
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

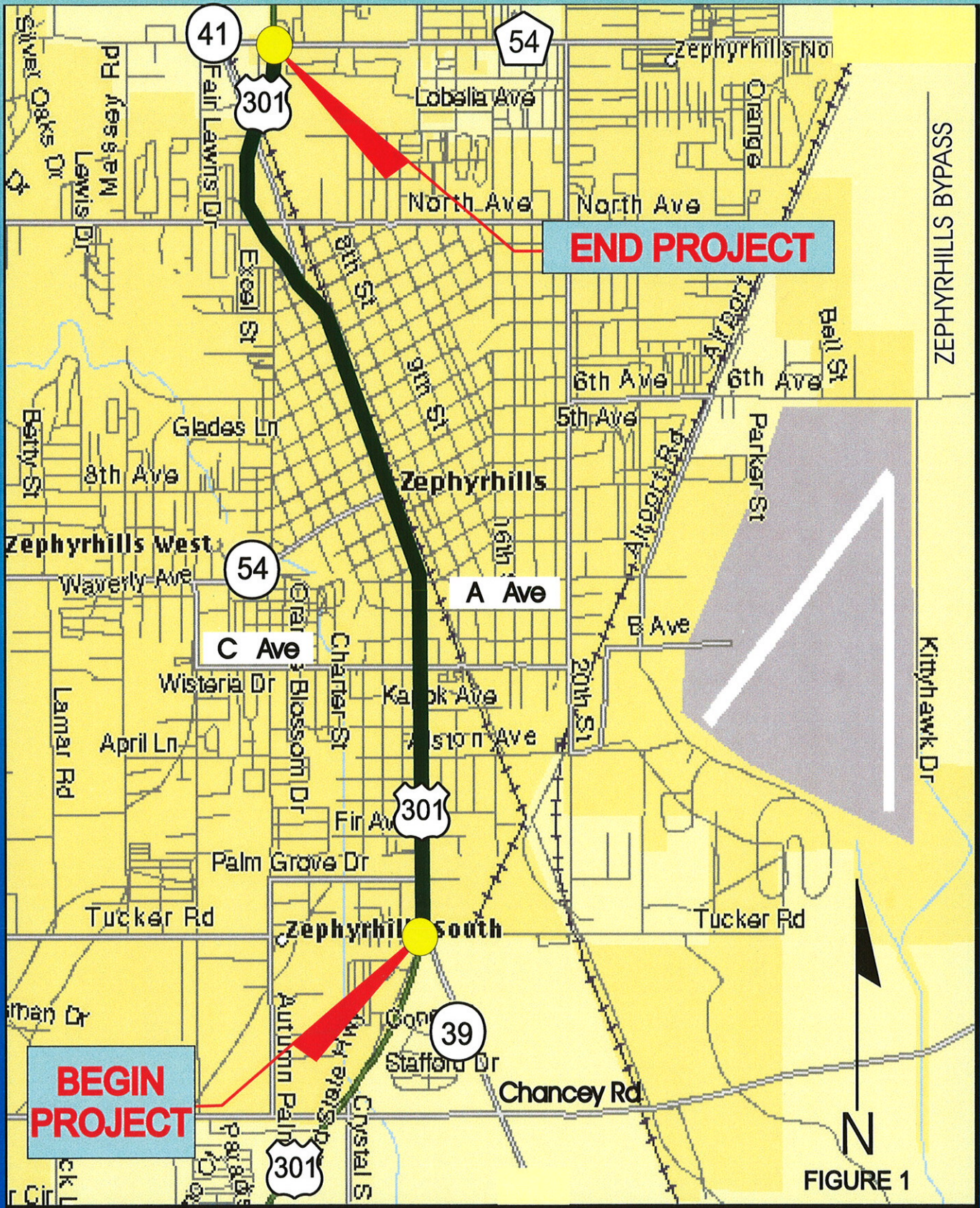
- a. Existing: The project is located partly in unincorporated Pasco County, from S.R. 39 to C Avenue. The section from C Avenue north to C.R. 54 is in the City of Zephyrhills. The existing roadway is a two lane rural road with four foot paved shoulders. A one-way pair was created in 1996 by the City 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



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

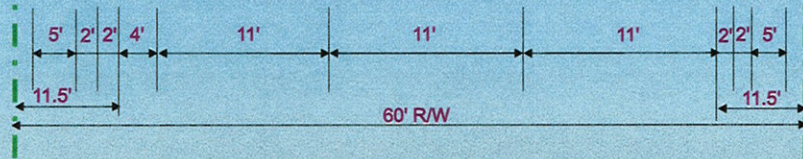
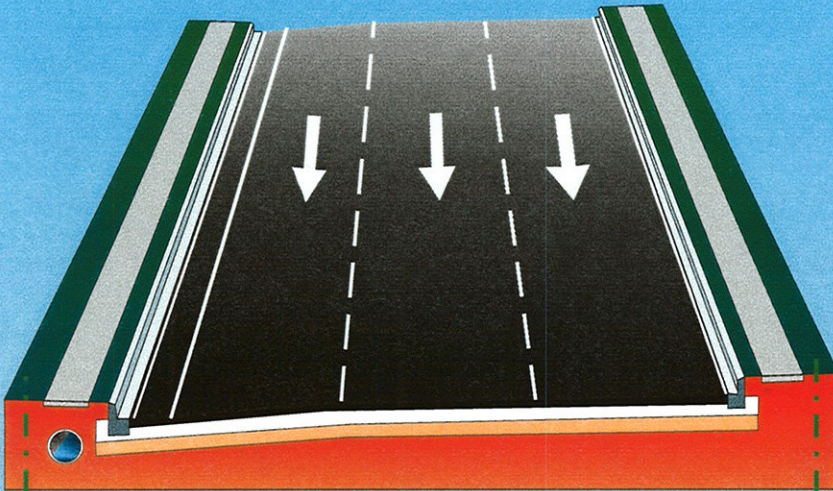


U.S. 301 ZEPHYRHILLS PD&E STUDY FROM S.R. 39 TO C.R. 54

W.P.I. SEG. 256422 1

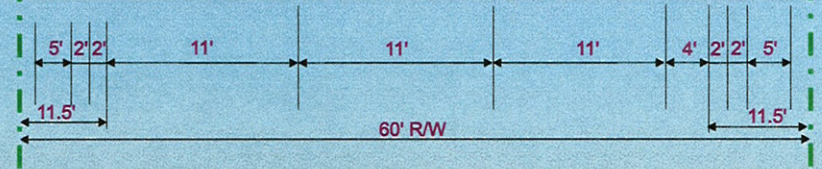
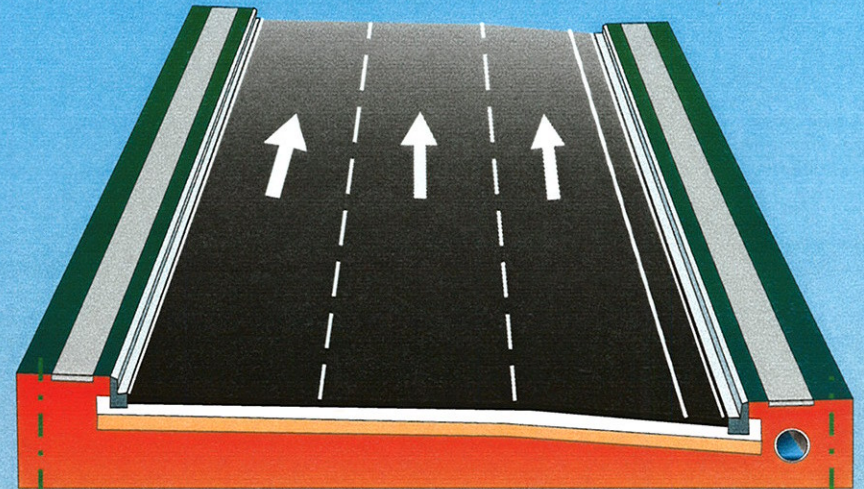
FEDERAL AID NO. 1455-001-U

PROPOSED THREE LANE ONE WAY TYPICAL SECTION



6TH STREET

PROPOSED THREE LANE ONE WAY TYPICAL SECTION



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.

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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.

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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

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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

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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

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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

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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.

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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

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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.

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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.