

Who to Contact

The approved final Project Development and Environment (PD&E) Study Design Change Re-evaluation documents may be viewed on the study's website at:

<http://archived.fdotd7studies.com/us301/sr56-to-sr39/>

or at the FDOT District Seven headquarters, 11201 N. McKinley Drive in Tampa. For more information about the study, please contact FDOT's project manager or public information officer:

Lilium Escalera, Project Manager

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11201 N. McKinley Drive, MS 7-800, Tampa, Florida 33612
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Non Discrimination Laws and Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the American with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact **Alex Henry, District Seven Public Involvement Coordinator**, at (813) 975-6405, (800) 226-7220, or email: Alex.Henry@dot.state.fl.us.

Comuniquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante, Señora Lilliam Escalera, 813-975-6445, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, o email: Lilliam.Escalera@dot.state.fl.us

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.



Lilliam Escalera, Project Manager
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US 301 (Gall Blvd.) PD&E Study Design Change Re-Evaluation

From S. of Proposed SR 56
to S. of SR 39 (Buchman Highway)
In Pasco County

Florida Department of Transportation District Seven

WPI Segment Number: 416564-1

Federal Aid Project No: D717-038-B

Study Approval Notification

On May 15, 2018, the Florida Department of Transportation (FDOT), pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT, approved a Design Change Re-evaluation for Work Program Item Segment Number 416564-1/Federal Aid Project Number D717-038-B, US 301 (Gall Blvd.) Project Development and Environment (PD&E) Study (see project location map inside). A legal notice indicating study approval was published in the Pasco Times and Centro Tampa on September 7, 2018.

This Design Change Re-evaluation was performed to document the proposed design changes and socioeconomic / environmental impacts that may have occurred since the original Environmental Assessment with a Finding of No Significant Impact (EA/FONSI) for State Road (SR) 54 (currently SR 56) from Cypress Creek Road to US 301 was approved on January 25, 1993.

The limits of the original EA/FONSI included SR 54 (currently SR 56) from Cypress Creek Road to US 301 and extended northward along US 301 to Chancey Road. During the Design Change Reevaluation, the northern project limit was extended from Chancey Road to SR 39, for an additional 0.4 mile. Therefore, the new limits of the segment being advanced with this Design Change Re-evaluation are from south of the proposed connection of SR 56 to south of the proposed future realignment of SR 39, which is approximately 2.1 miles. Refer to the map on the inside of this newsletter for status of the design segments. The improvements proposed for this design segment include widening the existing two-lane segment of US 301 (Gall Blvd.) to four lanes with a median.

Project Location Map



Public Hearing Results

A public hearing for the project was held on September 22, 2015 at the New Hope Baptist Church, 3514 Allen Road, Zephyrhills, Florida, from 5:00pm – 7:00pm. The public hearing provided interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements to the US 301 corridor.

The public were given the opportunity to provide their comments in writing or by mail to be postmarked by October 2, 2015; verbally at the microphone following the formal presentation; or verbally to the court reporter. FDOT representatives made a formal presentation on the proposed improvements and were available to speak with attendees, take comments and answer questions.

Thirty (30) members of the public signed in at the public hearing. One comment form was collected at the meeting, three additional comments were received by mail following the public hearing, and one person spoke during the formal session. None of the comments received were in opposition to the proposed improvements. A transcript of the public hearing is provided in the *Comments and Coordination Report*, available on the project website.

Selected Alternative

Following the public hearing, the Recommended Build Alternative was selected as the Preferred Alternative, based on a determination that the No-Build Alternative did not meet the purpose and need of the project, which is to improve US 301 in order to accommodate future traffic increases along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along US 301.

Planned Improvements

Representative typical sections for the Preferred Build Alternative are shown to the right. The first concept is a suburban typical section, beginning south of the future SR 56 intersection and ending at Chancey Road. This section will now include the following reductions: overall right-of-way from 250 feet to 172 feet; median width from 74 feet to 54 feet; and border width from 54 feet to 35 feet. This section also now includes the addition of seven-foot buffered bicycle lanes, a five-foot sidewalk on the east side, and a ten-foot shared use path on the west side.

The second concept is an urban typical section, beginning at Chancey Road and ending south of SR 39. While this segment was not included in the 1993 PD&E Study, it was added to now include a 0.4-mile extension of the original EA/FONSI project limits. This section includes the following features: variable right-of-way from 135-156 feet; four 11-foot travel lanes; variable median width from 33-54 feet; 29-foot border width; seven-foot buffered bicycle lanes; and a five-foot sidewalk on the east side. A ten-foot shared use path is recommended on the west side in lieu of the five-foot sidewalk shown. This will result in a continuous shared use path from SR 56 to SR 39.

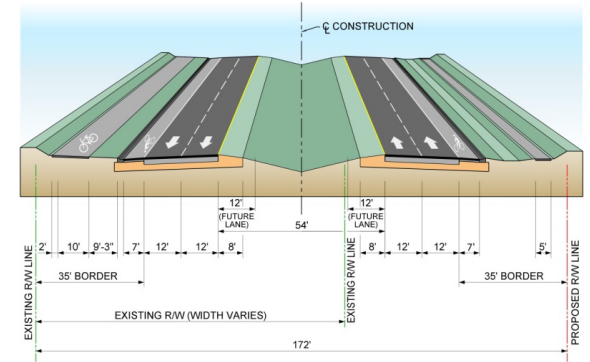
Updated conceptual design plans for the planned improvements and final study documents are available for viewing and downloading at:

<http://archived.fdotd7studies.com/us301/sr56-to-sr39/>
(under the final documents tab)

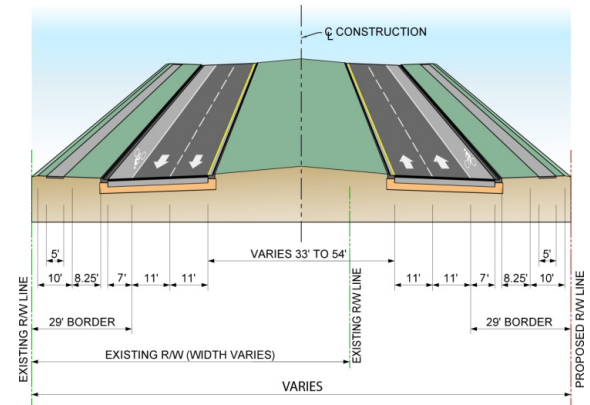
PROJECT WEBSITE

For more information on this study, go to
<http://archived.fdotd7studies.com/us301/sr56-to-sr39/>

Planned Typical Sections



Planned Suburban Typical Section
South of Proposed SR 56 to Chancey Road



Planned Urban Typical Section
Chancey Road to South of SR 39 (Buchman Highway)

FDOT 5-Year Work Program

The project will now proceed to the next phase of development, design, which is currently underway.

Phase	Fiscal Year
Design	Underway
Right-of-Way	2021/2022
Construction	Not Currently Funded