

US 301 (Gall Blvd.) Project Development & Environment Study from SR 56 (Proposed) to SR 39 (Buchman Hwy.)

WPI Segment No: 416564-1

Pasco County, Florida

August 2015

Dear Property Owner or Interested Citizen:

You are invited to attend and participate in the Florida Department of Transportation (FDOT), District Seven public hearing for a Project Development and Environment (PD&E) study for proposed improvements to US 301 in Pasco County, Florida. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of widening US 301 from State Road (SR) 56 (proposed) to just south of the realigned intersection at SR 39 (Buchman Highway), a distance of approximately 2 miles.

The study considered two alternatives: widening US 301 to the east of the existing corridor and the No-Build or do-nothing alternative. The widening of US 301 is proposed as a four lane divided roadway with pedestrian and bicycle facilities on both sides of the roadway. Additional information may be found at the study website: www.fdotd7studies.com/us301/sr56-to-sr39.

This letter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the edge of right of way of the proposed project. However, this does not mean that all properties will be directly affected.

Draft project documents and other project-related materials will be displayed, and a PowerPoint presentation will run continuously during the open house. A court reporter will be available to receive comments in a one-on-one setting. Written comments can also be submitted at the hearing, mailed to the FDOT, or emailed to stephanie.pierce@dot.state.fl.us. All comments must be postmarked or emailed by Friday, October 2, 2015.

At 6:00 pm, FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 pm. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. FDOT welcomes and appreciates everyone's participation.

If you have questions about the project or the scheduled hearing, please contact Stephanie Pierce, FDOT Project Manager, at (813) 975-6445, or stephanie.pierce@dot.state.fl.us.

Sincerely,

Ming Gao, P.E.
Intermodal Systems
Development Manager



PD&E STUDY SCHEDULE	
Begin PD&E Study	Summer 2013
Public Hearing	Summer 2015
Complete PD&E Study	Winter 2015

FUNDING SCHEDULE	
PHASE	FY
Design	2018
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

NOTICE OF PUBLIC HEARING

Date:
September 22, 2015

Place:
New Hope Baptist Church
3514 Allen Road
Zephyrhills, FL 33541

Time:
5:00 pm - 7:00 pm Open House
6:00 pm - Formal Presentation

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

Para Preguntas En Español

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto en Español, favor de ponerse en contacto con la señora Elba Lopez, al teléfono: (813) 975-6403, o correo electrónico: elba.lopez@dot.state.fl.us.

Right of Way Acquisition (ROW) Procedure

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

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

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the departments' Project Manager or a Right of Way Representative at your convenience.

Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lee Royal, Government Liaison Administrator, at (813) 975-6427, or by email to: lee.royal@dot.state.fl.us at least seven (7) days before the public hearing.

The Public Hearing is being held in the following location:

Date: September 22, 2015
Place: New Hope Baptist Church
 3514 Allen Road
 Zephyrhills, FL 33541
Time: 5:00 pm - 7:00 pm Open House
 6:00 pm - Formal Presentation

We Want Your Input!

A successful project depends on the public's participation in the project's development.

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

Stephanie Pierce
 Project Manager
 813-975-6445
 800-226-7220

or

Kris Carson
 Public Information Officer
 813-975-6202
 800-226-7220

Send written comments to:

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

Email comments to:

stephanie.pierce@dot.state.fl.us

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at www.fdotd7studies.com/us301/sr56-to-sr39. All comments or other exhibits must be postmarked no later than Friday, October 2, 2015 to become part of the official public hearing record.

WHAT IS A PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY?

A PD&E study is a comprehensive evaluation of social, cultural, economic and environmental effects associated with a proposed transportation improvement. This analysis enables the FDOT to reach a decision on the type, location and conceptual design of proposed improvements for US 301 to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs.

The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the FDOT to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared, which contains the results of analyses of potential effects to the social, cultural, natural and physical environment.

PROJECT DESCRIPTION AND NEED

US 301 is a major north-south roadway used for travel through Pasco County. It is an important roadway in the Tampa Bay area regional transportation network, carrying regional traffic from west central Florida to other areas of the state and the nation. The focus of this study is the proposed widening of the section of US 301 between the proposed new intersection of US 301 and SR 56 on the south, and the realigned SR 39 intersection to the north. As many as 12,500 vehicles per day currently travel this section of US 301 and it is important to consider how this corridor will continue to serve this region in the future.

The need to widen US 301 to four lanes is based on several factors:

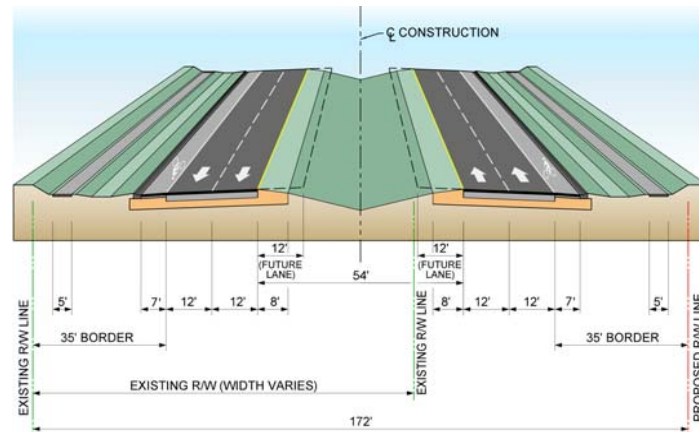
- By the year 2040, traffic on US 301 will grow to an estimated 39,500 vehicles per day causing an unacceptable level of service on the existing two-lane roadway;
- US 301 is a designated emergency evacuation route, and maintaining acceptable operation conditions is vital to the safety and welfare of residents of Pasco County;
- US 301 is identified as a regional roadway by the West Central Florida Metropolitan Planning Organizations' Chairs Coordinating Committee and is included in the Regional Roadway Network. It is a critical link in the local and regional transportation network, supporting a growing economy and the safe and efficient movement of freight and goods throughout the state.

The currently adopted 2040 Long Range Transportation Plan for the Pasco County Metropolitan Planning Organization also documents the need to widen US 301.

RECOMMENDED BUILD ALTERNATIVE

Within the study area, US 301 is a two-lane undivided roadway with one 12-foot travel lane in each direction, paved shoulders and no sidewalks. The existing right-of-way is generally 100 feet wide. The existing posted speed limit ranges from 45 to 55 miles per hour.

The recommended alternative was developed after analysis of anticipated growth and future transportation needs on the corridor. This recommended alternative includes widening US 301 to a 4-lane divided roadway. Two typical sections are being proposed and both will require additional right-of way on the east side of the existing corridor. The first typical section will extend from the future SR 56 intersection to Chancey Road. This proposed roadway will have two 12-foot travel lanes in each direction, with a 54-foot wide grassed median, 7-foot paved shoulders (also buffered bicycle lanes) and 5-foot sidewalks on both sides. In the future, this roadway could be expanded to 6 lanes by adding two lanes on the inside and reducing the median width.

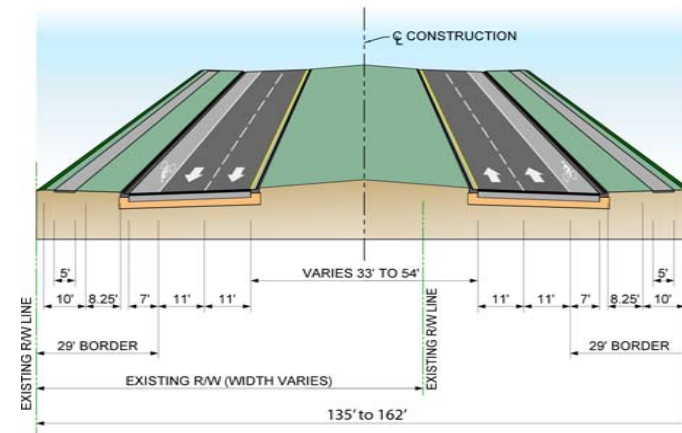


NO-BUILD ALTERNATIVE

In addition to the recommended build alternative, the no-build, or do-nothing, alternative is considered a viable alternative and will remain so for the duration of this study. Under the No-Build alternative, no improvements would be made to US 301 and only routine maintenance and preservation efforts would be made. Even though there are no design, right-of-way or construction costs associated with the no-build alternative, operating conditions are anticipated to worsen with time, while further increasing travel delays and traffic congestion. This will create an unacceptable level of service and a delay in safety related improvements. In addition, there will be an increase in emergency evacuation time. Therefore, the no-build alternative would not meet the purpose and need for the project. Although, the no-build alternative is not consistent with local transportation plans, this alternative forms the basis for comparison to the viable study alternatives analyzed for this study.

For your review, the detailed, alternatives comparison matrix is included in this handout.

The second typical section will extend from Chancey Road to the realigned SR 39 intersection. This proposed roadway will have two 11-foot travel lanes in each direction, with a 33-foot to 54-foot wide grassed median, 7-foot paved shoulders (also buffered bicycle lanes) and 5-foot sidewalks on both sides. This typical section would serve as a transition to the ultimate 4-lane section of US 301 that begins just north of the realigned SR 39 intersection. The recommended build alternative is estimated to cost \$27.9 million.



US 301 (Gall Blvd) PD&E Study Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Build Alternative
Potential Business Impacts		
Number of business relocations (includes outdoor signs)	0	1
Potential Residential Impacts		
Number of residential relocations	0	0
Potential Right of Way (ROW) Impacts		
Roadway: Number of Parcels affected/ROW anticipated to be acquired (acres)	0/0	14/19.1
Drainage: Off-site ponds (acres)	0	8.2
Potential Environmental Effects		
Archaeological/historical sites *	0	0
Noise-sensitive sites	0	70
Wetlands (acres)	0	0.9
Surface waters (acres)	0	0.7
Floodplains (acres)	0	0.8
Threatened and endangered species **	0	0
Contamination sites (H/M/L)	0/0/0	3/2/5
Estimated Costs (in millions)		
ROW acquisition	\$0.0	\$14.8
Wetlands mitigation ***	\$0.0	\$0.2
Roadway construction	\$0.0	\$9.9
Engineering design (15% of construction)	\$0.0	\$1.5
Construction engineering & inspection (15% of construction)	\$0.0	\$1.5
Preliminary Estimate of Total Costs	\$0.0	\$27.9

* NRHP eligible or potentially eligible

** FWC/USFWS listed or protected

*** Based on FDOT Mitigation Program (Section 373.4137, Florida Statutes) 2015-2016 cost of \$113,000 per acre