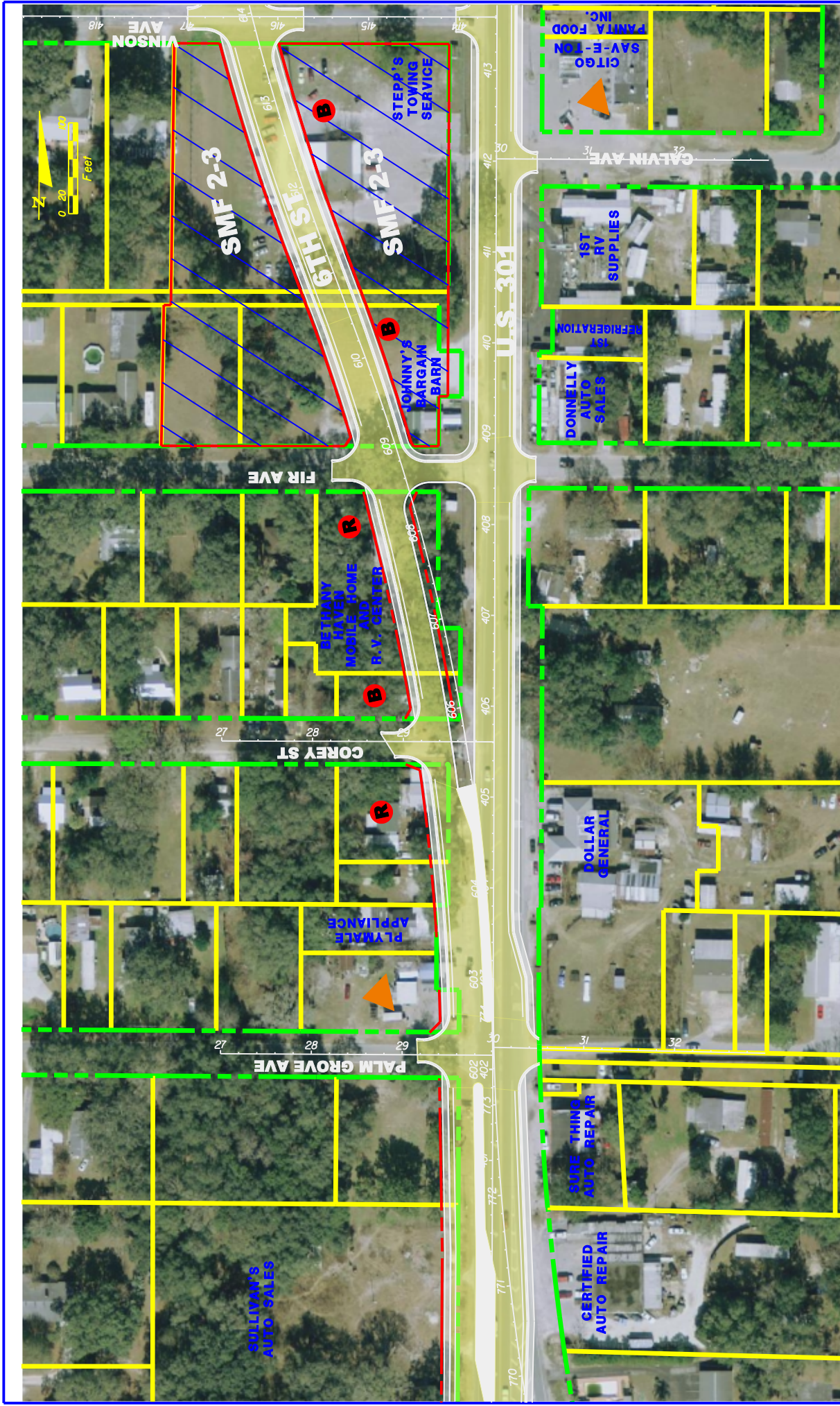
**ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE**

US 301/SR 41/GALL BLVD.J PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- SR 39 STUDY AREA (SR 39-1 AND 39-2)
- POTENTIAL POND SITE
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES





LEGEND

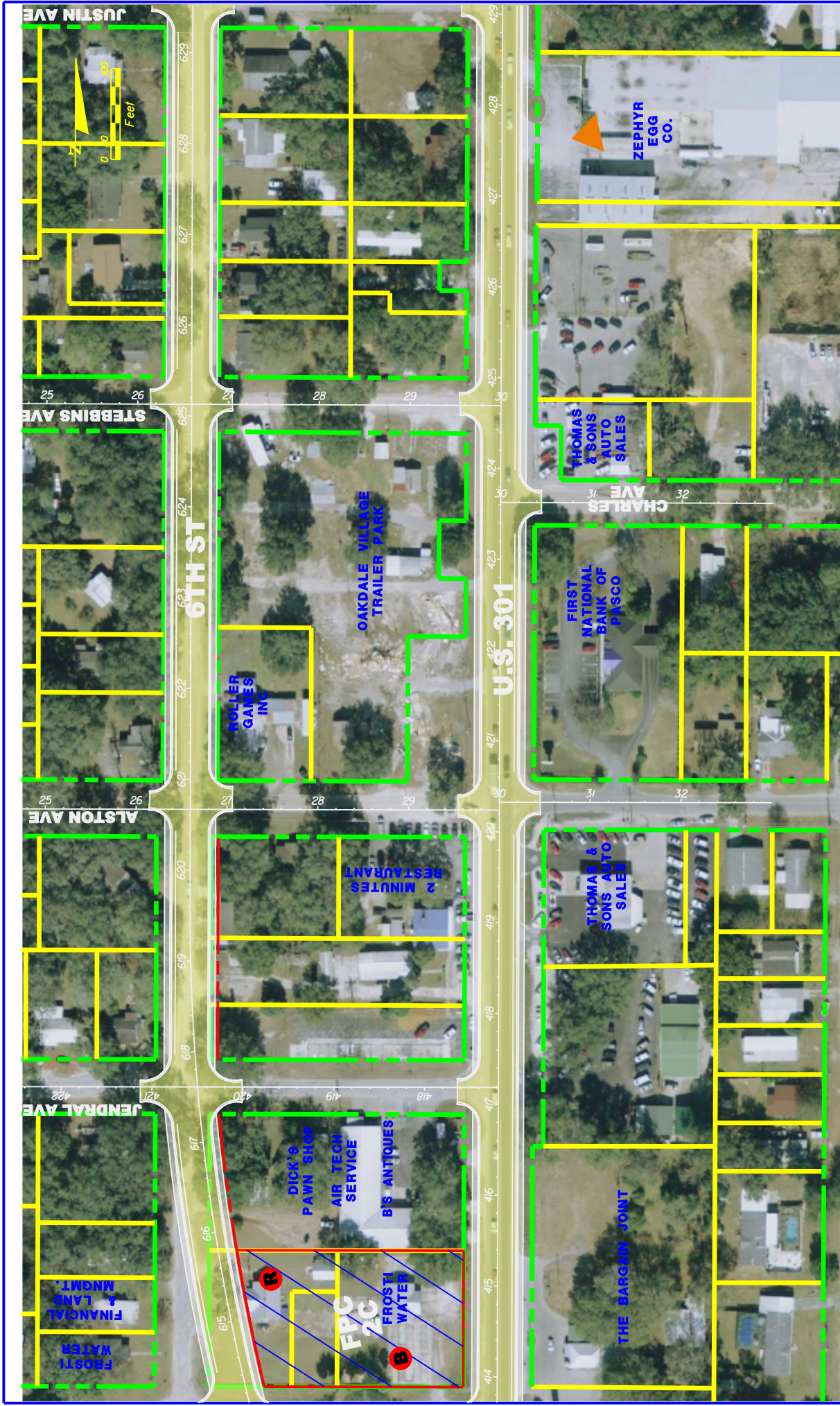
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS SITES
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL FLOOD SITE
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

US 301/SR 41/GALL BLVD./PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-5B

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ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

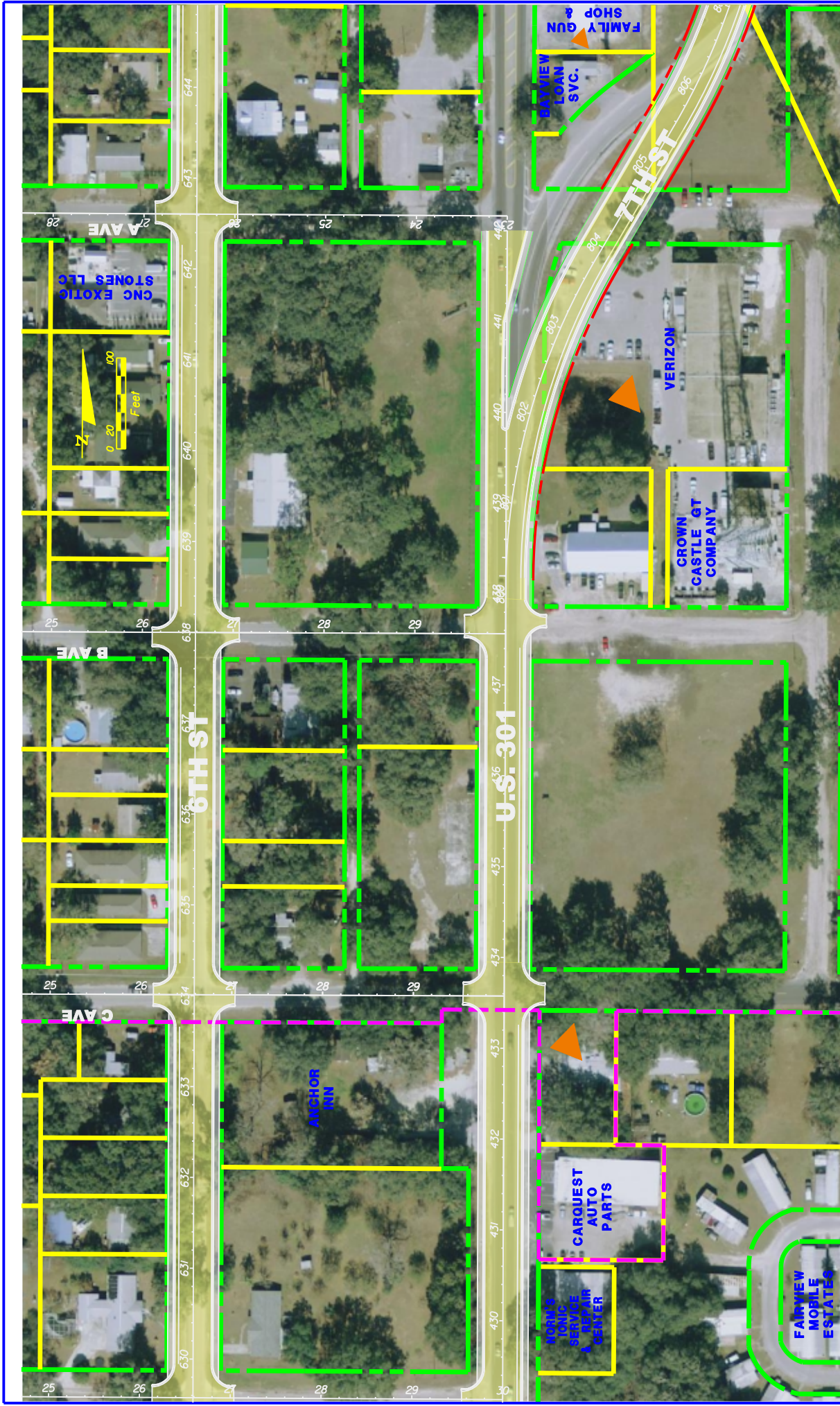
US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY



LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL FLOOD SITE
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

FIGURE 3-5C



ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

US 301/SR 41/GALL BLVD./PD&E STUDY UPDATE
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LEGEND

	EXISTING SIGNAL		EXISTING R/W
	PROPOSED SIGNAL		PROPOSED R/W
	POTENTIAL CONTAMINATION SITES		PROPERTY LINES
	POTENTIAL BUSINESS RELOCATION		
	POTENTIAL RESIDENTIAL RELOCATION		



FIGURE 3-5D



**ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE**

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WPI: 256422-2
PASCO COUNTY

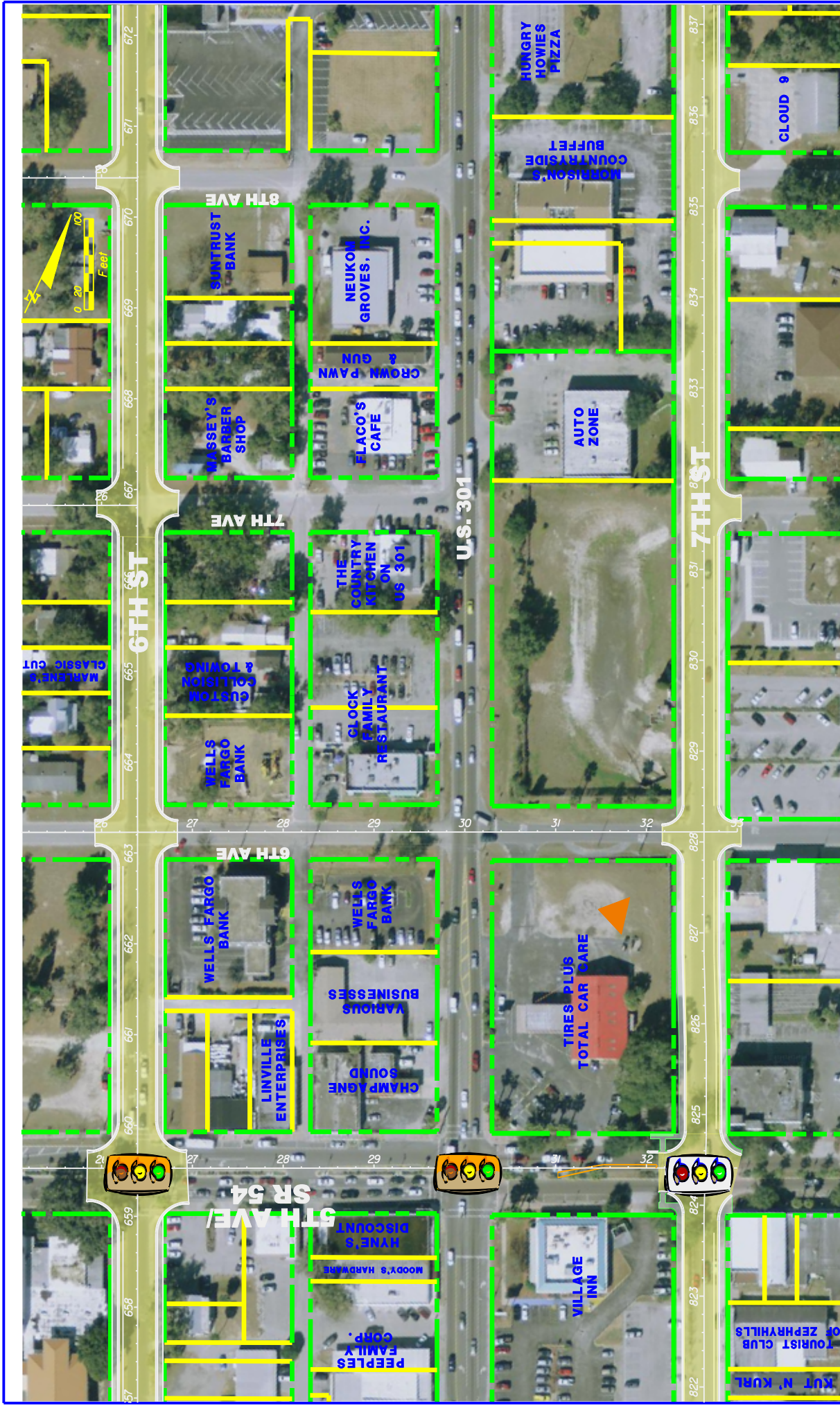


LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

SR 39 STUDY
WPI NOS. 256089-1
AND 256289-1

FIGURE 3-5E



**ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE**

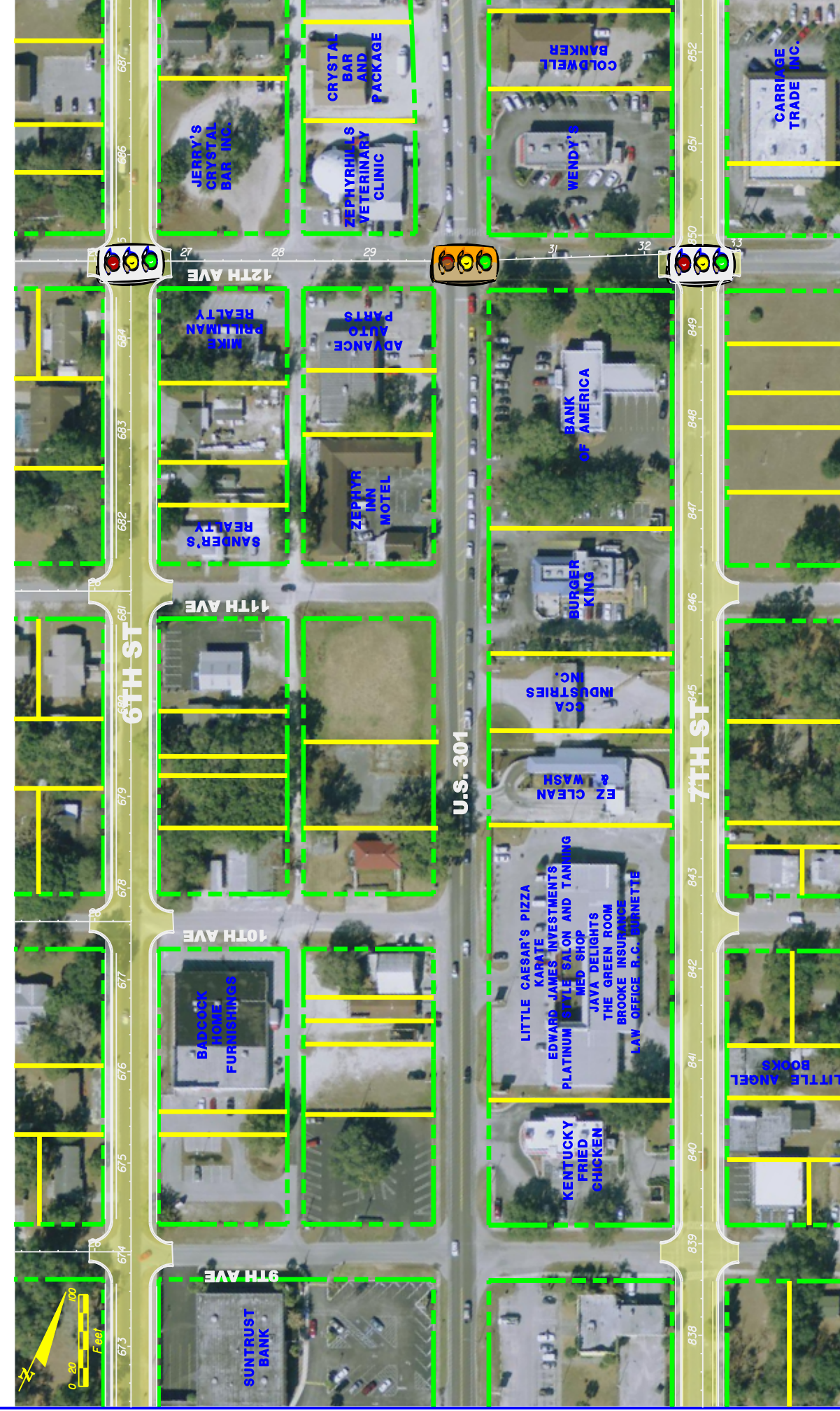
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SR 39 TO SOUTH OF CR 54
WP#: 256422-2
PASCO COUNTY

LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES



FIGURE 3-5F



LEGEND

	EXISTING SIGNAL		EXISTING R/W
	PROPOSED SIGNAL		PROPOSED R/W
	POTENTIAL CONTAMINATION SITES		PROPERTY LINES
	POTENTIAL BUSINESS RELOCATION		
	POTENTIAL RESIDENTIAL RELOCATION		

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ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-5G



ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
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PASCO COUNTY

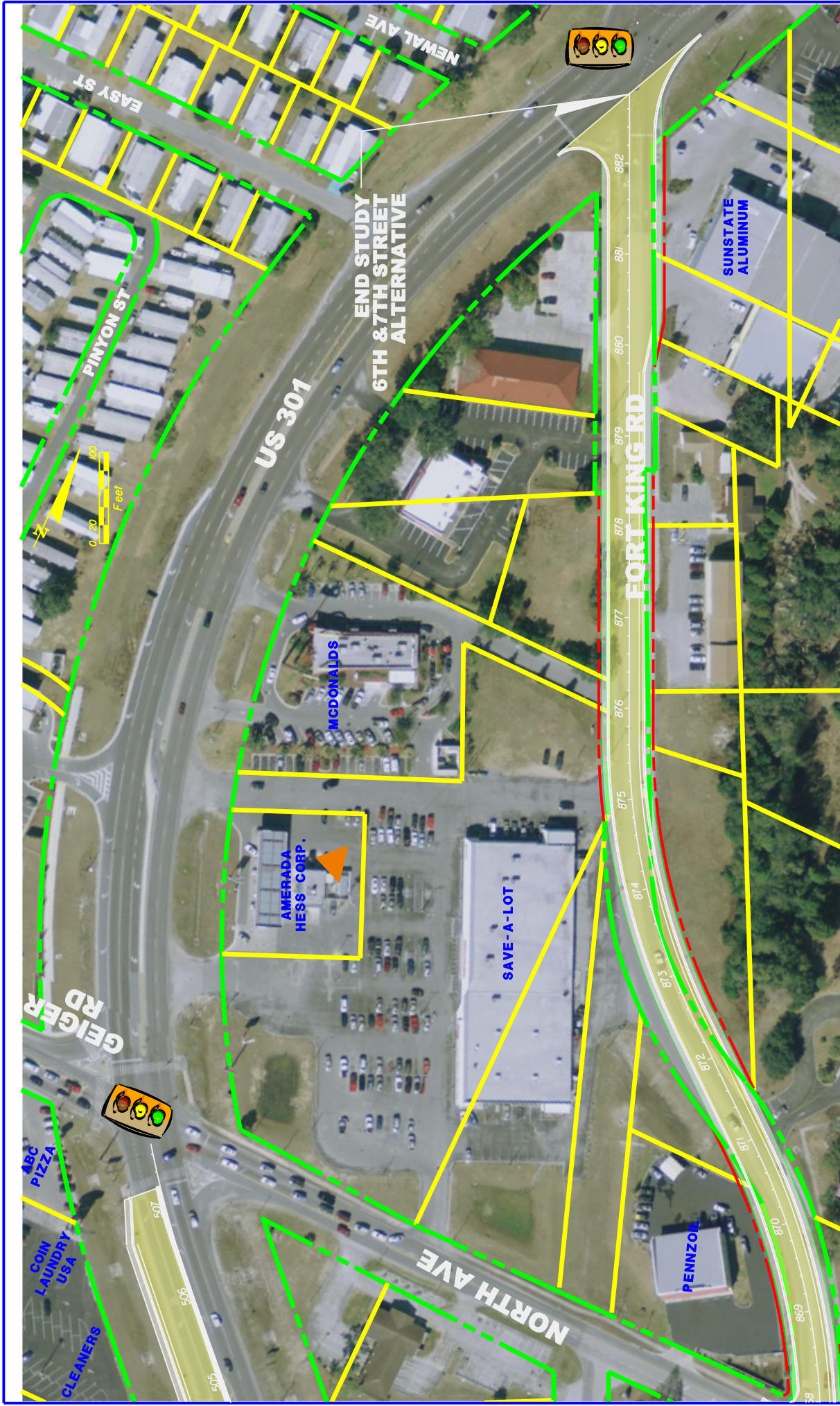
LEGEND

	EXISTING SIGNAL		EXISTING R/W
	POTENTIAL BUSINESS RELOCATION SIGNAL		POTENTIAL BUSINESS RELOCATION
	POTENTIAL RESIDENTIAL RELOCATION SIGNAL		POTENTIAL RESIDENTIAL RELOCATION
	POTENTIAL CONTAMINATION SITES		PROPOSED R/W
	POTENTIAL BUSINESS RELOCATION		PROPERTY LINES
	POTENTIAL RESIDENTIAL RELOCATION		



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LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

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 PASCO COUNTY

ALIGNMENT AND RIGHT OF WAY
6TH AND 7TH STREET
ONE-WAY PAIR ALTERNATIVE

FIGURE 3-51

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3.5.7 Drainage

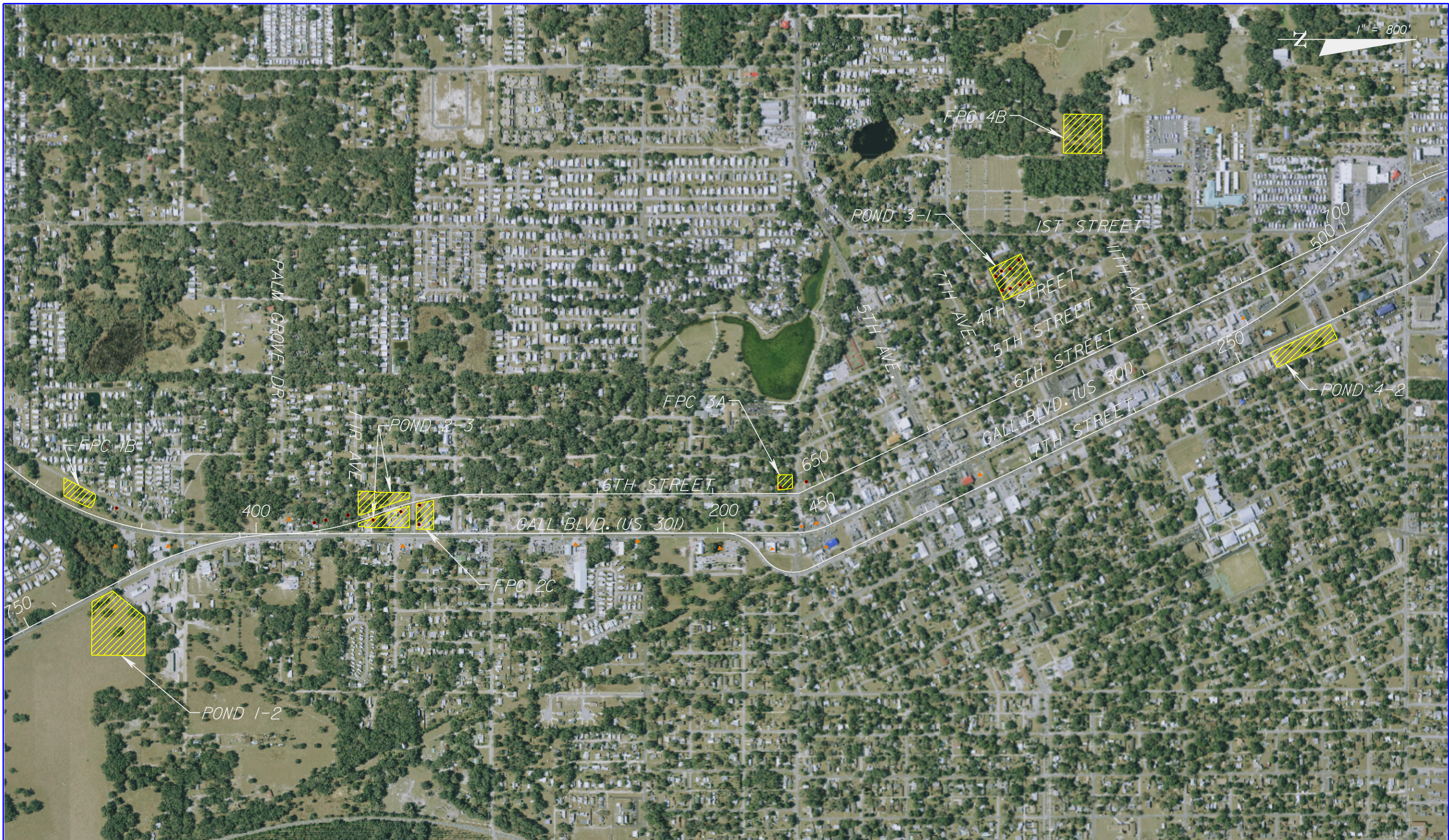
A Location Hydraulics Report (LHR) Update and Pond Siting Report (PSR) Update has been prepared to determine the drainage and stormwater management requirements for the project. The conclusions from the LHR Update regarding floodplain encroachment are discussed in Section 4.1.4.

The PSR Update addressed the stormwater management facilities (SMF) and floodplain compensation areas (FPC), collectively referred to as ponds, required for the project. The study recommended pond locations that are both hydraulically functional and environmentally permissible based on the best available information. A total of 28 pond site locations (16 SMFs and 12 FPC's) were evaluated for cultural resource impacts, wetland and protected wildlife impacts, hazardous material and contamination issues, hydraulics, construction costs and ROW costs. **Table 3-6** summarizes the recommended pond sites including acreage and ROW costs. Additional refinement of the sites and or consideration of other sites will take place during the project's design phase. **Figures 3-6 and 3-7** illustrate the locations of the recommended pond sites for each of the Build Alternatives.

The realignment of S.R. 39 at U.S. 301 that was recommended by the PD&E study for S.R. 39 (FPN 256289-1/255099-1) is to be included as part of the construction plans for this U.S. 301 project. The pond sites needed for the S.R. 39 realignment work were included in the PSR Update for this project.

Table 3-6 Summary of Recommended Pond Sites

Basin	Pond	Alternative					
		6 th Street & U.S. 301			6 th Street & 7 th Street		
		Rec. Site	Size (ac)	ROW Cost	Rec. Site	Size (ac)	ROW Cost
1	SMF	1-2	4.94	\$1,497,400	1-2	4.94	\$1,497,400
	FPC	1B	0.89	\$732,300	1B	0.89	\$732,300
2	SMF	2-3	2.46	\$642,400	2-3	2.46	\$642,400
	FPC	2C	0.81	\$845,400	2C	0.81	\$845,400
3	SMF	3-1	2.07	\$2,078,400	3-1	2.07	\$2,078,400
	FPC	3A	0.35	\$269,000	3A	0.35	\$269,000
4	SMF	4-2	1.80	\$1,359,600	N/A	-	-
	FPC	4B	2.56	\$1,018,600	N/A	-	-
5	SMF	N/A	-	-	5-3	1.95	\$1,745,600
	FPC	N/A	-	-	4B	2.56	\$1,018,600
TOTALS			15.88	\$8,443,100		16.03	\$8,829,100



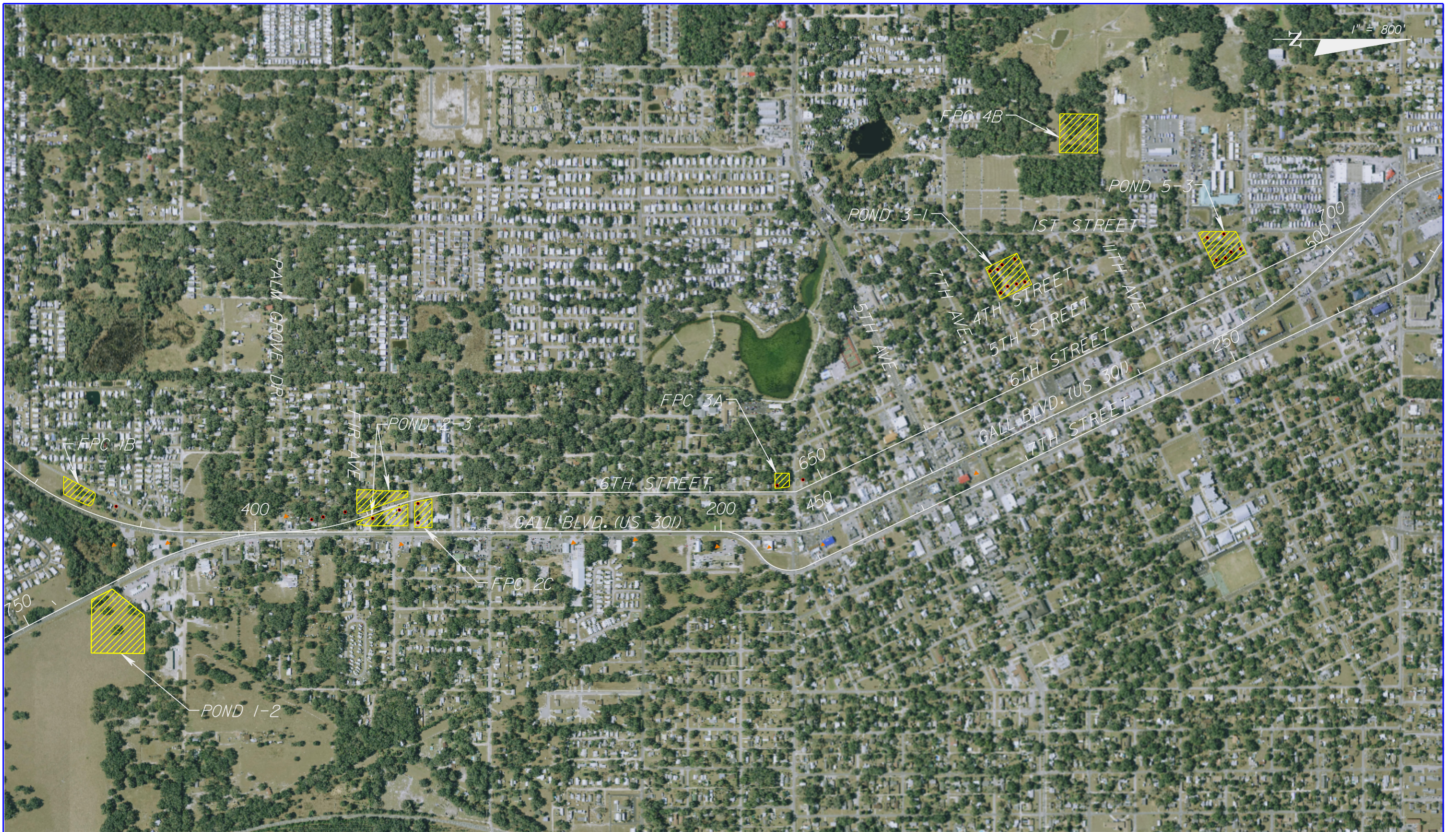
LEGEND

- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- ▲ POTENTIAL CONTAMINATION SITE

US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

RECOMMENDED POND &
 FLOODPLAIN COMPENSATION ALTERNATIVES FOR
 6TH STREET AND US 301 (GALL BLVD.)
 ONE-WAY PAIR ALTERNATIVE

FIGURE 3-6



LEGEND

- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- ▲ POTENTIAL CONTAMINATION SITE

US 301/SR 41 (GALL BLVD.) PD&E STUDY UPDATE
 SR 39 TO SOUTH OF CR 54
 WPI: 256422-2
 PASCO COUNTY

RECOMMENDED POND &
 FLOODPLAIN COMPENSATION
 ALTERNATIVES FOR 6TH & 7TH STREET
 ONE-WAY PAIR ALTERNATIVE

FIGURE 3-7

3.5.8 Intersection Concepts and Signal Analysis

Results of the initial analysis (with no side street improvements) indicate that 9 of the 15 study intersections do not operate at an acceptable level of service in either Build Alternative. **Table 3-7** lists the study intersections that would require additional improvements to achieve an acceptable LOS.

Table 3-7

Summary of Intersections with Deficient Level of Service in the Design Year 2035

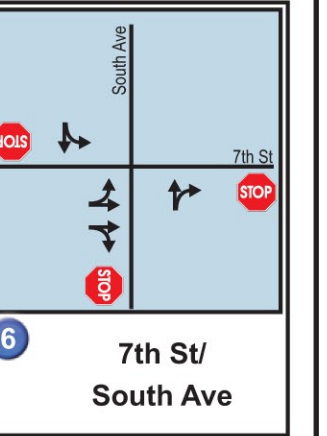
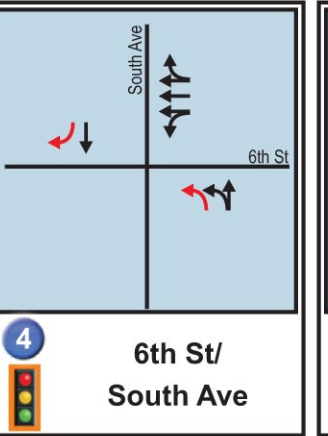
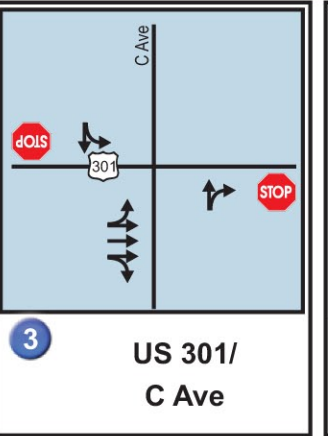
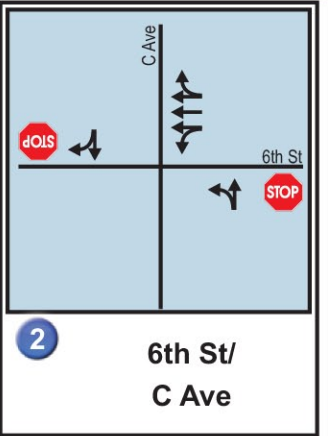
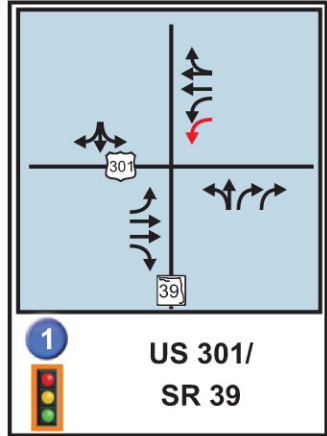
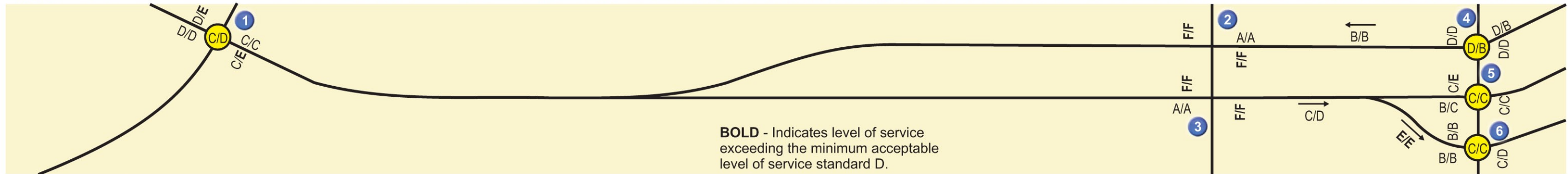
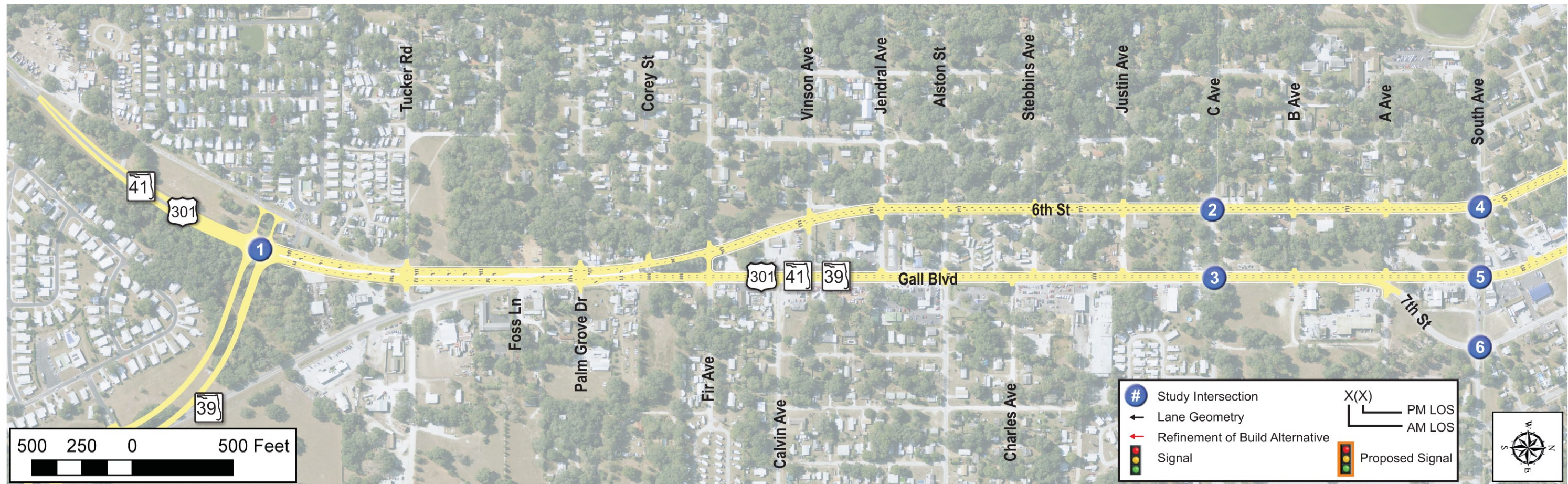
Intersection	6 th Street and 7 th Street One-Way Pair Alternative	6 th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative
<i>U.S. 301</i>		
SR 39	✓	✓
SR 54*	✓	
Geiger Road	✓	✓
Fort King Road	✓	✓
<i>6th Street</i>		
South Avenue	✓	
SR 54		✓
<i>7th Street</i>		
South Avenue		✓
SR 54	✓	✓
Geiger Road		✓

*A feasible improvement alternative cannot be identified

Refinements were made to the Build Alternatives in order to achieve acceptable LOS in the design year 2035. The only intersection where an acceptable LOS cannot be achieved is the U.S. 301/SR 54 intersection in the 6th Street and 7th Street One-Way Pair Alternative. A second southbound through lane is needed at the U.S. 301/SR 54 intersection in the 6th Street and 7th Street One-Way Pair Alternative. Construction of this through lane may not be feasible due to right-of-way constraints. The recommended intersection improvements are listed as follows and shown on **Figures 3-8A-B and 3-9A-B**.

U.S. 301/SR 39:

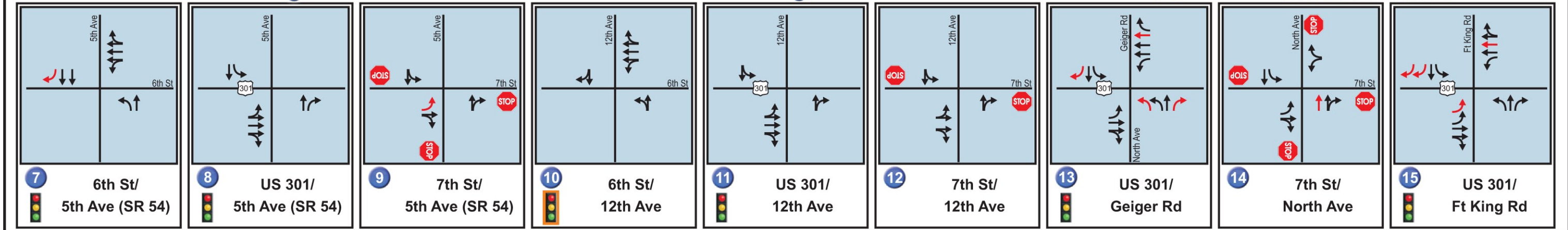
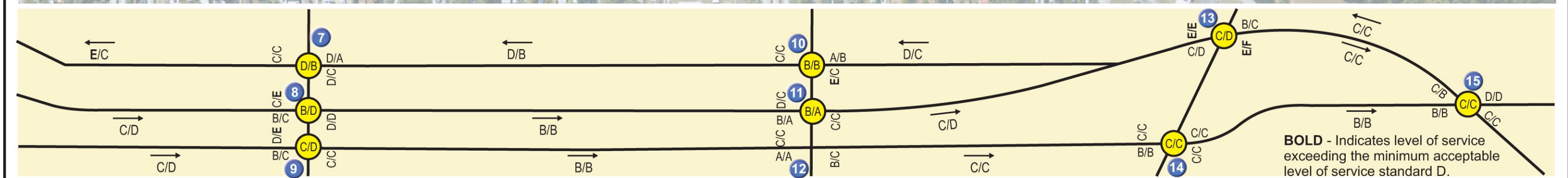
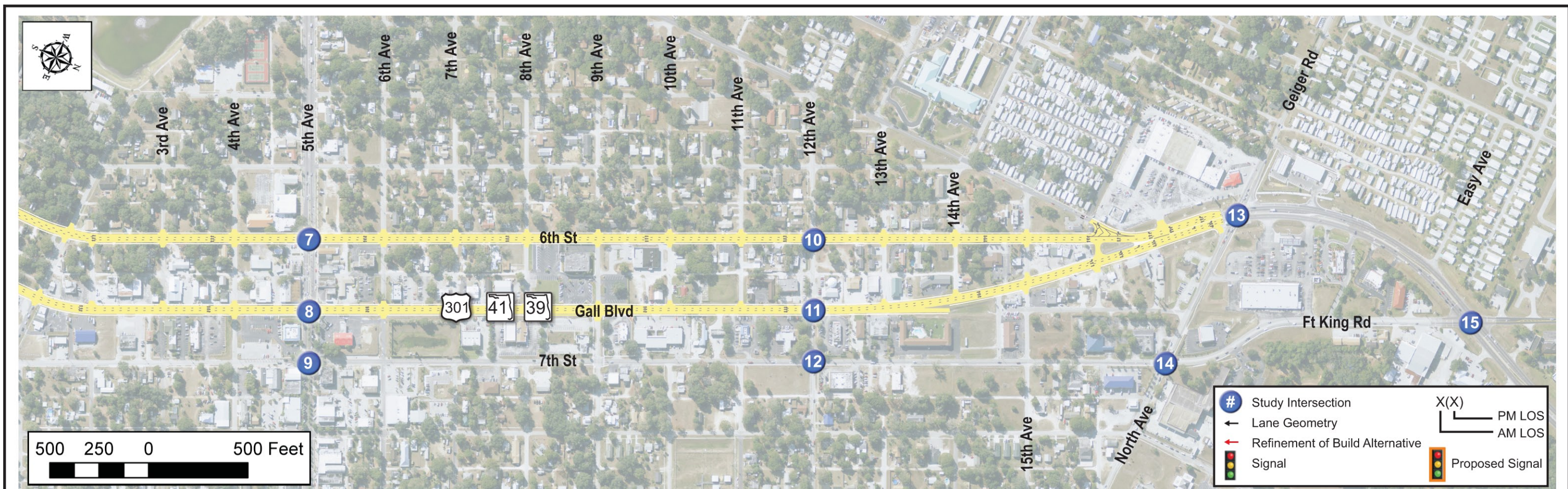
- Provide a second southbound-to-eastbound left-turn lane. The Tucker Road median opening would likely need to be closed in order to accommodate the recommended second left-turn lane.



US 301 PD&E Study Update
from SR 39 to
CR 54 (Eiland Boulevard)

**DESIGN YEAR (2035) REFINEMENT OF BUILD ALTERNATIVE LANE GEOMETRY AND LEVEL OF SERVICE (LOS)
6TH STREET AND US 301/GALL BLVD ONE-WAY PAIR ALTERNATIVE**

FIGURE ES 2A

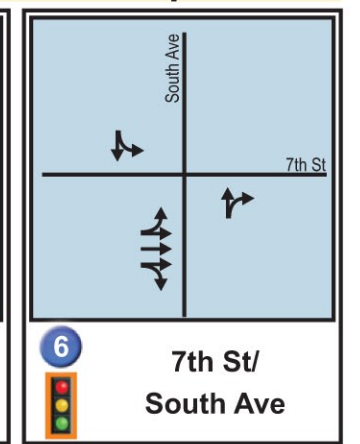
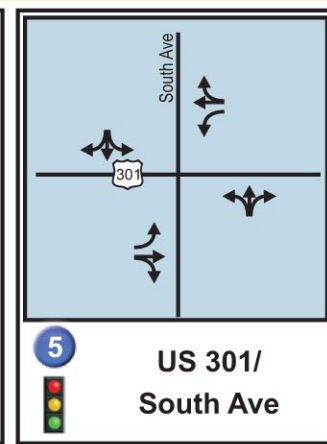
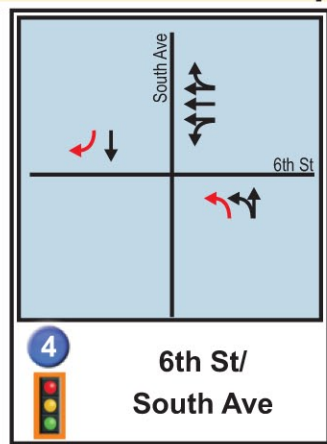
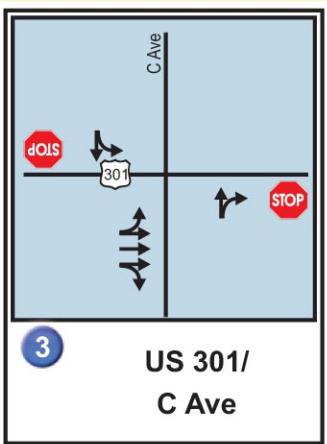
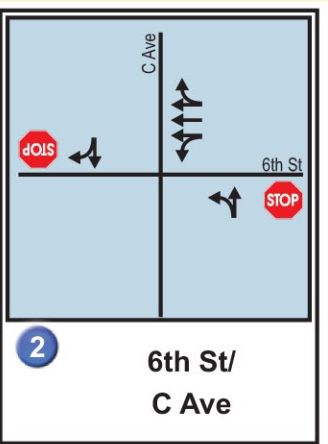
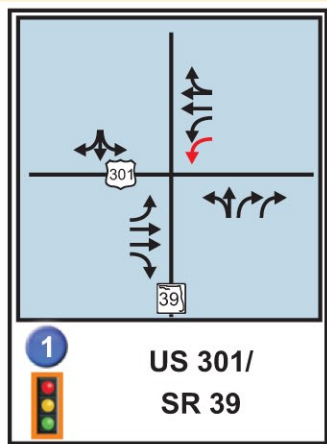
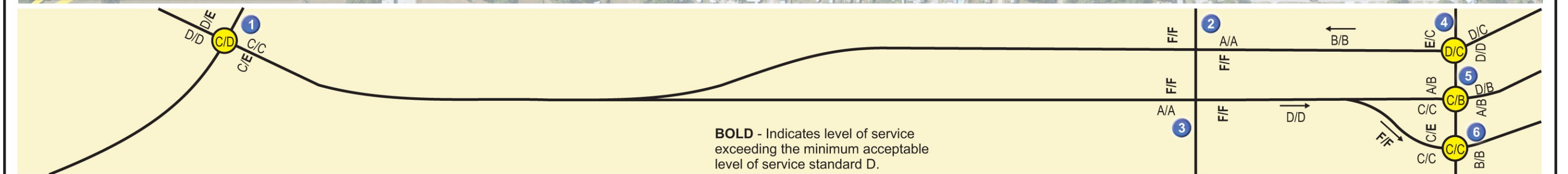
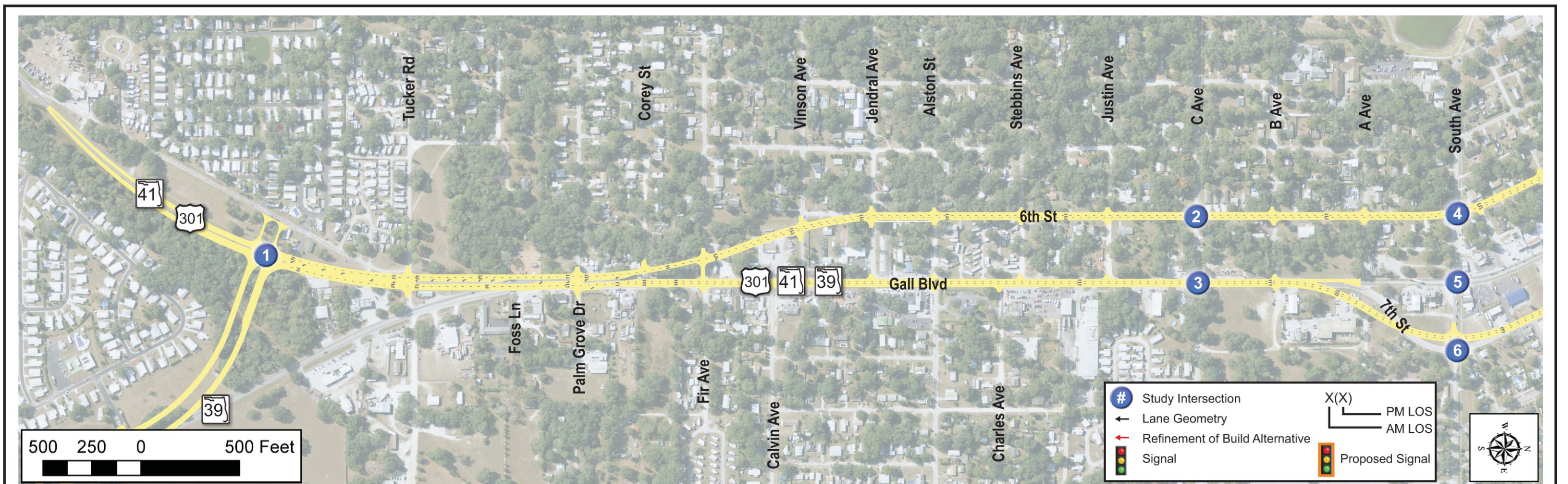


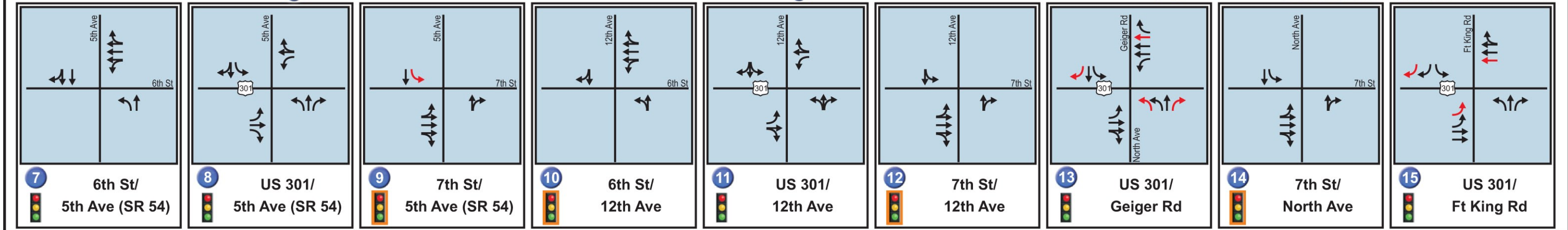
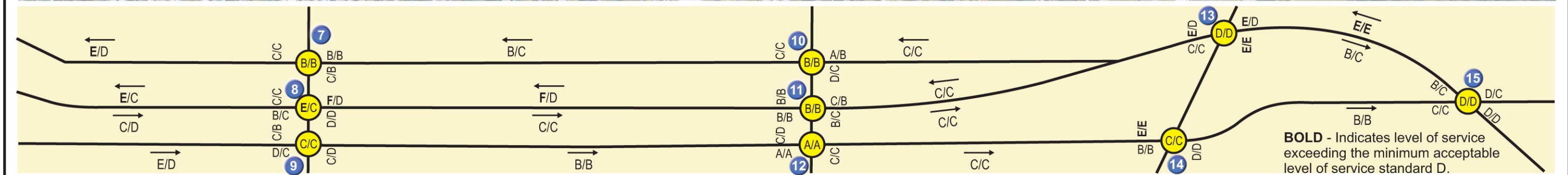
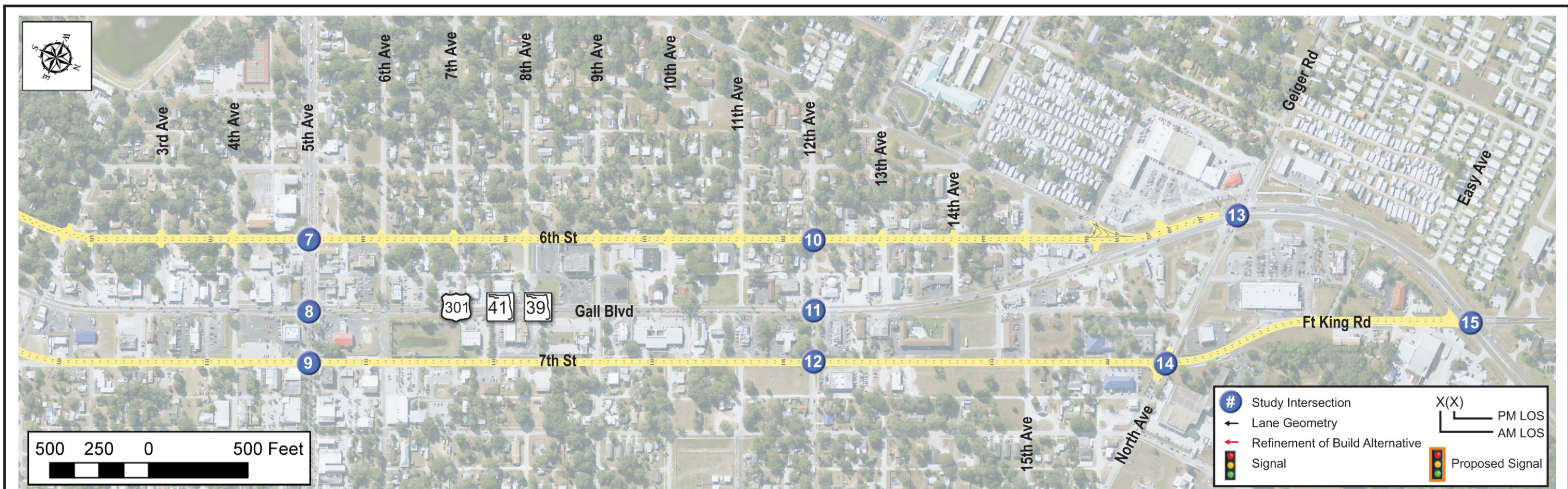
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION


US 301 PD&E Study Update
from SR 39 to
CR 54 (Eiland Boulevard)

DESIGN YEAR (2035) REFINEMENT OF BUILD ALTERNATIVE LANE GEOMETRY AND LEVEL OF SERVICE (LOS)
6TH STREET AND US 301/GALL BLVD ONE-WAY PAIR ALTERNATIVE

FIGURE ES 2B






 US 301 PD&E Study Update
 from SR 39 to
 CR 54 (Eiland Boulevard)

**DESIGN YEAR (2035) REFINEMENT OF BUILD ALTERNATIVE LANE GEOMETRY AND LEVEL OF SERVICE (LOS)
 6TH STREET AND 7TH STREET ONE-WAY PAIR ALTERNATIVE**

FIGURE ES 1B

U.S. 301/Geiger Road:

- Provide three through lanes in both the northbound and southbound directions of U.S. 301 for the 6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative. A third northbound through lane is not needed for the 6th Street and 7th Street One-Way Pair Alternative.
- Provide a second westbound-to-southbound left-turn lane and modify the existing left-turn signal phasing to protected-only;
- Construct an exclusive eastbound-to-southbound right-turn lane; and
- Provide an exclusive westbound-to-northbound right-turn lane.

U.S. 301/Fort King Road:

6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative:

- Provide three through lanes in the southbound direction of U.S. 301;
- Construct a second northbound-to-westbound left-turn lane and modify the signal phasing for both the northbound-to-westbound and southbound-to-eastbound left-turn movements to protected-only;
- Provide a second eastbound-to-southbound right-turn lane with a protected overlapping green phase operated concurrent with the northbound-to-westbound left-turn movement; and
- To improve safety and efficiency, consider eliminating the eastbound-to-northbound and westbound-to-southbound left-turn movements due to the existing intersection skew angle and projected low traffic demand for these movements.

6th Street and 7th Street One-Way Pair Alternative:

- Provide three southbound through lanes on U.S. 301 and maintain the existing two northbound through lanes between Geiger Road and Fort King Road;
- Form a third northbound through lane on U.S. 301 north of Fort King Road by adding an auxiliary lane from the westbound-to-northbound right-turn movement;
- Provide either a free-flow westbound-to-northbound right-turn lane or dual westbound-to –northbound right-turn lanes operated under signal control;
- Provide a second eastbound-to-southbound right-turn lane with a protected overlapping green phase operated concurrent with the northbound-to-westbound left-turn movement;
- To improve safety and efficiency, consider eliminating the eastbound-to-northbound and westbound-to-southbound left-turn movements due to the existing intersection skew angle and projected low traffic demand for these movements; and

- Construct a second northbound-to-westbound left-turn

6th Street/South Avenue (*6th and 7th Street One-Way Pair Alternative Only*):

- Reconstruct the westbound approach to provide an exclusive westbound-to-southbound left turn lane and a shared left and through lane;
- Provide an exclusive eastbound-to-southbound right-turn lane; and
- Modify the existing signal phasing to provide split phased movements for the eastbound and westbound approaches.

6th Street/S.R. 54 (*6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative Only*):

- Provide an exclusive eastbound-to-southbound right-turn lane for the 6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative only. This improvement is not needed for the 6th and 7th Street One-Way Pair Alternative.

7th Street/South Avenue (*6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative Only*):

- Provide all-way stop control.

7th Street/S.R. 54:

6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative:

- Provide an exclusive northbound-to-westbound left-turn lane and maintain the existing all-way stop control.

6th and 7th Street One-Way Pair Alternative:

- Provide an exclusive eastbound-to-northbound left-turn lane with protected plus permitted left-turn signal phasing.

7th Street/Geiger Road (*6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative Only*):

- Provide a second westbound through lane and maintain the existing all-way stop control.

In addition to the refinement of the Build Alternatives, a staging analysis of the proposed roadway capacity improvements was performed to determine the analysis year that three lanes in one direction for the one-way pair alternatives would be required to meet the adopted LOS standard. The analysis revealed that three one-way (southbound) lanes are needed on 6th Street by the year 2030 for the 6th and 7th Street One-Way Pair Alternative and seven years earlier (by the year 2023) for the 6th Street and U.S.

301/Gall Boulevard One-Way Pair Alternative. For the 6th Street and U.S. 301/Gall Boulevard One-Way Pair Alternative three lanes on U.S. 301 are needed by 2033. For both Build Alternatives, three one-way (northbound) lanes on 7th Street are not required to meet the LOS standard by the design year 2035.

Lastly, an analysis of opening year (2015) traffic conditions was performed for both Build Alternatives. The results of the analysis indicate that all study intersections are projected to operate at an acceptable LOS with either of the Build Alternatives.

3.5.9 Access Management Designation

The section of U.S. 301 from S.R. 39 to Geiger Road is classified as an access Class 7 facility. Class 7 is the least restrictive of the access classes. A roadway is designated as access Class 7 in urbanized areas which are highly developed and roadway widening potential is limited. Greater emphasis is placed on access needs of adjoining properties compared to the higher classes. The FDOT access management criteria are documented in a report entitled *Rules of the Department of Transportation Chapter 14-97, State Highway System Access Management Classification System and Standards (Rule 14-97)*.

3.5.10 Pedestrian/Bicycle Facilities

To accommodate pedestrians, the Build Alternatives include 6 foot sidewalks on each side of the roadway adjacent to the curb. Pedestrian signals and crosswalks are to be constructed at the signalized intersections as part of this project. All proposed pedestrian facilities will meet the standards of the Americans with Disabilities Act (ADA).

To accommodate bicyclists, both alternatives provide a four foot wide bicycle lane on the right side of each of the one-way roads and along the four-lane divided segments.

3.5.11 Utilities and Lighting

A Utility Assessment Package update was prepared to evaluate and consider potential surface and subsurface utility conflicts associated with the two alternatives under consideration. Available information concerning the location and characteristics of major existing or proposed utilities within the 6th Street, U.S. 301, 7th Street/Fort King Road corridors was obtained from utility agencies/owners.

To identify utility agencies/owners having facilities within the study area a list known as a Design Ticket was obtained from Sunshine One Call. Each utility owner on the design ticket was then mailed a project location map, proposed typical sections, two sets of

aerial-photography-based plans of the conceptual layout for the two alternatives being considered depicting existing and proposed right of way lines, highway stationing numbers. Plans sheets from the original Utility Assessment Package prepared as part of the U.S. 301 PD&E Study conducted in 2001 were also provided. The owners were asked to mark and return a copy of the plans showing their existing facilities and proposed adjustments/relocations anticipated for both alternatives. Owners were also requested to provide cost estimates for the adjustments/relocations anticipated.

The following utility agencies/owners were confirmed to have facilities within the limits of the two alternatives: Bright House Networks – Citrus, City of Zephyrhills, Progress Energy, TECO Peoples Gas and Verizon Florida, Inc. Utility agencies/owners confirming they have no facilities within the limits of the two alternatives or their facilities would not be in conflict are: Pasco County Utilities, Ramblewood M/H community and Withlacoochee River Electric Cooperative. Utility agencies/owners that did not provide information as of the preparation of this report are: CenturyLink (formerly Qwest Communications) and Zephyrhills Spring Water Company.

Descriptions of the existing facilities and plans illustrating the facilities are included in the Utility Assessment Package Update. An evaluation of the information provided by the utility agencies/owners indicates the only utility with a significant facility warranting special consideration within the limits of both alternatives is Verizon's central office building at U.S. 301 and A Avenue. The type and amount of cable and fiber optic lines tied into the Central Office would make relocation efforts extremely difficult and costly since according to Verizon, they have millions of dollars invested in that location. Careful coordination with Verizon in the design phase could help alleviate these costs.

Roadway lighting along U.S. 301 is currently mounted on utility poles along the corridor. Roadway lighting along 7th Street through the Historic District is on special decorative poles that are non-historic. Both alternatives would incorporate conventional roadway lighting throughout the corridor on roadway lighting poles located at the back of the sidewalk. A potential exception to this for the 6th and 7th Street alternative would be adjacent to the historic district where lighting on decorative poles consistent with the existing conditions may be utilized if the City of Zephyrhills agrees to maintenance of this feature.

3.5.12 Aesthetics and Landscaping

There is no special landscaping planned for this project at this time.

In the 6th and 7th Street One-way Pair Alternative, potential effects to the historic buildings that front 7th Street will be minimized by maintaining the location of the new curb at approximately the same horizontal location as the existing curb. The vertical

alignment of the new curb may be revised to better accommodate building access while complying with the mandated 2% maximum sidewalk cross slope. The proposed sidewalk will utilize materials that match the existing sidewalk in lieu of normal concrete sidewalk construction for the segment of 7th Street from 4th Avenue to 5th Avenue if the City of Zephyrhills agrees to pay for the difference in initial construction cost and for the continuing maintenance of the sidewalk. The existing sidewalk, curbs, and roadway paving are not historic materials.

3.5.13 Special Features (noise barriers; retaining walls; etc.)

Noise barriers were evaluated and determined not to be a feasible noise abatement measure at any location within the project study area. The analysis and findings are discussed in the Noise Study Report Update.

No retaining walls or other special features are proposed. Standard gravity walls may be required to accommodate matching existing grades behind the sidewalk at select locations along the project.

3.5.14 Preliminary Traffic Management Plan

U.S. 301 is a major arterial that provides a primary north/south route in eastern Pasco County. U.S. 301 also provides access to numerous commercial businesses well as mobile home parks and other residences. Local traffic should be maintained for these businesses and residences during construction.

The following construction sequence is recommended for the 6th Street and U.S. 301 alternative to maintain traffic along U.S. 301 and 6th Street:

Phase 1 Relocate any drainage structures or utilities, limiting lane closures to off-peak or nighttime hours only. Construct the transition from 6th Street to U.S. 301 on the newly acquired ROW and the intersection realignment at S.R. 39 if not already constructed on the S.R. 39 project (PD&E Study FP No. 256298 1 and 255099 1).

Phase 2 Construct 6th Street, maintaining one lane southbound for local traffic only. Because of the limited ROW width (60 ft), this will have to be done in two steps—first, building approximately one and a half lanes of pavement, and then shifting the one lane of local traffic to the new pavement to build the rest of the proposed pavement.

Phase 3 Shift all southbound traffic to the newly built 6th Street. Construct U.S. 301, maintaining one lane northbound at all times. During this phase of construction it is recommended that signing be utilized to encourage northbound through traffic to utilize 7th Street as an alternative route to reduce traffic volumes on U.S. 301.

The following construction sequence is recommended for the 6th and 7th Street alternative to maintain traffic along U.S. 301 and 6th Street:

Phase 1 Relocate any drainage structures or utilities, limiting lane closures to off-peak or nighttime hours only. Construct the transition from 6th Street to U.S. 301 on the newly acquired ROW and the intersection realignment at S.R. 39 if not already constructed on the S.R. 39 project (PD&E Study FP No. 256298 1 and 255099 1).

Phase 2 Construct 6th Street, maintaining one lane southbound for local traffic only. Because of the limited ROW width (60 ft), this will have to be done in two steps—first, building approximately one and a half lanes of pavement, and then shifting the one lane of local traffic to the new pavement to build the rest of the proposed pavement.

Phase 3 Shift all southbound traffic to the newly constructed 6th Street. Maintain two-way traffic on U.S. 301 (Gall Boulevard). Construct 7th Street improvements maintaining one lane northbound for local traffic only. Because of the limited ROW width (60 ft), this will have to be done in two steps—first, building approximately one and a half lanes of pavement, and then shifting the one lane of local traffic to the new pavement to build the rest of the proposed pavement. Shift all northbound traffic to the newly constructed 7th Street.

3.5.15 Value Engineering Summary

A Value Engineering (V.E.) Study (#97-07-02) for this project was completed in February 2001. Another V.E. study was not completed as part of this PD&E Study Update.

3.5.16 Preliminary Cost Estimates

- Right of Way Costs – The Alternatives Evaluation Matrix in Section 3.6.1, below, summarizes the estimated right of way costs for both alternatives. These estimates include right of way costs for both the roadway and ponds.

- Construction Costs - The Alternatives Evaluation Matrix in Section 3.6.1, below, summarizes the estimated construction costs for both alternatives. These costs were developed using the FDOT's Long Range Estimating (LRE) system.
- Engineering Costs – The cost of engineering (final design) and Construction Engineering and Inspection (CEI) were estimated as 15% of the construction cost for each alternative.

3.6 SELECTION OF PREFERRED ALTERNATIVE

3.6.1 Alternatives Evaluation Matrix

An Evaluation Matrix, **Table 3-8**, was developed to compare costs, social/community effects, environmental impacts, and cultural resource impacts for the No Build and each of the two Build Alternatives considered. The information summarized in Table 3-8 is discussed in Sections 3 and 4 of this report.

3.6.2 Preferred Alternative

The No Build and two Build Alternatives were presented at a Public Hearing on February 23, 2012. The purpose of the Public Hearing was to provide information about the alternatives being considered to the public and solicit public input. Prior to the Hearing, the Zephyrhills City Council passed a Resolution supporting the 6th and 7th Street Alternative. Public comment received at the hearing and subsequent to the hearing, both oral and written was also overwhelmingly in support of the build alternative that includes the one-way pair on 6th and 7th Streets.

The 6th and U.S. 301 Alternative would require that Gall Blvd. become a one-way street. There was serious concern that this would have a detrimental effect on businesses fronting Gall Blvd. Additionally, the City's adopted Community Redevelopment Plan envisions Gall Blvd. being designed and redeveloped as a traditional Main Street with two-way traffic which would be precluded by the 6th Street and U.S. 301 Alternative.

It is estimated that 21 residences and 6 businesses will require relocation as a result of implementation of the Preferred Alternative. Many of the residential relocations result from the construction of storm water management facilities and floodplain compensation sites, collectively referred to as ponds. Potential locations for 16 storm water management facilities and 12 floodplain compensation sites were identified in the Pond Siting Report. However, these locations are tentative and subject to change. The locations were evaluated for potential impact identification purposes only. Accordingly,

these locations do not necessarily represent the final location for such a proposed use. During the project's final design phase, alternative pond site locations will be evaluated in order to identify the preferred location for sites for each drainage basin within the design project limits.

Although the 6th and 7th Street One-Way Pair Alternative was estimated to cost some \$5 million more to construct and would result in a somewhat higher number of acquisitions and relocations, it was determined that the benefits of this alternative outweighed the negatives. Based on the results of the evaluation, public hearing feedback, environmental studies and interagency coordination, the FDOT has selected the 6th and 7th Street One-Way Pair Alternative as the Preferred Build Alternative. Upon completion of the improvements, Sixth and Seventh Streets will function as one-way pairs, become FDOT right of way and be designated as US 301. Gall Blvd. between A Avenue and 16th Avenue will be transferred to the City of Zephyrhills and remain as a two-way street consistent with the City's Community Redevelopment Plan. The Approved Typical Section for the Preferred Alternative is included as **Appendix A**. Concept Plans for the Preferred Alternative are included as **Appendix B**.

**TABLE 3 – 8
U.S. 301 ZEPHYRHILLS PD&E STUDY UPDATE
ALTERNATIVES EVALUATION MATRIX**

<i>Evaluation Factors</i>	<i>Criteria</i>	No- Build	6 th St. & U.S. 301	6 th St. & 7 th St.
COSTS				
<i>Right of Way</i>	<i>Cost (in millions)</i>	0	\$18.410	\$22.278
<i>Construction</i>	<i>Cost (in millions)</i>	0	\$26.139	\$27.643
TOTAL	<i>Cost (in millions)</i>	0	\$48.470	\$54.067
SOCIAL/COMMUNITY				
<i>Consistent w/CRA Plan</i>	<i>Yes/No</i>	Yes	No	Yes
<i>Residential Relocations</i>	<i>Number</i>	0	16	21
<i>Business Relocations</i>	<i>Number</i>	0	6	6
<i>Parking</i>	<i>Number of Spaces Lost</i>	0	0	30
<i>Parks & Public Properties</i>	<i>Number Impacted</i>	0	0	0
ENVIRONMENTAL				
<i>Wetland</i>	<i>Acres</i>	0	0	0
<i>Wildlife</i>	<i>Number of Species</i>	0	0	0
<i>Floodplain</i>	<i>Volume (Acre-Feet)</i>	0	10.24	12.38
<i>Noise</i>	<i>Number of Sites that Approach or Exceed Abatement Criteria</i>	NA	62	67
<i>Contamination Potential</i>	<i>Number of Sites Ranked as Medium or High</i>	NA	14	11
CULTURAL RESOURCES				
<i>Historic Sites/Structures</i>	<i>Number (NHRP Listed or Eligible)</i>	NA	1	1
<i>Historic District</i>	<i>Number/Number Adversely Effected</i>	NA	0/0	1/0
<i>Archaeological Sites</i>	<i>Number (NHRP Listed or Eligible)</i>	NA	0	0

SECTION 4.0 - SUMMARY OF ENVIRONMENTAL IMPACTS

4.1 NATURAL ENVIRONMENT

4.1.1 Air Quality

Pasco County, Florida is an area currently designated by the U.S. Environmental Protection Agency (EPA) as being in attainment for all of the criteria air pollutants. The project Build and No-Build alternatives were subjected to the Florida Department of Transportation's (FDOT's) air quality screening model, CO Florida 2004 (released September 7, 2004). The intersection forecasted to have the highest total approach traffic volume is the U.S. 301 and Geiger Road intersection. Both the opening year (2015) and the design year (2035) were evaluated.

The CO Florida 2004 screening model uses conservative assumptions with respect to vehicle fleet (i.e., the percentage of cars, medium and heavy trucks) and meteorological conditions (temperature, wind speed, and wind direction) in the calculation of predicted CO concentrations. The locations at which concentrations were predicted were also conservative as the default "worst-case" locations were assumed (10 feet from the edge of the near travel lane and extending 50 and 150 feet from each intersection "leg").

Based on the results from the screening model shown below in **Table 4-1**, the highest predicted CO one and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative or year of analysis. Therefore, the project "passes" the screening test. Notably, because the U.S. 301 project is in an area that is designated attainment for all the NAAQS, the conformity requirements of the Clean Air Act do not apply.

Table 4-1

Geiger Road/U.S. 301 Intersection CO Screening Results

Year	Scenario	Maximum CO Levels (ppm)		Passes Screening Test?
		NAAQS 1-hr/ Project 1-hr	NAAQS 8-hour / Project 8-hr	
2015	No-Build	35 / 7.8	9 / 4.7	Yes
	Build	35 / 7.4	9 / 4.5	Yes
2035	No-Build	35 / 7.7	9 / 4.6	Yes
	Build	35 / 7.4	9 / 4.5	Yes

4.1.2 Hazardous Materials and Contaminated Sites

Field inspections/site visits were conducted for the potential petroleum and/or hazardous waste facilities along the two (2) project alternative ROW's on 10/4/11, 10/5/11, 11/14/11 and 11/29/11. Photographs were taken of facilities to document current conditions at the sites.

Historical aerial photographs for the years 1965, 1978, 1979, 1998 and 2006 were reviewed to aid in the determination of past land uses. Additionally personnel from the Florida Department of Health, Pasco County Health Department, and the Florida Department of Environmental Protection were contacted to provide both historical and regulatory information on potential petroleum and hazardous waste sites.

Based on the results of this Level 1 Contamination Screening Evaluation Update, a total of forty-seven (47) sites were identified along the project corridors as having the potential for hazardous materials or petroleum-based impacts within the proposed ROW alignments. From this initial list, eleven (11) sites are rated as "No", twenty-two (22) sites as "Low", four (4) sites as "Medium" and ten (10) sites as "High". Figures 4-1A and 4-1B illustrate the locations of the sites investigated.

In accordance with FDOT guidelines, limited sampling and testing will be conducted at the "High" risk sites to evaluate the absence or presence of environmental contamination for the selected alternative. Additionally, based on the findings of this investigation, the sites rated as "Medium" will also be screened for the presence of petroleum contamination. Collection of both subsurface soils and shallow groundwater samples for laboratory analyses will be undertaken.

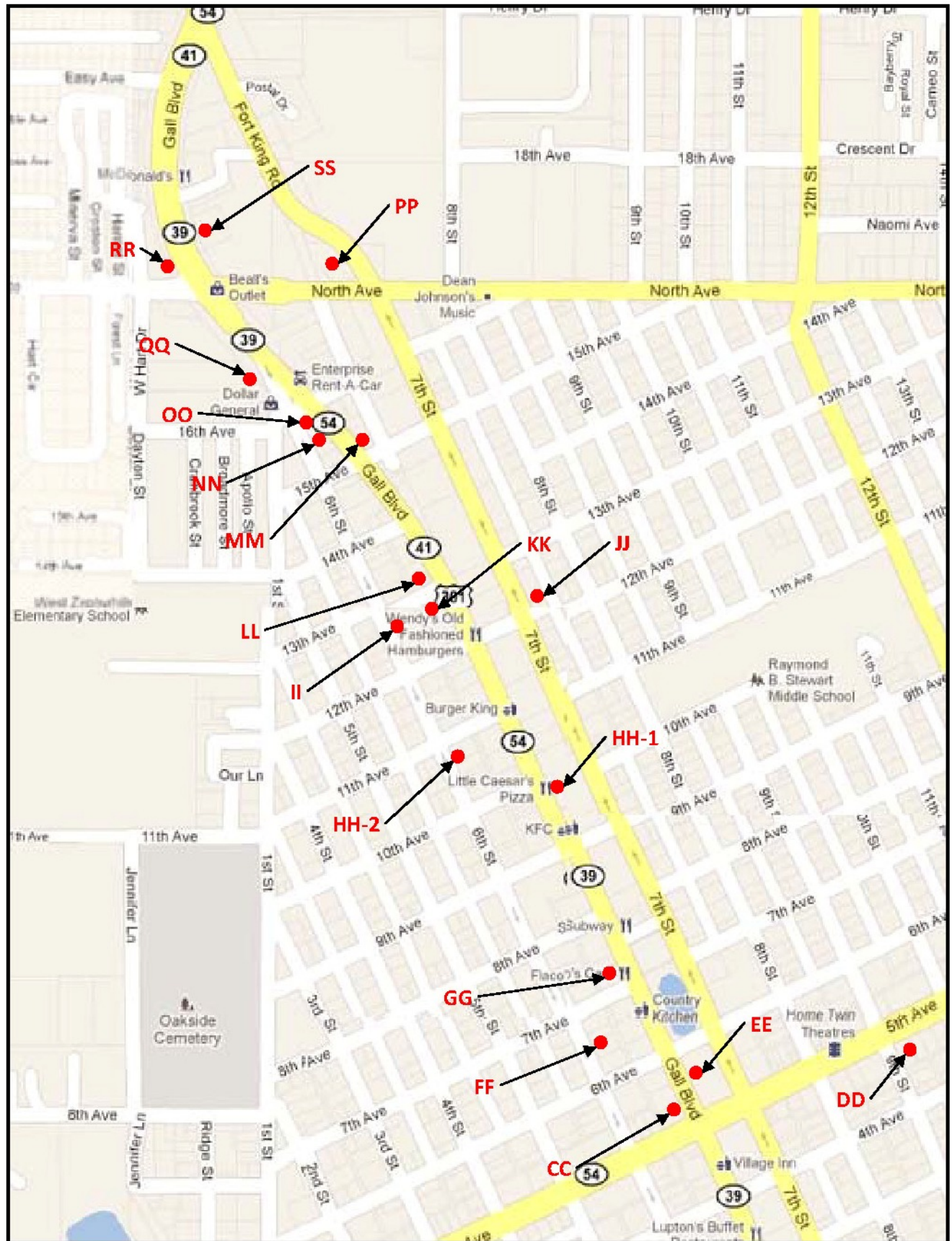
Sites given risk ratings of "High" and "Medium" as provided on **Table 4-2** below will be further assessed.



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**Map of Sites Investigated
 for Contamination**

Figure 4-1A



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**Map of Sites Investigated
 for Contamination**

Figure 4-1B

Table 4-2

Summary of Potentially Contaminated Sites Rated as Medium or High

Previous Report Site No.	Current Report Locator	Facility Name	Site Risk	Alternative
1	A	Alan Chenkin Tractors / Power Equipment	High	6 th Street & U.S. 301 and 6 th & 7 th Street
2	B	Cumberland Farms #1401	High	6 th Street & U.S. 301 and 6 th & 7 th Street
4	F	United 500 #559	High	6 th Street & U.S. 301 and 6 th & 7 th Street
7	I	Sav-A-Ton	High	6 th Street & U.S. 301 and 6 th & 7 th Street
10	N	Zephyr Egg Company	Medium	6 th Street & U.S. 301 and 6 th & 7 th Street
12	P	L & G Hood Company	Medium	6 th Street & U.S. 301 and 6 th & 7 th Street
24	R	Verizon	Medium	6 th Street & U.S. 301 and 6 th & 7 th Street
14	T	Family Gun Shop	Medium	6 th Street & U.S. 301 and 6 th & 7 th Streets
16	V	301 Corner Grille	High	6 th Street & U.S. 301
17	W	Old Daylight Donuts	High	6 th Street & U.S. 301
18	Y	Family Plaza	High	6 th Street & U.S. 301 and 6 th & 7 th Street
23	EE	Tires Plus (Former Don Olson Firestone)	High	6 th Street & U.S. 301 and 6 th & 7 th Street
26	LL	Chris Bahr Plumbing	High	6 th Street & U.S. 301
29	SS	Hess #09415	High	6 th Street & U.S. 301 and 6 th & 7 th Street

Upon initiation of design, site specific Level 2 evaluation activities will be undertaken to ensure all project goals are achieved. Based on the site assessment and sampling reports reviewed throughout the course of the investigation, groundwater is typically encountered at greater than 20 feet below land surface.

4.1.3 Floodplains

The latest Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM) for the unincorporated areas of Pasco County were used to identify potential flood plain and floodway encroachments associated with the proposed roadway improvements. According to the latest FIRM (Map Panel Numbers 120230 0460 D dated September 30, 1992 & 120235 0005 C dated December 17, 1991), U.S. 301 currently encroaches into the delineated 100-year flood plain at the beginning of the project. Copies of these FIRM Panels are provided in the Location Hydraulics Report Update.

Each encroachment within the FEMA Floodplain is to be offset with floodplain compensation of an equal volume directly connected to the FEMA Floodplain. In addition, any fill within the 100-year floodplain located within the project area is to be compensated for to produce no net encroachment into the floodplain. The floodplain compensation may be provided within the existing ditches or separate sites acquired for that purpose.

In March 2010 a study was conducted for the SWFWMD and Pasco County to establish more current floodplain information. The study, titled *East Pasco Watershed, Final Floodplain and Justification Report*, analyzes floodplain limits and models flooding in six sub-watersheds, including Lake Zephyr. The stormwater model utilized in the preparation of the report may be utilized in the design phase of the project to analyze the pond modeling and flood plain encroachments.

Minimal encroachment into the floodplain is anticipated for either alternative being evaluated for this project. The conceptual improvements to the one-way roadway pairs will result in little impact to the floodplain and are low risk to emergency vehicles and evacuation routes. Therefore the project can be considered a project on existing alignment involving replacement of drainage structures in heavily urbanized floodplains and the following can be said:

“Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility or practicability. An alternative encroachment location is not considered in this category since it defeats the project’s purpose or is economically unfeasible. Since flooding conditions in the project area are inherent in the topography or are a result of other outside contributing sources and there is no practical alternative to totally eradicate flood impacts or even reduce them in any significant amount, existing flooding will continue but not be increased. The proposed structure will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, the project will not affect existing flood heights or floodplain limits. This project will not result in any new or increased adverse environmental impacts. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”

4.1.4 Water Quality and Quantity

A Water Quality Impact Evaluation (WQIE) has been completed for this project to identify surface water and ground water impacts resulting from storm water runoff. The additional pavement constructed will create more runoff, which will be conveyed by pipes to stormwater ponds for treatment and attenuation.

The proposed storm water management facility design will include, at minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule(s) Chapters 40D-4, 40D-40, 40D-400, F.A.C. Currently the project is not within a Florida Department of Environmental Protection designated Impaired Water Body basin.

Therefore, no additional water quality treatment will be required over and above the presumptive treatment volumes required under 40D-4, FAC.

Water quantity will need to meet the following requirements:

- Chapter 14-86 F.A.C., Rules of the Florida Department of Transportation.
- Chapter 40D-4 F.A.C. for the Southwest Florida Water Management District, and
- Drainage Basins of Special Concern as identified in Pasco County's Land Development Code Section 605.7 (for the East Zephyrhills Basin).

4.1.5 Wetlands

Pursuant to Presidential Executive Order 11990 entitled "Protection of Wetlands," (May 23, 1977) the United States Department of Transportation (USDOT) has developed a policy, Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally-funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as Part 2, Chapter 18 - Wetlands of the FDOT PD&E Manual, two project alternatives were assessed to determine potential wetland impacts associated with construction of each alternative. A biological assessment has been prepared to aid in determining the type, design, and location of improvements to the existing facility and to evaluate impacts, if any, associated with alternatives for the proposed improvements.

Any wetland resources within the project study area were initially identified through a review of several mapping resources. Subsequent to the review of available reference materials, field reconnaissance efforts were conducted during November and December 2011, during which no wetlands were observed within the project area.

4.1.6 Wildlife and Habitat

This project was evaluated for impacts to wildlife and habitat resources, including protected species, in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended, and Chapter 27 of the FDOT Project Development and Environment Manual: Wildlife and Habitat Impacts. Prior to the site review the Florida Natural Area Inventory (FNAI) natural communities survey website was reviewed to determine protected species occurrence within Pasco County. Twenty protected faunal species and twelve floral species were reported on the FNAI Pasco County species and natural community occurrence summary. Based on the review of the species and natural communities occurrence summary for Pasco County, no protected faunal and ten protected floral species have potential to occur within the project corridor of either build alternative. In addition, both the Florida Fish and Wildlife Conservation

Commission (FWC) bald eagle (*Haliaeetus leucocephalus*) nest locator website and the FWC wood stork (*Mycteria americana*) core foraging area data was reviewed.

The project was surveyed in November 2011 to determine its usage by protected species and other wildlife. No protected faunal species or protected plant species were observed within the project corridor. No designated critical habitat or essential fish habitat crucial to the survival of any listed species occurs within the project limits.

Based upon findings of the preliminary data collection, results of the corridor surveys, and coordination with the U.S. Fish and Wildlife Service (USFWS) and Florida Wildlife Commission (FWC), the FDOT commits to the following:

1. Gopher tortoise: Due to the presence of gopher tortoise burrows adjacent to the project limits and suitable habitat within the existing right-of-way, a gopher tortoise survey in appropriate habitat, within construction limits (including roadway footprint, construction staging areas, and stormwater management ponds), will be performed prior to construction per FWC guidelines. The FDOT will secure any relocation permits needed for this species during the project design and construction phase of the project.
2. Eastern indigo snake: The standard FDOT Construction Precautions for the Eastern Indigo Snake will be adhered to during construction of the project.
3. Bald eagle: If any active nests located within 660 feet of the project are identified, the FDOT will act in accordance with the Bald and Golden Eagle Protection Act (BGEPA) and Migratory Bird Treaty Act (MBTA).
4. Wood stork: Since the project is within the core foraging area of eight wood stork rookeries, the FDOT commits to ensure that there is no net loss of wetlands. Indirect impacts (e.g., changes in hydrological regimes) to adjacent wetlands will be minimized by adherence to wetland permitting requirements of the SWFWMD and the USACE. The FDOT further commits, where reasonable, to ensure that any wood stork habitat alteration is mitigated within the foraging range of known rookeries in the project area in compliance with the USFWS's SLOPES requirement.

Given the above commitments and previously mentioned data collection efforts, it is anticipated that improvements associated with the project “may affect, but is not likely to adversely affect” the following federally protected species:

- Eastern indigo snake

This project will have “no effect” on the following federally protected species:

- Florida scrub-jay
- Wood stork

USFWS and FFWCC reviewed the Wetland Evaluation and Biological Assessment Report (WEBAR) and concurrences on its findings were obtained from both agencies in October 2012. The concurrence letters are included in the **Appendix E** and the WEBAR.

4.2 CULTURAL IMPACTS

4.2.1 Historic and Archaeological

A Cultural Resource Assessment Survey (CRAS) Update of U.S. 301 (Gall Blvd.) from S.R. 39 to south of C.R. 54 in Pasco County, Florida was performed in July 2010. The project corridor, which extends a distance of approximately 2.6 miles, passes through the central business district of the City of Zephyrhills. Work included a literature review and background research, and archaeological and historical/architectural field surveys.

The archaeological survey included only the new U.S. 301/S.R. 39 intersection configuration at the south end of the project. The historical/architectural survey is an update of the original CRAS that was prepared in 2000 as part of the U.S. 301/Zephyrhills Project Development and Environment (PD&E) Study (ACI 2000a).

Subsequent to the completion of the original study, an additional Build Alternative that utilizes 7th Street for the northbound lanes instead of U.S. 301/Gall Blvd. was included for evaluation. Therefore, the CRAS Update identified and evaluated historic resources associated with two alternatives: the 6th Street and U.S. 301/Gall Blvd. One-Way Pair Alternative and the 6th and 7th Street One-Way Pair Alternative.

The objective of the CRAS Update was to locate, identify, and bound any archaeological sites and historic resources associated with the project, and to collect and document sufficient data from each identified archaeological site and historic resource to permit an assessment of its significance in terms of eligibility for listing in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR Section 60.4. This work was conducted in compliance with the provisions of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and the implementing regulations (36 CFR Part 800), as well as the provisions contained in the revised Chapter 267, *Florida Statutes (F.S.)*.

Background research indicated that no previously recorded archaeological sites are located within the new U.S. 301/S.R. 39 intersection configuration area of potential effect (APE). The archaeological APE was defined as the land contained within the existing and proposed right of-way for the new intersection. No new archaeological sites were discovered as the result of field survey. Preliminary research also indicated that 108 previously recorded historic resources are located within the U.S. 301 (Gall Blvd.) APE. The APE for the historical/architectural survey was defined as all properties located adjacent to all the alternative alignments, including properties facing both sides of 6th Street, U.S. 301/Gall Blvd., and 7th Street. This APE is comparable to the original PD&E Study project APE.

The CRAS Update resulted in the identification and evaluation of a total 161 historic buildings, of which 108 were previously recorded and 53 were newly identified. Nine of the previously recorded historic resources were found to be demolished, 76 did not appear to have undergone any significant alterations, and 23 exhibited changes sufficient to warrant preparation of updated FMSF forms. None of the previously recorded or newly recorded resources are considered individually eligible for listing in the NRHP. However, four historic buildings are considered contributing resources to the NRHP-listed Zephyrhills Downtown Historic District (8PA1357), including one newly identified historic building (8PA2742) and three previously recorded resources (8PA1044, -1045, and -1090). Field survey confirmed that no changes to the existing boundaries of the historic district are warranted. With the exception of the addition of 8PA2742 as a contributing resource, the list of contributing resources requires no alteration (8PA2742 originally was included as a contributing resource to the historic district with an incorrect address; it was not recorded previously). However, should any modifications to the right-of-way or intersections proximate to the district be necessary, the potential effects to the district will need to be assessed. Additionally, based on the field survey, it was determined there is no potential for a historic district located west of 6th Street due to the lack of sufficient concentration of historic buildings, the lack of sufficient architectural integrity, and the lack of significant historical associations specific to this area.

Archaeological survey within the vicinity of the proposed realignment of the U.S. 301/SR 39 intersection yielded negative results.

To support the completion of the Pond Siting Report Update, an additional study was undertaken to determine if any significant or potentially significant cultural resources, including archaeological sites and historic resources, would be impacted by the 5 proposed Stormwater Management Facility (SMF) sites and the 5 proposed Floodplain Compensation (FPC) sites associated with the two Build Alternatives. The

recommended sites are shown on Figures 3-6 and 3-7 previously referenced in this report.

As a result of this preliminary study, it was determined that no archaeological sites or historic structures which are currently listed, determined eligible, or considered potentially eligible for listing in the NRHP are located within or adjacent to the proposed SMF or FPC sites. Of the total 28 potential sites, four have a moderate archaeological site location potential. The remaining 24 have a low potential given their distance to a water source and existing land conditions. Background research indicated that there are seven previously recorded historic structures located within or adjacent to the sites. None, however, was determined eligible for listing in the NHRP by SHPO. In addition, background research indicated the potential for 18 unrecorded historic structures within or adjacent to eight of the proposed sites.

At this preliminary stage, none of the proposed SMF or FPC sites need to be avoided due to cultural resource issues. During the design phase of the project, systematic archaeological surveys will be conducted for all selected (recommended) SMF and FPC sites.

4.2.2 Section 106 Consultation Case Study Report

A Section 106 Report was prepared in April 2011, updated in July 2011 and completed in April 2012, to evaluate the potential for impacts to the Downtown Historic District and to Clyde's Cottages. This report evaluated potential for visual and aesthetics, noise and air quality, access and use impacts for both of the Build Alternatives.

The analysis concluded that the 6th Street and U.S. 301 (Gall Blvd.) One-Way Pair Alternative is anticipated to have No Effect, and the 6th and 7th Street One-Way Pair Alternative is anticipated to have No Adverse Effect upon the NRHP-listed Zephyrhills Downtown Historic District (8PA1357). The proposed improvements will not alter the historic associations or architectural integrity of the Zephyrhills Downtown Historic District which qualifies it for inclusion in the NRHP. There will be no physical destruction or damage to all or part of the historic district; no removal of property from any of the resources from its historic location; no change of the character of the district's use or of physical features within the district's setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the historic district's significant historic features; and no neglect of the historic property which causes its deterioration. The 6th and 7th Street Alternative includes elements such as new curbs, sidewalks, and a traffic signal, which may alter the historic setting of the Zephyrhills Downtown Historic District, resulting in potential visual effects. However,

the new visual intrusions should not be more damaging to the urban setting than the existing conditions.

As regards to Clyde's Cottages (8PA1164), the new intersection configuration for U.S. 301/S.R. 39 was modified in order to avoid potential impacts to this historic property. As a result, the proposed improvements will not alter the historic associations or architectural integrity of Clyde's Cottages which qualify it for inclusion in the NRHP. In addition, no physical destruction or damage of all or part of the historic resource will occur. There will be no removal of property from any of the resources from its historic location; no change of the character of the property's use or of physical features within the resource's setting that contribute to its historic significance; no introduction of visual or audible elements that diminish the integrity of the historic property's significant historic features; and no neglect of the historic property which causes its deterioration. Therefore, the proposed project is anticipated to have No Adverse Effect upon the NRHP-eligible Clyde's Cottages.

The Section 106 Consultation Case Study Report (April 2012) was finalized after the public hearing on February 23, 2012 and after the Preferred Alternative was selected. The final report incorporates the issues discussed at the consultation meetings with FHWA, SHPO and the City of Zephyrhills. The Section 106 Case Study Report concluded the 6th Street and 7th Street One Way Pair alternative would have no adverse effect on the historic properties providing the following conditions are implemented as the project is further developed and constructed:

1. Special commitments during construction through the historic district (as identified on a graphic included in the construction plans³) should include:
 - Limit use of vibratory rollers to avoid adverse effects of vibratory compaction on adjacent structures (if possible);
 - Monitor vibration during compaction operations and document conditions of existing contributing structures to the historic district before and after all compaction operations in accordance with Article 455-1.1 of the FDOT Standard Specifications for Road and Bridge Construction; and

³The graphic will be developed during the design phase and coordinated with FHWA and SHPO for review through the plans review process. The graphic will depict a large square or rectangle larger than the limits of the Zephyrhills Downtown Historic District and Clyde's Cottages so the contractors will know where to avoid construction during staging and stockpiling activities.

- No construction staging or stockpiling activities are to occur within the Zephyrhills Downtown Historic District and Clyde's Cottages. If any construction staging or stockpiling areas will be within these boundaries, Section 106 consultation will be required, as specified in the FDOT Standard Specifications for Road and Bridge Construction; and
 - Maintain access to historic properties during construction.
2. Submit all phases of design plans (I through IV) to FHWA, SHPO, FDOT CEMO, and the City of Zephyrhills for review/comment utilizing FDOT's Electronic Review and Comment (ERC) system; hard copies of the plan sheets will also be provided to SHPO. An email notice will be sent to everyone to let them know when the plans are entered in the ERC.
 3. Consider aesthetic improvements along 7th Street within the historic district only (along 7th Street at the intersection with 5th Avenue and one-half block south), such as context sensitive solutions. Include community input for these elements, if any are identified, and allow FHWA and SHPO reviews via the ERC phase review process.
 4. Avoid placing Stormwater Management Facility (SMF) or Floodplain Compensation (FPC) sites within or adjacent to the Zephyrhills Downtown Historic District and the Clyde's Cottages property. Suitable sites located outside the historic district are anticipated to be available.
 5. Install Cultural Interest Area guide signs, in compliance with Rule 14-51.041 Florida Administrative Code (FAC), for the Zephyrhills Downtown Historic District.

The FHWA concurred with the finding of no adverse effect on June 27, 2102 and the State Historic Preservation Officer provided concurrence on July 2, 2012. The letter documenting the FHWA and SHPO concurrence is included in **Appendix E**.

4.2.3 Recreation Areas

One park, Shepard Park, is within the project limits adjacent to U.S. 301. This park is owned and maintained by the City of Zephyrhills. The park is one city block in size and is located between 6th Street and U.S. 301 to the west and east, and between A Avenue and B Avenue north and south. The park contains a basketball court, swing set and restroom facilities. The planned improvements will not require ROW from the park.

Traffic on 6th Street adjacent to the park is converted from two-lane two-way to three-lane one way southbound under both build alternatives. Coordination with the City of Zephyrhills confirmed the City concurs with the Department's conclusions that the one-way pair improvements of the preferred alternative will not adversely affect noise levels or access to the park.

4.2.4 Section 4(f)

In accordance with Section 4(f) of the DOT Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and re-codified in Title 49, U.S.C., Section 303, in 1983), the project has been examined for impacts to possible Section 4(f) properties. No Section 4(f) resources are anticipated to be affected by the proposed project.

Further, the project's proximity is not anticipated to impact or substantially impair the activities, features or attributes of any 4(f) resources. A finding of "no adverse effect" has been made for the Zephyrhills Historic District and for the Clyde's Cottages property.

4.3 COMMUNITY IMPACTS

4.3.1 Aesthetics

Within the project limits, the majority of land use is low to medium density residential and commercial/services. Implementation of either of the Build Alternatives is not anticipated to create any adverse aesthetic impacts.

4.3.2 Economic

The City of Zephyrhills established a downtown Community Redevelopment Area (CRA) in 1998. The boundaries of this district are shown on **Figure 4-2**. In the summer of 2010 the City held a series of workshops to kick-off an update of the Community Redevelopment Plan (CRP). The update includes a study and identification of potential enhancements for the community to improve the local business and economic environment and community appearance for residents, businesses and other visitors to the downtown area.

The update has identified four new areas for expansion of the downtown CRA. These are shown on **Figure 4-3** and include the Shepard Park Community Area to the south; the Hercules Park Community Area to the north; the Historic Area to the east; and the Lake Zephyr Park Community Area to the west.

The proposed expanded CRA corresponds roughly to the north/south limits of the study area for the proposed transportation improvements within the city limits. U.S. 301, 6th

Street and 7th Street are all fully within the expanded CRA. The CRP addresses opportunities to improve the economic, social and general well-being within the CRA. Either of the build alternatives will provide improved traffic flow through the City of Zephyrhills allowing easier access to businesses and residential communities along U.S. 301 which would be expected to improve the economic environment.

There are businesses along U.S. 301 with limited parking spaces that are currently encroaching into the existing ROW on U.S. 301 for parking. A programmed FDOT resurfacing project (427160-1) to be constructed in fiscal year 2013 will add sidewalks along the segment of U.S. 301 included in this study. The construction of sidewalks will require the use of nearly the full ROW width and necessitate the removal of encroachments into FDOT ROW reducing the amount of parking available for some businesses. The future widening to three lanes on that portion of U.S. 301 from Corey Street to Avenue A will require the use of the full ROW width for improvements

There are a total of 18 on-street parking spaces located on 7th Street (between 4th and 5th Avenues), 12 of which are within the historic district boundary. There is also an off-street parking lot that is accessed from 4th Avenue that is partially within the historic district boundary. This lot provides 19 spaces that are directly adjacent to 7th Street.

Under the 6th and 7th Street alternative, all 18 on-street parking spaces located on 7th Street (between 4th and 5th Avenues) including 12 within the historic district would be lost.

Additionally, 19 off-street parking spaces within the adjacent parking lot that is partially within the 7th Street ROW will also be impacted. It is estimated that half of these spaces may be lost.

4.3.3 Land Use

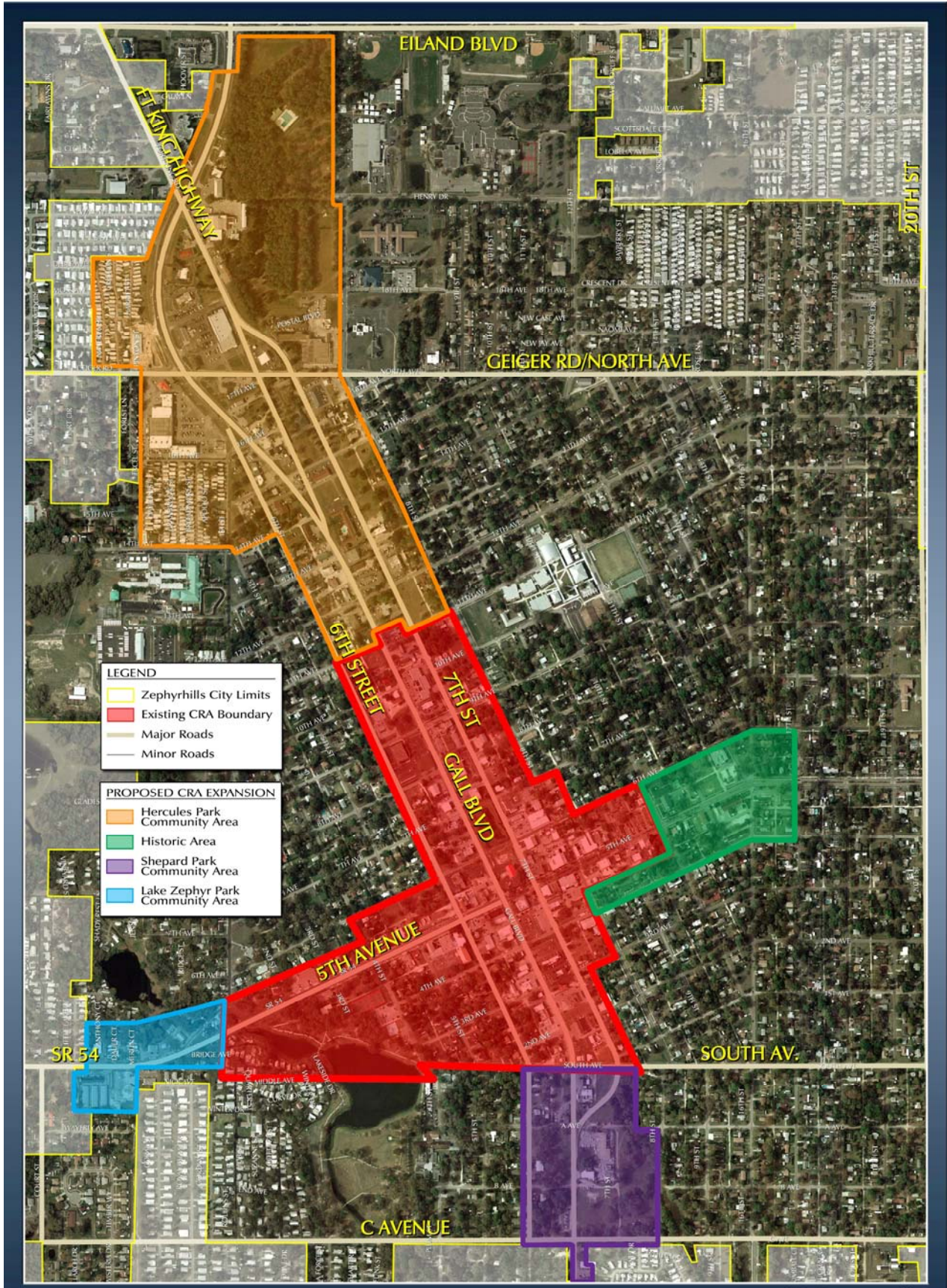
The future land uses in the vicinity of the project are provided in **Figure 4-4**, Future Land Use Map, City of Zephyrhills, 2010. As discussed in Section 4.3.2 above, the proposed improvements in the U.S. 301 corridor are consistent with long range planning for this region of Pasco County. The proposed improvements are compatible with both existing land uses and the city's future land use plan.



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**City of Zephyrhills
 Community Redevelopment Area**

Figure 4-2



The proposed project will provide improvements along an existing transportation facility where surrounding land use patterns have already been established. It will not divide neighborhoods, cause social isolation, and inhibit future development, decrease neighborhood size, or separate residences from community facilities. In addition, elderly persons, handicapped individuals, non-drivers, minorities, and low-income individuals/households will not be adversely affected. Therefore, no impacts to community cohesion or land uses are anticipated.

4.3.4 Mobility

Pasco County Public Transportation (PCPT) currently provides fixed route transit buses servicing the U.S. 301 corridor. PCPT Route 30 provides one-hour headways along Gall Boulevard (northbound) and 6th Street (southbound), beginning at 5:05 AM and ending at 7:05 PM, Monday through Friday with reduced service hours on Saturdays. PCPT Route 33 provides two-hour headways along Gall Boulevard (northbound) beginning at 6:47 AM and ending at 6:47 PM, Monday through Friday with reduced service hours on Saturdays. The only transit improvement proposed within the study corridor is the installation of boarding and alighting pads at bus stop locations. The proposed improvements should enhance mobility in the area due to the improved safety and level of service as well as improved bicycle and pedestrian accommodation.

U.S. 301 presently operates as an existing truck route. The improvements will enhance access to activity centers in the area, and movement of freight in eastern Pasco County.

4.3.5 Relocations

The 6th Street and U.S. 301 alternative would result in approximately 16 residential and 6 business relocations due to ROW needed for both roadway and pond improvements. The 6th and 7th Street alternative would result in approximately 21 residential and 6 business relocations including those needed for both roadway and pond improvements.

After selection of the preferred build alternative, a Conceptual Stage Relocation Plan (CSRP) was prepared in compliance with FHWA's 49 CFR, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, and the State of Florida Department of Transportation Right of Way Procedures, Chapter 9, Section 1, Rule Chapter 14-66, Florida Administrative Code.

The objective of the CSRP is to identify the residential and business entities displaced and assess the community impact, if any, caused by the proposed project. It should be noted that displacements occur not only from acquiring structures, but may result from loss of parking, close proximity to the ROW as well as ingress/egress problems.

Figure 4-4

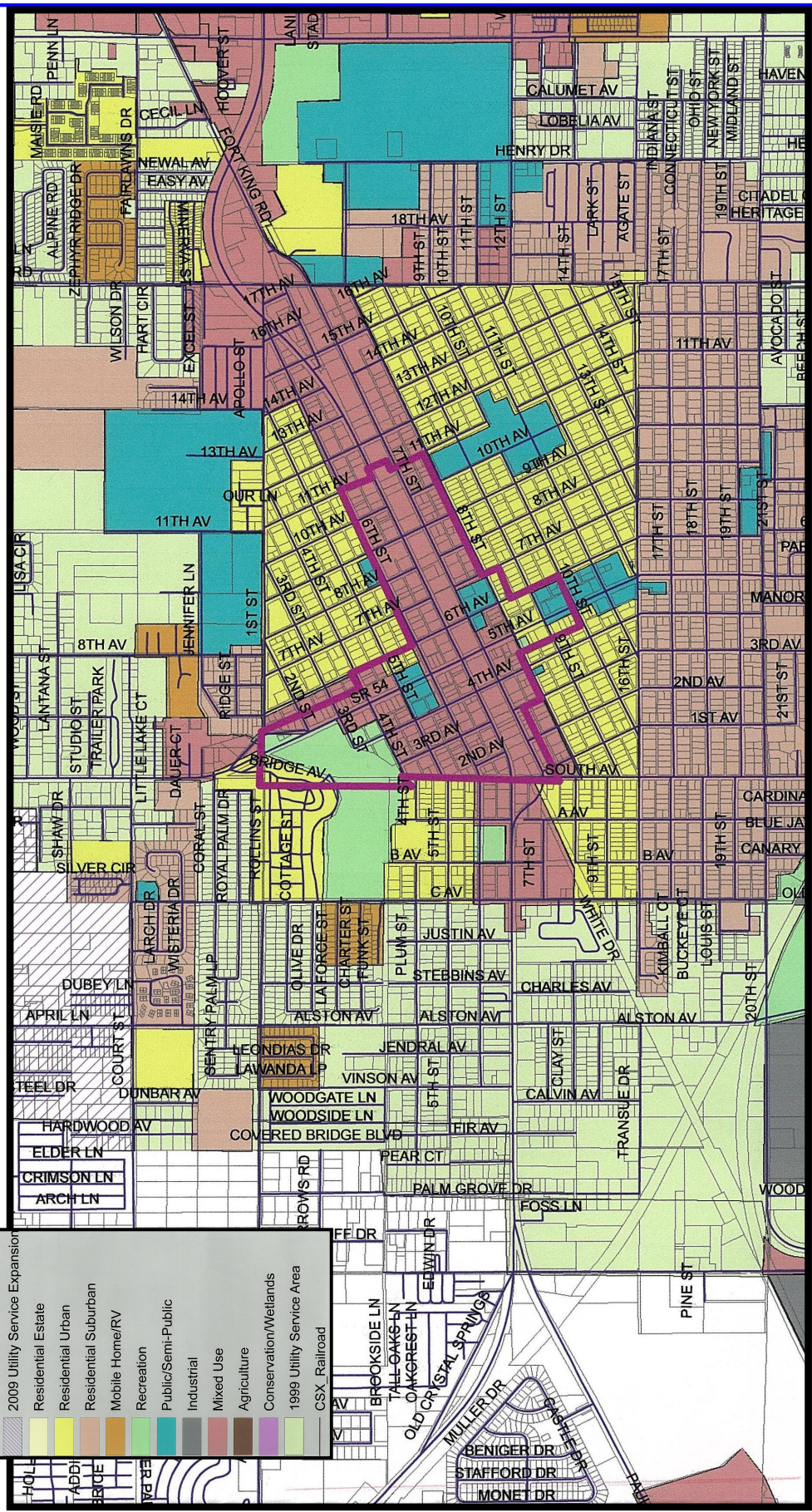
**Future Land Use Map
City of Zephyrhills, Florida 2010**

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PASCO COUNTY



Legend

- Community redevelopment
- 2009 Utility Service Expansion
- Residential Estate
- Residential Urban
- Residential Suburban
- Mobile Home/RV
- Recreation
- Public/Semi-Public
- Industrial
- Mixed Use
- Agriculture
- Conservation/Wetlands
- 1999 Utility Service Area
- CSX Railroad



In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the Florida Department of Transportation will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Florida Department of Transportation provides advance notification of impending ROW acquisition. Before acquiring ROW all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

4.3.6 Social/Community Services

The proposed improvements should have minimal adverse effect on community cohesion. The proposed improvements will not divide or separate neighborhoods or other community areas from one another. The project will not isolate an ethnic group or neighborhoods, separate residences from community facilities or substantially change travel patterns. The project is not anticipated to adversely affect elderly persons, disabled individuals, transit-dependent individuals, low income or minority populations.

In fact, either of the Build Alternatives will result in improved sidewalks, ramps and cross-walks.

4.4 OTHER IMPACTS

4.4.1 Noise

An update to the original Noise Study Report (NSR), completed in 2000, has been prepared as part of this U.S. 301/Zephyrhills PD&E Study update. The analysis was performed following the regulations of 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 2010) and methodologies established by the FDOT documented in the *PD&E Manual*, Part 2, Chapter 17 – Noise (May 2011). The prediction of traffic noise levels was performed using the FHWA's Traffic Noise Model (TNM-Version 2.5). The report presents the traffic noise assessment for the two Build Alternatives:

- 6th Street and U.S. 301(Gall Boulevard) One-Way Pair Alternative, and
- 6th and 7th Street One-Way Pair Alternative.

Noise Sensitive Sites

For the 6th Street and U.S. 301 (Gall Boulevard) alternative, 128 noise sensitive sites were evaluated (e.g., residences, churches, etc.). For the 6th and 7th Street alternative, 167 noise sensitive sites were evaluated.

Traffic Noise Levels

In the future, without the proposed improvements, the exterior traffic noise levels are predicted to range from 52.4 to 68.5 dB(A), and the interior traffic noise levels are predicted to range from 45.8 to 46.7 dB(A).

With the 6th Street and U.S. 301 (Gall Boulevard) improvements, exterior traffic noise levels are predicted to range from 51.7 to 72.4 dB(A)—increases from existing levels that range from -0.9 dB(A) to 11.3 dB(A). Interior traffic noise levels are predicted to range from 43.3 to 50.4 dB(A) - increases from existing levels that range from 1.2 to 8.3 dB(A). With 6th and 7th Street, exterior traffic noise levels are predicted to range from 55.8 to 73.2 dB(A)--increases from existing levels that range from -0.4 to 12.3 dB(A). Interior traffic noise levels are predicted to range from 48.6 to 49.5 dB(A)--increases from existing levels ranging from 6.5 to 7.4 dB(A).

Based on the results of the analysis, traffic noise would not substantially exceed existing levels with either of the evaluated build alternatives. However, traffic noise levels are

predicted to approach or exceed the NAC at 62 residences with 6th Street and U.S. 301 (Gall Boulevard) and 67 residences with 6th Street and 7th Street. Notably, all but seven of the residences are affected under both alternatives with one “unique” residence affected only by 6th Street and U.S. 301 (Gall Boulevard) and six “unique” residences affected only with 6th Street and 7th Street.

Noise Abatement Measures

The noise abatement measures considered for impacted residences were traffic management, alternative roadway alignment, property acquisition, and noise barriers.

Traffic management measures that limit motor vehicle speeds and reduce volumes can negate a project’s goal of improving the ability of the roadway to handle forecast volumes. Also, residences impacted by traffic noise are located in close proximity to either US 301, 6th Street, or 7th Street, and significant shifts, which would greatly increase the cost of the improvements, would be required to affect a substantial change in predicted noise levels. Additionally, property acquisition to provide a buffer between a roadway and noise sensitive land uses is to preempt impacts to future development through local land use planning by utilizing noise contours. Finally, noise barriers were unable to provide the minimum 5 dBA of noise reduction at any of the impacted noise sensitive sites. Therefore, none of these measures were considered to be both feasible and reasonable to abate predicted impacts.

Construction Noise

Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impact. If sensitive land uses develop adjacent to the roadway prior to construction, increased potential for noise or vibration impacts could result. It is anticipated that the application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Noise Contours

To reduce the potential for additional noise-sensitive sites to be located within an area incompatible with traffic noise, noise contours were developed to illustrate the distance from the improved roadway edge at which a traffic noise level of 66 dB(A) would be expected to occur. A level of 66 dB approaches the FHWA’s NAC for Activity Category B land uses which includes residences. The results of the analysis indicate that the

noise contour would extend from 45 to 50 feet from the edge of the near travel lane with 6th Street and U.S. 301(Gall Boulevard), and would extend from 40 to 55 feet with 6th Street and 7th Street. It should be noted that these distances do not consider intervening structures which would reduce the predicted noise levels. Regardless, local officials should not approve construction of any noise-sensitive uses (e.g., residences, parks, churches, etc.) within the noise contour area.

4.4.2 Construction

Project construction activities could have temporary air, noise, water quality, traffic flow, and visual impacts for residents, visitors, and travelers. Access to all businesses and residences is expected to be maintained to the extent possible through controlled construction scheduling. Traffic delays will also be controlled to the extent possible where numerous construction operations are in progress at the same time. Temporary construction impacts will be mitigated in accordance with the FDOT's Standard Specifications for Road and Bridge Construction. This includes Section 100-2, Equipment Condition and Approval, Section 102, Maintenance of Traffic and Section 104, Prevention, Control and Abatement of Erosion and Water Pollution.

SECTION 5.0 – SUMMARY OF PERMITS AND MITIGATION

5.1 REQUIRED PERMITS

The U.S. Army Corps of Engineers (USACE) and SWFWMD regulate wetlands within the project limits. Other agencies including U.S. Fish and Wildlife Service (USFWS), the U.S. Environmental Protection Agency (USEPA), and Florida Fish and Wildlife Conservation Commission (FFWCC) review and comment on wetland permit applications processed through the USACE. Additional coordination will be conducted during final design. It is anticipated that the following permits will be required:

- SWFWMD — Environmental Resource Permit
- FDEP — National Pollutant Discharge Elimination System Permit (NPDES)

No wetland impacts are anticipated therefore a Section 404 Dredge and Fill Permit from the USACE would not be required. However if final design of the proposed improvements results in unavoidable impacts to wetlands subject to USACE jurisdiction, impact permitting through the USACE will be required. An Environmental Resource Permit (ERP) from SWFWMD will be required for this project; however, the actual permit type will be determined when project limits, SMF and FPC site locations and limits of construction are finalized.

5.2 MINIMIZATION AND MITIGATION

No wetland impacts are anticipated and, therefore, no minimization or mitigation will be required. However, if the final design of the proposed improvements results in unavoidable wetland impacts, impacts may be mitigated through the FDOT Mitigation Program (Chapter 373.4137 F.S.). For ERP mitigation purposes, mitigation should be in-kind and within the same watershed basin as the proposed impact. The project is located within SWFWMD's ERP Watershed named Hillsborough River Basin.

SECTION 6.0 - SUMMARY OF PUBLIC INVOLVEMENT

A comprehensive Public Involvement Program was developed and implemented as part of the original PD&E Study and its update. 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 a Kickoff meeting, an Advance Notification Package, two Alternatives Public Workshops, a Section 106 Historic Properties Public Workshop and two Public Hearings. The Public Involvement Program and the results of its implementation are documented in the Comments and Coordination Report Update. A brief summary of the major steps in this process is presented in this section.

6.1 KICK-OFF MEETING

On **March 23, 1999**, from 10am to 12pm, the project's Kickoff Meeting was held at the Alice B. Hall Community Center. Local public officials and local government staff were invited to attend. The purpose of this meeting was to introduce the project and to obtain comments regarding issues and concerns. A total of 24 people attended. Representatives from the City of Zephyrhills Chamber of Commerce, City Council and Planning Commission were present. A number of business owners and representatives also attended. The proposed project was in general well received, with strong support expressed in favor of the project's improvements and advancing the project's construction if possible.

6.2 ADVANCE NOTIFICATION

In accordance with the requirements outlined in the PD&E Manual, an Advance Notification (AN) package was mailed to the Department of Community Affairs (DCA) on **March 25, 1999**. The AN Package was resubmitted with the northern project limit extended to County Road 54 on November 1, 1999. Responses from the agencies were collected by the DCA and sent to the department on December 13, 1999.

6.3 ALTERNATIVES PUBLIC WORKSHOP

An Alternatives Public Workshop was held by FDOT on **April 13, 1999** from 4:30 p.m. to 7:30 p.m. at St. Joseph's Catholic Church Parish Center, located at 38750 5th Avenue, Zephyrhills, Florida. The meeting was an informal workshop and consisted of a video, display of the feasible alternatives on aerial photos, and presentation of reports and other materials completed up to that date on the subject project. FDOT study team staff members were available to explain the presented information and answer questions.

Over 200 people signed in at the workshop. Comments were solicited from the public on a form which was attached to an informational handout distributed at the meeting. Numerous comments were received, with residents and businesses concerned about possible acquisitions of their property and the effects of the project on businesses along U.S. 301. Most residents along 6th Street were relieved to find out that ROW would not have to be acquired along the entire length of 6th Street to construct the project for any of the viable alternatives. Business owners in general were concerned about the reduction in number of vehicles driving by adversely affecting their business.

6.4 PUBLIC HEARING – April 4, 2001

The first public hearing was held on **April 24, 2001**, from 4:30 p.m. to 7:30 p.m. at the St. Joseph's Catholic Church Parish Center, 38750 5th Avenue, Zephyrhills, Florida. Elected officials and various agency representatives were notified of the meeting by first class mail at least 25 to 30 days prior. Per Florida Statute and the department's PD&E Manual, property owners within 300 feet of any of the alternatives under study were notified of the meeting by first class mail at least 21 days prior. The meeting was advertised in the Florida Administrative Weekly on April 6, 2001, and in the Tampa Tribune, Pasco Edition on April 3 and 17, 2001.

The meeting consisted of an informal session and a formal session. The informal session began at 4:30 p.m. and lasted until 6:00 p.m. During that time, the public could view a continuously looped project video, view the conceptual plans and project documents on display, speak to the court reporter in a one-on-one setting, or ask questions from department representatives. Project handouts were available to all attendees. At 6:00 p.m., the department gave a formal presentation regarding the project and its associated environmental effects. An opportunity to provide formal public comment followed the presentation. The court reporter transcribed the entire formal portion. Following the formal portion of the Public Hearing, the informal portion resumed until 7:30 p.m.

The "6th Street and U.S. 301 One-Way Pair Alternative" and the "No Build" Alternative were presented for consideration at the first public hearing which was attended by approximately 127 people. Four people gave statements to the court reporter during the informal portion of the Hearing, and four spoke during the formal portion of the Public Hearing. A total of 12 written comments were received either at the Public Hearing or in the mail. Comments were equally divided between those for the "Build" Alternative, and those against it or for the "No Build" Alternative.

6.5 OTHER PUBLIC MEETINGS, WORKSHOPS AND PRESENTATIONS

On **November 10, 2008** the results of traffic modeling efforts were presented to City Council in workshop session prior to the regular council meeting. It was confirmed that a public workshop would be held to give the public an opportunity to comment on the department's originally recommended alternative, 6th Street and U.S. 301 (Gall Boulevard) One-Way Pair.

This workshop was held on **December 1, 2008** at Alice Hall Community Center. Some 466 notification letters were mailed to property owners of record within 300 feet of the project limits. Notification flyers were hand delivered to commercial properties along the project corridor. Interested persons were provided the opportunity to express their views concerning the proposed improvements. Project aerials, graphics of typical sections, documents and displays from the PD&E effort and other pertinent information was on display. Representatives of the department were available to discuss the project and answer questions posed by attendees. A project informational brochure was available for attendees of the workshop and attendees were encouraged to provide written comments regarding the project. The City of Zephyrhills had also arranged to have display graphics at the workshop. These graphics depicted the City's preferred alternative that would utilize 6th Street and 7th Street as a one-way pair and retain two-way traffic on Gall Boulevard.

One hundred seventy nine (179) people signed in as attendees not including department and consultant staff facilitating the workshop. Fifty four written comment forms were received at the workshop. Of the comments received, 15 were supportive of the project, 23 were opposed to the project, 9 expressed concerns about ROW acquisition, business damages or loss of access/parking but did not express support for or opposition to the project and 7 were neutral or addressed other issues without clear support for or opposition to the project.

Numerous additional meetings were held with the City of Zephyrhills mayor, management staff and their representatives as part of this PD&E Study Update effort. Additionally, from 2010 through completion of the Update effort, quarterly status meetings were held with the City and department representatives. By attending these meetings the department gathered valuable information about how the public and city representatives view the project, and what ideas they had about how the project could help to enhance their community.

6.6 SECTION 106 HISTORIC PROPERTIES PUBLIC WORKSHOP

A Section 106 Historic Properties Public Workshop was held on Wednesday, **April 27, 2011** from 5 p.m. until 7 p.m. at Alice Hall Community Center in Zephyrhills, Florida. Approximately 96 citizens (excluding staff) signed the attendance sheets. The workshop was held in an informal format with no formal presentation. The purpose of the workshop was to focus on the two historic properties, the Zephyrhills Downtown Historic District and Clyde's Cottages, and potential effects that the two proposed roadway alternatives may have on them. The two roadway alternatives are the 6th Street and U.S. 301 (Gall Blvd.) alternative and the 6th and 7th Street alternative. Exhibit boards illustrating the location of the project, the location of the two historic properties, the alignment of the two alternatives and the improvements associated with the alternatives immediately adjacent to the historic properties were on display. FDOT staff and Consultant representatives were available for one-on-one discussion of the project and to provide answers to questions from the public. Comment forms were available at the workshop and were also provided in the workshop newsletter that was mailed to 439 property owners within 300' of both alternatives.

A total of 40 comment forms were received; two by mail prior to the workshop, 33 at the workshop, and five by mail after the workshop. Prior to the workshop, the Zephyrhills City Council passed a resolution supporting the use of the 6th and 7th Street Alternative. A City representative provided a copy of the resolution to FDOT staff the day of the workshop. Also on the day of the workshop the Greater Zephyrhills Chamber of Commerce provided the results of a survey showing that 80 people supported the Chamber's opposition to the use of the 6th Street and U.S. 301 Alternative and support of the use of 6th Street and 7th Street for improvements to U.S. 301. Of the 40 written comments received, two related to potential effects on the Downtown Historic District, none addressed potential effects to Clyde's Cottages, six were in support of the 6th Street and U.S. 301 alternative, 22 expressed support for the 6th and 7th Street alternative, and ten addressed more general comments/concerns.

The two comments received which related to the Downtown Historic District both cited concerns over the potential effects of noise associated with increased traffic volumes on 7th Street. Other concerns were increased air pollution and the effects on parking and "charm" of the Historic District.

Six comments were received supporting the use of the 6th Street and U.S. 301 Alternative. Their concerns were related to the 7th Street alternative and their effects on traffic congestion, safety, truck traffic, and the ability to close it for community events.

Out of the 24 comment forms supporting the use of the 6th and 7th Street Alternative, some of the concerns were loss of business, increased speed of traffic, increased traffic

congestion, loss of community contentment and 14 comments in general as the reason for supporting this alternative. The City's Resolution supporting the use of 6th and 7th Streets cited their preference that U.S. 301 remains a local two-way "main street" and their vision as expressed in the City Community Redevelopment Plan that refers to development and redevelopment between 6th and 7th Streets. The resolution cited that local businesses along U.S. 301 would be adversely affected by the conversion of U.S. 301 to one-way traffic as there would be no two-way local access. It also included a statement that the 6th and 7th Street Alternative would not adversely impact the City Historic District.

Of the ten comment forms received that related to the project in general, some included a need for an alternative design, no need for the project, consideration of an alternative roadway system, an increase in noise and flooding, and the lack of available ROW.

6.7 PUBLIC HEARING – February 23, 2012

The second public hearing was held on **February 23, 2012** to present the "No Build", the 6th Street and U.S. 301 Alternative, and the 6th and 7th Street Alternative.

The meeting was held at the First Church of the Nazarene in Zephyrhills and consisted of an informal session and a formal session. The informal session began at 5:00 p.m. and lasted until 6:00 p.m. During that time, the public could view a continuously looped project video, view the conceptual plans and project documents on display, speak to the court reporter in a one-on-one setting, fill out a comment card or ask questions from department representatives. Project handouts were available to all attendees. At 6:00 p.m., the department gave a formal presentation regarding the project and its associated environmental effects. An opportunity to provide formal public comment followed the presentation. The court reporter transcribed the entire formal portion and a copy of the transcript is attached as Appendix C. Following the formal portion of the Public Hearing, the informal portion resumed until 7:00 p.m.

This hearing was attended by some 75 people. One person gave a statement to the court reporter during the informal portion of the Hearing, and 10 spoke during the formal portion of the Hearing. A total of 69 oral and written comments were received either at the Public Hearing or by mail/email. A total of 45 comments were in support of the 6th and 7th Street Alternative. Six favored the No Build Alternative and two supported the 6th Street and U.S. 301 Alternative.

Prior to the Hearing, the City Council passed a resolution officially supporting the 6th and 7th Street Alternative. The resolution stated that the 6th and 7th Street alternative supports the City's vision as expressed in the Community Redevelopment Plan, supports the transformation of U.S. 301 into a traditional main street, would promote a

more even distribution of traffic, and would potentially expand economic and financial opportunities for businesses and the City at large. At the hearing, a representative of the Zephyrhills Chamber of Commerce submitted a letter stating the Chamber's Board of Directors supported the 6th and 7th Street alternative.

The majority of opposition to the 6th Street and U.S. 301 Alternative was based on the belief that making Gall Blvd. a one-way street would hurt businesses fronting the roadway. The loss of parking was an additional concern for some business owners.

Appendix A

**Typical Section Package for
Preferred Alternative**

MEMORANDUM
FLORIDA DEPARTMENT OF TRANSPORTATION
Roadway Design - MS 7-810

DATE: June 27, 2012

TO: Gordana Jovanovic, Project Manager

FROM: Ronald A. Chin P.E., District Design Engineer
BY: Adam Perez, District Roadway Design Engineer

COPIES: File

SUBJECT: Work Program Item Segment: 256422-2-52-01
County: PASCO COUNTY
Project Description: US 301 (SR 41/GALL) FROM SR 39 TO
S OF CR 54

Approved Typical Section

Transmitted herewith is the approved typical section for the above subject project. Please file the originals in the project management file system and provide a hard copy to the Engineer of Record. Thank you for your continued support and cooperation.

District 7 Roadway

MAY 30 2012

Design Department

06/21/2012
10:53am

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

SR 41 (US 301)
ONE-WAY PAIRS (6TH STREET AND 7TH STREET)
FROM SR 39 TO FORT KING ROAD

FINANCIAL PROJECT ID 256422-2-32-01

PASCO COUNTY (14050)

END PROJECT

STA. 521+71.44 @ SURVEY
(M.P. 6.090)



BEGIN PROJECT
STA. 382+91.45 @ SURVEY
(M.P. 3.467)

PITMAN HARTENSTEIN & ASSOC., INC.
ENGINEERS
6909 E. FOWLER AVENUE TAMPA, FLORIDA 33607
CERTIFICATE OF AUTHORIZATION NO. 4464
THOMAS J. MONTGOMERY P.E. NO. 35008

S.R. 41 (US 301 / GALL BLVD.)
FINANCIAL PROJECT NO. 256422-2-32-01
PASCO COUNTY

PROJECT
LOCATION

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 256422-2-32-01 **COUNTY (SECTION)** PASCO (14050000)
PROJECT DESCRIPTION MULTI-LANE RECONSTRUCTION FOR THE CREATION OF ONE-WAY PAIRS (6TH ST. AND 7TH ST.) FOR SR 41 (US 301) FROM SR 39 (MP 3.467) TO FORT KING ROAD (MP 6.090)

PROJECT CONTROLS

FUNCTIONAL CLASSIFICATION

- RURAL
 URBAN
 FREEWAY/EXPWY. MAJOR COLL.
 PRINCIPAL ART. MINOR COLL.
 MINOR ART. LOCAL

HIGHWAY SYSTEM

- Yes No
 NATIONAL HIGHWAY SYSTEM
 FLORIDA INTRASTATE HIGHWAY SYSTEM
 STRATEGIC INTERMODAL SYSTEM
 STATE HIGHWAY SYSTEM
 OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- 1 - FREEWAY
 2 - RESTRICTIVE w/Service Roads
 3 - RESTRICTIVE w/660 ft. Connection Spacing
 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
 5 - RESTRICTIVE w/440 ft. Connection Spacing
 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
 7 - BOTH MEDIAN TYPES

TRAFFIC

	YEAR	AADT
CURRENT	<u>2012</u>	<u>17,500</u>
OPENING	<u>2019</u>	<u>23,800</u>
DESIGN	<u>2039</u>	<u>42,000</u>

DISTRIBUTION

DESIGN SPEED <u>40</u>	K	9.4%
POSTED SPEED <u>40</u> (MP 3.467 - MP 3.830)	D	56.0%
POSTED SPEED <u>35</u> (MP 3.830 - MP 6.090)	T24	6.0%

As discussed w/ Kevin Dunn

DESIGN SPEED APPROVALS

Ronald Q. ... 6/25/12
 DISTRICT DESIGN ENGINEER DATE
Yusef D. ... 6-25-12
 DISTRICT TRAFFIC OPERATIONS ENGINEER DATE

CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
 RRR INTERSTATE / FREEWAY
 RRR NON-INTERSTATE / FREEWAY
 TDLC / NEW CONSTRUCTION / RECONSTRUCTION
 TDLC / RRR
 MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

-NONE

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:

-NONE

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

TECO PEOPLE'S GAS	PROGRESS ENERGY
VERIZON	CENTURYLINK
CITY OF ZEPHYRHILLS	PASCO COUNTY UTILITIES
BRIGHT HOUSE NETWORKS	RAMBLEWOOD M/H COMMUNITY
ZEPHYRHILLS BOTTLED WATER	WITHLACOCHEE RIVER ELECTRIC

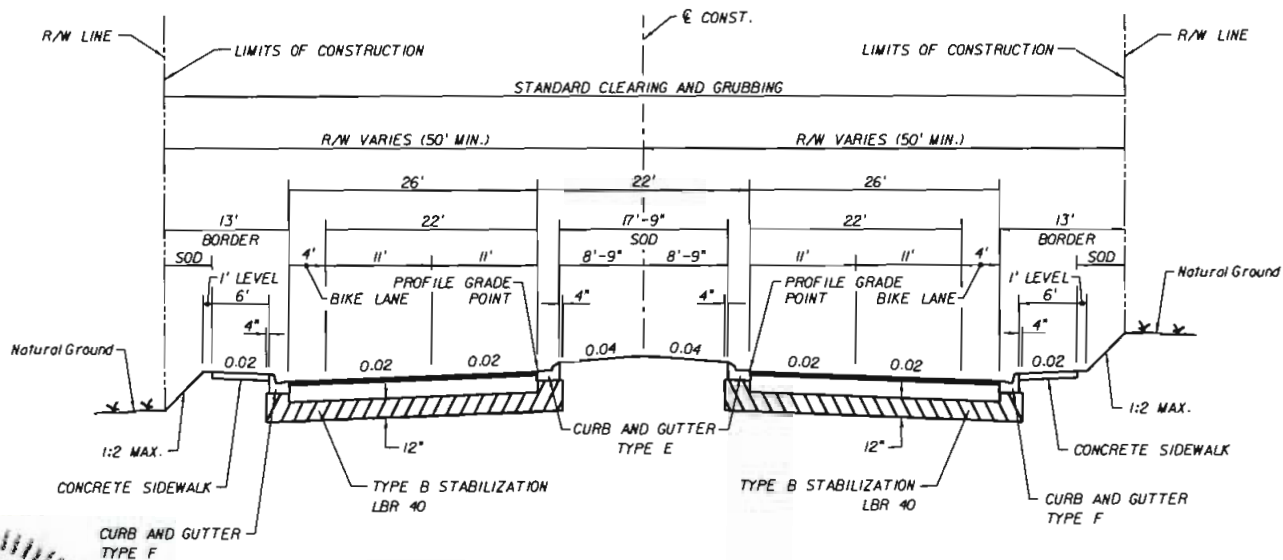
LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

PROJECT CREATES ONE-WAY PAIRS THROUGH CITY OF ZEPHYRHILLS

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 256422-2-32-01 FEDERAL AID PROJECT NO. N/A COUNTY NAME PASCO COUNTY
 SECTION NO. 14050000 ROAD DESIGNATION SR 41 (US 301) LIMITS/MILEPOST MP 3.467 - MP 6.090
 PROJECT DESCRIPTION MULTI-LANE RECONSTRUCTION FOR THE CREATION OF ONE-WAY PAIRS (6TH STREET AND 7TH STREET) FOR SR 41 (US 301)
FROM SR 39 TO FORT KING ROAD

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION
SR 41 (US 301)
(MP 3.467 TO MP 3.830)
DESIGN SPEED = 40 MPH



APPROVED BY: **THOMAS MONTGOMERY, P.E.**

FDOT CONCURRENCE

PROFESSIONAL ENGINEER
 P.E. NO. 35008

5/21/12
 DATE

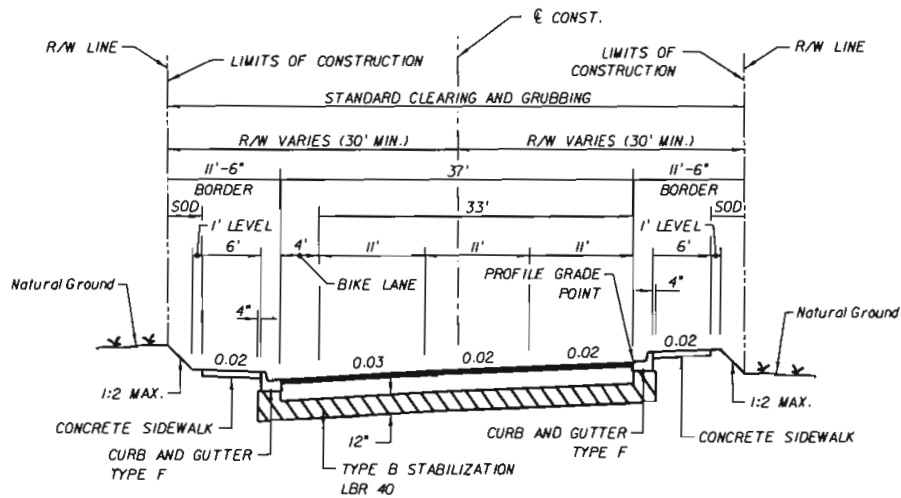
RONALD A. CHIN, P.E.
 FDOT District Design Engineer

6/21/12
 Date

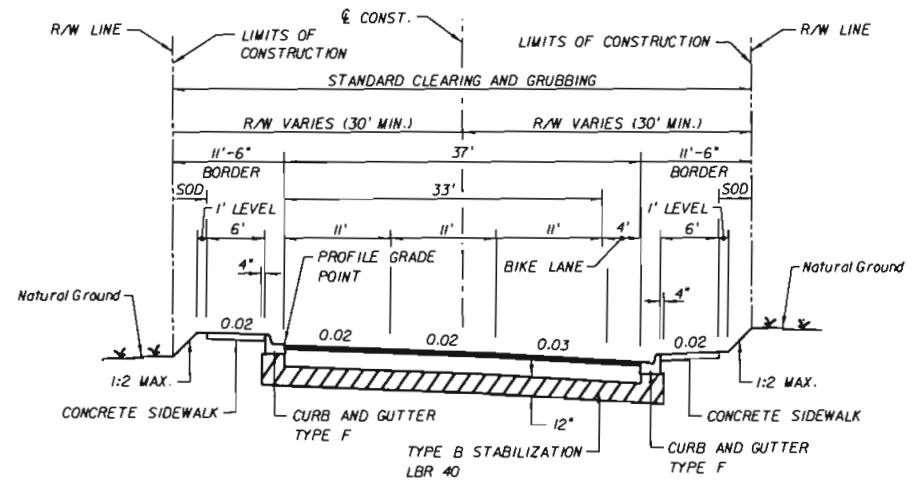
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 256422-2-32-01 FEDERAL AID PROJECT NO. N/A COUNTY NAME PASCO COUNTY
 SECTION NO. 14050000 ROAD DESIGNATION SR 41 (US 301) LIMITS/MILEPOST MP 3.467 - MP 6.090
 PROJECT DESCRIPTION MULTI-LANE RECONSTRUCTION FOR THE CREATION OF ONE-WAY PAIRS (6TH STREET AND 7TH STREET) FOR SR 41 (US 301)
FROM SR 39 TO FORT KING ROAD

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION
SOUTHBOUND SR 41 (US 301)
(6TH STREET)
MP 3.830 TO MP 5.740
DESIGN SPEED = 40 MPH



TYPICAL SECTION
NORTHBOUND SR 41 (US 301)
(7TH STREET)
MP 3.830 TO MP 6.090
DESIGN SPEED = 40 MPH



APPROVED BY: **THOMAS J. MONTGOMERY, P.E.**

5/21/12
DATE

FDOT CONCURRENCE

Ronald A. Chin
RONALD A. CHIN, P.E.
FDOT District Design Engineer

6/21/12
Date

Appendix B

Concept Plans for Preferred Alternative



LEGEND

	EXISTING SIGNAL		POTENTIAL CONTAMINATION SITES		EXISTING R/W
	PROPOSED SIGNAL		POTENTIAL BUSINESS RELOCATION		PROPOSED R/W
			POTENTIAL RESIDENTIAL RELOCATION		PROPERTY LINES
			POTENTIAL POND SITE		
			SR 39 STUDY WPI NOS. 255099-1 AND 256289-1		

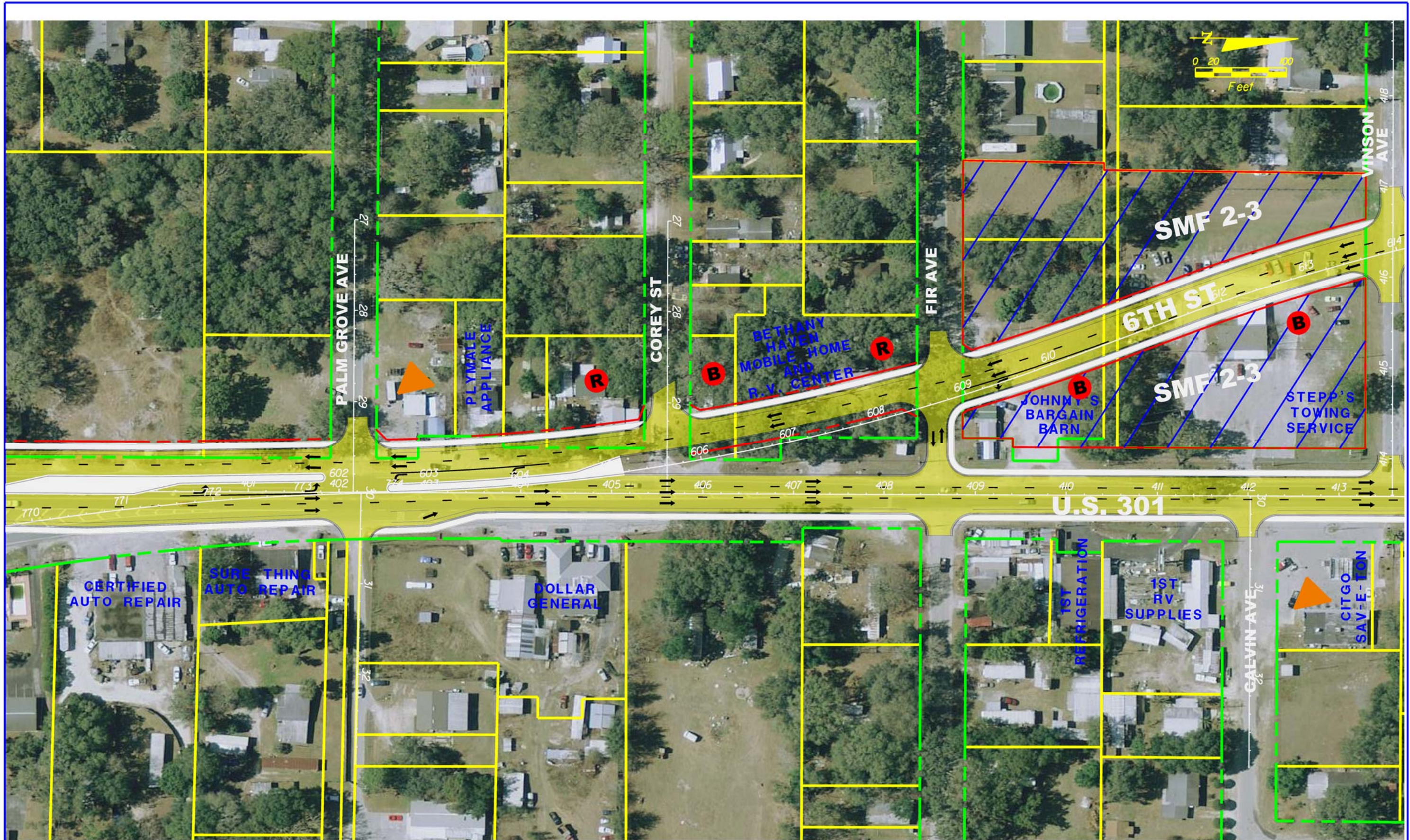
PITMAN HARTENSTEIN & ASSOC., INC.
ENGINEERS
 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33607
 CERTIFICATE OF AUTHORIZATION NO. 4464
 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
 1



LEGEND

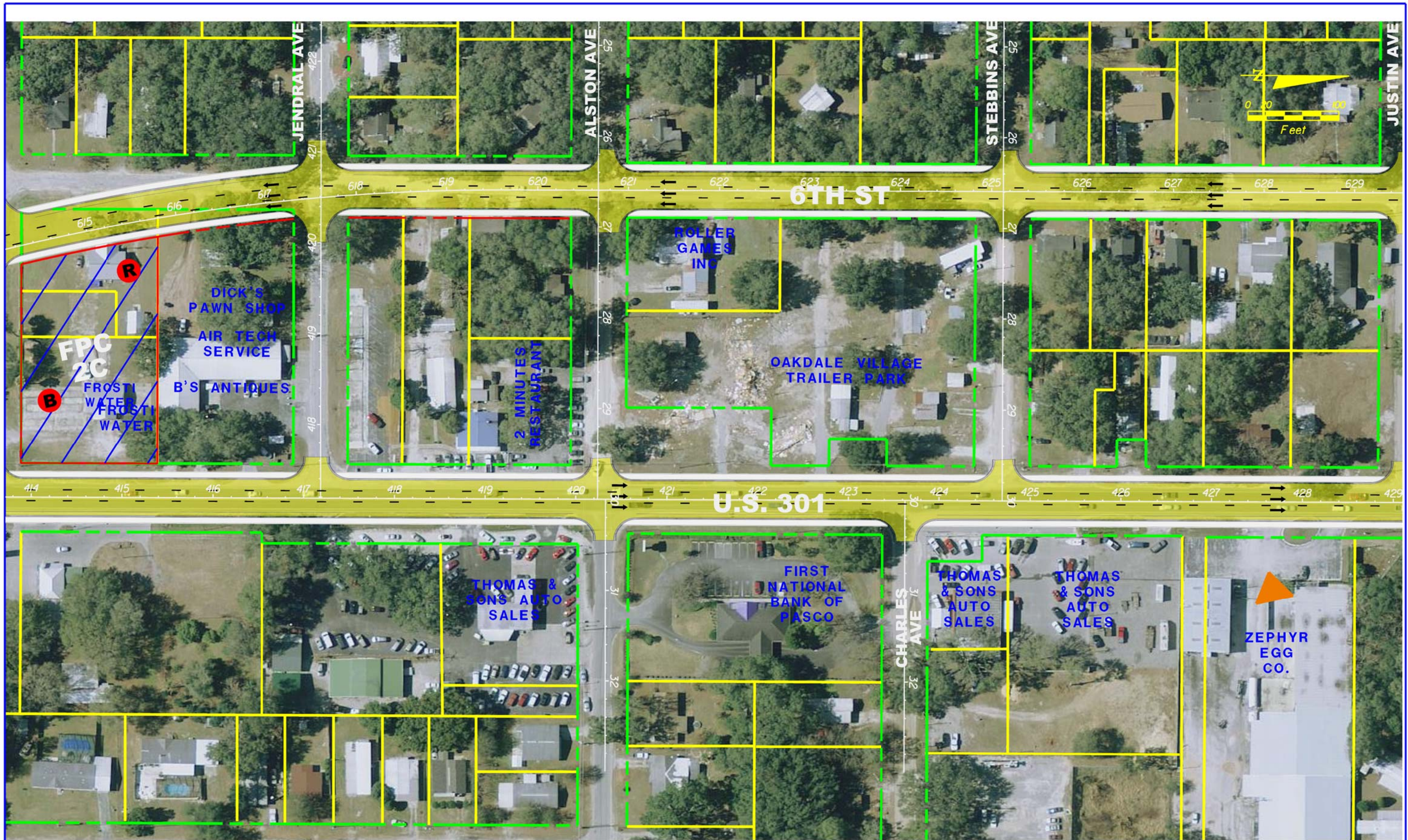
EXISTING SIGNAL	POTENTIAL CONTAMINATION SITES	EXISTING R/W
PROPOSED SIGNAL	POTENTIAL BUSINESS RELOCATION	PROPOSED R/W
	POTENTIAL RESIDENTIAL RELOCATION	PROPERTY LINES
	POTENTIAL POND SITE	

PITMAN HARTENSTEIN & ASSOC., INC.
ENGINEERS
 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33617
 CERTIFICATE OF AUTHORIZATION NO. 4464
 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
2



LEGEND

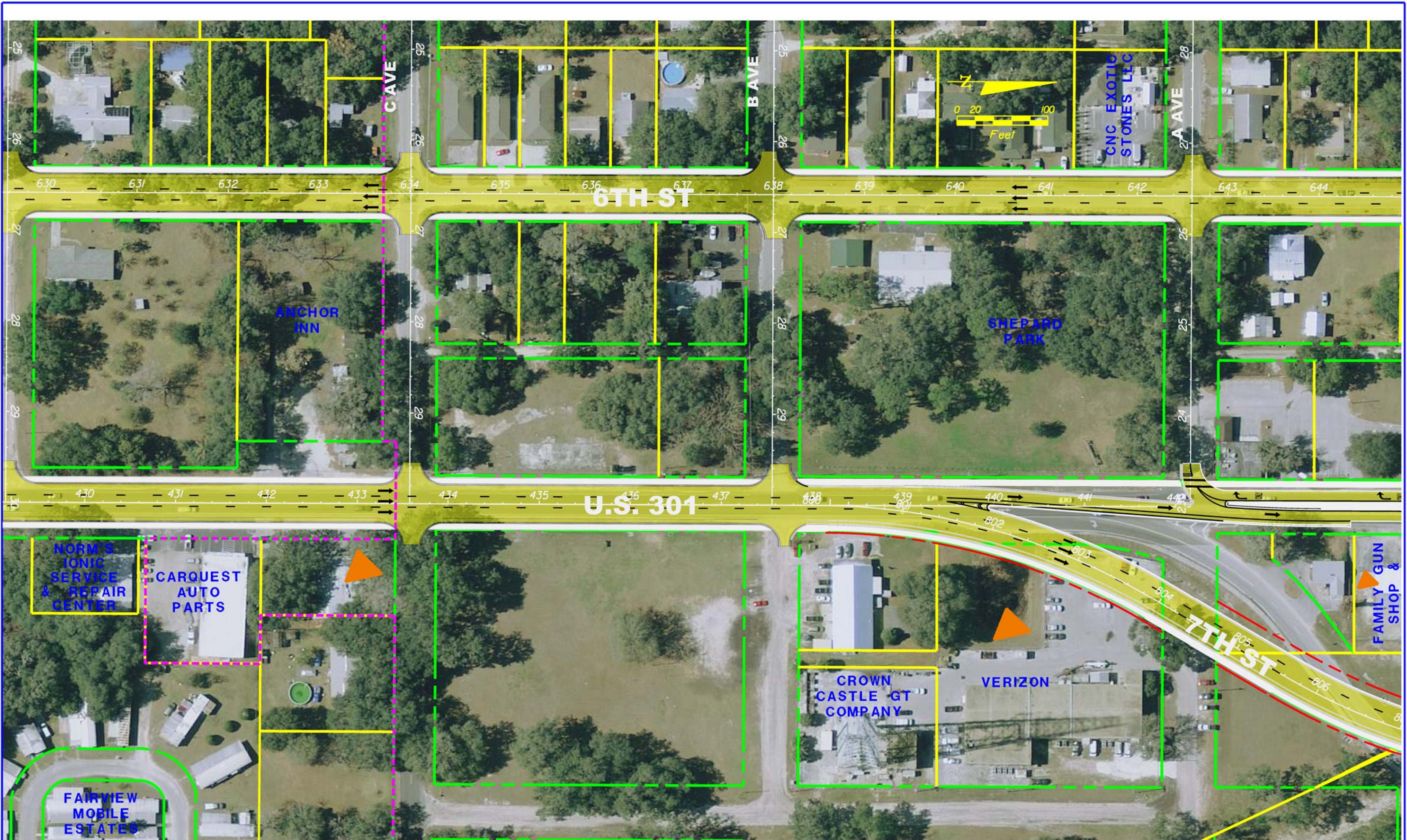
- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL POND SITE
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

PITMAN HARTENSTEIN & ASSOC., INC.
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 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33617
 CERTIFICATE OF AUTHORIZATION NO. 4464
 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
3



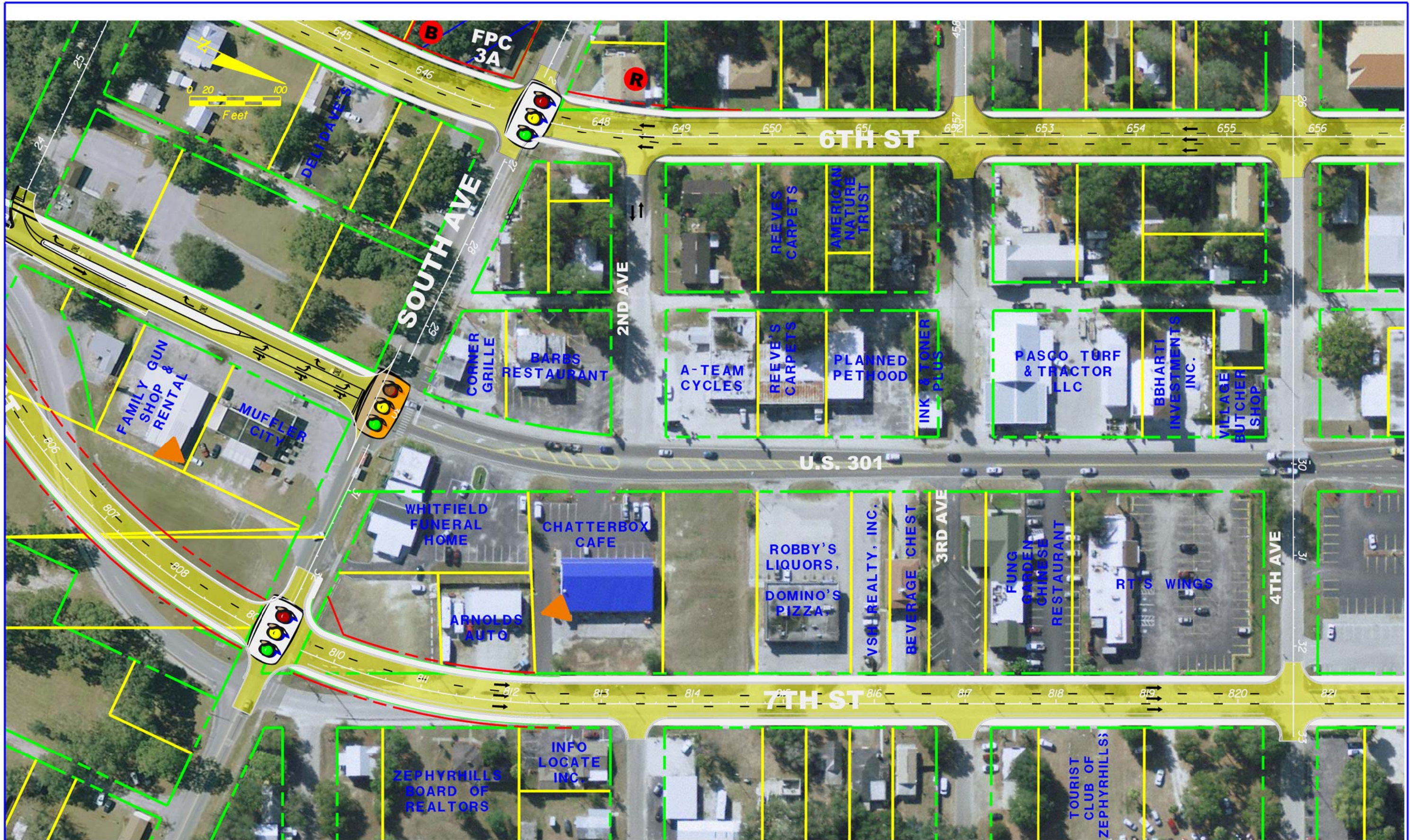
LEGEND

PITMAN HARTENSTEIN & ASSOC., INC.
ENGINEERS
 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33607
 CERTIFICATE OF AUTHORIZATION NO. 4464
 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
4



LEGEND

- EXISTING SIGNAL
- PROPOSED SIGNAL
- POTENTIAL CONTAMINATION SITES
- POTENTIAL BUSINESS RELOCATION
- POTENTIAL RESIDENTIAL RELOCATION
- SR 39 STUDY WPI NOS. 255099-1 AND 256289-1
- EXISTING R/W
- PROPOSED R/W
- PROPERTY LINES

Pitman
PITMAN HARTENSTEIN & ASSOC., INC.
ENGINEERS
 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33607
 CERTIFICATE OF AUTHORIZATION NO. 4464
 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
5



LEGEND

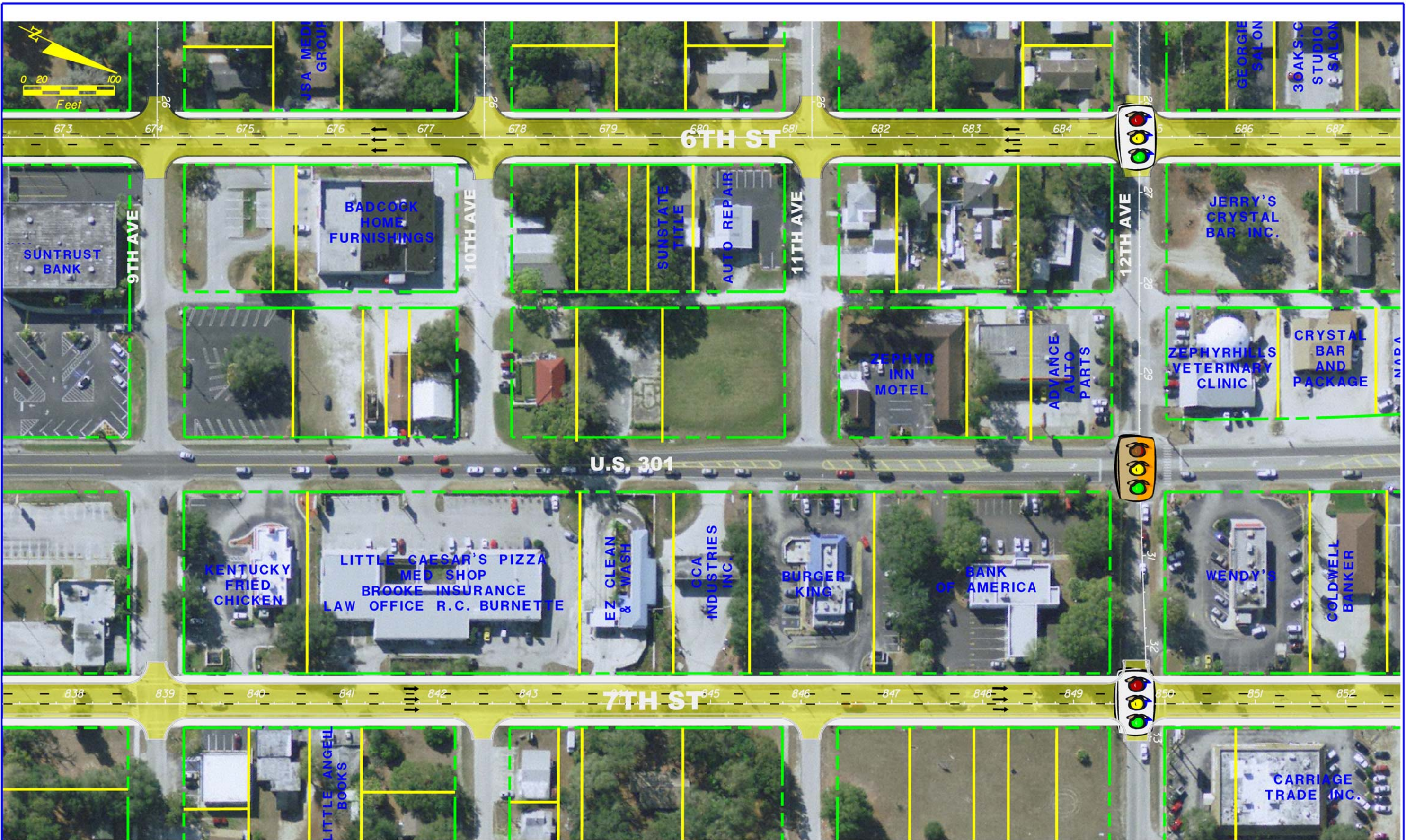
-  EXISTING SIGNAL
-  PROPOSED SIGNAL
-  POTENTIAL CONTAMINATION SITES
-  POTENTIAL BUSINESS RELOCATION
-  POTENTIAL RESIDENTIAL RELOCATION
-  EXISTING R/W
-  PROPOSED R/W
-  PROPERTY LINES

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 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33617
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 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
6



LEGEND

	EXISTING SIGNAL		POTENTIAL CONTAMINATION SITES		EXISTING R/W
	PROPOSED SIGNAL		POTENTIAL BUSINESS RELOCATION		PROPOSED R/W
			POTENTIAL RESIDENTIAL RELOCATION		PROPERTY LINES

PITMAN HARTENSTEIN & ASSOC., INC.
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 6989 E. FOWLER AVENUE TAMPA, FLORIDA 33607
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 THOMAS J. MONTGOMERY P.E. NO. 35008

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
7



LEGEND

	EXISTING SIGNAL		POTENTIAL CONTAMINATION SITES		EXISTING R/W
	PROPOSED SIGNAL		POTENTIAL BUSINESS RELOCATION		PROPOSED R/W
			POTENTIAL RESIDENTIAL RELOCATION		PROPERTY LINES

PITMAN HARTENSTEIN & ASSOC., INC.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET NO.
8



-  EXISTING SIGNAL
-  PROPOSED SIGNAL
-  POTENTIAL CONTAMINATION SITES
-  POTENTIAL BUSINESS RELOCATION
-  POTENTIAL RESIDENTIAL RELOCATION
-  EXISTING R/W
-  PROPOSED R/W
-  PROPERTY LINES

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 301	PASCO	256422-2-32-01

CONCEPT PLANS
6TH AND 7TH STREET ONE-WAY PAIR
PREFERRED ALTERNATIVE

SHEET
NO.
9

Appendix C

List of Supporting Documents

Final Project Development Summary Report

October 2012

The following is a list of the supporting documents for the Final Project Development Summary Report:

- Final Pond Siting Report (Update) (3 volumes)
- Final Location Hydraulic Report Update
- Final Utility Assessment Package Update
- Final Wetland Evaluation and Biological Assessment Report
- Final Contamination Screening Evaluation Report Update (2 volumes)
- Final Noise Study Report Update
- Final Design Traffic Technical Memorandum (2 volumes)
- Final Section 106 Consultation Case Study Report
- Final Cultural Resource Assessment Survey Update Technical Memorandum (2 volumes)

The documents listed above are on file and can be viewed at the FDOT District 7 headquarters at 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612.

Appendix D

Public Hearing Transcript, February 23, 2012

ORIGINAL

FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING FOR THE
U.S. 301/S.R.41 (GALL BOULEVARD)
PROJECT DEVELOPMENT & ENVIRONMENT
(PD&E) STUDY UPDATE
FROM S.R. 39 TO SOUTH OF C.R. 54
WPI SEGMENT NO: 256422-2

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DATE: Thursday, February 23, 2012
TIME: 5 p.m. - 7 p.m.
PLACE: First Church of the Nazarene
6151 12th Street
Zephyrhills, Florida 33542
REPORTED BY: RACHELLE I. CASTELLANA
Certified Shorthand Reporter
Notary Public
State of Florida at Large

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Certificate of Reporter.....	25

ATTACHMENTS

Written Comments

1 (The Public Hearing commenced at 6 p.m.)

2 MR. BOGEN: Good evening. We are here to begin our
3 public comment section. If you would take your seats.

4 Good evening. My name is Kirk Bogen and I am the
5 Environmental Management Office Manager for District
6 Seven of the Florida Department of Transportation.

7 Welcome to the Public Hearing for the U.S. 301/S.R.
8 41 (Gall Boulevard) Project Development and Environment
9 (PD&E) Study Update. This Public Hearing concerns the
10 proposed roadway improvements on U.S. 301/S.R. 41 (Gall
11 Boulevard) from S.R. 39 to south of C.R. 54 in Pasco
12 County, WPI Segment No. 256422-2.

13 Today is Thursday, February 23rd, 2012, and it is
14 approximately 6 p.m. We are assembled at the First
15 Church of the Nazarene in Zephyrhills, Florida. This is
16 your opportunity to receive information on the project
17 and officially comment on the two viable "Build"
18 Alternatives and other documents available here tonight.
19 The two viable "Build" Alternatives are based on
20 comprehensive environmental and engineering analyses
21 completed to date, as well as on public comments that
22 have been received.

23 Both of the build alternatives will require the
24 transfer of segments of existing road right of way for 6th
25 Street from Pasco County and the City of Zephyrhills to

1 the Florida Department of Transportation. The 6th Street
2 and 7th Street alternative will require that segments of
3 7th Street and 5th Avenue be transferred from the City of
4 Zephyrhills to the Florida Department of Transportation,
5 and that segments of Gall Boulevard be transferred from
6 the department to the City of Zephyrhills.

7 This Project Development and Environment, or PD&E
8 Study, and Public Hearing are being conducted under
9 applicable Federal and State laws. Those citations are
10 listed on the board next to the sign-in table as you came
11 in.

12 When you arrived this evening you should have
13 received an information packet containing an
14 informational newsletter and a comment form. If you
15 weren't able to sign in or did not receive an information
16 packet, please stop by our sign-in table before leaving
17 this evening. You should have also had the opportunity
18 to view the audio-visual presentation that is
19 continuously running throughout this Public Hearing.

20 Those who wish to provide comments during this
21 formal portion of the Public Hearing should complete a
22 speaker's card and submit it to a department
23 representative. If you did not receive a card and would
24 like to make a public comment, please raise your hand and
25 a department representative will be happy to provide you

1 with one.

2 In addition to making an oral statement during this
3 portion of the hearing, you may also make a comment after
4 this presentation to the court reporter that is here
5 tonight. You may also submit your comments to the
6 department in writing. Comment forms may be placed in
7 one of the comment boxes this evening or you may complete
8 the form at a later date and mail it to us at the
9 pre-printed address located on the back of the sheet.
10 Please keep in mind that written comments must be
11 postmarked by Monday, March 5th, 2012 to be included in
12 the official Public Hearing record.

13 One of the unavoidable consequences on a project
14 such as this is the necessary relocation of families and
15 businesses. On this project, we anticipate the
16 relocation of 17 residences and 5 businesses for the 6th
17 Street and U.S. 301/S.R. 41 (Gall Boulevard) alternative,
18 and 22 residences and 5 businesses for the 6th and 7th
19 Street alternative. These relocations are marked on the
20 aerial display boards with red dots.

21 If you are required to make any type of move as a
22 result of a Department of Transportation project, you can
23 expect to be treated in a fair and helpful manner and in
24 compliance with the Uniform Relocation Assistance Act.

25 You will be contacted by an appraiser who will

1 inspect your property. We encourage you to be present
2 during the inspection and provide information about the
3 value of your property.

4 You may also be eligible for relocation advisory
5 services and payment benefits. If you are being moved
6 and you are unsatisfied with the department's
7 determination of your eligibility for payment or the
8 amount of that payment, you may appeal that
9 determination. You will be promptly furnished necessary
10 forms and notified of the procedures to be followed in
11 making that appeal.

12 A special word of caution, if you move before you
13 receive notification of the relocation benefits that you
14 might be entitled to, your benefits may be jeopardized.

15 The right-of-way specialists who are supervising
16 this program are Dave Eaton and Andrew Nappi. They are
17 seated here. Please stand. They will be happy to answer
18 your questions and will also furnish you with copies of
19 relocation assistance brochures. So anyone that is
20 involved in relocation on this project you will know that
21 these are the gentlemen that you need to see regarding
22 that matter.

23 Before I continue, I would like to recognize any
24 elected officials or their representatives who are here
25 tonight. Please stand and introduce yourselves for the

1 record.

2 MS. WILKESON: Good evening, sir. My name is Jody
3 Wilkeson. I am president of the City Council for the
4 City of Zephyrhills.

5 MR. SCHRADER: Good evening. I'm Ted Schrader,
6 Pasco County Commissioner, District I, representing
7 Zephyrhills area.

8 MR. WEIGHTMAN: Good evening. My name is Seth
9 Weightman. I'm here on behalf of Representative Will
10 Weatherford.

11 MR. PROCTOR: I'm Charlie Proctor, City Council of
12 Zephyrhills, Seat 5.

13 MR. BOGEN: At this time we will begin taking public
14 comments. I will call each speaker in the order in which
15 their request is received. In an effort to accommodate
16 all requests to speak, we ask that each speaker keep
17 their comments to three minutes. Those who wish to
18 provide additional comments may return to the microphone
19 following the last speaker or you may present your
20 additional comments directly to the court reporter at the
21 end of tonight's hearing.

22 As I call your name, please step to the microphone
23 and state your name and address before making your
24 comment. If you have questions, please see one of the
25 department representatives following this portion of the

1 hearing.

2 The first speaker is Charles Proctor.

3 MR. PROCTOR: Good evening, Folks. I'm Charles
4 Proctor, City Council, Seat 5; and my address is 5529 8th
5 Street, Zephyrhills, Florida 33542. And I'm here because
6 I believe that the State's plan will affect the
7 businesses along 301. I believe turning 301 into a
8 one-way will cut the traffic -- the business traffic in
9 half for any of the businesses along 301.

10 And I'm not here just for the City of Zephyrhills
11 because I was elected to serve Zephyrhills and I am
12 concerned about the businesses on 301, but I own three
13 businesses along 301 and I believe that it would affect
14 my businesses; but I'm more concerned about people that
15 have businesses along 301 losing about 50 percent of
16 their traffic by us turning it into a one-way.

17 And I'm also a little bit concerned about them
18 expanding the one-way streets, 6th and 7th. I know some
19 of the businesses could be affected by losing some of
20 their parking. So I think that's something we need to
21 look into.

22 But I think I most -- I'm -- I really would like to
23 see the 6th Street and 7th Streets one-way pair
24 alternative. I believe that would be the best for the
25 city. Thank you.

1 MR. BOGEN: Thank you, sir.

2 We ask that you leave the mic on the stand so the
3 court reporter can read your lips if she can't hear you.

4 MR. PROCTOR: Sorry.

5 MR. BOGEN: Thank you.

6 The next speaker is Vonnie Mikkelsen.

7 MS. MIKKELSEN: Yes, sir. Vonnie Mikkelsen,
8 Executive Director of the Greater Zephyrhills Chamber of
9 Commerce. And on behalf of the Chamber of Commerce, the
10 20 members of the Chamber of Commerce, I'd like to thank
11 the Florida Department of Transportation for being here
12 to listen to the community and take those answers back
13 and consider them seriously.

14 The Chamber of Commerce recently, for the second
15 year in a row, the Board of Directors, voted strongly in
16 favor of the City's alternative plan with the 6th and 7th
17 Street one-way pairs. We strongly request that the
18 Florida Department of Transportation respect the wishes
19 of the business and residential community.

20 We believe that not only does the original plan for
21 FDOT, which keeps 301 one way north, adversely affects
22 the exiting commerce and businesses along that way, but
23 it also destroys local initiatives for community and
24 economic development.

25 It would -- we would strongly, again, respect -- ask

1 that you respect the wishes of the community and take
2 action accordingly. And thank you very much.

3 MR. BOGEN: Thank you.

4 The next speaker is Ernest Peeples.

5 MR. PEEPLES: My name is Ernest Logan Peeples. I'm
6 a lifetime resident of Zephyrhills, born and raised. My
7 family's owned property on the corners of 301 and 54 for
8 probably 70 years. I have a number of businesses that's
9 been renters from me for a long, long time, and I've
10 talked with them and shared with them; and they all feel
11 like if we make 301 a one-way street that it would harm
12 their business badly. We would love to see 301 stay two
13 ways.

14 I realize we have to move traffic somehow, but I
15 don't want to do anything that's going to harm people,
16 when their livelihood depends on their businesses. Thank
17 you.

18 MR. BOGEN: Thank you.

19 The next speaker is James Drumm.

20 MR. DRUMM: Good evening. My name is James Drumm.
21 I am the City Manager for the City of Zephyrhills. My
22 address is 5338 8th Street, Zephyrhills, 33542. I would
23 like to speak obviously for the City's alternative. I
24 would also like to say that both alternatives are very
25 effective in moving cars; but I'd like to also say that

1 Zephyrhills is more than just moving cars. Our community
2 is a community. That's where we live. It's our home. I
3 think there's a concern amongst our residents and somehow
4 we can protect them.

5 Our business district where many people shop and
6 many people eat; we have a concern that it's going to be
7 less accessible.

8 In my past experience as a city manager in other
9 communities -- I've been doing this for about 22 years --
10 I have had the opportunity to see highway improvements
11 with FDOT Central Florida, and I've seen some successes
12 and I've seen some that have not been so successful.

13 In the prior community that I worked in in Polk
14 County, we saw the city divided in half with one-way
15 pairs; three lanes in both directions. Our concern is it
16 left one block in between the two pairs, and today if you
17 drive through that community you'll find that many of the
18 businesses that were located between the pairs
19 specifically are gone and closed. And that would be my
20 concern for the City of Zephyrhills and the businesses we
21 have.

22 That's why one reason specifically, through my
23 background and experience, would suggest that we would go
24 with the City's alternative where you have a wider gap
25 between the roadways that would allow the business

1 district to still succeed with two-way traffic on Gall
2 Boulevard.

3 I think that is really our hope for those businesses
4 that we can work to redevelop the area. It is a
5 depressed area now, and I think any change in the pattern
6 is going to affect the businesses out there.

7 But I really think that the only hope that they have
8 in succeeding is to keep the two-lane traffic on Gall
9 Boulevard as it is now still being accessed from the
10 City's alternative. But I still believe that is a better
11 alternative than what we have.

12 I'd just like to say that, you know, in considering
13 these plans the City's alternative may be a little bit
14 more expensive, but I think the return that it will have
15 as a community would be much greater.

16 Our governor is out there stating that we need to
17 create jobs, and my concern is that we're going to kill
18 jobs in our community if we don't look at this; and it
19 may be worth the cost of additional money to take to
20 construct our City's version to save the businesses and
21 the jobs we have in Zephyrhills. Thank you.

22 MR. BOGEN: Thank you.

23 Our next speaker is Todd Vande Berg.

24 UNIDENTIFIED SPEAKER: He's out of the room.

25 MR. BOGEN: Okay. Our next speaker is Jody

1 Wilkeson, City Council.

2 MS. WILKESON: Good evening. Jody Wilkeson, 5816
3 18th Street. I'd like to thank the Department of
4 Transportation for all of your efforts and your
5 willingness to consider another viable alternatives,
6 which is the 7th Street, 6th Street one-way pairs.

7 On February 13th of this -- 2012, the City of
8 Zephyrhills felt so strongly and had so much response
9 from city business owners and residents that we passed a
10 resolution, Resolution No. 648-12, that I wish to submit
11 for the record.

12 A resolution of the City Council for the City of
13 Zephyrhills, Florida, recognizing the City's preferred
14 alternative for expansion of the U.S. 301, Gall
15 Boulevard, as being in the best interest of the citizens
16 and businesses of the city.

17 Whereas, over the last -- past several years the
18 City of Zephyrhills has engaged the residential and
19 business community in a comprehensive and update to the
20 City's Community Redevelopment Plan; and

21 Whereas, it is in the best interest of the City and
22 businesses of the City of Zephyrhills that the current
23 U.S. 301 (Gall Boulevard) continue to be enhanced with
24 two-way traffic and operational improvements versus the
25 DOT preferred alternative which would consist of one-way

1 traffic on U.S. 301 (Gall Boulevard) and 6th Street; and

2 Whereas, businesses -- established businesses along
3 U.S. 301 (Gall Boulevard) would be adversely affected by
4 the implementation of DOT preferred alternative because
5 there would be no local two-way traffic access, reduced
6 vehicle trips, and increased speeds; and

7 Whereas, the City's vision as expressed in the
8 City's Community Redevelopment Plan update recommends
9 development and development opportunities between 6th and
10 7th Street, which potentially expands the economic and
11 financial opportunities for businesses and the City at
12 large; and

13 Whereas, the City has expressed that the preferred
14 alternative is that the U.S. 301 (Gall Boulevard) would
15 be transformed into a traditional commercial downtown
16 business district with operational pedestrian and
17 hardscape improvements where possible; and

18 Whereas, the City's Community Redevelopment Plan
19 update recommends specific redevelopment implementation
20 strategies including that street design within the CRA to
21 incorporate the principles of Context Sensitive Design
22 and Complete Streets components; and

23 Whereas, the City's preferred U.S. 301 alternative
24 will result in a more even peak-hour volume trip
25 distribution across all three corridors rather than an

1 uneven trip distribution with the DOT alternative, with
2 higher trips focused on U.S. 301 (Gall Boulevard) and 6th
3 Street; and

4 Whereas, the City's preferred alternative would not
5 adversely impact the City's historic district.

6 Therefore, let it be resolved, the City Council of
7 the City of Zephyrhills, Florida, sitting in regular
8 session formally that:

9 1) The City's preferred plan is to develop two
10 one-way pairs, 6th Street and 7th Street, to be
11 designated U.S. 301 and to redevelop the business
12 district on the current U.S. 301 (Gall Boulevard) as a
13 traditional downtown business district, with Gall
14 Boulevard being transferred to the City as a local
15 two-way street with pedestrian-friendly improvements.

16 2) The City's preferred alternative is believed by
17 City Council to be in the best interest of the businesses
18 and citizens for the City of Zephyrhills.

19 Thank you so much, and we strongly recommend that
20 you please listen to the voices of the people of our
21 community. Thank you again.

22 MR. BOGEN: Thank you.

23 I'm going to call back up Todd Vande Berg.

24 MR. VANDE BERG: Good evening. My name is Todd
25 Vande Berg, and I'm the Director of Planning for the City

1 of Zephyrhills. I've been involved with this project
2 since the early 2000s and have had the privilege of
3 working with DOT staff.

4 I would like to start by stating that myself and the
5 City staff appreciate DOT reevaluating the original PD&E
6 and considering the City's preferred alternative.
7 They've put a lot of time and effort into this and we
8 were appreciative of that.

9 I won't go over a lot of the same comments, but
10 there's a few -- four or five points I'd like to place
11 into the record.

12 The City does have a clear vision right now, and
13 that is to develop and redevelop our downtown; and that
14 includes the 301 corridor, in addition to both 6th and
15 7th Streets.

16 We've spent a lot of dollars hiring a consultant,
17 Ken McWarren, in developing a very comprehensive
18 Community Redevelopment Plan that specifically talks
19 about ways in which we're going to develop and redevelop
20 our downtown.

21 One the key attributes -- focal points of that plan
22 is the transportation network, which we feel is the
23 foundation. It's really the bones of the overall plan of
24 how we're going to continue to grow and develop our
25 downtown.

1 So, you know, we felt like we needed to get the
2 street arrangement in place, and now we have that; so we
3 are about to finalize the current plans and transfer the
4 update to the City's Community Redevelopment Plan.

5 In that Community Redevelopment Plan, it clearly
6 identifies the City's preferred alternative as the
7 preferred alternative, of keeping 301 two-way traffic and
8 transforming the 301 corridor into traditional main
9 street.

10 As a smaller community, we feel it's extremely
11 important to have the spine of our community kept as a
12 traditional main street and enhance it; make it walkable,
13 enhancements through construction of streetscape,
14 hardscape-types of improvements, bike trails, wide
15 pedestrian walkways, and then a new design of how a
16 future redevelopment will occur. That's what's talked
17 about in the Community's Redevelopment Plan.

18 The Community Redevelopment Plan also has a strong
19 economic element to the plan. And that plan talks about
20 the importance of maintaining the trips. What's nice
21 about the City's preferred alternative from an economic
22 financial standpoint is, we feel what's important in the
23 plan is that the trips, the 301 corridor traffic, are
24 equally distributed along all three streets. And with
25 the equal distribution of trips along all three streets,

1 we feel like the redevelopments, new investment, new
2 development, redevelopment, has a better chance to
3 succeed with that equal distribution trip in all three
4 streets.

5 With the DOT preferred alternative there's a lesser
6 amount of trips on 7th Street, so that might affect the
7 success of redevelopment on 7th Street.

8 And I'll just say in summary, our comprehensive plan
9 and our Community Redevelopment Plan strongly talks about
10 the importance of this topic and strongly supports the
11 City's alternative. We appreciate you being here
12 tonight. Thank you.

13 MR. BOGEN: Thank you.

14 That's the last card that I have. Is there anyone
15 else who would like to make a statement? If so, come up
16 and state your name and address and fill out a card.

17 MR. VANGORDAN: Steve Vangordan. I'm the
18 president-elect of the Zephyrhills Chamber of Careers and
19 Zephyrhills Chamber of Commerce; also the high school
20 principal and a resident. I live at 37853 Dahlia
21 Terrace, Zephyrhills, Florida 33542.

22 It is very clear tonight that -- first thing, I want
23 to thank the FDOT for hosting this and having many, many
24 employees here tonight. I think there's 25. That
25 definitely shows how serious this is.

1 It is very clear the residents in the business
2 community have spoken. Our whole thing that we're trying
3 to do is enhance the quality of life. We do not want to
4 see less trips coming through. We do not want to see
5 less people driving through our downtown. There's a very
6 clear alternative that the City is proposing.

7 You heard business folks today. You heard residents
8 today. You heard the Greater Zephyrhills Chamber of
9 Commerce today. It's not good for our city. It's really
10 not very good for our city, to be very blunt about it.

11 We also -- Vonnie Mikkelsen, who was already up here
12 earlier for the Greater Zephyrhills Chamber and the
13 executive director, they conducted a street survey, and
14 on this street survey 80 folks supported the position of
15 the alternative for the project that the City's
16 proposing, and there was zero opposed.

17 So you have Chamber members, 425, that are against
18 it, 80 random residents walking up and down the street
19 that are against it; and then their online survey that
20 they took that had 33 respondents, 31 supported the
21 City's alternative plan.

22 So I don't know how much clearer we can be with what
23 direction we want to take on that. I appreciate your
24 time.

25 MR. BOGEN: Thank you for your comment.

1 Is there anyone else that would like to speak?

2 MR. SCHRADER: Good evening. As I mentioned
3 earlier, I'm Pasco County Commissioner. You know, I had
4 the pleasure to drive through the city of Zephyrhills
5 early this evening before I came in, and I was encouraged
6 by all of the pedestrian traffic -- of the pedestrian
7 residents that were out walking, shopping the streets.
8 So the impact that the DOT's proposal could have severe
9 impacts, you know, on some other neighboring businesses.

10 I've also recently learned that in Pasco County
11 nearly 90 percent of the business community -- the small
12 business community has 10 employees or less. So those
13 are the kind of businesses that you're talking about
14 impacting and affecting by proposals.

15 So I'm here tonight to show support for the proposal
16 from the City of Dade City as well as the Zephyrhills
17 Chamber of Commerce. Thank you for being here this
18 evening.

19 MR. BOGEN: Is there anyone else?

20 MR. FONDER: My name is Troy Fonder from
21 Zephyrhills, at 36645 Sunshine Road, 33541. I'm not
22 opposed to either of these designs. I realize that most
23 of the design notice and everyone in here wants to go
24 with the one pattern. I do see a problem with that 6th
25 Street, 7th Street.

1 The southbound lane on 301 as it exists now has to
2 go though two traffic lights to get back on. Is there
3 any way to put a connecting lane on the south end of
4 where 301 dead-ends and has to turn right at the traffic
5 light and then turn left to get on?

6 There's no way to put a merge lane in there. I'm
7 sure there is, but more property acquisition.

8 MR. BOGEN: If you can see a staff member after this
9 formal portion, then we would be able to talk with you
10 about that.

11 MR. FONDER: Okay. Thank you.

12 MR. BOGEN: Thank you.

13 MS. MORRISON: My name is Lora Morrison. I live at
14 37140 Temple Avenue, Zephyrhills, 33541. I was looking
15 over this and I, you know, saw the signs and just
16 happened to be able to get here today. I didn't even
17 realize when it was happening this week.

18 But just looking at this -- we have a small town.
19 We're not Wesley Chapel where there's not a focus of
20 being a hometown. We're not North Tampa. We're not
21 downtown Dale Mabry, you know, area in Tampa. I can't
22 imagine having 301 as a one-way street where people just
23 whip through town and don't stop and smell the roses.

24 And to put three lanes on 6th or 7th Street, to
25 me -- and to have 301 and have 6th and 7th Street with

1 three lanes; there's elementary schools that are nearby.

2 And I definitely am for the -- I guess the no-build
3 alternative kind of thing where they've got the one-way
4 going down 7th Street and one-way going down 6th Street
5 and the two-way on 301. And I certainly hope that that's
6 something we can come to. Thank you.

7 MR. BOGEN: Thank you for your comment.

8 Is there anyone else?

9 The Public Hearing transcript, written statements,
10 exhibits, and reference materials will be available for
11 public inspection at the District Seven Office, 11201 N.
12 McKinley Drive, Tampa, Florida, within three weeks.

13 It is approximately 6:30. I hereby officially close
14 the formal portion of the Public Hearing for the U.S.
15 301/S.R. 41 (Gall Boulevard) PD&E Study Update. The
16 Florida Department of Transportation thanks you for
17 attending. Travel safely and buckle up. Goodnight.

18 * * * * *

19 (The following are comments one-to-one to the court reporter.)
20
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22
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24
25

1 BARBARA MILLER
2 36919 CHANCEY ROAD
3 ZEPHYRHILLS, FLORIDA 33541
4

5 MS. MILLER: The worst traffic situation on 301 is
6 south of town. If you're trying to pull against two
7 lanes of traffic, you might as well forget it; you're
8 just going to have to turn with the traffic and then, you
9 know, take a left turn somewhere. So I don't even bother
10 to go that way. I don't try to make a turn.

11 It seems like to me that the DOT could make
12 improvements with a traffic light down south of town,
13 like maybe around C Avenue, and maybe turn lanes where
14 you could maybe just pull into the center turn lane and
15 turn that way. You know, I could get back onto Chancey
16 Road that way. So there are improvements that could be
17 made without making it one way.

18 And then I just wonder if anybody has ever thought
19 of that Chancey Road bypass, which goes way out on East
20 54 hooking up with 35 A -- I think that's the number of
21 that road -- so that trucks would go -- they could bypass
22 Zephyrhills. They could actually come out on Clinton
23 Avenue in Dade City or they could just bypass Dade City.
24 That's the road that goes beside Heritage Ford. That
25 would be on the east side of Heritage Ford.

1 I don't think trucks are that big of a problem going
2 through Zephyrhills, but, you know, that's just a
3 suggestion. Thank you.

4 (The Public Hearing concluded at 7 p.m.)
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CERTIFICATE OF REPORTER

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

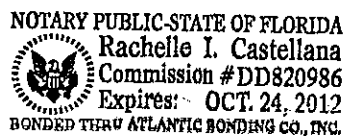
I, RACHELLE I. CASTELLANA, Certified Shorthand Reporter, certify that I was authorized to and did stenographically report the foregoing Public Hearing; and that the transcript is a true record of the Public hearing, to the best of my ability.

I further certify that I am not a relative, employee, attorney, or counsel of any of that parties, nor am I a relative or employee of an of the parties' attorney or counsel connected with this action, nor am I financially interested in the action.

Dated this 8th day of March, 2012, at Tampa, Hillsborough County, Florida.

Rachelle I. Castellana

Rachelle I. Castellana
Certified Shorthand Reporter
Notary Public - State of Florida



ATTACHMENTS



Florida House of Representatives

Will Weatherford

Representative, District 61
Redistricting Committee, Chair

□ District Office

28963 State Road 54, Ste. A
Wesley Chapel, FL 33514
Phone: (813) 558-5115
Fax: (813) 558-5117
E-mail: will.weatherford@myfloridahouse.gov

□ Capitol Office

418 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300
Phone: (850) 488-5714

February 21, 2012

Ananth Prasad, P.E., Secretary
Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Secretary Prasad:

A hearing is set for Thursday, February 23, 2012, to discuss the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Study to evaluate alternative improvements for U.S. 301/S.R. 41 (Gall Blvd.) in Pasco County. The hearing is being held to give the public an opportunity to provide comments concerning the two proposed alternatives within the project limits. Currently, I am in Tallahassee for the 2012 Legislative Session and will be unable to attend the hearing.

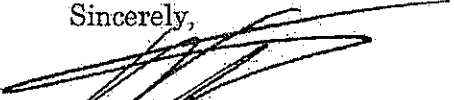
Although, I am unable to attend the hearing in person I wish to go on record in support of the City of Zephyrhills preferred alternative. The City's preferred alternative offers two-way traffic and operational improvements versus the FDOT preferred alternative which would consist of one-way traffic on US 301 and 6th Street.

A concern I have with implementation of the FDOT preferred alternative, if adopted, is that established business along U.S. 301 would be adversely affected because there would be no two-way local access, reduced vehicle trips and increased speeds. The City's vision as outlined in the City's Community Redevelopment Plan recommends development and redevelopment opportunities between 6th and 7th streets which would potentially expand the economic and financial opportunities for businesses.

I would encourage the department to continue working closely with the City of Zephyrhills and its residents and businesses to incorporate their wishes in the final design.

I appreciate your assistance on this matter, and thank you in advance for your favorable consideration.

Sincerely,


Will Weatherford
State Representative, District 61



Greater Zephyrhills Chamber of Commerce 38550 Fifth Ave., Zephyrhills, Florida 33542
Phone: (813) 782-1913 Fax: (813) 783-6060
www.zephyrhillschamber.org

February 23, 2012

Florida Dept. of Transportation
District Seven
11201 N. McKinney Drive
MS 7-500
Tampa, Florida 33612

RE: Chamber of Commerce Position on US301 Construction

The Greater Zephyrhills Chamber of Commerce Board of Directors has taken a position, for the second year in a row, **in favor of the City of Zephyrhills' "6th Street and 7th Street One-Way Pair Alternative" wherein US 301 will remain a two-lane roadway.**

In 2011 the Chamber of Commerce conducted a survey of individuals who reside, work or operate a business in Zephyrhills, asking if they were either in Support of or in Opposition to the above stated Position. The survey was conducted from February 28th through April 27th, 2011.

The results are as summarized here and were presented to FDOT representatives holding a workshop in Zephyrhills in April of 2011:

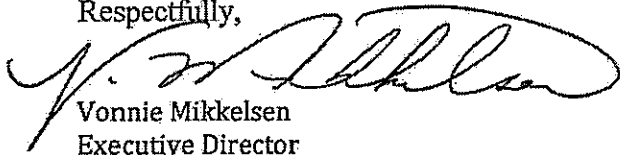
Street Survey - 80 signatures received: 80 Supported the Position / 0 Opposed.

Anonymous Online Survey - 33 responded: 31 Supported the Position/1 Opposed/1 Don't Know.

Overall, 113 Responded. Of those that responded, 111 (98.2%) were in support of the "6th Street and 7th Street One-Way Pair Alternative" wherein US 301 will remain a two-lane roadway.

The Chamber of Commerce strongly requests of the Florida Department of Transportation to respect the wishes of the Zephyrhills area business and residential community.

Respectfully,



Vonnie Mikkelsen
Executive Director

cc: Florida State Representative Will Weatherford
Florida State Senator Rhonda Storms
Pasco County Commissioner Ted Schrader
Zephyrhills City Council President Jodi Wilkeson

ECONOMIC DEVELOPMENT TASK FORCE

An Economic Development Task Force meeting was held on January 25, 2012 at 5:00 p.m. in the Robert H. Johnson Council Chambers of the Municipal Building.

Mayor McDuffie called the meeting to order at 5:02 p.m. Roll call was taken. Present were members Mayor McDuffie, Gina Granger, Skip Skairus, Randall Stovall, Tim Linville, Alex Hulbert and Craig Cornelison. Thomas Vanater, John Scott and Skip Griffin were absent.

Staff present: City Manager James Drumm, Planning Director Todd Vande Berg, Assistant Planner RJ Keetch and recorder Finance Assistant Karen Miller.

The Pledge of Allegiance followed. Gina Granger asked that the minutes of the January 11, 2012 show that the four point project would be reflected the same throughout the minutes. Gina Granger moved the January 11, 2012 minutes of the Economic Development Task Force meeting be approved with the corrections as noted. Seconded by Randall Stovall. Motion passed unanimously.

BUSINESS ITEMS

1. City Manager James Drumm will review and discuss with the committee the purpose of a Community Redevelopment Area (CRA) and how funding is acquired

Mr. Drumm said during the first meeting of the Economic Development Task Force the Community Redevelopment Area (CRA) was discussed with a number of aspects of economic development. He noted the importance of the airport in the economic development process and the downtown area. He gave ideas regarding plans for the area and the expansion of the area. The speakers in past meetings have given insight to different economic development ideas and the Task Force will sit down and put together a plan that will go to City Council. The Economic Development Task Force is getting close to the end of the process.

He said the CRA is used in city and county governments. The CRA in Zephyrhills was created by the City Council and this district is a special district of the State. The City declared the CRA for a period of 30 years. During that time taxes will be redirected to the CRA. The District as it was created at that time, in 1998, whatever the value was on the property will remain frozen. The City of Zephyrhills receives the value of the 1998 taxes. The increment increase from 1998 to 1999 for the value of your property is sent to the CRA. The City Council is the Agency over the Community Redevelopment Area. The funds are received each year and are budgeted by the Agency. The funds received are to be used and spent only in the Community Redevelopment Area. Incentives and grants are available for improvements, repairs, business startups for those business owners and home owners in the district which there is an application process.

Marty Black said the expansion area can be set to match the existing CRA or it can become a new CRA. Because of the integration and components they have added it to the existing CRA with the projection it will remain under the life of the existing CRA. There are disadvantages keeping the property in the CRA beyond the useful life.

2. Mr. Martin (Marty) Black, AICP, ICMA-CM, Senior Practice Builder/Project Manager and Mr. Kelly Klepper, AICP, Senior Planner with Kimley-Horn and Associates, Inc. will present the draft plan from the expanded Community Redevelopment Agency district

Marty Black said their firm has been working with staff, Mayor and Council as the Community Redevelopment Agency (CRA) to update the Community Redevelopment Plan and have been prioritizing projects for implementation. He said he would like to add "The main purpose of the CRA is to reestablish and enhance the economic vitality of Zephyrhills in a defined geographic area that meets state requirements. Its purpose is to increase the taxable value of those properties so they are more economically robust. Add jobs, add property value and improve the overall wellbeing of that area from an economic perspective."

This has manifested in a series of public investments such as streetscapes and sidewalk improvements, lighting, and storm water management facilities. There are items that help individual businesses such as subsidizing the cost of fire sprinkler system in an older building. There are different types of activities that a CRA can invest in. Legally the City cannot spend the CRA dollars unless there is a plan adopted that authorizes those expenditures. There are guidelines and specific statutory requirements that guide how the funds can be spent.

An economic assessment of the downtown area including 5 and 10 mile radius looking at the population of economic characteristics was performed. This assessment showed even in this economic time there is unmet demand for retail and office type uses in Zephyrhills. People are traveling west to the new shopping areas by the interstate. There is an opportunity from a geographic perspective if private development can be enticed. There is a need to put full time effort in our economic development activities on a daily basis especially to encourage private investment in the CRA district.

Incentive programs whether façade and grant improvements can increase the value and improve the appearance; underwrite the cost or foregoing future tax revenue on a property if someone is willing to come in and redevelop. The City needs to be creative and aggressive to entice the private development. The State of Florida is not recovering like the rest of the nation. In the communities that are prepared to take advantage and entice the private investment will be the ones that succeed. The City needs to be set up to take advantage or opportunity of private investment. It is hard for private finance for the perspective to borrow for a new business to be established in CRA. CRA can partner with those investors and buy down the interest or help dedicate future tax revenues to subsidize the payments to reestablish/reinvest or create new construction in the community. These are the kind of programs and incentives they suggest the City to examine.

Years ago there was location in the City where people could come and fill their containers with Zephyrhills Water. When there is a national and international brand that is associated with the community, you need to take full advantage of it. There is a built in marketing program with businesses. Zephyrhills is the headquarters for several national franchises which needs to be highlighted in materials that promote Zephyrhills. Make Zephyrhills attractive for someone else to come in and attract new businesses.

Have the focus on a daily basis for generating new value for the community in new economic opportunities for the private sector to succeed. Be able to create benefits, whether new jobs, increase tax revenues that allow the City to provide recreational resources, library, that improve the quality of life in the community.

Mr. Black also discussed the Florida Department of Transportation design for US 301 with the Task Force.

Randall Stovall moved to support the City proposal for the US 301 improvement. Seconded by Alex Hulbert. Motion passed unanimously.

Mr. Black discussed expanding the CRA district. He provided a map with a projection north on US 301 to North Avenue – south to the City limits – east to include the churches and west to Zephyr Park

Task Force Members Comments – None

Public Comment – Todd McLeod, One Evergreen, 6244 Gall Blvd. asked if the Task Force would be issuing a statement which would be presented to FDOT at the US 301 meeting being held for the community by FDOT. This statement would reflect the Task Force's endorsement of the City's proposal for US 301. Mr. Drumm advised there would be a statement presented.

Mainstreet President Elaine Bassinger, addressed the Task Force if the CRA is expanded is there anything put into place as far as the commercial aspect of the buildings and what the facades will look like and what will be required in order to keep the character of the district? Mr. Drumm advised to amend the CRA district will not necessarily amend the Mainstreet district. Each section may have different architecture to consider. Mr. Black stated the only area restricted is the historic district. The City can consider design guidelines but the plan does not require it. She said she thought it was a vision put in place so there was not a mish mash of what things look like when driving through Zephyrhills and it might be something to consider.

Meeting adjourned 6:32 p.m.

RESOLUTION NO. 648-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ZEPHYRHILLS, FLORIDA, RECOGNIZING THE CITY'S PREFERRED ALTERNATIVE FOR EXPANSION OF U.S. 301 (GALL BLVD.) AS BEING IN THE BEST INTERESTS OF THE CITIZENS AND BUSINESSES OF THE CITY.

WHEREAS, over the past several years the City of Zephyrhills has engaged the residential and business community in a comprehensive review and update to the City's Community Redevelopment Plan; and

WHEREAS, it is in the best interests of the citizens and businesses of the City of Zephyrhills that the current (Gall Blvd.) U.S. 301 continue to be enhanced with two-way traffic and operational improvements versus the DOT preferred alternative which would consist of one way traffic on U.S. 301 (Gall Blvd.) and 6th Street; and

WHEREAS, established businesses along U.S. 301 (Gall Blvd.) would be adversely affected by the implementation of DOT preferred alternative because there would be no two-way local access, reduced vehicle trips and increased speeds; and

WHEREAS, the City's vision as expressed in the City's Community Redevelopment Plan update recommends development and redevelopment opportunities between 6th and 7th St., which potentially expands the economic and financial opportunities for businesses and the City at large; and

WHEREAS, the City has expressed that the preferred alternative is that the U.S. 301 (Gall Blvd.) will be transformed into a traditional commercial downtown business district, with operational, pedestrian and hardscape improvements where possible; and

WHEREAS, the City's Community Redevelopment Plan update recommends specific redevelopment implementation strategies including that street design within the CRA to incorporate the principles of Context Sensitive Design and Complete Streets components; and

WHEREAS, the City's preferred U.S. 301 alternative will result in a more even Peak-hour volume trip distribution across all three corridors, rather than an uneven trip distribution with the DOT alternative with higher trips focused on U.S. 301 (Gall Blvd.) and 6th St.; and

WHEREAS, The City's preferred alternative would not adversely impact the City Historic District.

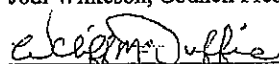
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Zephyrhills, Florida sitting in regular session formally that:

1. The City's preferred plan is to develop two one-way pairs (6th Street and 7th Street) to be designated U.S. 301 and to redevelop the business district on the current U.S. 301 (Gall Blvd.) as a Traditional Downtown Business District with Gall Blvd. being transferred to the City as a two-way local street with pedestrian friendly improvements.
2. The City's preferred alternative is believed by City Council in the best interest of the businesses and citizens of the City of Zephyrhills.

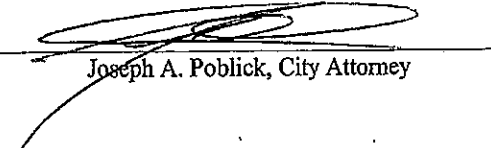
Approved and Resolved this 13th day of February 2012.

Attest: 
Linda D. Boan, City Clerk


Jodi Wilkeson, Council President


W. Cliff McDuffie, Mayor

Approved as to legal form and legal content
for the sole reliance of the City of Zephyrhills


Joseph A. Poblack, City Attorney

Appendix E
Agency Concurrence Letters



RECEIVED
MAY 28 12 11 2012

Florida Department of Transportation

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

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

May 25, 2012

Ms. Linda Anderson
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2012 JUN 28 P 2:30

RE: WPI Segment No.: 256422-2; FAP No.: N/A
SHPO/DHR Project File No. 2010-5755
US 301 (Gall Boulevard) from SR 39 to South of CR 54
Section 106 Consultation Case Study Report and Conditional No Adverse Effect
Determination, Pasco County

Dear Ms. Anderson:

Enclosed is one copy of the Final Section 106 Consultation Case Study Report (CSR) (April 2012) for the above referenced project. By copy of this letter, one copy is also being provided to the State Historic Preservation Officer (SHPO) for their preliminary review. SHPO will not provide comments or concurrence until after FHWA has completed their review. FHWA proposes to provide financial assistance for improvements to US 301 (Gall Boulevard) from SR 39 to south of CR 54 in Zephyrhills, Pasco County, Florida. In consultation with SHPO and FDOT staff, the FHWA has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the project will have an effect on two historic resources: Zephyrhills Downtown Historic District (8PA1357) and Clyde's Cottages (8PA 1164). FHWA has also determined through this consultation that the effect will not be adverse based on the conclusions noted in the enclosed Final Section 106 CSR, provided the conditions outlined in the Final Section 106 CSR and in this letter are implemented as the project is further developed and constructed.

This Final CSR documents the evaluation of effects for the Preferred Alternative and contains the commitments that were discussed during the April 12, 2012, conference call with representatives from FDOT, FHWA, and SHPO. It also includes a summary of the Section 106 Historic Properties Public Workshop that was held April 27, 2011, and the Public Hearing that was held February 23, 2012.

Two build alternatives and a no build alternative were presented at both public meetings. The build alternatives include:

- 6th Street and US 301/Gall Boulevard One Way Pair Alternative, and
- 6th and 7th Street One Way Pair Alternative

Either build alternative is anticipated to be constructed within existing transportation right-of-way (ROW). The proposed improvements will provide for re-construction of the existing two-lane undivided roadway (US 301) to a multi-lane roadway with one-way segments using the current 6th Street for the southbound roadway and portions of either Gall Boulevard or 7th Street for the northbound roadway. The typical sections for the proposed improvements include three lanes northbound and three lanes southbound with four foot paved shoulders/bike lanes on the right side and approximately 6 foot sidewalks on both sides. As a result of both public meetings, the majority of participants favored the 6th and 7th Street One Way Pair Alternative. The City of Zephyrhills City Council also passed a resolution on February 13, 2012, endorsing the 6th and 7th Street One Way Pair Alternative. Based on the engineering studies, environmental evaluations, and public input, FDOT District Seven has determined this build alternative to be the Preferred Alternative.

A Cultural Resource Assessment Survey (CRAS) Update Technical Memorandum was prepared in October 2010 to update the original CRAS prepared in 2000 as part of the US 301/ Zephyrhills Project Development and Environment (PD&E) Study. The CRAS Update identified and evaluated historic resources associated with both build alternatives. The CRAS Update was coordinated with your office and SHPO. As a result, the National Register of Historic Places (NRHP) listed Zephyrhills Downtown Historic District (8PA1357) and the NRHP-eligible Clyde's Cottages (8PA 1164) are located within the project Area of Potential Effect (APE). A Draft Section 106 CSR (April 2011) was submitted to your office and SHPO on April 15, 2011, for review. A Section 106 Consultation conference call was held on May 23, 2011.

The enclosed Final Section 106 CSR includes an evaluation of potential effects for both build alternatives at both historic properties. The Criteria of Adverse Effect (36 CFR Part 800.5) were applied to the proposed undertaking with regard to the Zephyrhills Downtown Historic District and Clyde's Cottages. Based on this evaluation, and consultation with SHPO staff during the May 23, 2011 conference call, the following determination of effects was made by FHWA:

- Zephyrhills Historic District
 - 6th Street and US 301/Gall Boulevard One Way Pair Alternative (*No Effect*)
 - 6th and 7th Street One Way Pair Alternative (*No Adverse Effect*)
- Clyde's Cottages (*No Adverse Effect*)

A second Section 106 Consultation conference call was held on April 12, 2012, to provide FHWA and SHPO with an update on the project and results of the Public Hearing. The Preferred Alternative (the 6th and 7th Street One Way Pair Alternative) passes through a small section of the Zephyrhills Historic District (along 7th Street for one half block south of 5th Avenue) but does not directly impact any contributing resources or historic streetscape elements. It also passes adjacent to the Clyde's Cottages property and modifies (but does not eliminate) the existing access to the property.

In consultation with SHPO and FDOT staff, the FHWA has applied the Criteria of Adverse Effect found in 36 CFR Part 800.5 and has determined that the project will have an effect on these two historic resources. FHWA has also determined through this consultation that the effect will not be adverse based on the conclusions noted in the enclosed Final Section

106 CSR, provided the following conditions are implemented as the project is further developed and constructed:

1. Special commitments during construction through the historic district (as identified on a graphic included in the construction plans) should include:
 - o Limit use of vibratory rollers to avoid adverse effects of vibratory compaction on adjacent structures (if possible),
 - o Monitor vibration during compaction operations and document conditions of existing contributing structures to the historic district before and after all compaction operations in accordance with Article 455-1.1 of the FDOT Standard Specifications for Road and Bridge Construction,
 - o No construction staging or stockpiling activities are to occur within the historic district and Clyde's Cottages (as identified on a graphic). If any construction staging or stockpiling areas will be within these boundaries, Section 106 consultation will be required as specified in the FDOT Standard Specifications for Road And Bridge Construction, and
 - o Maintain access to historic properties during construction.
2. Submit phases I through IV of design plans to FHWA, SHPO, FDOT Central Environmental Management Office (CEMO) and City of Zephyrhills for review/comment utilizing FDOT's Electronic Review and Comment (ERC) system; hard copies of the plan sheets will also be provided to SHPO. An email notice will be sent to everyone to let them know when the plans are entered in the ERC.
3. Consider aesthetic improvements along 7th Street within the historic district only (along 7th Street at intersection with 5th Avenue and one half block south), such as context sensitive solutions. Include community input for these elements and allow FHWA and SHPO review via the ERC Phase review process.
4. Avoid placing Stormwater Management Facility (SMF) or Floodplain Compensation (FPC) sites within or adjacent to the Zephyrhills Historic District boundaries and the Clyde's Cottages property.
5. Install Cultural Interest Area guide signs, in compliance with Rule 14-51.041 Florida Administrative Code (FAC), for the Zephyrhills Historic District.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are incorporated by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in Chapter 267, Florida Statutes.


If it is agreed that the FDOT should implement the above conditions and that by doing so there will be *no adverse effect* on historic properties, please sign the "concur" line below and coordinate with the SHPO for his concurrence. Having received a fully executed copy of the

Ms. Linda Anderson
WPI Segment No.: 256422-2; FAP No.: N/A
US 301 (Gall Boulevard) from SR 39 to South of CR 54
May 25, 2012
Page 4 of 4

letter, the FDOT will proceed with coordination activities regarding this undertaking by implementing the conditions outlined above.

If you have any questions or if I may be of assistance, please contact me at (813) 975-6496 or via e-mail at robin.rhinesmith@dot.myflorida.com, or Rebecca Spain Schwarz at (813) 281-8308 or via e-mail at Rebecca.Spain-Schwarz@atkinsglobal.com.


Sincerely,




Robin Rhinesmith
Environmental Administrator

RR/rss
Enclosure

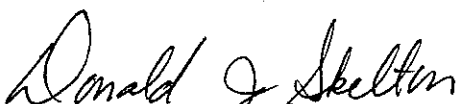
cc: Nahir DeTizio (FHWA); Robert Bendus (SHPO); Laura Kammerer (SHPO); Kirk Bogen (FDOT); Gordana Jovanovic (FDOT); Roy Jackson (FDOT CEMO); Tom Montgomery (PHA); Rebecca Spain Schwarz (Atkins); Joan Deming (ACI); Jim Drumm (City of Zephyrhills)

Concur: 
Martin C. Knopp, Division Administrator
Florida Division, Federal Highway Administration

6-27-12
Date

Concur: 
Robert F. Bendus, State Historic Preservation Officer
Director Florida Division of Historical Resources

7.2.2012
Date

Approve: 
Donald J. Skelton, P.E.
District Seven Secretary
Florida Department of Transportation

5/25/12
Date



<Joseph.Severson@dot.state.fl.us>

09/28/2012 12:25 PM

To <Jane_Monaghan@fws.gov>, <Scott.Sanders@MyFWC.com>
cc <robin.rhinesmith@dot.state.fl.us>, <JJohnson@scheda.com>, <tmontgomery@phaengineers.com>
bcc

Subject US 301 / SR 41 from SR 39 to south of CR 54

Hi Jane & Scott,


Please find attached for your review the draft "Wetland Evaluation and Biological Assessment Report" (WEBAR) dated January 2012 for project No.256422-2. As the Department completes the PD&E Study for the project, we are initiating informal consultation with the U.S. Fish and Wildlife Service (USFWS) and the FFWCC. The preferred alternative has been chosen following the Study's public involvement phase. The selected build alternative is noted in the WEBAR as the 6th and 7th Street one-way pair alternative. As you will note on page 34, the selected build alternative will not impact any wetlands. As indicated on pages 28-33, the Department, on behalf of the FHWA, has concluded that no effects are anticipated to federally or state protected species.

The WEBAR also indicates that the selected build alternative will have no involvement with critical habitat as noted on page 33.

If your agency has any questions or would like any additional information, please feel free to email me at joseph.severson@dot.state.fl.us or call me at (813) 975-6455. The Department would appreciate receiving your comments by email, if so desired, by October 28, 20102.

File(s) will be available for download until **13 October 2012**:

File: 120130_WEBAR_Scheda FINAL.pdf, 59,213.50 KB

	FWS Log No <u>13-I-0006</u>
	The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) This finding fulfills the requirements of the Act.
<u>for</u> David L. Hankla Field Supervisor	<u>10/2/12</u> Date



October 12, 2012

Florida Fish and Wildlife Conservation Commission

Commissioners
Kenneth W. Wright
Chairman
Winter Park

Kathy Barco
Vice Chairman
Jacksonville

Ronald M. Bergeron
Fort Lauderdale

Richard A. Corbett
Tampa

Aliese P. "Liesa" Priddy
Immokalee

Charles W. Roberts III
Tallahassee

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Managing fish and wildlife resources for their long-term well-being and the benefit of people.

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MyFWC.com

Mr. Joseph Severson
Environmental Specialist
Florida Department of Transportation (FDOT) District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6456
Joseph.severson@dot.state.fl.us

Re: State Road (SR) 41 (US 301) from SR 39 to south of County Road (CR) 54, Pasco County, Draft Wetland Evaluation and Biological Assessment Report, Project Development and Environment (PD&E) Study

Dear Mr. Severson:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the above-referenced project, and offers the following comments. The WEBAR was prepared as part of the PD&E Study for the proposed project.

The project involves the conversion of US 301 from the existing two-lane undivided roadway to a one-way-pair system from SR 39 to south of CR 54, a distance of 2.6 miles through the City of Zephyrhills.

The project corridor is entirely urban, with no wetlands in the project area. Thus, wetland avoidance, minimization, and mitigation are not concerns with this project.


The WEBAR evaluated potential project impacts to 18 wildlife species classified by the federal Endangered Species Act as Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC), and also the bald eagle, which is protected by the federal Bald and Golden Eagle Protection Act, and the Florida black bear, recently delisted by the State of Florida. Listed species evaluated included: gopher frog (SSC), eastern indigo snake (FT), short-tailed snake (ST), Florida pine snake (SSC), gopher tortoise (ST), Florida sandhill crane (ST), Florida burrowing owl (SSC), southeastern American kestrel (ST), Florida scrub jay (FT), wood stork (FE), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tri-colored heron (SSC), roseate spoonbill (SSC), white ibis (SSC), Florida mouse (SSC), and Sherman's fox squirrel (SSC). Project biologists did not observe or find evidence of the presence of any of these species during field surveys of the site, and assessed the likelihood of adverse impacts to wildlife resulting from project construction as minimal. We concur with that assessment. We also support the project commitments to conduct pre-construction surveys for gopher tortoises and their commensals, to follow the Standard Protection Measures for the Eastern Indigo Snake, to act in accordance with the Bald and Golden Eagle Protection Act if an active eagle nest is discovered within 660 feet of the construction area, and to ensure adequate mitigation occurs in the unlikely event that the project impacts wood stork foraging habitat.

Although gopher tortoise burrows have not been documented in the project area, we recommend that the applicant reference the FWC's Gopher Tortoise Permitting

Guidelines (Revised November 2011) at <http://www.myfwc.com/media/1410274/GTPermittingGuidelines.pdf> for survey methodology and permitting guidance prior to any construction activity. Specific guidance in the permitting guidelines includes methods for avoiding permitting as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. Any commensal species observed during the burrow excavations that are protected by 16 U.S.C. 1531 et. seq., Section 379.2291, F.S., or 68A-27.004, F.A.C. should be relocated in accordance with the applicable guidelines for that species. To the maximum extent possible, the FWC also recommends that all staging and storage areas be sited to avoid impacts to gopher tortoise burrows and their habitat.

Thank you for the opportunity to review the WEBAR for the US 301 project in Pasco County. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com.

Sincerely,



Bonita Gorham
Land Use Planning Program Administrator
Office of Conservation Planning Services

bg/bb

ENV 1-13-2

US 301-SR 41 from SR 39 to South of CR 54-WEBAR_16797_101212

Appendix F

2001 LDCA Letter/Type 2 CE

256 4221.20



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FLORIDA DIVISION
227 N. BRONOUGH STREET, SUITE 2015
TALLAHASSEE, FLORIDA 32301
(850) 942-9650



September 12, 2001

IN REPLY REFER TO: HPO-FL

Mr. Kenneth A. Hartmann
District Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

Attn: Mr. Jerry Comellas

Dear Mr. Hartmann:

Subject: Environmental Determination, Type 2 Categorical Exclusion
US-301 from SR-39 to CR-54
Federal-Aid Project No.: U-145-5 (001)
SPN.: 256422-1
Pasco County

RECEIVED
DISTRICT SECRETARY
DISTRICT SEVEN
2001 SEP 13 PM 3:30

The Location Design Concept Acceptance (LCDA) for the subject project is approved. A signed copy of this package is enclosed.

The LCDA is given only for that portion of the study area that is currently on the approved 2020 Long Range Transportation Plan (LRTP) for Pasco County. The limits this LCDA approved is from SR-39 to "A" Avenue. Future LCDA for the section from "A" Avenue to CR-54 will need a separate request once the selection is included in the approved Pasco County LRTP.

If you have any questions, please contact me at (850) 942-9650 extension 3029.

Sincerely,

For: James E. St. John
Division Administrator

Enclosure

cc: Scott Farash, FDOT, District 7

4. **REVIEWERS SIGNATURE BLOCK**

Scott Fausch
FDOT Project Engineer

7/17/01
Date

Rick Adair
FDOT Environmental Administrator

7/19/01
Date

Marvin L. Williams
FHWA Transportation Engineer

9/12/2001
Date

5. **FHWA CONCURRENCE**

Marvin L. Williams
(For) Division Administrator

9/12/2001
Date

6. IMPACT EVALUATION

Topical Categories	S	M	N	N	
	i	i	o	o	
	g	n	n	l	REMARKS
	n		e	n	
				v	
A. SOCIAL IMPACTS:					
1. Land Use Changes	()	()	(X)	()	<u>See Attachment "A"</u>
2. Community Cohesion	()	()	(X)	()	<u>See Attachment "A"</u>
3. Relocation Potential	()	(X)	()	()	<u>See Attachment "A"</u>
4. Community Services	()	()	(X)	()	<u>See Attachment "A"</u>
5. Title VI Considerations	()	()	(X)	()	<u>See Attachment "A"</u>
6. Controversy Potential	()	(X)	()	()	<u>See Attachment "A"</u>
7. Energy	()	()	()	(X)	_____
8. Utilities and Railroads	()	(X)	()	()	<u>See Attachment "A"</u>
B. CULTURAL IMPACTS:					
1. Section 4(f) Lands	()	()	(X)	()	<u>See Attachment "A"</u>
2. Historic Sites / Districts	()	()	(X)	()	<u>See Attachment "A"</u>
3. Archeological Sites	()	()	(X)	()	<u>See Attachment "A"</u>
4. Recreation Areas	()	()	(X)	()	<u>See Attachment "A"</u>
C. NATURAL ENVIRONMENT:					
1. Wetlands	()	()	()	(X)	_____
2. Aquatic Preserves	()	()	()	(X)	_____
3. Water Quality	()	()	(X)	()	<u>See Attachment "A"</u>
4. Outstanding Fla. Waters	()	()	()	(X)	_____
5. Wild and Scenic Rivers	()	()	()	(X)	_____
6. Floodplains	()	(X)	()	()	<u>See Attachment "A"</u>
7. Coastal Zone Consistency	()	()	(X)	()	<u>Letter from Clearinghouse office dated 12/13/99.</u>
8. Coastal Barrier Islands	()	()	()	(X)	_____
9. Wildlife and Habitat	()	()	()	(X)	_____
10. Farmlands	()	()	()	(X)	_____

D. PHYSICAL IMPACTS:

1. Noise	()	()	(X)	()	<u>See Attachment "A"</u>
2. Air	()	()	(X)	()	<u>Passed Screening Test</u>
3. Construction	()	(X)	()	()	<u>See Attachment "A"</u>
4. Contamination	()	()	(X)	()	<u>See Attachment "A"</u>
5. Navigation	()	()	()	(X)	_____

- a. () FHWA has determined that a Coast Guard Permit IS NOT required in accordance with 23 CFR 650, Subpart H.
b. () FHWA has determined that a Coast Guard Permit IS required in accordance with 23 CFR 650, Subpart H.

E. PERMITS REQUIRED

Environmental Resource Permit - Southwest Florida Water Management District (SWFWMD)
National Pollutant Discharge Elimination System Permit - Environmental Protection Agency

7. WETLANDS FINDING

There are no Wetland impacts associated with this project.

8. COMMITMENTS AND RECOMMENDATIONS

See attachment A.

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

2. PROJECT DESCRIPTION

- a. Existing: The project is located partly in unincorporated Pasco County, from S.R. 39 to C Avenue. The section from C Avenue north to C.R. 54 is in the City of Zephyrhills. The existing roadway is a two lane rural road with four foot paved shoulders. A one-way pair was created in 1996 by the City of Zephyrhills using 6th and 7th Streets as an alternate route to U.S. 301. The City's one-way pair system begins at A Avenue for northbound traffic on 7th Street and ends at C Avenue for southbound traffic on 6th Street. The project length is approximately 2.6 miles. For a location map see Figure 1.
- b. Proposed Improvements: The recommended alternative creates a one-way pair system using 6th Street southbound and U.S 301 northbound. The existing one-way street 6th Street would be extended south to connect with U.S. 301 just north of S.R. 39. An urban typical section is proposed for both streets, with 3 lanes in each direction. The proposed typical section has three 11 foot travel lanes, a four foot bicycle lane and five foot sidewalks on each side. The lane widths were narrowed from 12 feet to 11 feet (after the Public Hearing was held) to allow for a wider border width, making it easier to connect to existing grade at the back of sidewalk. The FDOT Design Department recommended this change, noting the design speed of 40 mph and the low truck traffic (24 hr T = 5.5%). See Figure 2. The proposed typical section fits within the existing 60 foot right of way for 6th Street and U.S. 301. Approximately 2 acres of additional right of way will be needed to connect 6th Street to U.S. 301 where the one-way pair would begin. Right of way will also be required for pond sites and floodplain mitigation areas, estimated at 4 sites approximately 10 acres in size total.

It is projected that by the year 2025, traffic on the existing roadway will operate at a Level of Service (LOS) of F, which is unacceptable. The proposed project would improve U.S. 301's level of service to acceptable levels (LOS D) for the 2025 design year.

The Federal Highway Administration (FHWA) has approved the project study limits, from S.R. 39 to C.R. 54, with the understanding that Location and Design Concept Acceptance will only be granted for the section of U.S. 301 from S.R. 39 to A Avenue. This section is in the Pasco County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP). FHWA approval of the remainder of the U.S. 301 PD&E Study limits, from A Avenue to C.R. 54, will be requested at a later date, after the MPO's LRTP is amended or updated to include that section.

6.A SOCIAL IMPACTS

1. Land Use Impacts: The existing land use along U.S. 301 is mixed, with predominately commercial and industrial use and some intermixed residential uses. Sixth and Seventh Streets also have mixed

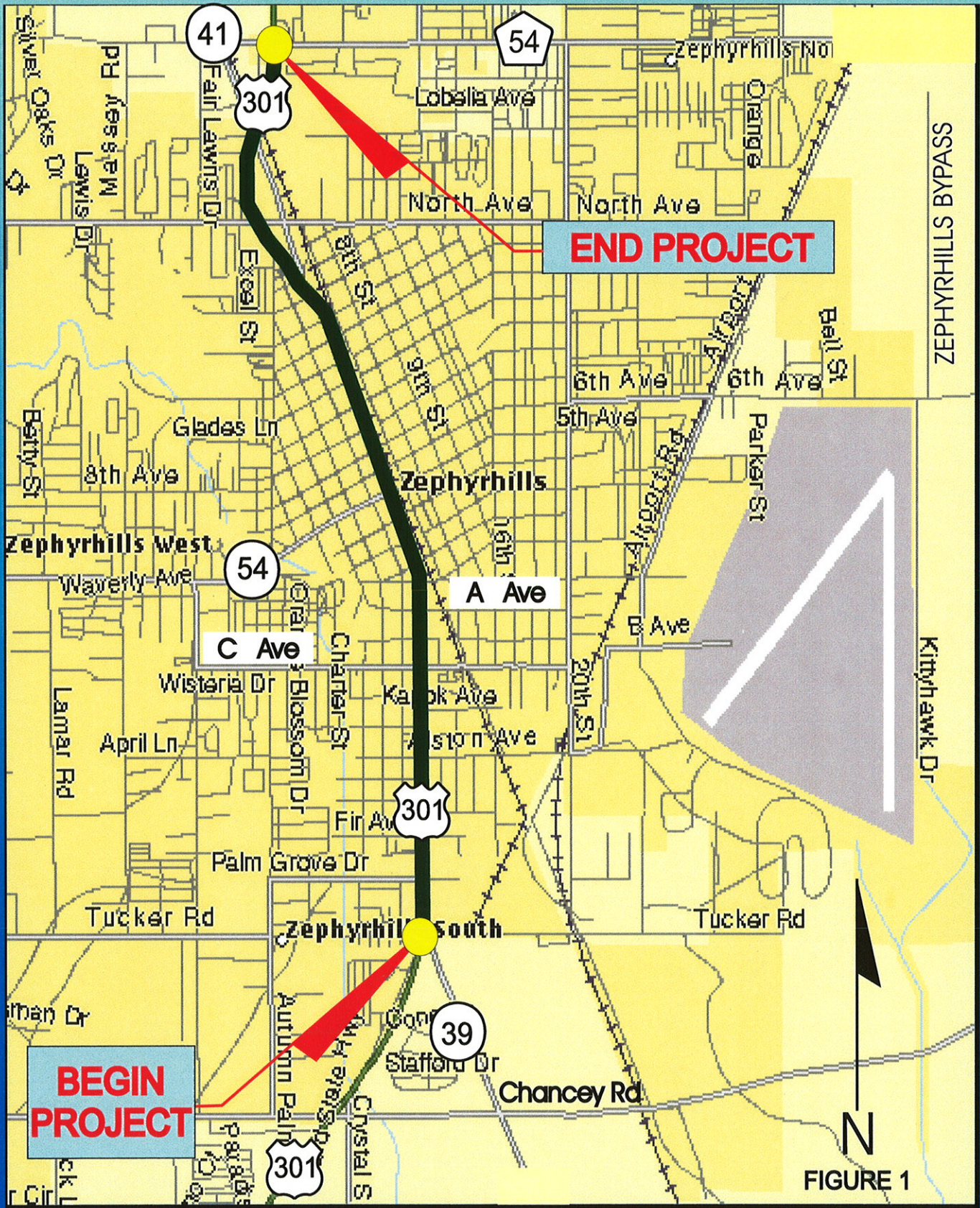


FIGURE 1



U.S. 301 PD&E STUDY
 (S.R.39 TO C.R.54)
 PASCO COUNTY

PROJECT LOCATION MAP
 W.P.I. SEG. No. 256422 1
 F.A.P. No. 1455-001-U



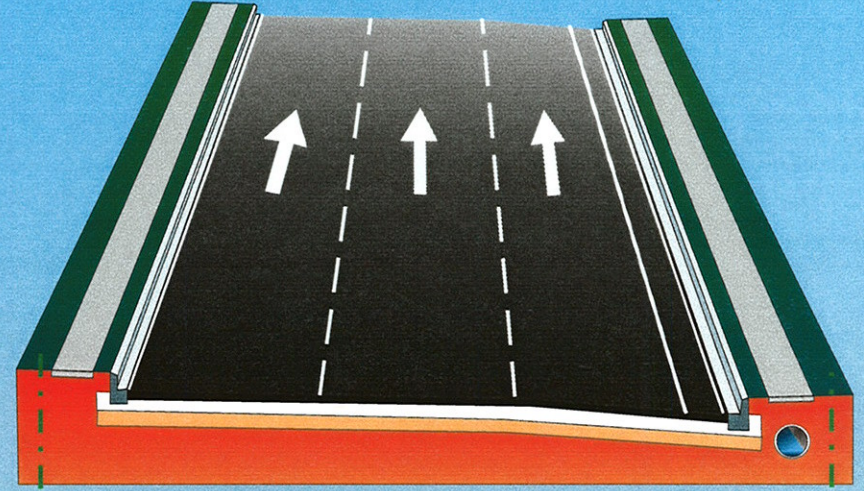
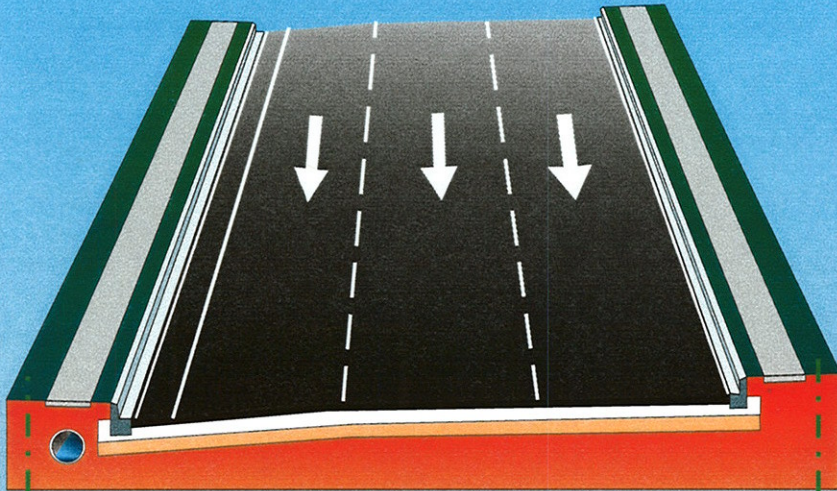
U.S. 301 ZEPHYRHILLS PD&E STUDY FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

FEDERAL AID NO. 1455-001-U

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION



6TH STREET

U.S. 301

RECOMMENDED ALTERNATIVE

FIGURE 2



Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

land use, mostly residential with some commercial. The proposed improvements are consistent with Pasco County's Local Government Comprehensive Plan and would not affect existing or future land uses within the corridor.

2. Community Cohesion: The proposed improvements will not divide or separate neighborhoods or other community areas from one another. The project will not isolate an ethnic group or neighborhood, separate residences from community facilities or substantially change travel patterns. The project is not anticipated to adversely affect elderly persons, handicapped individuals, transit-dependent individuals, low income or minority populations.
3. Relocation Potential: The construction of the proposed project will have a minor effect on the local community and property owners with respect to relocations. It is anticipated that there will be four business and 30 residential displacements as a result of the proposed project's implementation.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The Florida Department of Transportation provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the Florida Department of Transportation has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

All tenants and owner-occupant displacees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental of replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to :

1. Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
2. Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
3. Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
4. Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling. The brochures which describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential", "Your Relocation: Businesses, Farms and Nonprofit Organizations", "Your Relocation : Signs" and "The Real Estate Acquisition Process" and. All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

4. Community Services: There is one public park adjacent to U.S. 301, Shepard Park. There is a Fire Station and a Post Office on 7th Street. None of the facilities would be adversely affected by the proposed project.
5. Title VI Considerations: The project is not expected to affect any distinct minority, ethnic, elderly or handicapped groups. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.
6. Controversy Potential: There were no substantial issues raised or comments received during the project's Advanced Notification process, Public Workshop (held on April 13, 2000), and Public Hearing (held on April 24, 2001). To date, there has been little, if any, controversy regarding the project.

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

8. Utilities and Railroads: The following utilities are located within the project limits: City of Zephyrhills Utilities, Pasco County Utilities, Florida Power Corp., Verizon, Moffat Communications, and TECO Peoples Gas Systems. Some utilities will have to be relocated, however it is expected that all utilities can be accommodated within the proposed right of way without requiring any special measures. There are no railroad crossings within the project limits.

6.B CULTURAL IMPACTS

1. Section 4 (f) Lands: There is one park, in the project limits adjacent to U.S. 301, Shepard Park. The park is owned and maintained by the city of Zephyrhills. The park is one city block in size, between 6th Street and US 301 to the west and east, and between A Avenue and B Avenue north and south. The park contains a basketball court, swing set and restroom facilities. The planned improvements will not require ROW from the park .
2. Historical Sites/Districts: A Cultural Resource Assessment, including background research and a field survey has been completed for this project. Historical background research, including a review of the Florida Site File (FSF) and the NRHP, indicated that 64 historic resources (50 years of age or older) were recorded previously in the project area (8PA674, 8PA675, 8PA912-8PA954, 8PA998, 8PA1009, 8PA1013, 8PA1014, 8PA1018, 8PA1023, 8PA1024, 8PA1044-8PA1046, 8PA1068, 8PA1078, 8PA1088, 8PA1090-8PA1092, and 8PA1112-8PA1114). Of these, one is no longer extant. Field surveys resulted in the location and recording of 37 additional historic properties (8PA1164-1200), for a total of 100 historic structures located within the project's Area of Potential Effect (APE). Individually, the 37 newly recorded historic resources represent residential or commercial structures common to the region. In addition, they are neither distinguished by their architectural features, nor known to be associated with significant events or with the lives of persons significant in the past. By these criteria none appears individually eligible for listing in the NRHP. One of the newly recorded sites (8PA1191) is located within the boundaries, but is not considered contributing to a potential NRHP historic district in Zephyrhills, as defined previously by Quatrefoil Consulting (1999). Seven previously recorded historic structures (8PA912, 8PA913, 8PA1044, 8PA1045, 8PA1068, 8PA1090, and 8PA1091) are considered contributing to the proposed district. Quatrefoil Consulting also proposed that one of the previously recorded buildings included in the proposed district, the former City Hall at 38416 5th Avenue (8PA1045), appeared to be individually eligible for the NRHP. Further research has indicated that alterations have diminished the original architecture integrity to the extent that it would not be individually eligible for the NRHP at this time but would still contribute to the proposed historic district. An updated expanded FSF form has been prepared to reflect this status. In a letter dated March 27, 2001 the SHPO concurred with the

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

FHWA's determination that none of the historic structures appear to meet the criteria for listing in the National Register of Historic Places.

3. Archaeological Sites: Archaeological background research, including a review of the FSF and the NRHP, indicated that 25 archaeological sites had been recorded previously within three miles of the project study area. A review of relevant site locational information for environmentally similar areas within Pasco County and the surrounding region indicated a generally low to moderate probability for the occurrence of prehistoric sites within the project area. The background research also indicated that sites, if present, would most likely be small lithic or artifact scatters. The results of historical research suggested a low to moderate potential for historic period archaeological sites. Such sites, if present, were anticipated to be small work camps or special activity areas associated with the late nineteenth and early twentieth century (ca. 1880-1910) Naval stores industry. As a result of field survey, one prehistoric archaeological site was found adjacent to 6th Street. This resource is considered to have limited research potential, and thus, does not appear to be potentially eligible for listing in the NRHP. In a letter dated March 27, 2001 the SHPO concurred with the FHWA's determination that none of the archaeological sites appear to meet the criteria for listing in the National Register.
4. Recreation Areas: See discussion in 6.B.1 above.

6.C NATURAL ENVIRONMENT

3. Water Quality: The stormwater facility design will include, at a minimum, the water quality requirements for water quality impacts as required by the SWFWMD in rules 40D-4, 40D-40, 40D-400, Florida Administrative Code. Therefore, no further mitigation for water quality impacts will be needed. A Water Quality Impact Evaluation (WQIE) checklist has been prepared for this project.
6. Floodplains: Portions of the study area are located within the floodplain limits as shown on the Federal Insurance Rate Maps (Panel Numbers 120235 0005 C, 120230 0460 D). The proposed improvements would encroach into the floodplain longitudinally from S.R. 39 to Avenue C.

The proposed project structures will perform hydraulically in a manner equal to or greater than existing structures and backwater surface elevations are not expected to increase. There will be no significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service evacuation routes. Therefore, it has been

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

determined that this encroachment is not significant.

There are no regulatory floodways within the project limits.

7. Coastal Zone Consistency: On December 13, 1999, the Office of Planning and Budget, Office of the Governor determined that this project is consistent with the Florida Coastal Zone Management Plan.

6.D PHYSICAL IMPACTS

1. Noise: For the design year (2025) Build Alternative, 101 noise sensitive sites are predicted to experience outdoor traffic noise levels that approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC) for Activity Category B. Noise levels at the affected sites are predicted to range from 66.0 to 74.8 dBA. Predicted increases above existing noise levels range from 0.6 to 14.5 dBA. Three noise sensitive sites adjacent to the existing S.R.39 and U.S. 301 apex are predicted to have 1.1 to 2.5 dBA decrease in noise levels with the proposed realignment of S.R. 39 (WPI Segment Numbers 255099 1 and 256289 1). No noise sensitive sites are predicted to experience interior noise levels that approach or exceed the FHWA NAC for Activity Category E. Noise abatement measures have been considered where noise levels are predicted to approach or exceed the FHWA Noise Abatement Criteria. However, noise barriers of continuous and sufficient length are not feasible due to driveways, streets and other required breaks. The lack in continuity in noise barriers greatly decreases their effectiveness.
2. Air Quality: Based on the use of the FDOT's air quality screening test (COSCREEN), the proposed project will not cause violations of the National Ambient Air Quality Standards for carbon monoxide. Therefore, the project will not have a significant impact on air quality.

The project is in an area that has been designated as attainment for the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, therefore conformity determination requirements do not apply.

3. Construction: Construction activities for the proposed project will have minimal air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effects will be temporary and will be primarily in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

associated with the creation of airborne particles will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction".

Noise and vibration effects from heavy equipment movement and construction will be mitigated by adhering to the requirements contained in FDOT's "Standard Specifications for Road and Bridge Construction".

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of construction related activities that could excessively inconvenience the community so that motorists can plan travel routes in advance.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain the existing number of lanes of traffic in each direction at all times and to comply with the Best Management Practices of FDOT.

Construction of the roadway may require excavation of unsuitable material (muck), and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. The removal of structures and debris will be in accordance with local and State regulations permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads; in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features as specified in the FDOT's "Standard Specifications for Road and Bridge Construction", will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial covering, and berms.

4. Contamination: A Contamination Screening Evaluation Report, which was conducted in February 2000, revealed the existence of thirty potential sites along the corridor.

As a result of the evaluation and rating process, five sites were rated as "low" or "no risk" with respect to the potential of contamination involvement, twenty-three sites were rated "medium risk" and two sites were rated "high risk". The twenty-three "medium" sites include: Alan Chenkin

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

Power Equipment, Cumberland Farms Number 1401, Sure Thing Auto Repair, Betty's Service Station, Fruit Stand (former gas station), Sav-a-Ton (Citgo), Former Texaco Station, Zephyr Egg Company, Upholstery Shop (former gas station), Factory R.V. In-Park Service, Fina Gas, The Doghouse (former gas station), D.J.'s Drive-In Restaurant, Strip Plaza, Cumberland Farms Number 1015, Butterfield's Aluminum, C. Fred Deuel, GTE, Chris Bahr Plumbing, Liberty Pawn and Coin, Hess Number 09415, Former Devco Number 428. The two "high" sites include: United 500 Number 559 and Circle K Number 0180. Level II soil and groundwater investigations are recommended for the "medium" and "high" risk sites and all necessary remediation will be conducted prior to construction.

Due to the close proximity of some of the above referenced sites to the proposed right of way or proposed pond sites, further contamination assessment activities are warranted. Most of the sites are in some way involved with gasoline and other petroleum products.

It is expected that some impact from contamination sources will be found but it will be minimal. Further delineation and assessment activities will be undertaken during subsequent project implementation phases to ensure that the sites are remediated if they are involved with the project.

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

8. COMMITMENTS AND RECOMMENDATIONS

COMMITMENTS

Construction

In addition to the provisions detailed in the Florida Department of Transportation's (FDOT's) "*Standard Specifications for Roads and Bridge Construction*" and to minimize impacts to the human and natural environment, the Florida Department of Transportation is committed to the following special measures to minimize construction noise:

1. Where the project engineer determines that noise-sensitive sites exist at the time of construction, the contractor may be required to use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Screen all stationary equipment such as pumps, compressors, generators, etc., from noise sensitive receivers if that equipment is to operate beyond normal working hours. If it is feasible, screen this equipment during normal working hours to reduce noise.

Other construction-related commitments to be provided in the design plans or contractual documents for the proposed project are:

Restriction of operating hours for lighting the construction areas will be determined and required of the contractor prior to beginning construction activities that require lighting.

Coordination with the local media and law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Coordination with S.R. 39 project

A past PD&E Study on S.R. 39 from I-4 to U.S. 301 (WPI Seg. No. 255099 1 and No. 256298 1) recommended widening S.R. 39 from two lanes to four lanes. It also recommended realigning the S.R. 39 intersection with U.S. 301, which currently connects at an acute angle, to a "T" intersection with a traffic signal for safety reasons. The realignment proposed would result in a section of existing S.R. 39 becoming a cul-de-sac with access from the north only off U.S. 301. A connection between the existing S.R. 39 and the new S.R. 39 alignment will be investigated in the Design phase

Attachment "A"

U.S. 301 from S.R. 39 to C.R. 54

of this project due to the number of trucks currently accessing businesses on this section of existing S.R. 39. If this project is constructed before the S.R. 39 project, the intersection realignment should be constructed along with this U.S. 301 project to increase the capacity and enhance safety at this intersection.

Coordination with Local Governments

The side streets between 6th Street and U.S. 301 are expected to carry additional traffic when the one-way pair system is constructed. The FDOT will resurface all local connecting streets between 6th Street and U.S. 301 as part of this project.

The City of Zephyrhills currently owns the section of 6th Street from "C" Avenue to where it connects with U.S. 301 just south of Geiger Road. Pasco County owns the section of 6th Street south of "C" Avenue. These sections will become a part of the State roadway system when this project is constructed, as Southbound U.S. 301. The FDOT is in the process of preparing a Joint Transfer Agreement with the City of Zephyrhills and Pasco County for these roadway sections. Additionally, there is a section of existing S.R.39, which will become a local street when the S.R. 39 intersection with U.S. 301 is realigned (see above section, Coordination with S.R. 39 project.) This section of existing S.R. 39 is expected to be transferred from the State to Pasco County. The transfer of Right-of Way (ROW) for these sections will take effect upon completion of construction.

There are businesses along U.S. 301 with limited parking spaces that are currently using the existing ROW on U.S. 301 for parking. This project's improvements will require the use of most of the existing ROW for widening to three lanes on U.S. 301, reducing the amount of parking available for some businesses. The FDOT will coordinate with the City of Zephyrhills, Pasco County and property owners on U.S. 301 to create additional parking wherever feasible on side streets near the businesses affected.

Attachment "A"
U.S. 301 from S.R. 39 to C.R. 54

RECOMMENDATIONS

The Recommended Alternative is a one-way pair system using 6th Street southbound and U.S. 301 northbound. In this alternative, 6th Street and U.S. 301 will be three lane urban streets. The urban section for both of these streets has three 11 foot travel lanes, a four-foot bicycle lane and five-foot sidewalks on each side. The lane widths were narrowed to 11 feet to allow for a wider border width, making it easier to connect to existing grade at the back of sidewalk. The FDOT Design Department recommended this change, noting the design speed of 40 mph and the low truck traffic (24 hr T = 5.5%). An underground pipe system is proposed to convey storm water to retention ponds.

The Recommended Alternative requires 60 feet of ROW on 6th Street and U.S. 301. Although the proposed one-way typical sections fit inside the existing ROW for U.S. 301 and 6th Street, ROW is needed to connect 6th Street with U.S. 301 at the south end of the project. In order to allow for a continuous flow of traffic on 6th Street to U.S. 301 at the south end of the project, smooth transitions with reverse curves are planned, beginning just north of the existing S.R. 39 intersection. The curves would minimize the environmental affects and ROW costs. ROW is also required for ponds and floodplain compensation sites.

Since the Recommended Alternative is a one-way pair system, there are no restrictive medians proposed for most of the project's length. There is, however, a raised median proposed from the new SR 39 intersection to Fir Avenue, where U.S. 301 transitions from a four lane divided road to the one-way pair. At a meeting of the Median Review Committee on May17, 2001 it was agreed that there would be full median openings at Tucker Road and Palm Grove Avenue, to allow for left turns and U-turns in this four lane section of U.S. 301.

Special Features

It is recommended that additional pavement be added on the northeast corner of Palm Grove Avenue to allow for cars and small trucks to make U-turns.

Appendix G

2001 Final Preliminary Engineering Report



FINAL PRELIMINARY ENGINEERING REPORT

Work Program Item Number: 256422 1
Federal Aid Project Number: 1455-001-U

U.S. 301 (S.R. 41)
From S.R. 39 to C.R. 54
Pasco County, Florida

This project evaluates adding through lanes on U.S. 301 from S.R. 39 to C.R. 54 through Zephyrhills. A one-way pair system using 6th Street and U. S. 301 is recommended.
The approximate length of the project is 2.6 miles.



FDOT EMO Dept. _____
Prepared by:

Scott Farash, P.E.
EMO Project Manager
P.E. Number 47653

Approved by:

July 2001

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SECTION 1.0

SUMMARY

1.1 COMMITMENTS

Construction

In addition to the provisions detailed in the Florida Department of Transportation's (FDOT's) "*Standard Specifications for Roads and Bridge Construction*" and to minimize impacts to the human and natural environment, the Florida Department of Transportation is committed to the following special measures to minimize construction noise:

1. Where the project engineer determines that noise-sensitive sites exist at the time of construction, the contractor may be required to use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
2. Screen all stationary equipment such as pumps, compressors, generators, etc., from noise sensitive receivers if that equipment is to operate beyond normal working hours. If it is feasible, screen this equipment during normal working hours to reduce noise.

Other construction-related commitments to be provided in the design plans or contractual documents for the proposed project are:

Restriction of operating hours for lighting the construction areas will be determined and required of the contractor prior to beginning construction activities that require lighting.

Coordination with the local media and law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

Coordination with S.R. 39 project

A past PD&E Study on S.R. 39 from I-4 to U.S. 301 (WPI Seg. No. 255099 1 and No. 256298 1) recommended widening S.R. 39 from two lanes to four lanes. It also recommended realigning the S.R. 39 intersection with U.S. 301, which currently connects at an acute angle, to a "T" intersection with a traffic signal for safety reasons. The realignment proposed would result in a section of existing S.R. 39 becoming a cul-de-sac with access from the north only off U.S. 301. A connection between the existing S.R. 39 and the new S.R. 39 alignment will be investigated in the Design phase of this project due to the number of trucks currently accessing businesses on this section of existing S.R. 39. If this project is constructed before the S.R. 39 project, the intersection realignment should be constructed along with this U.S. 301 project to increase the capacity and enhance safety at this intersection.

Coordination with Local Governments

The side streets between 6th Street and U.S. 301 are expected to carry additional traffic when the one-way pair system is constructed. The FDOT will resurface all local connecting streets between 6th Street and U.S. 301 as part of this project.

The City of Zephyrhills currently owns the section of 6th Street from "C" Avenue to where it connects with U.S. 301 just south of Geiger Road. Pasco County owns the section of 6th Street south of "C" Avenue. These sections will become a part of the State roadway system when this project is constructed, as Southbound U.S. 301. The FDOT is in the process of preparing a Joint Transfer Agreement with the City of Zephyrhills and Pasco County for these roadway sections. Additionally, there is a section of existing S.R.39, which will become a local street when the S.R. 39 intersection with U.S. 301 is realigned (see above section, Coordination with S.R. 39 project.) This section of existing S.R. 39 is expected to be transferred from the State to Pasco County. The transfer of Right-of Way (ROW) for these sections will take effect upon completion of construction.

There are businesses along U.S. 301 with limited parking spaces that are currently using the existing ROW on U.S. 301 for parking. This project's improvements will require the use of most of the existing ROW for widening to three lanes on U.S. 301, reducing the amount of parking available for some businesses. The FDOT will coordinate with the City of Zephyrhills, Pasco County and property owners on U.S. 301 to create additional parking wherever feasible on side streets near the businesses affected.

1.2 RECOMMENDATIONS

The Recommended Alternative is a one-way pair system using 6th Street southbound and U.S. 301 northbound. In this alternative, 6th Street and U.S. 301 will be three lane urban streets. The urban section for both of these streets has three 11 foot travel lanes, a four-foot bicycle lane and five-foot sidewalks on each side. The lane widths were narrowed to 11 feet to allow for a wider border width, making it easier to connect to existing grade at the back of sidewalk. The FDOT Design Department recommended this change, noting the design speed of 40 mph and the low truck traffic (24 hr T = 5.5%). An underground pipe system is proposed to convey storm water to retention ponds. See Figure 8-3.

The Recommended Alternative requires 60 feet of ROW on 6th Street and U.S. 301. Although the proposed one-way typical sections fit inside the existing ROW for U.S. 301 and 6th Street, ROW is needed to connect 6th Street with U.S. 301 at the south end of the project. In order to allow for a continuous flow of traffic on 6th Street to U.S. 301 at the south end of the project, smooth transitions with reverse curves are planned, beginning just north of the existing S.R. 39 intersection. The curves were designed to minimize the environmental affects and ROW costs. ROW is also required for pond sites. See plan sheets in Appendix B for proposed ROW requirements to extend 6th Street to U.S. 301. The preferred pond sites are shown on Figure 9-1.

Since the Recommended Alternative is a one-way pair system, there are no restrictive medians proposed for most of the project's length. There is, however, a raised median proposed from the new SR 39 intersection to Fir Avenue, where U.S. 301 transitions from a four lane divided road to the one-way pair. At a meeting of the Median Review Committee on May17, 2001 it was

agreed that there would be full median openings at Tucker Road and Palm Grove Avenue, to allow for left turns and U-turns in this four lane section of U.S. 301.

Special Features

It is recommended that additional pavement be added on the northeast corner of Palm Grove Avenue to allow for cars and small trucks to make U-turns. See plan sheet 2 in Appendix B.

SECTION 2.0

INTRODUCTION

2.1 OVERVIEW

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the improvement of U.S. 301 (S.R. 41) between S.R. 39 and C.R. 54, in Pasco County, Florida a distance of approximately 2.6 miles. Figure 2-1 illustrates the location and limits of the project and its relationship to the regional highway system.

The objective of the PD&E Study is to provide documented information and analyses which will help the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, design and location of the necessary improvements along U.S. 301 to accommodate the future traffic demand in a safe and efficient manner. The PD&E Study satisfies the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements in order to qualify the future design, Right of Way acquisition, and construction phases of the project for federal funding and implementation.

This report documents the information necessary to confirm the need for this project and develops and evaluates various improvement alternatives as they relate to the transportation facility. Information relating to the engineering and environmental characteristics essential for alignment criteria were set and alternatives were developed. Comparison of alternatives was based on a variety of parameters using a matrix format. This analytical process identifies the alternative that would have the least impact while providing the necessary improvements. The design year of the analysis is Year 2025. The No-Build Alternative is considered a viable alternative throughout this PD&E Study.

2.2 PURPOSE

This report identifies the current and future deficiencies that should be expected along U.S. 301 if the existing geometric characteristics are maintained, and presents feasible improvement alternatives that will meet future traffic demands. This report documents the development of all

improvement alternatives after consideration of socioeconomic, cultural and environmental effects. This Final draft presents the Recommended Alternative and the reasons for its selection.

2.3 PROJECT DESCRIPTION

The U.S. 301 (S.R. 41) corridor is a north/south principal arterial facility that traverses through Tampa, Zephyrhills, Dade City, and continues north. The location and limits of the project are shown in Figure 2-1. Appendix A of this report includes copies of roadway maps and the Department's straight line diagrams illustrating all intersecting streets and roadways. The project is located partly in unincorporated Pasco County, from S.R. 39 to C Avenue. The section from C Avenue north to C.R. 54 is in the City of Zephyrhills.

The existing roadway is a two lane rural road with four foot paved shoulders. A one-way pair was created in 1996 by the City of Zephyrhills using 6th and 7th Streets as an alternate route to U.S. 301. The City's one-way pair system begins at A Avenue for northbound traffic on 7th Street and ends at C Avenue for southbound traffic on 6th Street. This Study considered the extension of the one-way streets, continuing 6th and/or 7th Street one-way to S.R. 39.

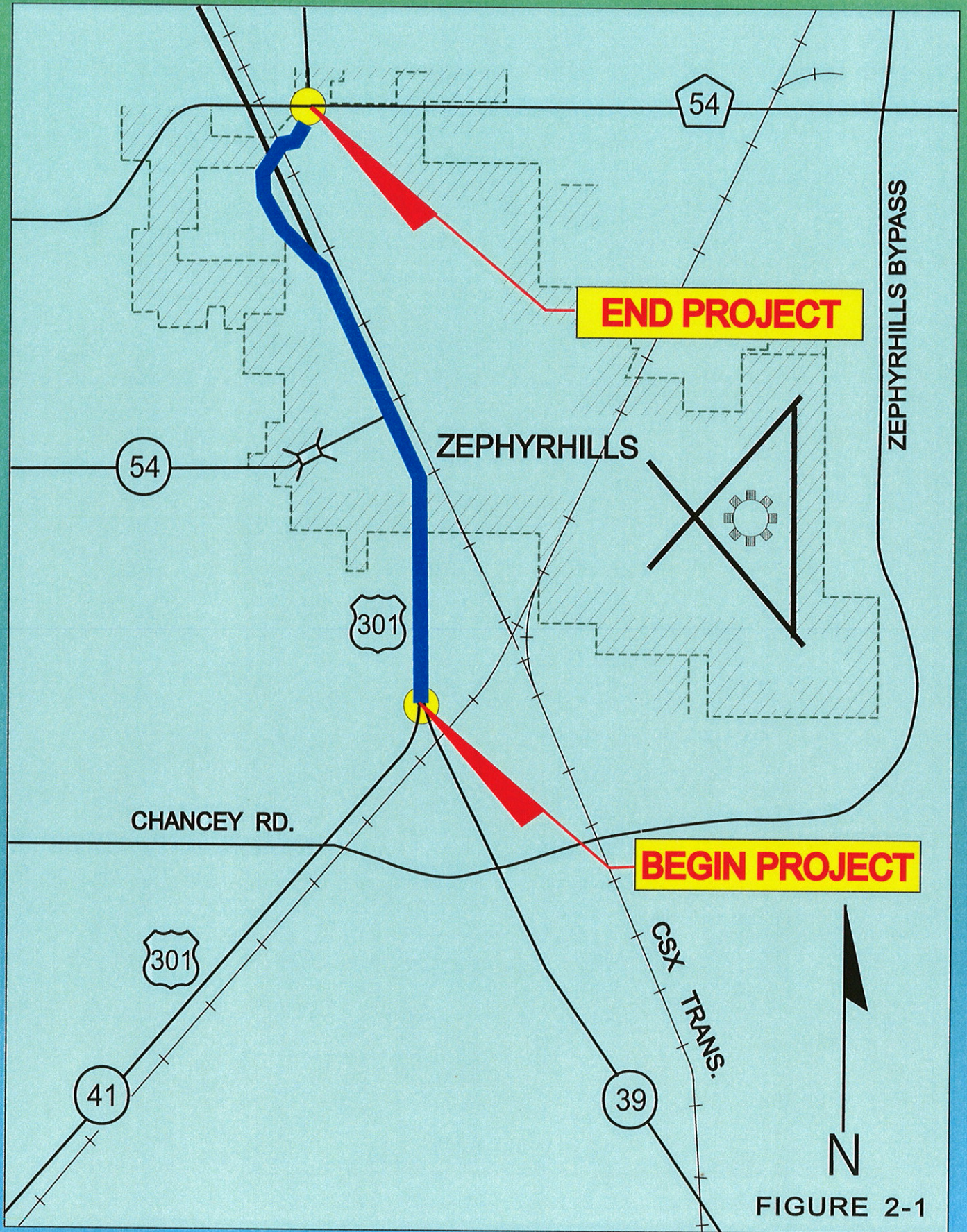


FIGURE 2-1



U.S. 301 PD&E STUDY
 (S.R. 39 TO C.R. 54)
 PASCO COUNTY

PROJECT LOCATION MAP
 W.P.I. SEG. No. 256422 1
 F.A.P. No. 1455-001-U



SECTION 3.0

NEED FOR IMPROVEMENT

3.1 DEFICIENCIES

U.S. 301 between S.R. 39 and C.R. 54 is a two lane roadway, which has operated since its construction without any major improvements. The project begins at the apex with S.R. 39 where S.R. 39 and U.S. 301 (each currently two lanes) merge into one, two lane roadway. Traffic on S.R. 39 is also expected to increase. A PD&E Study was recently completed on S.R. 39 from I-4 to U.S. 301 (WPI Seg. No. 255099 1 and No. 256298 1), with FHWA approval received on Nov.17, 2000. The S.R. 39 Study recommended widening from two lanes to four lanes.

The Average Annual Daily Traffic (AADT) for the year 2000 along U.S. 301 was 17,300. The existing one-way pair system of 6th and 7th Streets currently has an AADT of 10,000 for a total of 27,300 for the three roads. The projected year 2025 AADT for the one-way pair system of 6th Street and U.S. 301 is 38,200 with three lanes in each direction.

To accommodate the expected continued growth in traffic, this section of U.S. 301 will require six travel lanes, three in each direction. For a more detailed explanation of traffic volumes and analysis, see Section 6 of this report, which summarizes the Traffic Technical Memorandum for this project.

3.2 SAFETY

The high traffic volumes in this section of U.S. 301 currently exceed the capacity of the two lane roadway, which increases the probability of crashes. Currently, there are approximately 2.5 crashes per million vehicle miles, which is above the statewide average of 0.7 crashes per million vehicle miles for similar two lane roadways. By the year 2025, the entire project length will be operating at a Level of Service (LOS) E, which is below the minimum desired LOS standard of C for a "Transitioning Urbanized Area".

For the years 1993-1997 there were a total of 63 crashes on this section of U.S. 301. Rear-end collisions accounted for 25 of the 63 crashes. Improving the LOS to lessen congestion should reduce the number of rear-end collisions.

(See Section 4.1.9 for a summary of crash data.)

3.3 CONSISTENCY WITH TRANSPORTATION PLAN

The Pasco County Metropolitan Planning Organization (MPO) has the responsibility of developing a Long Range Transportation Plan (LRTP) for the county to serve the needs of the metropolitan area over the next 20 to 25 years. The adopted 2020 LRTP, updated in 1999, has identified 6th Street and/or 7th Street to be extended as one-way roads with two lanes in each direction. The LRTP calls for 6th Street to be extended south from C Avenue (where the existing road becomes two-way) to connect with U.S. 301 just north of S.R. 39. The LRTP also calls for 7th Street to be extended south from A Avenue (where the existing road ends) to connect with U.S. 301 just north of S.R. 39.

The Department has requested that the Pasco County MPO amend their Plan to change the northern limit from A Avenue to C.R. 54. Although 6th and 7th Streets are already two lane, one-way roads north of A Avenue, the sections from A Avenue north to C.R. 54 will have to be improved to handle the additional traffic volumes and truck traffic anticipated after the one-way roads are extended. The PD&E Study was extended to C.R. 54 to evaluate the effects of the additional traffic on 6th and 7th Streets.

3.4 SOCIAL/ECONOMIC DEMANDS

According to population projections from Pasco County and the regional traffic model developed by FDOT's Planning Department, travel demand is expected to continue to grow in this area. Most of the land on both sides of U.S. 301 is zoned as mixed-use, which allows commercial, industrial, and residential uses. The future land use of this area is planned to be mixed use.

The entire area of East Pasco County is growing, including the City of Zephyrhills and surrounding areas. The City of Zephyrhills is considering annexing property to the north of its current boundaries.

The City of Zephyrhills is also planning a number of road improvement projects to improve traffic flow. To accommodate a manufacturing plant (United Auto) to be built on Tucker Road, 20th Street is to be extended south to Chancey Road. This will allow trucks to reach the plant using U.S. 301, S.R. 39 and Chancey Road without traveling through U.S. 301 in the City limits. The City is also planning on creating an alternate north/south route to U.S. 301 using 7th Street, Fort King Highway, and Green Slope Drive by extending it to Fort King Highway. These projects will help improve traffic flow in their respective areas of the City of Zephyrhills. However, the effect of these improvements will have only a slight effect on the traffic volumes on U.S. 301.

3.5 MODAL INTERRELATIONSHIPS

There are no rail, mass transit, or High Occupancy Vehicle (HOV) lanes planned for U.S. 301. Zephyrhills Municipal Airport, located about one mile east of U.S. 301 in Zephyrhills, serves small private aircraft. The improvement of this section of U.S. 301 will also improve travel to and from the airport, since U.S. 301 is the principal north/south roadway in the Zephyrhills area.

SECTION 4.0

EXISTING CONDITIONS

4.1 EXISTING ROADWAY CHARACTERISTICS

4.1.1 Functional Classification

Based on AASHTO's functional classification, U.S. 301/S.R. 41 is classified as an urban principal arterial.

Classifications of other important roads in the study area are:

S.R. 39: Rural Minor Arterial

S.R. 54: Minor Arterial

4.1.2 Typical Sections

Throughout the project limits, U.S. 301 is currently a two lane rural roadway with 12 ft wide lanes, 4 ft paved shoulders, and drainage ditches. The existing Typical Section is shown in Figure 4-1. Both 6th and 7th Streets are currently 2 lane local streets with 10-12 ft lanes. A section of 6th Street from Vinson Avenue to Alston Avenue is unpaved.

4.1.3 Pedestrian and Bicycle Facilities

There are no existing pedestrian facilities on U.S. 301, 6th, or 7th Streets. The existing 4 foot paved shoulders on U.S. 301 are available for bicycle use.

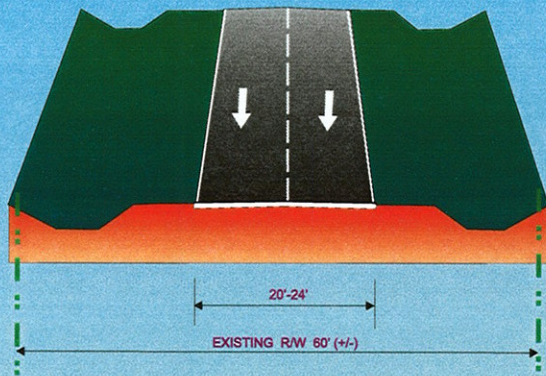
4.1.4 Right of Way

The existing ROW width was obtained from FDOT ROW maps, Redi-Maps and Plat books. The existing ROW is approximately 60 feet for both 6th and 7th Streets. U.S. 301 also has approximately 60 ft of ROW for the majority of the project, from Palm Grove Street to 12th Avenue (See Figure 4-1). From Palm Grove South to the apex of S.R. 39 and U.S. 301, the ROW widens to about 100 feet. On the north end of the project, the ROW widens to 200 feet as U.S. 301 transitions to a four lane divided road north of Geiger Road.

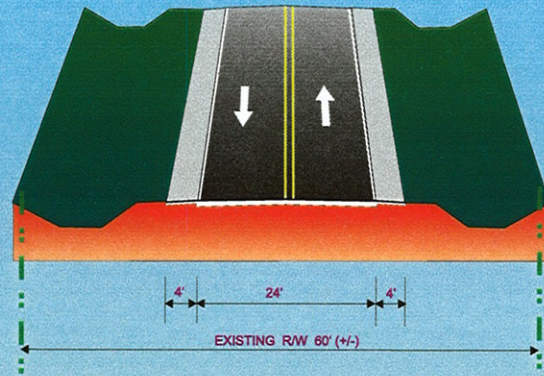
U.S. 301 IN ZEPHYRHILLS FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

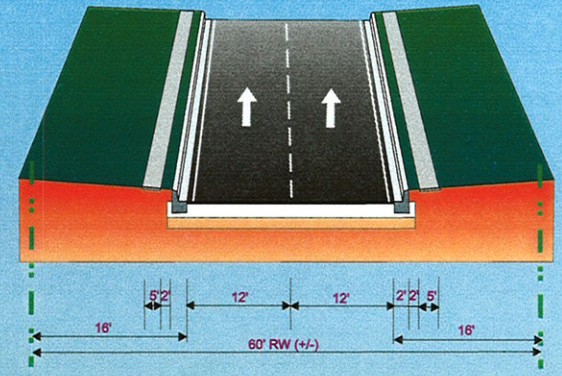
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6TH STREET



U.S. 301



7TH STREET

FIGURE 4-1



EXISTING TYPICAL SECTIONS



4.1.5 Horizontal Alignment

Table 4-1 summarizes the existing horizontal alignment characteristics of the project based on information obtained from FDOT ROW maps and a baseline alignment survey completed in November 1998.

**TABLE 4-1
EXISTING HORIZONTAL ALIGNMENT CHARACTERISTICS ALONG U.S. 301**

CURVE P.I. BASELINE STATION	DEGREE OF DEFLECTION	TANGENT BEARING	RADIUS (Feet)	DIRECTION OF DEFLECTION
350 + 00				
		N 42° 39' 32" E		
385 + 87.17	42° 45' 26"		2521.76	Left
		N 00° 05' 54" W		
448 + 21.53	25° 17' 25"		739.30	Left
		N 25° 23' 19" W		
493 + 24.82	19° 25' 04"		3819.72	Left
		N 44° 48' 23" W		
503 + 96.67				

4.1.6 Vertical Alignment

Vertical Alignment information was obtained from as-built construction plans for a previous project on U.S. 301. A summary of the vertical alignment is provided in Table 4-2.

All vertical curves meet the minimum requirements for sight distance and Plans Preparation Manual Standards for minimum curve length.

TABLE 4-2
EXISTING VERTICAL ALIGNMENT ALONG U.S. 301

OLD PROJECT STA. NO.	APPROX. STA. NO.	PERCENT GRADE	VPI ELEVATION (FT)	CURVE LENGTH (FT)
730 +20				400
		- 0.09		
228 + 50	373 + 04.37		72.50'	400
		+0.19		
239 + 00	383 + 54.37		81.50'	400
		+0.19		
248 + 00	392 + 54.37		77.87'	400
		+0.374		
254 + 00	398 + 54.37		78.97'	400
		+0.191		
260 + 00	404 + 54.37		80.65'	400
		+0.28		
267 + 00	411 + 54.37		81.28'	400
		+0.09		
273 + 00	417 + 54.37		83.56'	400
279 + 00		+0.98		
	423 + 54.37	*	82.48'	400
		-0.18		
10 + 41.78	433 + 54.37		84.18'	450
		+0.17		
16 + 50	439 + 65.24		82.96'	400
		+0.0618		

OLD PROJECT STA. NO.	APPROX. STA. NO.	PERCENT GRADE	VPI ELEVATION (FT)	CURVE LENGTH (FT)
31 + 50	454 + 65.24		88.50'	400
		+0.5474		
38 + 70	460 + 85.24		93.60'	300
		+0.8226		
43 + 00	466 + 15.24		89.00'	400
		-0.5479		
47 + 90	471 + 05.24		94.78'	300
		+1.1796		
57 + 80	480 + 65.24		81.50'	440
62 + 00		-1.3111		
	485 + 15.24		86.80'	400
		+1.1905		

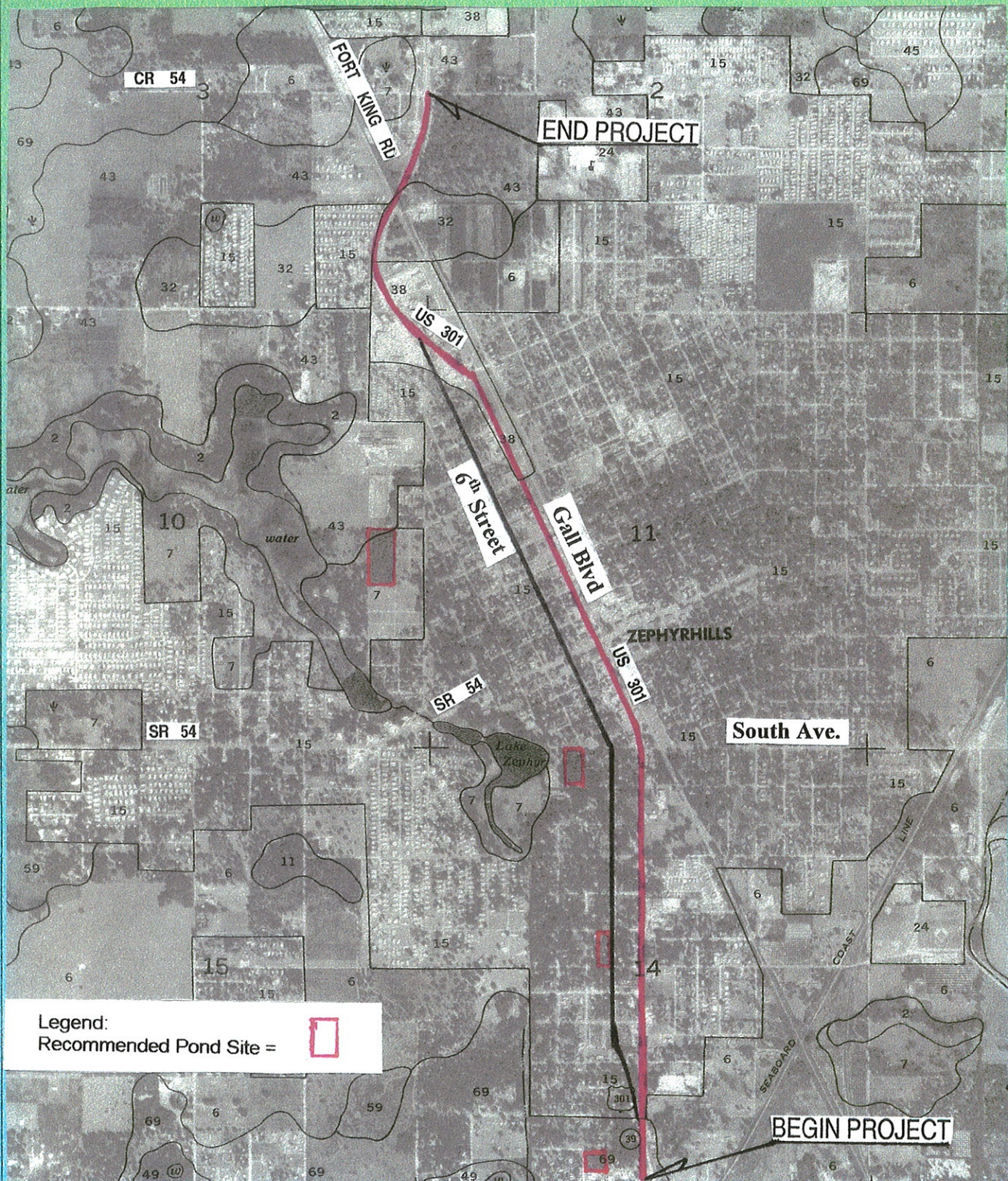
4.1.7 Drainage

A Draft Location Hydraulic Report (LHR)¹ has been prepared for the U.S. 301 PD&E Study. This section presents a summary of findings from these efforts.

4.1.7.1 Soils Information

The Soils Conservation Service (SCS) Soil Survey of Pasco County (see Figure 4-2) was used to identify the soils within the project corridor. The table below summarizes the soils within the project limits. Most of the soil type is Tavares-Urban Land Complex, which is characterized by heavy urbanization. In general, the soils are uplands, nearly level to sloping, moderately to well-drained soils that are sandy throughout. All of the soil types within the project are type A soil,

¹ Location Hydraulic Report; FDOT Drainage Report, February 2000



Legend:
 Recommended Pond Site =



STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 7

Pasco County, Florida

USDA SOILS
 MAP

Sheet Number 49

FIGURE 4-2

which have high infiltration rates (low runoff potential). The water table is expected to be relatively deep (seasonal high at a depth of 3.5 feet or greater).

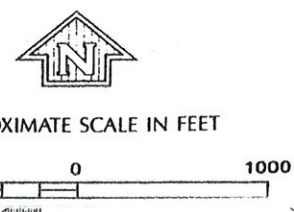
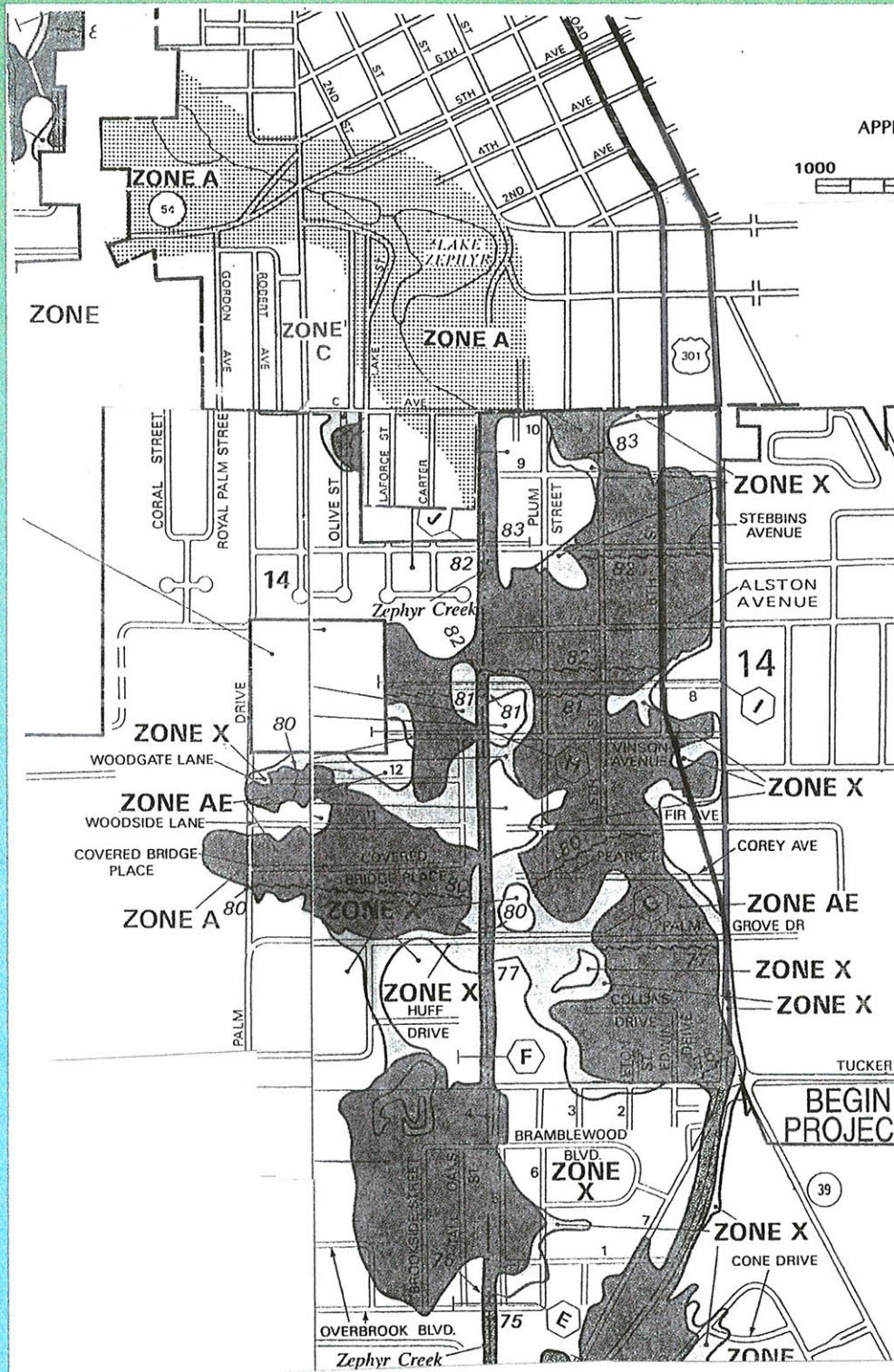
Table 4-3
Summary of Pasco County USDA / SCS Soil Survey

USDA Map Symbol and Soil Name	Hydrologic Group	Seasonal High Water Table		
		Depth (ft)	Kind	Month
Tavares Sand (6)	A	3.5-6.0	Apparent	Jun-Dec
Tavares - Urban Land Complex (15)	A	3.5-6.0	Apparent	Jun-Dec
Lake Fine Sand (32)	A	>6.0	---	---
Urban Land (38)	N/A	---	---	---
Arredondo Fine Sand (43)	A	>6.0	---	---
Millhopper Fine Sand (69)	A	3.5-6.0	Perched	Aug-Feb

4.1.7.2 Base Floodplains

The 100-year (base) floodplain has been established for the Lake Zephyr Watershed and is shown in Figures 4-3a and b. The Lake Zephyr floodplain is located adjacent to Zephyr Creek and extends eastward to U.S. 301. Flood profiles along Zephyr Creek have been developed and can be seen in the Pasco County Flood Insurance Study (revised 1992).

Although not identified by the Federal Flood Insurance Administration as a floodplain, the area east of U.S. 301 can also be considered floodplain. The area is characterized by isolated closed basins with no positive outfall. Therefore, encroachment into these basins, (especially with the alternative that involves 7th Street) could be considered mitigatable as well. The extent of floodplain encroachment on basins associated with 7th Street would greatly depend on where the 7th Street extension traverses the basin. If the extension traverses the basin's low point thereby removing storage the encroachment would be greater and loss of volume would need to be



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

PASCO COUNTY, FLORIDA
(UNINCORPORATED AREAS)

PANEL 460 OF 500
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER:
120230 0460 D
MAP REVISED:
SEPTEMBER 30, 1992



Federal Emergency Management Agency

LEGEND

- SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD
 - ZONE A No base flood elevations determined.
 - ZONE AE Base flood elevations determined.
 - ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
 - ZONE AD Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
 - ZONE A99 To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
 - ZONE V Coastal flood with velocity hazard (wave action); no base flood elevations determined.
 - ZONE VE Coastal flood with velocity hazard (wave action); base flood elevations determined.
- FLOODWAY AREAS IN ZONE AE
- OTHER FLOOD AREAS
 - ZONE X Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood.
- OTHER AREAS
 - ZONE X Areas determined to be outside 500-year flood plain.
 - ZONE D Areas in which flood hazards are undetermined.
- UNDEVELOPED COASTAL BARRIERS
- Flood Boundary
- Floodway Boundary
- Zone D Boundary
- Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zone
- Base Flood Elevation Line: Elevation in Feet
- Cross Section Line
- Base Flood Elevation in Feet Where Uniform Within Zone
- Elevation Reference Mark
- Mile Mark

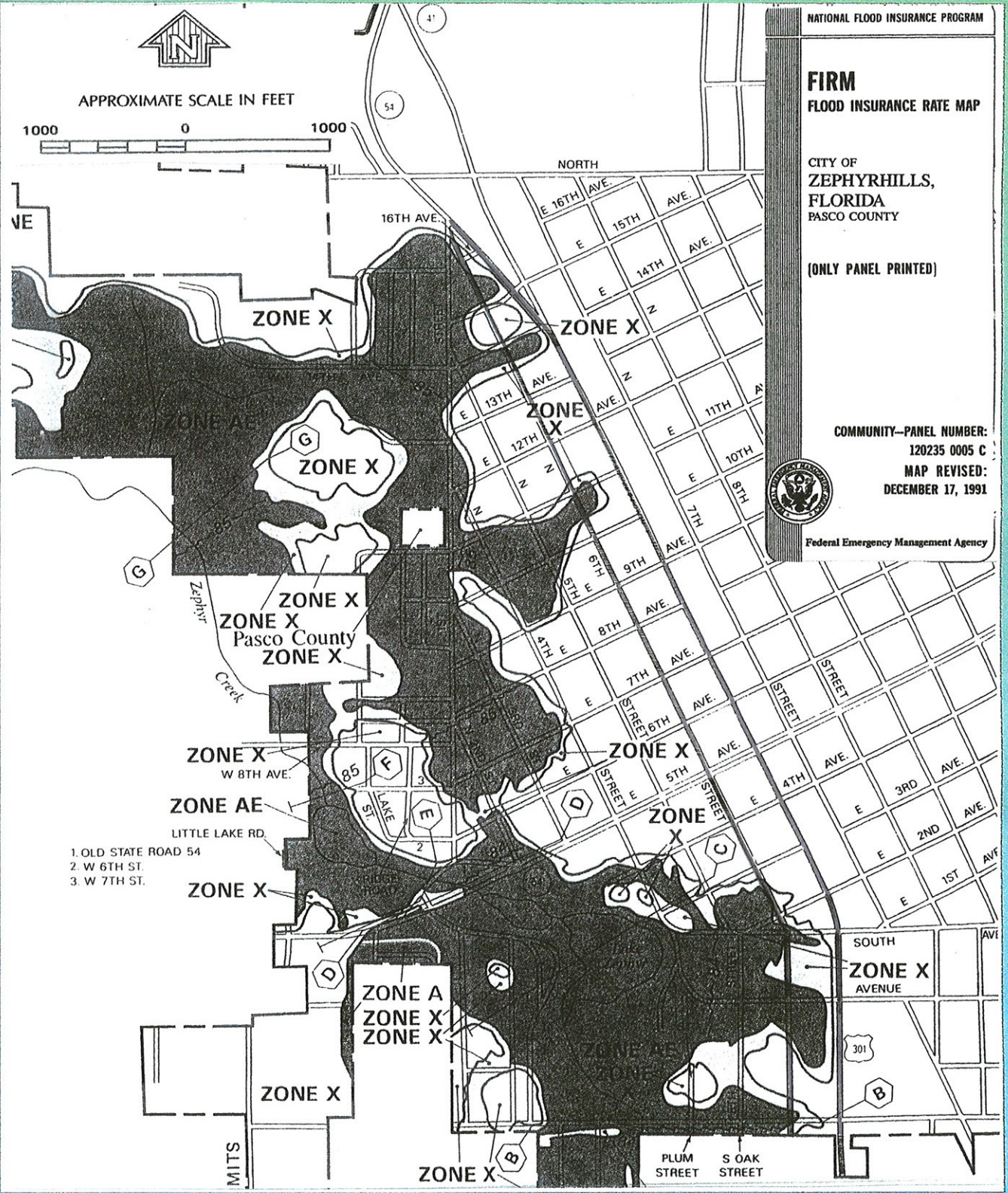


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

Pasco County, Florida

FEMA 100 YEAR
FLOOD MAP
1992

FIGURE 4-3a



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
ZEPHYRHILLS,
FLORIDA
PASCO COUNTY

(ONLY PANEL PRINTED)

COMMUNITY-PANEL NUMBER:
120235 0005 C
MAP REVISED:
DECEMBER 17, 1991



Federal Emergency Management Agency

- 1. OLD STATE ROAD 54
- 2. W 6TH ST.
- 3. W 7TH ST.



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

City of Zephyrhills

FEMA 100 YEAR
FLOOD MAP
1992

FIGURE 4-3b

provided in a pond. If the extension traverses the outer limits of the basin and avoids the low point, then the encroachment into to the basin's floodplain would be minimal or none. The amount of encroachment within the floodplain varies depending on which typical section alternative is used. Filling of the floodplain would occur longitudinally in the floodplain on the west side of U.S. 301 and transversely on the east side of U.S. 301.

The project will not support base floodplain development that is incompatible with existing floodplain management programs. It is anticipated that compensating storage ponds will likely be required to offset the impact.

4.1.7.3 Regulated Floodways

There is no regulatory floodway involvement on the proposed project.

4.1.7.4 Existing Stormwater Management Facilities

Presently, three stormwater management facilities are located within the project limits. All three ponds are owned and operated by the City of Zephyrhills. The first pond is located adjacent to 7th Street, east of U.S. 301 between A Avenue and South Avenue. The pond was constructed in 1995 in conjunction with the City of Zephyrhills one-way pair extension of 7th Street. The pond accepts runoff from the improved 7th Street and adjacent property only. The dry pond has no outfall and a high infiltration rate. Double ring infiltrometer (DRI) test results indicate an average infiltration rate of 17 feet per day.

The second pond is located near the middle of the project, north of 6th Avenue, east of U.S. 301 (across from The Clock Family Restaurant). The pond accepts runoff from approximately 40 acres of surrounding area. The pond is owned and operated by the City of Zephyrhills whose City Hall is located due east of the pond. The pond is equipped with a pump station and force main which discharges west to Lake Zephyr. The City of Zephyrhills has expressed a desire to increase the pumping capacity of the pond to help alleviate some flooding problems associated with the pond. No Southwest Florida Water Management District (SWFWMD) permit exists for this pond as it was constructed prior to SWFWMD permitting requirements in the 1960's.

A third pond is located at Zephyrhills Elementary School west of U.S. 301 at 14th Avenue. The pond receives runoff from east of U.S. 301 and pumps to Lake Zephyrhills. This pond was originally a Pasco County pond but has since been modified and is now permitted through SWFWMD with the City of Zephyrhills as owner and operator.

4.1.7.5 Existing Cross Drains

Field reviews were performed to examine each cross drain. Existing cross drain information was taken from original construction plans or old drainage maps and is summarized in Table 2 below.

Any proposed modifications to existing cross drains will result in no changes to floodplain flood levels. All drainage features will be developed in accordance with FDOT drainage standards and procedures.

**Table 4-4
Existing Cross Drain Information**

Structure No.	Approx. Location	Size/ Description	Length (ft)	Invert Elevations		Flow Direction	Area of Basin (ac)
				West (ft)	East (ft)		
S-1	U.S. 301/ Fir Ave.	1 – 24" RCP	57.0	75.0	75.0	W-E	8.0
S-2	U.S. 301/ 11 th Ave.	1 – 18" RCP	39.0	81.92	81.56	W-E	9.0
S-3	U.S. 301/ 14 th Ave. / Ft. King Rd	1 – 12" RCP	50.0	81.53	81.64	E-W	60.0

4.1.8 Geotechnical Data

In the design phase of the project, it is recommended that a geotechnical investigation be performed at each recommended pond site. The SCS Soil Survey (see section 4.1.7.1) was used

to approximate the depth to seasonal high water table, since no soil borings were performed. For the purposes of preliminary pond site analysis a depth of 3.5 feet was assumed for the seasonal high water table.

4.1.9 Crash Data

The most recent five-year crash history for the project corridor was reviewed to determine if there is a significant crash problem. The Department's crash files indicated 7 crashes in 1993, 9 crashes in 1994, 11 crashes in 1995, 16 crashes in 1996, and 20 crashes in 1997. The 63 crashes included 25 rear end, 13 angle, 5 left turn, 4 sideswipe, 4 bicycles, 3 head-on, 3 others, 2 overturned, 2 right turn, and 1 pedestrian, and 1 backed into.

Seventy-seven percent of the crashes occurred during the day and 90 percent occurred on a dry pavement. Seventy-nine percent of the crashes resulted in injuries. The breakdown of the crash analysis is as follows:

TABLE 4-5
Crash Data Summary

Section 14050, S.R. 39, U.S. 301, from apex of S.R. 39 (M.P. 3.774) to "A" Avenue (M.P. 4.583)												
Number of Crashes Involving												
YEAR	REAR END	RIGHT ANGLE	LEFT TURN	SIDE- SWIPE	HIT BIKE	HEAD ON	OVER- TURNED	RIGHT TURN	OTHERS	TOTAL	INJURY	FATALITY
1993	1	1	0	1	1	2	0	0	1	7	6	0
1994	4	2	0	1	0	0	1	0	1	9	7	0
1995	3	2	2	1	0	1	0	1	1	11	5	0
1996	8	5	2	0	0	0	0	0	1	16	13	0
1997	9	3	1	1	3	0	1	1	1	20	19	0
TOTAL	25	13	5	4	4	3	2	2	5	63	50	0

For the five-year period investigated, the most common type of crash was rear end collisions (25 total). This type of crash commonly occurs on road segments, which are operating above capacity, with traffic backups causing the need for sudden stops and slow speeds. Relieving the traffic congestion by adding through lanes proposed on this project should reduce the number of rear end crashes.

4.1.10 Traffic Signals, Locations and Intersection Design

There are six traffic signals within the project limits: at South Avenue, S.R. 54 (5th Avenue), 12th Avenue, North Avenue, Ft. King Highway, and C.R. 54. Turning movement counts were taken at each of these signalized intersections to perform a detailed analysis. See Section 6 of this report for traffic data and analysis. The existing intersection lane configurations are shown on Figure 4-4.

4.1.11 Lighting

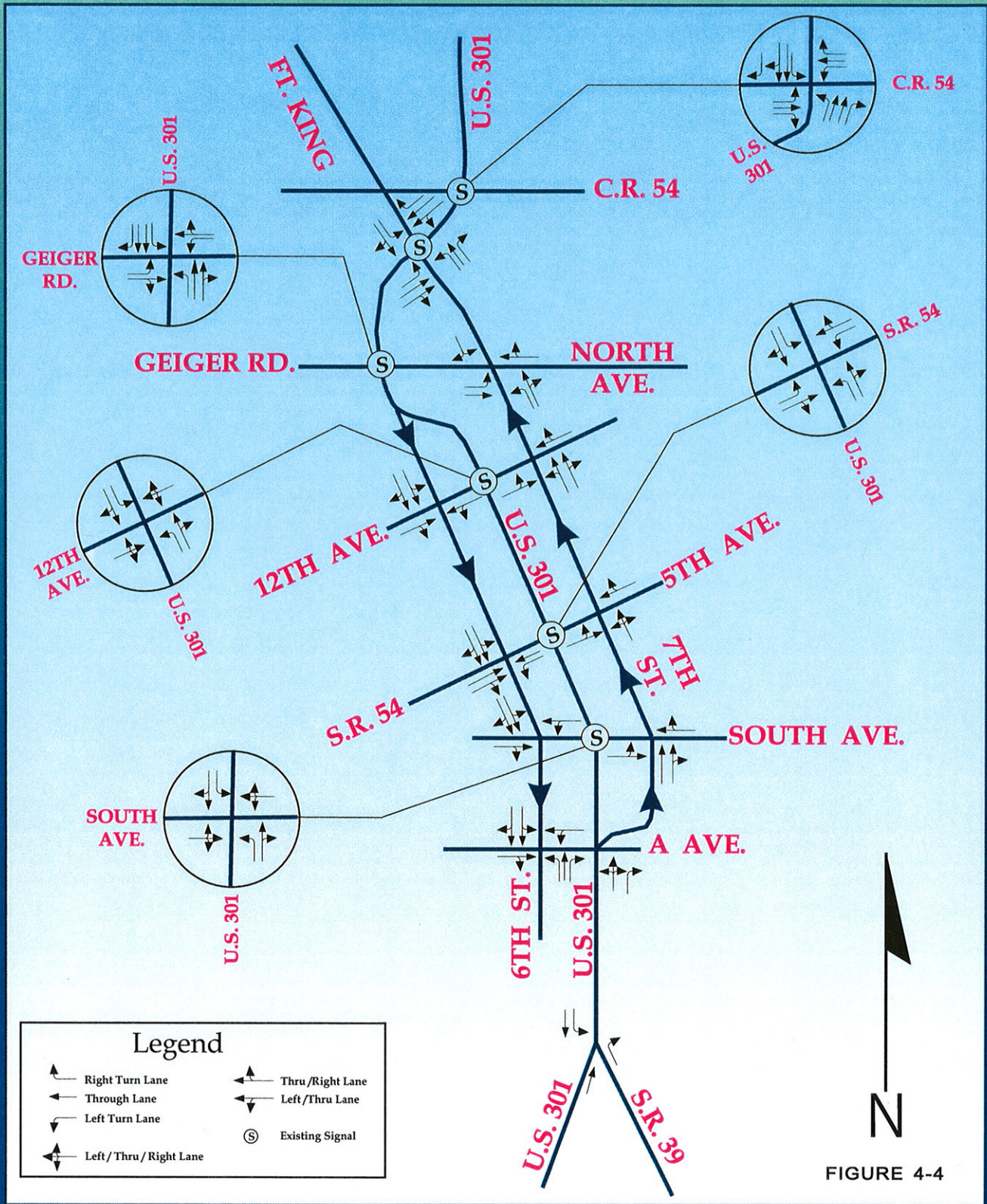
There is no existing overhead street lighting on U.S. 301, 6th, or 7th Streets within the project limits.

4.1.12 Utilities

A *Utility Assessment Package* (FDOT District 7 Utilities, May 2001) was completed for this project. In order to ultimately evaluate potential utility conflicts associated with the most feasible improvements alternative, all available information must be obtained concerning the location and characteristics of major existing or proposed utilities with the U.S. 301 corridor.

Description of Utilities

A description of the existing facilities indicated by the utility owners are summarized below:
(Plans showing the location of existing utilities are in the *Utility Assessment Package*.)



**EXISTING INTERSECTION
LANE CONFIGURATIONS**



Florida Power Corporation: Distribution

There are distribution lines through out the project on US 301 and 6th Street with numerous lines connecting side streets and service drops to businesses and residences.

Zephyrhills Bottled Water:

While not a utility Zephyrhills Bottled Water has a 10” stainless steel water line that comes from Crystal Springs to their water plant on 20th Street. The line is buried along the old US 301 in front of Zephyr Senior Mobile Home Park, it crosses US 301 and SR 39 at Tucker Road and proceeds East down Tucker to 20th Street.

Moffat Communications: Cable TV

There is aerial and buried cable throughout the project on US 301 and 6th Street. The buried lines typically run parallel to the roads the aerials are typically crossings.

Verizon Florida: Telephone

There are multiple buried cables, fiber optic lines and conduit/manhole systems throughout the project, there is a 16-way conduit system feeding into the Verizon building at A Ave. and US 301. There is one run of aerial cables on the right side of US 301 from the junction with SR 39 to just north of the Firestone Tire store.

TECO Peoples Gas:

TECO Peoples Gas has a 6” PE line on the right side of SR 39 placed 24’ off the C/L roadway, between Tucker Road and the junction with US 301 a 4” PE line crosses over to US 301 and runs South on the right side of the road. The 6” PE line continues North maintaining 24’ off C/L roadway to 7th Street were it turns and follows 7th Street north. There is a 2” PE line crossing at 6th Ave. The 6” line reenters the DOT right-of-way at the NE corner of North Ave. and US 301.

City of Zephyrhills: Water Mains

US 301: The city has short runs of 2” WM parallel with the road at United 500/Plymale to Fir Ave., Stebbins Ave. to Justin Ave., Big A Auto Parts to B Ave., 3rd Ave. to Moody’s Hardware,

Town Centre to 6th Ave. and 10th Ave. to 11th Ave. There is a 2” WM crossing at Vinson Ave., a 4” WM at South Ave., 6” WM crossings at Fir Ave., Alston Ave., B Ave., 7th Ave. and 16th Ave. There are 8” WM crossings at 5th Ave. and 12th Ave.

6th Street: The bulk of the city utilities affected by the project area on this street. On the right side there is a 2” WM from Vinson Ave. to a tee at B Ave., from the tee a 6” WM goes to 3rd Ave. where it crosses 6th Street and turns West on 3rd Street. A 2” Wm continues from 3rd Ave. to a connection at 5th Ave., from this connection a 6” WM goes to a tee at 7th Ave. where it turns and goes E/W on 7th. Beginning at a tee at 11th Ave. a 2” WM to a connection at 16th Ave. Beginning at 5th Ave. there is an 8” WM on the left side of the road to 15th Ave. where it turns West on 15th.

City of Zephyrhills: Sewer Mains

There is one 8” FM crossing US 301 and 6th Street on the North side of 5th Ave.

Utility Relocation Cost Estimate

Several utility distribution lines are located within the existing U.S. 301 ROW, including aerial and buried power lines, aerial and buried telephone cables, aerial cable television lines, potable water mains, force mains, and gas mains. Depending on their location and depth, implementation of the recommended improvements for the project may require adjustment of some of these facilities. The utility companies below provided an estimate of utility relocation costs.

City of Zephyrhills:

The bulk of the city’s system in the project limits is on 6th Street and would be reimbursable. The facilities on US 301 that would carry an impact to the city consists of 2” service lines parallel to the road and 4”, 6”, and 8” crossings.

Facility	Linear Feet	Costs	Totals
2” Pipe	2230	\$11.17	\$24,909.10

4" Pipe	80	\$12.00	\$ 960.00
6" Pipe	420	\$10.50	\$4,410.00
8" pipe	310	\$62.19	\$19,278.90
Pipe Removal	3,565	\$6.49	\$23,136.85
		Total	\$72,694.85

TECO Peoples Gas:

Costs are taken from State bid.

Facility	Linear Feet	Costs	Totals
4" Pipe	620	\$18.90	\$11,718.00
6" Pipe	4,420	\$25.00	\$110,500.00
Pipe Removal	5,040	\$6.49	\$32,709.60
		Total	\$154,927.60

Moffat Communications: Cable TV

Moffat provided approximate costs for relocation of \$6.50 per foot for buried cable, \$5.00 per foot for aerial cable, this would put total relocation costs of the existing cables in the neighborhood of \$160,000.

Verizon Florida: Telephone:

No response to costs request.

Florida Power Corporation:

No response to costs request.

Recommendations

The only utility facility out of the ordinary in the project limits is Verizon's central office building at US 301 and A Avenue. The type and amount of cable and fiber optic lines tied into the Central Office would make relocation efforts extremely expensive, careful coordination with Verizon in the design phase could help alleviate some of these costs.

4.1.13 Structural and Operational Conditions

Sixth Street is currently a two lane road, which diverts some southbound traffic away from U.S. 301 through downtown Zephyrhills. It has one-way southbound traffic from its connection with U.S. 301 near 16th Avenue to C Avenue, where it becomes a two-way road from C Avenue south to Vinson Avenue, where it ends. If 6th Street is to be used as part of a one-way pair system, additional ROW will be required from Vinson Avenue south to connect to U.S. 301.

Seventh Street was changed to a one-way northbound roadway by the City of Zephyrhills in 1995 to divert traffic off U.S. 301 in the downtown area. It connects with U.S. 301 at A Avenue north of the GTE building with a two lane curb and gutter section, and reconnects with U.S. 301 near Ft. King Highway. If 7th Street were to be used as part of a one-way pair, additional ROW would be required from A Avenue south. Extending 7th Street south would result in many residential relocations at a Mobile Home Park and single-family homes.

A Streetscape project on 5th Avenue in downtown Zephyrhills was recently completed. This project improves the landscaping and parking along 5th Avenue, which is the center of the downtown area.

4.1.14 Railroad Crossings

There are no railroad crossings within the project limits.

4.1.15 Posted Speed Limits

The existing posted speed limit for U.S. 301 is 35 mph. Sixth and Seventh Streets are local streets with a maximum speed of 30 mph.

4.2 EXISTING BRIDGES

There are no bridges within the project limits.

4.3 ENVIRONMENTAL CHARACTERISTICS

4.3.1 Land Use Data

The existing land use along U.S. 301 is mixed, with predominantly commercial use and some residences. The proposed future land use in the Pasco County Local Government Comprehensive Plan (LGCP) is to remain mixed. The City of Zephyrhills existing land use plan shows predominately commercial use along U.S. 301. The City's Future land use plan is for mixed use, to allow flexibility in development, such as high density residential use.

Maps of the existing and planned usage from the Pasco County LGCP are shown in Figures 4-5 and 4-6.

4.3.2 CULTURAL FEATURES

For a summary of the Cultural Resource Assessment Survey (CRAS) see Section 9.14.3 "Archaeological and Historical Resources" in this report.

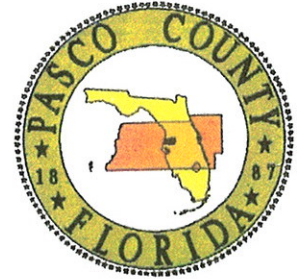
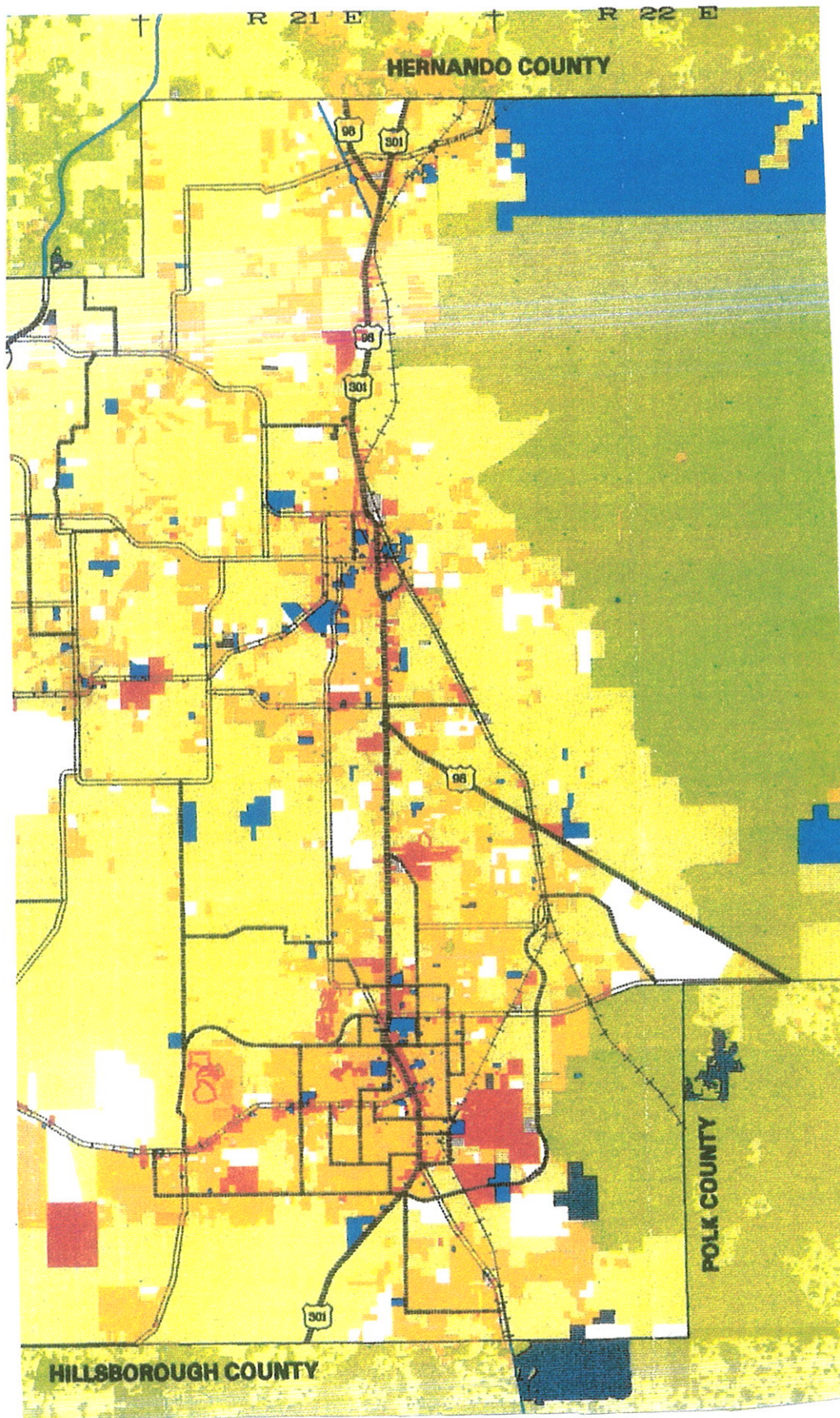
4.3.3 Natural and Biological Features

A Wetland Evaluation report and Biological Assessment was completed for this project in August 2000. This section summarizes the report. Suitable habitats for federally listed species were investigated by FDOT staff. The project corridor was mapped adhering to *Florida Land Use, Cover and Forms Classification System* (FDOT 1985). Surveys were then conducted in each habitat type for species known to occur or utilize the classified habitats. These surveys were performed in March of 2000.

The proposed improvements are located in an urbanized area of Zephyrhills. No native habitat exists along the Study corridor. No listed species were encountered during the field reconnaissance, nor are any species known to occur in the area.

FEDERAL SPECIES INVOLEMENT SUMMARY

The project has been evaluated for impacts on federally protected threatened and endangered species. A literature review was conducted to determine those possibly threatened or endangered



**THE COMPREHENSIVE PLAN
OF UNINCORPORATED
PASCO COUNTY**

**MAP # 2-10
GENERALIZED EXISTING
LAND USE
1995**












-  VACANT
-  SINGLE FAMILY
-  MOBILE HOME
-  MULTI FAMILY
-  COMMERCIAL
-  OFFICE
-  INDUSTRIAL
-  PUBLIC / SEMI PUBLIC
-  MINING
-  GENERAL AGRICULTURE
-  OPEN SPACE / WETLANDS

FIGURE 4-5

SOURCES:
ADJACENT LAND USES - SWFWMD - 1993
PASCO COUNTY PROPERTY APPRAISER - 1995



THE COMPREHENSIVE PLAN
OF UNINCORPORATED
PASCO COUNTY

FUTURE LAND USE MAP

T 28 S - R 21 E

SHEET 23

LEGEND

- RES-1 RESIDENTIAL-1 du/acre
- RES-3 RESIDENTIAL-3 du/acre
- RES-4 RESIDENTIAL-4 du/acre
- RES-9 RESIDENTIAL-9 du/acre
- RES-12 RESIDENTIAL-12 du/acre
- RES-24 RESIDENTIAL-24 du/acre
- ROR RETAIL/OFFICE/RESIDENTIAL
- R/SP RECREATION/SPORTS
- R/OS RECREATION/OPEN SPACE
- AG-2 AGRICULTURE/URBAN 2 du/acre
- AG-1 AGRICULTURE 1 du/acre
- CA COASTAL LAND RES du/acre
- AT MAJOR ATTRACTORS
- CON CONSERVATION LANDS
- IND INDUSTRIAL-MEDIUM
- L INDUSTRIAL-LIGHT
- P/P MAJOR PUBLIC/SEMI-PUBLIC
- R/OS MAJOR RECREATION/OPEN SPACE

* du/acre - dwelling units per gross acre.

KEY MAP

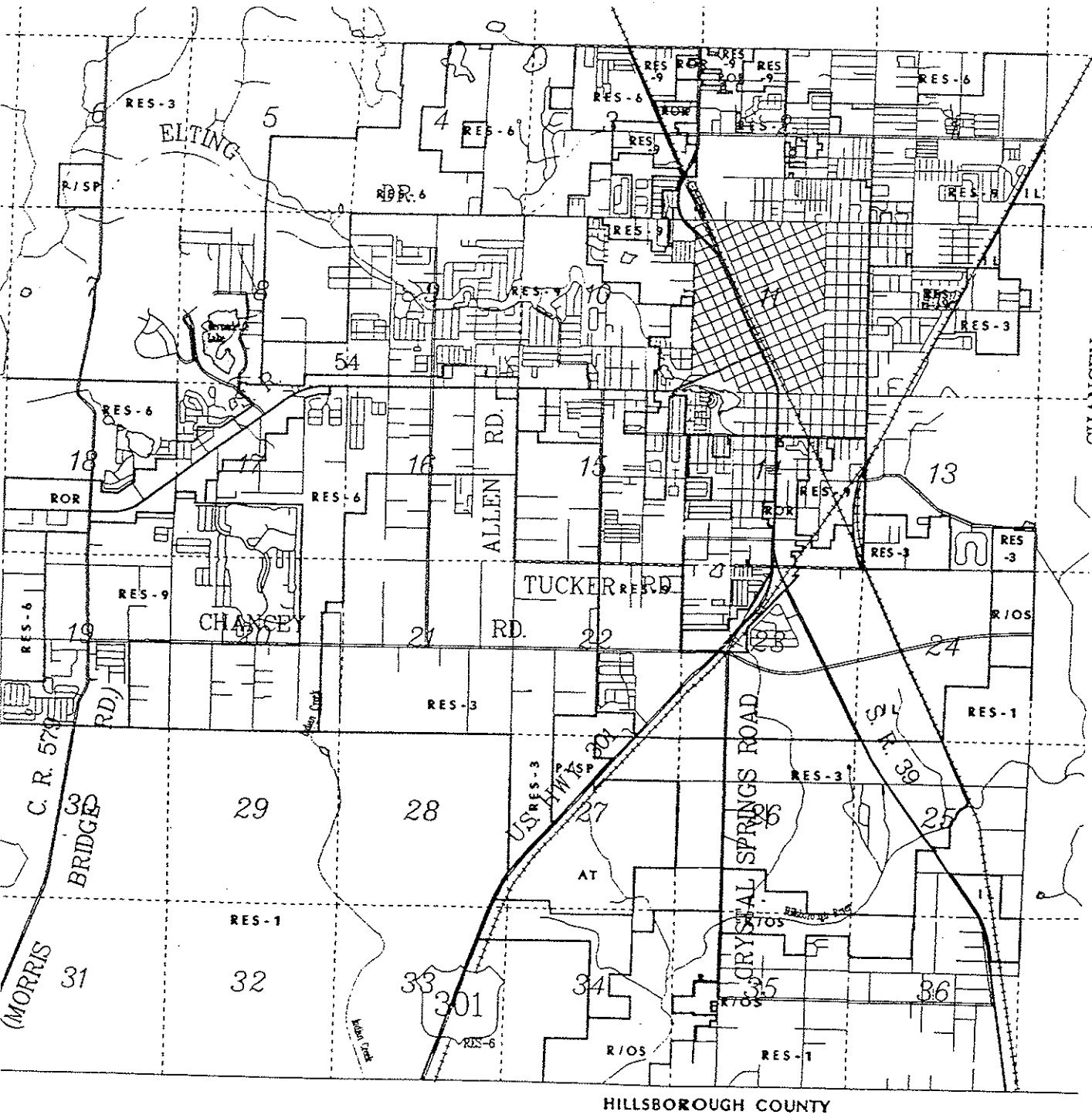


DATE ADOPTED: 6/15/88

ORDINANCE #: 88-13

REVISIONS:

DATE	ORDINANCE #	DATE	ORDINANCE #
10/21/88	88-14	1/27/89	89-11



HILLSBOROUGH COUNTY

FIGURE 4-6

species, which may inhabit the project area.

Based on the above results of the literature review and the field surveys conducted for the proposed roadway improvements, the Department has determined that no federally listed threatened or endangered species will be affected by the project. Furthermore, the proposed project is not located in an area designated as critical habitat by the U.S. Department of the Interior. Therefore, FDOT on behalf of the Federal Highway Administration has determined that the proposed project will have "No Involvement" with any federally protected threatened or endangered species.

4.3.4 Hazardous Materials Sites

A Level I environmental site assessment was conducted along U.S. 301 from the apex at S.R. 39 to C.R. 54 in Zephyrhills, Pasco County, Florida. A Level I environmental site assessment was performed for properties along the proposed alignment and alternative alignments.

U.S. 301 from the apex at S.R. 39 to North Avenue is a two laned road situated in areas zoned as retail/office/residential north to C Avenue, then general commercial/community commercial to the project end (just north of C.R. 54 at Market Square Drive). The alternative alignments (6th Street and 7th Street) are zoned medium-density residential and community/general commercial respectively.

A number of alternatives were investigated. Some of the alternatives involve widening U.S. 301 to four lanes, two in each direction. A four lane divided section and a five lane section are being considered. These widening alternatives would require additional right-of-way between S.R. 39 and C.R. 54, from the east and/or west side of U.S. 301.

Two alternative alignments, 6th and 7th Streets are also being considered, using a one-way pair system instead of adding lanes to U.S. 301. The 6th Street alternative branches off U.S. 301 near Palm Grove Road and connects to the existing 60 feet of right-of-way of 6th Street near Alston Avenue. The 7th Street alternative branches off U.S. 301 near Palm Grove Road and connects to

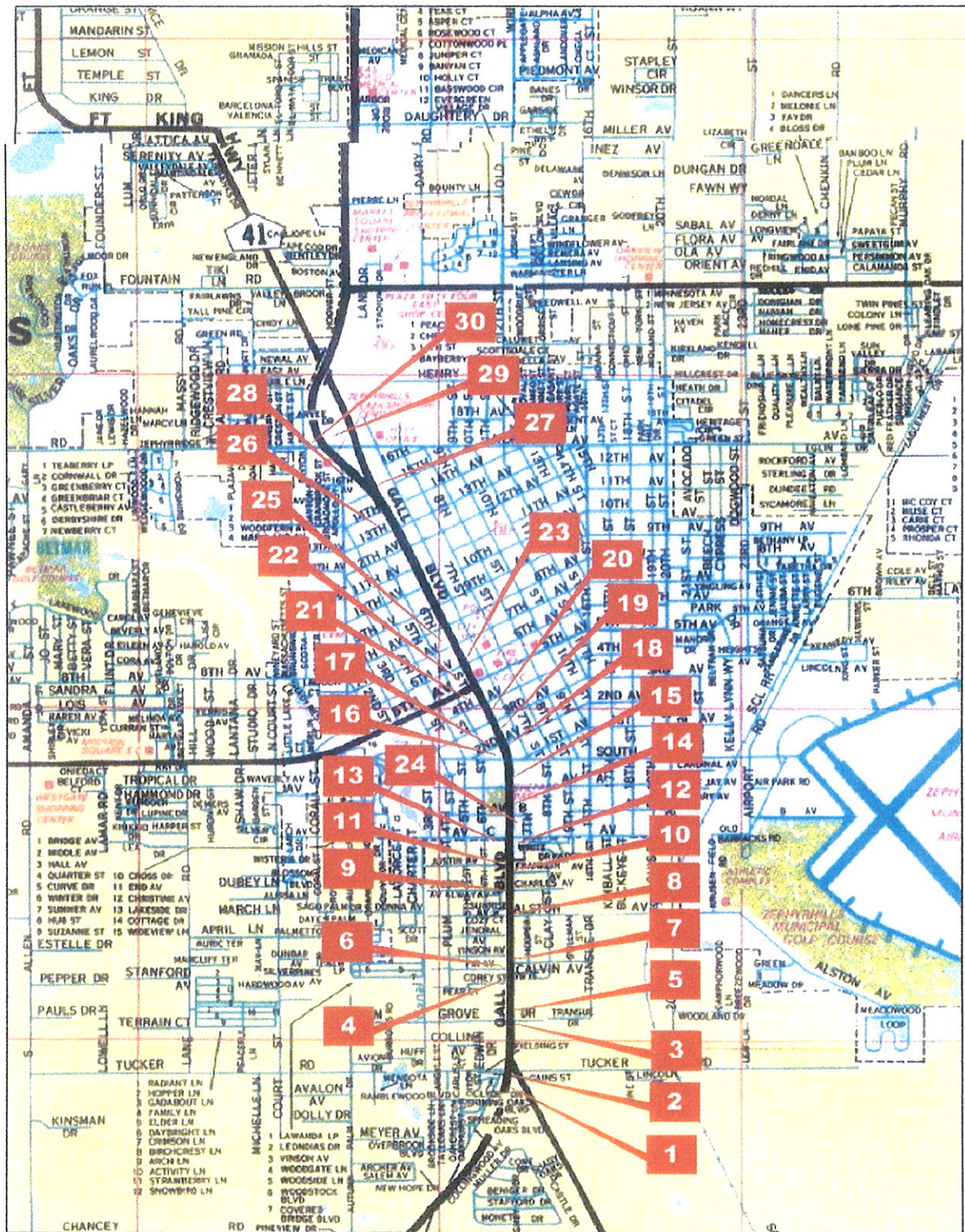
7th Street near Calvin Avenue. Additional right-of-way is also needed for the 7th Street alternative between Alston Avenue and C Avenue.

Several gas stations, former gas stations, auto support businesses, mobile home sales, auto sales, and restaurants are located along U.S. 301. Several potential sites of environmental concern were observed, and each site was visually assessed during the site inspection. Small quantities of debris, such as paper, bottles, and cans, were observed along the corridor. Power poles, overhead electrical lines, and drainage ditches were observed along most of the corridor.

Few of the sites along the existing U.S. 301 corridor would be likely to require remediation for improvements within the existing right-of-way. However, several properties that may be acquired along the proposed new alignments of 6th and 7th Streets would require further assessment. These properties include several mobile homes, Betty's Service Station, single-family residences, Vagabond Village R.V. Park, O.J.'s Restaurant and adjacent fruit stand, Donnelly Auto Sales, Zephyr Egg Company and numerous other commercial businesses. Since the majority of the properties located south of C Avenue use private wells and septic systems, a survey of each individual property to be acquired should be conducted.

Thirty sites were evaluated. Of the 30 sites, 5 received "Low" risk ratings, 23 received "Medium" ratings, and 2 received "High" ratings. For details, see Table 4-6. A map showing the location of the sites evaluated is on Figure 4-7.

Because of observed conditions during the site inspections and/or information obtained from regulatory personnel and database and file searches, further environmental assessment is recommended during the project's future design phase for the sites which scored "Medium" or "High" risk evaluation ratings.



MAP OF INVESTIGATED SITES
 U.S. 301 FROM THE APEX AT S.R.39 TO C.R.54
 ZEPHYRHILLS, FLORIDA

Source: Rand McNally, 1991.



NOT TO SCALE

FIGURE 4-7

TABLE 4-6
Contamination Risk Evaluation Summary
U.S. 301 from the Apex of S.R. 39 to C.R. 54
Zephyrhills, Pasco County, Florida

Site No	Site Name	Site Address	SIC Code	ID Number	Contamination Concerns	Storage Tanks	Distance from proposed ROW (m/ft)	Evaluation Rating
1	Alan Chenkin Power Equipment	3918 Gall Boulevard (U.S. 301)	7699	NA	Fuel, waste oil, hydraulic oil, metals, solvents	N	15/50 E	Medium
2	Cumberland Farms Number 1401	3944 Gall Boulevard	5541	518519836	Petroleum	Y	12-18/40-60 E	Medium
3	Sure Thing Auto Repair	4112 Gall Boulevard	7538	NA	Fuel, waste oil	N	3/10 E	Medium
4	United 500 Number 559	4127 Gall Boulevard	5541	518519811	Petroleum	Y	Within ROW	High
5	Betty's Service Station	4218 Gall Boulevard	5541	518630307	Petroleum	N	Within ROW	Medium
6	Fruit Stand (former gas station)	NW corner of Gall Blvd/ Fir Avenue	5541	NA	Petroleum	Unknown	<3/10 W	Medium
7	Sav-a-Ton (Citgo)	4334 Gall Boulevard	5541	518626558	Petroleum	Y	Within ROW	Medium
8	Former Texaco Station	4444 Gall Boulevard	5541	518515076	Petroleum	Y	30.5/100 E	Medium

9	Dale's Firestone	4552 Gall Boulevard	7538	NA	Waste oil	N	12/40 E	Low
10	Zephyr Egg Co.	4622 Gall Boulevard	2099	518520066	Petroleum	Y	30.5/100 E	Medium
11	Norm's Tire Service (former gas station)	4644 Gall Boulevard	7534, 5541	519103284	Petroleum	N	6/20 E	Low
12	L&G Hood Company	4724 Gall Boulevard	7699	518630269	Petroleum, waste oil	N	7.6/25 E	Low
13	Upholstery Shop (former gas station)	4723 Gall Boulevard	7641, 5541	NA	Petroleum, solvents	Unknown	<3/10 E	Medium
14	Factory R.V. In-Park Service (former gas station)	4932 Gall Boulevard	7539, 5541	NA	Petroleum	Suspected	10.7/35 E	Medium
15	Fina Gas	4946 Gall Boulevard	5541	518520022	Petroleum	Y	6/20 E	Medium
16	The Doghouse (former gas station)	5009 Gall Boulevard	5541	NA	Petroleum	Suspected	6/20 W	Medium
17	D.J.'s Drive-In (former gas station)	5017 Gall Boulevard	5541	NA	Petroleum	Suspected	15/50 W	Medium
18	Strip Plaza (former gas station)	5014 Gall Boulevard	5541	NA	Petroleum	Suspected	21/70 E	Medium
19	Cumberland Farms Number 1015	5046 Gall Boulevard	5541	518519840	Petroleum	Y	9/30 E	Medium
20	Butterfield's Aluminum (former	5117 Gall Boulevard	5211, 5511	518520050	Petroleum	Suspected	<6/20 W	Medium

	car dealership)							
21	C. Fred Developers (former gas station)	5151 Gall Boulevard	5541	518519850	Petroleum	Suspected	7.6/25 W	Medium
22	Champagne Sound (former gas station)	5233 Gall Boulevard	5541	518630085	Petroleum	N	<6/20 W	Low
23	Don Olson Firestone (former gas station)	5240 Gall Boulevard	7538, 5541	519100970	Petroleum	N	10.7/35 E	Low
24	GTE	704 A Avenue	4911	NA	Petroleum	Y	9/30 W	Medium
25	Jo-Bob Sport Grill (former gas station)	5347 Gall Boulevard		NA	Petroleum	N	9/30 W	Medium
26	Chris Bahr Plumbing	5729 Gall Boulevard		NA	Petroleum	Suspected	6.1/20 W	Medium
27	Liberty Pawn and Coin	38050 15 th Avenue		NA	Petroleum	Suspected	9/30 W	Medium
28	Circle K Number 0180	1507 Gall Boulevard		518519799	Petroleum	Y	Within ROW	High
29	Hess Number 09415	6026 Gall Boulevard		518519846	Petroleum	Y	6.1/20 E	Medium
30	Devco Number 428	1591 U.S. 301 North		518519669	Petroleum	N	24.4/80 W	Medium

SECTION 5.0

DESIGN STANDARDS AND CRITERIA

5.1 DESIGN STANDARDS

Design Year: 2025 Design Period: 20 years

Flexible pavement design: Document 625-010-002

Design speed: 40 mph

Design Vehicle: WB-50

Lane widths: 11 feet (reduced from 12 feet May 21, 2001)

Cross Slopes: 0.02 standard

Superelevation: 0.05 Maximum

Vertical Alignment and curvature: Minimum length of curve = 300 feet
Minimum "K" value = 70 for crest curves
Minimum "K" value = 60 for sag curves (Not less than 3 X Design speed in mph expressed in feet)

Grades: Minimum 0.3 percent

Horizontal Alignment: Minimum length of curve = 15 X Design Speed = 600 feet
Minimum curve radius = 400 feet
Minimum curve radius using normal cross slopes (0.02) = 1528 feet (3°45' curve maximum)
Minimum radius in reverse cross slopes (0.02) = 533 feet (10° 45' curve maximum)

Major Intersections Control radii: 75 feet (Design vehicle WB-50)

Pedestrian and Bicyclist needs: 4 foot bicycle lane for bicyclists.

5 foot sidewalks for pedestrians.

Utilities: See Utility Accommodation Guide

Traffic Control Devices: See Manual on Uniform Traffic Control Devices (MUTCD)

Design Exceptions and Variances: No exceptions or variances are proposed.

5.2 DESIGN CRITERIA

This report was prepared consistent with the current edition of the following publications:

1. Roadway Design Geometric and Criteria found in Volume I, Plans Preparation Manual, FDOT, 625-000-005 (Metric), January 1998.
2. A Policy on Geometric Design of Highways and Streets, Washington, D.C., AASHTO.
3. Manual on Uniform Traffic Control Devices (MUTCD), FHWA, Washington D.C.
4. Highway Capacity Manual, Transportation Research Board, Washington, D.C.
5. Bicycle Facilities Planning and Design Manual, FDOT.
6. Drainage Manual, FDOT, and Supplements, Topic # 625-040-001.
7. Flexible Pavement Design Manual, FDOT, Topic # 625-010-002.
8. Rigid Pavement Design Manual, FDOT, Topic # 625-010-006.
9. Utility Accommodation Guide, FDOT, Topic # 710-020-001.
10. Pavement Type Section Manual, FDOT, Topic # 625-010-005.
11. Life-Cycle Cost Analysis for Transportation Projects, FDOT.
12. FDOT Standard Specifications for Road and Bridge Construction.
13. Computer-Aided Design and Drafting (CADD) Roadway standards Manual, FDOT, Topic # 625-010-007.
14. Computer Aided Design and Drafting (CADD) Structures Standard Manual, FDOT.
15. Roadway and Traffic Design Standards, FDOT, Topic # 625-010-003.
16. Guide for Selecting, Locating, and Designing Traffic Barriers, AASHTO.
17. Roadside Design Guide, AASHTO.
18. Florida Highway Landscape Guide, FDOT.
19. Facilities Access for Persons with Disabilities, FDOT Procedure Topic # 625-010-015.
20. Major Urban Corridor Studies Policy, FDOT, Topic # 000-725-010.
21. Environmental Policy, FDOT, Topic #000-625-001.
22. Maximum Number of Lanes on the State Highway System to be Provided by Department Funds Policy, FDOT, Topic # 000-525-040.
23. Median Opening Decision Process, FDOT, Topic # 625-010-020.

SECTION 6.0

TRAFFIC

The traffic data and analysis in this section was taken from the Traffic Technical Memorandum (by FDOT District 7 EMO) for this project.

6.1 EXISTING CONDITIONS

U.S. 301 is currently a two lane rural roadway, with swales to handle stormwater runoff. It transitions to a four lane divided roadway at North Ave/Geiger Rd. Four foot paved shoulders were added on a recent resurfacing project within the project corridor. The land use is primarily commercial with many small businesses along the project. There are also a number of mobile home parks with access to U.S. 301.

Sixth Street is currently a two lane road which diverts some southbound traffic away from U.S. 301 through downtown Zephyrhills. It has one-way southbound traffic from its connection with U.S. 301 near 16th Avenue to C Avenue, where it becomes a two-way road from C Avenue south to Vinson Avenue, where it ends. If 6th Street is to be used as part of a one-way pair system, additional ROW will be required from Vinson Avenue south to connect to U.S. 301.

Seventh Street was changed to a one-way northbound roadway by the City of Zephyrhills in 1995 to divert traffic off U.S. 301 in the downtown area. It connects with U.S. 301 at A Avenue north of the GTE building with a two lane curb and gutter section, and reconnects with U.S. 301 near Ft. King Highway. If 7th Street were to be used as part of a one-way pair, additional ROW would be required from A Avenue south. Extending 7th Street south would result in many residential relocations at a mobile home park and single family homes.

There are five traffic signals within the project limits: at South Avenue, S.R. 54 (5th Avenue), 12th Avenue, North Avenue, and Ft. King Highway. (C.R. 54 was not included in the analysis since the proposed improvements end south of C.R. 54 where US 301 becomes a four lane divided roadway.) Turning movement counts were taken at each of these signalized intersections

to perform a detailed analysis. There are no railroad crossings or pedestrian facilities within the project limits. The existing posted speed limit for U.S. 301 is 35 mph. Sixth and Seventh Streets are local streets with a maximum speed of 30 mph.

As mentioned previously, this project (the section from S.R. 39 to A Avenue) is designated for improvement in the Pasco County MPO's LRTP. Additional lanes are anticipated to accommodate future traffic conditions along this roadway project. The majority of the existing land use along the road is expected to remain the same, mostly commercial with some industrial and residential.

Access Management

This section of U.S. 301 is categorized as an access Class 7 facility. This Class is assigned only to roadway segments where there is little intended purpose of providing for high speed travel. A high emphasis is placed on providing access to adjacent properties. The minimum recommended signal spacing for this classification is ¼ mile.

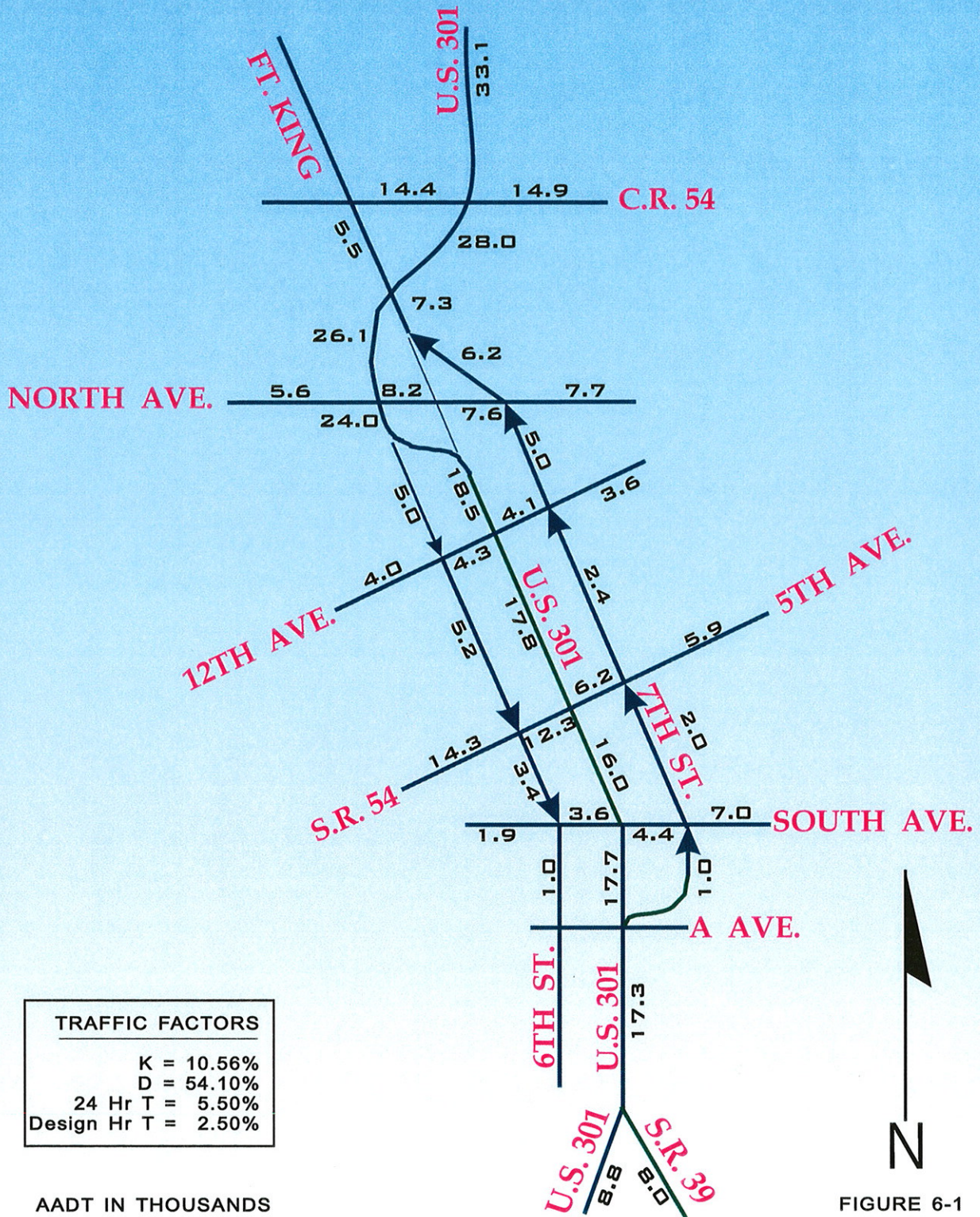
6.2 TRAFFIC ANALYSIS ASSUMPTIONS

The FDOT Planning Department has developed a Regional Planning Transportation Analysis Model for District Seven to arrive at the projected 2020 traffic.

The following steps were used to develop the 2005 and the 2025 traffic:

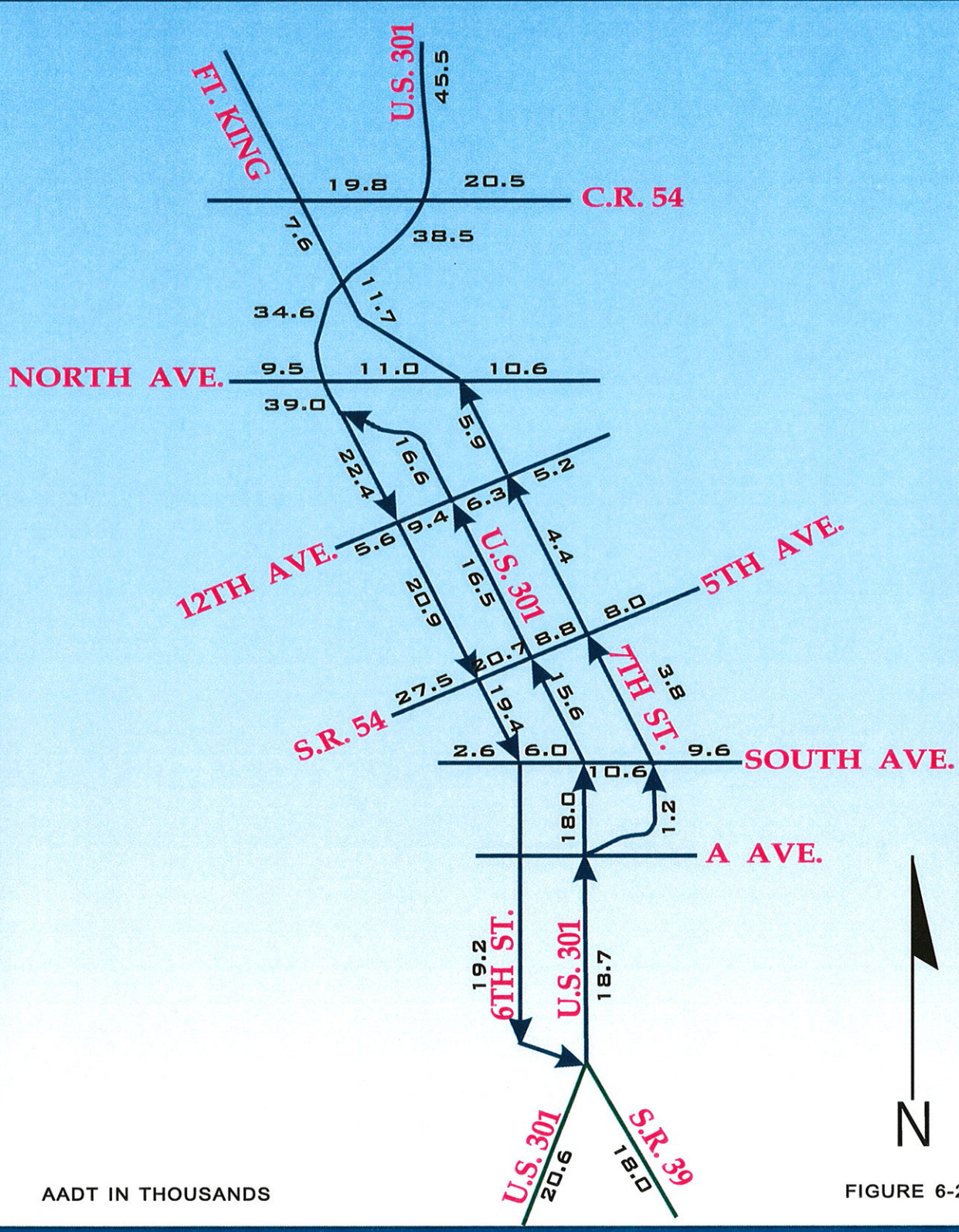
- 1) The 2020 Model outputs of the Tampa Bay Regional Planning Model (TBRPM) were reviewed.
- 2) The model volumes were smoothed, and factored to Annual Average Daily Traffic (AADT).
- 3) The 2005 traffic was interpolated between 1997 and 2020 traffic.
- 4) The 2025 traffic was extrapolated from 2005 and 2020 traffic.

The 2000 AADT traffic volumes are shown on Figure 6-1. The Design Year 2025 AADT volumes are shown on Figures 6-2 and 6-3 for the Recommended Alternative and the No-Build Alternative, respectively.



EXISTING TRAFFIC DATA (AADT)





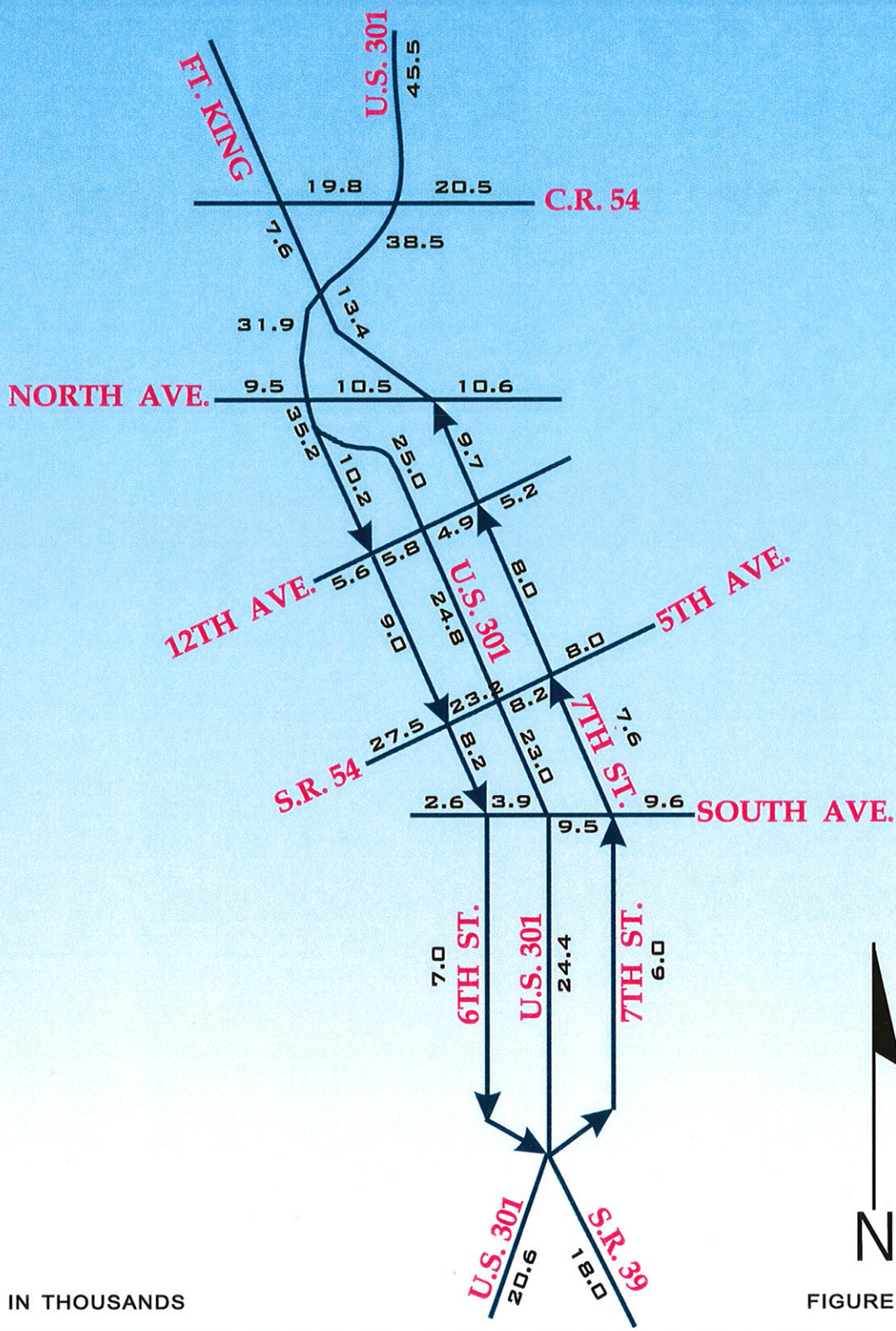
AADT IN THOUSANDS

FIGURE 6-2



DESIGN YEAR
RECOMMENDED ALTERNATIVE
TRAFFIC DATA (AADT)





AADT IN THOUSANDS

FIGURE 6-3



DESIGN YEAR
NO BUILD
TRAFFIC DATA (AADT)



The actual turning movement counts at each intersection were adjusted with the TURNS 4 program to obtain design hour movement volumes for the design year 2025. The TURNS 4 program uses AADT volumes, K and D factors along with the actual counts to arrive at balanced turning movement volumes.

The design hour traffic (2025) conditions were determined for the existing roadway and for each of the proposed alternatives. The design hour factors used for the highway capacity analysis were provided by the FDOT Planning Department. A K_{30} factor of 10.56 percent and a D (Directional) of 54.10 percent was used in the analysis.

The Highway Capacity Software (HCS-3) was used to determine existing operating conditions within the project limits. Since the majority of the U.S. 301 is currently a two lane undivided roadway, the HCS two lane highway options was used to evaluate the existing roadway.

The Highway Capacity Manual (HCM) definition for level terrain is any combination of horizontal and vertical alignments that permits heavy vehicles to maintain approximately the same speed as passenger cars. Given the existing characteristics of this roadway facility, the level terrain option was selected as the most appropriate.

The entire project length of U.S. 301 is contained within a FHWA Transitioning Urbanized Area Boundary. The minimum Level of Service for an "Transitioning Urbanized Area" is LOS C, according to the 1998 Level of Service Handbook, published by the FDOT Systems Planning Office.

6.3 EXISTING TRAFFIC VOLUMES

The 2000 AADT's, K, D, and T factors from FDOT's Planning Department are shown on Figure 6-1.

6.4 TRAFFIC VOLUME PROJECTIONS

The projected 2005 Opening Year and 2025 Design Year AADT Volumes for the No-Build and Recommended Alternative are shown on Figures 6-2 and 6-3. For a description of the Recommended Alternative, see Section 8.5 and Figure 8-3.

6.5 LEVEL OF SERVICE

6.5.1 Arterial Analysis

The Arterial Level of Service for the Recommended and No-Build Alternatives is shown in the Table below.

TABLE 6-1

Arterial Level of Service Summary				
	Construction Year 2005		Design Year 2025	
Alternative	U.S. 301	6 th	U.S. 301	6 th
No-Build	E	---	F	---
Rec. Alternative	C	C	C	C

The Recommended Alternative creates a one-way pair using 6th Street southbound and U.S. 301 northbound. LOS C is met in the Design year, using three lanes in each direction.

6.5.2 Intersection Analysis

Existing Conditions

The signalized intersections were analyzed to determine the current Level of Service using the Highway Capacity software program. Turning movement counts taken in 1999 and 2000 were used for the intersection analysis. The existing lane configurations are shown in Figure 4.1. A summary of the results of the HCS analysis is shown in Table 6-2.

Proposed Design

The TURNS 4 program was used to project the turning movement counts to the 2025 Design Year. The AADT volumes from the FDOT Planning Department were input into the TURNS 4 program for the projection.

The No-Build Alternative had a LOS F in the design year 2025, which is unacceptable. The intersections of 6th Street with South Avenue, S.R. 54 and 12th Avenue are not signalized at present, but are anticipated to require signalization due to the projected additional traffic on 6th Street. The LOS for each intersection with the Recommended Alternative in the design year is shown in Table 6-2.

Table 6-2

Intersection LOS Summary			
U.S. 301 & Sidestreet	1999 Existing	2025 No-Build	2025 Build
South Avenue	B	F	B
S.R. 54	B	F	B
12 th Avenue	B	F	B
North/Geiger Rd.	B	F	B
6th Street & Sidestreet	1999 Existing	2025 No-Build	2025 Build
South Avenue	N/A	F	B
S.R. 54	N/A	F	C
12 th Avenue	N/A	F	B

6.6 REFERENCES

1. Traffic Technical Memorandum; District Seven PD&E Department, revised May 2000.
2. Florida's Level of Service Handbook; FDOT Planning Department; Tallahassee, FL; 1995
3. 2020 Long Range Transportation Plan; Pasco County Metropolitan Planning Organization (MPO); Tampa, FL; Adopted on January, 1999.
4. Highway Capacity Manual; Transportation Research Board, Washington, D.C., 1994.

SECTION 7.0

CORRIDOR ANALYSIS

7.1 EVALUATION OF ALTERNATIVE CORRIDORS

The section of U.S. 301 being studied is the principal north/south route through Zephyrhills. There are a number of different types of travel demands on U.S. 301 in this area, including:

- Through traffic from Tampa and Plant City south of Zephyrhills to Dade City and destinations further north.
- Access to businesses along U.S. 301 serving the needs of local residents in the Zephyrhills area.
- Access to residences, including mobile home parks in the area.

There is a large population of seasonal residents in the Zephyrhills area who live there only in the winter months. During the winter the area's population and traffic volumes are 2 or 3 times higher than the rest of the year.

A number of alternative corridors have been considered during this Study. The principal alternatives to widening U.S. 301 considered using 6th and or 7th Streets as one-way pairs, creating 2 or 3 through lanes in each direction.

Sixth Street is currently a two lane road, which diverts some southbound traffic away from U.S. 301 through downtown Zephyrhills. It has one-way southbound traffic from its connection with U.S. 301 near 16th Avenue to C Avenue, where it becomes a two-way road from C Avenue south to Vinson Avenue, where it ends. If 6th Street is to be used as part of a one-way pair system, additional ROW will be required from Vinson Avenue south to connect to U.S. 301.

Seventh Street was changed to a one-way northbound roadway by the City of Zephyrhills in 1995 to divert traffic off U.S. 301 in the downtown area. It connects with U.S. 301 at A Avenue

north of the GTE building with a two lane curb and gutter section, and reconnects with U.S. 301 near Ft. King Highway. If 7th Street were to be used as part of a one-way pair, additional ROW would be required from A Avenue south.

Both 6th and 7th Streets were considered as viable alternative corridors to widening U.S. 301. The use of these streets in Alternatives 1, 2, and 3 is discussed in further detail in Section 8 of this report.

Other alternative corridors included:

Chancey Road

Chancey Road (Zephyrhills Bypass) is available as an alternate route for through traffic around the City of Zephyrhills. It is used by trucks to avoid congestion in the City of Zephyrhills. However, it is not signed at the intersection of U.S. 301 as a bypass route. The Traffic Operations Department of FDOT is planning on adding signs to direct travelers to inform them of the availability of this alternate thru route. This should help reduce some of the through traffic northbound in downtown Zephyrhills. However, it is not a viable alternative to improving U.S. 301 since much of the traffic in peak months is local traffic.

Eiland Boulevard (C.R. 54)

Another alternate route that allows traffic to bypass the downtown area of Zephyrhills on U.S. 301 is Eiland Boulevard (C.R. 54). This is not a true alternative to north-south traffic on U.S. 301, rather it is a way for traffic traveling on S.R. 54 east to U.S. 301 north to avoid the downtown area of U.S. 301. Eiland Boulevard splits off from S.R. 54 about 4 miles west of U.S. 301, and connects with U.S. 301 about 2 miles north of S.R. 54. This Study recommends that Eiland Boulevard be properly signed as a northbound bypass route for traffic headed east on S.R. 54 towards U.S. 301. This signing should also help reduce the traffic congestion on U.S. 301 in downtown Zephyrhills.

7.2 SELECTION OF VIABLE ALTERNATIVES

Both 6th and 7th Streets were considered to be viable alternative corridors for the following reasons. They are both adjacent to the existing U.S. 301, making them ideal as one-way pairs. They have already been partly improved, with sections in the City of Zephyrhills already functioning as one-way streets. Currently, however, less than 30 percent of the traffic uses these alternative streets. One reason for that is 6th and 7th Streets do not extend all the way south to S.R. 39. If 6th and/or 7th Streets are extended throughout the project limits as one-way streets and improved to state standards, it is anticipated that most of the traffic currently on U.S. 301 will shift to these alternative routes.

The inclusion of 6th and 7th Streets in Alternatives 1, 2, and 3 is discussed in the next section of this report.

SECTION 8.0

ALTERNATIVE ALIGNMENT ANALYSIS

To develop an improved roadway facility for U.S. 301 that is in the best overall public interest, engineering, environmental, and economic factors as well as social/cultural conditions must be taken into consideration. The improved facility should be designed to safely and efficiently accommodate the projected design-year vehicular traffic as well as bicycle and pedestrian traffic. The design and alignment of the improved facility must consider sensitive environmental conditions and areas. Sites potentially contaminated with hazardous and/or petroleum materials should be avoided. The alignment should be placed so as to optimize the possibilities for construction staging and maintenance of traffic. Access control techniques to promote safe and efficient operations should be used. These criteria have a direct bearing on the selection of the preferred preliminary design concepts.

Included in the following sections are the roadway improvement alternative concepts developed for U.S. 301 from S.R. to C.R. 54, preceded by the "No-Build" Alternative.

8.1 NO BUILD ALTERNATIVE

The No-Build Alternative consists of canceling the project or postponing improvement of U.S. 301 beyond the Design Year 2025. Certain advantages and disadvantages would be associated with the implementation of the No-Build Alternative.

The advantages of the No-Build Alternative include:

- No new construction costs.
- No temporary disruption to traffic due to construction activities.
- No ROW acquisitions.
- No business and residential relocations.
- Minimal environmental effects.

The disadvantages of the No-Build Alternative include:

- Unacceptable levels of service on the existing roadway network (see Section 6).
- Increased traffic congestion causing increased road user costs due to travel delay.
- Deterioration of air quality caused by traffic congestion.
- Further deterioration of the existing safety deficiencies due to the traffic increases; increase of economic losses due to increase in vehicle collisions.
- Increased roadway maintenance costs.
- No improved stormwater management via stormwater attenuation and treatment.

Postponement of the project may jeopardize its future economic feasibility due to escalation of construction and ROW costs. During the time that the project's development is delayed, land development could occur that would escalate land values and increase potential business damages.

The No-Build Alternative will remain under consideration throughout the alternatives evaluation process and Public Hearing stage.

8.2 TRANSPORTATION SYSTEM MANAGEMENT

The objective of Transportation System Management (TSM) is to create additional capacity without constructing additional through lanes. This is accomplished by measures such as adding turn lanes at intersections, changing signal timing and phases and removing on-street parking. The possibility of using TSM as an alternative to adding through lanes was considered and rejected for the following reason.

The traffic analysis (see Section 6) showed that at least six through lanes were required to meet the projected demand of the year 2025. Since six lanes are needed to meet the required arterial LOS, intersection improvements alone will not suffice.

8.3 STUDY ALTERNATIVES

The PD&E Study for U.S. 301 began in February of 1999. Initially, detailed information was collected, documented, and evaluated on the environmental, socioeconomic, land use, archaeological, and historical features for the area. This information was then used to develop the conceptual design and alternatives analysis for the project. Seven "Build" Alternatives were developed and are discussed in the first draft of this report. Of the seven, three of the "Build" Alternatives were determined to be viable and were shown at the Alternatives Public Workshop held on April 13th, 2000. The three viable alternatives are described below:

Alternative 1 uses both 6th and 7th Streets as a one-way pair, leaving the existing U.S. 301 as a two lane, two-way road for local traffic. See Figure 8-2.

Alternative 2 creates a one-way pair using 6th Street southbound and U.S. 301 northbound. (Alternative 2 was selected as the Recommended Alternative.) See Figure 8-3.

Alternative 3 creates a one-way pair using U.S. 301 southbound and 7th Street northbound. See Figure 8-4.

The reasoning for the selection of the Recommended Alternative is discussed in Section 8.5. The "No-Build" Alternative remains viable throughout the alternatives evaluation process and Public Hearing stage.

8.4 EVALUATION MATRIX

The evaluation matrix comparing the three viable Alternatives and the No-Build Alternative is shown in Figure 8-1.

8.5 RECOMMENDED ALTERNATIVE

After a thorough analysis of the viable Alternatives 1,2, and 3, including environmental and social impacts, costs of construction and ROW, Alternative 2 has been selected as the Recommended Alternative.

The Recommended Alternative is a one-way pair system using 6th Street southbound and U.S.

U.S. 301 ZEPHYRHILLS PD&E STUDY ALTERNATIVES EVALUATION MATRIX

POTENTIAL EFFECTS		ALTERNATIVES			
Evaluation Factors	Criteria Ranking	No - Build	ALT. 1	ALT. 2	ALT. 3
COSTS					
Right of Way	Cost (in millions)	0	\$ 15.7	\$ 8.2	\$ 10.5
Design	Cost (in millions)	0	\$ 1.3	\$ 1.4	\$ 1.4
Construction	Cost (in millions)	0	\$ 8.7	\$ 9.5	\$ 9.5
C.E.I.	Cost (in millions)	0	\$ 1.3	\$ 1.4	\$ 1.4
TOTAL	Cost (in millions)	0	\$ 27.0	\$ 20.5	\$ 22.8
SOCIAL					
Residential Relocations	Number	0	52	30	27
Business Relocations	Number	0	7	4	3
Parks & Public Properties	Number Involved	0	0	0	0
TOTAL	Number	0	59	34	30
ENVIRONMENTAL					
Wetlands	Hectares (Acres) Affected	0	0	0	0
Floodplains	Number Involved	0	1	1	1
Noise	Number of Sites	19	159	101	67
Contamination	Number of Sites	0	30	30	30
CULTURAL RESOURCES					
Historic Sites	Number	0	1	0	1
Historic Districts	Number	0	1	0	1
Archaeological Sites	Number	0	0	0	0

FIGURE 8-1



U.S. 301 PD&E STUDY
(S.R.39 TO C.R.54)
PASCO COUNTY
W.P.I. SEG. No. 256422 1
F.A.P. No. 1455-001-U

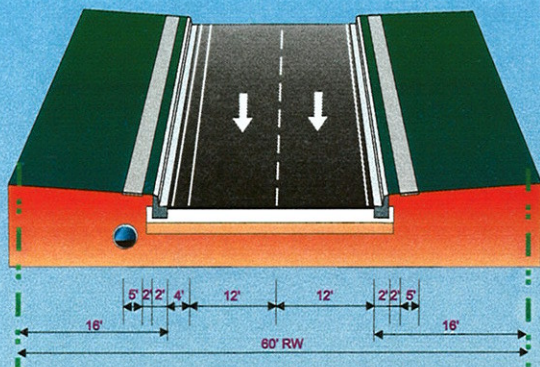


U.S. 301 ZEPHYRHILLS PD&E STUDY FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

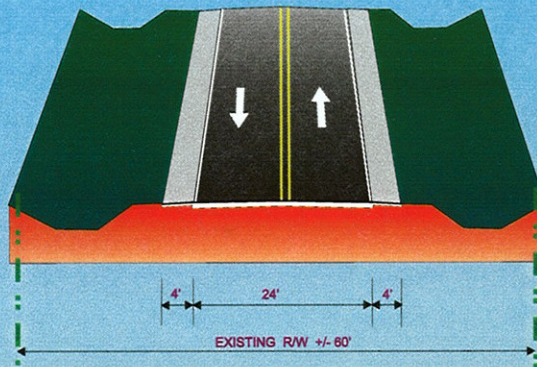
FEDERAL AID NO. 1455-001-U

PROPOSED TWO LANE
ONE WAY
TYPICAL SECTION



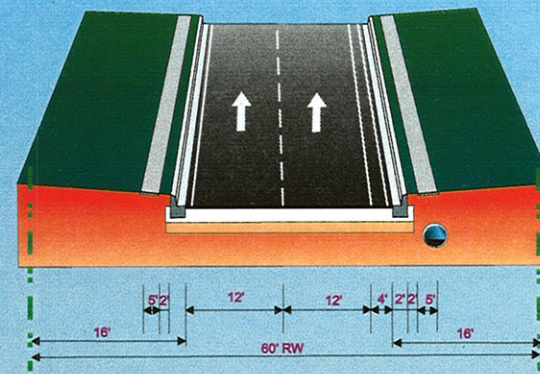
6TH STREET

EXISTING
TYPICAL SECTION



U.S. 301

PROPOSED TWO LANE
ONE WAY
TYPICAL SECTION



7TH STREET

FIGURE 8-2



ALTERNATIVE 1



U.S. 301 ZEPHYRHILLS PD&E STUDY FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

FEDERAL AID NO. 1455-001-U

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION

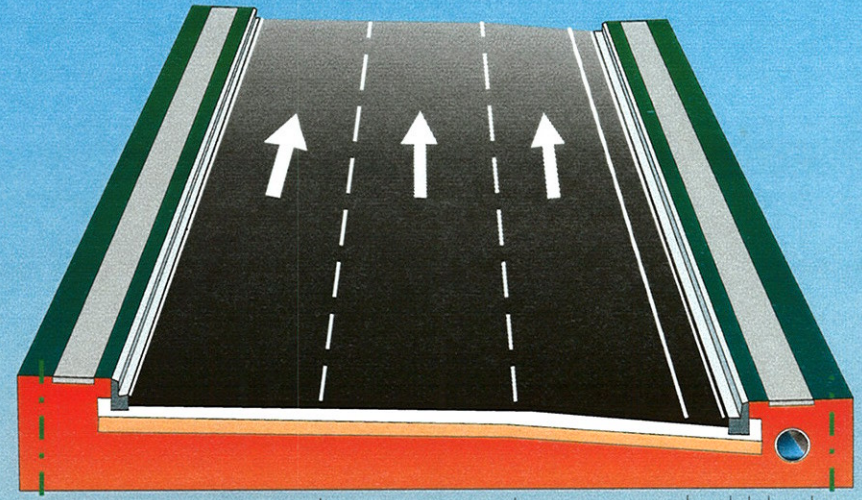
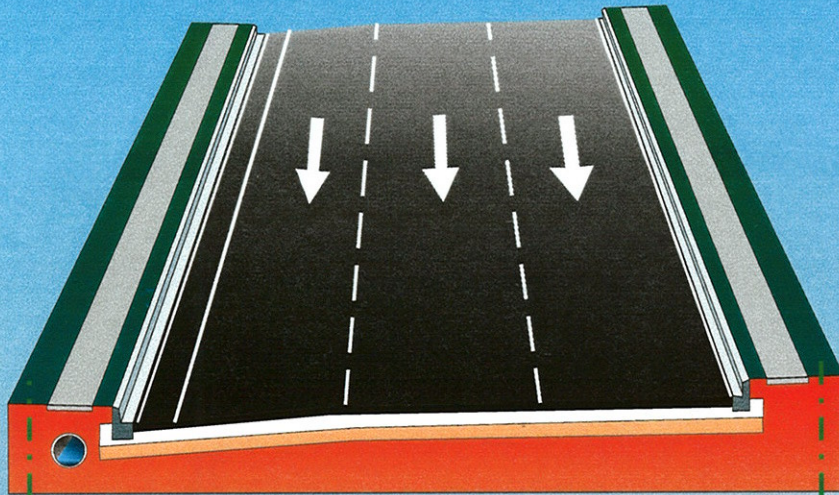


FIGURE 8-3

6TH STREET

U.S. 301



RECOMMENDED
ALTERNATIVE



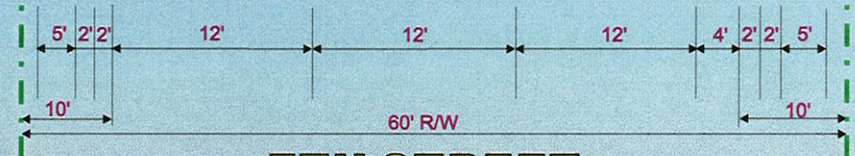
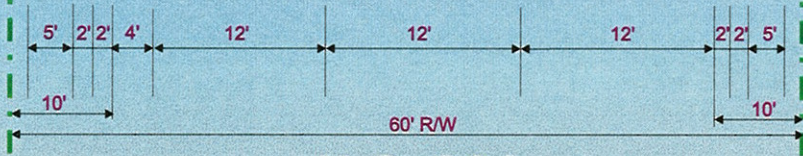
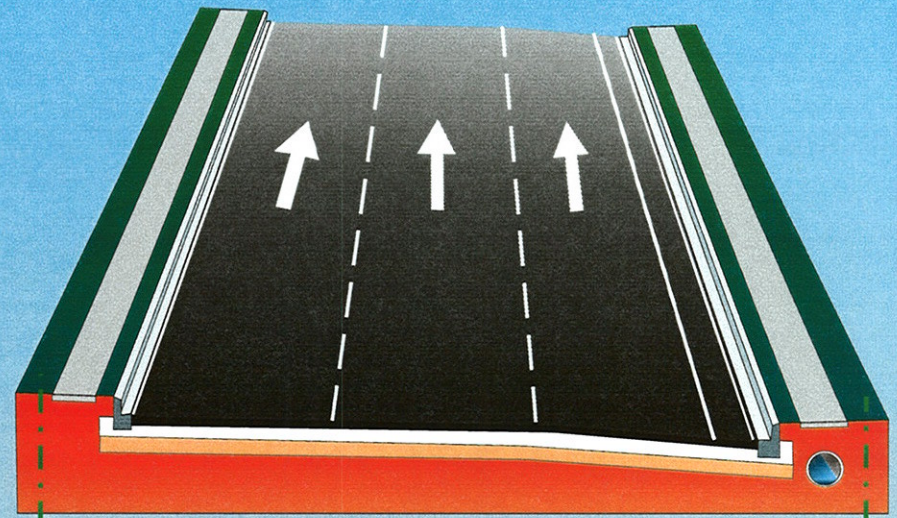
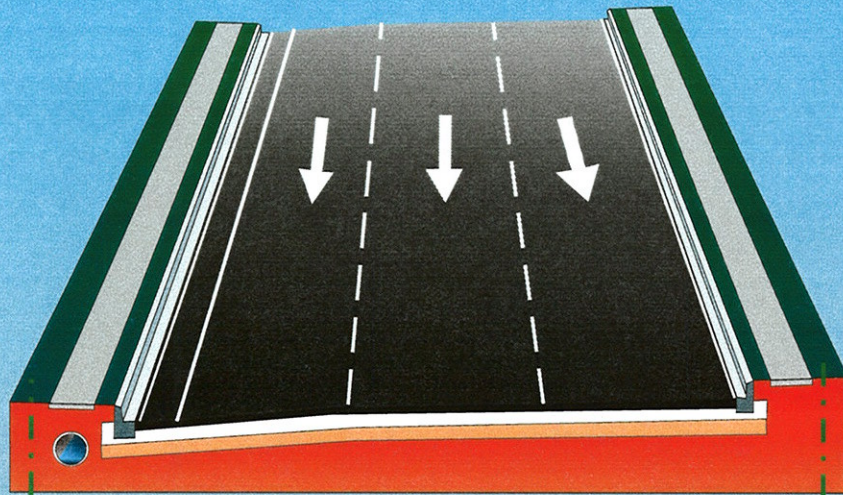
U.S. 301 ZEPHYRHILLS PD&E STUDY FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

FEDERAL AID NO. 1455-001-U

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION

PROPOSED THREE LANE ONE WAY
TYPICAL SECTION



U.S. 301

7TH STREET

FIGURE 8-4

ALTERNATIVE 3



301 northbound. In this alternative, 6th Street and U.S. 301 will be three lane urban streets. The urban section for both of these streets has three 11 foot travel lanes, a four-foot bicycle lane and five-foot sidewalks on each side. The lane widths were narrowed to 11 feet to allow for a wider border width, making it easier to connect to existing grade at the back of sidewalk. The FDOT Design Department recommended this change, noting the design speed of 40 mph and the low truck traffic (24 hr T = 5.5%). An underground pipe system would be used to convey storm water to retention ponds. See Figure 8-3.

Alternative 2, using 6th Street and US 301 was chosen as the Recommended Alternative because it had the least overall community impacts, considering residents and businesses, historical sites, community facilities. Alternative 2 also had the lowest total cost, including R/W and construction costs, of any of the viable alternatives.

The other two viable alternatives, 1 and 3 were not selected for the following reasons:

Alternatives 1 and 3 used 7th Street as the northbound roadway. The potential NHRP Historic District defined by Quatrefoil Consulting for the City of Zephyrhills (see section 9.14.3) has a western boundary primarily along the alley between 7th and 8th Streets. The proximity of this potential Historic District was one consideration against the selection of Alternatives 1 and 3.

The entrance to the Zephyrhills Post Office is on 7th Street between North Ave. and US301. Converting it from two-way to one-way northbound traffic would require Post Office customers to detour one-half mile, since there are no side streets on 7th Street between North Avenue and US 301.

Using the 7th Street alignment would result in splitting the Fairview Mobile Estates (a large Mobile Home Park). The 7th Street alignment would require a minimum of eleven residential relocations in this Mobile Home Park and cut through an internal private road, which loops inside it. This would leave four mobile homes isolated from the rest of the community, separated by the new 7th Street. Or, alternatively the properties could be acquired, resulting in four

additional relocations.

Alternative 1, in addition to the above disadvantages, requires almost twice as many relocations and double the row cost as Alternative 2, since it involves new alignments on both 6th and 7th Streets.

SECTION 9.0

PRELIMINARY DESIGN ANALYSIS

9.1 DESIGN TRAFFIC VOLUMES

The Design Traffic Volumes are detailed in Section 6, Traffic.

9.2 TYPICAL SECTION

The typical section for the Recommended Alternative (#2) is on Figure 8-3.

9.3 INTERSECTION CONCEPTS AND SIGNAL ANALYSIS

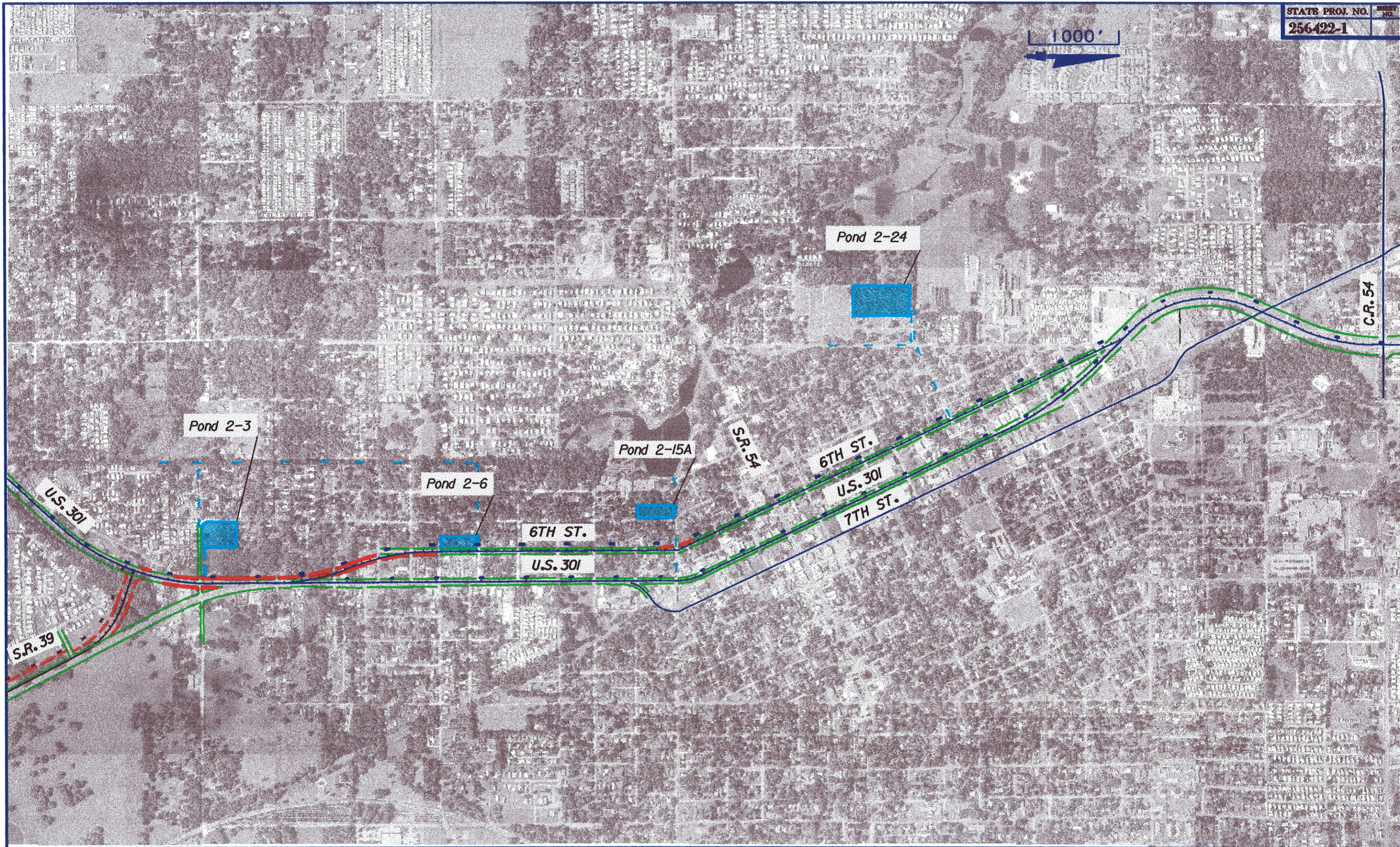
Each of the signalized intersections was analyzed using HCS software to determine what improvements are needed to maintain at least LOS C in the design year, 2025. The intersection analysis and the proposed improvements were previously summarized in Section 6.6.

The existing lane configurations are shown in Figure 4-4. The proposed improvements to three lanes in each direction will result in at least a LOS C at all signalized intersections in the design year. Redesign of the signalized intersection's signal placement and timing will be part of the final design phase of this project. The proposed improvements are shown on the plan sheets in Appendix B.

9.4 ALIGNMENTS AND RIGHT OF WAY NEEDS

The Recommended Alternative, which calls for 6th Street to become a three lane one-way southbound road and U.S. 301 to become three lanes northbound, requires 60 feet of ROW on 6th Street and U.S. 301. Although the proposed one-way typical sections fit inside the existing ROW for U.S. 301 and 6th Street, ROW was needed to connect 6th Street with U.S. 301 at the south end of the project. In order to allow for a continuous flow of traffic on 6th Street to U.S. 301 at the south end of the project, smooth transitions with reverse curves are planned, beginning just north of the existing S.R. 39 intersection. The curves were designed to minimize the

1000'



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RECOMMENDED POND SITES

FLORIDA DEPARTMENT OF TRANSPORTATION

US 301 PD&E STUDY FROM SR 39 TO CR 54
FIGURE 9-1

environmental affects and ROW costs. ROW is also required for pond sites. See plan sheets in Appendix B for proposed ROW requirements to extend 6th Street to U.S. 301. The preferred pond sites are shown on Figure 9-1.

9.4.1 Vertical Alignment

The proposed profile grade is expected to be about the same elevation as the existing grade, for both U.S. 301 and 6th Street. Since there is only approximately 2 ½ feet between the proposed back of sidewalk and the existing ROW line, retaining walls may be required in some locations along with some driveway reconstruction.

9.5 RELOCATIONS

The relocations for the Recommended Alternative are presented in section 8.4, in the Evaluation matrix. There are 25 residential and 4 business relocations with the Recommended Alternative to extend 6th Street south to U.S. 301. An additional 5 residential relocations would be required for the preferred pond sites, for a total of 30 residential relocations for the project.

A Conceptual Stage Relocation Plan (CSRP) has been prepared for this project in compliance with FHWA's 49 CFR, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, and the State of Florida Department of Transportation Right of Way Procedures, Chapter 9, Section 1, Rule Chapter 14-66, Florida Administrative Code.

The objective of the CSRP is to identify the residential and business entities displaced and assess the community impact, if any, caused by the proposed project. It should be noted displacements occur not only from acquiring structures, but may be from significant loss of parking, close proximity to the ROW, as well as ingress/egress problems.

9.6 RIGHT OF WAY COSTS

The Alternatives Evaluation Matrix in section 8.4 summarized the estimated ROW costs for the project. These estimates include costs of ROW acquisition needed to connect 6th Street and/or

7th Street to U.S. 301 just north of S.R. 39. Pond sites and floodplain mitigation sites are also included in these totals.

The estimated ROW cost to extend 6th Street south to U.S. 301 is \$5.2 million. Pond sites for the Recommended Alternative are estimated at \$3.0 million, raising the total R/W cost to \$8.2 million.

9.7 CONSTRUCTION COSTS

The Alternatives Evaluation Matrix in section 8.4 summarized the estimated construction costs for each alternative. The costs were calculated with the use of the Departments' Long Range Estimate (LRE) method.

The construction cost for the Recommended Alternative is \$9.5 million.

9.8 PRELIMINARY ENGINEERING AND CONSTRUCTION ENGINEERING COSTS

The costs of engineering (final design) and Construction, Engineering and Inspection (CEI) were each estimated as 15 percent of the construction costs for each alternative.

9.9 RECYCLING OF SALVAGEABLE MATERIALS

During construction of the project, recycling of re-useable materials will occur to the greatest extent possible. Where possible, milling of the existing pavement to use in the new pavement will be considered to reduce the volume of the materials that need to be hauled and disposed of away from the project and to reduce the cost of purchasing materials suitable for pavement construction.

9.10 USER BENEFITS

Numerous benefits will be realized by the public after the preferred build alternative is constructed. Savings in travel time and vehicle operating costs and traffic accident reduction are the main benefits. The proposed improvements are expected to reduce traffic accident types

such as head-on, rear-end, and angle-type collisions due to separating opposing traffic with a one-way pair system.

Other benefits expected to be realized by the public include better access to the Zephyrhills Municipal Airport and other community facilities and greater comfort for motorists, as traffic operations will become more efficient.

9.11 PEDESTRIAN AND BICYCLE FACILITIES

To accommodate pedestrians, the Recommended Alternative includes 5 foot sidewalk on each side of the roadway between the curb and the ROW line. Pedestrian signals and crosswalks are to be constructed at the signalized intersections as part of this project. All proposed pedestrian facilities will meet the standards of the Americans with Disabilities Act (ADA).

A four foot wide bicycle lane will be included on the right side of each of the one-way roads.

9.12 SAFETY

The proposed improvements are anticipated to upgrade U.S. 301 to a safe and efficient transportation facility. The increased roadway capacity is expected to result in less congestion therefore reducing the probability for accidents. Separation of northbound and southbound traffic to a one-way pair system is expected to reduce head-on vehicle collisions. The four-foot bicycle lanes will allow bicyclists to share the roadway with motor vehicles while observing the rules of the road. The placement of sidewalks, crosswalks at signalized intersections and other safety provisions will provide safe pedestrian circulation.

The design and alignment of the roadway will meet applicable safety standards. Adherence to the design speed as it applies to establishing and setting minimum values on critical roadway design features will be closely followed. Roadway design elements including curvature, sight distance, width and clearance will meet or exceed FDOT's minimum roadway design standards.

9.13 ECONOMIC AND COMMUNITY DEVELOPMENT

As previously presented in section 3, transportation plans developed by the Pasco County MPO call for creating a one-way pair system for U.S. 301 in Zephyrhills to improve the traffic capacity. This transportation plan was developed after thorough evaluation of the future population and development growth in the region of the project. The proposed U.S. 301 improvements, developed through the process previously described in Section 8, respond to and fully accommodate the projected need for upgrading U.S. 301 to maintain the desired LOS.

The improved traffic flow through the City of Zephyrhills will allow easier access to businesses and residential communities along U.S. 301.

9.14 ENVIRONMENTAL IMPACTS

9.14.1 Land Use

The future land uses in the vicinity of the project were previously shown in Figure 4-6. Since, as discussed in Section 4.3, the proposed improvements of U.S. 301 are consistent with the long range planning for this region of Pasco County, they supplement the future land use plans.

9.14.2 Community Cohesion

The proposed improvements of U.S. 301 should have minimal adverse effect on community cohesion. The proposed improvements will not divide or separate neighborhoods or other community areas from one another. The project will not isolate an ethnic group or neighborhoods, separate residences from community facilities or substantially change travel patterns. The project is not anticipated to adversely affect elderly persons, handicapped individuals, transit-dependent individuals, low income or minority populations.

9.14.3 Archaeological and Historical Resources

A Cultural Resource Assessment Survey (CRAS) report (Revised September 2000) was completed for this project consisting of four Volumes.

Volume 1 contains the roadway CRAS report text, whereas the appendices are contained in Volumes 2, 3 and 4. Volume 2 contains Appendix A consisting of newly recorded and updated FSF forms for the roadway CRAS. Volume 3 contains Appendix B consisting of photocopies of the previously recorded FSF forms and Appendix C consisting of the roadway CRAS Survey Log Sheet. Volume 4 contains Appendix D consisting of a separate CRAS technical memorandum prepared for 25 proposed pond site alternatives for the Recommended build Alternative (6th Street and U.S. 301 pair).

The roadway CRAS identified and evaluated one previously unrecorded prehistoric archaeological site, 64 previously recorded historic structures, and 37 previously unrecorded historic structures. One of the previously recorded historic structures is no longer extant. Neither the archaeological site, nor the newly recorded historic structures were considered to be eligible for listing in the National Register of Historic Places (NRHP).

Seven previously recorded historic structures (8PA912, -913, -1044, -1045, -1068, -1090, and -1091), however, were originally considered to be contributing to a potential NRHP historic district as defined previously by Quatrefoil Consulting as a result of their City of Zephyrhills Historic Preservation Survey conducted in 1999. Quatrefoil Consulting was hired by the City of Zephyrhills to prepare a NRHP nomination application for this proposed historic district; therefore, a request for a Determination of Eligibility (DOE) form was not prepared as part of this CRAS. Recent discussion with Quatrefoil Consulting revealed that the proposed NRHP boundaries have been revised. The revised western boundary primarily runs north-south along the alley between 7th and 8th Streets and extends westward toward 7th Street to include only three of the above listed previously recorded historic structures (8PA1045, -1068, and -1090).

One historic structure, the former City Hall at 38416 5th Avenue (8PA1045), was considered by Quatrefoil Consulting to be potentially eligible for individual listing in the NRHP, pending further research. Research performed as part of this CRAS has indicated that alterations have diminished the original architectural integrity to the extent that it would not be individually eligible for the NRHP but would, however, contribute to the proposed historic district. An

updated FSF form was prepared to include the additional information gathered and to reflect the change in NRHP eligibility.

The survey for the proposed pond site alternatives identified and evaluated one previously recorded archaeological site (8PA1206), 24 previously recorded historic structures and 4 newly recorded historic structures (8PA1283-1286), located within 12 of the 25 proposed pond site alternatives. The one previously recorded archaeological site was found to extend into two proposed pond sites, therefore an updated FSF form was prepared. None of the archaeological or historic sites is considered eligible for listing in the NRHP. In a letter dated March 27, 2001 the SHPO has concurred that none of the historic structures appear to meet the criteria for listing in the National Register.

9.14.4 Section 4(f) Properties

There is one park, in the project limits adjacent to U.S. 301, Shepard Park. The park is owned and maintained by the city of Zephyrhills. The park is one city block in size, between 6th Street and US 301 to the west and east, and between A Avenue and B Avenue north and south. The park contains a basketball court, swing set and restroom facilities. The planned improvements will not require ROW from the park.

9.14.5 Wetlands

No wetlands will be impacted by the current proposed improvements with the Recommended Alternative. There are no naturally occurring wetlands within the project area.

9.14.6 Water Quality Impacts

A Water Quality Impact Evaluation (WQIE) has been completed for this project to identify surface water and ground water impacts resulting from storm water runoff. The additional pavement constructed will create more runoff, which will be conveyed in ditches to stormwater ponds for treatment.

The proposed Storm Water facility design will include, at minimum, the water quantity requirements for water quality impacts as required by the SWFWMD in Rule(s) Chapters 40D-4, 40D-40, 40D-400, F.A.C. Therefore, no further mitigation for water quality impacts will be needed.

9.14.7 Threatened and Endangered Species

The Biological Assessment section of the combined Wetland Evaluation and Biological Assessment Report was summarized previously in section 4.3.3. Based on literature review and field surveys the Department has determined that no federally listed threatened or endangered species will be affected by the project, including the preferred pond site locations.

9.14.8 Potential Hazardous Materials Sites

The findings of Hazardous Materials investigations for this project were summarized in section 4.3.4. A total of 30 sites along the U.S. 301 corridor with a potential for having an impact on the project were identified and evaluated. Five of these sites were rated as Low risk, with no further environmental assessment recommended. The remaining 25 sites were rated as Medium or High risk, with a Level II soil and groundwater investigation recommended for these sites.

The 25 Alternate pond sites were also investigated for hazardous material contamination. A Level I assessment was completed, and the results of this report were used in the selection of the preferred pond site locations. The preferred pond sites 2-3,6 and 15A had a Low or No risk rating, with no further environmental assessment recommended. The preferred pond site 2-24 has a medium risk rating due to its close proximity to a cemetery, so further investigation is recommended when the design phase of the project begins. See Figure 9-1 for recommended pond site locations.

9.14.9 Noise Effects

A Noise Study Report was completed for this project in January 2001. It evaluated noise level changes and presents possible noise abatement considerations for the proposed improvements. The results of this Report are summarized below.

For the design year (2025) Build Alternative, 101 noise sensitive sites are predicted to experience outdoor traffic noise levels that approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC) for Activity Category B. Noise levels at the affected sites are predicted to range from 66.0 to 74.8 dBA. Predicted increases above existing noise levels range from 0.6 to 14.5 dBA. Three noise sensitive sites adjacent to the existing S.R.39 and U.S. 301 apex are predicted to have 1.1 to 2.5 dBA decrease in noise levels with the proposed realignment of S.R. 39 (Financial Project Numbers 255099 and 256289). No noise sensitive sites are predicted to experience interior noise levels that approach or exceed the FHWA NAC for Activity Category E.

Noise abatement measures were evaluated for the affected noise sensitive sites. Abatement measures considered include traffic management, alignment modifications, property acquisition, land use controls and noise barriers. Noise barriers were determined to not be feasible and cost reasonable due to numerous driveway openings and side streets along the project limits. Noise effects have been determined to be an unavoidable consequence of the proposed project. A copy of the final Noise Study Report will be furnished to the City of Zephyrhills and Pasco County to assist them in development of compatible land uses for future development after FHWA approval.

9.14.10 Air Quality Effects

In accordance with the Clean Air Act Amendments (CAAA) of 1990 and the FDOT Project Development and Environment (PD&E) Manual, an air quality analysis was conducted to determine the air quality effect of the proposed improvements on U.S. 301 (S.R. 41) from S.R. 39 to C.R. in Pasco County, Florida. Based on the FDOT's air quality screening test (COSCREEN 98), the proposed project will not cause violations of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide. Therefore, this project will not have a significant impact on air quality.

9.15 UTILITY IMPACTS

As previously discussed in section 4.1.12, a number of utility distribution lines are located in the existing ROW of U.S. 301. Construction of this project may require relocation of some utilities. The estimated cost of relocating utilities is included in the Utility Accommodation Package.

9.16 TRAFFIC CONTROL PLAN

U.S. 301 is a major arterial that provides a primary north/south route in eastern Pasco County. U.S. 301 also provides access to numerous commercial businesses as well as mobile home parks and other residences. Local traffic should be maintained for these businesses and residents during construction. Because of the large increase in traffic during the peak season (winter), construction should be avoided during the months of December through March.

The following construction sequence is recommended to maintain traffic along U.S. 301 and 6th Street:

- Phase 1 Relocate any drainage structures or utilities, limiting lane closures to off-peak or nighttime hours only. Construct the transition from 6th Street to U.S. 301 on the newly acquired ROW and the intersection improvements at S.R. 39 if not already constructed on the S.R. 39 project (PD&E Study FP No. 256298 1 and 255099 1).
- Phase 2 Construct 6th Street, maintaining one lane southbound for local traffic only. Because of the limited ROW width (60 ft), this will have to be done in two steps, first building two lanes and then shifting the local traffic to the new pavement to build the rest of the proposed pavement.
- Phase 3 Shift all southbound traffic to the newly built 6th Street. Construct U.S. 301, maintaining one lane northbound at all times. Seventh Street should be converted to a two-way local road to allow for better access to businesses along 7th Street and U.S. 301.

9.17 RESULTS OF PUBLIC INVOLVEMENT PROGRAM

A comprehensive Public Involvement Program was developed and implemented as part of this Study. 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 a Kickoff meeting, an Advance Notification Package, a Public Alternatives Workshop, and a Public Hearing. The Public Involvement Program and the results of its implementation are documented in the Comments and Coordination Report. A brief summary of the major steps in this process is presented in this section.

9.17.1 Kick-off Meeting

On March 23, 1999, from 10am to 12pm, the project's Kickoff Meeting was held at the Alice B. Hall Community Center. Local public officials and local government staff were invited to attend. The purpose of this meeting was to introduce the project and to obtain comments regarding issues and concerns. A total of 24 people attended. Representatives from the City of Zephyrhills Chamber of Commerce, City Council and Planning Commission were present. A number of business owners and representatives also attended. The proposed project was in general well received, with strong support expressed in favor of the project's improvements and advancing the project's construction if possible.

9.17.2 Advance Notification

In accordance with the PD&E Manual, an Advance Notification (AN) package was mailed to the Department of Community Affairs (DCA) on March 25, 1999. The AN Package was resubmitted with the northern project limit extended to County Road 54 on November 1, 1999. Responses from the agencies were collected by the DCA and sent to the Department on December 13, 1999.

9.17.3 Alternatives Public Workshop

An Alternatives Public Workshop was held by FDOT on April 13, 1999 from 4:30p.m. to 7:30 p.m. at St. Joseph's Catholic Church Parish Center, located at 38750 5th Avenue, Zephyrhills, Florida. The meeting was an informal workshop and consisted of a video, display of the feasible

alternatives on aerial photos, and presentation of reports and other materials completed up to that date on the subject project. FDOT study team staff were available to explain the presented information and answer questions.

Over 200 people signed in at the Workshop. Comments were solicited from the public on a form which was attached to an informational handout distributed at the meeting. Numerous comments were received, with residents and businesses concerned about possible acquisitions of their property and the effects of the project on businesses along U.S. 301. Most residents along 6th Street were relieved to find out that ROW would not have to be acquired along the entire length of 6th Street to construct the project for any of the viable alternatives. Business owners in general were concerned about the reduction in number of vehicles driving by adversely affecting their business.

9.17.4 Public Hearing

A Public Hearing was held on April 24, 2001, from 4:30 p.m. to 7:30 p.m. at the St. Joseph's Catholic Church Parish Center, 38750 5th Avenue, Zephyrhills, Florida. Elected officials, and various agency representatives were notified of the meeting by first class mail at least 25 to 30 days prior. Per Florida Statute and the Department's PD&E Manual, property owners within 300 feet of any of the alternatives under study were notified of the meeting by first class mail at least 21 days prior. The meeting was advertised in the Florida Administrative Weekly on April 6, 2001, and in the Tampa Tribune, Pasco Edition on April 3 and 17, 2001.

The meeting consisted of an informal session and a formal session. The informal session began at 4:30 p.m. and lasted until 6:00 p.m. During that time, the public could view a continuously looped project video, view the conceptual plans and project documents on display, speak to the court reporter in a one-on-one setting, or ask questions from Department representatives. Project handouts were available to all attendees. At 6:00 p.m., the Department gave a formal presentation regarding the project and its associated environmental effects. An opportunity to provide formal public comment followed the presentation. The court reporter transcribed the

entire formal portion. Following the formal portion of the Public Hearing, the informal portion resumed until 7:30 p.m.

“Build” Alternative 2 and the “No Build” Alternative were presented for consideration at the Public Hearing.

Approximately 127 people attended the Public Hearing. Four people gave statements to the court reporter during the informal portion of the Hearing, and four spoke during the formal portion of the Public Hearing. A total of 12 written comments were received either at the Public Hearing or in the mail. Comments were equally divided between those for the Recommended “Build” Alternative, and those against it or for the “No Build” Alternative.

9.17.5 Other Public Meetings and Presentations

Department representatives have also attended several community meetings, in an effort to provide information about the project and to gather feedback from interested citizens.

Some of the meetings that have been attended are as follows: Kiwanis Club; Zephyrhills Chamber of Commerce Board of Directors; Rotary Club of Zephyrhills; Mobile Home Owners Association; the Pasco County Metropolitan Organization (MPO) Board, and the MPO’s Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).

By attending these meetings the Department has gathered valuable information about how the public views the project, and any ideas they may have about how the project could help to enhance their community.

The Department attended the Zephyrhills Air and Car Show on November 6, 1999. There was a booth to display information about this project and other PD&E projects that are in the East Pasco County area. The Department felt that participation at this event was a huge success, and was well received by the public.

9.18 VALUE ENGINEERING

A Value Engineering (V.E.) Study (#97-07-02) for this project was completed in February 2001. The V.E. Team endorsed the Recommended Alternative using 6th Street and U. S. 301 as a one-way pair and had no suggestions to add value to the project.

9.19 DRAINAGE

A Location Hydraulic Report (LHR) and Pond Siting Report were prepared to determine the drainage requirements for this project.

The LHR findings were summarized in Section 4.1.7.

The Final Conceptual Pond Siting Report (by FDOT Drainage Dept., May 2001) addresses the storm water management facilities (SMF) required for this project and include a pond site alternative analysis. The study recommends pond locations that are both hydraulically functional and environmentally permissible based on the best available information. A total of 18 Pond site locations were analyzed and evaluated for cultural resources such as historic structures and archaeological sites; environmental impacts including wetlands, upland habitat, and protected species involvement; petroleum and hazardous materials contamination; economic factors including construction cost and acquisition of ROW; and hydrology [soil types and seasonal high water table (SHWT) and hydraulics].

Table 9-1 summarizes the recommended sites. Figure 9-1 is a plan sheet showing the location of the recommended sites. The Table indicates whether the pond site is located within the floodplain or not, the right-of-way cost, and its Hazmat rating. More detail as to the reasoning for the selection of pond sites is included in Section 7, *Conclusions and Recommendations* of the Conceptual Pond Siting Report.

TABLE 9-1
SUMMARY OF RECOMMENDED POND SITES

Pond Site No.	Basin No.	Area (acre)	R/W Cost \$	Hazmat Risk Rating
2-3	1	2.45	729,800	Medium
2-6	2	1.20	745,700	Low
2-15A	3	1.20	932,600	Low
2-24	4,5,6	5.00	622,400	Medium

The FDOT has recently completed a PD&E Study south of the project along S.R. 39 from I-4 to the apex of S.R. 39 and U.S. 301. The FDOT Financial Project Number is FPN 256289 1 / 255099 1. Coordination with the section to the south will be required for pond location and tie-ins when the design phase of this project begins.

9.20 BRIDGE ANALYSIS

There are no bridges, existing or proposed within the project limits

9.21 SPECIAL FEATURES

It is recommended that additional pavement be added on the northeast corner of Palm Grove Avenue to allow for cars and small trucks to make U-turns. See plan sheet 2 in Appendix B.

9.22 ACCESS MANAGEMENT

The section of U.S. 301 from SR 39 to Geiger Road is classified as an access Class 7 facility. A roadway is designated as access Class 7 in urbanized areas, which are already developed. Greater emphasis is placed on access needs of adjoining properties compared to the higher classes. The FDOT access management criteria are documented in a report entitled:

Rules of the Department of Transportation Chapter 14-97, State Highway System Access Management Classification System and Standards¹ (Rule 14-97).

9.22.1 Median Openings

Since the Recommended Alternative is a one-way pair system, there are no restrictive medians proposed for most of the project's length. There is, however, a raised median proposed from the new SR 39 intersection to Fir Avenue, where U.S. 301 transitions from a four lane divided road to the one-way pair.

At a meeting of the Median Review Committee on May17, 2001 it was agreed that there would be full median openings at Tucker Road and Palm Grove Avenue. This section of U.S. 301 has an Access Classification of 7, which has a minimum recommended spacing between full openings of 0.125 miles or 660 feet. The proposed spacing is greater than the minimum required.

9.23 AESTHETICS AND LANDSCAPING

There is no special landscaping planned for this project at this time. Landscaping may be added, with construction cost of up to 1 ½ percent of the total construction cost of the project, if Pasco County or the City of Zephyrhills will agree to maintain the landscaping after it is constructed.

APPENDIX A

Straight Line Diagrams and Street Maps

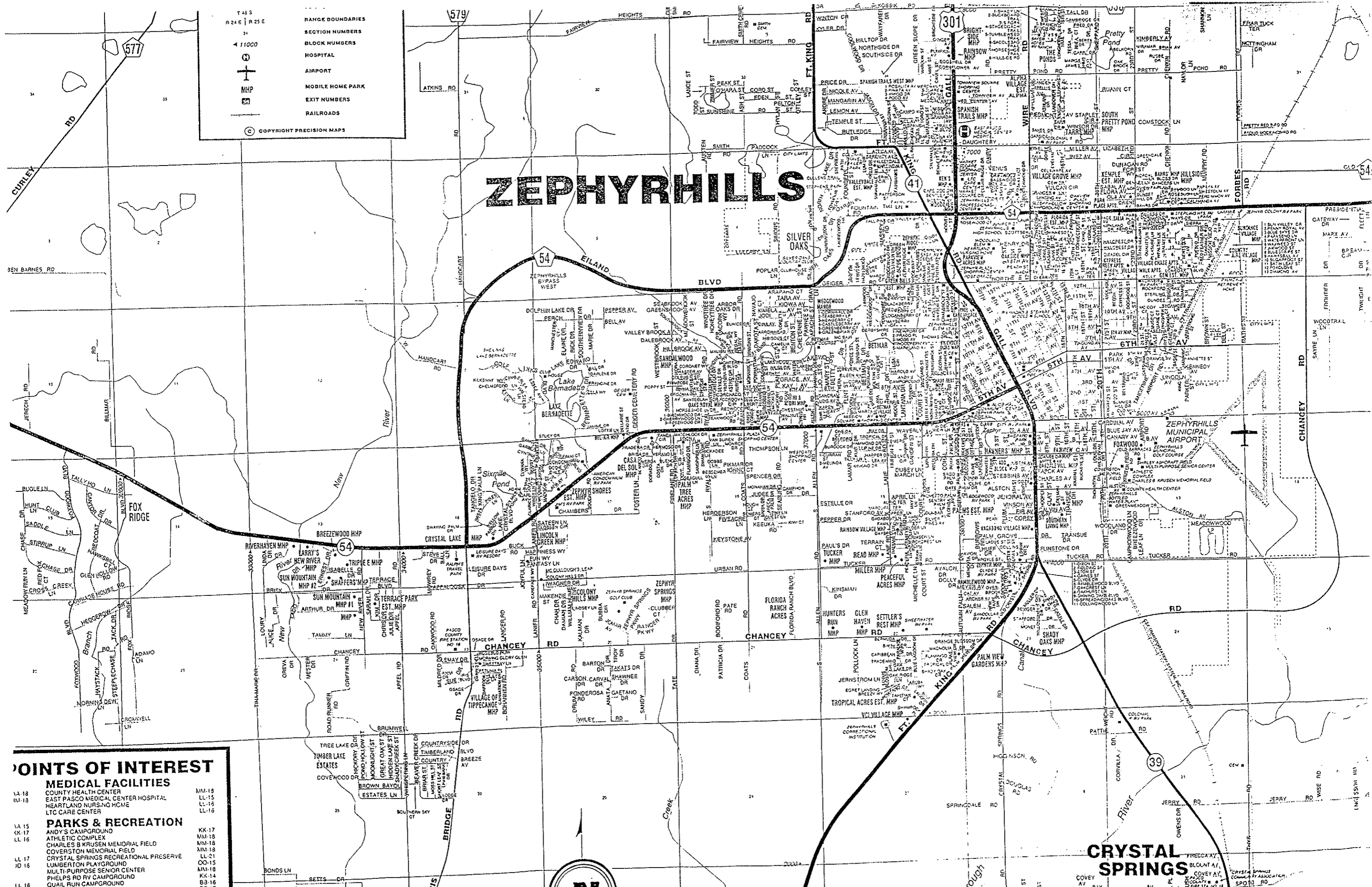
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RANGE BOUNDARIES
 SECTION NUMBERS
 BLOCK NUMBERS
 HOSPITAL
 AIRPORT
 MOBILE HOME PARK
 EXIT NUMBERS
 RAILROADS

© COPYRIGHT PRECISION MAPS

ZEPHYRHILLS



POINTS OF INTEREST

- | MEDICAL FACILITIES | |
|--|-------|
| VA-18 COUNTY HEALTH CENTER | NM-13 |
| MI-18 EAST PASCO MEDICAL CENTER HOSPITAL | LL-15 |
| HEARTLAND NURSING HOME | LL-16 |
| LTC CARE CENTER | LL-16 |
| PARKS & RECREATION | |
| VA-15 ANDY'S CAMPGROUND | KK-17 |
| KK-17 ATHLETIC COMPLEX | NM-18 |
| CHARLES B KRUSEN MEMORIAL FIELD | NM-18 |
| COVERSTON MEMORIAL FIELD | NM-18 |
| CRYSTAL SPRINGS RECREATIONAL PRESERVE | LL-21 |
| LL-17 LUMBERTON PLAYGROUND | OO-15 |
| JD-16 MULTI-PURPOSE SENIOR CENTER | AM-18 |
| PHILIPS RD RV CAMPGROUND | KK-14 |
| LL-16 QUAIL RUN CAMPGROUND | B3-16 |
| RACQUET CLUB | CC-17 |
| SHEPARD PARK | LL-18 |


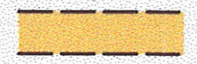













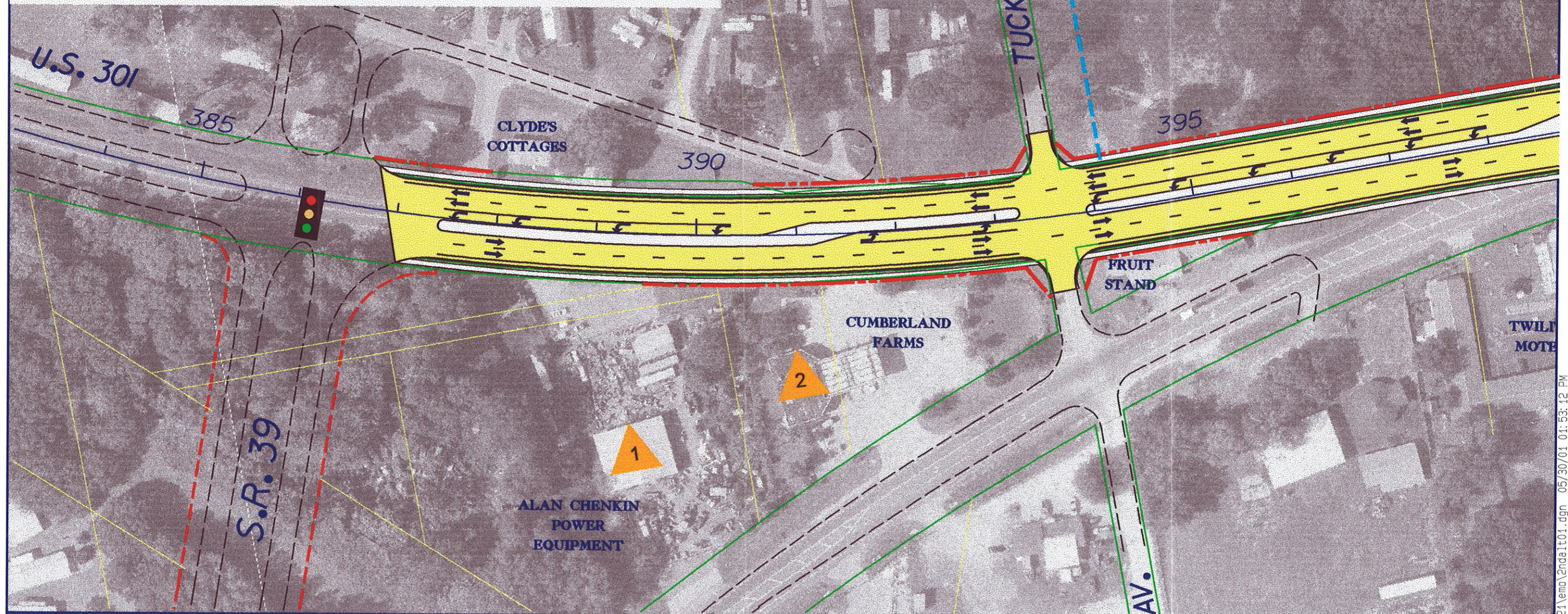
CRYSTAL SPRINGS

APPENDIX B

Recommended Alignment Shown on Aerial Images

LEGEND

- PROPOSED PAVEMENT 
- SIDESTREET RESURFACING 
- EXISTING R/W 
- PROPOSED R/W 
- PROPERTY LINES 
- TRAFFIC SIGNAL 
- POTENTIAL CONTAMINATION SITE 
- HISTORIC DISTRICT 
- HISTORIC SITE 
- POTENTIAL RESIDENTIAL RELOCATION 
- POTENTIAL BUSINESS RELOCATION 
- POTENTIAL POND SITE 
- POND INFLOW / OUTFLOW PATH 

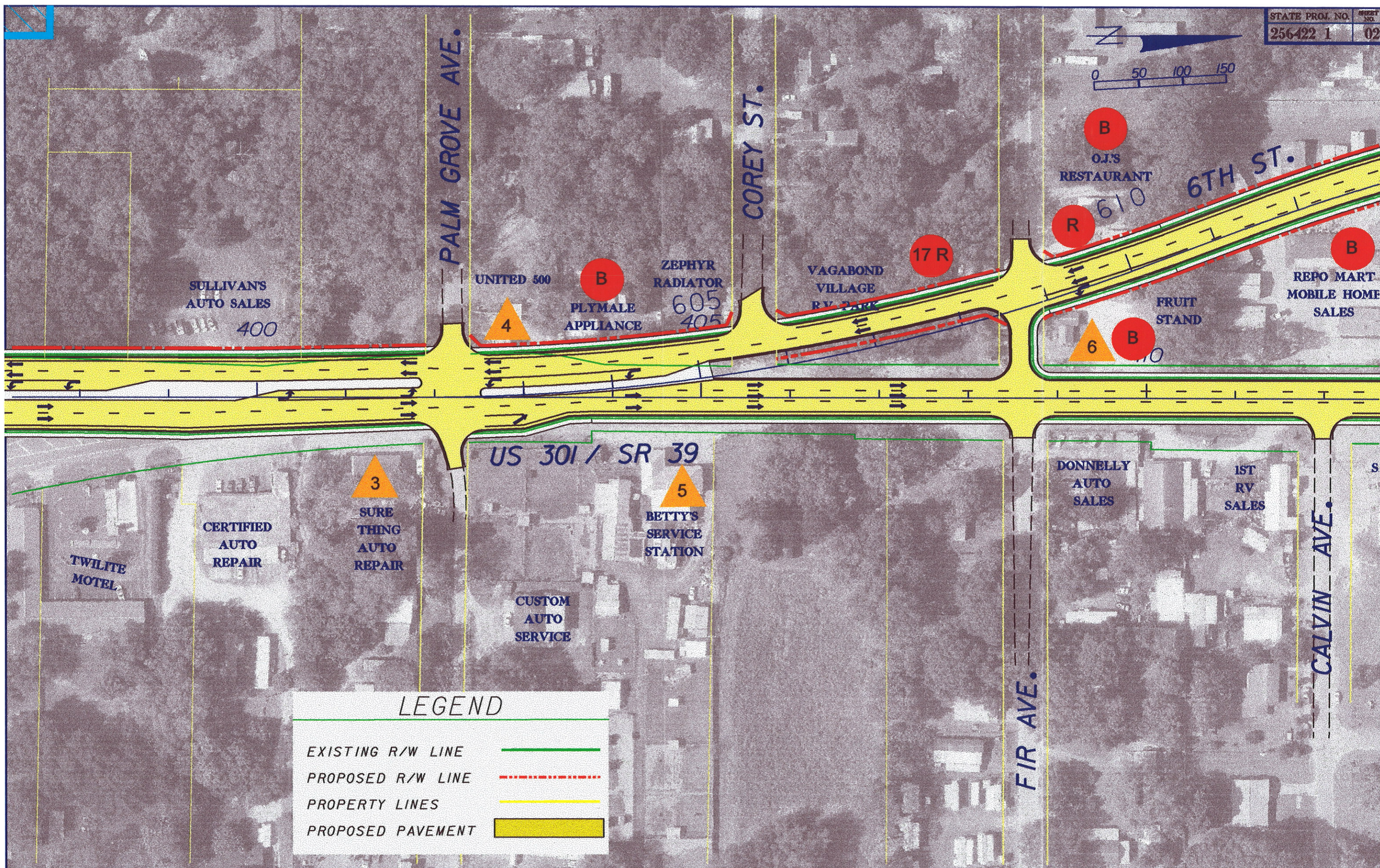


REVISIONS							
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY

RECOMMENDED ALTERNATIVE

FLORIDA DEPARTMENT OF TRANSPORTATION

U.S. 301 PD&E STUDY FROM S.R. 39 TO C.R. 54



LEGEND

EXISTING R/W LINE	
PROPOSED R/W LINE	
PROPERTY LINES	
PROPOSED PAVEMENT	

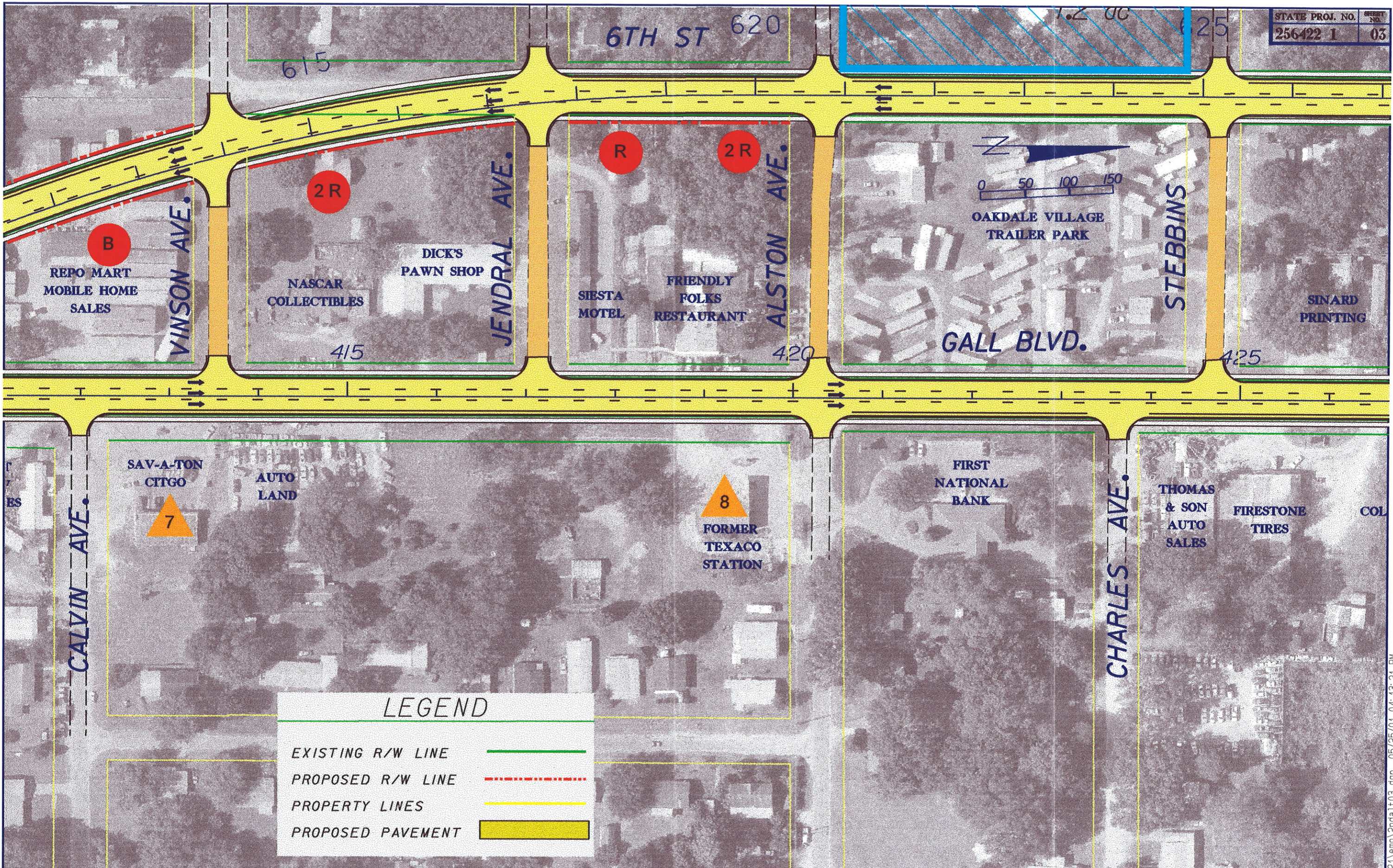
REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

RECOMMENDED ALTERNATIVE

FLORIDA DEPARTMENT OF TRANSPORTATION

U.S. 301 PD&E STUDY FROM S.R. 39 TO C.R. 54



REVISIONS											
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

**RECOMMENDED
ALTERNATIVE**

FLORIDA DEPARTMENT OF
TRANSPORTATION

U.S. 301 PD&E STUDY
FROM S.R. 39 TO C.R. 54



LEGEND

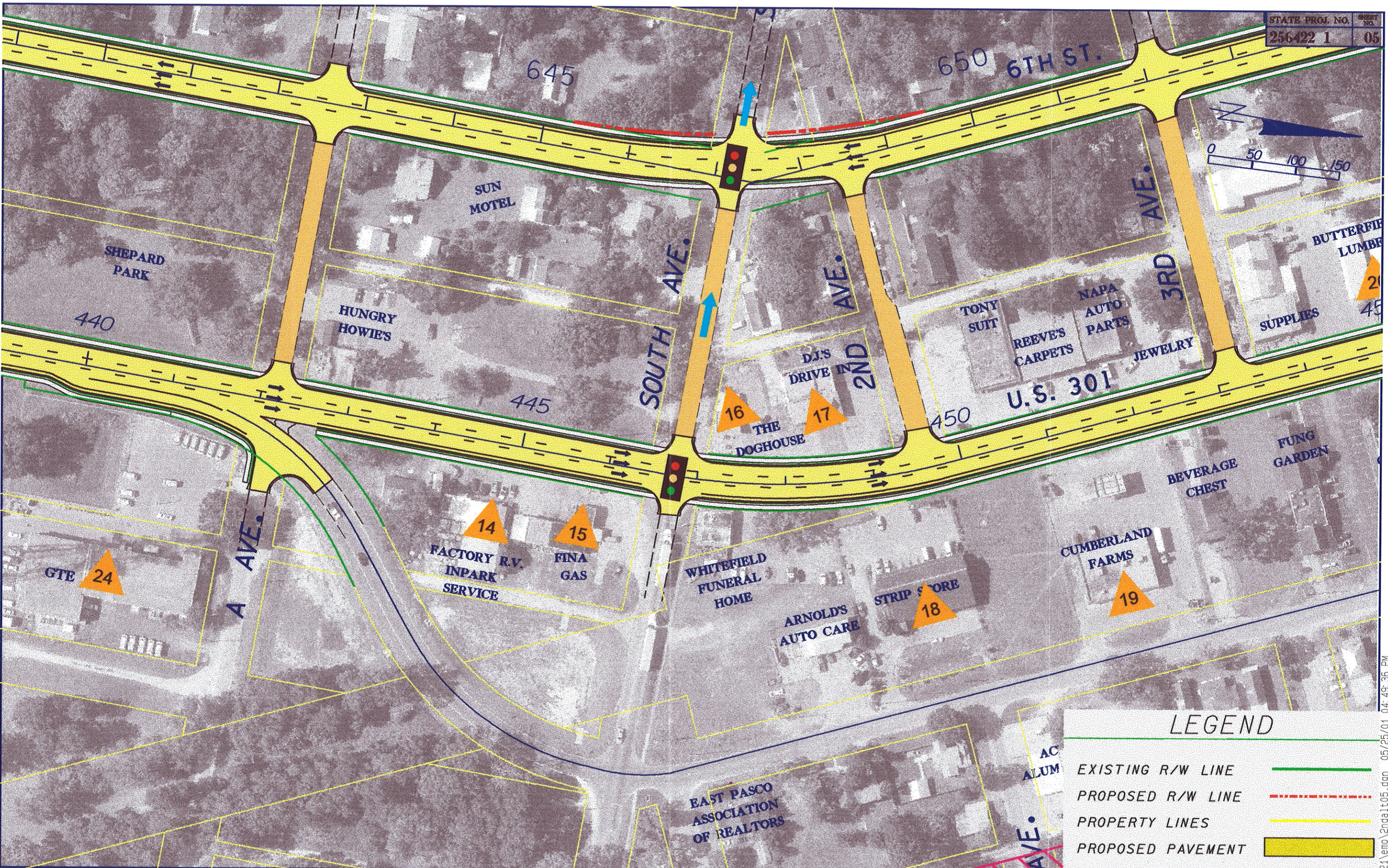
EXISTING R/W LINE	
PROPOSED R/W LINE	
PROPERTY LINES	
PROPOSED PAVEMENT	

REVISIONS			
DATE	BY	DESCRIPTION	

**RECOMMENDED
ALTERNATIVE**

FLORIDA DEPARTMENT OF
TRANSPORTATION

**U.S. 301 PD&E STUDY
FROM S.R. 39 TO C.R. 54**



LEGEND

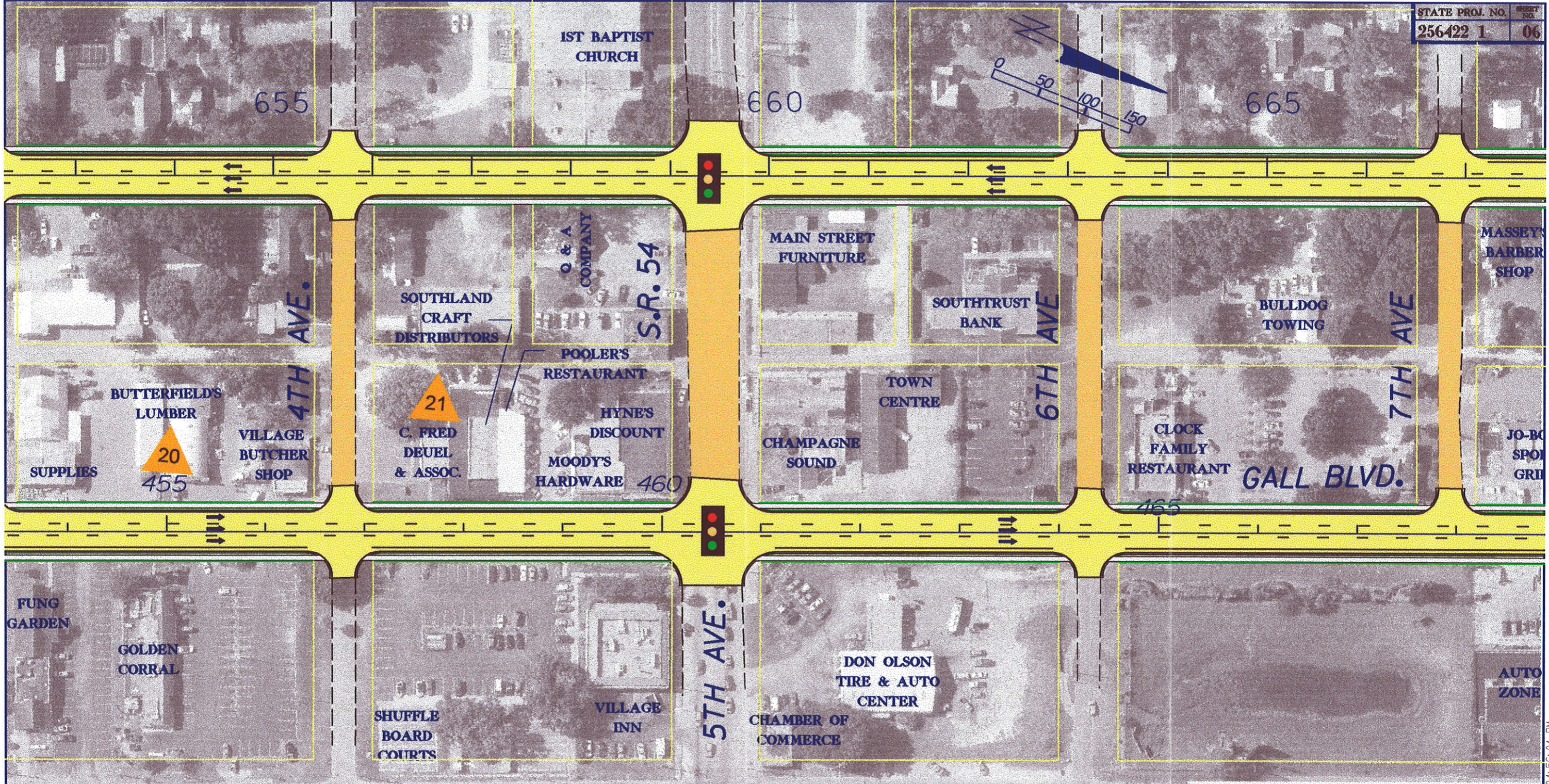
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- PROPOSED R/W LINE - - -
- PROPERTY LINES —
- PROPOSED PAVEMENT

REVISIONS							
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY

RECOMMENDED ALTERNATIVE

FLORIDA DEPARTMENT OF TRANSPORTATION

U.S. 301 PD&E STUDY
FROM S.R. 39 TO C.R. 54



LEGEND

- EXISTING R/W LINE
- PROPOSED R/W LINE
- PROPERTY LINES
- PROPOSED PAVEMENT

REVISIONS

DATE	BY	DESCRIPTION
		TOURIST CLUB OF ZEPHYRHILLS
		OLD CITY HALL
		MAIN STREET ZEPHYRHILLS

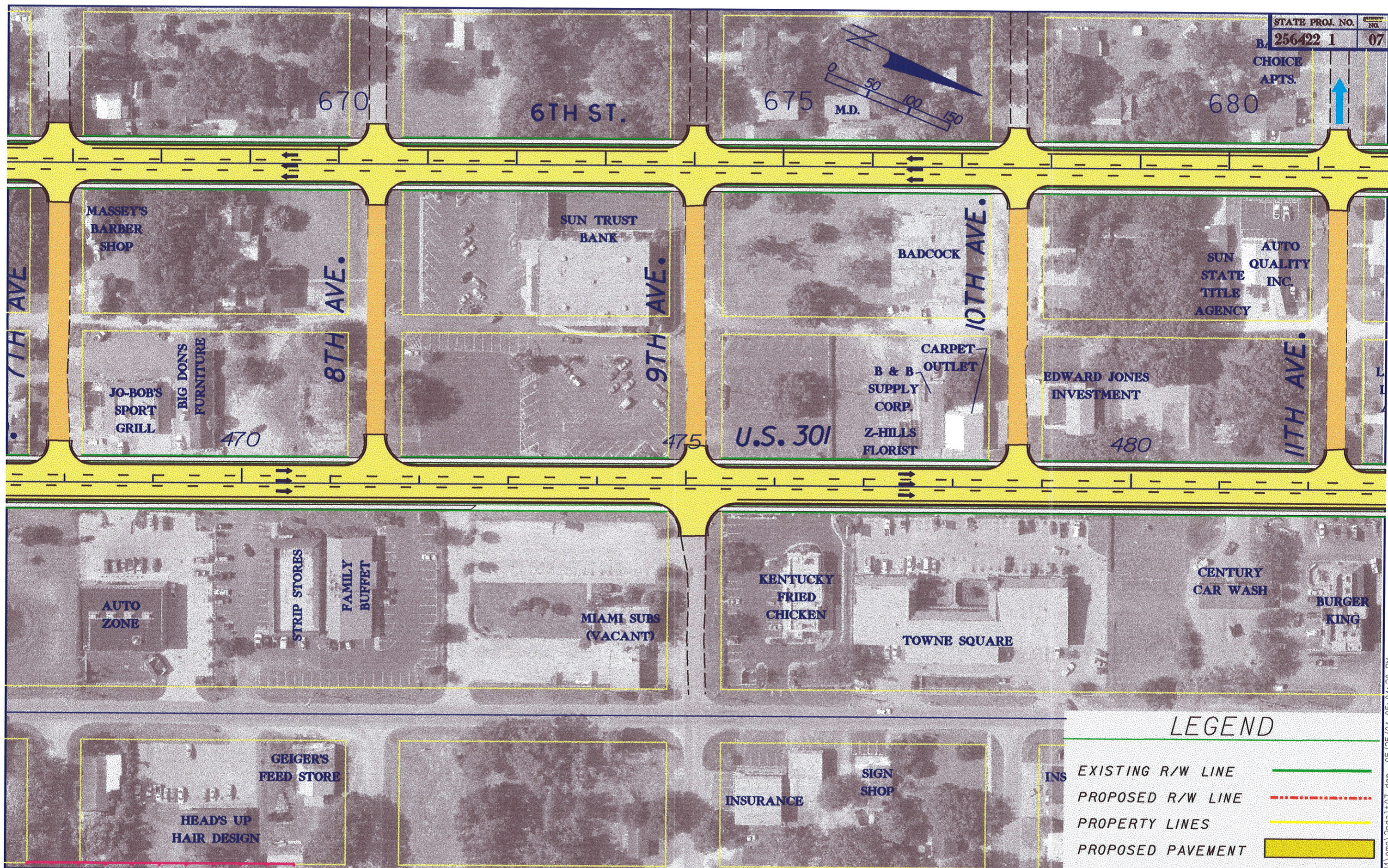
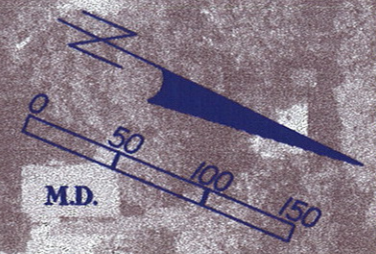
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

RECOMMENDED ALTERNATIVE

FLORIDA DEPARTMENT OF TRANSPORTATION

U.S. 301 PD&E STUDY FROM S.R. 39 TO C.R. 54

B. CHOICE APTS.



REVISIONS											
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

RECOMMENDED ALTERNATIVE

FLORIDA DEPARTMENT OF TRANSPORTATION

U.S. 301 PD&E STUDY FROM S.R. 39 TO C.R. 54



LEGEND

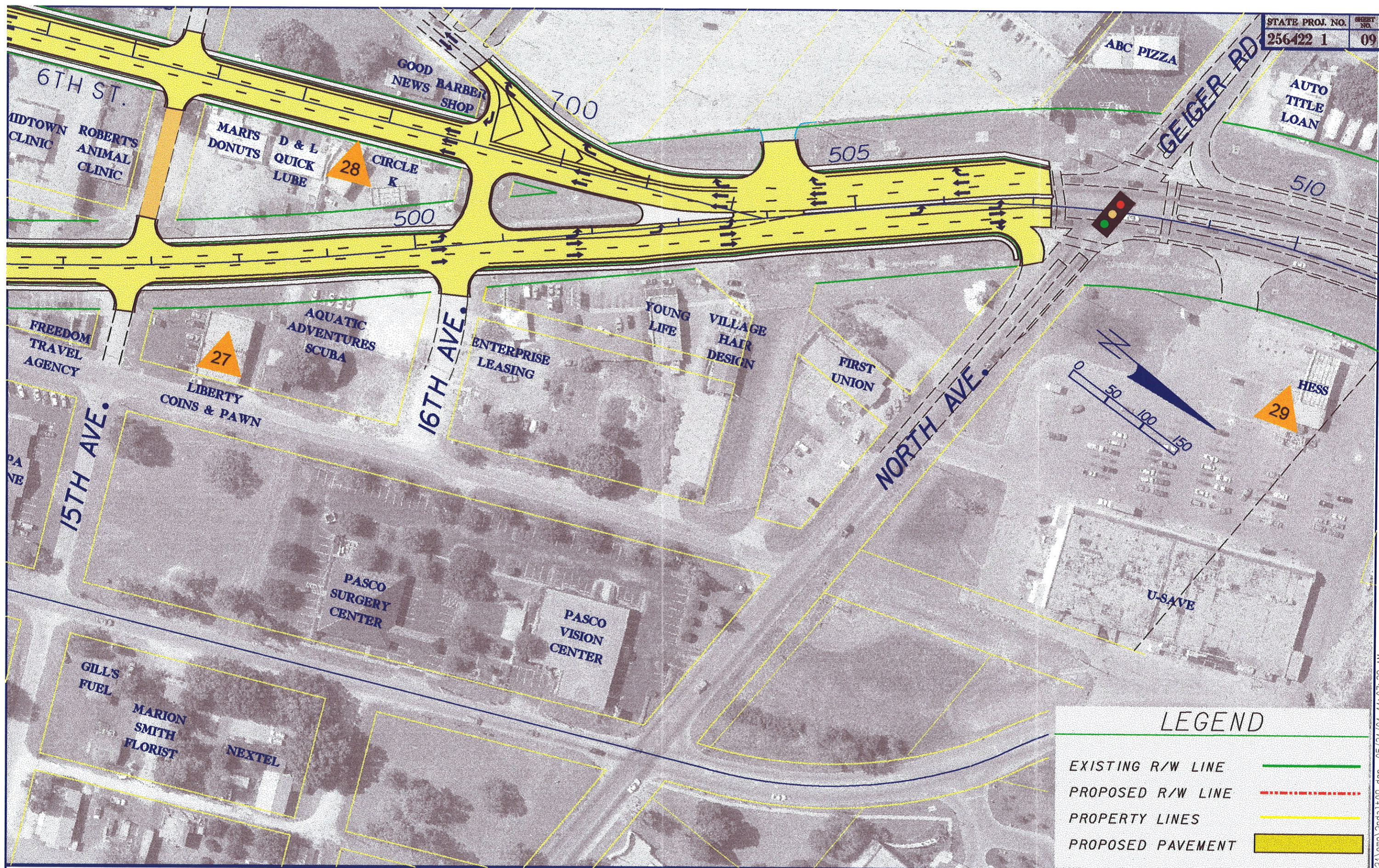
- EXISTING R/W LINE —
- PROPOSED R/W LINE - - -
- PROPERTY LINES —
- PROPOSED PAVEMENT

REVISIONS							
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY

RECOMMENDED ALTERNATIVE

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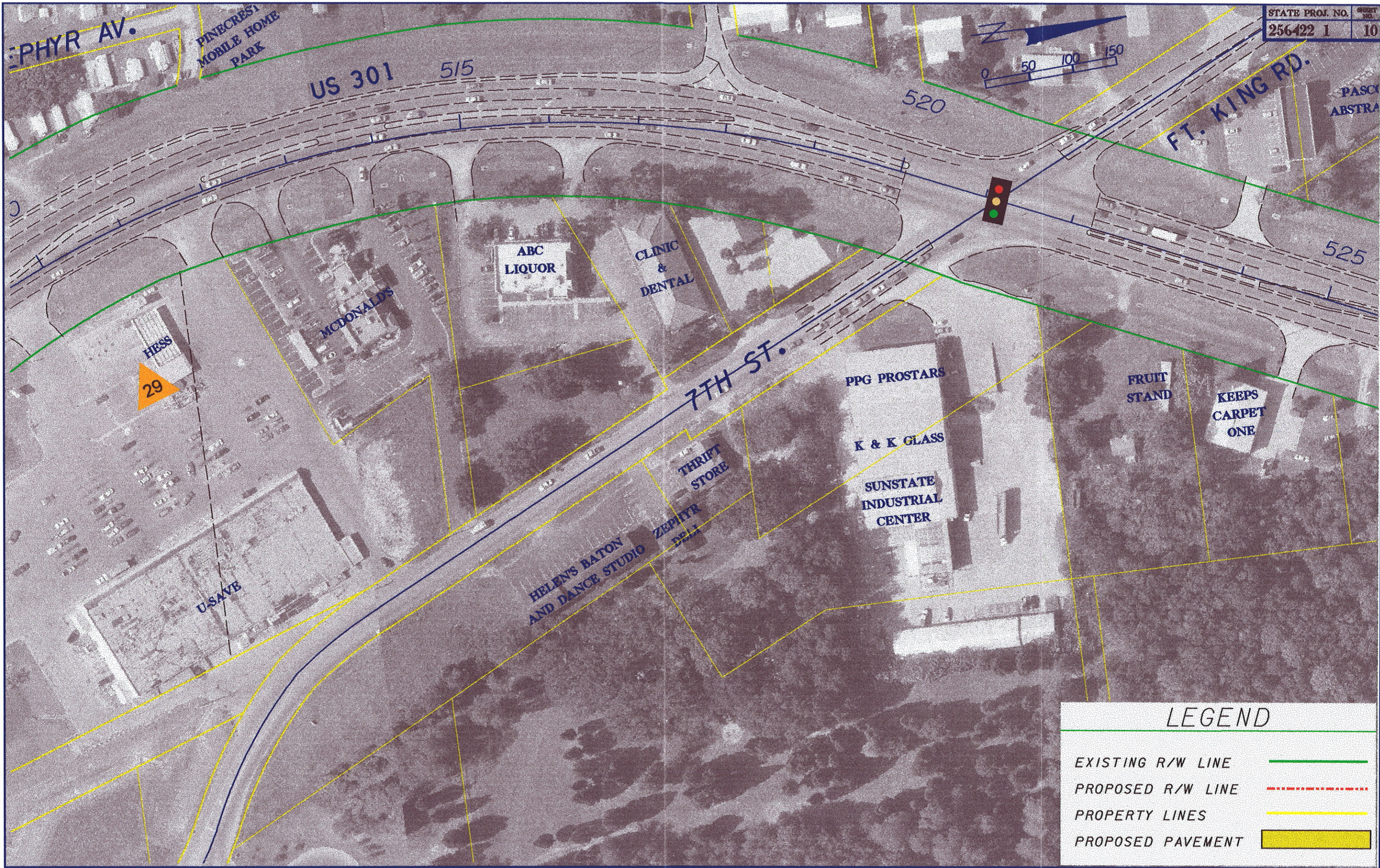


LEGEND

EXISTING R/W LINE	
PROPOSED R/W LINE	
PROPERTY LINES	
PROPOSED PAVEMENT	

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



LEGEND

EXISTING R/W LINE	
PROPOSED R/W LINE	
PROPERTY LINES	
PROPOSED PAVEMENT	

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

**RECOMMENDED
ALTERNATIVE**

FLORIDA DEPARTMENT OF
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**U.S. 301 PD&E STUDY
FROM S.R. 39 TO C.R. 54**



REVISIONS											
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

**RECOMMENDED
ALTERNATIVE**

FLORIDA DEPARTMENT OF
TRANSPORTATION

**U.S. 301 PD&E STUDY
FROM S.R. 39 TO C.R. 54**

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