



# US 301 (Gall Blvd.) Project Development & Environment Study

from S. of Proposed SR 56 to S. of SR 39 (Buchman Hwy.)

Pasco County, Florida

Work Program Item Segment Number: 416564-1

## Final Comments and Coordination Report



June 2017

## Addendum to the Project File

### US 301 (Gall Boulevard) from South of Proposed SR 56 to South of SR 39 (Buchman Highway)

The limits of the original Environmental Assessment with a Finding of No Significant Impact (EA/FONSI), approved 1/25/1993, included SR 54 (currently SR 56) from Cypress Creek Road to US 301 and extended northward along US 301 (Gall Boulevard) to Zephyrhills East By-pass/Chancey Road. During the Re-evaluation of this segment of the EA/FONSI (from SR 56 to Chancey Road), including the Chancey Road/US 301 (Gall Boulevard) intersection, the limit was extended to the north from Chancey Road to SR 39 (Buchman Highway), a total distance of 0.4 mile. Project documents refer to this 0.4 mile extension as the second segment associated with a new Type 2 Categorical Exclusion (CE).

During a meeting held on September 26, 2017, District 7 in coordination with the Office of Environmental Management, agreed to include the evaluation of the 0.4 mile extension with the Re-evaluation of the EA/FONSI. This reduces confusion to the public and sets logical project termini. All supporting environmental and engineering documents have evaluated the limits of the segment being advanced as part of the EA/FONSI Re-evaluation, as well as the 0.4 mile extension. It should be noted that the inclusion of the 0.4 mile extension does not change the outcome of the analysis conducted.

**FINAL**  
**COMMENTS AND COORDINATION REPORT**  
**PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY**  
**US 301 (GALL BOULEVARD) FROM S. OF PROPOSED SR 56**  
**TO S. OF SR 39 (PAUL BUCHMAN HIGHWAY)**  
**PASCO COUNTY, FLORIDA**

**Work Program Item Segment Number: 416564-1**

**Prepared for:**



**Florida Department of Transportation**  
**District Seven**  
**11201 North McKinley Drive**  
**Tampa, Florida 33612-6456**

**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.**

**June 2017**

# ***EXECUTIVE SUMMARY***

---

The Florida Department of Transportation (FDOT) has proposed improvements to approximately 2 miles of US 301 (Gall Boulevard) in Pasco County to accommodate present and future traffic demands. These improvements include widening the existing two-lane road to four lanes with a median. The overall project limits begin south of the proposed connection of State Road (SR) 56 on the south (approximately mile post 1.395) to south of the proposed future realigned SR 39 (Buchman Highway) on the north (mile post 3.505).

The project consists of two segments. The first segment begins south of the planned US 301/SR 56 intersection and ends at Chancey Road; an approximate length of this segment is 1.7 miles. This segment is part of a PD&E Design Change Reevaluation of the original SR 54 Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The second segment begins at Chancey Road and ends south of SR 39 (Buchman Highway) and includes the US 301/Chancey Road intersection; an approximate length of this segment is 0.4 miles. It terminates south of where the proposed SR 39 realignment will tie into existing US 301 (Gall Boulevard), south of the existing SR 39/US 301 (Gall Boulevard intersection). The second segment of the project is associated with a new Type 2 Categorical Exclusion (CE).

This project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) process, designated as ETDM project #3107. An ETDM Programming Screen Summary Report was published on March 7, 2014, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical and social resources. Based on the ETAT comments included in the Summary Report and undertaking the public involvement process to date, it has been determined that the proposed improvements to US 301 (Gall Boulevard) would not create any significant impacts to the environment.

US 301 (Gall Boulevard) from south of proposed SR 56 to south of SR 39 (Buchman Highway), FPID 416564-1, is included in the FDOT's currently adopted 2016-2020 Five Year Work Program. There is \$2,309,943 programmed for final design in fiscal year 2018, and another \$13,642,100 for ROW acquisition is funded for fiscal years 2020 and 2021. Currently, there is no funding for construction in the Work Program.

This Comments and Coordination Report was prepared as part of the US 301 PD&E Study. The report is being produced in accordance with the FDOT's *PD&E Manual*, Part 1, Chapter 11. In compliance with state and federal rules, regulations, and policies, a Public Involvement Plan (PIP) was developed and approved in July 2012 and carried out as an integral part of the US 301 PD&E Study.

Public involvement was implemented throughout the study process to keep appropriate agencies, public officials, property owners, and interested citizens informed, and to ensure project compliance with local and regional transportation plans. The FDOT conducted an interagency coordination and consultation effort, and public participation process. This report documents the PIP, agency coordination efforts, public involvement activities, and comments received.

Within the project limits, the existing roadway is a major north-south principal arterial, and the improvements would expand the current two-lane facility to four lanes with median. US 301 (Gall Boulevard) is located in Sections 22, 23, and 27 of Township 26 South, Range 21 East (U.S. Geological Survey [USGS] Zephyrhills, Fla. 1975, PR 1987).

# TABLE OF CONTENTS

---

<u>Section</u>	<u>Page</u>
<b>EXECUTIVE SUMMARY .....</b>	<b>ES-i</b>
<b>1.0 INTRODUCTION.....</b>	<b>1-1</b>
1.1 Purpose and Need .....	1-1
1.2 Project Description.....	1-1
1.3 Existing Conditions.....	1-3
1.3.1 Roadway Classification .....	1-3
1.3.2 Existing Roadway Facility .....	1-3
1.4 Purpose of Report .....	1-4
<b>2.0 IMPROVEMENT ALTERNATIVES.....</b>	<b>2-1</b>
2.1 No-Build Alternative .....	2-1
2.2 Transportation System Management Alternatives.....	2-1
2.3 Build Alternative.....	2-1
2.4 Recommended Alternative.....	2-4
2.5 Proposed Typical Sections.....	2-4
2.6 Evaluation Matrix .....	2-4
2.7 Preferred Alternative.....	2-5
<b>3.0 PUBLIC INVOLVEMENT PLAN.....</b>	<b>3-1</b>
<b>4.0 EFFICIENT TRANSPORTATION DECISION MAKING.....</b>	<b>4-1</b>
4.1 Environmental Technical Advisory Team .....	4-1
4.2 Summary of ETDM Comments .....	4-2
4.3 Advance Notification .....	4-3
4.3.1 Agencies on Mailing List.....	4-3
<b>5.0 COORDINATION EFFORTS.....</b>	<b>5-1</b>
5.1 Agency Coordination .....	5-1
5.2 Pasco County MPO.....	5-1
5.3 City of Zephyrhills .....	5-1
<b>6.0 MAILING LIST AND NEWSLETTERS .....</b>	<b>6-1</b>
<b>7.0 PUBLIC HEARING .....</b>	<b>7-1</b>
<b>8.0 SUMMARY OF PUBLIC HEARING COMMENTS .....</b>	<b>8-1</b>

## LIST OF APPENDICES

- Appendix A: Public Involvement Plan
- Appendix B: Environmental Screening Tool Programming Summary Report
- Appendix C: Public Hearing Notification Materials and Mailing Lists
- Appendix D: Public Hearing Materials
- Appendix E: Public Hearing Transcript

## LIST OF FIGURES

- 1-1 Project Location Map..... 1-2
- 1-2 Existing Typical Section..... 1-3
  
- 2-1 Recommended Build Alternative Suburban Typical Section S. of Proposed SR 56 to Chancey Road ..... 2-2
- 2-2 Recommended Build Alternative Urban Typical Section Chancey Road to S. of SR 39 (Buchman Highway) ..... 2-3

## LIST OF TABLES

- 2-1 US 301 (Gall Boulevard) PD&E Study Evaluation Matrix ..... 2-4

# *Section 1.0*

## *INTRODUCTION*

---

The Florida Department of Transportation (FDOT) has proposed improvements to approximately 2 miles of US 301 (Gall Boulevard) in Pasco County to accommodate present and future traffic demands. These improvements include widening the existing two-lane road to four lanes with a median. The overall project limits begin south of the proposed connection of State Road (SR) 56 on the south (approximately mile post 1.395) to south of the proposed future realigned SR 39 (Buchman Highway) on the north (mile post 3.505).

### *1.1 PURPOSE AND NEED*

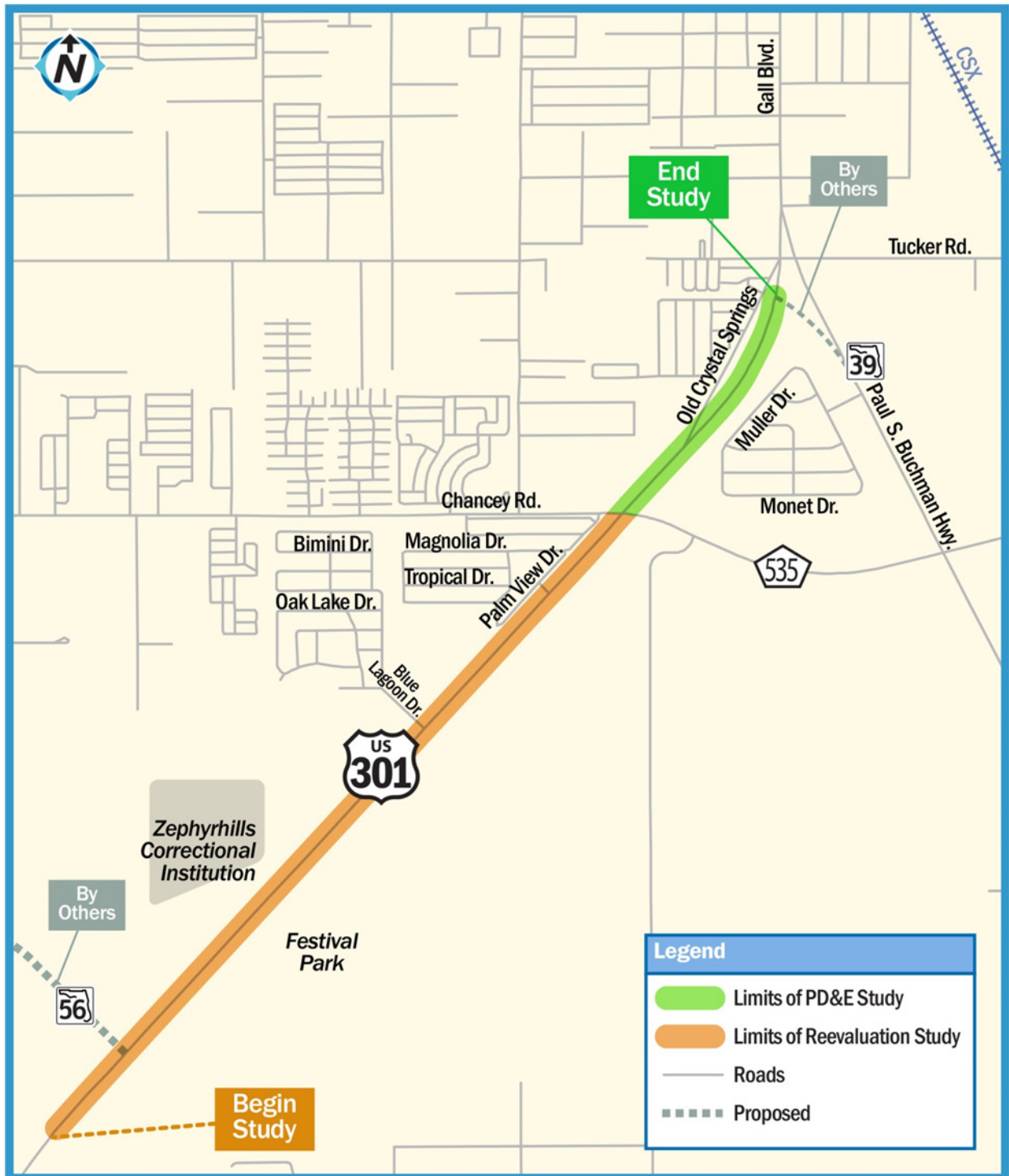
The purpose and need for this project is to improve regional connectivity and to accommodate future traffic demands due to projected growth within and surrounding the study area. These roadways play a significant role in connecting Pasco County to the Tampa Bay region. In addition, US 301 (Gall Boulevard) is designated as a parallel evacuation route to I-75 and provides access to freight activity centers in eastern Pasco County. For further details, please refer to the expanded Purpose and Need section in the *Preliminary Engineering Report*, available under separate cover.

### *1.2 PROJECT DESCRIPTION*

The project consists of two segments. The first segment begins south of the planned US 301/SR 56 intersection and ends at Chancey Road; an approximate length of this segment is 1.7 miles. This segment is part of a PD&E Design Change Reevaluation of the original SR 54 Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The second segment begins at Chancey Road and ends south of SR 39 (Buchman Highway) and includes the US 301/Chancey Road intersection; an approximate length of this segment is 0.4 miles. It terminates south of where the proposed SR 39 realignment will tie into existing US 301 (Gall Boulevard), south of the existing SR 39/US 301 (Gall Boulevard) intersection. The second segment of the project is associated with a new Type 2 Categorical Exclusion (CE). The project location map is included as **Figure 1-1**.



**FIGURE 1-1  
PROJECT LOCATION MAP**



## 1.3 EXISTING CONDITIONS

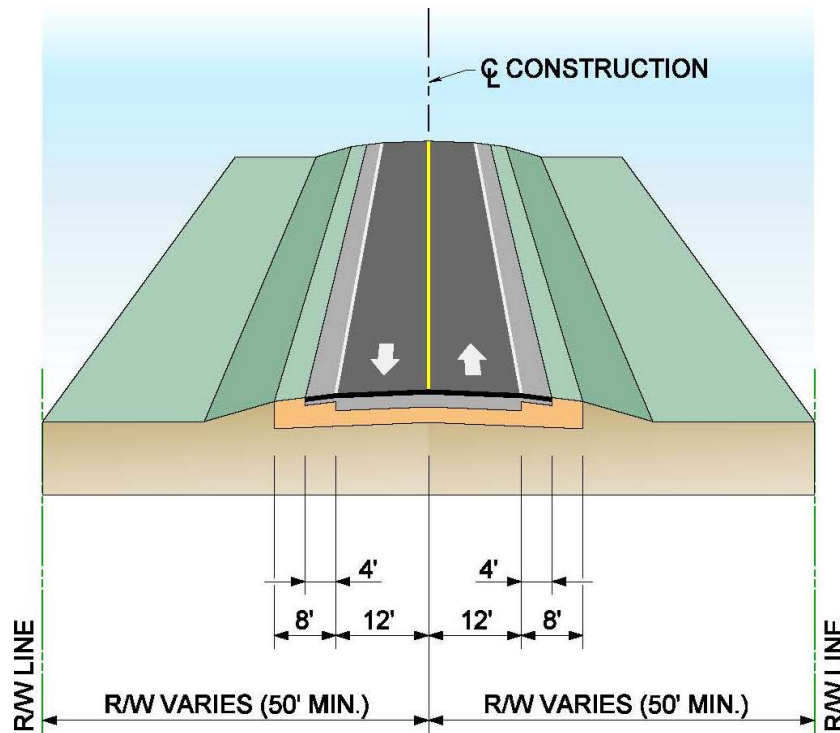
### 1.3.1 ROADWAY CLASSIFICATION

US 301 (Gall Boulevard) is functionally classified as a Rural Principal Arterial - Other from MP 1.395 (project southern termini) to MP 2.452 (just north of Shamrock Place), for a distance of 1.057 mile. From MP 2.452 (just north of Shamrock Place) to MP 3.505 (project northern termini), the corridor is functionally classified as an Urban Principal Arterial – Other, for a distance of 1.053 mile. US 301 (Gall Boulevard) is designated as Access Class 3 within the study limits.

### 1.3.2 EXISTING ROADWAY FACILITY

The existing US 301 (Gall Boulevard) corridor within the study area is currently a two-lane undivided facility with 12-foot travel lanes and 8-foot outside shoulders (four feet paved). From the south, the existing posted speed limit is 60 miles per hour (mph) up to MP 2.240, 55 mph from MP 2.240 to MP 3.067 (Chancey Road), and 45 mph north of MP 3.067 (Chancey Road). The existing right-of-way (ROW) width is approximately 100 feet. **Figure 1-2** depicts the existing roadway typical section.

FIGURE 1-2  
EXISTING TYPICAL SECTION



## **1.4 PURPOSE OF REPORT**

In compliance with state and federal rule, regulations, and policies, a Public Involvement Plan (PIP) was developed in June 2013 and carried out an integral part of the US 301 PD&E study (see **Appendix A**). Public Involvement was implemented throughout the study process to keep appropriate agencies, public officials, property owners, and interested citizens informed, and to ensure project compliance with local and regional transportation plans.

The FDOT conducted an interagency coordination and consultation effort, and public participation process. This report documents the PIP, agency coordination efforts, public involvement activities, and comments received.

## *Section 2.0*

# *IMPROVEMENT ALTERNATIVES*

---

### **2.1 NO-BUILD ALTERNATIVE**

The No-Build Alternative assumes that traffic volumes will continue to increase with no changes to US 301 (Gall Boulevard) within the study area. The No-Build Alternative requires no additional expenditure of funds and has no environmental impacts. Although the No-Build Alternative does not meet the purpose and need and offers no future operational improvements, it remained a viable alternative throughout the study process and serve as the basis of comparison for the build alternatives.

### **2.2 TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES**

The objective of Transportation System Management & Operations (TSM&O) is to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently congested. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements. TSM&O strategies are implemented when one or more of the following occurs:

- Insufficient funds available to meet system improvement needs,
- Increased construction costs for new roadways and transit facilities,
- Increased need to improve operational efficiency, and/or
- Changes in travel patterns.

TSM&O options generally include traffic signal and intersection improvements, access management, and transit improvements. Upon analysis it was determined, the additional capacity required to meet the projected traffic volumes along US 301 (Gall Boulevard) in the Design Year 2040 cannot be provided solely through the implementation of TSM&O improvements.

### **2.3 BUILD ALTERNATIVE**

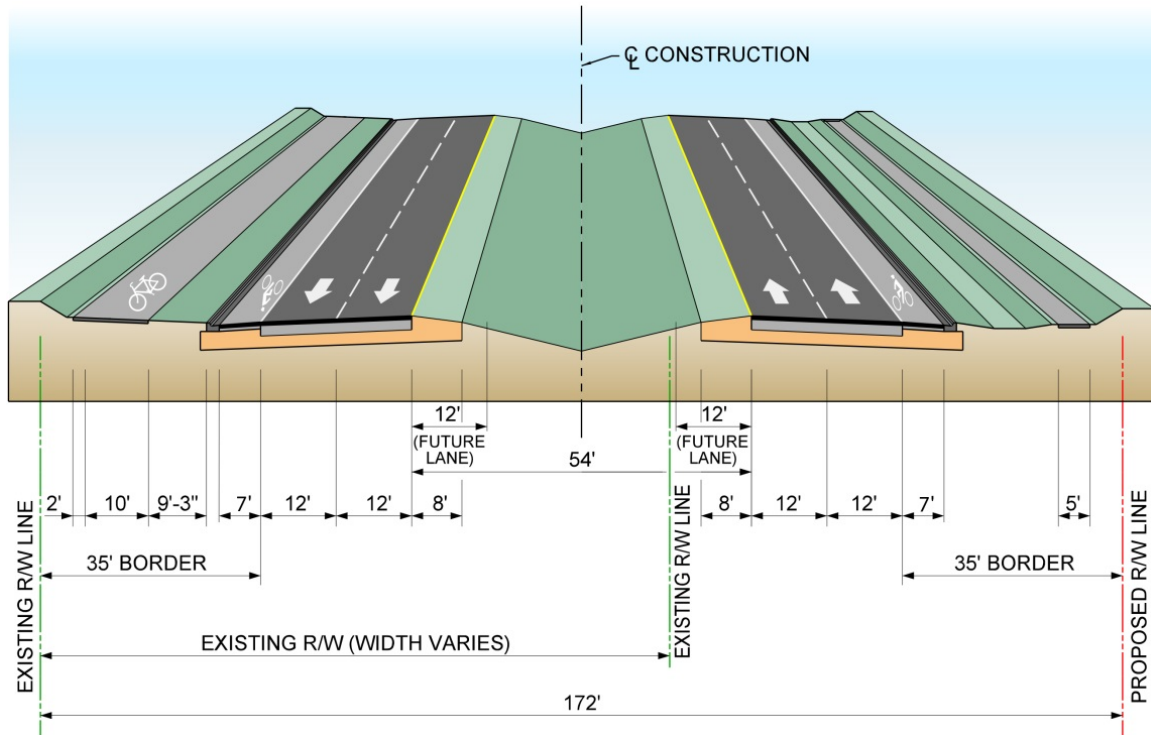
During the US 301 (Gall Boulevard) PD&E study, two Build Alternatives were considered. Both Build Alternatives consisted of holding the existing centerline of US 301 (Gall Boulevard),

and simply widening the US 301 (Gall Boulevard) corridor either to the east or the west. Additionally, only new construction was considered due to the inability to achieve the necessary hydraulic grade needed to convey stormwater from the project corridor to future pond sites based on a preliminary review of existing ground elevations using LIDAR, and geotechnical data.

The Build Alternative consists of two proposed typical sections. The first typical section, a suburban section, begins south of the future SR 56 intersection and ends at Chancey Road. The second typical section, an urban section, begins at Chancey Road and ends just south of the proposed realigned SR 39 (Buchman Highway) and US 301 (Gall Boulevard) intersection.

The suburban typical section, beginning south of the future SR 56 intersection and ending at Chancey Road will have four 12-foot lanes, a 54-foot median, two 7-foot bike lanes/paved shoulders, and Type E curb and gutter; as well as a 5-foot sidewalk along the eastern ROW line and a 10-foot shared use path along the western ROW line, as shown in **Figure 2-1**. This typical section is expandable to six lanes by adding two lanes to the inside reducing the overall median width to 30 feet. The design speed is 50 mph.

**FIGURE 2-1  
RECOMMENDED BUILD ALTERNATIVE SUBURBAN TYPICAL SECTION  
S. OF PROPOSED SR 56 TO CHANCEY ROAD**

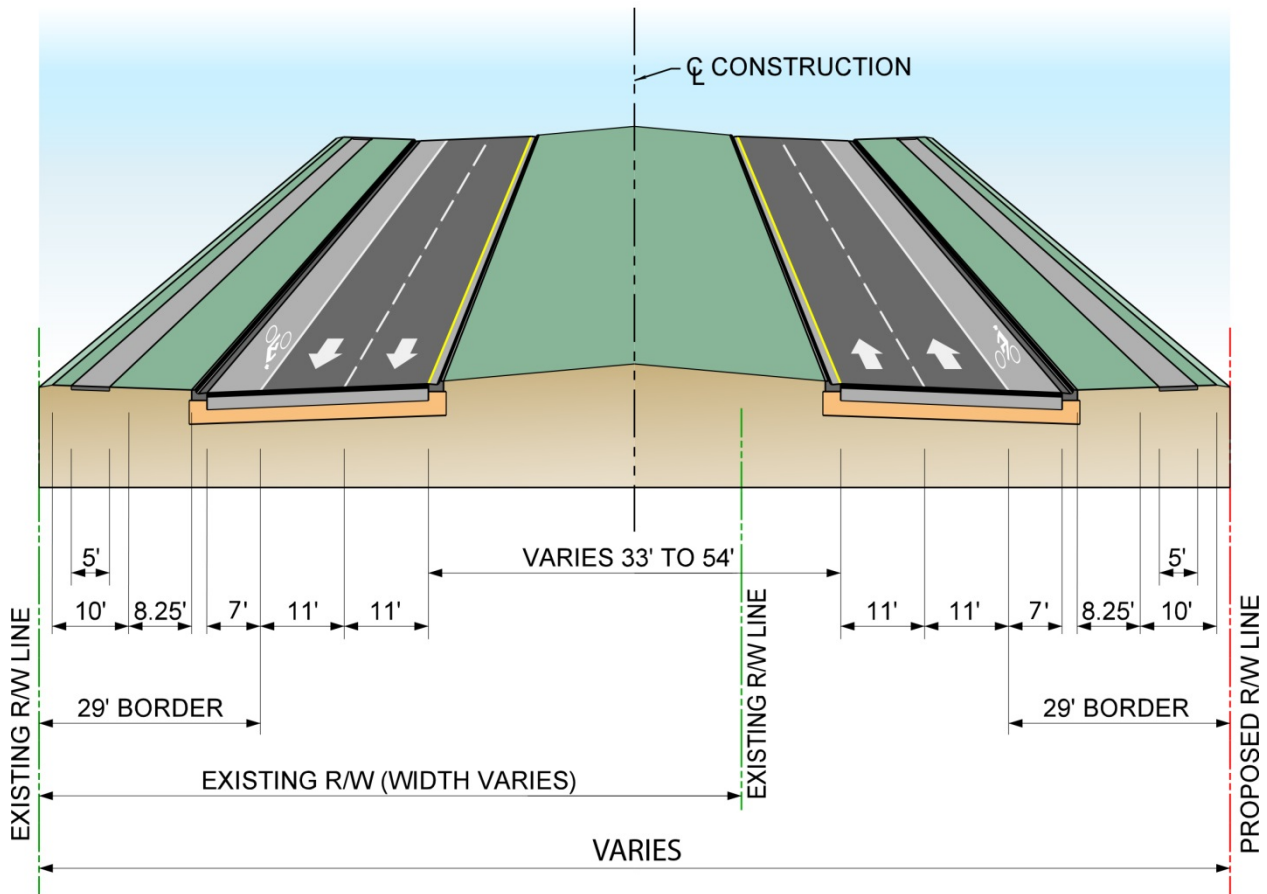


The urban typical section, beginning at Chancey Road and ending just south of the proposed realigned SR 39 (Buchman Highway) and US 301 (Gall Boulevard) intersection, is shown in **Figure 2-2**. The typical section consists of four 11-foot lanes, a variable width median, 7-foot bike lanes/paved shoulders, and Type E curb and gutter; as well as 5-foot sidewalks. The design speed is 45 mph. This typical section would serve as a transition between the ultimate six-lane section of US 301 (Gall Boulevard) and the ultimate four-lane section of US 301 (Gall Boulevard).

Both typical sections hold the existing west ROW line and expand the project corridor to the east. During the design phase, the 10-foot shared use path shall be extended north of Chancey Road to south of the SR 39 intersection.

Widening to the east would impact seven (7) property owners (land acquisition only, no residential impacts) and impact 1.6 acres of wetlands.

**FIGURE 2-2  
RECOMMENDED BUILD ALTERNATIVE URBAN TYPICAL SECTION  
CHANCEY ROAD TO S. OF SR 39 (BUCHMAN HIGHWAY)**



## 2.4 RECOMMENDED ALTERNATIVE

Based on feedback to date from the local government, the public, and other agencies; the Build Alternative has been chosen as the Recommended Build Alternative to be presented at the public hearing.

## 2.5 PROPOSED TYPICAL SECTIONS

Refer to the Recommend Build Alternative described in Section 2.3 and presented in Figures 2-1 and 2-2.

## 2.6 EVALUATION MATRIX

TABLE 2-1  
US 301 (GALL BOULEVARD) PD&E STUDY EVALUATION MATRIX

Evaluation Criteria	No-Build Alternative	Build Alternative
<b>Potential Business Impacts</b>		
Number of business relocations (includes outdoor signs)	0	1
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	0
<b>Potential Right-of-Way (ROW) Impacts</b>		
Roadway: Area of ROW anticipated to be acquired (acres)	0	19.1
Drainage: Off-site ponds necessary (Yes/No)	No	Yes
<b>Potential Environmental Effects</b>		
Archaeological/historical sites potentially affected *	0	0
Noise-sensitive sites	0	70
Wetlands (acres)	0	0.9
Surface waters (acres)	0	0.7
Floodplains (acres)	0	0.76
Threatened and endangered species potentially affected **	0	0
Petroleum contamination or hazardous material sites (H/M/L)	0/0/0	3/2/5
<b>Estimated Costs (in millions)</b>		
ROW acquisition (To be Provided by FDOT)	\$0.0	\$14.8
Wetlands mitigation***	\$0.0	\$0.2
Roadway construction	\$0.0	\$9.8
Engineering design (15% of construction)	\$0.0	\$1.5
Construction engineering & inspection (15% of construction)	\$0.0	\$1.5
<b>Preliminary Estimate of Total Costs</b>	<b>\$0.0</b>	<b>\$27.9</b>

\* NRHP eligible or potentially eligible

\*\* FWC/USFWS listed or protected

\*\*\* Based on 2015-2016 Senate Bill Rate of \$133,000/ac.

## **2.7      *PREFERRED ALTERNATIVE***

Based on feedback to date from the local government, the public, and other agencies, the Recommended Build Alternative presented at the public hearing is being advanced as the Preferred Alternative, see Section 2.3 above.



## ***Section 3.0***

# ***PUBLIC INVOLVEMENT PLAN***

---

The FDOT recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, the FDOT, in accordance with Part 1, Chapter 11 of the FDOT *PD&E Manual*, developed a Public Involvement Program (PIP) that focused on soliciting community participation throughout the PD&E process. The PIP was approved in June 2013 and implemented throughout the course of the study. The purpose of the program is to identify and document the methods used to inform and solicit responses from all interested parties, including property owners, public officials, agencies and business owners. The PIP identified stakeholders and affected communities and included the following:

- Project background;
- Project goals;
- Outreach activities;
- Public Hearing, and,
- Evaluation of public involvement for the project.

The program contained various techniques to notify and involve the public in the decision for the proposed transportation improvements such as a kickoff newsletter, legal newspaper advertisements, news releases to local media, and invitational newsletters to the public hearing.

The PIP served as a history and record of commitments made as a result of public involvement activities. These activities included coordination meetings with local officials, a public hearing, unscheduled meetings and presentations as requested, and coordination with adjacent projects. The commitments made through the plans included Title VI and Title VIII of the Civil Rights Act of 1964 and Americans with Disabilities Act (ADA) compliance and assistance for Limited English Proficiency (LEP) attendees.

## ***Section 4.0***

# ***EFFICIENT TRANSPORTATION DECISION MAKING***

---

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, FDOT established the Efficient Transportation Decision Making (ETDM) Process. This streamlining was in response to the provisions contained within the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), which the United States Congress passed in July 1999. Additional information regarding the ETDM process or project related ETDM comments are available on the ETDM website at: <http://etdmpub.fl-a-etat.org/>

The premises of ETDM include:

- Early and continuous agency involvement
- Good data upon which to base decisions
- Better transportation decisions

### ***4.1 ENVIRONMENTAL TECHNICAL ADVISORY TEAM***

Each of FDOT's seven geographic regions has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under the National Environmental Policy Act (NEPA) of 1969. The ETAT is responsible for interacting with the FDOT and MPOs throughout the ETDM process. Early in a project's process, the ETAT reviewed the purpose and need, direct impacts, recommended avoidance and minimization, suggested mitigation strategies, provided secondary and cumulative effects commentary, assessed degree of effect, and coordinated to reduce conflicts. The FDOT ETAT includes representatives from the following agencies:

- Federal Highway Administration
- FDOT District Seven – Intermodal Systems Development
- FDOT FIHS Central Office
- Federal Transit Administration

- Florida Department of Agricultural & Consumer Services
- Florida Department of Economic Opportunity
- Florida Department of Environmental Protection
- Florida Department of State
- Florida Fish & Wildlife Conservation Commission
- Pasco County MPO
- National Marine Fisheries Service
- National Parks Service
- Natural Resources Conservation Service
- Seminole Tribe of Florida
- Southwest Florida Water Management District
- US Army Corps of Engineers
- US Coast Guard, Seventh District
- US Environmental Protection Agency
- US Fish and Wildlife Service

## **4.2 SUMMARY OF ETDM COMMENTS**

Through the Advance Notification (AN) process FDOT informed numerous federal, state, and local agencies of the project and its scope. The AN Package was transmitted to the Florida State Clearinghouse (FSC), Department of Environmental Protection/Office of Intergovernmental Programs, on September 19, 2013. In addition, FDOT submitted this project simultaneously with the AN package in the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) [ETDM #3107 – US 301 from Chancey Road to SR 39 (Paul Buchman Highway)].

During the 45 day review period, the Environmental Technical Advisory Team (ETAT) provided their comments on the project’s purpose and need, and issued their Degree of Effect (DOE) findings by resource area for the proposed project. Upon completion of the ETDM Programming Screen review, a Programming Screen Summary Report (see **Appendix B**) was developed and entered into the EST which provided the FDOT’s response to each DOE finding

as well as discussion about the overall project. As a result of the AN and EST screening, there were no substantial DOEs received from the ETAT.

### **4.3      *ADVANCE NOTIFICATION***

An AN Package was prepared in accordance with Part 1, Chapter 3 of the *FDOT PD&E Manual* and was transmitted to the Florida State Clearinghouse (FSC), Department of Environmental Protection/Office of Intergovernmental Programs on September 19, 2013. No agency comments were received; no additional comments were received from non-ETAT representatives.

#### **4.3.1      *AGENCIES ON MAILING LIST***

The following agencies received AN packages directly from FDOT District Seven via US Mail:

Federal Highway Administration, Division Administrator  
Federal Highway Administration - ETAT Representative  
Federal Emergency Management Agency - Mitigation Division, Chief  
Federal Railroad Administration  
Federal Transit Administrator- ETAT Representative  
U.S. Department of the Interior- Bureau of Land Management, Eastern States Office  
U.S. Department of Housing and Urban Development, Regional Environmental Officer  
U.S. Department of the Interior - U.S. Geological Survey, Chief  
U.S. Environmental Protection Agency- ETAT Representative  
U.S. Department of Interior- U.S. Fish and Wildlife Service - ETAT Representative  
U.S. Army Corps of Engineers-Regulatory Branch - ETAT Representative  
U.S. Department of Commerce-National Marine Fisheries Service - Southeast  
U.S. Department of Commerce-National Marine Fisheries Service - Southeast Regional Superintendent Conservation Division - ETAT Representative  
U.S. Department of Agriculture - Southern Region  
U.S. Department of Interior- National Park Service - ETAT Representative  
Federal Aviation Administration, Airports District Office  
U.S. Department of Health and Human Services - National Center for Environmental Health  
U.S. Department of Interior-Bureau of Indian Affairs - Office of Trust Responsibilities  
U.S. Coast Guard - Seventh District- Commander (oan) - ETAT Representative  
Florida Inland Navigation District  
Poarch Band of Creek Indians of Alabama  
Muscogee (Creek) Nation of Oklahoma  
Seminole Tribe of Florida  
Miccosukee Tribe of Indians of Florida  
Seminole Nation of Oklahoma

Florida Fish and Wildlife Conservation Commission - ETAT Representative  
U.S. Forest Service - ETAT Representative  
Florida Department of Environmental Protection - ETAT Representative  
Florida Department of Environmental Protection - State Clearinghouse  
Florida Department of State - ETAT Representative  
Florida Department of Community Affairs - ETAT Representative  
Florida Department of Agriculture and Consumer Services- ETAT Representative  
Federal Transit Administrator- ETAT Representative  
Tampa Bay Regional Planning Council  
Southwest Florida Water Management District- ETAT Representative  
FDOT Environmental Management Office, Engineer/Manager  
Pasco County Metropolitan Planning Organization, Director  
Pasco County, Assistant County Administrator

## ***Section 5.0***

# ***COORDINATION EFFORTS***

---

### ***5.1 AGENCY COORDINATION***

Throughout the course of the study, coordination was conducted with various state, regional, and local agencies which would be involved with this project, or whose agreement is required for this project. The following is a list of the state, regional, and local agencies with whom the FDOT has specifically coordinated.

### ***5.2 PASCO COUNTY MPO***

FDOT Project Managers Stephanie Pierce and Lilliam Escalera updated the Pasco County MPO throughout the study period via telephone conversations with MPO staff and Transportation Planning Manager Jim Edwards. The FDOT received a letter dated September 24, 2015, requesting the inclusion of a 10-ft multi-use path along the west side of the roadway within the project limits. The FDOT responded in a letter dated December 31, 2015, that the multi-use path would be included. This path is identified in the proposed typical sections depicted on Figures 2-1 and 2-2.

### ***5.3 CITY OF ZEPHYRHILLS***

FDOT Project Manager Stephanie Pierce and Lilliam Escalera updated the City of Zephyrhills throughout the study period via telephone conversations with staff. The FDOT received a comment from the Director of Planning for the City of Zephyrhills, Todd Vande Berg, requesting the inclusion of a 10-ft multi-use path along the west side of the roadway within the project limits. The FDOT responded in a letter dated December 31, 2015, that the multi-use path would be included. This path is identified in the proposed typical sections depicted on Figures 2-1 and 2-2.

## *Section 6.0*

# *MAILING LIST AND NEWSLETTERS*

---

A mailing list was developed for this project and updated throughout its' duration. Two newsletters were mailed via first class postage to everyone on the mailing list. The first newsletter served as a study kickoff notification and was distributed in September 2012. The second newsletter served as the public hearing notification and was distributed in November 2015. The mailing list contained:

- Those whose property lies, in whole or part, within 300 feet on either side of the centerline of the Recommended Build Alternative(s) or who's access may be affected. Florida Statutes Section 339.155 (5)c, states property owners within 300 feet of the centerline of each alternative should be notified of the project. In accordance with the PD&E manual, this portion of the mailing list was obtained from the Pasco County Property Appraiser's office.
- Elected and appointed public officials; and,
- Public and private groups, organizations, agencies, business owners, and individuals that have an interest in the project.

A copy of the mailing lists may be found in **Appendix C**.

## *Section 7.0*

# *PUBLIC HEARING*

---

The Florida Department of Transportation (FDOT) conducted a public hearing for a Project Development and Environment (PD&E) study for proposed improvements to US 301 in Pasco County, Florida. This public hearing was 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 south of the proposed connection of State Road (SR) 56 to south of the proposed future realigned SR 39 (Buchman Highway), a distance of approximately 2 miles.

The hearing was held at the New Hope Baptist Church, 3514 Allen Road, Zephyrhills, Fl. The Open House began at 5:00 p.m. on Tuesday, September 22, 2015, and the formal hearing presentation began at 6:00 p.m. Following the formal presentation, the Open House continued until 7:00 p.m. The public were given the opportunity to provide their comments in writing during the open house or by mail to be postmarked by October 2, 2015; verbally at the microphone following the formal presentation, or verbally to the court reporter during the open house portions of the hearing. FDOT representatives were available during the open house to speak one-on-one with attendees, take comments and answer questions. Boards on display that evening are found in **Appendix D**.

Thirty (30) members of the public signed in at the public hearing. Kirk Bogen, Environmental Management Engineer, and Stephanie Pierce, FDOT Project Manager, made the presentation during the formal session. FDOT and consultant staff were available to answer questions and take comments following the presentation.

Attendees were provided with a project newsletter and a comment form (see attached). The 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 US 301.

One comment form was collected at the meeting, three additional comments were received by mail following the hearing, and one person spoke during the formal session. A copy of the Public Hearing transcript is found in **Appendix E**. The comments received included:

- One request to be placed on the mailing list;
- A request for information about another project;



- One property owner requested information as to how her property would be affected by the proposed build alternative.
- The Pasco MPO submitted a letter requesting that FDOT provide a 10-foot wide multiuse path along the western side of US 301 for the entire project length.
- Mr. Vande Berg from the City of Zephyrhills spoke during the formal session to request that a 10-foot trail on the west side of US 301 be included in the final plans for the project.

# *Section 8.0*

## ***SUMMARY OF PUBLIC HEARING COMMENTS***

---

Thirty (30) members of the public signed in at the public hearing. Kirk Bogen, Environmental Management Engineer, and Stephanie Pierce, FDOT Project Manager, made the presentation during the formal session. FDOT and consultant staff were available to answer questions and take comments following the presentation.

Attendees were provided with a project newsletter and a comment form (see attached). The 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 US 301.

One comment form was collected at the meeting, three additional comments were received by mail following the hearing, and one person spoke during the formal session. The comments received included:

- One request to be placed on the mailing list;
- A request for information about another project;
- One property owner requested information as to how her property would be affected by the proposed build alternative.
- The Pasco MPO submitted a letter requesting that FDOT provide a 10-foot wide multiuse path along the western side of US 301 for the entire project length.
- Mr. Vandenberg from the City of Zephyrhills spoke during the formal session to request that a 10-foot trail on the west side of US 301 be included in the final plans for the project.

***APPENDIX A***

---

***Public Involvement Plan***

# US 301 (Gall Blvd.) Project Development & Environment Study

from SR 56 (Proposed) to SR 39 (Buchman Hwy.)

Pasco County, Florida

Work Program Item Segment No.: 416564-1

# Public Involvement Program



Revised February 2015

# Public Involvement Program

## US 301 (Gall Blvd.)

*From SR 56 (Proposed) to SR 39 (Buchman Hwy.)*

## Project Development & Environment (PD&E) Study

Work Program Item Segment No.: 416564-1  
Pasco County



In accordance with Part 1, Chapter 11 of the *PD&E Manual*, this Public Involvement Program is submitted to the Department for review and approval.

Submitted by:

A handwritten signature in blue ink, appearing to read "Martin Peate", written over a horizontal line.

**Martin Peate, AICP**  
URS Project Manager

02-20-15

Date

Approved by:

A handwritten signature in blue ink, appearing to read "Kirk Bogen", written over a horizontal line.

**Kirk Bogen, P.E.**  
Environmental Management Engineer  
FDOT, District Seven

2/24/15

Date

**Revised February 2015**

---

# TABLE OF CONTENTS

I.	DESCRIPTION OF PROPOSED IMPROVEMENT .....	1
II.	BACKGROUND.....	3
III.	PROJECT GOALS .....	3
IV.	IDENTIFICATION OF AFFECTED PUBLIC .....	3
	A. Agencies .....	3
	B. Local Elected and Appointed Officials .....	5
	C. Community Groups/Organizations/Public Interest Groups.....	6
V.	OUTREACH ACTIVITIES.....	7
	A. Legal/Display Newspaper Advertisements.....	7
	B. News Releases to Local Media.....	8
	C. Invitational and Informational Newsletters .....	9
	D. Direct Mail.....	9
	E. Limited English Proficiency .....	10
	F. District Seven Project Website.....	10
	G. Fact Sheet .....	10
VI.	PUBLIC OUTREACH ACTIVITIES & SCHEDULE .....	11
	A. Coordination Meetings with Local Officials .....	11
	B. Alternatives Public Workshop (Optional Service).....	11
	C. Unscheduled Public and Agency Meetings.....	11
	D. Public Hearing .....	12
	E. Coordination with Adjacent Projects .....	12
VII.	ANALYSIS AND SUMMARY OF PUBLIC COMMENTS .....	12
VIII.	PUBLIC HEARING .....	12
	A. Potential Hearing Site .....	12
	B. Public Advertisements .....	13
	C. Newsletters / Letters of Notification .....	13
	D. Hearing Preparation.....	13
	E. Briefing Meeting.....	13
	F. Transcript.....	13
	G. Documents and Locations for Public Review.....	13

---

H.	Non-Discrimination Laws and Regulations .....	14
IX.	PUBLIC HEARING FOLLOW-UP .....	14
A.	Comments/Responses.....	14
B.	Public Hearing Scrapbook .....	14
C.	Project Team Debriefing .....	15
D.	Comments and Coordination Report .....	15
E.	LDCA and Reevaluation Approval Notice .....	15
X.	EVALUATION OF THE PUBLIC INVOLVEMENT PROGRAM.....	15
XI.	PUBLIC INVOLVEMENT DURING DESIGN .....	15

## **LIST OF FIGURES**

FIGURE 1 – PROJECT LOCATION MAP .....	2
---------------------------------------	---

## **APPENDICES**

- APPENDIX A – MAILING LISTS  
APPENDIX B – PASCO COUNTY 2015 MEETING SCHEDULES

---

The Florida Department of Transportation (FDOT) recognizes the importance of involving the public in an early and continuous information exchange. An effective Public Involvement Program (PIP) can foster understanding and cooperation between the department and the public and help develop a transportation system that meets real community needs. Through the implementation of this PIP, the department can save money by reducing the need to redo things and avoiding or minimizing unresolved issues.

The purpose of this PIP is to outline a strategy for providing information to and receiving input from concerned citizens, special interests/private groups (residential/business), and government agencies. The PIP will help the public understand transportation plans and projects and empower them to participate in the decision making process. Due to the variety of communities within the study area, several types of public involvement techniques will be employed. This PIP outlines ways to share information with these communities and process the input received from these communities.

This program complies with the Florida Department of Transportation's *Project Development and Environment Manual*, Part 1, Chapter 11; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988.

## I. DESCRIPTION OF PROPOSED IMPROVEMENT

**Project Name:** US 301 (Gall Blvd.) Project Development & Environment (PD&E) Study

**Work Program Item Segment No.:** 416564-1

**Federal Aid Project Number:** N/A

**Project Limits:** The study limits for the proposed project include US 301 (Gall Blvd.) from SR 56 (Proposed) to SR 39 (Buchman Hwy.) for a distance of approximately 1.7 miles. A map of the Project Area is shown in **Figure 1**.

**Proposed Activity:** Conduct a PD&E Study for US 301 from SR 56 (Proposed) to south of SR 39 that establishes the location and design concepts for improvements to US 301.

**Class of Action:** The Class of action has been determined to be a State Environmental Impact Report (SEIR).

**Contact:** **Stephanie Pierce**  
Project Manager  
Florida Department of  
Transportation  
11201 North McKinley Drive  
Tampa, FL 33612  
813-975-6445

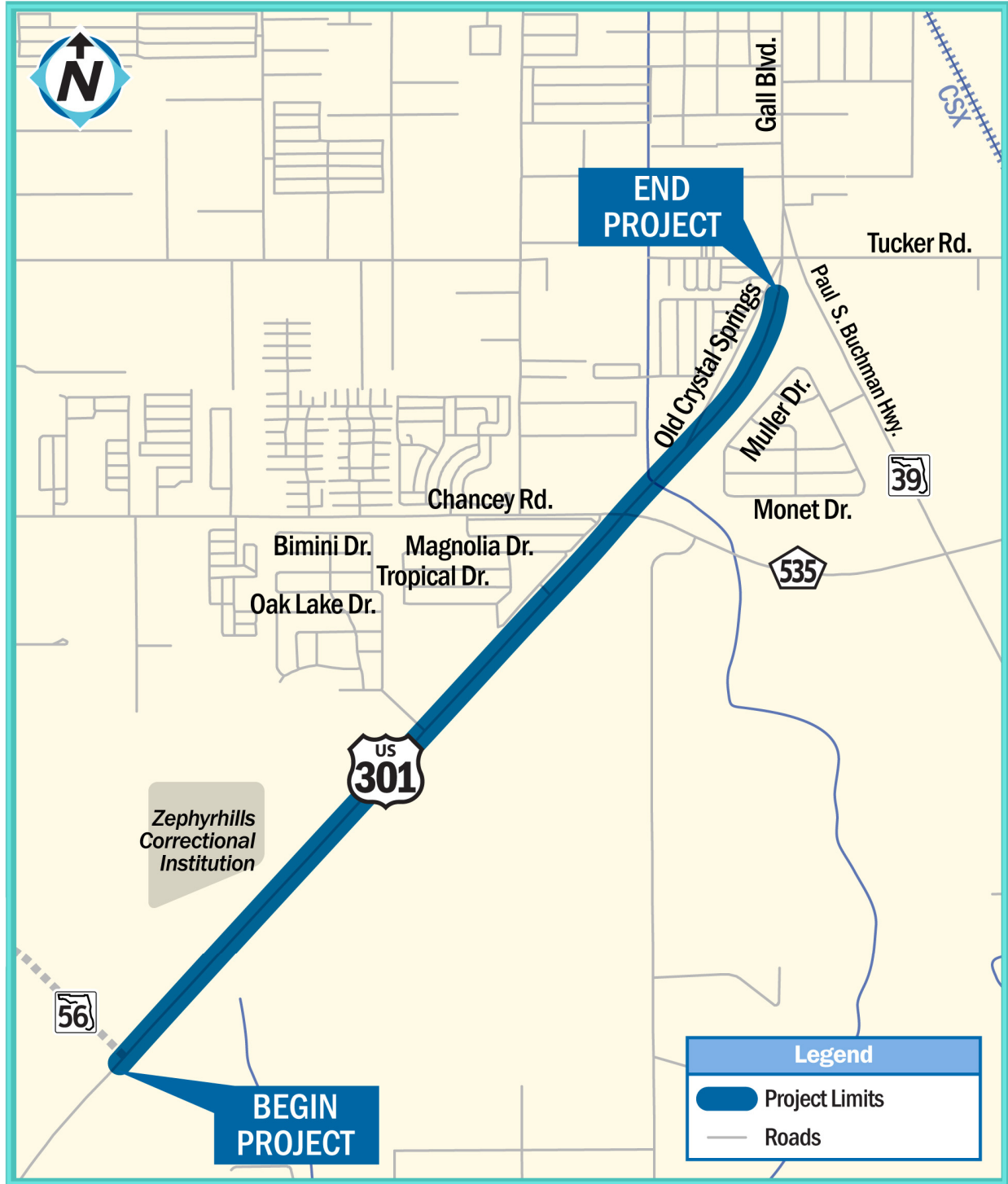
[stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us)

**Kris Carson**  
Public Information Officer  
Florida Department of  
Transportation  
11201 North McKinley Drive  
Tampa, FL 33612  
813-975-6202

[Kristen.carson@dot.state.fl.us](mailto:Kristen.carson@dot.state.fl.us)



FIGURE 1 – PROJECT LOCATION MAP



---

## **II. BACKGROUND**

US 301 is a major north-south arterial located in unincorporated eastern Pasco County. The proposed improvements to US 301 will enhance the overall transportation network that links Pasco County to the entire Tampa Bay and north Florida regions, and provides a parallel north-south route to I-75.

The general land uses within the vicinity of the project are commercial, residential, institutional and open land. There are several small communities/subdivisions adjacent to the project including Palm View Gardens, Tropical Acre Estates, The Ramblewoods, Burrows Acres, Oak Ridge Heights, and Sandollar RV Park.

The project is included in Pasco County MPO's *2035 Cost Affordable Long Range Transportation Plan* (LRTP). Need for the project is based on the expected future quality of traffic flow along US 301 and the projected future socio-economic growth of the region.

The segment from the proposed SR 56 intersection to Chancey Road, was included in an EA/FONSI for SR 54 from Cypress Creek to Zephyrhills East Bypass/Chancey Road that was approved by the Federal Highway Administration (FHWA) on January 25, 1993. The preferred alternative included improving the above-described segment of US 301 from a 2-lane rural facility to a 4-lane divided rural highway.

## **III. PROJECT GOALS**

The following goals and objectives have been defined for this study:

1. Collect necessary information to support the department's decision on the type, design, and location of improvements within the project limits.
2. Evaluate alternatives based on factors related to the design and location of the facility including transportation needs, cost estimates, social impacts, economic factors, and environmental effects.
3. Involve and update the public on alternative concepts and evaluation.
4. Evaluate alternatives and recommend a preferred alternative.

## **IV. IDENTIFICATION OF AFFECTED PUBLIC**

### **A. Agencies**

In addition to the general public, the department will coordinate with the appropriate federal, state, regional and local agencies that have been identified as having a concern in this project, because of jurisdictional review or expressed interest, throughout the project as necessary. Agencies identified to date are listed below and included in the Agency Mailing List in

---

Appendix A. As other public agencies are identified throughout the study, they will be added to the master contact list and contacted as appropriate.

The project was screened by members of District Seven's Environmental Technical Advisory Team (ETAT) as a part of the Efficient Transportation Decision Making (ETDM) process. The Programming Screen Summary Report published on September 23, 2005 documents this screening coordination. The District ETAT members are included in the Agency Mailing List in Appendix A. The following agencies have an opportunity to comment on the project through their participation with the ETDM process and/or the meetings notification process:

Federal:

Federal Emergency Management Agency (FEMA)  
Federal Transit Administration (FTA)  
Federal Aviation Administration (FAA)  
US Department of Health and Human Services (HHS)  
US Department of Interior – Bureau of Indian Affairs (BIA)  
US Department of Interior – Bureau of Land Management (BLM)  
US Department of Housing and Urban Development (HUD)  
US Department of Interior – US Geological Survey Chief (USGS)  
US Army Corps of Engineers (USACE)  
US Environmental Protection Agency – Region IV (EPA)  
US Department of Interior - US Fish and Wildlife Service (USFWS)  
US Department of Interior – National Parks Service (NPS)  
US Department of Agriculture - Forest Service (USFS)  
US Department of Commerce - National Marine Fisheries (NMFS)

State:

Florida Department of Transportation (FDOT)  
Florida Department of Economic Opportunity (FDEO)  
Florida Department of Agriculture – Division of Forestry  
Florida Department of State – State Historic Preservation Officer (SHPO)  
Florida Department of Environmental Protection (FDEP)  
Florida Fish and Wildlife Conservation Commission (FFWCC)  
Florida Inland Navigation

Regional:

Tampa Bay Regional Planning Council (TBRPC)  
Southwest Florida Water Management District (SWFWMD)  
Tampa Bay Area Regional Transportation Authority (TBARTA)

---

Local:

Pasco County

- Administrator
- Planning and Growth Management
- Engineering Services
- Development Services
- Emergency Services
- School Board
- Fire Rescue
- Sheriff's Office
- Metropolitan Planning Organization (MPO)
- Public Transportation

City of Zephyrhills (courtesy notifications)

- City Manager
- Public Works
- Utilities

Tribal Officials:

- Seminole Tribe of Florida, Chairman
- Seminole Nation of Oklahoma, Principal Chief
- Seminole Nation of Oklahoma, Tribal Historic Preservation Officer
- Miccosukee Tribe of Indians of Florida, Chairman
- Miccosukee Tribe of Indians of Florida, Land Resource Manager
- Muskogee (Creek) Nation, Principal Chief
- Muskogee (Creek) Nation, Historic Preservation Manager
- Poarch Band of Creek Indians, Chief
- Poarch Band of Creek Indians, Tribal Historic Preservation Officer
- Mississippi Band of Choctaw Indians (Do not contact or send letters)

**B. Local Elected and Appointed Officials**

The following federal, state, and regional representatives, whose districts are located in the project vicinity, have been identified and will be contacted in reference to the project. The elected officials are included in the Elected Officials Mailing List in Appendix A.

Federal Delegation:

- The Honorable Marco Rubio, US Senator
- The Honorable Bill Nelson, US Senator
- The Honorable Gus Bilirakis, US Representative, District 12

State Senators and Representatives:

- The Honorable John Legg, Florida State Senator, District 17

---

The Honorable Will Weatherford, Florida State Representative, District 61

Pasco County:

The Honorable Ted Schrader , Commissioner, District 1

The Honorable Pat Mulieri, Commissioner, District 2

The Honorable Kathryn Starkey, Commissioner, District 3

The Honorable Henry Wilson, Commissioner, District 4

The Honorable Jack Mariano, Commissioner, District 5

Zephyrhills (courtesy notifications):

The Honorable Daniel W. Burgess, Mayor

The Honorable Lance A. Smith, Councilman

The Honorable Charles E. Proctor, Councilman

The Honorable Faye J. "Jodi" Wilkeson, Councilwoman

The Honorable Kenneth V. Compton, Councilman

The Honorable Kenneth Burgess, Councilman

### **C. Community Groups/Organizations/Public Interest Groups**

The communities within the project limits may potentially be affected in some way (e.g. access) by the project. The following community groups, organizations and/or public interest groups may be notified about the project:

- Zephyrhills Chamber of Commerce
- Moose Family Center
- Zephyrhills Correctional Institute
- Zephyrhills Lions Club
- Rotary Club of Zephyrhills
- Sierra Farms/ Michael Sierra
- Homeowners associations and neighborhood groups for communities within in the project vicinity including:
  - Tropical Acre Estates
  - Palm View Gardens RV Resort
  - The Ramblewoods
  - Sandollar RV Park
  - Burrows Acres
  - Oak Ridge Heights

---

## V. OUTREACH ACTIVITIES

Various techniques will be used to notify the public of the proposed transportation improvements and to provide continuing opportunities for public interaction in the decision making process.

All forms of notification to the public will comply with the Governor's Plain Language Initiative (Executive Order 07-01). This includes letters, advertisements, notices, newsletters, and any other communication meant for public use. This Executive Order requires clear language containing only necessary information presented in a logical sequence. It further calls for short sentences written in the active voice that make it clear who is responsible for what. The Consultant will provide all materials using the Plain Language Initiative guidelines.

The following mandatory nondiscrimination language will be added to all meeting notices, letters, ads, newsletters, boards, and other notification activities:

*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 Lori Marable, Public Involvement Coordinator at the Florida Department of Transportation, 11201 N. McKinley Drive, Tampa, FL 33612, or call (813) 975-6405 at least seven days prior to the meeting.*

The following techniques at a minimum will be employed to notify the public of opportunities to obtain information and participate in the transportation improvement project development process.

### A. Legal/Display Newspaper Advertisements

Legal/display advertisements will be published in the following newspapers to notify the general public of the location, date, and time of the public hearing.

**The Tampa Tribune**  
Pasco Edition  
200 S Parker Street  
Tampa, FL 33606  
[www.tampatrib.com](http://www.tampatrib.com)

**Tampa Bay Times**  
Pasco Edition  
1000 N Ashley Street  
Tampa, FL 33602  
[www.tampabay.com](http://www.tampabay.com)

Two legal/display advertisements announcing the hearing will be published at least 21 days prior (but no more than 30 days prior) to and again 7 to 12 days before the meeting. A notice will also be published in the *Florida Administrative Register* at least 7 days prior to the public hearing.

The FDOT's consultant will submit the FAR ad online, after registering with the Department of State's e-rulemaking website. A chronological file of pertinent newspaper clippings will be maintained in the project files.

## B. News Releases to Local Media

The media contact person for the PD&E study will be the District's Public Information Officer (PIO), Kristen Carson. Ms. Carson can be reached at 813-975-6202 or via email at [kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us).

News releases will be reviewed by the public involvement coordinator, and distributed to the media by the PIO 3-5 days prior to the meeting/hearing. The following media outlets may receive news releases about the project.

<b>NEWSPAPERS</b>	
The Tampa Tribune 200 S Parker Street Tampa, FL 33606	Tampa Bay Times 1000 N Ashley Street Tampa, FL 33602
Gaceta Latina 27524 Cashford Circle, Suite 102 Wesley Chapel, FL 33544	Tampa Bay Business Journal 4350 W. Cypress Street, Suite 800 Tampa, FL 33607
<b>RADIO</b>	
WQYK 99.5 FM WRBQ 104.7 FM 5510 W Gray Street, Suite 130 Tampa, FL 33619	WUSF 89.7 FM 4202 E Fowler Avenue WRB 219 Tampa, FL 33620
WTMP 96.1 FM 5207 Washington Boulevard Tampa, FL 33619	WDUV 105.5 FM 11300 4 <sup>th</sup> Street N, Suite 300 St. Petersburg, FL 33716
WFLA 970 AM 4002 Gandy Boulevard Tampa, FL 33611	WMNF 88.5 FM 1210 Martin Luther King Boulevard Tampa, FL 33603
<b>TELEVISION</b>	
Channel 28 WFTS, ABC 4045 N Himes Avenue Tampa, FL 33607	Channel 10 WTSP, CBS 11450 Gandy Boulevard St. Petersburg, FL 33702
Channel 8 WFLA, NBC 200 S Parker Street Tampa, FL 33606	Bay News 9 Hillsborough Bureau 4400 Martin Luther King Jr. Boulevard Tampa, FL 33614
Univision 62 WVEA Tampa (Spanish) 2610 W Hillsborough Avenue Tampa, FL 33614	Channel 13 WTVT, Fox 3213 W Kennedy Boulevard Tampa, FL 33609
Channel 16 WUSF, PBS 4202 E Fowler Avenue, TVB 100 Tampa, FL 33620	Channel 22 HTV 28 <sup>th</sup> Floor County Center, 601 E. Kennedy Boulevard Tampa, FL 33602
Tampa Bay Community Network Channels 19 and 20 1001 North B Street Tampa, FL 33606	

---

### **C. Invitational and Informational Newsletters**

Three newsletters will be developed for this project and distributed at the following times:

- The first newsletter will be distributed at the initiation of the project as will serve as a “kick-off” newsletter.
- The second newsletter will be distributed prior to the public hearing and will serve as an invitation to the hearing.
- The third and final newsletter will be mailed at the completion of the PD&E study and will serve to notify the public about the LDCA and reevaluation approval events.

### **D. Direct Mail**

It is critical to the success of the public involvement efforts to identify and target interested citizens. A mailing list will be created and maintained using the department's contact list, as well as information provided by Pasco County Property Appraiser, neighborhood associations, chambers of commerce, utility companies, civic organizations, professional business associations, government agencies, and elected officials. Additionally, each individual that participates in public involvement activities or otherwise expresses any interest in the project will be added to the mailing list.

The following will be notified by direct mail of opportunities to provide input into the project development process and/or obtain project information. Newsletters, as described below in Section 5.0 Invitational and Informational Newsletters, will be used as the primary tool used for direct mail.

- Property Owners – Those whose property lies, in whole or part, within 300 feet (at a minimum) on either side of the centerline of each project alternative (Section 339.155 F.S.). The property owners list will be compiled from the Property Appraiser's office utilizing a Geographic Information System (GIS) database containing current tax maps and ownership records. For the public hearing, notification must be received at least 21 days prior to the date of the hearing.
- Public Officials – Elected and appointed officials in the area (county, state, and federal), as well as community leaders who have been identified or have requested to be put on the mailing list.
- Interested Parties – Neighborhood associations, civic organizations, and individuals who request to be placed on the mailing list for this project.

Elected and appointed officials will be notified 25 – 30 days prior to the meeting/hearing. Other groups will be notified such that notification is received 21 days prior to the meeting/hearing.



---

## E. Limited English Proficiency

In the development of a PIP, Limited English Proficiency (LEP) needs must be considered. The US Department of Transportation published *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons* to provide guidance in meeting the intent of Executive Order 13166. Based on that guidance, FDOT has determined that if demographic data indicates that 5 percent or 1,000 persons or more in a project area speak a language other than English, then LEP accommodations will be required.

The project is located adjacent to Zephyrhills South, a Census Designated Place (CDP) and the City of Zephyrhills, an incorporated place. A closer look at the project area indicates that the project is located entirely within four census tracts: 329.04, 330.12, 330.13 and 330.14 in unincorporated Pasco County. Census data including population, language group data, and percent below poverty level within these tracts is summarized in the table below.

**CENSUS DATA SUMMARY FOR US 301**

<b>Census Area</b>	<b>Total Population<sup>1</sup></b>	<b>Percent Below Poverty</b>	<b>Percent LEP<sup>2</sup></b>	<b>Number LEP</b>
Tract 329.04	2,560	7.7	1.4	32
Tract 330.12	2,224	18	2.7	68
Tract 330.13	3,044	33.6	5.3	163
Tract 330.14	3,270	23.1	1.6	52
<b>Total Within Study Area</b>	<b>11,098</b>	<b>21.4</b>	<b>2.8</b>	<b>315</b>

Notes: <sup>1</sup> 2010 U.S. Census.

<sup>2</sup> U.S. Census Bureau American Community Survey. Language Spoken At Home - Language other than English / Speak English less than "very well."

At this phase of the project, it has been determined through census data that opportunity for translation of materials upon request may be provided for Spanish speakers. The department will ensure that all interested parties, including those with limited English proficiency, have an opportunity to participate in the transportation decision-making process.

Contact information to request project materials in Spanish may be included in advertisements, brochures, meeting invitations, and newsletters. Spanish interpreters will be available for public meetings and the public hearing.

## F. District Seven Project Website

All pertinent project information, such as fact sheets, meeting notifications, etc., will be provided for posting on the district's project information website.

## G. Fact Sheet

A fact sheet will be prepared for this project and will be updated throughout the duration of the project. It will include general information regarding the project such as WPI Segment Number, project description, project location map, District Seven project information website address,

---

and the Project Manager's contact information. The fact sheet will be provided to the Project Manager and will be included in the kickoff letter to public officials and agencies. The fact sheet can be modified to use as a handout at presentations and meetings.

## **VI. PUBLIC OUTREACH ACTIVITIES & SCHEDULE**

The following public information meetings will be held to involve the public and interested agencies in the PD&E study process and to inform the public of the status of the project.

### **A. Coordination Meetings with Local Officials**

These meetings will present the most current project information and will be held throughout the study period when deemed appropriate by the department, or when specifically requested by local officials/agencies. Coordination is typically accomplished by presentations to the Pasco County MPO, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and/or the Board of County Commissioners. Presentation materials may include a fact sheet, PowerPoint presentation, graphic displays, and aerial photography. Meeting schedules for local officials are included in Appendix B.

### **B. Alternatives Public Workshop (Optional Service)**

An Alternatives Public Workshop may be held to present alternatives for consideration to the public and solicit comments from the public on those alternatives and the project overall. If conducted, a sign-in sheet will be used to record attendance at the workshop; a presentation will be given to summarize the findings of the study and explain the alternatives under consideration; and public notification of the meeting will be consistent with the guidelines outlined in Section 5.0 of this Program.

### **C. Unscheduled Public and Agency Meetings**

These meetings will consist of small group meetings or presentations to specific groups or the general public. They are normally handled in an informal manner and may occur at anytime throughout the project. However, due to the demographics of the project area and specific interviews with stakeholders along the project, it is anticipated that small group meetings will be scheduled at subdivisions / mobile home parks / RV parks adjacent to the project to present the project alternatives under consideration and solicit comments from the residents. These meetings may be held in lieu of an Alternatives Public Workshop. Sign-in sheets will be used to record attendance at the meetings. A presentation will be given to summarize the findings of the study and explain the alternatives under consideration.

Other unscheduled meetings may include briefings to local governments, the local chamber of commerce, civic groups, or environmental agencies. Interactive meeting formats will allow the department to build consensus with numerous stakeholders. It is estimated for this project there will be up to 24 such meetings during this study.

---

## **D. Public Hearing**

In compliance with FDOT's *Project Development and Environment Manual*, 23 CFR 771 and Section 339.155, Florida Statutes, a formal public hearing will be held to present the findings of the study to the public. The public hearing will be held in the project area and advertisements for the hearing will be consistent with Section 5.0 of this program. The advertisements will state compliance with Non-discrimination Laws and Regulations and will also provide Americans with Disabilities Act of 1990 (ADA) information. A sign-in sheet will be used to record attendance at the hearing. A presentation will be given to summarize the findings of the study to date and explain the recommended alternative. The public will be able to make comments and ask questions. A court reporter will be present and a verbatim transcript of the hearing will be prepared. The transcript, along with comments received by the department and affidavits of publication of legal ads will become included in the Comments and Coordination Report and Public Hearing Scrapbook prepared for the project.

## **E. Coordination with Adjacent Projects**

Efforts will be made to coordinate with ongoing projects along US 301 and SR 56.

## **VII. ANALYSIS AND SUMMARY OF PUBLIC COMMENTS**

This activity will occur throughout the duration of the study and consists of maintenance of files, newspaper clippings, letters, emails, and other direct contact, and summarizing comments received as a result of public meetings or other public outreach. A Comments and Coordination Report will be developed to document public meeting results and recommendations. The report will also include the overall input received through other public involvement techniques used in the project development process. All comments received will be considered during the development, evaluation and selection of project alternatives.

## **VIII. PUBLIC HEARING**

In compliance with FDOT's *Project Development and Environment Manual*, 23 CFR 771 and Section 339.155, Florida Statutes, a public hearing will be held for this project.

### **A. Potential Hearing Site**

While the public hearing location has not yet been determined, it will be held at an appropriate facility convenient to the project location. Additionally, the meeting facilities will be inspected for suitability and compliance with ADA requirements. There are several potential locations within the vicinity of the project that may be appropriate for a public workshop or hearing. Depending on schedule and availability, the public hearing could be held at one of the following locations in Pasco County:

<b>Name</b>	<b>Location</b>	<b>Distance from Project</b>	<b>Phone Number</b>	<b>Comments</b>
East Pasco Family YMCA	37301 Chapel Hill Loop	3 miles	813-780-9622	They have two potential rooms that could be used – the gymnasium and a large exercise room
New Hope Baptist Church	3514 Allen Road	1.2 miles	813-782-6592 Maria James	They are open to having public meetings
Alice Hall Community Center – Zephyr Park	38116 5 <sup>th</sup> Avenue	1.3 miles	813-780-0000	Has been used for other FDOT meetings
Zephyrhills City Council Chambers	5335 8 <sup>th</sup> Street	1.4 miles	813-780-0000	Movable seating

## **B. Public Advertisements**

See Section V., A. Legal/Display Newspaper Advertisements

## **C. Newsletters / Letters of Notification**

See Section V., C. Invitational and Informational Newsletters

## **D. Hearing Preparation**

An audio/visual (PowerPoint) presentation, conceptual design plans, brochure, comment form, and other exhibits will be developed and made available to supplement the oral public hearing presentation. The presentation may be edited for use on local public access TV following the hearing.

## **E. Briefing Meeting**

The department will hold briefing meetings approximately 30 to 40 days before the public hearing to review hearing materials. The meeting will be held at FDOT with appropriate department staff and the consultant's representatives to discuss potential public issues or concerns. All hearing materials will be submitted to the department for review and comment.

## **F. Transcript**

A court reporter will prepare a verbatim transcript of the public hearing formal session to include written and verbal comments received at the hearing and written comments postmarked within 10 days following the public hearing. At least two certified copies will be forwarded to the FDOT Project Manager.

## **G. Documents and Locations for Public Review**

Public notice will be provided in the public hearing advertisement and by mailed invitational newsletters/letters as to the location of study documents for public review. The study documents will be available for review from 21 days prior to the public hearing through 10 days after the public hearing.

---

Potential Sites for Public Review of Study Documents:

**FDOT District Seven**

Intermodal Systems Development Office  
11201 N. Malcolm McKinley Drive  
Tampa, FL 33612  
(813) 975-6445

**Zephyrhills Public Library**

5347 8th Street  
Zephyrhills, FL 33542  
(813) 780-0064

## **H. Non-Discrimination Laws and Regulations**

In accordance with Title VI of the *Civil Rights Act of 1964*, all reasonable steps will be taken to assure that LEP persons receive the language assistance necessary to afford them meaningful access to programs and services. Upon request, methods will be provided to make arrangements for an appropriate interpreter and translation services free of charge. The following mandatory nondiscrimination language will be added to all meeting notices, letters, ads, newsletters, boards, and other notification activities:

*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 Lori Marable, Public Involvement Coordinator at the Florida Department of Transportation, 11201 N. McKinley Drive, Tampa, FL 33612, or call (813) 975-6405 at least seven days prior to the meeting.*

American with Disabilities Act Compliance: Notification of the department's intent to comply with the Americans with Disabilities Act (ADA) will be provided in the public advertisements for the public hearing, in invitational newsletters, handouts, and by selection of the public hearing site that meets all ADA requirements.

## **IX. PUBLIC HEARING FOLLOW-UP**

### **A. Comments/Responses**

Responses to all letters received as a result of the hearing process and questions and comments not answered during the public hearing process will be made in writing if a return address has been provided for the response.

### **B. Public Hearing Scrapbook**

A scrapbook containing 11" x 17" reproductions of the public hearing display boards, concept plans, presentation material, brochure and sign-in sheets will be prepared. The scrapbook will also include a project description, project location map, description of alternatives evaluated and shown, a list of documents on display, and a summary of the hearing. A DVD containing the electronic files in PDF format will also be included.

---

### **C. Project Team Debriefing**

Following the close of the official hearing comment period, a project team debriefing will be held at the district headquarters. The meeting will be held with appropriate department staff and the consultant's representatives to discuss public issues or concerns that were raised at the public hearing or in written comments received at the hearing or during the comment period.

### **D. Comments and Coordination Report**

A Comments and Coordination Report will be produced and submitted at the conclusion of the study. This report will document public participation performed during the study, including comments received, responses sent, coordination with local officials and agencies, public meeting/hearing materials, etc.

### **E. Final Approval Notice**

Upon receipt of approval of the final documentation from the District Secretary, a notice will be placed in *The Tampa Tribune* and the *Tampa Bay Times* (Pasco edition). Additionally, the approval will be documented in the final newsletter mailed to the project mailing list.

## **X. EVALUATION OF THE PUBLIC INVOLVEMENT PROGRAM**

Attendance at public meetings does not necessarily indicate the level of success of a project's public involvement efforts. In order to determine if the public involvement activities are achieving the desired results, it is important to assess their effectiveness throughout the study. The use of systematic evaluation efforts will allow the department to improve ineffective techniques and add new public involvement activities, if appropriate. This process may include identification of the public involvement tools, establishment of performance measures, performance evaluations, and/or identification of improvement strategies.

## **XI. PUBLIC INVOLVEMENT DURING DESIGN**

Following the PD&E study, additional proposed public involvement activities may be documented in a Community Awareness Plan (CAP). This CAP will be prepared at the start of any future design phase and will outline procedures to keep the public informed of the project's progress and specific issues that may come up during the design and construction phases.

## **APPENDICES**

**Appendix A** – Mailing Lists

**Appendix B** – Pasco County 2015 Meeting Schedules

# **APPENDIX A**

## **Mailing Lists**



US 301 Zephyrhills PD&E Study  
Agencies Mailing List

**Federal**

Mr. Dean Stringer, Manager  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Dr., Suite 400  
Orlando, FL 32822-5024

Major Phillip May, Regional Administrator  
Federal Emergency Management Agency, Region 4  
3003 Chamblee Tucker Road  
Atlanta, GA 30341

Dr. Yvette G. Taylor, Regional Administrator  
Federal Transit Administration, Region 4  
230 Peachtree, NW, Suite 800  
Atlanta, GA 30303

Director  
U.S. Department of Health and Human Services  
Center for Environmental Health  
4770 Buford Highway NE  
Atlanta, GA 30341-3724

Mr. Franklin Keel, Regional Director  
U.S. Department of Interior  
Office of Trust Responsibilities  
Bureau of Indian Affairs  
545 Marriott Drive Suite 700  
Nashville, TN 37214

Mr. Bruce Dawson, Field Manager  
U.S. Department of Interior  
Bureau of Land Management  
411 Briarwood Drive, Suite 404  
Jackson, MS 39206

Mr. Ed Jennings, Jr., SE Regional Administrator  
U.S. Department of Housing and Urban Development  
Richard B. Russell Federal Building  
40 Marietta Street  
Atlanta, GA 30303-2086

Mr. Rafael Rodriguez, Director  
U.S. Department of Interior, USGS  
Florida Water Science Center  
The University Center for Business  
10500 University Center Drive, Suite 215  
Tampa, FL 33612

Mr. John Fellows  
U.S. Army Corps of Engineers  
Gulf Coast Area Office  
10117 Princess Palm Avenue, Suite 120  
Tampa, FL 33610

Mr. Donnie Kinard  
U.S. Army Corps of Engineers  
Jacksonville District Regulatory Division  
701 San Marco Boulevard  
Jacksonville, FL 33207

Ms. Gwendolyn Keyes Fleming  
U.S. Environmental Protection Agency, Region 4  
Sam Nunn Atlanta Federal Center  
61 Forsyth St. SW  
Atlanta, GA 30303-8960

Mr. Heinz Mueller, Chief  
U.S. Environmental Protection Agency  
Water Management Division  
Region Four NEPA Program  
Sam Nunn Atlanta Federal Center  
61 Forsyth St. SW  
Atlanta, GA 30303-3104

Mr. Larry Williams  
U.S. Department of Interior  
US Fish & Wildlife Service  
South Florida Ecological Office  
1339 20th Street  
Vero Beach, FL 32960-3559

Mr. David Vela, Regional Director  
U.S. Department of Interior  
National Parks Service  
100 Alabama Street, SW, 1924 Bldg.  
Atlanta, GA 30303

US 301 Zephyrhills PD&E Study  
Agencies Mailing List

Dr. Roy Crabtree, Administrator  
U.S. Department of Commerce  
National Marine Fisheries  
Southeast Regional Office  
263 13th Avenue S  
St. Petersburg, FL 33701

Mr. Mark Sramek  
U.S. Department of Commerce  
National Marine Fisheries  
263 13th Avenue S  
St. Petersburg, FL 33701

**State**

Ms. Marjorie Bixby  
Florida Department of Transportation  
Environmental Management Office  
605 Suwannee Street, MS 37  
Tallahassee, FL 32399-0450

Mr. Anderson H. Rackley, Director  
FI Department of Agriculture & Consumer Services  
Agricultural Environmental Services, Suite F  
3125 Conner Boulevard  
Tallahassee, FL 32399-1650

Mr. James R. Kareis, Director  
FI Department of Agriculture & Consumer Services  
Florida Forest Service  
3125 Conner Boulevard  
Tallahassee, FL 32399-1650

Mr. Hunting F. Deutsch, Executive Director  
Florida Department of Economic Opportunity  
Caldwell Building  
107 East Madison Street  
Tallahassee, FL 32399-4120

Mr. Robert Bendus, Division Director  
Florida Department of State  
State Historic Preservation Officer  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Ms. Lauren P. Milligan  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, MS 47  
Tallahassee, FL 32399-3000

Ms. Mary Yeargan, Director  
Florida Department of Environmental Protection  
Southwest District  
13051 North Telecom Parkway  
Temple Terrace, FL 33637-0926

Mr. Nick Wiley, Executive Director  
Florida Fish & Wildlife Conservation Commission  
620 South Meridian Street  
Tallahassee, FL 32399-1600

Mr. Chris Wynn, Regional Director  
Florida Fish & Wildlife Conservation Commission  
Southwest Region  
3900 Drane Field Road  
Lakeland, FL 33811-1299

Mr. David Roach, Executive Director  
Florida Inland Navigation  
1314 Marcinski Road  
Jupiter, FL 33477-9498

**Regional**

Mr. Manny L. Pumariega  
Tampa Bay Regional Planning Council  
9455 Koger Boulevard, Suite 219  
St. Petersburg, FL 33702

Mr. Blake Guillory, Executive Director  
Southwest Florida Water Management District  
Brooksville Service Office  
2379 Broad Street  
Brooksville, FL 34604-6899

US 301 Zephyrhills PD&E Study  
Agencies Mailing List

**Local**

Mr. Richard Gehring, Administrator  
Pasco County Planning & Growth Management  
8731 Citizens Drive  
New Port Richey, FL 34654

Ms. Margaret Smith, Director  
Pasco County Engineering Services  
8731 Citizens Drive, Suite 320  
New Port Richey, FL 34654

Ms. Michele Baker, County Administrator  
Pasco County  
8731 Citizens Drive, Suite 340  
New Port Richey, FL 34654

Mr. Kurt Browning, Superintendent  
Pasco County School Board  
7227 Land O' Lakes Blvd.  
Land O' Lakes, FL 34638

Ms. Annette Doying, Director  
Pasco County Emergency Management  
8744 Government Drive, Bldg. A  
New Port Richey, FL 34654

Mr. Scott Cassin  
Pasco County Fire Rescue  
4111 Land O' Lakes Boulevard, Suite 208  
Land O' Lakes, FL 34639

Sheriff Chris Nocco  
Pasco County Sheriff's Office  
8700 Citizen Drive  
New Port Richey, FL 34654

Mr. Lance Smith, Chairman  
Pasco County MPO  
8731 Citizens Drive  
New Port Richey, FL 34654

Mr. James H. Edwards  
Transportation Planning Manager  
Pasco County MPO  
8731 Citizens Drive  
New Port Richey, FL 34654

Mr. Mike Carroll, Manager  
Pasco County Public Transportation  
8620 Galen Wilson Boulevard  
Port Richey, FL 34668

Mr. Kevin Doll, Community Relations Director  
Pasco County Sheriff's Office  
8700 Citizen Drive  
New Port Richey, FL 34654

Mr. Steven Spina, City Manager  
City of Zephyrhills  
5335 8th Street  
Zephyrhills, FL 33542

Mr. Shane J. LeBlanc, Director  
Zephyrhills Department of Public Works  
5335 8th Street  
Zephyrhills, FL 33542

Mr. John Bostic, Director  
Zephyrhills Utility Department  
5335 8th Street  
Zephyrhills, FL 33542

US 301 Zephyrhills PD&E Study  
Agencies Mailing List

Mr. Ray Chiamonte, Executive Director  
TBARTA  
4350 W. Cypress St, Ste 700  
Tampa, FL 33607

## FDOT District 7 Environmental Technical Advisory Team

Khaleda Hatim  
FIHS Central Office  
[khaleda.hatim@dot.state.fl.us](mailto:khaleda.hatim@dot.state.fl.us)

Joseph Sullivan  
Federal Highway Administration  
[joseph.sullivan@dot.gov](mailto:joseph.sullivan@dot.gov)

Linda Anderson  
Federal Highway Administration  
[linda.anderson@dot.gov](mailto:linda.anderson@dot.gov)

Buddy Cunill  
Federal Highway Administration  
[benito.cunill@dot.gov](mailto:benito.cunill@dot.gov)

Cathy Kendall  
Federal Highway Administration  
[cathy.kendall@dot.gov](mailto:cathy.kendall@dot.gov)

Dennis Hardin  
FL Dept. of Agriculture/Consumer Affairs  
[dennis.hardin@freshfromflorida.com](mailto:dennis.hardin@freshfromflorida.com)

Vince Morris  
FL Dept. of Agriculture/Consumer Affairs  
[vince.morris@freshfromflorida.com](mailto:vince.morris@freshfromflorida.com)

Chris Wiglesworth  
FL Dept. of Economic Opportunity  
[chris.wiglesworth@deo.myflorida.com](mailto:chris.wiglesworth@deo.myflorida.com)

Jeannette Hallock-Solomon  
FL Dept. of Economic Opportunity  
[jeannette.hallock-solomon@deo.myflorida.com](mailto:jeannette.hallock-solomon@deo.myflorida.com)

Lauren Milligan  
FL Dept. of Environmental Protection  
[lauren.milligan@dep.state.fl.us](mailto:lauren.milligan@dep.state.fl.us)

Chris Stahl  
FL Dept. of Environmental Protection  
[chris.stahl@dep.state.fl.us](mailto:chris.stahl@dep.state.fl.us)

Alyssa McManus  
Florida Department of State  
[ammcmanus@dos.state.fl.us](mailto:ammcmanus@dos.state.fl.us)

Daniel McClarnon  
Florida Department of State  
[daniel.mcclarnon@dos.myflorida.com](mailto:daniel.mcclarnon@dos.myflorida.com)

Ginny Jones  
Florida Department of State  
[gljones@dos.state.fl.us](mailto:gljones@dos.state.fl.us)

Timothy Parsons  
Florida Department of State  
[timothy.parsons@dos.myflorida.com](mailto:timothy.parsons@dos.myflorida.com)

David Rydene  
National Marine Fisheries Service  
[david.rydene@noaa.gov](mailto:david.rydene@noaa.gov)

Mark Sramek  
National Marine Fisheries Service  
[mark.sramek@noaa.gov](mailto:mark.sramek@noaa.gov)

Anita Barrett  
National Park Service  
[anita.barrett@nps.gov](mailto:anita.barrett@nps.gov)

Rick Robbins  
Natural Resources Conservation Service  
[rick.robbins@fl.usda.gov](mailto:rick.robbins@fl.usda.gov)

Chastity Collins  
SW FL Water Management District  
[chastity.collins@swfwmd.state.fl.us](mailto:chastity.collins@swfwmd.state.fl.us)

Paul O'Neill  
SW FL Water Management District  
[paul.oneill@swfwmd.state.fl.us](mailto:paul.oneill@swfwmd.state.fl.us)

Alison Swing  
Seminole Tribe of Florida  
[alisonswing@semtribe.com](mailto:alisonswing@semtribe.com)

Paul N. Backhouse  
Seminole Tribe of Florida  
[paulbackhouse@semtribe.com](mailto:paulbackhouse@semtribe.com)

Elliott York  
Seminole Tribe of Florida  
[elliottyork@semtribe.com](mailto:elliottyork@semtribe.com)

Garett Lips  
US Army Corps of Engineers  
[garett.g.lips@usace.army.mil](mailto:garett.g.lips@usace.army.mil)

Robert Barron  
US Army Corps of Engineers  
[robert.b.barron@usace.army.mil](mailto:robert.b.barron@usace.army.mil)

Madolyn Dominy  
US Environmental Protection Agency  
[dominy.madolyn@epa.gov](mailto:dominy.madolyn@epa.gov)

Jane Monaghan  
US Fish & Wildlife Service  
[jane\\_monaghan@fws.gov](mailto:jane_monaghan@fws.gov)

**FDOT District 7  
Environmental Technical Advisory Team**

\*Bureau of Indian Affairs  
Office of Trust Responsibilities  
Eastern Regional Office  
545 Marriott Drive, Suite 700  
Nashville, TN 37214

\*Tampa FSDO  
Federal Aviation Administration  
5601 Mariner Street  
Suite 310  
Tampa, FL 33609-3416

\*Hardcopy recipient

US 301 Zephyrhills PD&E Study  
Tribal Officials

The Honorable Colley Billie  
Chairman  
Miccosukee Tribe of Indians of Florida  
Tamiami Station  
PO Box 440021  
Miami, FL 33144

The Honorable George Tiger  
Principal Chief  
Muscogee (Creek) Nation /Office of the Administration  
PO Box 580  
Okmulgee, OK 74447

The Honorable Leonard Harjo  
Principal Chief  
Seminole Nation of Oklahoma  
PO Box 1498  
Wewoka, OK 74884

The Honorable Buford Rolin  
Chairman  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

The Honorable James E. Billie  
Chairman  
Seminole Tribe of Florida  
6300 Stirling Road  
Hollywood, FL 33024

The Honorable Phyliss J. Anderson  
Chief (Do not contact)  
Mississippi Band of Choctaw Indians  
101 Industrial Road  
Choctaw, MS 39350

Mr. Fred Dayhoff  
Section 106 and NAGPRA Coordinator  
Miccosukee Tribe of Indians of Florida  
HC-61, SR Box 68  
Old Loop Road  
Ochopee, FL 34141

Cultural Preservation Department Officer  
Muscogee (Creek) Nation / Cultural Preservation  
PO Box 580  
Okmulgee, OK 74447

Ms. Natalie Harjo  
Tribal Historic Preservation Officer  
Seminole Nation of Oklahoma  
PO Box 1498  
Wewoka, OK 74884

Mr. Robert Thrower  
Acting Tribal Historic Preservation Officer  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

Mr. Paul Backhouse, Ph.D.  
Tribal Historic Preservation Officer  
Seminole Tribe of Florida  
30290 Josie Billie Hwy  
PMB 1004  
Clewiston, FL 33440

Mr. Kenneth H Carleton  
Tribal Historic Preservation Officer (Do not contact)  
Mississippi Band of Choctaw Indians  
PO Box 6257  
101 Industrial Road  
Choctaw, MS 39350

US 301 Zephyrhills PD&E Study  
Elected Officials Mailing List

The Honorable Marco Rubio  
US Senator  
3802 Spectrum Blvd., Suite 106  
Tampa, FL 33612

The Honorable Bill Nelson  
US Senator  
Sam Gibbons Federal Court House  
801 N. Florida Avenue, 4th Floor  
Tampa, FL 33602

The Honorable Gus M. Bilirakis  
US Representative, District 12  
5901 Argerian Drive, Suite 102  
Wesley Chapel, FL 33545

The Honorable John Legg  
Florida State Senator, District 17  
262 Crystal Grove Blvd.  
Lutz, FL 33548

The Honorable Danny Burgess  
Florida State Representative, District 38  
317 House Office Bldg.  
402 S. Monroe Street  
Tallahassee, FL 32399

The Honorable Ted Schrader  
Chairman, District 1  
Pasco County Board of County Commissioners  
8731 Citizens Drive, Suite 150  
New Port Richey, FL 34654

The Honorable Mike Moore  
County Commissioner, District 2  
Pasco County Board of County Commissioners  
8731 Citizens Drive, Suite 150  
New Port Richey, FL 34654

The Honorable Kathryn Starkey  
County Commissioner, District 3  
Pasco County Board of County Commissioners  
8731 Citizens Drive, Suite 150  
New Port Richey, FL 34654

The Honorable Mike Wells  
County Commissioner, District 4  
Pasco County Board of County Commissioners  
8731 Citizens Drive, Suite 150  
New Port Richey, FL 34654

The Honorable Jack Mariano  
Vice Chairman, District 5  
Pasco County Board of County Commissioners  
8731 Citizens Drive, Suite 150  
New Port Richey, FL 34654

The Honorable Gene Whitfield  
Mayor  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542

The Honorable Lance A Smith  
Councilman  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542

The Honorable Charles E. Proctor  
President  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542

The Honorable W. Alan Knight  
Councilman  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542



US 301 Zephyrhills PD&E Study  
Elected Officials Mailing List

The Honorable Kenneth V. Compton  
Councilman  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542

The Honorable Kenneth Burgess  
Vice President  
Zephyrhills City Council  
5335 8th Street  
Zephyrhills, FL 33542

## **APPENDIX B**

### **Pasco County 2015 Meeting Schedules**

## Meeting Schedules

<b>Board of County Commissioners</b>		
<b>County</b>	<b>Meeting Schedule</b>	<b>Location</b>
Pasco	2 <sup>nd</sup> Tuesday every month at 10:00 AM  4 <sup>th</sup> Tuesday every month at 10:00 AM	Historic Pasco County Courthouse 37918 Meridian Avenue Dade City, FL  West Pasco Government Center 8731 Citizens Drive New Port Richey, FL
<b>Metropolitan Planning Organization</b>		
<b>County/Committee</b>	<b>Meeting Schedule</b>	<b>Location</b>
Pasco MPO Board	2 <sup>nd</sup> Thursday every month at 10:00 AM	Location varies See website at <a href="http://www.pascocountyfl.net">www.pascocountyfl.net</a> Go to Government, Departments, MPO, Agendas & Public Hearings
Pasco TAC/CMP	2 <sup>nd</sup> Monday every month at 1:30 PM	Location varies See website at <a href="http://www.pascocountyfl.net">www.pascocountyfl.net</a> Go to Government, Departments, MPO, Agendas & Public Hearings
Pasco CAC	1 <sup>st</sup> Wednesday every month at 9:30 AM	Location varies See website at <a href="http://www.pascocountyfl.net">www.pascocountyfl.net</a> Go to Government, Departments, MPO, Agendas & Public Hearings
Pasco BPAC	4 <sup>th</sup> Tuesday every month at 5:45 PM	Location varies See website at <a href="http://www.pascocountyfl.net">www.pascocountyfl.net</a> Go to Government, Departments, MPO, Agendas & Public Hearings
<b>City Council</b>		
<b>City</b>	<b>Meeting Schedule</b>	<b>Location</b>
Zephyrhills	2 <sup>nd</sup> and 4 <sup>th</sup> Monday every month at 6:00 PM	City Hall 5335 8 <sup>th</sup> Street Zephyrhills, FL 33542

***APPENDIX B***

---

***Environmental Screening Tool Programming  
Summary Report***



## Florida Department of Transportation

**RICK SCOTT**  
**GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JIM BOXOLD**  
**SECRETARY**

# ETDM Summary Report

**Project #3107 - US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)**

**Final Programming Screen - Published on 03/07/2014**

**Generated by Nicole Selly (on behalf of FDOT District 7)**

**Printed on: 7/08/2015**

### Table of Contents

<b>Chapter 1 Overview</b>	2
<b>Chapter 2 Project Details</b>	3
2.1. Purpose and Need	3
<b>Chapter 3 Alternative #1</b>	9
3.1. Alternative Description	9
3.2. Segment Description(s)	9
<b>Chapter 4 Eliminated Alternative Information</b>	59
4.1. Eliminated Alternatives	59
<b>Chapter 5 Project Scope</b>	60
5.1. General Project Recommendations	60
5.2. Required Permits	61
5.3. Required Technical Studies	61
5.4. Class of Action	62
5.5. Dispute Resolution Activity Log	62
<b>Appendices</b>	64
6.1. Preliminary Environmental Discussion Comments	64
6.2. Advance Notification Comments	70
6.3. GIS Analyses	70
6.4. Degree of Effect Legend	70

## Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

**#3107 US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)**

**District:** District 7

**Phase:** Programming Screen

**County:** Pasco

**From:** Chancey Road

**Planning Organization:** FDOT District 7

**To:** SR 39 (Paul Buchman Hwy)

**Plan ID:** 3107

**Financial Management No.:** 41656412201

**Federal Involvement:** Federal Permit Federal Action Federal Funding

**Contact Information:** Stephanie Pierce 8139756445 Stephanie.Pierce@dot.state.fl.us

**Snapshot Data From:** Programming Screen Summary Report Re-published on 03/07/2014 by Nicole Selly  
*Issues and Categories are reflective of what was in place at the time of the screening event.*

	Social and Economic						Cultural			Natural				Physical							
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 - Alternative 1 From: Chancey Road To: SR 39 (Paul Buchman Hwy) Re-Published: 03/07/2014 Reviewed from 09/19/2013 to 11/03/2013	1	2	2	0	2	1	1	2	2	2	2	3	3	2	2	3	2	2	2	N/A	2

---

## Purpose and Need

### Purpose and Need

#### Purpose

The purpose of this project is to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility within the project limits. US 301 plays a significant role in connecting eastern Pasco County to the Tampa Bay region.

#### Need

A capacity improvement is needed along US 301 from Chancey Road to SR 39 to accommodate projected future capacity deficiencies, accommodate projected population and employment growth, and improve safety along the corridor. SR 56 will replace

SR 54 on the network once SR 56 is connected to US 301; therefore, this improvement is needed to connect with planned improvements to the north.

#### Future Population and Employment

According to the Pasco County 2035 LRTP Summary Report (February 2010), Pasco County population is expected to grow from 424,400 to 852,200 (101% increase) between 2006 and 2035, and employment is expected to grow from 125,200 to 265,511 (112% increase) within this timeframe. The large growth in population and employment is anticipated due to the numerous approved and proposed Master Planned Unit Developments (MPUDs) and Developments of Regional Impact (DRIs) throughout Pasco County. These MPUDs and DRIs consist of new office, commercial, and residential developments.

#### Future Traffic

In 2011, US 301 north of Chancey Road to south of SR 39 had an Annual Average Daily Traffic (AADT) of 14,200 (LOS D), with truck traffic accounting for approximately 7.10 percent. The current Tampa Bay Regional Planning Model (TBRPM) - Version 7.0 indicates that the AADTs in 2035 are expected to be 29,600. The existing geometry would result in a LOS F for US 301 with the future traffic volumes. This data can be seen in **Table 2**.

#### Plan Consistency

The PD&E study is included in the FDOT's Adopted Five Year Work Program for Fiscal Years (FY) 2013-2017 for District 7 (Item No. 416564-1). The proposed project is included in the Pasco County Metropolitan Planning Organization (MPO) *2035 Cost Affordable Long Range Transportation Plan* (LRTP) for years 2026-2035. The LRTP shows US 301 and SR 56 as 4-lane divided roadways within the project area. According to the FDOT 5-year Adopted work program 2013-2017, the PD&E is currently funded for \$760,000 in Fiscal Year 2013. The estimated cost for this project and the Reevaluation from SR 56 to Chancey Road in the Pasco County 2035 Long Range Transportation Plan (LRTP) is \$41,800,000 for Fiscal Year 2031-2035, with state and federal funding anticipated for this project.

#### Regional Connectivity

US 301 is a major north-south arterial that connects eastern Pasco County with the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region.

#### Safety



With the additional capacity provided in the corridor by the widening of US 301 from two to four lanes, roadway congestion will be reduced, which will decrease potential conflicts with other vehicles and potentially increase safety.

Crash data was analyzed for a 6-year period from 2006 to 2011. During this 6-year period, 137 crashes occurred along the study corridor of which 4 were fatalities. The actual crash rates per million vehicle miles for this study corridor which were acquired from the Florida Department of Highway Safety and Motor Vehicles are shown for 2006 through 2011, together with the statewide average for similar facility types. This information can be reviewed in **Table 1**.

As shown in **Table 1**, one intersection and two segments were analyzed within the project limits. The intersection is US 301 and Chancey Road. The segments are South of Chancey Road and Chancey Road to South of SR 39. The one intersection and two segments that were analyzed had higher average actual crash rates than the statewide average crash rate. The average crash rate for this intersection is approximately 3.2 times the statewide average crash rate. The segments are 1.04 and 2.25 times the statewide average crash rate, respectively.

### **Emergency Evacuation**

US 301 is designated as an evacuation route by the Pasco County Emergency Management and is included on the Florida Division of Emergency Management's evacuation route network. There is a need for capacity improvements based on the projected population and employment growth within the project corridor; therefore, the current typical section would be deemed inadequate during emergency evacuation.

### **Multi-Modal Service**

There is no existing bus service along US 301 within the project area. The Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted May 22, 2009, shows Express Bus: Managed Lanes along US 301 from the proposed SR 56 to Zephyrhills.

There are no separate bicycle or pedestrian facilities located within the project area however, bicyclists may use the existing paved shoulders. Bicycle and pedestrian facilities within the project area could provide means of non-motorized transportation to many commercial sites to the north. The FDOT will evaluate the addition of pedestrian and bicycle facilities within the project corridor as part of the PD&E study and the reevaluation.

### **Access to Intermodal Facilities and Freight Activity Centers**

US 301 is a truck route that provides north-south access within eastern Pasco County and connection to the Tampa Bay region. US 301 has direct connection to I-75 and I-4 in Hillsborough County and to US 98 north of Zephyrhills. Improvements to this facility will enhance access to activity centers in the Tampa Bay region and movement of freight within eastern Pasco County.

## **Project Description**

### **Project Description Summary**

The Florida Department of Transportation (FDOT) will be conducting a Project Development and Environment (PD&E) study to evaluate capacity improvements along US 301 (Gall Blvd) from Chancey Road to the proposed new SR 39 (Buchman Hwy)/US 301 intersection. This new intersection is to be approximately .25 mile south of the existing SR 39/US 301 intersection in Pasco County. The approximate length of this segment is less than 0.6 miles. US 301 is proposed to be widened from a two-lane undivided roadway to a four-lane divided roadway. US 301 is a major north-south arterial within eastern Pasco County.

Additional right-of-way will be needed for this project, and the amount of right-of-way needed will be evaluated as part of the PD&E study and the reevaluation process and it will be based on proposed design concept alternatives.

Also, along US 301 between the proposed SR 56/US 301 intersection and Chancey Road (approximately 1.1 miles), the FDOT will be conducting a PD&E Study Reevaluation of a prior FHWA approved SR 54 (New SR 56) Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The EA/FONSI is exempt from the ETDM screening process. The project description in the 5-year work program lists the total project length (both segments; SR 56/US 301 to Chancey Road and Chancey Road to SR 39) as 1.744 miles.

## Project Background

See **Figure 1** for a location map showing this project in relation to other actions adjacent to and within the project area. A FHWA-approved EA/FONSI was approved for SR 54 (now designated as SR 56) from Cypress Creek to Zephyrhills East Bypass/Chancey Road in 1993 (WPID No. 7125920). The EA/FONSI recommended the construction of a new 6-lane divided rural roadway for SR 54 from Cypress Creek (approximately -mile west of I-75) to the proposed SR 56/US 301 intersection, a distance of approximately 14 miles. The EA/FONSI also recommended the reconstruction of US 301 from the proposed SR 56/US 301 intersection to the Zephyrhills East Bypass/Chancey Road intersection as a new 4-lane divided rural roadway.

Also, an EA/FONSI was completed for SR 39 from I-4 to US 301 (WPI Segment Nos. 255099-1 & 256289-1). This SR 39 EA/FONSI was approved by the FHWA on November 14, 2000. The EA/FONSI evaluated the construction of a new 4-lane divided rural roadway from I-4 in Hillsborough County to a realigned SR39/US 301 intersection in Pasco County.

Additionally, a PD&E study was prepared for US 301/SR 41 (Gall Blvd.) from SR 39 to south of CR 54 (WPI Segment No. 256422-1). A portion of the study was approved by the FHWA as a Type II Categorical Exclusion (CE) on September 12, 2001. The study evaluated the provision of a one way pair roadway system within a majority of the study limits. A PD&E study update was recently completed for this project, and its Type II CE was approved by the FHWA on November 29, 2012.

## Summary of Public Comments

Summary of Public Comments is not available at this time.

### Planning Consistency Status

Are the limits consistent with the plans? Yes

Currently Adopted CFP-LRTP? Yes

Attachments TIP Pages - <https://www.fla-etat.org/est/servlet/blobViewer?blobID=15287>

Phase	Currently Approved TIP	Currently Approved STIP	TIP / STIP \$	TIP / STIP Fiscal Year	Comments
PE (Final Design)	Yes	Unknown	\$710,000	2013	Included in STIP; Page 220 (Date Run 11/6/2012) - attached. Included in TIP; Pages 17 & 49 (FY 2012/13 - 2016/17) - attached.

## Federal Consistency Determination

**Date:** 10/23/2013

**Determination:** CONSISTENT with Coastal Zone Management Program.

## Lead Agency

Federal Highway Administration

## Participating and Cooperating Agencies

Participating and Cooperating agencies are not applicable for this class of action.

## Exempted Agencies

Agency Name	Justification	Date
US Coast Guard	No navigable waterways within project area.	08/27/2013
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	04/13/2011
National Park Service	There are no NPS resources within the project area.	09/19/2013
Federal Rail Administration	There are no FRA resources within the project area.	09/19/2013
US Forest Service	There are no USFS resources within the project area.	09/19/2013

## Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

## User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

## Census Places Within 500 Feet

- Zephyrhills South

## Purpose and Need Reviews

### FL Department of Agriculture and Consumer Services

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/30/2013	Steve Bohl (Steve.Bohl@freshfromflorida.com)	No Purpose and Need comments found.

### FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/25/2013	Chris Wiglesworth (chris.wiglesworth@deo.myflorida.com)	No Purpose and Need comments found.

### FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/23/2013	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

### FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/01/2013	Alyssa McManus (ammcmanus@dos.state.fl.us)	No Purpose and Need comments found.

### FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/22/2013	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

### Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
----------------	---------------	----------	----------

Accepted	10/31/2013	Linda Anderson (linda.anderson@dot.gov)	<p>FHWA has the following comments on the project Purpose and Need:</p> <p>1. The project summary states the proposed project is included in the Pasco County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP) for years 2026-2035. The LRTP shows US 301 and SR 56 as 4-lane divided roadways within the project area. After reviewing the recently adopted plan, the FHWA planner for FDOT District 7 notes that there is a project listed on US 301 from SR 56 to SR 39, but the time frame is for 2031-2035. Clarification needs to be provided as to which time band is accurate. Also if the PD&amp;E is moving up then FDOT needs to refer to the LRTP Amendment Threshold Guidance to see how changes to the plan will need to be documented. In addition, the planning consistency section does not mention the TIP/STIP. Please note that in order to meet planning consistency this project will need to be included in MPO's Cost Affordable Plan and current TIP/STIP. Please consult with Ms. Shakira Crandol, FHWA D7 planner, to resolve these issues.</p> <p>2. Please contact the FHWA D7 area engineer, Mr. Phillip Bello, to discuss the rationale behind locating the northern project termini south of the US 301/SR 39 junction, and to explain why it doesn't extend to US 301 and Palm Grove Dr.</p>
----------	------------	--	--

### National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/10/2013	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

### Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	09/27/2013	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

### Southwest Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/01/2013	Monte Ritter (Monte.Ritter@swfwmd.state.fl.us)	No Purpose and Need comments found.

### US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/30/2013	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

### US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/25/2013	Madolyn Sanchez (sanchez.madolyn@epa.gov)	No Purpose and Need comments found.

### US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/22/2013	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- Seminole Tribe of Florida

## Alternative #1 - Alternative 1

### Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative 1	Chancey Road	SR 39 (Paul Buchman Hwy)	Widening	ETAT Review Complete	0.524 mi.		Roadway Bicycle Pedestrian	N

### Segment Description(s)

#### Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	14050000 (MP 3.029 to 3.553)	14050000 (MP 3.029 to 3.553)	Chancey Road	SR 39 (Paul Buchman Hwy)	0.524	14050000		

### Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	14050000 (MP 3.029 to 3.553)	FDOT	Out	URBAN: Principal Arterial - Other

### Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	14050000 (MP 3.029 to 3.553)	2011	14200	2	Lanes Undivided

### Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	14050000 (MP 3.029 to 3.553)				

### Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	14050000 (MP 3.029 to 3.553)	2035	29600	4	Lanes Divided

### Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	14050000 (MP 3.029 to 3.553)	2035			

### Funding Sources

No funding sources found.

### Project Effects Overview for Alternative #1 - Alternative 1

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FDOT District 7	10/28/2013
Land Use Changes	0 None	FL Department of Economic Opportunity	10/25/2013
Social	2 Minimal	US Environmental Protection Agency	11/03/2013
Social	2 Minimal	Federal Highway Administration	10/31/2013
Social	2 Minimal	FDOT District 7	10/28/2013
Relocation Potential	2 Minimal	FDOT District 7	10/28/2013
Farmlands	0 None	Natural Resources Conservation Service	09/27/2013
Aesthetic Effects	2 Minimal	FDOT District 7	10/28/2013
Economic	1 Enhanced	FDOT District 7	10/28/2013

Economic	1	Enhanced	FL Department of Economic Opportunity	10/25/2013
Mobility	1	Enhanced	FDOT District 7	10/28/2013
<b>Cultural</b>				
Section 4(f) Potential	2	Minimal	Federal Highway Administration	10/31/2013
Historic and Archaeological Sites	2	Minimal	FL Department of State	11/01/2013
Historic and Archaeological Sites	0	None	Southwest Florida Water Management District	11/01/2013
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	10/31/2013
Recreation Areas	0	None	Southwest Florida Water Management District	11/01/2013
Recreation Areas	2	Minimal	Federal Highway Administration	10/31/2013
Recreation Areas	0	None	US Environmental Protection Agency	10/25/2013
Recreation Areas	0	None	FL Department of Environmental Protection	10/23/2013
<b>Natural</b>				
Wetlands	2	Minimal	US Fish and Wildlife Service	11/26/2013
Wetlands	2	Minimal	Southwest Florida Water Management District	11/01/2013
Wetlands	2	Minimal	US Army Corps of Engineers	10/30/2013
Wetlands	0	None	US Environmental Protection Agency	10/25/2013
Wetlands	0	None	FL Department of Environmental Protection	10/23/2013
Wetlands	N/A	N/A / No Involvement	National Marine Fisheries Service	10/10/2013
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	11/03/2013
Water Quality and Quantity	3	Moderate	Southwest Florida Water Management District	11/01/2013
Water Quality and Quantity	0	None	FL Department of Environmental Protection	10/23/2013
Floodplains	2	Minimal	US Environmental Protection Agency	11/01/2013
Floodplains	3	Moderate	Southwest Florida Water Management District	11/01/2013
Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	11/26/2013
Wildlife and Habitat	2	Minimal	Southwest Florida Water Management District	11/01/2013
Wildlife and Habitat	0	None	FL Department of Agriculture and Consumer Services	10/30/2013
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	10/21/2013
Coastal and Marine	2	Minimal	Southwest Florida Water Management District	11/01/2013
Coastal and Marine	N/A	N/A / No Involvement	National Marine Fisheries Service	10/10/2013
<b>Physical</b>				
Noise	3	Moderate	Federal Highway Administration	10/31/2013
Air Quality	2	Minimal	US Environmental Protection Agency	10/29/2013

Contamination	2 Minimal	US Environmental Protection Agency	11/01/2013
Contamination	2 Minimal	Southwest Florida Water Management District	11/01/2013
Contamination	0 None	FL Department of Environmental Protection	10/23/2013
Infrastructure	2 Minimal	Southwest Florida Water Management District	11/01/2013
Navigation	N/A N/A / No Involvement	US Army Corps of Engineers	10/30/2013
<b>Special Designations</b>			
Special Designations	2 Minimal	Southwest Florida Water Management District	11/01/2013
Special Designations	0 None	Federal Highway Administration	10/31/2013
Special Designations	0 None	US Environmental Protection Agency	10/28/2013

## ETAT Reviews and Coordinator Summary: Social and Economic Land Use Changes

### Project Effects

**Coordinator Summary Degree of Effect:** 1 Enhanced assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Economic Opportunity (DEO) and FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect (DOE) of Enhanced.

The EST GIS analysis identified residential high density, hardwood conifer mixed, industrial, open land, and feeding operations as the five major existing land uses within the 500-foot buffer distance. Pasco County future land use maps (dated December 2012) indicate the majority of the land use along the project corridor is planned to be office/commercial and residential. There are two PUDs in the project area; RUCKS and Feliciano. This project is being conducted in order to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility. There is one Census Designated Place, Zephyrhills South, located within the project area.

The Florida DEO stated the project is compatible with the County's 2025 Comprehensive Plan and development goals. The project is depicted on Pasco County's Future Transportation Map 7-22, Future Number of Lanes (2035) and is located within the Pasco County Residential-9 and Retail, Office, Residential (ROR) mixed use Future Land Use categories. The project is not in an Area of Critical State Concern (ACSC), not within a coastal high hazard area (CHHA), and does not encroach a military base.

The PD&E study is included in the FDOT's Adopted Five Year Work Program for Fiscal Years (FY) 2013-2017 (Item No. 416564-1). According to the FDOT 5-year Adopted work program 2013-2017, the PD&E is currently funded for \$760,000 in Fiscal Year 2013. The proposed project is included in the Pasco County Metropolitan Planning Organization's (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP) for years 2026-2035. The LRTP shows US 301 and SR 56 as 4-lane divided roadways within the project area. The estimated cost for this project and the Reevaluation from SR 56 to Chancey Road in the Pasco County 2035 Long Range Transportation Plan (LRTP) is \$41,800,000 for Fiscal Year 2031-2035, with state and federal funding anticipated for this project.

This project supports the future land use designations by providing access and connectivity to existing and planned areas that are designated as residential and office/commercial. US 301 plays a significant role in connecting eastern Pasco County to the Tampa Bay region and the project is anticipated to accommodate increased travel demand resulting from area population and employment growth. The project is being conducted in order to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility.

**Degree of Effect:** 1 Enhanced assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

Identified Resources:

Pasco County Metropolitan Planning Organization's (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP) for years 2026-2035

The Pasco County year 2025 Future Land Use map (updated December 2012) from the Future Land Use Element of the Comprehensive Plan dated July 2013



100-foot Project Buffer Area  
2010 Census Designated Places (1) - Zephyrhills South  
Planned Unit Development (1) - RUCKS

Additional Resources within the 200-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Clydes Cottages

Note: there is another PUD, Feliciano (Legacy Hills) within the 5,280-foot project buffer area.

**Comments on Effects to Resources:**

Comments on Effects to Resources:

Existing Land Uses within the 200-foot project buffer area include:

Description	Acres	Percentage
Hardwood Conifer Mixed	10.0	35.47%
Industrial	7.4	26.31%
Residential High Density	7.1	25.02%
Feeding Operations	1.4	5.09%
Commercial and Services	0.7	2.47%
Transportation	0.6	2.16%

Source: 2009 SWFWMD Florida Land Use and Land Cover

The EST Geographical Information System (GIS) analysis identified residential high density, hardwood conifer mixed, industrial, open land, and feeding operations as the five major existing land uses within the 500-foot buffer distance. The Pasco County year 2025 Future Land Use Map (dated December 2012) indicates the majority of the land use along the project corridor is planned to be office/commercial and residential.

Source: <http://www.pascocountyfl.net/DocumentCenter/View/11474>

The GIS analysis identified two PUDs in the project area; RUCKS and Feliciano. This RUCKS PUD is an approved 276.1 acres site which includes a 19 ac. parcel/ 120,000 square feet of commercial space and 510 residential units. Phase I is scheduled to start in 2012 and includes the residential portion. This PUD is located just south of Chancey Road between US 301 and Paul Buchman Highway. The Feliciano (Legacy Hills) PUD is located just west of the RUCKS PUD on the east side of Paul Buchman Highway. This PUD is a 40 ac. site with 190 single family detached homes planned.

The PD&E study is included in the FDOT's Adopted Five Year Work Program for Fiscal Years (FY) 2013-2017 (Item No. 416564-1). According to the FDOT 5-year Adopted work program 2013-2017, the PD&E is currently funded for \$760,000 in Fiscal Year 2013. The proposed project is included in the Pasco County Metropolitan Planning Organization's (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP) for years 2026-2035. The LRTP shows US 301 and SR 56 as 4-lane divided roadways within the project area. The estimated cost for this project and the Reevaluation from SR 56 to Chancey Road in the Pasco County 2035 Long Range Transportation Plan (LRTP) is \$41,800,000 for Fiscal Year 2031-2035, with state and federal funding anticipated for this project.

A Degree of Effect of Enhanced was selected because this project supports the future land use designations by providing access and connectivity to existing and planned areas that are designated as residential and office/commercial. US 301 plays a significant role in connecting eastern Pasco County to the Tampa Bay region and the project is anticipated to accommodate increased travel demand resulting from area population and employment growth. The project is being conducted in order to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Recommendations:

Coordinate with the County in Project Development to make sure this project is consistent with the cost affordable LRTP and Comprehensive Plan.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 None assigned 10/25/2013 by Chris Wiglesworth, FL Department of Economic Opportunity

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

The 2025 Pasco County Comprehensive Plan, Revised July 25, 2013

**Comments on Effects to Resources:**

The project is compatible with the County's 2025 Comprehensive Plan and development goals.

The project is depicted on Pasco County's Future Transportation Map 7-22, Future Number of Lanes (2035)

The project is within the Pasco County Residential-9 and Retail, Office, Residential (ROR) mixed use Future Land Use Categories.

There are no local parks within a of the project.

The project is not in an Area of Critical State Concern (ACSC), not within a coastal high hazard area (CHHA) and does not encroach a military base. There are no other planning items that would be affected by the project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Land Use Changes issue for this alternative:  
Federal Highway Administration

---

**Social**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from U.S. Environmental Protection Agency (USEPA), Federal Highway Administration (FHWA) and FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect (DOE) of Minimal.

The EST GIS analysis identified one mobile home and RV park (Sandollar RV Park) within the 200-foot buffer distance and one additional mobile home and RV park (Clydes Cottages) within the 500-foot buffer distance. The Veterans of Foreign Wars facility is located within the 200-foot buffer area and Southside Church is within the 500-foot buffer area.

Within the 500-foot buffer distance, the EST GIS analysis identified no 2010 Census Blockgroups that have a median family income below \$25,000, but there are 261 households that have fallen below poverty level within the past 12 months and 15 households with public assistance. The median family income ranges between \$37,045 and \$54,931. There are no 2010 Census Blockgroups with minority population over 40%.

Based on 2010 American Community Survey (ACS) data, within the project area (500-foot buffer area) there are only eight people (less than 1 percent) who speak English "not well" and not any people that speak English "not at all." Therefore, written translation obligations under "safe harbor" are not expected for this project since the eligible Limited English Proficiency (LEP) language group is less than 1 percent and does not meet/exceed the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4).

The USEPA stated that within the project buffer distances, there are no significant sociocultural resources; however, the census

blocks contain elderly populations. The project has the potential to have social impacts such as noise, vibration, construction detours and travel pattern disruptions, and increased traffic volumes. The USEPA recommended FDOT include public involvement activities and the PD&E include an evaluation of sociocultural effects.

The FHWA stated that According to the 2010 American Community Survey, within the three block groups spanning the project APE, median family income in 2009 ranged from \$37,045 to 54,931. Depending on the block group, 72-95 families lived below the poverty level during the past 12 months, and 0-15 families received Public Assistance Income. According to the 2010 U.S. Census Block Group Data, within the three block groups overlapping the 100' project buffer, and depending on the block group, 0 - 10.2% of the residents were African American, 2.5-7.1% were Hispanic/Latino, 0.1-0.3% were Asian, 0.4-1.2% were American Indian or Alaska Native, and 0.2-2.5% were "Some Other Race." The FHWA also identified the Sand Dollar RV Park, Clydes Cottages Trailer Park and the Southside Church within the project area. Federal law prohibits federally-funded projects from disproportionately impacting individuals of low-income or minority status. Potential impacts include increased noise from or increased proximity to the proposed 4-lane highway or potential relocation.

While additional right-of-way may be required depending on the proposed typical section and pond site locations, the project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

Impacts to social cohesion and community character are anticipated to be minimal since the US 301 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project. The facility will improve accessibility to residential, employment, and other regional activity centers in Pasco County from US 301's direct connection to I-75 and I-4 in Hillsborough County, and US 98 north of Zephyrhills. Level of Service (LOS) and connectivity within the corridor would be improved for motorists, which would decrease travel times, and therefore enhance the quality of life in the community. The project will also support the new PUDs that will directly access this roadway within the project area. The FDOT will conduct public outreach to residents and businesses in the area to solicit input.

**Degree of Effect:** 2 *Minimal* assigned 11/03/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

### Direct Effects

#### Identified Resources and Level of Importance:

Resources: Social impacts to residential populations, residential communities, elderly populations, disadvantaged populations and other cultural resources such as social, economic, mobility, land use, and aesthetics.

Level of Importance: These resources are of a high level of importance for the proposed project EPA is assigning a minimal degree of effect for social issues for the proposed project (ETDM #3107, US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)).

#### Comments on Effects to Resources:

Within the project buffer distances, there are no significant sociocultural resources. However, the census blocks contain elderly populations.

EPA is assigning a minimal degree of effect to this issue. Widening US 301 from Chancey Road to SR 39 (Paul Buchman Hwy) has the potential to have social impacts such as noise, vibration, construction detours and travel pattern disruptions, and increased traffic volumes. It is recommended that FDOT include public involvement activities and that the PD&E phase of the project include an evaluation of sociocultural effects. Direct and indirect impact to social resources and the affected communities be avoided or minimized to the best extent practicable.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

**Degree of Effect:** 2 *Minimal* assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:** A socio-cultural effects evaluation is required for this project.

**Direct Effects**

**Identified Resources and Level of Importance:**

Within 100' buffer:

According to the 2010 American Community Survey, within the three block groups spanning the project APE, median family income in 2009 ranged from \$37,045 to 54,931. Depending on the block group, 72-95 families lived below the poverty level during the past 12 months, and 0-15 families received Public Assistance Income.

According to the 2010 U.S. Census Block Group Data, within the three block groups overlapping the 100' project buffer, and depending on the block group, 0 - 10.2% of the residents were African American, 2.5-7.1% were Hispanic/Latino, 0.1-0.3% were Asian, 0.4-1.2% were American Indian or Alaska Native, and 0.2-2.5% were "Some Other Race."

The Sand Dollar RV Park is located within the 200' buffer and the Clydes Cottages Trailer Park is located within the 500' buffer. The Southside Church is located within the 500' buffer.

**Comments on Effects to Resources:**

Federal law prohibits projects funded with Federal money from disproportionately impacting individuals of low-income or minority status. Types of impact, for this project, might include increased noise from or increased proximity to the proposed 4-lane highway, or less likely, relocation.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 2 *Minimal* assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

Identified Resources:

100-foot Project Buffer Area  
2010 Census Designated Places (1) - Zephyrhills South  
Planned Unit Developments (1) - RUCKS

Additional Resources within the 200-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Clydes Cottages

Note: there is another PUD, Feliciano (Legacy Hills) within the 5,280-foot project buffer area.

**Comments on Effects to Resources:**

Comments on Effects to Resources:

It should be noted that the EST Geographical Information System (GIS) analysis of 2010 American Community Survey data did not identify any Census Block groups that had a median family income below \$25,000 in 2009. There are 15 households with public assistance, and no Census Block groups identified with a minority population over 40% within the 500-foot buffer distance.

The tables below present the demographic in the 500-foot project buffer area and for Pasco County. According to the EST GIS analysis results, the racial and ethnic characteristics are slightly different for the project area compared to Pasco County as a whole. The data shows the project area containing a higher percentage of White, but lower percentage of African-American, Hispanic and Other ethnic groups than the county does. Additionally, there are some households that have fallen below poverty level within the past 12 months and/or have public assistance income.

Demographic/500-foot Buffer Area/ Pasco County

White (Race) / 97% / 88%

African-American (Race) / 1% / 4%

"Other" (Race) / 1% / 5%

Hispanic (Ethnic Group) / 2% / 12%

Source: US Census Bureau (2010 US Census)

\*"Other" includes Asian, American Indian, Eskimo or Aleut, Native Hawaiian & Other Pacific Islander Alone & Other Race.

Income/500-foot Buffer Area

Median Family Income in 2009 / \$37,045 - \$54,931

Households in the past 12 months below poverty level / 261

Households with Public Assistance Income / 15

Source: US Census Bureau (2010 ACS)

Minority Population Greater than 40%:

There are no Census Block groups identified with a minority population over 40% within the 500-foot buffer distance.

Limited English Proficiency (LEP) Accommodations:

Based on 2010 American Community Survey (ACS) data, within the project area (500-foot buffer area) there are only eight people (less than 1 percent) who speak English "not well" and not any people that speak English "not at all." Therefore, written translation obligations under "safe harbor" are not expected for this project since the eligible Limited English Proficiency (LEP) language group is less than 1 percent and does not meet/exceed the threshold (constitute 5 percent or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4).

It should be noted that the GIS analysis indicates numerous parcel derived parks. Further investigation and past coordination with the ETDM HelpDesk has shown that these parcels are right-of-way for the FDOT and Pasco County and are not parks. These parcels are coded incorrectly in the Pasco County property appraiser maps.

The GIS analysis identified two PUDs in the project area; RUCKS and Feliciano. This RUCKS PUD is an approved 276.1 acres site which includes a 19 ac. parcel/ 120,000 square feet of commercial space and 510 residential units. Phase I is scheduled to start in 2012 and includes the residential portion. This PUD is located just south of Chancey Road between US 301 and Paul Buchman Highway. The Feliciano (Legacy Hills) PUD is located just west of the RUCKS PUD on the east side of Paul Buchman Highway. This PUD is a 40 ac. site with 190 single family detached homes planned.

Impacts to social cohesion and community character are anticipated to be minimal since the US 301 corridor already exists and no splitting of neighborhoods or isolated areas is expected to occur as a result of this project. The facility will improve accessibility to residential, employment, and other regional activity centers in Pasco County from US 301's direct connection to I-75 and I-4 in Hillsborough County, and US 98 north of Zephyrhills. Level of Service (LOS) and connectivity within the corridor would be improved for motorists, which would decrease travel times, and therefore enhance the quality of life in the community. The project will also support the new PUDs that will directly access this roadway within the project area.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Recommendations:

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency, 1994).

The FDOT will conduct public outreach to residents and businesses in the area to solicit input.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

## Relocation Potential

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified Retail/Office, Vacant Nonresidential, Parcels with No Values, Residential and Agricultural as the five major existing land uses within the 500-foot buffer distance. Residential land uses within the 100-foot, 200-foot and 500-foot buffer distances account for 22.59%, 25.02% and 41.91%, respectively, of the project corridor. There is also one Mobile Home and RV Park (Sandollar R.V. Park) within the 200-foot buffer and one additional Mobile Home and RV Park (Clydes Cottages) within the 500-foot buffer distance.

Additional right-of-way is anticipated for offsite stormwater treatment facilities and possibly for the roadway widening depending on the proposed typical section. The project will be designed, however, to avoid/minimize potential relocation impacts to the greatest extent practicable. A Degree of Effect of Minimal has been assigned because residential, commercial, and business relocations are expected to be minimal because of the rural nature of the existing corridor.

Impacts to residential and commercial land uses will be evaluated and alternatives will be developed to avoid or minimize considered relocations during Project Development. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. A Conceptual Stage Relocation Plan will be prepared for this project provided that any potential right-of-way acquisition outcome results in relocation needs.

**Degree of Effect:** 2 *Minimal* assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

Identified Resources:

100-foot Project Buffer Area  
2010 Census Designated Places (1) - Zephyrhills South

Residential Land Uses within the 100-foot Project Buffer Area:

Residential High Density - 3 acres  
Residential Medium Density - 0 acres  
Residential Low Density - 0 acres

Commercial and Services Land Use within the 100-foot Project Buffer Area:  
0.2 acres

Additional Resources within the 200-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Sand Dollar RV Park

Residential Land Uses within the 200-foot Project Buffer Area:

Residential High Density - 7.1 acres  
Residential Medium Density - 0 acres  
Residential Low Density - 0 acres

Commercial and Services Land Use within the 200-foot Project Buffer Area:  
0.7 acres

Additional Resources within the 500-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Clydes Cottages

Residential Land Uses within the 500-foot Project Buffer Area:

Residential High Density - 32.4 acres  
Residential Medium Density - 2.2 acres  
Residential Low Density - 0.9 acres

Commercial and Services Land Use within the 500-foot Project Buffer Area:  
4.8 acres

### Comments on Effects to Resources:

Comments on Effects to Resources:

Existing Land Uses within the 200-foot project buffer area include:

Description	Acres	Percentage
Hardwood Conifer Mixed	10.0	35.47%
Industrial	7.4	26.31%
Residential High Density	7.1	25.02%
Feeding Operations	1.4	5.09%
Commercial and Services	0.7	2.47%
Transportation	0.6	2.16%

Source: 2009 SWFWMD Florida Land Use and Land Cover

Additional right-of-way (ROW) is anticipated for offsite stormwater treatment facilities and possibly for the roadway widening depending on the proposed typical section. The project will be designed, however, to avoid/minimize potential relocation impacts to the greatest extent practicable.

A Degree of Effect of Minimal has been assigned because residential, commercial, and business relocations are expected to be minimal because of the rural nature of the existing corridor. Impacts to residential and commercial land uses will be evaluated and alternatives will be developed to avoid or minimize relocations during Project Development.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

Recommendation:

Relocation effects will be further analyzed as more detailed project information and ROW needs become available. A Conceptual Stage Relocation Plan (CSR) will be prepared for this project provided that any potential ROW acquisition outcome results in relocation needs.

Any relocation will be evaluated to determine if there will be any disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households.

### CLC Recommendations:

#### Indirect Effects

### Identified Resources and Level of Importance:

### Comments on Effects to Resources:

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

The following organization(s) were expected to but did not submit a review of the Relocation Potential issue for this alternative:  
Federal Highway Administration

---

## Farmlands

### Project Effects

**Coordinator Summary Degree of Effect:** 0 None assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

The EST GIS analysis identified no prime farmlands within the 100-foot, 200-foot and 500-foot buffer distances.

The NRCS stated that conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Prime, Unique, Local) Farmland Analysis (using existing SWFWMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area.

No farmlands have been identified along the project corridor, and no impacts to farmlands are anticipated by the proposed project. The FDOT will review the project area and identify any potential impacts to farmlands as part of the PD&E study and coordinate with

the NCRS as needed.

**Degree of Effect:** 0 *None* assigned 09/27/2013 by Rick Allen Robbins, Natural Resources Conservation Service

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

##### Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Prime, Unique, Local) Farmland Analysis (using existing SWFWMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

##### CLC Recommendations:

#### Indirect Effects

##### Identified Resources and Level of Importance:

##### Comments on Effects to Resources:

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

---

## Aesthetic Effects

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified residential high density, hardwood conifer mixed, industrial, open land, and feeding operations as the five major existing land uses within the 500-foot buffer distance. There are 32.4 acres (39.72%) of Residential High Density, 1.8 acres (2.19%) of Residential Medium Density, and 0.9 acres (1.11%) of Residential Low Density within the 500-foot buffer distance. Residences along the project corridor could be impacted by traffic noise.

The project area is currently rural with residential uses on both sides. Residential areas in the project area may be affected by traffic noise and widening the roadway may result in minor aesthetics changes since the roadway is currently in a rural setting with two lanes.

During Project Development the FDOT will conduct a noise evaluation for US 301. The FDOT will also conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

**Degree of Effect:** 2 *Minimal* assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

Identified Resources:

100-foot Project Buffer Area  
2010 Census Designated Places (1) - Zephyrhills South



## Residential Areas (2)

Additional Resources within the 200-foot Project Buffer Area  
Residential Areas (1)

Additional Resources within the 500-foot Project Buffer Area  
Residential Areas (2)

### Comments on Effects to Resources:

Comments on Effects to Resources:

The project is proposed to widen US 301 from a two-lane undivided roadway to a four-lane divided roadway. Within the 500-foot project buffer area the existing land use is primarily Residential High Density (40%), with Hardwood Conifer Mixed (17%), Industrial (12%), Open Land (9%), Feeding Operations (6%), and Commercial and Services (5%) completing the majority of the classifications present.

Existing Residential Land Uses within the 500-foot Project Buffer Area:  
(source: 2009 SWFWMD Florida Land Use and Land Cover)

Description Acres Percent

Residential High Density	32.4	39.72%
Residential Medium Density	2.2	2.19%
Residential Low Density	0.9	1.11%
Residential Total	35.5	43.02%

The project area is currently rural with residential uses on both sides. Residential areas in the project area may be affected by traffic noise and widening the roadway may result in minor aesthetics changes since the roadway is currently in a rural setting with two lanes.

A Degree of Effect of Minimal has been assigned because the proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed in detail during project development.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

Recommendations:

During Project Development a noise evaluation will be conducted for US 301 and a Noise Study Report will be produced. The FDOT may consider incorporating aesthetic enhancements into the project plans. The FDOT will also conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

### CLC Recommendations:

#### Indirect Effects

#### Identified Resources and Level of Importance:

### Comments on Effects to Resources:

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

The following organization(s) were expected to but did not submit a review of the Aesthetic Effects issue for this alternative: Federal Highway Administration

---

## Economic

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and the Florida Department of Economic Opportunity (DEO) and recommends a Degree of Effect of Enhanced.

The EST GIS analysis identified the following resources:

100-foot Buffer Distance:

2010 Census Designated Places (1) - Zephyrhills South  
Planned Unit Development (PUD) (1) - RUCKS

Additional Resources within the 200-foot Buffer Distance:

Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area:

Mobile Home and RV Parks (1) - Clydes Cottages

The 2006 population of Pasco County, according to the Pasco County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP), updated December 2009, was 424,400, and is anticipated to be 852,500 by 2035, a 101% increase. The University of Florida's Bureau of Economic and Business Research indicates that the Pasco County 2010 Census Count was 464,697 and estimated the 2012 population as 468,562, and projects the 2035 population to be between 538,300 (the low projection, which represents an increase of 15% from the 2012 population) to 842,000 (the high projection, which is an increase of 80%).

The Florida DEO stated the project is not in a Rural Area of Critical Economic Concern (RACEC). The project has the potential to attract new development by providing better access and improved capacity to properties located along US 301, and could potentially create jobs through construction of the roadway facility and through the potential to attract new development.

Based on the Pasco County MPO's 2035 LRTP, employment in 2006 was 125,200 and is projected to be 265,511 in 2035, an increase of 112%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

US 301 is a major north-south arterial that connects eastern Pasco County within the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region. Improvements to this facility will enhance access to activity centers in the Tampa Bay region and movement of freight within eastern Pasco County.

The EST-identified RUCKS PUD is an approved 276.1-acre site which includes a 19-acre parcel with proposed 120,000 square feet of commercial space and 510 residential units. This PUD is located just south of Chancey Road between US 301 and Paul Buchman Highway. There is another PUD, Feliciano (Legacy Hills), located just west of the RUCKS PUD on the east side of Paul Buchman Highway. This PUD is a 40-acre site with 190 single family detached homes planned.

The proposed improvements are expected to enhance economic resources and regional connectivity within Pasco and Hillsborough Counties and support the future land uses identified. The project will also support the new PUDs that will directly access this roadway within the project area. The FDOT will conduct public outreach to solicit community opinions and preferences, including the transportation disadvantaged population.

**Degree of Effect:** 1 *Enhanced* assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

Identified Resources:

100-foot Project Buffer Area  
2010 Census Designated Places (1) - Zephyrhills South  
Planned Unit Development (PUD) (1) - RUCKS

Additional Resources within the 200-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area  
Mobile Home and RV Parks (1) - Clydes Cottages

Note: there is another PUD, Feliciano (Legacy Hills) within the 5,280-foot project buffer area.

**Comments on Effects to Resources:**

Comments on Effects to Resources:

According to the Pasco County 2035 LRTP Summary Report (February 2010), Pasco County population is expected to grow from 424,400 to 852,200 (101% increase) between 2006 and 2035, and employment is expected to grow from 125,200 to 265,511 (112% increase) within this timeframe. The large growth in population and employment is anticipated due to the numerous approved and proposed Master Planned Unit Developments (MPUDs) and Developments of Regional Impact (DRIs) throughout Pasco County. These MPUDs and DRIs consist of new office, commercial, and residential developments.

US 301 is a truck route that provides north-south access within eastern Pasco County and connection to the Tampa Bay region. US 301 provides connections to SR 54, SR 39, and the proposed SR 56 as well as numerous other east-west arterials within the region. Additionally, US 301 has direct connections to I-75 and I-4 in Hillsborough County and US 98 north of Zephyrhills. Improvements to this facility will enhance access to activity centers in the Tampa Bay region and movement of freight within eastern Pasco County.

The Geographical Information System (GIS) analysis identified one PUD (RUCKS). This PUD is an approved 276.1 acres site which includes a 19 ac. parcel/ 120,000 square feet of commercial space and 510 residential units. Phase I is scheduled to start in 2012 and includes the residential portion. This PUD is located just south of Chancey Road between US 301 and Paul Buchman Highway. There is another PUD, Feliciano (Legacy Hills), located just west of the RUCKS PUD on the east side of Paul Buchman Highway. This PUD is a 40 ac. site with 190 single family detached homes planned.

Overall, the project is expected to enhance economic resources and regional connectivity within Pasco and Hillsborough Counties and support the future land uses identified. The project will also support the new PUDs that will directly access this roadway within the project area.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Recommendation:

During project development, the FDOT will conduct public outreach to solicit community opinions regarding the economic effects that this project may create.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** **i** *Enhanced* assigned 10/25/2013 by Chris Wiglesworth, FL Department of Economic Opportunity

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

The 2025 Pasco County Comprehensive Plan, Revised July 25, 2013

**Comments on Effects to Resources:**

The project is not in a Rural Area of Critical Economic Concern (RACEC).

The project has the potential to attract new development by providing better access and improved capacity to properties located along US 301, and could potentially create jobs through construction of the roadway facility and through the potential to attract new development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

---

## Mobility

### Project Effects

**Coordinator Summary Degree of Effect:**  *Enhanced* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the FDOT Community Liaison Coordinator (CLC) and recommends a Degree of Effect of Enhanced.

The EST GIS analysis identified the following resources:

100-foot Buffer Distance:

2010 Census Designated Places (1) - Zephyrhills South  
Planned Unit Development (PUD) (1) - RUCKS

Additional Resources within the 200-foot Buffer Distance:

Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area:

Mobile Home and RV Parks (1) - Clydes Cottages


There is no existing bus service along US 301 within the project area. The Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted May 22, 2009, shows Express Bus: Managed Lanes along US 301 from the proposed SR 56 to Zephyrhills.

There are no separate bicycle or pedestrian facilities located within the project area; however, bicyclists may use the existing paved shoulders. Bicycle and pedestrian facilities within the project area could provide means of non-motorized transportation to many commercial sites to the north. The FDOT will evaluate the addition of pedestrian and bicycle facilities within the project corridor as part of the PD&E study and the reevaluation.

US 301 is a major north-south arterial that connects eastern Pasco County with the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region.

US 301 is designated as an evacuation route by the Pasco County Emergency Management and is included on the Florida Division of Emergency Management's evacuation route network. There is a need for capacity improvements based on the projected population and employment growth within the project corridor; therefore, the current typical section would be deemed inadequate during emergency evacuation. The proposed improvement would improve mobility and emergency evacuation to the area and region.

The proposed improvements will enhance mobility, improve safety and improve goods movement within Pasco County and the State of Florida. Coordination with the Pasco County MPO will occur during all project phases to coordinate pedestrian and bicycle facilities in the project area. Coordination will also occur with the Pasco County Public Transportation (PCPT) concerning planned routes in the area.

**Degree of Effect:**  *Enhanced* assigned 10/28/2013 by Wendy Lasher, FDOT District 7

**Coordination Document:** No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

Identified Resources:

100-foot Project Buffer Area

2010 Census Designated Places (1) - Zephyrhills South

Transportation Disadvantaged Service Provider Areas (1) - Pasco County Public Transportation

Additional Resources within the 200-foot Project Buffer Area

Mobile Home and RV Parks (1) - Sand Dollar RV Park

Additional Resources within the 500-foot Project Buffer Area

Mobile Home and RV Parks (1) - Clydes Cottages

**Comments on Effects to Resources:**

Comments on Effects to Resources:

There is no existing bus service along US 301 within the project area. The Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted May 22, 2009, shows Express Bus: Managed Lanes along US 301 from the proposed SR 56 to Zephyrhills.

Although there are no existing bus routes along this portion of US 301, Pasco County Public Transportation is the Transportation Disadvantaged Service provider located within the project area. The overall mission of Florida's transportation disadvantaged program is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. These services are provided with the goal of improving quality of life for the elderly, those who have physical or mental disabilities, children at risk, and the economically disadvantaged. More information can be found at the following link; <http://www.pascocountyfl.net/DocumentCenter/Home/View/2756>

There are no separate bicycle or pedestrian facilities located within the project area, however bicyclists may use the existing paved shoulders. Bicycle and pedestrian facilities within the project area could provide means of non-motorized transportation to many commercial sites to the north. The FDOT will evaluate the addition of pedestrian and bicycle facilities within the project corridor as part of the PD&E study and the reevaluation.

US 301 is a major north-south arterial that connects eastern Pasco County with the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region.

US 301 is designated an evacuation route by Pasco County Emergency Management and is included on the Florida Division of Emergency Management's evacuation route network. There is a need for capacity improvements based on the projected population and employment growth within the project corridor; therefore, the current typical section would be deemed inadequate during emergency evacuation.

A Degree of Effect of Enhanced has been assigned because the proposed improvement would improve mobility and emergency evacuation to the area and region.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Recommendations:

The proposed improvements will enhance mobility, improve safety and improve goods movement within Pasco County and the State of Florida. Coordination with the Pasco County MPO will occur during all project phases to coordinate pedestrian and bicycle facilities in the project area. Coordination will also occur with the Pasco County Public Transportation (PCPT) concerning planned routes in the area.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration

---

**ETAT Reviews and Coordinator Summary: Cultural**

**Section 4(f) Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified 13.4 acres, 28.3 acres and 81.6 acres of Ecological Greenways Critical Linkages within the 100-foot, 200-foot and 500-foot buffer distances, respectively.

The FHWA stated that with regard to Ecological Greenways Critical Linkages, a significant publicly-owned park, recreation area, trail, or wildlife or waterfowl refuge that is yet unbuilt, but is designated in the Master Plan of a city, county or some other governmental unit, may be a Section 4(f) property. Also, any Section 106 sites identified by the Cultural Resource Assessment Survey (CRAS), if eligible in the National Register of Historic Places (NRHP), may be Section 4(f) properties.

The FDOT will evaluate the applicability and any potential impacts to Section 4(f) resources within the project area during the PD&E study. Additional right-of-way (ROW) may be needed for offsite stormwater treatment facilities and possibly for the roadway widening depending on the proposed typical section. It is anticipated that Section 4(f) resources will be avoided, but coordination will occur with the FHWA during Project Development as additional ROW location needs are determined.

**Degree of Effect:** 2 Minimal assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:** A Section 4(f) DOA may be required for this project. FDOT District should consult with FHWA Environmental Specialist to determine.

### Direct Effects

#### Identified Resources and Level of Importance:

Within 100' buffer:

1. 13.4 acres of Ecological Greenways Critical Linkages

Within 200' buffer:

1. 28.3 acres of Ecological Greenways Critical Linkages

Within 500' buffer:

1. 81.6 acres of Ecological Greenways Critical Linkages

#### Comments on Effects to Resources:

With regard to Ecological Greenways Critical Linkages, a significant publicly owned park, recreation area, trail, wildlife or waterfowl refuge that is as yet unbuilt, but is designated in the Master Plan of a city, county, or some other governmental unit, may be a Section 4(f) property.

Additionally, if a CRAS has not been performed for the project APE, one may identify Section 106 sites that, if NRHP-eligible, may be Section 4(f) properties.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

##### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

## Historic and Archaeological Sites

### Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the the Federal Highway Administration (FHWA), Florida Department of State Historic Preservation Office (SHPO) and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified three Florida Site File Historic Standing Structures and one Resource Group (PA01118 - Zephyrhills canal) within the 500-foot buffer distance.

The FHWA identified the three standing structures listed in the EST GIS analysis, two are ineligible for listing in the National Register of Historic Places (NRHP) and one is eligible, and the Zephyr Hills Canal Resource Group. The FHWA stated the project will probably not impact the identified Section 106 resources. The FHWA identified that a number of cultural resource surveys have been performed in the area, but it is unclear whether one has been performed for the project area of potential effect (APE).

The SHPO realizes this project area was MOSTLY covered under DHR Survey Number 18014, conducted in 2011. However, this survey did not go as far south as this project boundary does. A tech memo should suffice to cover anything not covered by that survey. Potential effects to the two recorded historic structures are negligible as they were both determined not eligible for listing in the NRHP. However, effects to unidentified and unrecorded historic properties cannot be determined until an appropriate level of identification and evaluation is attempted.

The SWFWMD identified there are no SWFWMD-owned/controlled lands within one mile of US 301 within the project limits. It should be noted, however, that impacts to all historical and archaeological sites shall be considered in evaluation of the application for an environmental resource permit.

Several Cultural Resource Assessment Surveys (CRAS) have been prepared which overlap and/or are adjacent to this project corridor; however, a CRAS has not yet been prepared for this project corridor. When the CRAS is prepared, it will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE for the project corridor. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Alyssa McManus, FL Department of State

**Coordination Document:** Tech Memo Required

**Coordination Document Comments:**

The proposed project corridor should be subject to a systematic cultural resources assessment survey by a qualified professional prior to any ground disturbing activities. The results of this survey should be forwarded to our office for review and comment.

This office realizes this project area was MOSTLY covered under DHR Survey Number 18014, conducted in 2011. However, this survey did not go as far south as this project boundary does. A tech memo should suffice to cover anything not covered by that survey.

### Direct Effects

#### Identified Resources and Level of Importance:

The below resources are all recorded historic properties within the 500-ft. buffer of the proposed project: Florida Site File Historic Standing Structures Buffer distance: 100 ft. (19.44 acres). Structure Name Site ID 4008 GALL BOULEVARD (US HWY 301) PA00674 determined not eligible, importance low 3951 GALL BOULEVARD (US HWY 301) PA00675 determined not eligible, importance low

#### Comments on Effects to Resources:

Potential effects to the two recorded historic structures are negligible as they were both determined not eligible for listing in the National Register of Historic Places. However, effects to unidentified and unrecorded historic properties can not be determined until an appropriate level of identification and evaluation is attempted.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

**Degree of Effect:** 0 *None* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** No Involvement

### Direct Effects

#### Identified Resources and Level of Importance:

SWFWMD's responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of US 301 from Chancey Road to SR 39 (Paul Buchman Highway). It should be noted, however, that impacts to all historical and archaeological sites shall be considered in evaluation of the application for an environmental resource permit. Coordination with the Department of Historical Resources (DHR) prior to submitting the permit application may help shorten the review time required to issue the permit.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** 2 *Minimal* assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:**A CRAS will need to be performed for the project APE.

**Direct Effects**

**Identified Resources and Level of Importance:**

Within 500' boundary:

1. 3 standing structures--2 NRHP-ineligible; 1 NRHP-eligible.
2. Zephyr Hills Canal Resource Group--not evaluated by SHPO.

Within 1/4 mile boundary:

1. 2 archaeological sites.

**Comments on Effects to Resources:**

Project probably will not impact Section 106 resources described above. I am assigning "minimal" DOE because, while a number of cultural resource surveys have been performed in the general area, it is not clear whether a CRAS has been performed for the project APE.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

---

**Recreation Areas**

**Project Effects**



**Coordinator Summary Degree of Effect:** 2 Minimal assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified no publicly-owned recreation resources within the 500-foot buffer distance. There are 21 parcel derived parks listed for the 500-foot buffer area. It should be noted that after further investigation and coordination with the ETDM HelpDesk concerning Pasco County projects these parcel derived parks are actually right-of-way for the FDOT and Pasco County and are not parks. These parcels are coded incorrectly in the Pasco County property appraiser maps.

The FHWA identified the lands owned by FDOT and Pasco County that is designated for parks and recreation, but as mentioned above the land is designated for right-of-way. If right of way is needed, any parks should be avoided if possible.

The USEPA identified no park resources within the project area.

The SWFWMD stated there are no SWFWMD-owned or controlled lands within one mile of US 301 within the project limits. It should be noted, however, that impacts to all recreation areas should be evaluated for application of an Environmental Resource Permit.

The FDEP identified no park resources within the project area.

The FDOT will evaluate potential impacts to recreational resources along the project corridor during the PD&E study.

**Degree of Effect:** 0 None assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

SWFWMD s responsibility in the ETDM review process is to identify only those recreational areas located on District owned/controlled lands. From the SWFWMD s Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of US 301 from Chancey Road to SR 39 (Paul Buchman Highway). It should be noted, however, that impacts to all recreation areas shall be considered in evaluation of the application for an environmental resource permit.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** 2 Minimal assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:**Please identify any parks adjacent to the project APE. If such parks exist, a Section 4(f) Determination of Applicability may be necessary to avoid, minimize, or mitigate impacts to Section 4(f) properties.

**Direct Effects**

**Identified Resources and Level of Importance:**

Pasco County, FDOT, and Steven W. Johnson appear to own acreage within the 100' boundary of the project that is designated for parks and recreation, however, I was unable to identify a specific park. There may be no "park" here, just a designation of the owner of the acreage.

**Comments on Effects to Resources:**

Project Description states that ROW will need to be purchased for the project. If there is a park(s) adjacent to the APE, it should be avoided if possible.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 *None* assigned 10/25/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 *None* assigned 10/23/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**ETAT Reviews and Coordinator Summary: Natural**

**Wetlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), Southwest Florida Water Management District (SWFWMD), U.S. Environmental Protection Agency (USEPA), Florida Department of Environmental Protection (FDEP) and National Marine Fisheries Service (NMFS) and recommends a

Degree of Effect of Minimal.

The EST GIS analysis National Wetlands Inventory (NWI) identified no wetlands within the 100- and 200-foot buffer distance and 0.5 acres (0.59%) of Palustrine wetlands within the 500-foot buffer distance.

The USACE listed the wetland resources within the 500-foot buffer distance identified in the EST GIS analysis. The areas adjacent to the corridor have residential, commercial, and undeveloped lands with both uplands and wetlands. Widening the existing roadway is likely to require filling wetlands and waters. The USACE recommends the project be designed to avoid impacting all waters of the United States. The USACE will only authorize a project that is supported by evidence that the preferred alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA). The USACE recommends the PD&E team review the 404(B)(1) Guidelines to ensure the appropriate factors are considered so that the USACE may utilize the results of the alternatives analysis during any future permit application review and evaluation. If unavoidable wetland impacts are anticipated, then the current preference for compensatory mitigation is purchasing mitigation bank credits from a federally approved mitigation bank.

The USFWS stated that although the direct impacts to surficial wetlands appear to be minimal, the indirect impacts from the expansion of the highway and the new intersection should be considered because this area supports high quality recharge areas for the aquifer. Sinkholes may be present or may open up in this area. The project is close to the Hillsborough River and uplands areas that are protected in order to protect the aquifer. Increasing the capacity of highways may increase sedimentation and contamination from oil, grease, gas, trash and other contaminants in our waterways. Best Management Practices should be followed to avoid further degradation of the habitat.

The SWFWMD will require a delineation of the landward extent of wetland and surface water features. The SWFWMD recommends that the FDOT submit a Formal Wetland Determination Petition prior to the Environmental Resource Permit (ERP) application submittal. The project will result in surface water impacts due to the extension of the box culvert and headwalls associated with canal crossing under US 301 near Chancey Road to handle the additional lanes of traffic. These impacts would be viewed as surface water impacts during the permitting process. The surface water impacts will have a de minimis impact on fish and wildlife habitat; therefore, wetland mitigation would not be required to offset the impacts. For the wetland impacts and the impacts to the creeks and analysis utilizing the Uniform Mitigation Assessment Method (UMAM) to determine the wetland mitigation required to offset the wetland impacts. This project is located within the Hillsborough River Basin watershed so mitigation banks located within this basin can be used to offset wetland impacts. An ERP will be required for this project. For ETDM #3107, the District has assigned a pre-application file (PA# 400523) for the purpose of tracking its participation in the ETDM review of this project. File PA# 400523 is maintained at the Tampa Service Office of the SWFWMD.

The USEPA assigned a degree of effect of none, but provided no additional comments.

The FDEP stated the proposed project will likely require an ERP from the SWFWMD.

The NMFS stated that a site inspection of the project was conducted on October 9, 2013, to assess potential concerns regarding living aquatic resources. They stated it does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, the NMFS has no comment to provide regarding the project impacts.

The FDOT will prepare a WEBAR as part of the PD&E study. The WEBAR will assess locations and function of existing wetlands and the potential for impacts to these resources. Permitting will be conducted with the appropriate regulatory agencies during any future design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands, existing conservation easements, mitigation areas or other environmentally sensitive areas.

**Degree of Effect:** 2 *Minimal* assigned 11/26/2013 by Jane Monaghan, US Fish and Wildlife Service

**Coordination Document:** To Be Determined: Further Coordination Required

### Direct Effects

#### Identified Resources and Level of Importance:

#### Federally listed species and the ecosystems upon which they depend.

#### Comments on Effects to Resources:

Purpose and Need - The purpose of this project is to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility within the project limits.

US 301 connects eastern Pasco County to the Tampa Bay region.

A capacity improvement is needed along US 301 from Chancey Road to SR 39 to accommodate projected future capacity deficiencies, accommodate projected population and employment growth, and improve safety along the corridor. SR 56 will replace

SR 54 on the network once SR 56 is connected to US 301; therefore, this improvement is needed to connect with planned improvements to the north.

### **Wood Stork (*Mycteria americana*)**

The proposal involves widening the existing US 301 to a 4 lane divided highway for a distance of approximately .6 miles. The surrounding area is mainly residential and commercial development nearby. The action area falls within the Core Foraging Areas (CFA) of at least seven nesting colonies of the endangered wood stork. Sinkholes and karst areas are found within this area of Pasco and Hillsborough Counties. Direct impacts to wetlands should be avoided. Indirect impacts from stormwater could affect foraging for wood storks in springs or riverine ecosystems that depend on healthy aquifers.

The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

### **Eastern Indigo Snakes (*Drymarchon corais couperi*)**

Fragmented agricultural lands, undisturbed uplands and wetlands within the proposed corridor are suitable habitat for the threatened eastern indigo snake (EIS). It is very likely that this species occurs on protected public lands nearby and may be found in the agricultural lands and rural areas within the action area. The widening of this highway from a two-lane undivided highway to a much wider 4-lane divided highway increase the risks to this species from vehicle mortality. Development adjacent to the expanded road would further fragment this habitat. Individual snakes may have large home ranges of 200 to 250 acres. Direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted. Protection guidelines can be found on the North Florida Ecological Services website: <http://www.fws.gov/northflorida>. Surveys for gopher tortoise burrows will also facilitate the use of the EIS Effect determination key utilized by the Army COE.

The USFWS requests that nylon netting or any type of non-biodegradable material not be used for erosion control along roadsides or retention ponds due the risk of entrapment and death for many species of snakes and amphibians. The netting has been found buried and unburied many years after the project is completed, still entrapping wildlife.

### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

#### **CLC Recommendations:**

#### **Indirect Effects**

#### **Identified Resources and Level of Importance:**

#### **Comments on Effects to Resources:**

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** Permit Required

#### **Coordination Document Comments:**

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of Minimal was assigned to this issue due to the fact the vegetated ditch and wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the permit review. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff. Wetland mitigation may be required to offset the potential impacts to the wetlands located within the proposed ROW. In addition, water quality will need to be addressed to offset the impacts to the existing vegetation.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

The surface water impacts will have a de minimis impact on fish and wildlife habitat; therefore, wetland mitigation would not be required to offset the impacts. For the wetland impacts and the impacts to the creeks and analysis utilizing the Uniform Mitigation Assessment Method (UMAM) to determine the wetland mitigation required to offset the wetland impacts. This project is located within the Hillsborough River Basin watershed so mitigation banks located within this basin can be used to offset wetland impacts.

An Environmental Resource Permit (ERP) will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #3107, the District has assigned a pre-application file (**PA# 400523**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 400523** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

### **Direct Effects**

#### **Identified Resources and Level of Importance:**

According to the SWFWMD Wetlands 2009 layer of the EST there is a 0.67- acre wetland located within the 500 foot buffer of the proposed limits of US 301 from Chancey Road to SR 39 (Paul Buchman Highway) [Analysis run on September 12, 2013]. An analysis of SWFWMD ArcMap GIS indicates there are no wetlands within the 200 foot buffer and 1 wetland within the 500 foot buffer. Aerial review revealed there is a surface water canal crossing under US 301 north of the intersection of US 301 and Chancey Road. The headwall on the northern side of the road is clearly visible; however, where the canal daylights on the southern side of the road is unclear due to a densely wooded area adjacent to the existing ROW.

#### **Comments on Effects to Resources:**

The widening of US 301 from Chancey Road to SR 30 (Paul Buchman Highway) will result in surface water impacts due to the extension of the box culvert and headwalls associated with canal crossing under US 301 near Chancey Road to handle the additional lanes of traffic. These impacts would be viewed as surface water impacts during the permitting process.

As stated above, it appears there are no wetlands located within the defined 200 foot buffer as delineated through the proposed route. However, pond siting may extend beyond the 200 foot buffer and there is the potential for wetland impacts resulting from this planning. Coordination with the District during this phase of project planning can reduce the potential for wetland impacts and potential wetland mitigation.

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

During the pond siting stage, it is advised that the FDOT communicate with District environmental staff to clearly identify wetlands to avoid unnecessary wetland impacts.

#### **CLC Recommendations:**

### **Indirect Effects**

#### **Identified Resources and Level of Importance:**

The widening of US 301 from Chancey Road to SR 39 (Paul Buchman Highway) has the potential to impact the 25 foot defined wetland buffer as they relate to the wetlands adjacent to and within the existing / proposed Right Of Way (ROW). The removal of the wetland buffer increases the possibility for secondary impacts to occur to the wetlands during and post-construction. It is reasonable to assume the widening / extension of the roadway will result in increased traffic, which without the proper wetland buffer and a higher risk of unanticipated wetland impacts.

#### **Comments on Effects to Resources:**

The construction / alteration of stormwater facilities adjacent to wetlands, particularly forested wetlands, could intercept groundwater and surface water that has historically maintained wetland hydroperiods. Such wetlands may be dewatered and altered, with impacts to wetland vegetation communities, habitat, and wildlife populations.

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Maintaining the 25 foot average wetland buffer can greatly reduce the secondary impacts to the wetlands located within the project area. If the minimum 15 foot wetland buffer cannot be maintained throughout the project, a buffer planting plan, including shrubbery and other transitional species, can be utilized to discourage these secondary impacts.

**Degree of Effect:** 2 *Minimal* assigned 10/30/2013 by Garrett Lips, US Army Corps of Engineers

**Coordination Document:** Permit Required

**Coordination Document Comments:** Based on the extent of wetlands identified within the project area, a general permit may be appropriate. However, the extent of other waters, such as ditches or canals, etc are unknown and if the project requires filling more than 0.5-acres of waters for a nationwide, or 5-acres per mile for Regional General Permit 92, then a standard permit may be needed.

#### **Direct Effects**

##### **Identified Resources and Level of Importance:**

Approximately 0.5 acres of palustrine wetlands are within 500-feet of the project area.

##### **Comments on Effects to Resources:**

The areas adjacent to the corridor have residential, commercial, and undeveloped lands with both uplands and wetlands. Widening the existing roadway is likely to require filling wetlands and waters. Filling wetlands reduces the ability of the natural environment to provide: sustainable habitat for wildlife, aquifer recharge, natural filters for pollutants, essential carbon export/import functions, flood water attenuation and storage, and contributions to the ecosystem through food-web productivity, among many other functions.

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The Corps recommends the project be designed to avoid and minimize, to the extent practical, impacting waters of the United States. The Corps is recommending the alternatives analysis include all reasonable alternatives capable of achieving the project purpose, including options where no fill or other related impacts on aquatic resources impacts will occur. The range of alternatives should also include the use of multi-modal options where appropriate since the capacity of roadways can be increased by having fewer vehicles if buses, for instance, replace individual vehicles. The Corps presumes, in accordance with Section 404 of the Clean Water Act, that reasonable alternatives that do not impact waters of the United States are available until a rebuttal to the presumption is provided. The Corps will only authorize a project that is supported by evidence that the preferred alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA). The Corps recommends the PD&E team review the 404(B)(1) Guidelines to ensure the appropriate factors are considered so that the Corps may utilize the results of the alternatives analysis during any future permit application review and evaluation.

All practicable design measures that result in reductions in wetland or waters impacts shall be implemented. The FDOT should provide a summary, in acres, and method of impact avoidance or minimization. If unavoidable wetland impacts are anticipated, then the current preference for compensatory mitigation is purchasing mitigation bank credits from a federally approved mitigation bank. The bank should have appropriate habitat replacement type including hydroperiod.

##### **CLC Recommendations:**

#### **Indirect Effects**

##### **Identified Resources and Level of Importance:**

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 *None* assigned 10/25/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### **Direct Effects**

##### **Identified Resources and Level of Importance:**

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

##### **CLC Recommendations:**

#### **Indirect Effects**

##### **Identified Resources and Level of Importance:**

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 *None* assigned 10/23/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** Permit Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The proposed project will likely require an environmental resource permit (ERP) from the Southwest Florida Water Management District for stormwater management.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** N/A *N/A / No Involvement* assigned 10/10/2013 by David A. Rydene, National Marine Fisheries Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3107. The Florida Department of Transportation District 7 proposes widening US 301 from the Chancey Road to SR 39 (Paul Buchman Highway) in Pasco County, Florida. The road would be widened from two lanes to four lanes

NMFS staff conducted a site inspection of the project area on October 9, 2013, to assess potential concerns regarding living aquatic resources. It does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the project's impacts.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration

---

## Water Quality and Quantity

### Project Effects

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD), U.S. Environmental Protection Agency (USEPA) and Florida Department of Environmental Protection (FDEP) and

recommends a Degree of Effect of Moderate.

The EST GIS analysis identified the following resources:

100-foot Buffer Distance:

303(D) 1998 Impaired Waters (1) - Hillsborough River

Super Act Wells (1)

Verified Impaired Florida Waters: Cycle 1 Group 1-5 Basins and Cycle 2 Group 1-3 Basins 2010 (3)

Additional Resources within the 200-foot Buffer Distance:

Super Act Wells (1)

Additional Resources within the 500-foot Project Buffer Area:

Super Act Wells (6)

There are 81.6 acres (100%) of Good Watershed Conditions 305(B) within the 500-foot buffer distance.

The SWFWMD assigned the degree of effect based on potential impacts to existing Zone A & AE floodplains and potential impacts to verified impaired waters within one of the Waterbody IDs (WBIDs) within the project area. Water quantity concerns must be addressed for the project in accordance with Part III of the SWFWMD's Applicant Handbook II. The SWFWMD recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. From south to north, the project occupies two drainage basins: Hillsborough River (WBID 1443A) and Southside Branch (WBID 1446). Potential impacts from the US 301 widening project will depend upon the required filling, encroachment or alteration of existing Zone A & AE Floodplains, and Historic Basin Storage areas. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities. As applicable, the SWFWMD will require that stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, provide a net improvement condition in the water body in terms of the pollutants that contribute to the water body's impairment. It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater water management components of this project. For ETDM #3107, the SWFWMD has assigned a pre-application file (PA #400523) for the purpose of tracking its participation in the ETDM review of this project.

The USEPA identified the project area is within the Hillsborough River Watershed/Basin and encompasses Southside Branch and Hillsborough River drainage basins. Hillsborough River, WBID #1443A, is listed on the Clean Water Act 303(d) list of impaired waters for dissolved oxygen, coliforms, nutrients, and total suspended solids. Hillsborough River (WBID #1443A) is on the Verified Impaired Florida Waters list for mercury (in fish tissue), dissolved oxygen, and nutrients (chlorophyll-A). This water body fails to meet water quality criteria and requires that a Total Maximum Daily Load (TMDL) be developed for the pollutant. It is recommended that the PD&E study include a review of water quality standards in the 303(d) listed water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

The FDEP stated the proposed project will likely require an environmental resource permit (ERP) from the SWFWMD for stormwater management.

The project will be designed to meet state water quality and quantity requirements. The FDOT will create a stormwater pollution prevention plan (SWPPP) and erosion and sediment control plan during any future design phase of this project. Proper best management practices (BMPs) will be used during construction. The FDOT will coordinate with SWFWMD for water quality and will adhere to state water quality standards during permitting of the proposed project. The FDOT will evaluate the project for pond sites during the Design phase and an ERP permit will be obtained from SWFWMD during any future design of this project and prior to construction.

**Degree of Effect:** 2 Minimal assigned 11/03/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Resources: Surface Water Quality, Groundwater Quality

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue for the proposed project (ETDM #3107 US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)).



**Comments on Effects to Resources:**

The project area is within the Hillsborough River Watershed/Basin and encompasses Southside Branch and Hillsborough River drainage basins. Hillsborough River, WBID #1443A, is listed on the Clean Water Act 303(d) list of impaired waters for dissolved oxygen, coliforms, nutrients, and total suspended solids.

Hillsborough River (WBID #1443A) is on the Verified Impaired Florida Waters list for mercury (in fish tissue), dissolved oxygen, and nutrients (chlorophyll-A). This water body fails to meet water quality criteria and requires that a Total Maximum Daily Load (TMDL) be developed for the pollutant. Total Maximum Daily Loads (TMDLs) have been proposed or developed for these impairments.

Water quality in the watershed is listed as Good according to the Clean Water Act 305(b) report.

The PD&E study should include a review of water quality standards in the 303(d) listed water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits. It is recommended that FDOT consult with the Florida Department of Environmental Protection water quality program on this issue.

Potential pollutant sources to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

Increase in traffic volumes as a result of the roadway project could potentially have both direct and indirect impacts to water quality in surface water bodies, including the Hillsborough River and its tributaries.

The project is located within a karst area with the potential for sinkholes. Karst terrain is characterized by springs, caves, sinkholes, and a unique hydrogeology that results in aquifers that are highly productive but extremely vulnerable to contamination. Groundwater quality in the Floridan aquifer system could also be impacted by the project and indirect and cumulative effects.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Degree of Effect:** 3 *Moderate* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** Permit Required

**Coordination Document Comments:**

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For the S 301 widening project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:

- Potential impacts to existing Zone A & AE floodplains within the proposed project area.
- Potential impacts to verified impaired waters within one (1) of the two (2) WBIDs noted previously.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Specific studies that contain useful water quality and hydrologic information have been done by Hillsborough County, the SWFWMD and the USGS. These reports can be accessed through the District's Library at <http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm>. Type in the water body of interest, click on Submit query then click on the pull-down menu in the upper left and select Record Display Web.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and

Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of October, 2013, the EST indicated fourteen (14) ERP s have been applied for within 200 feet of this project. Similar information can be obtained from the SWFWMD s Permits Map Viewer and Environmental Resource Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>

<http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx>

Previous ERP s within 200 feet of the US 301 widening project that may be of interest to FDOT in the future PD&E and design phases are as follows:

3499.000 PASCO CO. SE FORCE MAIN  
4266.000 PASCO CO. -ZEPHYRHILLS BYPASS E.  
4266.001 PASCO CO. -ZEPHYRHILLS BYPASS PHASE I  
4266.002 PASCO CO. -ZEPHYRHILLS BY-PASS PHASE I  
7543.000 POWERS, PELL BUILDING  
23152.000 - CITGO HIGHWAY 301 & CHANCEY ROAD  
26505.002 RUCKS PARCEL  
27931.000 DOT-SR 41 N OF CHANCEY RD

Water quantity concerns must be addressed for the project in accordance with Part III of the District s Applicant Handbook II. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 3.8 of the District s Applicant Handbook II, available at <http://www.swfwmd.state.fl.us/permits/rules/>).

The District s Applicant Handbook II document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to book values.

The District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing cross drainage facilities, an updated bridge hydraulics report(s) should be prepared and submitted with the ERP application.

Since this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), F.A.C. and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ETDM #3107, the District has assigned a pre-application file (**PA #400523**) for the purpose of tracking its participation in the ETDM review of this project. File **PA #400523** is maintained at the Brooksville Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

## Direct Effects

### Identified Resources and Level of Importance:

Water Quality:

From south to north, the project occupies two drainage basins: Hillsborough River (WBID 1443A) and Southside Branch (WBID 1446). WBID 1446 is NOT classified as impaired by the FDEP (as of October, 2013). The following information was obtained from the FDEP regarding Verified Impaired Waters along this project s alignment:

1. Hillsborough River, Assessment Category 5, (WBID 1443A) Verified impairments (as of 05/14/09) include Dissolved Oxygen, Mercury (in fish tissue) and Nutrients (Chlorophyll-a). A TMDL was not available.

The above impaired waters information was obtained from the Permits tab of the FDEP s TMDL Tracker, accessible at:

**Water Quantity:**

Floodplain issues for the US 301 widening project were addressed in a previous section of this document.

**Comments on Effects to Resources:**

**Water Quality:**

Untreated or under-treated runoff generated by the US 301 widening project could impact the two (2) watersheds (WBIDs 1443A and 1446) identified in the previous section. As of October, 2013, WBID 1446 is not currently classified as Verified impaired (Assessment Category 5) by the FDEP for nutrient related pollutants. However, this could change in the future as development activities increase within this WBID. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP.

**Water Quantity:**

Potential impacts from the US 301 widening project will depend upon the required filling, encroachment or alteration of existing Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

As applicable, the SWFWMD will require that stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, provide a net improvement condition in the water body in terms of the pollutants that contribute to the water body's impairment. A higher level of treatment may be necessary (Reference: Section 4.1.g of the District's Applicant's Handbook Volume II, available at <http://www.swfwmd.state.fl.us/permits/rules>). If applicable, reductions in pollutant loading from stormwater runoff via stormwater treatment facilities or other BMPs will be required to implement future TMDLs and BMAPs should they be finalized and adopted.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

- The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system;
- The pollution source and loading characteristics are reasonably equivalent, and
- The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.

It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater water management, components of this project.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** 0 None assigned 10/23/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** Permit Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The proposed project will likely require an environmental resource permit (ERP) from the Southwest Florida Water Management District for stormwater management.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration

**Floodplains**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and U.S. Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Moderate.

The EST GIS analysis Special Flood Hazard Areas identified 0.6 acre (4.49%) of Zone A and 9.9 acres (73.87%) of Zone AE within 100-foot buffer distance, 1.3 acres (4.51%) of Zone A and 17.6 acres (62.31%) of Zone AE within the 200-foot buffer distance, and 2.4 acres (2.9%) of Zone A and 30.4 acres (37.23%) of Zone AE within the 500-foot buffer distance.

SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information. The SWFWMD recommends that the FDOT utilize data from these flood studies in preference to generalized information on flows and stages. FDOT should coordinate with District Engineering & Watershed Management Section staff in Brooksville regarding the status & data availability of these Watershed Management Models. Filling within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands. The FDOT may reduce the degree of effect for flooding by restricting the filling/encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary, constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas, and providing equivalent compensation for lost floodplain, floodway and historic basin storage.

The USEPA identified the Zone A and AE floodplains within the project area from the EST GIS analysis. Any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

The FDOT will evaluate floodplain impacts and compensation opportunities for any floodplain encroachment and lost floodplain storage. Compensatory mitigation will be provided if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Memorandum (LHM) will be prepared in Project Development. An evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains will also be undertaken. Effort will be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures will be intended such that stormwater transport, flow and discharge meet or exceed flood control requirements. The proposed project is expected to result in moderate involvement with floodplain resources.

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM#3107, US 301 from Chancey Road to SR 39 (Paul Buchman

Hwy)).

**Comments on Effects to Resources:**

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates acreage within the 100-year floodplain, as designated by Zones A and AE of the flood hazard zone designation (FEMA Special Flood Hazard Areas).

Approximately 10 acres of 100-year floodplain are identified within the 100 foot buffer distance, 19 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 33 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed interchange project. This project has the potential to impact floodplains and their functions in the area.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife. The area surrounding the proposed roadway widening project has and will continue to experience significant growth.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** **3** *Moderate* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** Permit Required

**Coordination Document Comments:**

The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of Moderate was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for expected impacts to existing (or future) Zone A & AE floodplains and historic basin storage areas within the proposed areas of:

- New stormwater management ponds.
- Roadway widening.
- Alterations of existing cross drains.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information. The SWFWMD recommends that the FDOT utilize data from these flood studies in preference to generalized information on flows and stages. FDOT should coordinate with District Engineering & Watershed Management Section staff in Brooksville regarding the status & data availability of these Watershed Management Models. Completed SWFWMD studies encompassing the US 301 widening project that may be helpful in the PD&E and design phase include the following:

Project Number: L271  
Project Name: Pasco - WMPlan East Pasco Watersheds  
Area(s) of Responsibility: Flood Protection  
Project Status: **Complete**

Project Manager: Mr. Richard Mayer

Floodplain information developed through these studies can be viewed through the SWFWMD's Floodplain Map Viewer at <http://www.swfwmd.state.fl.us/projects/wmp/>. Proposed stormwater management systems by FDOT may necessitate updates to the current or proposed Watershed Management Models.

### Direct Effects

#### Identified Resources and Level of Importance:

The following information was obtained from the FDOT's Environmental Screening Tool (EST) and supplemented with information from the SWFWMD's Geographic Information System (GIS):

Flood Insurance Rate Map (FIRM) areas of interest include the following:

- Zone A: representing approximately (5) % of US 301 within the 200 foot buffer.
- Zone AE: representing approximately sixty two (62) % of US 301 within the 200 foot buffer.

Approximate locations of these FIRM Zones can be viewed within the EST under the Floodplains map and > *Water Resource > 100-year Flood Plain* layer. Graphically, the greatest concentration of floodplains appears from approximately 600 feet from the southern end of the project to the northern end of the project. Of particular interest are the wetlands & water bodies within the Southside Branch (WBID 1446) and the Hillsborough River (WBID 1443A).

As of October, 2013, the following FIRM Panel Numbers for the US 301 widening project can be obtained from the FEMA Map Service Center at:

<https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>

Panel # 1202300460D: Effective Date 9/30/92

#### Comments on Effects to Resources:

Potential impacts for the US 301 widening project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A & AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

Filling within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD will require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 3.3 and 3.7 of the District's Applicant's Handbook Volume II, available at <http://www.swfwmd.state.fl.us/permits/rules>).

The FDOT may reduce the degree of effect for flooding by:

- restricting the filling / encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary;
- constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas;
- providing equivalent compensation for lost floodplain, floodway and historic basin storage.

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

None

#### Comments on Effects to Resources:

None

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

None

---

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: Federal Highway Administration

---

## Wildlife and Habitat

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the U.S. Fish and Wildlife Services, Florida Fish and Wildlife Conservation Commission (FFWCC), Southwest Florida Water Management District (SWFWMD), and Florida Department of Agriculture and Consumer Services (DACS) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified the project is located in the Greater Tampa Bay Ecosystem Management Area (EMA), and one Rare and Imperiled Fish (Ironcolor Shiner) was identified at Lake Hooker, within the 100-foot buffer distance. The project is located within the 15-mile radius core foraging area for seven wood stork colonies.

The USFWS commented that the action area falls within the Core Foraging Areas (CFA) of at least seven nesting colonies of the endangered wood stork. Sinkholes and karst areas are found within this area of Pasco and Hillsborough Counties. Direct impacts to wetlands should be avoided. Indirect impacts from stormwater could affect foraging for wood storks in springs or riverine ecosystems that depend on healthy aquifers. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations.

The USFWS also commented it is very likely that the threatened eastern indigo snake (EIS) occurs on protected public lands nearby and may be found in the agricultural lands and rural areas within the action area. The widening of this highway increases the risks to this species from vehicle mortality. Development adjacent to the expanded road would further fragment this habitat. Direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted.

The USFWS requests that nylon netting or any type of non-biodegradable material not be used for erosion control along roadsides or retention ponds due the risk of entrapment and death for many species of snakes and amphibians. The netting has been found buried and unburied many years after the project is completed, still entrapping wildlife.

The FFWCC assessment shows that the area can be characterized as predominately disturbed as 70.5 percent (57.5 acres) of these lands are classified as High and Low Impact Urban lands, while 25.7 percent (21.0 acres) are in upland forests, and only 0.81 percent (0.6 acres) of wetlands are present. Uplands are characterized by dry prairie (8.9 percent 7.3 acres), upland hardwood forests (5.4 percent 4.4 acres), mixed hardwood-pine forests (5.1 percent 4.2 acres), pinelands (4.1 percent 3.3 acres), and shrub and brushland (2.2 percent 1.8 acres). Based on known range and preferred habitat type, the following species which are Federally listed as Endangered (E) or Threatened (FT), or State Threatened (ST) or Species of Special Concern (SSC) may occur in the regional area of the project: Sherman's fox squirrel (SSC), Florida mouse (SSC), Eastern indigo snake (FT), Florida pine snake (SSC), short-tailed snake (SSC), gopher tortoise (ST), gopher frog (SSC), Florida sandhill crane (ST), Southeastern American kestrel (ST), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), limpkin (SSC), and the Florida burrowing owl (SSC). The Hillsborough River is located approximately 1.5 miles southeast of the project area. The FFWCC stated that based on the project information provided, we believe that direct and indirect effects of this project could be in the low minimal range if wetlands and upland habitats are properly avoided, and Drainage Retention Areas are sited to avoid areas of native habitat. The FFWCC recommended that the PD&E study address natural resources by providing plant community mapping and wildlife surveys, implementing an overall plan to avoid and minimize project effects to the extent practicable, and providing compensatory mitigation for the replacement of wetland upland or aquatic habitats lost as a result of the project.

The SWFWMD stated an Environmental Resource Permit (ERP) will be required for this project; however, the final determination of the type of permit will depend upon the final design configuration. Review of the EST GIS Analysis and the SWFWMD ArcMap GIS shows minimal wildlife and habitat concern, from the SWFWMD's review standards. Coordination with FFWCC for potential sandhill crane nesting sites and other threatened or endangered species may also be required after a wildlife survey of the proposed site is completed at the time of design. For ETDM #3107, the District has assigned a pre-application file (PA# 400523) for the purpose of tracking its participation in the ETDM review of this project.

The DACS provide a degree of effect of none and stated there would be no involvement for coordination.

The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOT's findings will be coordinated with the USFWS and FFWCC.

**Degree of Effect:** 2 Minimal assigned 11/26/2013 by Jane Monaghan, US Fish and Wildlife Service

**Coordination Document:** To Be Determined: Further Coordination Required

### Direct Effects

#### Identified Resources and Level of Importance:

#### Federally listed species and the ecosystems upon which they depend.

#### Comments on Effects to Resources:

Purpose and Need - The purpose of this project is to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility within the project limits.

US 301 connects eastern Pasco County to the Tampa Bay region.

A capacity improvement is needed along US 301 from Chancey Road to SR 39 to accommodate projected future capacity deficiencies, accommodate projected population and employment growth, and improve safety along the corridor. SR 56 will replace SR 54 on the network once SR 56 is connected to US 301; therefore, this improvement is needed to connect with planned improvements to the north.

#### Wood Stork (*Mycteria americana*)

The proposal involves widening the existing US 301 to a 4 lane divided highway for a distance of approximately .6 miles. The surrounding area is mainly residential and commercial development nearby. The action area falls within the Core Foraging Areas (CFA) of at least seven nesting colonies of the endangered wood stork. Sinkholes and karst areas are found within this area of Pasco and Hillsborough Counties. Direct impacts to wetlands should be avoided. Indirect impacts from stormwater could affect foraging for wood storks in springs or riverine ecosystems that depend on healthy aquifers.

The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

#### Eastern Indigo Snakes (*Drymarchon corais couperi*)

Fragmented agricultural lands, undisturbed uplands and wetlands within the proposed corridor are suitable habitat for the threatened eastern indigo snake (EIS). It is very likely that this species occurs on protected public lands nearby and may be found in the agricultural lands and rural areas within the action area. The widening of this highway from a two-lane undivided highway to a much wider 4-lane divided highway increase the risks to this species from vehicle mortality. Development adjacent to the expanded road would further fragment this habitat. Individual snakes may have large home ranges of 200 to 250 acres. Direct impacts from vehicles, loss and fragmentation of habitat would contribute to the further decline of this species. Implementing the current standard construction conditions and protection measures for EIS will reduce the direct risks to snakes during the construction phase but not the long term impacts from habitat fragmentation and loss of individuals from interactions with vehicles for the life of the facility. Complete surveys for gopher tortoise burrows (currently a federal candidate species, which may be listed as Threatened before construction begins) should be conducted. Protection guidelines can be found on the North Florida Ecological Services website: <http://www.fws.gov/northflorida>. Surveys for gopher tortoise burrows will also facilitate the use of the EIS Effect determination key utilized by the Army COE.

The USFWS requests that nylon netting or any type of non-biodegradable material not be used for erosion control along roadsides or retention ponds due the risk of entrapment and death for many species of snakes and amphibians. The netting has been found buried and unburied many years after the project is completed, still entrapping wildlife.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:



## Wetlands

**This area supports high quality aquifer recharge areas and upland ecosystems that connect and drain surficial water to the aquifer. Healthy aquifers mean healthier springs and riverine systems that support Florida manatees and other rarer species of wildlife.**

### Degree of Effect: Minimal

The advance notification package states that .5 acres of palustrine habitat might be impacted by this proposal. Therefore the direct impacts to surficial wetlands appear to be minimal. However the indirect impacts from the expansion of the highway and the new intersection should be considered because this area supports high quality recharge areas for the aquifer. Sinkholes may be present or may open up in this area. The project is close to the Hillsborough River and uplands areas that are protected in order to protect the aquifer. Increasing the capacity of highways may increase sedimentation and contamination from oil, grease, gas, trash and other contaminants in our waterways. Best Management Practices should be followed to avoid further degradation of the habitat.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** Permit Required

#### Coordination Document Comments:

A Degree of Effect of Minimal was assigned to this issue due to the fact there may need to be some additional coordination with FFWCC.

An Environmental Resource Permit (ERP) will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #3107, the District has assigned a pre-application file (**PA# 400523**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 400523** is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

## Direct Effects

### Identified Resources and Level of Importance:

US 301 from Chancey Road to SR 39 (Paul Buchman Highway) potentially will result in surface water impacts to the canal crossing under the road, which is result in additional noticing being sent to FWC for their comments. Review of the EST GIS Analysis (run September 12, 2013) and the SWFWMD ArcMap GIS shows minimal wildlife and habitat concern, from the District s review standards. The entire 200 foot buffer is located within the woodstork consultation area and there is a potential for sandhill crane habitat in the upland areas.

### Comments on Effects to Resources:

Coordination with FFWCC for potential sandhill crane nesting sites and other threatened or endangered species may also be required after a wildlife survey of the proposed site is completed at the time of design.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

None

### CLC Recommendations:

## Indirect Effects

### Identified Resources and Level of Importance:

None

### Comments on Effects to Resources:

None

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

None

---

**Degree of Effect:** 0 *None* assigned 10/30/2013 by Steve Bohl, FL Department of Agriculture and Consumer Services

**Coordination Document:** No Involvement

## Direct Effects

### Identified Resources and Level of Importance:

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 2 *Minimal* assigned 10/21/2013 by Scott Sanders, FL Fish and Wildlife Conservation Commission

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The Office of Conservation Planning Services of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #3107 Pasco County, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project. The Project Description Summary states that this project involves proposed capacity improvements on US-301 by widening this roadway from a two to four-lane divided highway over a distance of 0.6 miles from Chancey Road to SR-39 in Pasco County. The project is located just south of the City of Zephyrhills. Project work may also include construction of Drainage Retention Areas (DRA) for stormwater treatment. FDOT is requesting input from state and federal resource and permit agencies at this early project stage to identify potential natural resource issues so they can be addressed and resolved as the project moves forward into the PD&E phase.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment shows that the area can be characterized as predominately disturbed as 70.5 percent (57.5 acres) of these lands are classified as High and Low Impact Urban lands, while 25.7 percent (21.0 acres) are in upland forests, and only 0.81 percent (0.6 acres) of wetlands are present. Uplands are characterized by dry prairie (8.9 percent 7.3 acres), upland hardwood forests (5.4 percent 4.4 acres), mixed hardwood-pine forests (5.1 percent 4.2 acres), pinelands (4.1 percent 3.3 acres), and shrub and brushland (2.2 percent 1.8 acres). Based on known range and preferred habitat type, the following species which are Federally listed as Endangered (E) or Threatened (FT), or State Threatened (ST) or Species of Special Concern (SSC) may occur in the regional area of the project: Sherman s fox squirrel (SSC), Florida mouse (SSC), Eastern indigo snake (FT), Florida pine snake (SSC), short-tailed snake (SSC) gopher tortoise (ST), gopher frog (SSC), Florida sandhill crane (ST), Southeastern American kestrel (ST), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), limpkin (SSC), and the Florida burrowing owl (SSC). The Hillsborough River is located approximately 1.5 miles Southeast of the project area.

An analysis of wildlife and habitat GIS resource information was accomplished within 500 feet of the project Alignment using the FDOT Environmental Screening Tool. The data indicates several specific characteristics associated with lands along the entire project alignment that provide a good indication of potential habitat quality or sensitivity. Field studies will be necessary to verify the presence or absence of listed wildlife species and the quality of upland and wetland habitat resources. According to the data, approximately 91.9 percent or 74.9 acres within the project assessment area are ranked as low quality habitat by FWC s Integrated Wildlife Habitat Ranking System, and FWC s Rare and Imperiled Fish Database shows that the ironcolor shiner has been documented as occurring near the project area. And finally, our assessment shows that the project area is located within seven Woodstork Core Foraging Areas as designated by the U.S. Fish and Wildlife Service as follows: Cross Creek, Cypress Creek, 611310, Lower Hillsborough River/Swamp, Little Gator Creek, Lone Palm, and Saddlebrook Resort.

**Comments on Effects to Resources:**

Primary wildlife issues associated with this project include: potential adverse effects to species listed by our agency as Threatened, or Species of Special Concern by habitat loss from road widening or construction of Drainage Retention Areas along the roadway. However, the regional area along the project area is classified as predominately developed or disturbed as approximately 70.5 percent of land in the assessment area is in High and Low Impact urban land uses and a low acreage of wetlands are present. Based on the project information provided, we believe that direct and indirect effects of this project could be in the low minimal range if wetlands and upland habitats are properly avoided, and Drainage Retention Areas are sited to avoid areas of native habitat.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following

measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area:

1. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed as Endangered, Threatened, or Species of Special Concern should be performed, both along the Right-of-way and within sites proposed for Drainage Retention Areas.
2. An overall plan should be implemented to avoid and minimize project effects to the extent practicable, and Drainage Retention Areas and equipment staging areas should be sited to avoid loss or degradation of native habitat. A compensatory mitigation plan should include the replacement of wetland, upland, or aquatic habitats lost as a result of this project. This could be achieved by purchasing land, or securing conservation easements over lands adjacent to existing public lands, and by habitat restoration. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.
3. Opportunities for wetland habitat creation are also possible within seasonally wet Drainage Retention Areas by contouring variable shoreline slopes and depths, creating islands, and planting a diverse assortment of wetland trees and herbaceous plant species within shallow shoreline areas. Our Agency biologists are available to provide technical assistance to FDOT District 7 or their consultants in designing such a plan.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact FWC Biologist Terry Gilbert at (850) 728-1103 or email [terry.gilbert@MyFWC.com](mailto:terry.gilbert@MyFWC.com) to initiate the process for further overall coordination on this project.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative:  
Federal Highway Administration

---

**Coastal and Marine**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified no coastal and marine resources within the 500-foot project buffer distance.

SWFWMD stated that Hillsborough County is listed as a coastal county under the Coastal Zone Management (CMZ) Act. Since Pasco County is listed as a coastal county, prior to the issuance of the permit, an additional CZM Noticing period will be required for all wetland and surface water impacts associated with the construction. Depending on the type of permit requested, the CZM Noticing period is either 10 days (General) or 30 days (Individual) with an additional 5 day mailing timeframe added to each.

The NMFS stated that a site inspection of the project was conducted on October 9, 2013, to assess potential concerns regarding living aquatic resources. They stated it does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, the NMFS has no comment to provide regarding the project impacts.

No coastal and marine resources are anticipated to be impacted by the proposed project. The FDOT will draft a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species and existing habitat within the project area. This report and the FDOT's findings will be coordinated with the appropriate regulatory agencies.

**Degree of Effect:** 2 Minimal assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** To Be Determined: Further Coordination Required

**Coordination Document Comments:**

SWFWMD has assigned a Degree of Effect (DOE) of Minimal based upon the routine nature associated with permitting requirements for the proposed roadway widening and extension construction activity.

**Direct Effects**

**Identified Resources and Level of Importance:**

Pasco County is listed as a coastal county under the Coastal Zone Management Act; however, this noticing process will only effect the time required to issue the permit if there is proposed work in, on, or over wetlands and/or surface waters.

**Comments on Effects to Resources:**

Since Pasco County is listed as a coastal county, prior to the issuance of the permit, an additional CZM Noticing period will be required for all wetland and surface water impacts associated with the construction. Depending on the type of permit requested, the CZM Noticing period is either 10 days (General) or 30 days (Individual) with an additional 5 day mailing timeframe added to each.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** N/A N/A / No Involvement assigned 10/10/2013 by David A. Rydene, National Marine Fisheries Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3107. The Florida Department of Transportation District 7 proposes widening US 301 from the Chancey Road to SR 39 (Paul Buchman Highway) in Pasco County, Florida. The road would be widened from two lanes to four lanes

NMFS staff conducted a site inspection of the project area on October 9, 2013, to assess potential concerns regarding living aquatic resources. It does not appear that there will be any direct or indirect impacts to NMFS trust resources. Since the resources affected are not ones for which NMFS is responsible, we have no comment to provide regarding the project s impacts.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:  
Federal Highway Administration

---

## ETAT Reviews and Coordinator Summary: Physical

### Noise

#### Project Effects

**Coordinator Summary Degree of Effect:** 3 Moderate assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

The EST GIS analysis identified one planned unit development (PUD) - RUCKS, one industrial area, and two residential areas within the 100-foot buffer distance, one additional residential area within the 200-foot buffer distance, and two additional residential areas, the Southside Church, and the Veteran's of Foreign Wars facility within the 500-foot buffer distance. Residential land uses within the 100-foot, 200-foot and 500-foot buffer distances account for 22.59%, 25.02% and 41.91%, respectively, of the project corridor. There is also one Mobile Home and RV Park (Sandollar R.V. Park) within the 200-foot buffer and one additional Mobile Home and RV Park (Clydes Cottages) within the 500-foot buffer distance.

The FHWA identified the noise-sensitive receptors within the 100-foot, 200-foot, and 500-foot buffers from the EST GIS analysis. Expansion of the roadway from two to four lanes would result in an increase in noise for residents living adjacent to the area of potential effect (APE). A noise study report (NSR) will be required for this project. Noise resources will be analyzed in detail during Project Development. FDOT will prepare a NSR for this project.

**Degree of Effect:** 3 Moderate assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:** A noise study report will be required for this project.

#### Direct Effects

##### Identified Resources and Level of Importance:

Within 100' buffer:

1. Rucks PUD - 0.4 acres
2. Residential housing - 3 acres.

Within 200' buffer:

1. Rucks PUD - 1.32 acres
2. Residential housing - 7.10 acres

Within 500' buffer:

1. Rucks PUD - 5.45 acres
2. Residential housing - 35 acres

##### Comments on Effects to Resources:

Expansion of this roadway from two to four lanes will mean an increase in noise for residents living adjacent to the APE.

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

##### CLC Recommendations:

#### Indirect Effects

##### Identified Resources and Level of Importance:

##### Comments on Effects to Resources:

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

## Air Quality

## Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 01/17/2014 by FDOT District 7

### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the U.S. Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The USEPA stated this portion of Pasco County and the area surrounding the proposed project have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. USEPA recommends that the environmental review phase of this project consider the need for additional air impact analyses, including documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. Environmental reviews of the project should include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or county. The number and types of vehicles traveling along this roadway should be considered and evaluated with regards to air quality conformity and mobile source air toxics. Current and proposed air quality requirements and standards should be used in modeling software programs.

The FDOT will conduct an air quality screening test for this project during the PD&E study.

**Degree of Effect:** 2 Minimal assigned 10/29/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

### Direct Effects

#### Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed project (ETDM#3107, US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)).

#### Comments on Effects to Resources:

This portion of Pasco County and the area surrounding the proposed project has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. The proposed project is expected to have minimal impact on air quality.

Generally for transportation projects within the State of Florida, EPA recommends that the environmental review phase of this project consider the need for additional air impact analyses. These types of analyses would include documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or county. The number and types of vehicles traveling along this roadway should be considered and evaluated with regards to air quality conformity and mobile source air toxics. Current and proposed air quality requirements and standards should be used in modeling software programs.

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

---

## Contamination

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the U.S. Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified the following contamination resources:

#### 100-ft Buffer Distance:

Super Act Wells (1)

#### Additional Resources within the 200-ft Buffer Distance:

Compliance and Enforcement Tracking Facilities (1)

Hazardous Waste Facilities (1)

Petroleum Contamination Monitoring Sites (2)

Storage Tank Contamination Monitoring (1)

Super Act Risk Resources (1)

Super Act Wells (1)

USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities (1)

#### Additional Resources within the 500-ft Buffer Distance:

Hazardous Waste Facilities (1)

Petroleum Contamination Monitoring Sites (1)

Storage Tank Contamination Monitoring (1)

Super Act Risk Resources (1)

Super Act Wells (6)

USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities (1)

The USEPA identified the potential contamination sites listed in the EST GIS analysis and noted there are few resources within the 200-foot buffer distance. It is recommended that a Contamination Screening Evaluation Report (CSER) be completed during the PD&E phase of the project. If any contaminated sites are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the CSER.

The SWFWMD assigned a DOE of minimal due to the present belief that little or no adverse impacts from contaminated sites are expected. Both the SWFWMD's GIS and the EST data clearly show a Sensitive Karst Area (SKA) between the 100-foot and 200-foot buffer at the southern end of the project. No reported sinkholes were identified within the 200-foot buffer of the US 301 widening project. To minimize groundwater and surface water pollution potential, the FDOT should consider the following: identify specific facilities of interest and develop a plan for proper removal or abandonment; coordinate with FDEP and USEPA and prepare a CSER; avoid known contaminated sites where possible in the selection of the alignment; avoid/minimize construction activity in the proximity to known sinkholes; confirm the presence or absence of existing potable supply wells; evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites; design and construct stormwater management facilities to avoid breaching the upper confining unit; and consider temporary drainage and erosion control through areas of potential contamination.

The FDEP assigned a degree of effect of None and provided no further comments.

The FDOT will prepare a CSER as part of the PD&E study. Any potential contamination source identified will be assessed further during any future design of the project in order to determine the need for remediation during construction.

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

Level of Importance: Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned for the proposed project (ETDM #3107 US 301 from Chancey Road to SR 39 (Paul Buchman Hwy)).

##### Comments on Effects to Resources:

Based upon a review of the GIS analysis data at the programming screen phase of the project, there is one compliance and enforcement tracking facility, two hazardous waste facilities, three petroleum contamination monitoring sites, two storage tank contamination monitoring sites, and two RCRA regulated sites within the 500-foot buffer distance. There are few contaminated site features within the 200-foot buffer distance. The project description does not state how much right-of-way (ROW) needed would be for the project and any associated stormwater treatment areas.

EPA is assigning a minimal degree of effect for this issue but recommends that a Contamination Screening Evaluation be conducted during the environmental review (PD&E) phase of the project. This type of study should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Documentation of environmental impacts associated with contaminated sites or contaminated facilities should be included in the report.

If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Evaluation Screening report.

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

##### CLC Recommendations:

#### Indirect Effects

##### Identified Resources and Level of Importance:

##### Comments on Effects to Resources:

##### Recommended Avoidance, Minimization, and Mitigation Opportunities:

---

**Degree of Effect:** 2 Minimal assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** To Be Determined: Further Coordination Required

##### Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of minimal was assigned to these issues due to the present belief that little or no adverse impacts from Contaminated Sites are expected. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

#### Direct Effects

##### Identified Resources and Level of Importance:

Information regarding proposed off-site stormwater management facilities will not be available until after the subsequent PD&E and design phases of this project. Therefore, the SWFWMD utilized the FDOT's Environmental Screening Tool - EST (supplemented with information from the SWFWMD's Geographic Information System - GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT. The facilities of concern within 200 feet of this US 301 widening project include (but are not limited to) the following:

Hazardous Waste Facilities: One (1) facility.



Petroleum Contamination Monitoring Sites: Two (2) sites.  
Storage Tank Contamination Monitoring: One (1) facility.  
Super Act Risk Sources: One (1) sources.  
Super Act Wells: Two (2) wells.  
Solid Waste Facilities: Two (2) facilities.  
Sensitive Karst Areas: One (1) area (details noted below).

Detailed information regarding known contaminated sites can be obtained from the appropriate GIS themes / layers in the EST. In view of the current / past land uses in the project area, there may be other (unknown) contaminated sites.

Contamination sites (or potential contamination sites) of particular interest to the SWFWMD include the following:

- The one (1) Super Act Risk Sources
- The two (2) Super Act Wells
- Other current / past commercial, industrial and agricultural activities near the proposed project.

Both the SWFWMD s GIS and the FDOT s EST clearly show a Sensitive Karst Area (SKA) between the 100-foot and 200-foot buffer at the southern end of the project (reference: the FDOT s EST Contamination Map and > *Geology > SWFWMD Sensitive Karst Areas* layer).

From the SWFWMD s GIS, no reported sinkholes were identified within the 200 foot buffer of the US 301 widening project.

Two (2) additional Subsidence Incident Reports were identified on the FDOT s EST within the one (1) mile buffer (reference: The FDOT s EST Contamination Map and > *Geology > Subsidence Incident Reports* layer).

From the SWFWMD s GIS and the FDOT s EST, the project area is characterized by the single Floridan aquifer system. The pollution potential of the Floridan Aquifer is high as indicated by DRASTIC weighted indexes between 149 and 177 for the entire length of this proposed alignment. The regional DRASTIC scores are consistent with the regional FAVA vulnerability response of More Vulnerable.

#### **Comments on Effects to Resources:**

If encountered and disturbed during construction along the segment route, any contaminated site could result in surface and / or groundwater water pollution, particularly at the location of the two (2) Super Act Wells and the one (1) Super Act Risk Source.

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:

- Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
- Coordinate with FDEP & USEPA, and prepare an appropriate Contamination Assessment Report;
- Avoid known contaminated sites where possible in the selection of the project alignment. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination;
- If applicable, avoid / minimize all construction activity in proximity to known sinkholes along or near the project s alignment;
- Confirm the presence or absence of existing potable supply wells, both public and domestic (refer to the GIS well information below), and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
- Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites;
- Design and construct stormwater management facilities to avoid breaching the upper confining unit;
- Temporary drainage & erosion control through areas of potential contamination may be important considerations for the FDOT and their construction contractor.

Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor Reference: Rule 40D-4.381(1)(i), Florida Administrative Code, available at <http://www.swfwmd.state.fl.us/permits/rules/>.

Water use and well construction information is now available in the EST under Contamination > Permits > SWFWMD Well Construction Permits. Useful information includes the permit number, name of the permittee, well casing diameter(s), street address of the well(s), well driller name and the approximate location(s) by latitude / longitude. As of October, 2013, the EST indicated ninety five (95) SWFWMD well construction permits had been issued within 200 feet of the US 301 widening project. Similar information can be obtained from the SWFWMD s Permits Map Viewer, Well Construction Permit Search and Water Use Permit Search web sites as follows:

<http://www8.swfwmd.state.fl.us/ExternalPermitting/>  
<http://www18.swfwmd.state.fl.us/search/search/wcpsimple.aspx>  
<http://www18.swfwmd.state.fl.us/search/search/searchwupsimple.aspx>

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

<http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>  
[http://www.dep.state.fl.us/geology/programs/hydrogeology/fava\\_gis\\_data.htm](http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm)  
[http://www.dep.state.fl.us/swapp/documents/Florida\\_Aquifer\\_Vulnerability\\_Assessment.pdf](http://www.dep.state.fl.us/swapp/documents/Florida_Aquifer_Vulnerability_Assessment.pdf)  
[http://suwanneeho.ifas.ufl.edu/documents/FAVA\\_REPORT\\_MASTER\\_DOC\\_3-21-05.pdf](http://suwanneeho.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf)

#### **CLC Recommendations:**

##### **Indirect Effects**

##### **Identified Resources and Level of Importance:**

None

##### **Comments on Effects to Resources:**

None

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** 0 *None* assigned 10/23/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** No Involvement

##### **Direct Effects**

##### **Identified Resources and Level of Importance:**

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

#### **CLC Recommendations:**

##### **Indirect Effects**

##### **Identified Resources and Level of Importance:**

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Contamination issue for this alternative: Federal Highway Administration

---

## **Infrastructure**

### **Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### **Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

No infrastructure resources were identified within the 500-foot buffer distance by the EST GIS analysis.

The SWFWMD assigned a degree of effect of minimal based on the belief that little or no adverse impacts to SWFWMD-owned/controlled infrastructure are expected. It is requested that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks. Coordination with SWFWMD's Data Collection Bureau in Brooksville will be helpful in protecting these infrastructure components. For ETDM #3107, the District has assigned a pre-application file (PA# 400523) for the purpose of tracking its participation in the ETDM review of this project.

The FDOT will assess potential impacts to existing infrastructure and take measures to minimize any project related impacts.

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** To Be Determined: Further Coordination Required

**Coordination Document Comments:**

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. A DOE of minimal was assigned to these issues due to the present belief that little or no adverse impacts to infrastructure (owned or controlled by the SWFWMD) are expected.

The SWFWMD requests that FDOT avoid disturbing data collection facilities or adjacent survey benchmarks. Coordination with the District's Hydrologic Data and Survey Sections in Brooksville will be helpful in protecting these infrastructure components.

For ETDM #3107, the District has assigned a pre-application file (**PA# 400523**) for the purpose of tracking its participation in the ETDM review of this project. File **PA# 400523** is maintained at the Brooksville Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

**Direct Effects**

**Identified Resources and Level of Importance:**

The following information (regarding SWFWMD owned / controlled / cooperative data collection sites) was obtained from the SWFWMD's GIS system, and was analyzed for information within one mile of this proposed US 301 widening project:

SITE\_ID: 19030  
SITE\_NAME: BARBER TRUST FLDN  
SITE\_TYPE\_DESC: Well  
STATUS\_DESC: Inactive  
AGENCY: SWFWMD  
APPROX\_LAT: 28 12 27.00  
APPROX\_LONG: 82 11 01.00

SITE\_ID: 19404  
SITE\_NAME: ZEPHYRHILLS PARK FLDN  
SITE\_TYPE\_DESC: Well  
STATUS\_DESC: Active  
AGENCY: SWFWMD  
APPROX\_LAT: 28 13 53.10  
APPROX\_LONG: 82 11 03.80

SITE\_ID: 19405  
SITE\_NAME: ZEPHYRHILLS PARK SURF  
SITE\_TYPE\_DESC: Well  
STATUS\_DESC: Active  
AGENCY: SWFWMD  
APPROX\_LAT: 28 13 53.10  
APPROX\_LONG: 82 11 03.80

The SWFWMD has cooperative programs with NGS, FDEP and other local agencies to establish and maintain benchmarks throughout the District. The following Benchmarks are located within one mile of this proposed US 301 widening project:

Site\_Name: 19404  
STR: 11-26-21  
APPROX\_LAT: 28 13 53.10  
APPROX\_LONG: 82 11 03.60

Site\_Name: 19405  
STR: 11-26-21  
APPROX\_LAT: 28 13 53.10  
APPROX\_LONG: 82 11 03.80

Beginning on 09/04/12, the SWFWMD revised its website to provide benchmark data that is searchable by section, township and range, or by interactive map. The URL for this website is as follows:  
<http://www.swfwmd.state.fl.us/data/surveycontrol/>

**Comments on Effects to Resources:**

Construction activities related to the project and associated surface water management facilities have the potential to damage the District's data collection stations or to impair their collection functions.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Communication with the District's Data Collection Bureau (Brooksville) during the design phase can greatly reduce the potential for impacts to these monitoring wells and benchmarks.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

---

**Navigation**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 01/17/2014 by FDOT District 7

**Comments:**

The Florida Department of Transportation (FDOT) has evaluated comments from the U.S. Army Corps of Engineers (USACE) and recommends a Degree of Effect of N/A / No Involvement.

No navigable waterways or waterway crossings were identified by the EST GIS analysis. No impacts to navigation are anticipated by the proposed project.

The USACE stated there are no navigable waterways within the project area and the project will have no effect on navigation.

**Degree of Effect:** N/A N/A / No Involvement assigned 10/30/2013 by Garrett Lips, US Army Corps of Engineers

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No navigable waterways are within the project area.

**Comments on Effects to Resources:**

no effect on navigation

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: Federal Highway Administration

---

## ETAT Reviews and Coordinator Summary: Special Designations

### Special Designations

#### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 01/17/2014 by FDOT District 7

#### Comments:

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD), Federal Highway Administration (FHWA) and U.S. Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified no Outstanding Florida Waters (OFWs), Aquatic Preserves, Scenic Highways, and Wild and Scenic Rivers within or near the project limits.

The SWFWMD stated that a degree of effect of minimal was assigned due to the belief that little or no adverse impacts to Sensitive Karst Areas (SKA) are expected. The SWFWMD identified the SKA mentioned previously in the contamination section as well as the Subsidence Incident Reports within the project area. It is recommended that the stormwater facilities be designed as shallow as practical and that geotechnical evaluations of specific pond sites be conducted to determine the potential for sinkhole development and direct entry of runoff to the underlying Intermediate and Floridan Aquifers. A Drainage or Pond Siting Report, incorporating area-specific geotechnical information on the basin, will be necessary.

The FHWA stated that no technical studies are required for Special Designations from FHWA's standpoint.

The USEPA stated that Special Flood Areas and SKA's are listed under Special Designations. Comments for these issues are provided under the Floodplains and Water Quality and Quantity sections. There are no other Special Designation features identified within the 500-foot buffer distance

The FDOT will design the project to meet SWFWMD water quality standards pursuant to state rules and statutes and the ERP Basis of Review (BOR), as well as criteria set forth by other regulatory agencies.

**Degree of Effect:** 2 *Minimal* assigned 11/01/2013 by Monte Ritter, Southwest Florida Water Management District

**Coordination Document:** Permit Required

#### Coordination Document Comments:

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this US 301 widening project, a DOE of minimal was assigned to this issue due to the present belief that little or no adverse impacts to Sensitive Karst Areas are expected. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

### Direct Effects

#### Identified Resources and Level of Importance:

As previously noted in the Contaminated Sites section of the EST, this US 301 widening project lies within a Sensitive Karst Area (SKA), between the 100-foot and 200-foot buffer at the southern end of the project. Also, two (2) Subsidence Incident Reports were identified on the EST within the one (1) mile buffer (reference: the FDOT's EST Contamination Map and > *Geology* > *SWFWMD Sensitive Karst Areas* layer).

#### Comments on Effects to Resources:

As portions of the US 301 widening project 200-foot buffer are located within a Sensitive Karst Area, potential sinkhole development is a concern, especially if FDOT proposes deep stormwater management ponds that could potentially breach a confining unit or encroach into any underlying limestone formation.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

For the portions of this project located within a Sensitive Karst Area, it is recommended that the stormwater facilities be designed as shallow as practical and that geotechnical evaluations of specific pond sites be conducted to determine the potential for sinkhole development and direct entry of runoff to the underlying Intermediate and Floridan Aquifers. A Drainage or Pond Siting Report, incorporating area-specific geotechnical information on the basin, will be necessary. Direct discharges to active sinkholes (if applicable) are strongly discouraged due to the potential for groundwater contamination.

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

<http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>  
[http://www.dep.state.fl.us/geology/programs/hydrogeology/fava\\_gis\\_data.htm](http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm)  
[http://www.dep.state.fl.us/swapp/documents/Florida Aquifer Vulnerability Assessment.pdf](http://www.dep.state.fl.us/swapp/documents/Florida_Aquifer_Vulnerability_Assessment.pdf)

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

none

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None

---

**Degree of Effect:** 0 *None* assigned 10/31/2013 by Linda Anderson, Federal Highway Administration

**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:**No technical studies required for Special Designations from FHWA's standpoint.

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

**Degree of Effect:** 0 *None* assigned 10/28/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Special Flood Hazard Areas and Sensitive Karst Areas are listed under Special Designations. However, EPA provides comments relating to potential impacts to these two resources under the Floodplains issue and the Water Quality and Quantity issue. Based upon the GIS analysis data, there are no other listed Special Designations features within the project boundaries (100- to 500-foot buffer distances).

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

---

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services



---

## Eliminated Alternatives

There are no eliminated alternatives for this project.



## Project Scope

### General Project Recommendations

Date	Description
08/12/2004	<p data-bbox="269 275 1466 327">CORRECTION: Please disregard the SR 54 language that was inadvertently inserted into the tool on 8/9/04. The language below for the US 301 project is correct.</p> <p data-bbox="269 352 667 428">US 301 from Chancey Road to SR 39 Pasco County Response to FHWA:</p> <p data-bbox="269 453 1463 506">Based on FDOT s recent discussions with the Federal Highway Administration (FHWA), we offer the following in response to comments received during the ETAT review:</p> <p data-bbox="269 531 1520 709">The estimated project cost and funding source, as indicated in the Pasco MPO s 2025 Cost Affordable Transportation Plan, will be added to the Project Description/Purpose and Need during the Programming Screen. Accident data will also be provided. The proposed project is included in both the MPO s 2025 Needs Plan and Cost Affordable Plan. The funding source was not included when proposed projects were entered into the Planning Screen; however, FDOT did not intend to indicate the project was an unfunded need. As mentioned above, funding information will be added to the Project Description/Purpose and Need during the Programming Screen. This additional information will eliminate the apparent inconsistency identified by FHWA.</p> <p data-bbox="269 735 1490 835">As your agency indicated, the ETDM standard template is the required format and we have to work within its parameters. FDOT acknowledges the standard format does have limitations in which to present unique aspects of projects. FDOT Central Office staff is currently developing a number of enhancements to the Environmental Screening Tool (EST); therefore, the standard template may also be revised as a part of their efforts.</p> <p data-bbox="269 861 1507 1039">FHWA also raised questions regarding the need for the proposed project and specifically whether growth and transportation demand in the corridor has been clearly demonstrated. Since the proposed project is included in the MPO s 2025 Needs Plan and Cost Affordable Plan, growth and demand in the corridor has been evaluated carefully during the Plan development process. As a part of Plan development, capacity deficiencies have been assessed, alternatives have been tested, needed improvements have been defined and corresponding funding sources identified. Consideration of the concerns expressed by your agency are inherent in the process to develop a long range transportation plan; therefore, FDOT trusts that no further action is needed to address FHWA s comments.</p> <p data-bbox="269 1064 1511 1188">In response to comments regarding transit, there are no transit improvements proposed as part of this specific project. As stated in the Purpose and Need statement, currently no fixed route service exists for US 301; however, the 2002 Transit Development Plan (TDP) indicates a proposed bus route corridor beyond the year 2007. The FDOT acknowledges this point and will coordinate with Pasco County during project development and design phases concerning any proposed transit routes.</p>

ETDM #3107 - US 301 from Chancey Road to SR 39  
FHWA Comment Responses - Purpose and Need

1. FHWA Comment #1 - The project summary states the proposed project is included in the Pasco County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP) for years 2026-2035. The LRTP shows US 301 and SR 56 as 4-lane divided roadways within the project area. After reviewing the recently adopted plan, the FHWA planner for FDOT District 7 notes that there is a project listed on US 301 from SR 56 to SR 39, but the time frame is for 2031-2035. Clarification needs to be provided as to which time band is accurate. Also if the PD&E is moving up then FDOT needs to refer to the LRTP Amendment Threshold Guidance to see how changes to the plan will need to be documented. In addition, the planning consistency section does not mention the TIP/STIP. Please note that in order to meet planning consistency this project will need to be included in MPO's Cost Affordable Plan and current TIP/STIP. Please consult with Ms. Shakira Crandol, FHWA D7 planner, to resolve these issues.

*FDOT Response - The project is listed in the Pasco County MPO's 2035 Cost Affordable LRTP as US 301 (Gall Blvd.) from SR 56 to SR 39 for the timeframe 2031-2035. The FDOT will refer to the LRTP Amendment Threshold Guidance to make sure changes to the Plan are documented properly. The Department will make sure the project is listed on the current TIP/STIP.*

2. FHWA Comment #2 - Please contact the FHWA D7 area engineer, Mr. Phillip Bello, to discuss the rationale behind locating the northern project termini south of the US 301/SR 39 junction, and to explain why it doesn't extend to US 301 and Palm Grove Dr.

*FDOT Response- The SR 39 intersection was studied as part of a separate project is proposed to be located south of the existing intersection (WPI Segment Nos. 255099-1 & 256289-1). The study evaluated the construction of a new 4-lane divided rural roadway from I-4 in Hillsborough County to a realigned SR39/US 301 intersection in Pasco County, and an EA/FONSI was approved by FHWA on November 14, 2000. Additionally, a PD&E study was prepared for US 301/SR 41 (Gall Blvd.) from SR 39 to south of CR 54 (WPI Segment No. 256422-1). A portion of the study was approved by the FHWA as a Type II CE on September 12, 2001, and a PD&E study update was recently approved as a Type II CE on November 29, 2012. Therefore, the project limits for this project will tie into the proposed US 301/SR 39 intersection evaluated in previous projects.*

**Anticipated Permits**

Permit	Type	Conditions	Assigned By	Date
Large Construction (>= 5 AC)	Stormwater		FDOT District 7	09/04/13
Environmental Resource Permit	Water		FDOT District 7	09/04/13
Section 10/Section 404 Department of the Army Permit	USACE		FDOT District 7	09/04/13

**Anticipated Technical Studies**

Technical Study Name	Type	Conditions	Assigned By	Date
Typical Section Package	ENGINEERING		FDOT District 7	09/04/2013
Public Involvement Plan	ENVIRONMENTAL		FDOT District 7	09/18/2013
Noise Study Report	ENVIRONMENTAL		FDOT District 7	09/04/2013
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 7	09/04/2013
Comments and Coordination Report	ENVIRONMENTAL		FDOT District 7	09/18/2013
Preliminary Engineering Report	ENGINEERING		FDOT District 7	09/04/2013
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 7	09/04/2013
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 7	09/18/2013
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 7	09/04/2013
Type II Categorical Exclusion	ENVIRONMENTAL		FDOT District 7	09/04/2013

Location Hydraulics Technical Memorandum	ENGINEERING		FDOT District 7	09/04/2013
Wetlands Evaluation and Biological Assessment Report	ENVIRONMENTAL		FDOT District 7	09/04/2013

### Class of Action

#### Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	None	Federal Highway Administration	No Cooperating Agencies have been identified for this project in the EST.	No Participating Agencies have been identified for this project in the EST.

#### Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Robin Rhinesmith	FDOT District 7	ACCEPTED	01/27/2014	FDOT DEA
Linda Anderson	Federal Highway Administration	ACCEPTED	03/06/2014	Lead Agency ETAT Member

#### Dispute Resolution Activity Log

Action Date	Issue	Attachment(s)	Action
-------------	-------	---------------	--------

12/01/2005	Infrastructure	None	<p>US 301 from Chancey Road to SR 39 Pasco County</p> <p>Response to FHWA:</p> <p>Based on FDOT s recent discussions with the Federal Highway Administration (FHWA), we offer the following in response to comments received during the ETAT review:</p> <p>The estimated project cost and funding source, as indicated in the Pasco MPO s 2025 Cost Affordable Transportation Plan, will be added to the Project Description/Purpose and Need during the Programming Screen. Accident data will also be provided. The proposed project is included in both the MPO s 2025 Needs Plan and Cost Affordable Plan. The funding source was not included when proposed projects were entered into the Planning Screen; however, FDOT did not intend to indicate the project was an unfunded need. As mentioned above, funding information will be added to the Project Description/Purpose and Need during the Programming Screen. This additional information will eliminate the apparent inconsistency identified by FHWA.</p> <p>As your agency indicated, the ETDM standard template is the required format and we have to work within its parameters. FDOT acknowledges the standard format does have limitations in which to present unique aspects of projects. FDOT Central Office staff is currently developing a number of enhancements to the Environmental Screening Tool (EST); therefore, the standard template may also be revised as a part of their efforts.</p> <p>FHWA also raised questions regarding the need for the proposed project and specifically whether growth and transportation demand in the corridor has been clearly demonstrated. Since the proposed project is included in the MPO s 2025 Needs Plan and Cost Affordable Plan, growth and demand in the corridor has been evaluated carefully during the Plan development process. As a part of Plan development, capacity deficiencies have been assessed, alternatives have been tested, needed improvements have been defined and corresponding funding sources identified. Consideration of the concerns expressed by your agency are inherent in the process to develop a long range transportation plan; therefore, FDOT trusts that no further action is needed to address FHWA s comments.</p> <p>In response to comments regarding transit, there are no transit improvements proposed as part of this specific project. As stated in the Purpose and Need statement, currently no fixed route service exists for US 301; however, the 2002 Transit Development Plan (TDP) indicates a proposed bus route corridor beyond the year 2007. The FDOT acknowledges this point and will coordinate with Pasco County during project development and design phases concerning any proposed transit routes.</p>
------------	----------------	------	--

# Appendices

---

## Preliminary Environmental Discussion Comments

---

### Social and Economic

#### Land Use Changes

##### Project Level

##### Comments:

The EST GIS analysis identified residential high density, hardwood conifer mixed, industrial, open land, and feeding operations as the five major existing land uses within the 500-foot buffer distance. Pasco County future land use maps (dated March 2012) indicate the majority of the land use along the project corridor is planned to be office/commercial and residential. This project is being conducted in order to maximize the corridor's capacity and improve the overall safety and operating conditions of the facility. This project is expected to have minimal involvement with land use changes along the corridor.

#### Social

##### Project Level

##### Comments:

Social resources are listed in Contaminated Sites, Infrastructure, Special Designations, Aesthetics, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The project is within the Community of Zephyrhills South. The Sandollar RV Park and Rucks Planned Unit Development are located within the 200-foot buffer area and the Southside Church and Clydes Cottages Mobile Home Park are within the 500-foot buffer area. Also, there are 20 parcel derived parks listed for the 500-foot buffer area. It should be noted that after further investigation and coordination with the ETDM HelpDesk concerning Pasco County projects these parcel derived parks are actually right-of-way for the FDOT and Pasco County and are not parks. These parcels are coded incorrectly in the Pasco County property appraiser maps.

The EST GIS analysis identified within the 500-foot buffer area, no 2010 Census Blockgroups that have a median family income below \$25,000, but there are 261 households that have fallen below poverty level within the past 12 months and 15 households with public assistance. The median family income ranges between \$37,045 and 54,931. There are no 2010 Census Blockgroups with minority population over 40% within the 500-foot buffer distance, according to the 2010 Census data. There are 8 (0.002%) people that speak English not well and 0 people that speak English not at all . Within the 500-foot buffer area 94% of the households have at least one vehicle and 0 households take public transportation to work. The EST GIS analysis identified two mobile home and RV parks within the 500-foot buffer distance. While additional right-of-way may be required depending on the proposed typical section and pond site locations, the project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which

ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in minimal involvement with social resources.

## **Relocation Potential**

### **Project Level**

#### **Comments:**

The EST GIS analysis identified residential high density, hardwood conifer mixed, industrial, open land, and feeding operations as the five major existing land uses within the 500-foot buffer distance. There are also two mobile home/RV parks within the 500-foot buffer distance. Additional right-of-way is anticipated for offsite stormwater treatment facilities and possibly for the roadway widening depending on the proposed typical section. The project will be designed, however, to avoid/minimize potential relocation impacts to the greatest extent practicable. Impacts to residential and commercial land uses will be evaluated and alternatives will be developed to avoid or minimize considered relocations during Project Development. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. A Conceptual Stage Relocation Plan will be prepared for this project provided that any potential right-of-way acquisition outcome results in relocation needs. The proposed project is expected to result in minimal potential for relocations.

## **Farmlands**

### **Project Level**

#### **Comments:**

The EST GIS analysis identified no prime farmlands within the 500-foot buffer distance. The proposed project is anticipated to have no involvement with farmland resources.

## **Aesthetic Effects**

### **Project Level**

#### **Comments:**

The EST GIS analysis identified 32.4 acres (39.72%) of Residential High Density, 1.8 acres (2.19%) of Residential Medium Density, and 0.9 acre (1.11%) of Residential Low Density within the 500-foot buffer distance. The project area is currently rural with residential uses on both sides. Widening the roadway may result in minor aesthetics changes since the roadway is currently in a rural setting with two lanes therefore; the proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed in detail during project development. Also, public involvement meetings will be held during project development to solicit the communities input.

## **Economic**

### **Project Level**

#### **Comments:**

The EST GIS analysis identified one Planned Unit Development (PUD), Rucks, within the 100-foot buffer distance.

The 2006 population of Pasco County, according to the Pasco County Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP), updated December 2009, was 424,400, and is anticipated to be 852,500 by 2035, a 101% increase. The University of Florida's Bureau of Economic and Business Research indicates that the Pasco County 2010 Census Count was 464,697 and estimated the 2012 population as 468,562, and projects the 2035 population to be between 538,300 (the low projection, which represents an increase of 15% from the 2012 population) to 842,000 (the high projection, which is an increase of 80%).

Based on the Pasco County MPO's 2035 LRTP, employment in 2006 was 125,200 and is projected to be 265,511 in 2035, an increase of 112%. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

US 301 is a major north-south arterial that connects eastern Pasco County within the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region.

The proposed project will enhance economic resources and regional connectivity.

## **Mobility**

### **Project Level**

#### **Comments:**

The EST GIS analysis identified one Transportation Disadvantaged Service Provider Areas (TDSP) in Florida (2010) within the 500-foot buffer distance. No other mobility resources were identified in the EST GIS data analysis within the 500-foot buffer distance. There is no existing bus service along US 301 within the project area. The Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted May 22, 2009, shows Express Bus: Managed Lanes along US 301 from the proposed SR 56 to Zephyrhills.

US 301 is a major north-south arterial that connects eastern Pasco County with the Tampa Bay region. It is a truck route that provides north-south access to distribution centers. US 301 provides connections to SR 54, SR 39, proposed SR 56 and I-4, as well as numerous other east-west arterials within the region.

US 301 is designated as an evacuation route by the Pasco County Emergency Management and is included on the Florida Division of Emergency Management's evacuation route network. There is a need for capacity improvements based on the projected population and employment growth within the project corridor; therefore, the current typical section would be deemed inadequate during emergency evacuation.

There are no separate bicycle or pedestrian facilities located within the project area however, bicyclists may use the existing paved shoulders. Bicycle and pedestrian facilities within the project area could provide means of non-motorized transportation to many commercial sites to the north. The FDOT will evaluate the addition of pedestrian and bicycle facilities within the project corridor as part of the PD&E study and the reevaluation.

The proposed project along US 301 is expected to enhance mobility resources within eastern Pasco County.

---

## Cultural

### Section 4(f) Potential

#### Project Level

#### Comments:

Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

### Historic and Archaeological Sites

#### Project Level

#### Comments:

Several Cultural Resource Assessment Surveys (CRAS) have been prepared which overlap and/or are adjacent to this project corridor; however, a CRAS has not yet been prepared for this project corridor. When the CRAS is prepared, it will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project s area of potential effect (APE) for the project corridor. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the National Register of Historic Places (NRHP).

The EST GIS analysis identified 3 Florida Site File Historic Standing Structures and one Resource Group (Zephyrhills canal) within the 500-foot buffer distance.

*Section 4(f) Potential:* Section 4(f) involvement is unknown at this time and will depend on the results of the CRAS. There may be involvement if any NRHP-eligible resources are identified.

### Recreation Areas

#### Project Level

#### Comments:

The EST GIS analysis identified no publicly-owned recreation resources within the 500-foot buffer distance. There are 20 parcel derived parks listed for the 500-foot buffer area. It should be noted that after further investigation and coordination with the ETDM HelpDesk concerning Pasco County projects these parcel derived parks are actually right-of-way for the FDOT and Pasco County and are not parks. These parcels are coded incorrectly in the Pasco County property appraiser maps. The proposed project is expected to result in no involvement with recreational areas.

*Section 4(f) Potential:* Additional right-of-way (ROW) may be needed for offsite stormwater treatment facilities and intersection improvements. It is anticipated that no impacts to Section 4(f) resources will occur, but coordination will be conducted with the Federal Highway Administration (FHWA) during Project Development as additional ROW location needs are determined.



---

## Natural

### Wetlands

#### Project Level

##### Comments:

The EST GIS analysis National Wetlands Inventory (NWI) identified 0.5 acres (0.59%) of Palustrine wetlands within the 500-foot buffer distance. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. The proposed project is expected to result in minimal involvement with wetland resources.

### Water Quality and Quantity

#### Project Level

##### Comments:

The EST GIS analysis identified one 303(D) 1998 Impaired Waters, two Recharge Areas of the Floridan Aquifer, eight Super Act Wells, and three Verified Impaired Florida Waters: Cycle 1 Groups 1-5 Basins and Cycle 2 Group 1-3 Basins (2010) within the 500-foot buffer. There are 81.6 acres (100%) of Good Watershed Conditions 305(B) within the 500-foot buffer distance. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. The proposed project is expected to result in minimal involvement with water quality and quantity resources.

### Floodplains

#### Project Level

##### Comments:

The EST GIS analysis identified Special Flood Hazard Areas, 2.4 acres (2.9%) of FEMA Zone A and 30.4 acres (37.23%) of FEMA Zone AE within the 500-foot buffer distance. A Location Hydraulics Memo (LHM) will be prepared in Project Development. An evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains will also be undertaken. Efforts will be made to avoid or minimize impacts to floodplain resources and functions. Mitigation will be provided for any floodplain impacts. The proposed project is expected to result in minimal involvement with floodplain resources.

### Wildlife and Habitat

#### Project Level

##### Comments:

The EST GIS analysis identified the project is located in the Greater Tampa Bay Ecosystem Management Area (EMA), and one Rare and Imperiled Fish (Ironcolor Shiner) was identified at Lake Hooker, within the 500-foot buffer distance. The project is located within the 15-mile radius core foraging area for seven wood stork colonies. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. The WEBAR will assess potential floral and faunal species within the corridor as well as potential habitat for these species. The proposed project is expected to result in minimal involvement with wildlife and habitat resources.

### Coastal and Marine

#### Project Level

##### Comments:

The EST GIS analysis identified no coastal and marine resources within the 500-foot project buffer distance. The project is anticipated to have no impacts on coastal and marine resources.

---

## Physical

### Noise

#### Project Level

##### Comments:

The EST GIS analysis identified one planned unit development (PUD), one industrial area, five residential areas, Southside Church is within the 500-foot buffer. High density residential and industrial areas are the major existing land uses located within the 500-foot buffer distance. A Noise Study Report (NSR) will be completed as part of the PD&E study. The proposed project is expected to result in minimal involvement with potential noise-sensitive receptors and will be analyzed in detail during Project Development.

### Air Quality

#### Project Level

##### Comments:

The project is located within one presumptive nonattainment area and one industrial area within the 500-foot buffer distance. The project will be analyzed for potential impacts to air quality during Project Development, but is expected to result in minimal involvement with air quality resources.

### Contamination

#### Project Level

##### Comments:

The EST GIS analysis identified one Compliance and Enforcement Tracking Facility, two hazardous waste facilities, three petroleum contamination monitoring sites, two Storage Tank Contamination Monitoring (SCTM) sites, eight Super Act Wells, four Super Act risk sources and two US EPS Resource Conservation and Recovery Act (RCRA) regulated facilities within the 500-foot buffer distance. A Contamination Screening Evaluation Report (CSER) will be prepared for this project. Any potential contamination source identified will be assessed to determine the need for further evaluation during design and potential remediation during construction. The proposed project is expected to result in moderate involvement with potential sources of contamination.

### Infrastructure

#### Project Level

##### Comments:

No infrastructure resources were identified by the EST GIS analysis. The proposed project is expected to result in no involvement with infrastructure resources.

### Navigation

#### Project Level

##### Comments:

**No navigable waterways or waterway crossings were identified by the EST GIS analysis. The proposed project is expected to have no involvement with navigation.**

---

## Special Designations

### Special Designations: Outstanding Florida Waters

#### Project Level

#### Comments:

The EST GIS analysis identified no Outstanding Florida Waters (OFWs) within or near the project limits. The proposed project will result in no involvement with Outstanding Waters resources.

### Special Designations: Aquatic Preserves

#### Project Level

#### Comments:

The EST GIS analysis identified no Aquatic Preserves within or near the project limits. The proposed project will result in no involvement with Aquatic Preserves.

### Special Designations: Scenic Highways

#### Project Level

#### Comments:

The EST GIS analysis identified no Florida Scenic Highways and Byways within or near the project limits. The proposed project will result in no involvement with Scenic Highways.

### Special Designations: Wild and Scenic Rivers

#### Project Level

#### Comments:

The EST GIS analysis identified no Wild and Scenic Rivers within or near the project area. The proposed project will result in no involvement with Wild and Scenic Rivers.

---

## Advance Notification Comments

There are no Advance Notification (AN) Package comments for this project.

---

## GIS Analyses

Since there are so many GIS Analyses available for Project #3107 - US 301 from Chancey Road to SR 39 (Paul Buchman Hwy) , they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tpID=3107&startPageName=GIS%20Analysis%20Results>

**Special Note:** Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 03/07/2014 by Nicole Selly Milestone** is selected. GIS Analyses snapshots have been taken for Project #3107 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

---

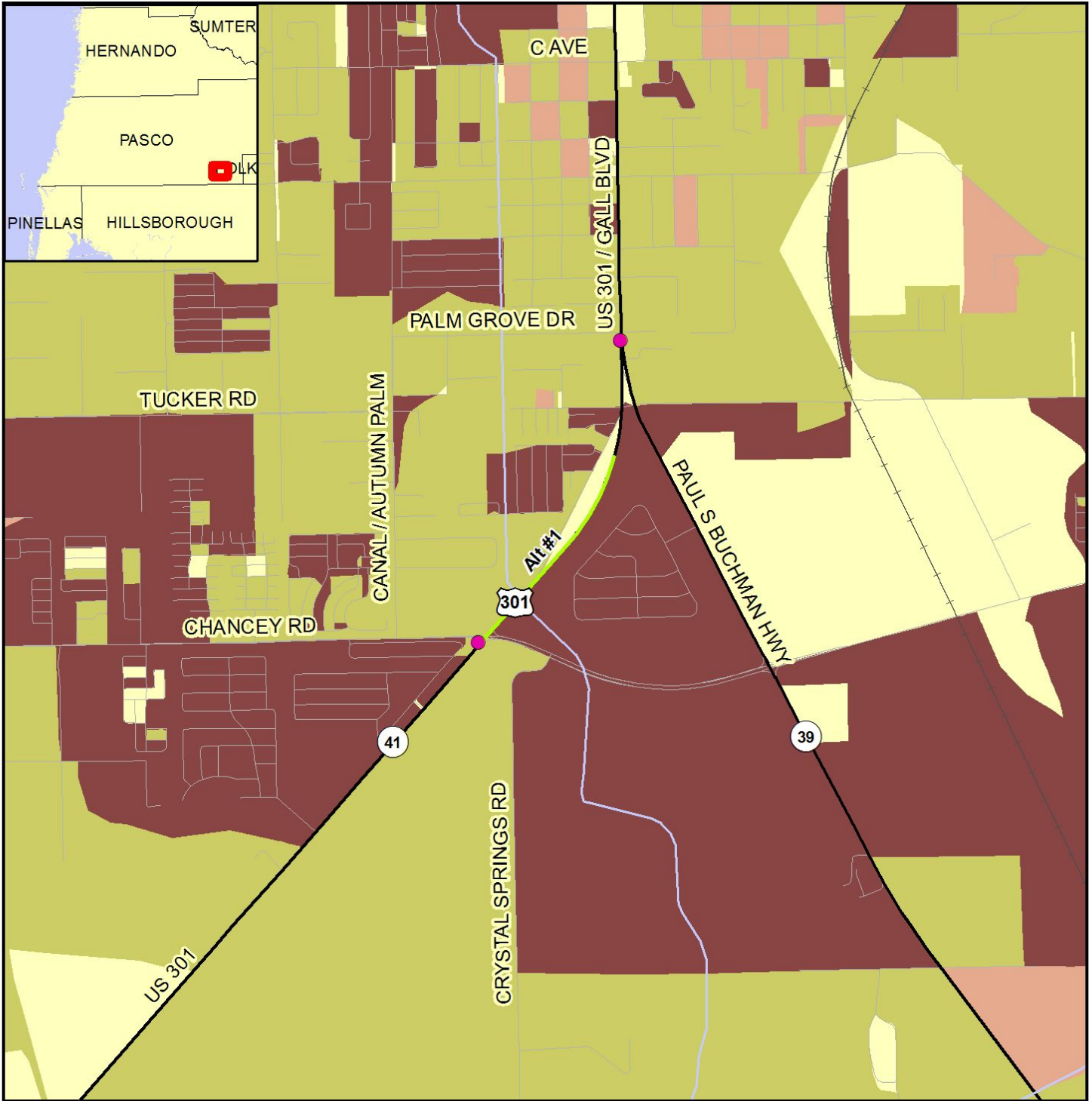
## Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

## Project-Level Hardcopy Maps

# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.9 Miles

### Population Age Distribution Map

**Data Sources:**  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

**Legend:**

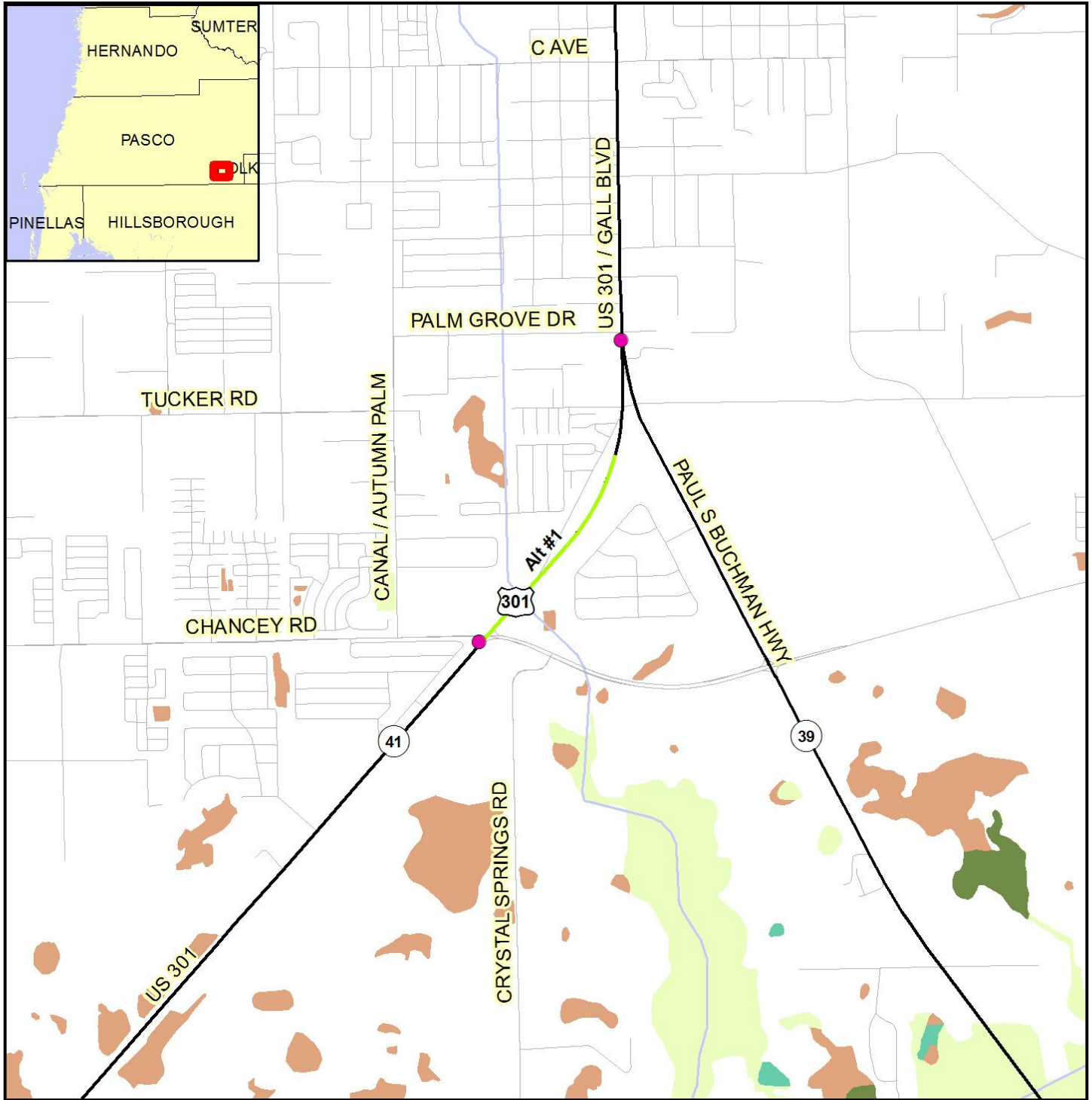
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

**Median Age**

0 - 18	18 - 30	30 - 65	> 65
--------	---------	---------	------

# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.4 Miles



- |                           |                        |                               |                                      |
|---------------------------|------------------------|-------------------------------|--------------------------------------|
| ETDM Alternative Point    | Major Road             | Continuous Seagrass           | Gravel Beach/Riprap                  |
| ETDM Alternative Terminus | Local Road or Trail    | Discontinuous Seagrass        | Exposed Tidal Flat                   |
| ETDM Alternative Segment  | River, Stream or Canal | Coastal Barrier Resource Area | Sheltered Tidal Flat                 |
| ETDM Alternative Polygon  | Water Body             | Swamp or Marsh                | Mixed Sand And Gravel Beach          |
|                           | Aquatic Preserve       | Exposed Rocky Platform        | Sheltered Rock/Seawall/Vegetated     |
|                           | Navigable Water Way    | Sand Beach                    | Exposed Vertical Rocky Shore/Seawall |

### Coastal and Marine Resource Map

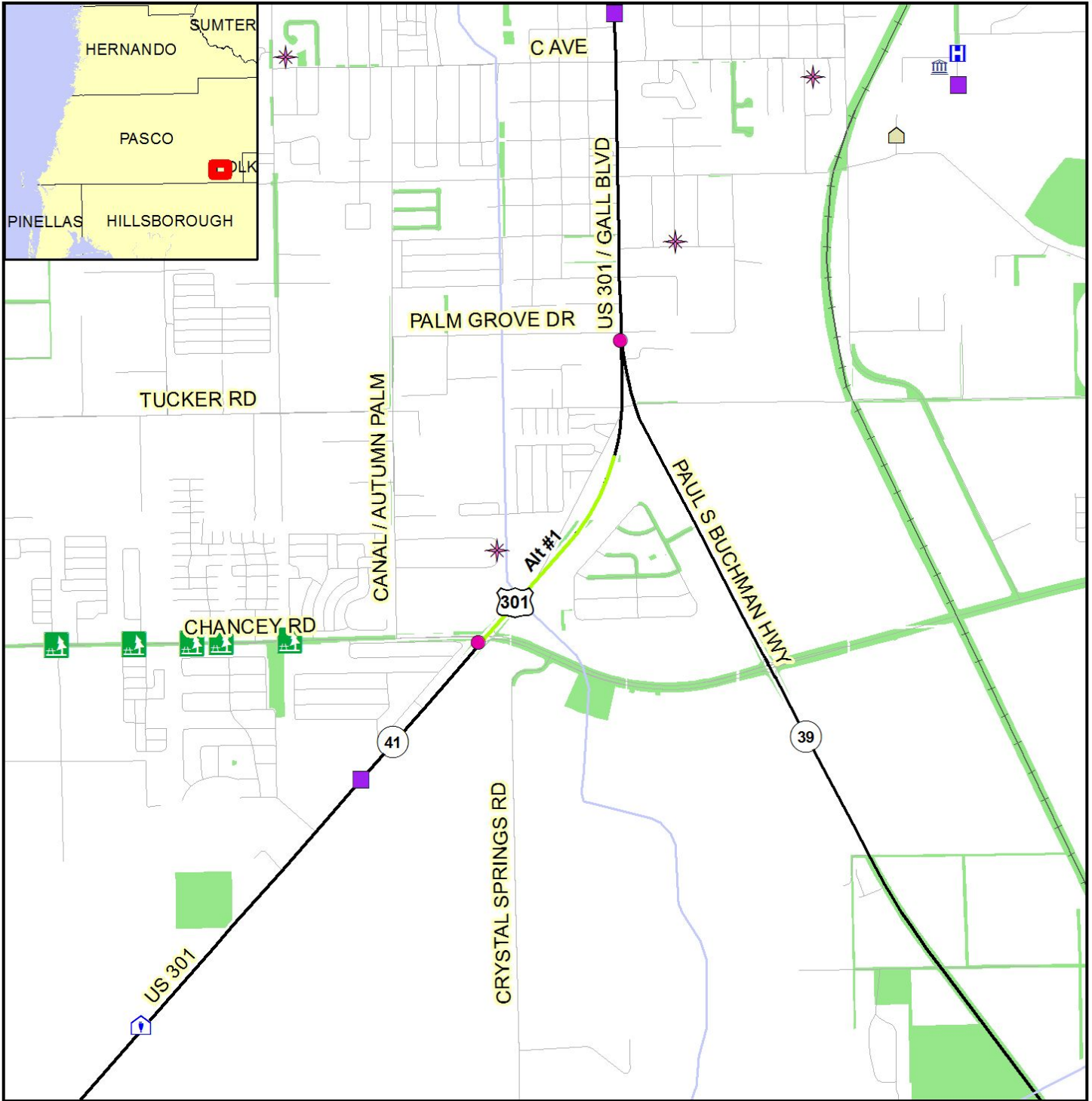
Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0.05 Miles



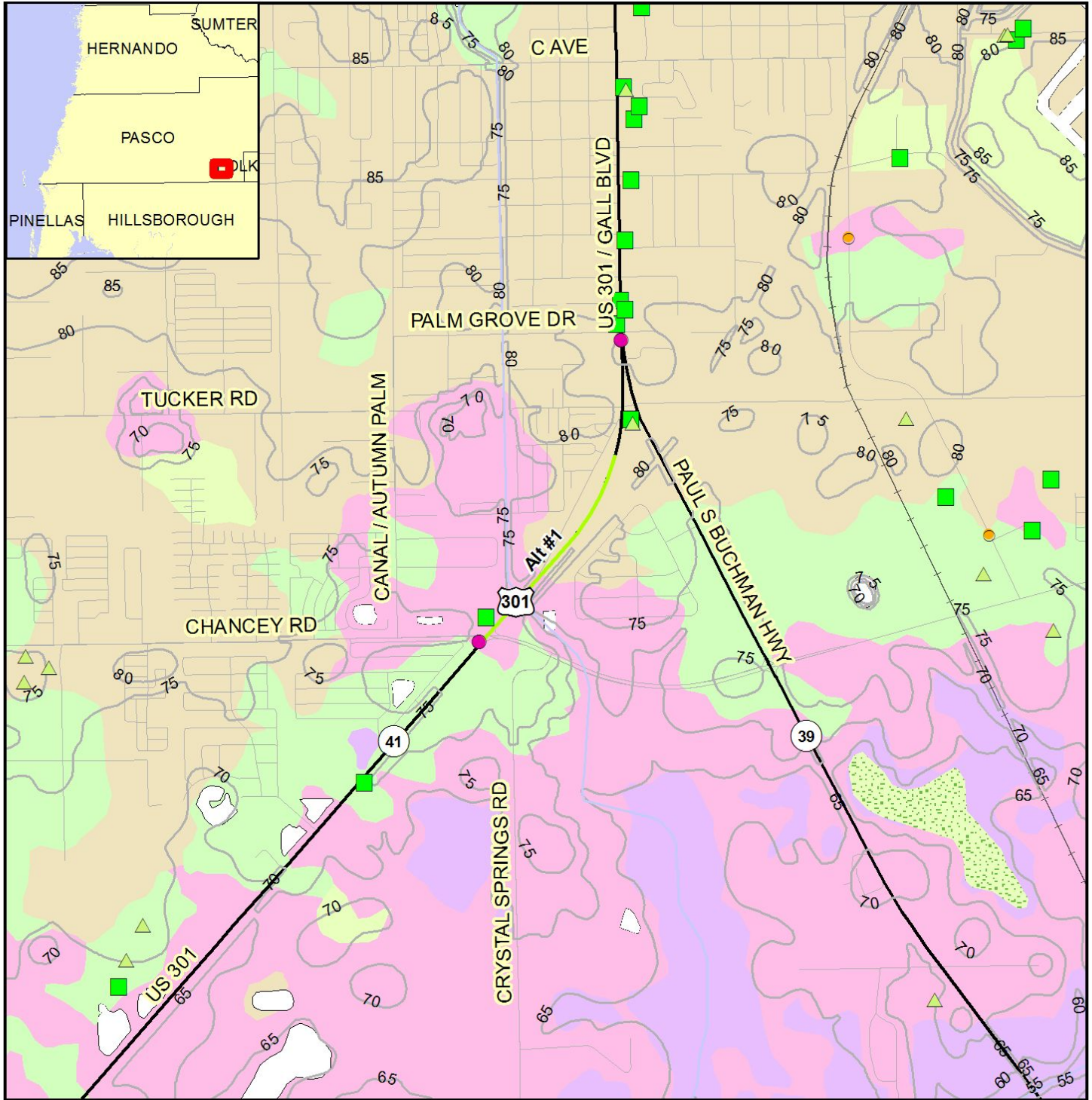
- |                           |                  |                  |                                 |
|---------------------------|------------------|------------------|---------------------------------|
| ETDM Alternative Point    | Government       | Cultural Center  | River, Stream or Canal          |
| ETDM Alternative Terminus | Civic Center     | Fire Station     | Recreational Trail              |
| ETDM Alternative Segment  | Cemetery         | Health Care      | Railroad                        |
| ETDM Alternative Polygon  | Social Service   | School           | Community Boundary              |
| Major Road                | Community Center | Park             | Water Body                      |
| Local Road or Trail       | Law Enforcement  | Place of Worship | Conservation or Recreation Area |

Data Sources:  
 US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



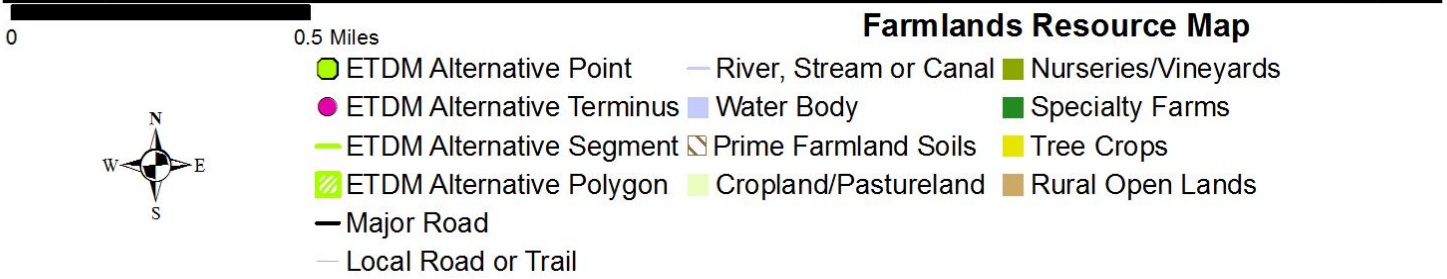
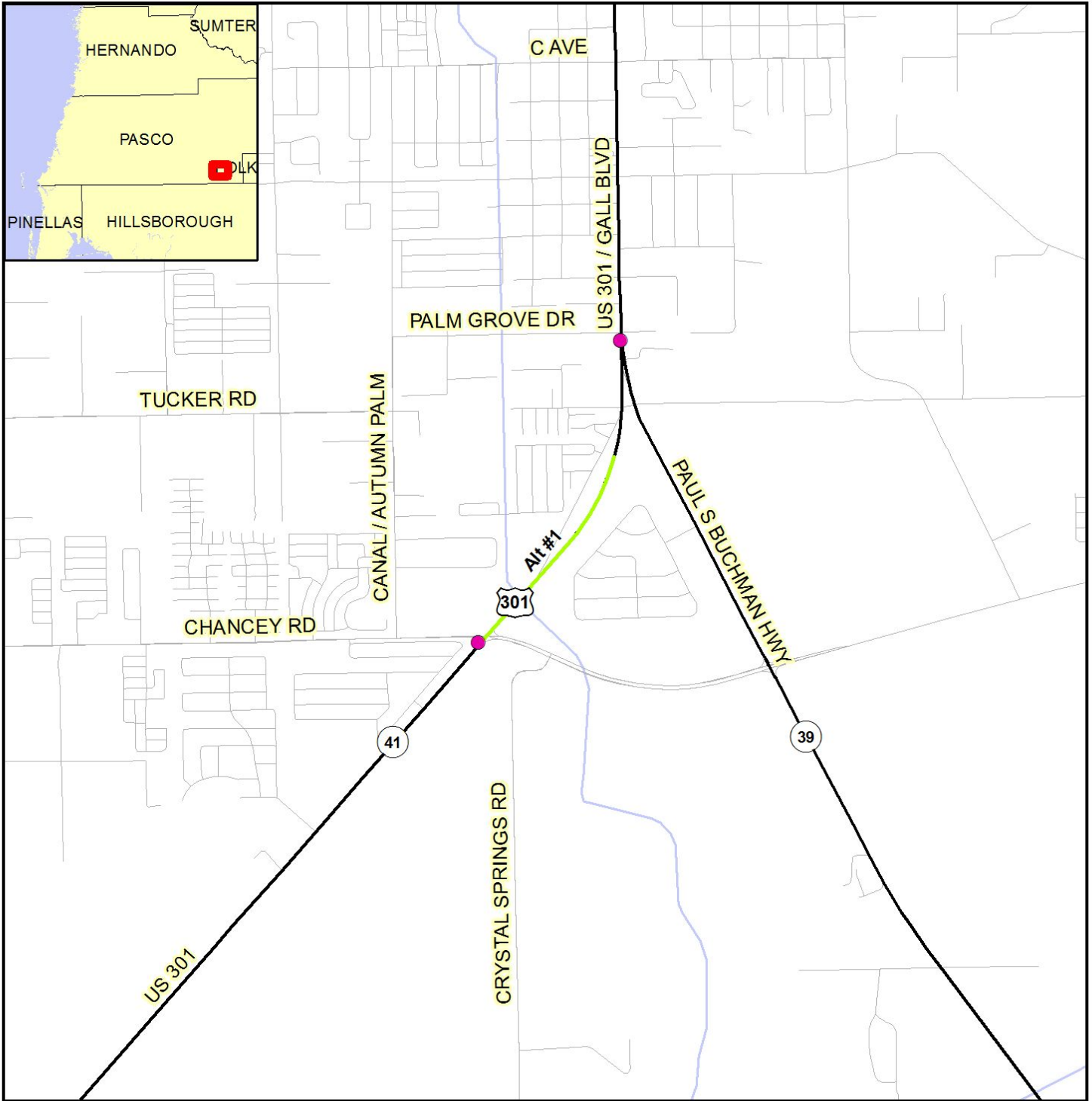
### Potential Contamination Assessment Map





# 3107 US 301 from Chancey Road to SR 39

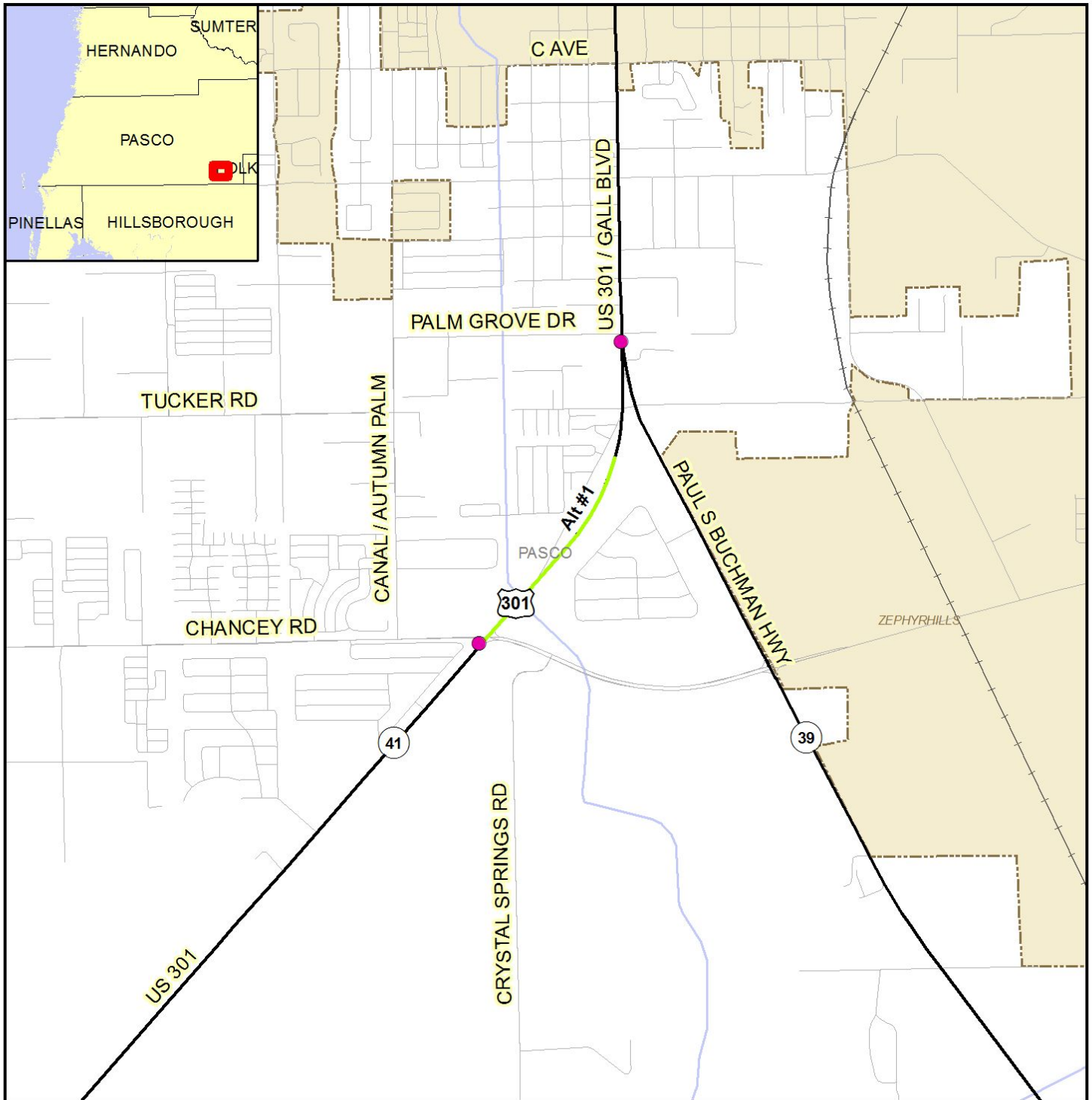
## Chancey Road to SR 39



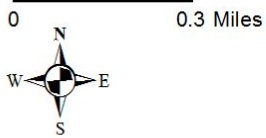
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services  
 This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied

# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Floodplain Resource Map**



Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency

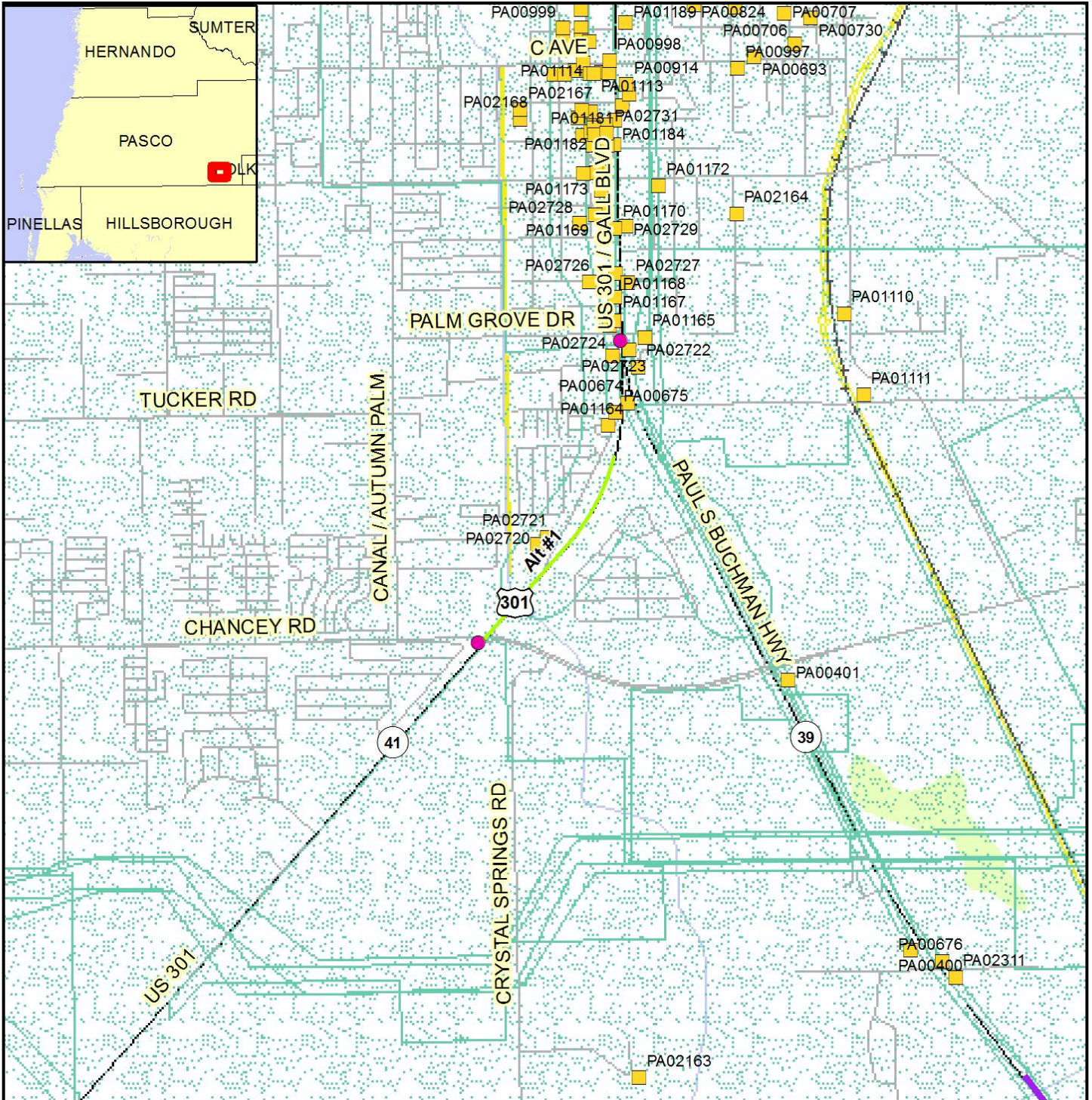
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Special Flood Hazard Area

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Historic Resources Map**

0 0.9 Miles

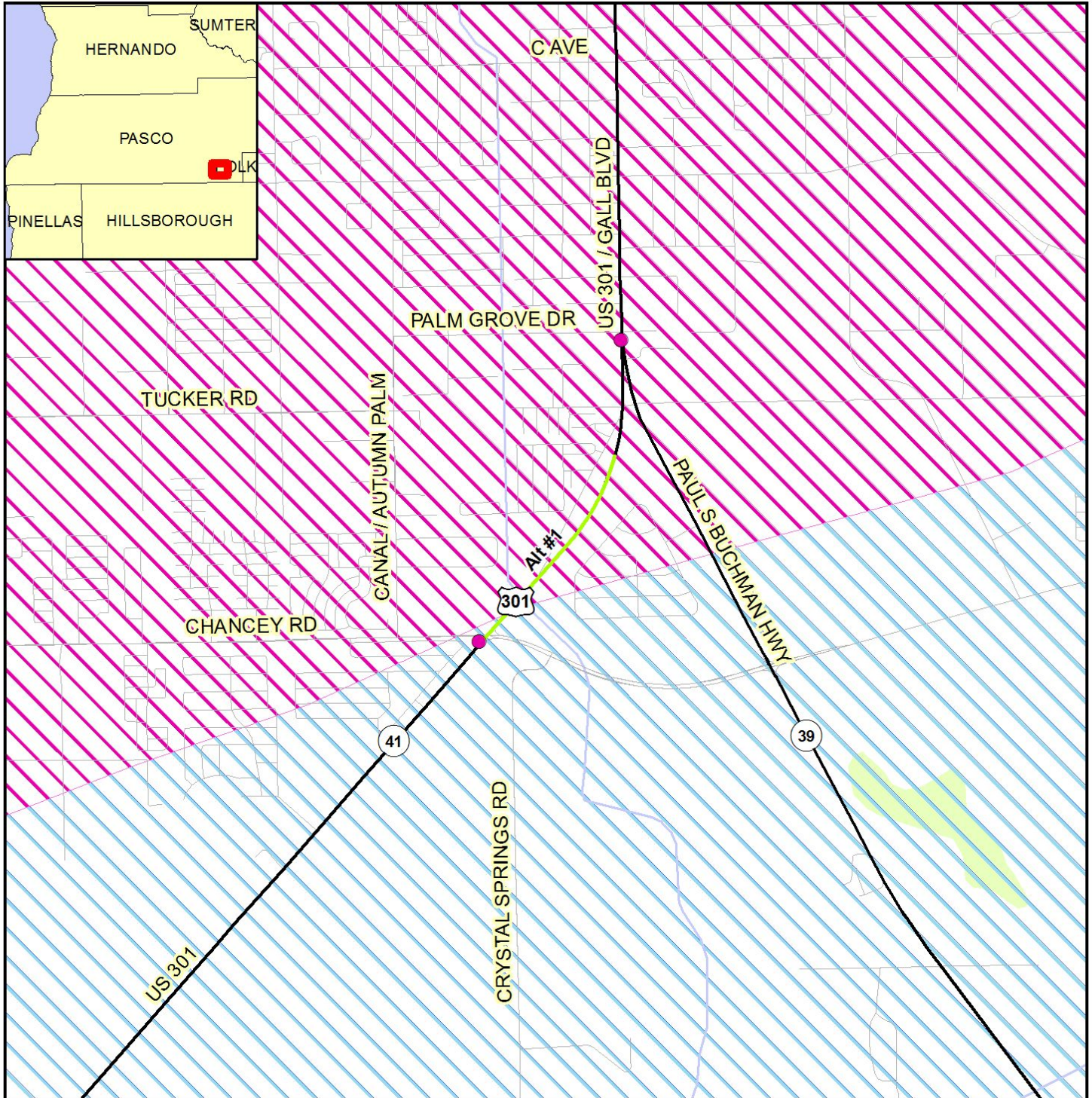
**Data Sources:**  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of State,  
 Bureau of Archaeological Research

ETDM Alternative Point	River, Stream or Canal	Historic Bridge
ETDM Alternative Terminus	Water Body	Historic Resource Group
ETDM Alternative Segment	Swamp/Marsh	Cultural Resource Field Survey Area
ETDM Alternative Polygon	Railroad	State Historic Highway
Major Road	Historic Structure	
Local Road or Trail	Historic Cemetery	

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



### Hydrogeology Resource Map

- 0 0.3 Miles
- ETDM Alternative Point
  - ETDM Alternative Terminus
  - ETDM Alternative Segment
  - ETDM Alternative Polygon
  - Major Road
  - Local Road or Trail
  - River, Stream or Canal
  - Water Body
  - Swamp/Marsh
- Recharge Areas of the Floridan Aquifer**
- Discharge 1 TO 5
  - Discharge > 5
  - Discharge < 1
  - Recharge 1 TO 10
  - Recharge > 10
  - Recharge < 1
- Geological Epoch**
- Eocene
  - Holocene
  - Miocene
  - Miocene/Pliocene
  - Oligocene
  - Oligocene/Miocene
  - Pleistocene
  - Pleistocene & Holocene
  - Pliocene
  - Pliocene/Pleistocene
- Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

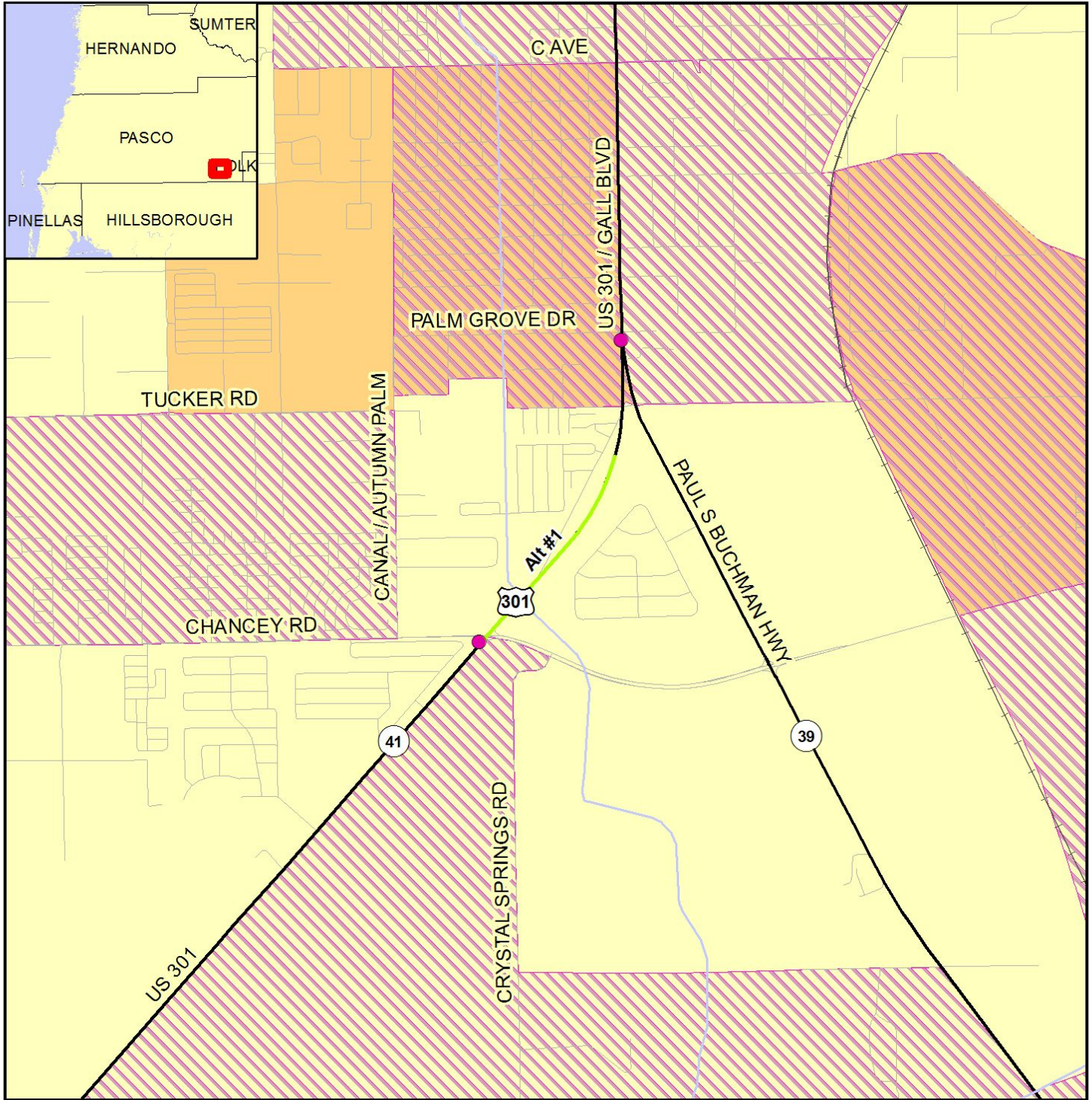


Map Generated on: 9/12/2013



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39

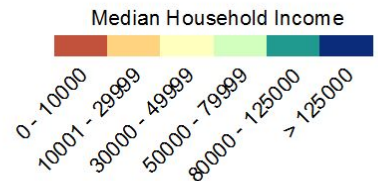


0 0.5 Miles



Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body

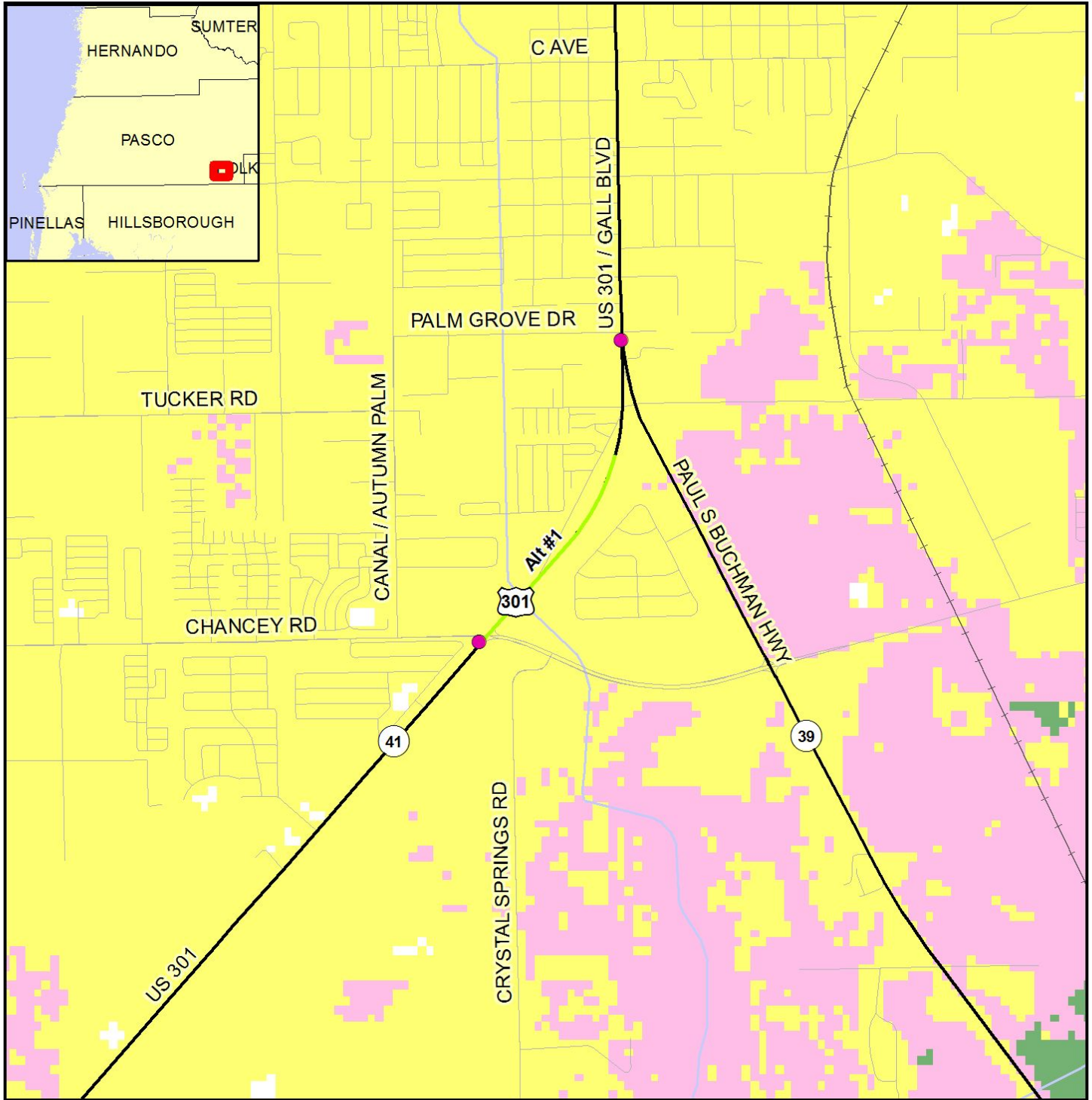


This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



### Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

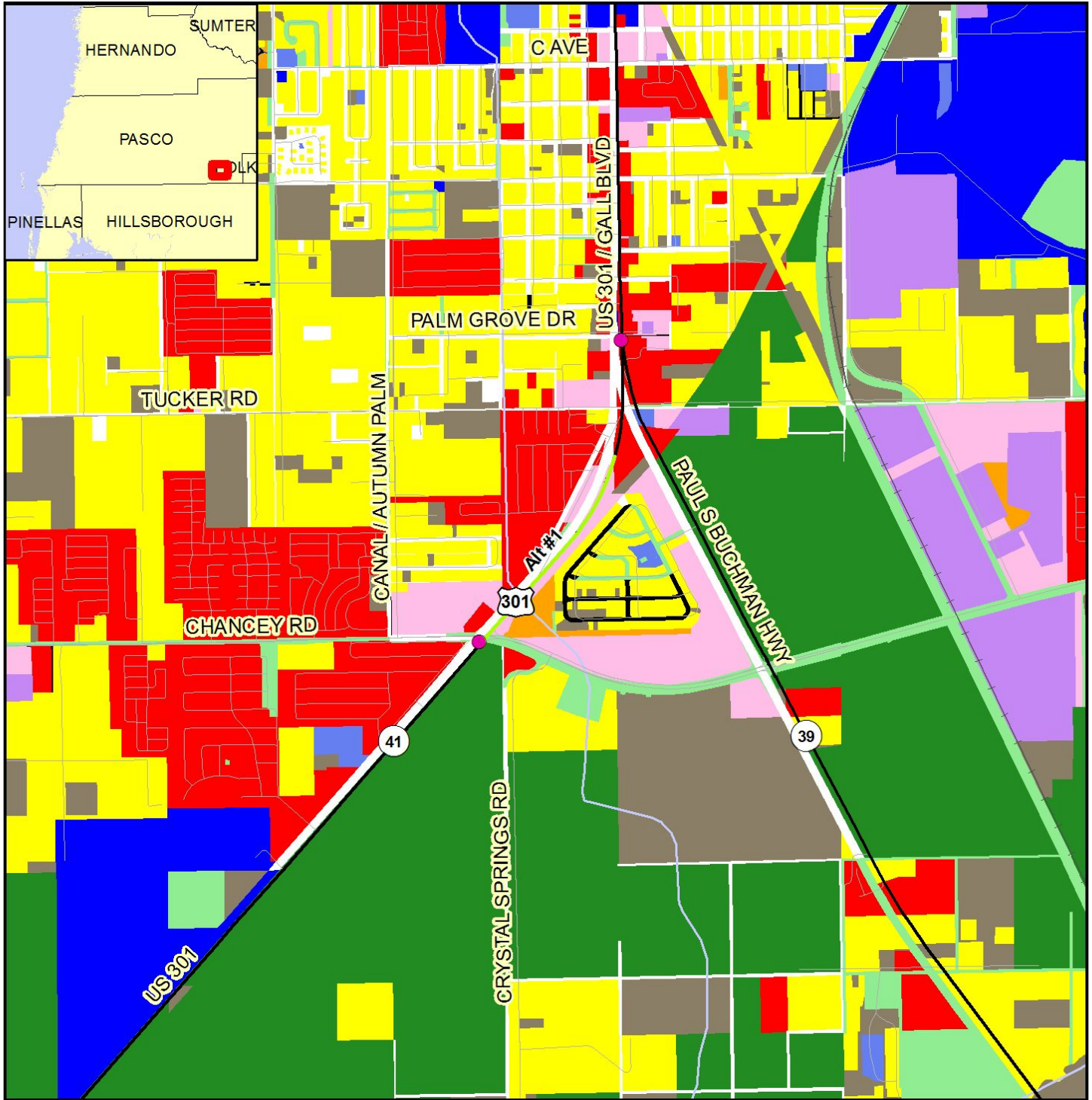
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Fish & Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.2 Miles



Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Revenue  
 Florida Department of Transportation  
 Florida County Property Appraiser Offices

### Land Use Map

- |                           |                        |                         |                         |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point    | Railroad               | Open (Not Agricultural) | Retail/Office           |
| ETDM Alternative Terminus | River, Stream or Canal | Other                   | Vacant (Residential)    |
| ETDM Alternative Segment  | Agricultural           | Public                  | Vacant (Nonresidential) |
| ETDM Alternative Polygon  | Industrial             | Right-of-Way            | Water                   |
| Major Road                | Institutional          | Recreational            | No Data                 |
| Local Road or Trail       | Mining                 | Residential             |                         |

This map and its content is made available by the Florida Department of Transportation on an "as is." "as available" basis without warranties of any kind, express or implied.

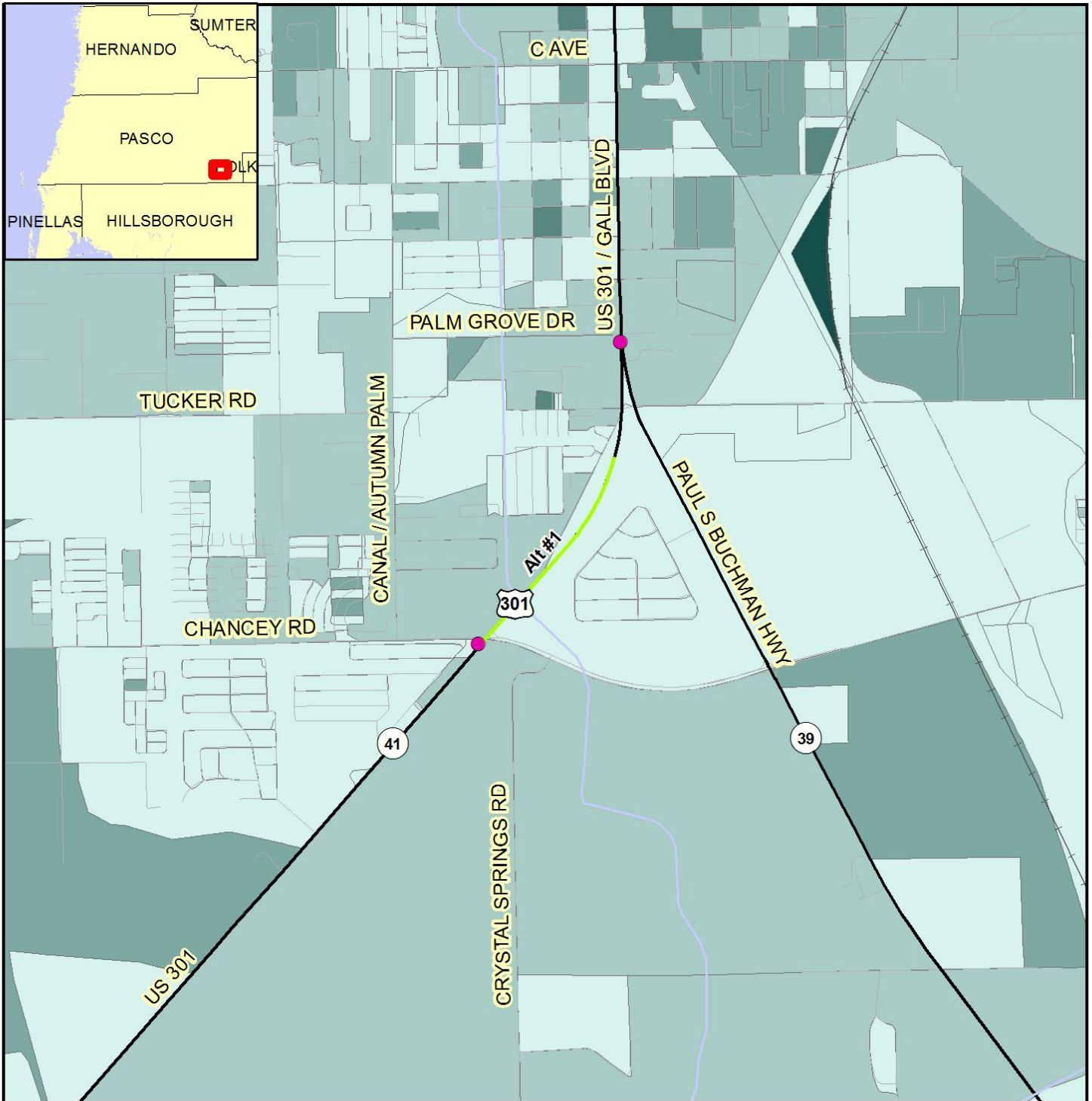


Map Generated on: 9/12/2013



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Minority Population Distribution Map**

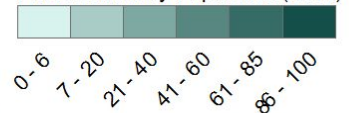
0 0.07 Miles



Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Percent Minority Population (2010)



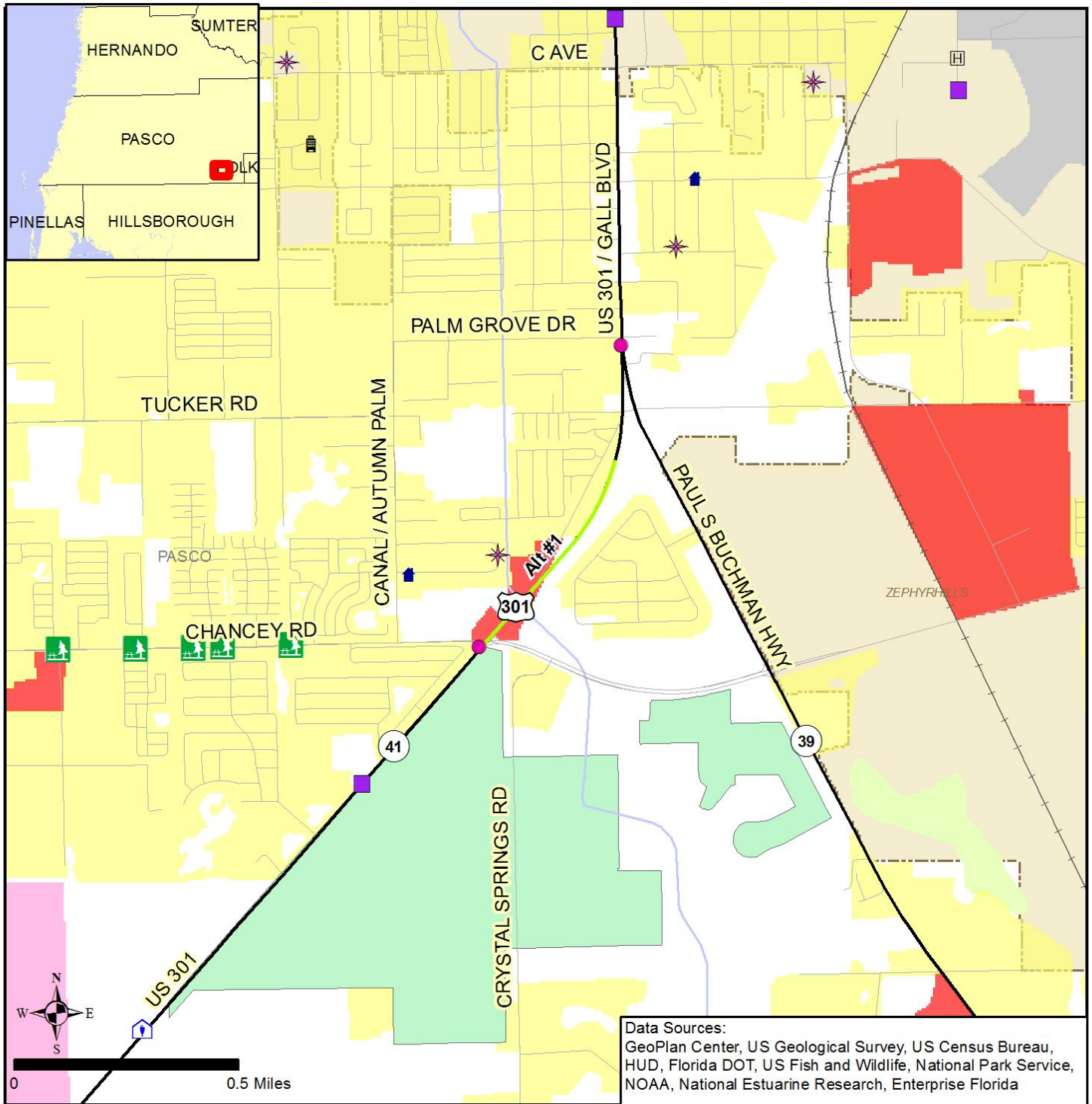
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.





# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



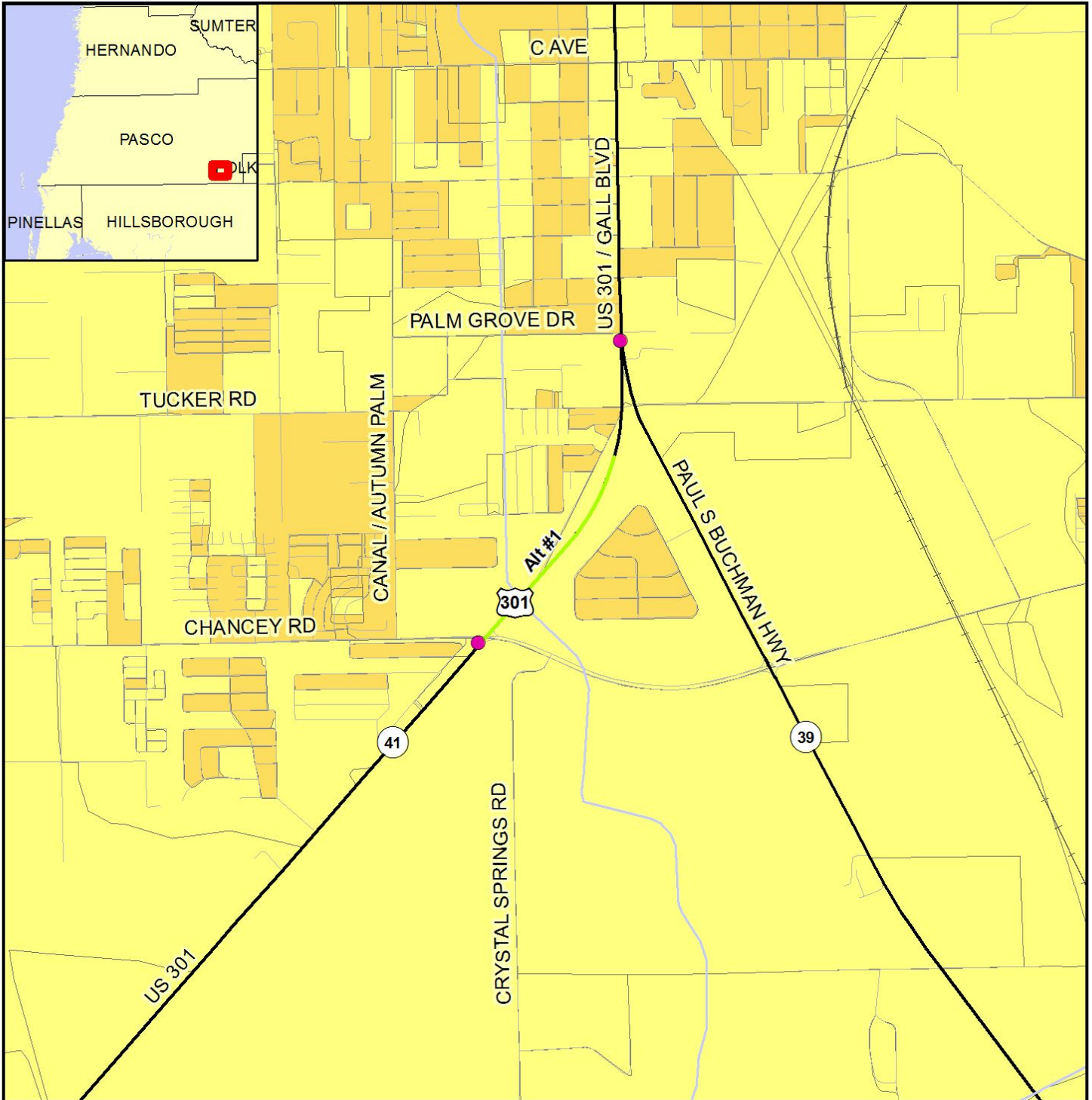
### Noise Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- County Boundaries
- City Limits
- Major Road
- Local Road or Trail
- Noise Barriers
- Existing Trails
- Railroad
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Airport
- Condo Owners Associations
- Hospitals
- Laser On-site
- Group Care Facilities
- Cemetery
- Community Center
- Cultural Center
- Health Care
- Park
- ★ Place of Worship
- School
- Historic Cemetery
- Planned Unit Developments
- Wildlife Refuges
- National Parks
- National Park Projects
- Marine Sanctuaries
- Military Installations
- Industrial
- Residential
- HUD Renewal
- Nat'l Estuarine Reserves
- Enterprise Zones
- DRI

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



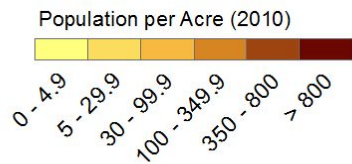
0.03 Miles



Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

### Population Density Map



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Project Aerial Map**

0 0.5 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

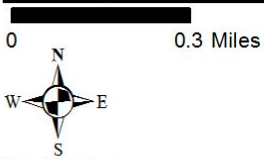
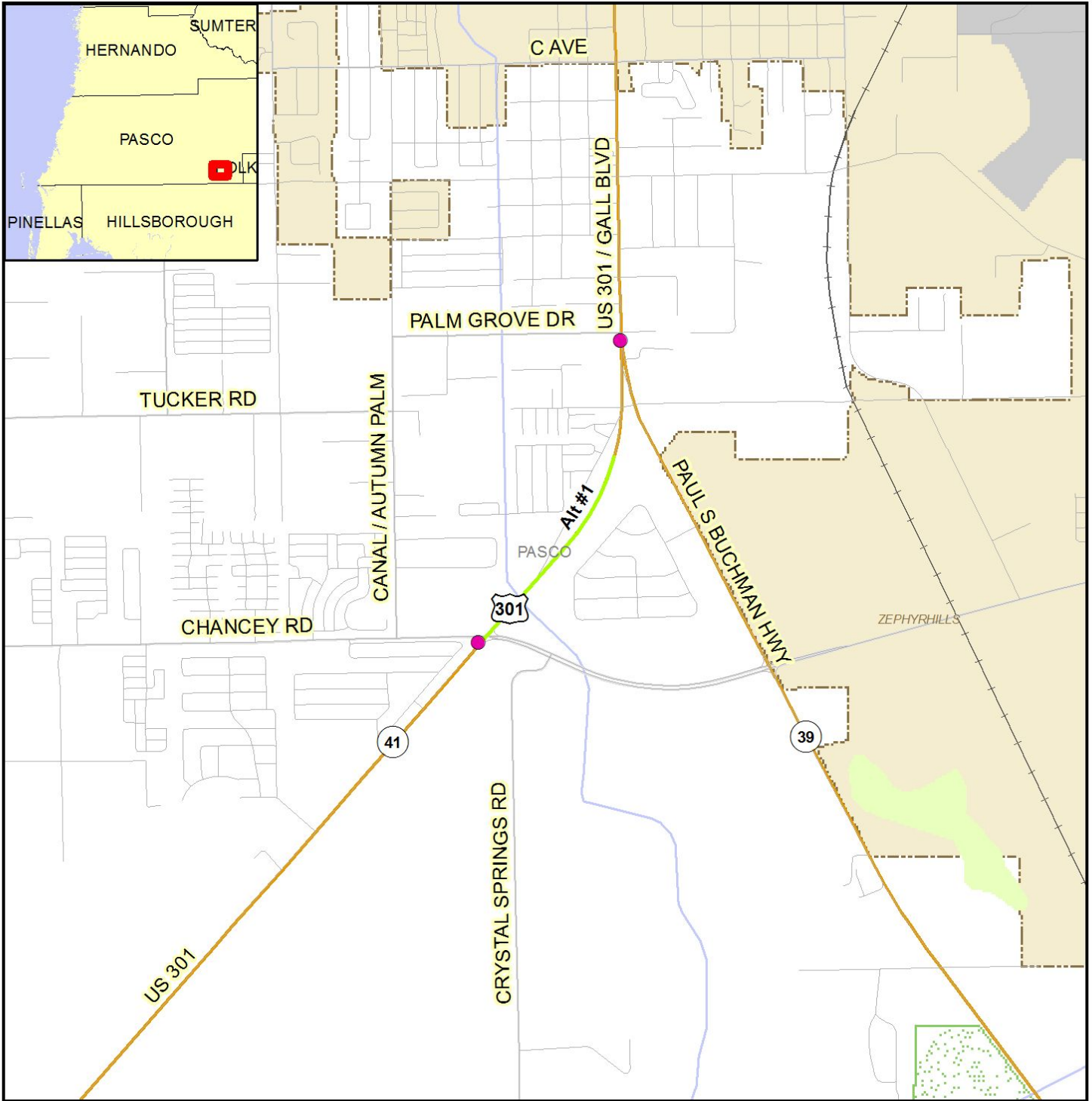
Data Sources:  
 Highways - NAVTEQ  
 Digital Orthophotograph - US Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Project Location Map**

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

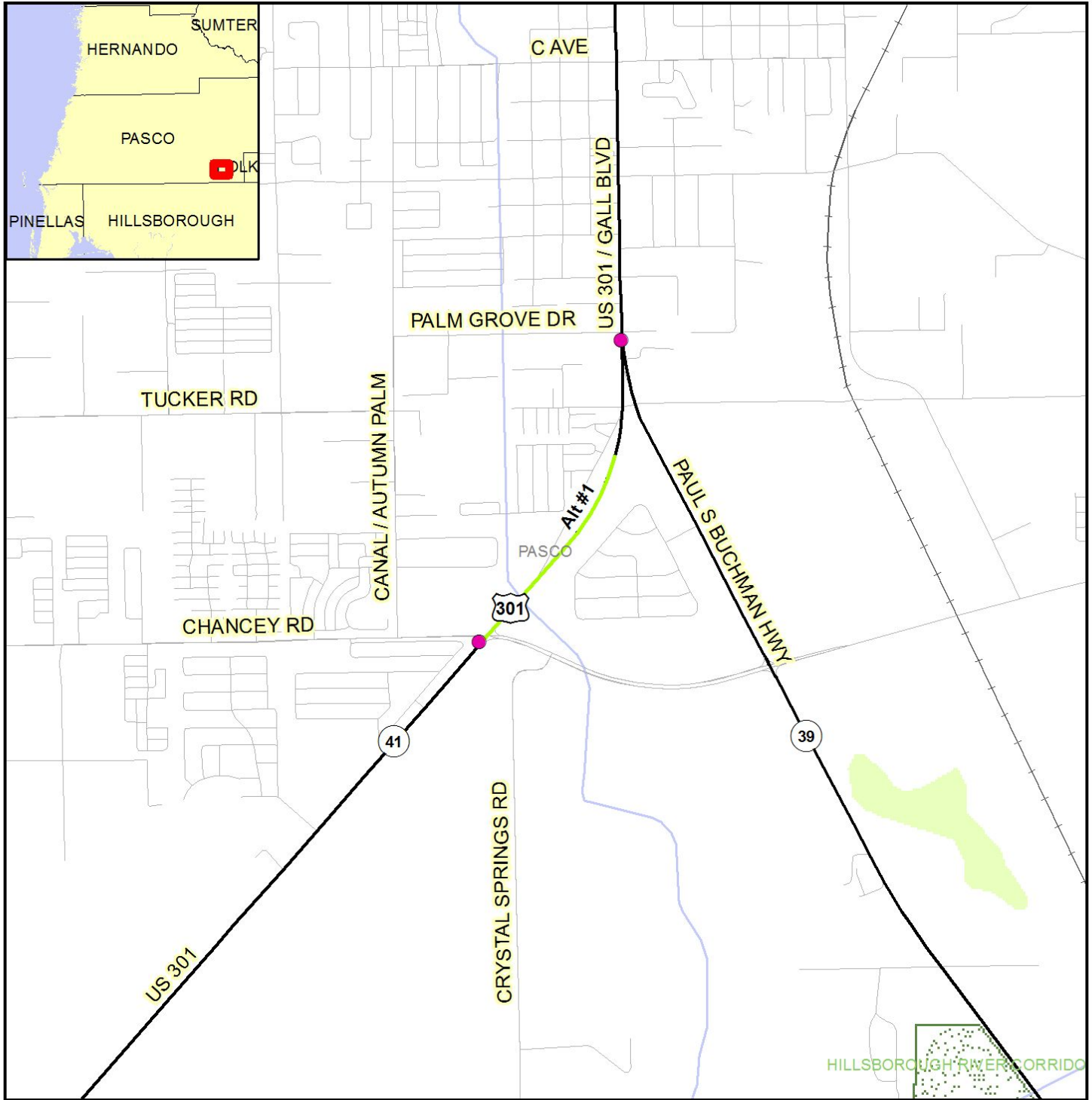
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 US Census Bureau  
 County Property Appraisers  
 Florida Natural Areas Inventory

This map and its content is made available by the Florida Department of Transportation on an "as is." "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.5 Miles

### Conservation and Recreation Area Map



Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Natural Areas Inventory

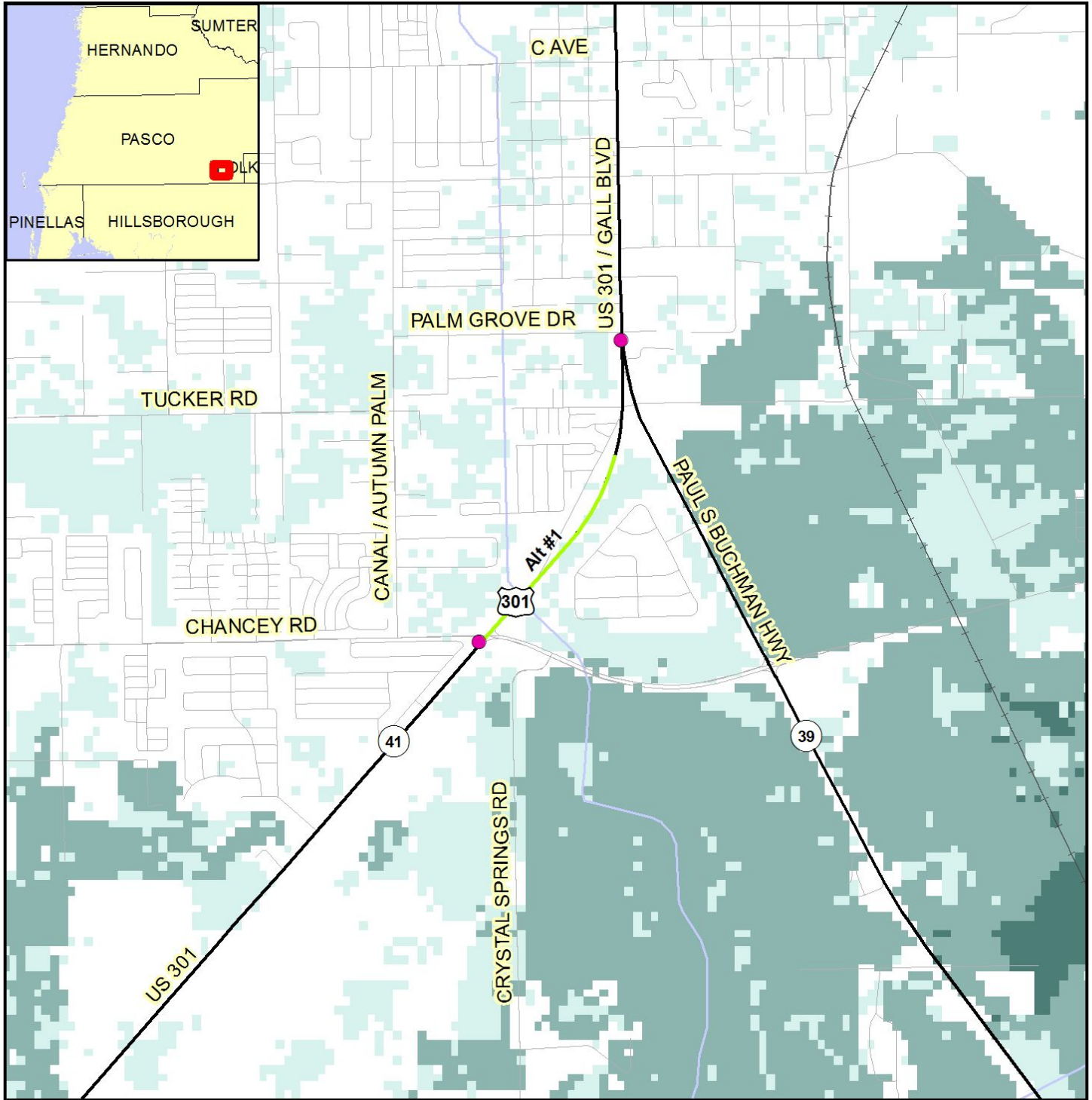
- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



### Species Potential Habitat Model Map

- |                           |                        |                                   |
|---------------------------|------------------------|-----------------------------------|
| ETDM Alternative Point    | Railroad               | <b>Potential Habitat Richness</b> |
| ETDM Alternative Terminus | River, Stream or Canal |                                   |
| ETDM Alternative Segment  | Water Body             |                                   |
| ETDM Alternative Polygon  | Major Road             |                                   |
| Local Road or Trail       |                        |                                   |
- 
- |  |                 |
|--|-----------------|
|  | 1 - 2 Species   |
|  | 3 - 5 Species   |
|  | 6 - 8 Species   |
|  | 9 - 10 Species  |
|  | 11 - 13 Species |

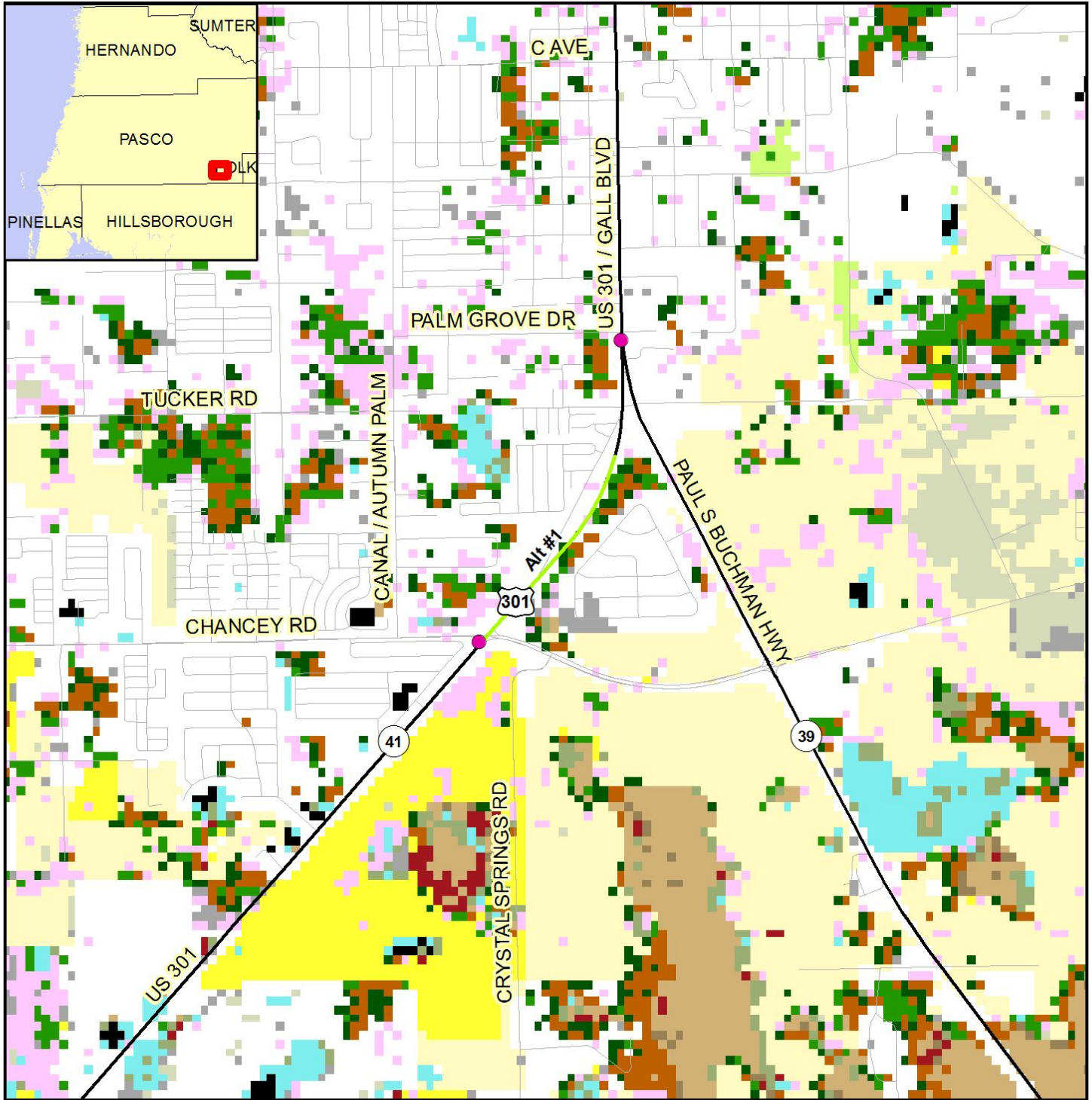
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Fish & Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.5 Miles

**Vegetation and Land Cover Map**

- |                           |                            |                                  |                            |                     |                     |                   |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon  | Not Classified             | Hardwood Hammocks and Forests    | Bay Swamp                  | Mangrove Swamp      | Unimproved Pasture  | Brazilian Pepper  |
| ETDM Alternative Segment  | Coastal Strand             | Pinelands                        | Cypress Swamp              | Scrub Mangrove      | Sugarcane           | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach                 | Cabbage Palm-live Oak Hammock    | Cypress/Pine/Cabbage Palm  | Tidal Flats         | Citrus              | Low Impact Urban  |
| ETDM Alternative Point    | Xeric Oak Scrub            | Tropical Hardwood Hammock        | Mixed Wetland Forest       | Open Water          | Row and Field Crops | Extractive        |
| Major Road                | Sand Pine Scrub            | Freshwater Marsh and Wet Prairie | Hardwood Swamp             | Shrub and Brushland | Other Agriculture   |                   |
| Local Road or Trail       | Sandhill                   | Sawgrass Marsh                   | Hydric Hammock             | Grassland           | Exotic Plants       |                   |
|                           | Dry Prairie                | Cattail Marsh                    | Bottomland Hardwood Forest | Bare Soil/Clearcut  | Australian Pine     |                   |
|                           | Mixed Hardwood-pine Forest | Shrub Swamp                      | Salt Marsh                 | Improved Pasture    | Melaleuca           |                   |

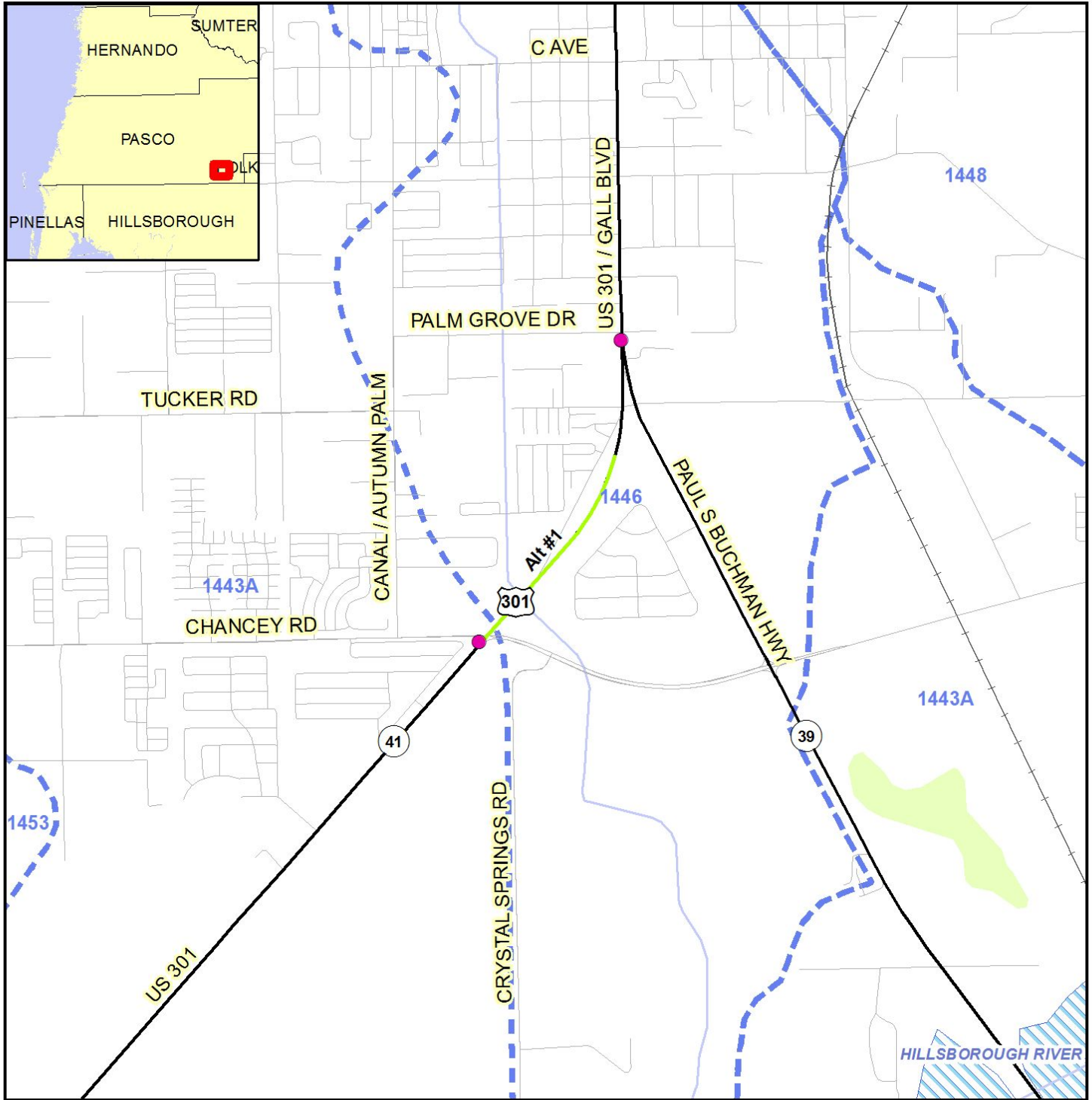
Data Sources: NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



0 0.5 Miles

**Water Resources Map**

ETDM Alternative Point	Railroad	SFWMD Canals	Surface Water Class I
ETDM Alternative Terminus	1st Magnitude Spring	Drainage Basin	Surface Water Class II
ETDM Alternative Segment	River, Stream or Canal	Outstanding Florida Water	Water Body
ETDM Alternative Polygon	Navigable Water Way	Swamp/Marsh	

Data Sources:

Major Road	Local Road or Trail	Florida Department of Transportation	Florida Geological Survey
NAVTEQ		Florida Department of Environmental Protection	US Bureau of Transportation Statistics
US Geological Survey			

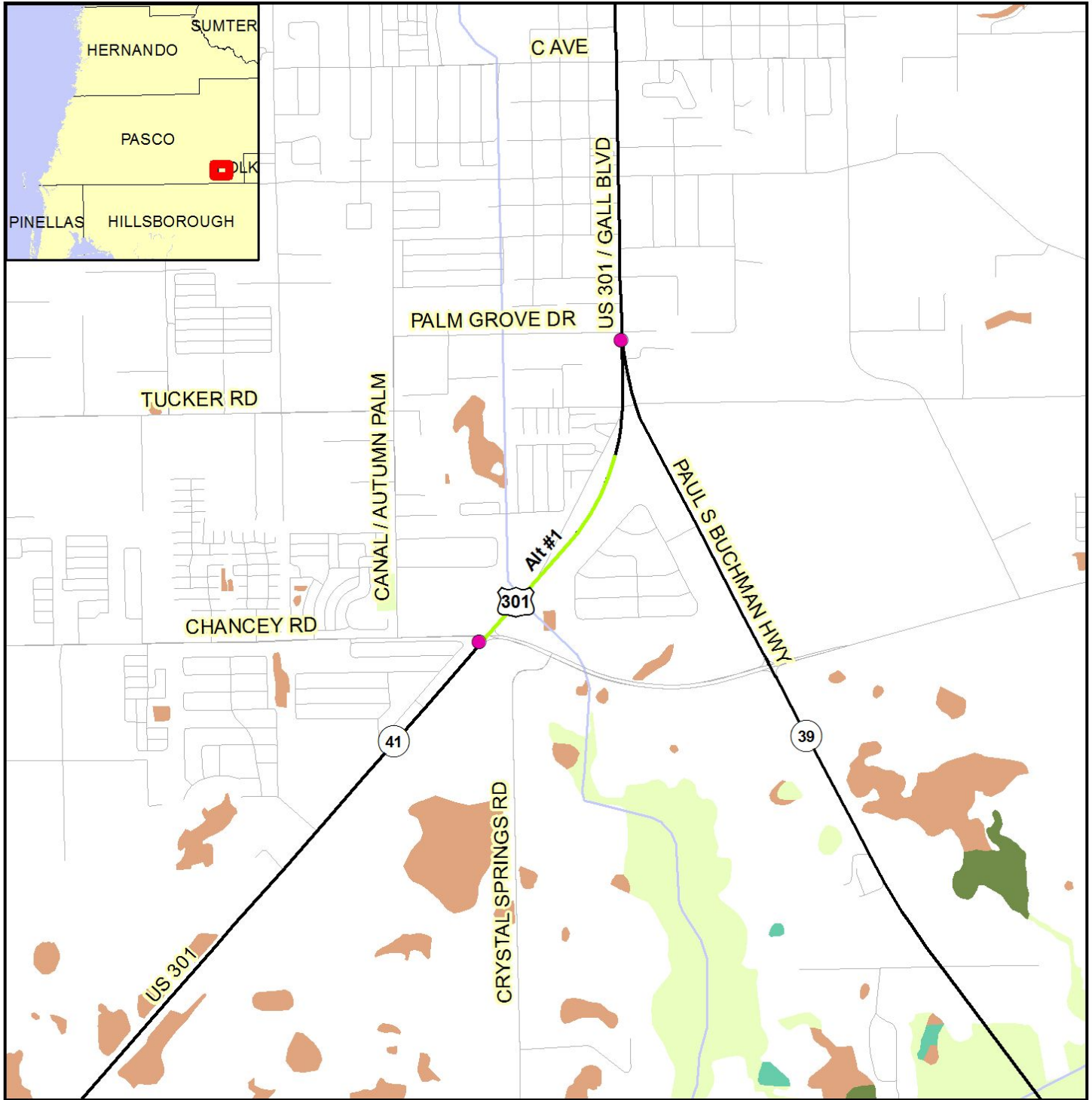
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.





# 3107 US 301 from Chancey Road to SR 39

## Chancey Road to SR 39



**Wetland Resource Map**

0 0.25 Miles



- |                           |                        |                                |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon  | Major Road             | Non-vegetated Wetland          |
| ETDM Alternative Segment  | Local Road or Trail    | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed         |
| ETDM Alternative Point    | Water Body             | Wetland Coniferous Forest      |
|                           |                        | Wetland Hardwood Forest        |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



***APPENDIX C***

---

***Public Hearing Notification Materials and  
Mailing Lists***

# PUBLIC NOTICE PUBLIC HEARING

US 301 (Gall Blvd.) PD&E Study  
From SR 56 (Proposed) to SR 39 (Buchman Hwy), Pasco County  
WPI Segment No: 416564-1

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](http://www.fdotd7studies.com/us301/sr56-to-sr39).

Your involvement is important to FDOT and to the success of this study. We invite you to share your ideas and comments about the proposed improvements at our upcoming public hearing from **5:00 p.m. to 7:00 p.m. on Tuesday, September 22, 2015 at New Hope Baptist Church, 3514 Allen Road, Zephyrhills, FL.** FDOT representatives will be available beginning at 5:00 p.m. to answer questions and discuss the project informally. 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.

At 6:00 p.m., 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 p.m. 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.

Draft project documents will be available for public review from Tuesday, September 1, 2015 to Friday, October 2, 2015 at the following locations:

- Zephyrhills Public Library, 5347 8<sup>th</sup> Street, Zephyrhills, FL (Business hours: Sunday, Monday closed; Tuesday through Friday 9:00 a.m. to 7:00 p.m.; Saturday 9:00 a.m. to 12:00 p.m.)
- Florida Department of Transportation, District Seven Headquarters, 11201 N. McKinley Drive, Tampa, Florida 33612-6456 (Business hours: Monday to Friday: 8:00 a.m. to 5:00 p.m.)



Draft project documents will also be displayed at the public hearing. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Ming Gao, P.E., Intermodal Systems Development Manager, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or electronically to the project website at [www.fdotd7studies.com/us301/sr56-to-sr39](http://www.fdotd7studies.com/us301/sr56-to-sr39). All exhibits or statements must be postmarked or emailed no later than Friday, October 2, 2015 to become part of the official public hearing record.

For more information, please contact Stephanie Pierce, FDOT Project Manager, at (813)-975-6445, or [stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. If you need special accommodations under the Americans with Disabilities Act or if you require translation services (free of charge) please contact Lee Royal, Government Liaison Administrator, at (813) 975-6427, or [lee.royal@dot.state.fl.us](mailto:lee.royal@dot.state.fl.us) at least seven (7) days before the public hearing.

## PUBLIC HEARING

DATE: Tuesday, September 22, 2015

TIME: 5:00 p.m. to 7:00 p.m.

PLACE: New Hope Baptist Church

3514 Allen Road

Zephyrhills, FL





## AVISO AL PÚBLICO

### US 301 (Gall Blvd.) Estudio de Planificación y Ambiental (PD & E) Desde la futura SR 56 hasta SR 39 (Buchman Hwy), Condado de Pasco WPI Segmento No: 416564-1

Usted está invitado a asistir y participar en la audiencia pública que organiza el Departamento de Transporte de Florida (FDOT), Distrito Siete para un proyecto de Planificación y Ambiental (PD & E por sus siglas en inglés) que evalúa las mejoras propuestas a la US 301 en el Condado de Pasco, Florida. Esta audiencia pública se llevará a cabo para permitir a las personas interesadas la oportunidad de formular observaciones sobre la ubicación, diseño conceptual, y los efectos sociales, económicos y ambientales de la ampliación de US 301 desde la futura Carretera Estatal (SR) 56 hasta la intersección en SR 39 (Buchman Highway), o sea, una distancia de aproximadamente 2 millas.

El estudio considera dos alternativas; ampliar la US 301 al este del corredor existente y la alternativa de No-Construir. Se propone que la US 301 tenga cuatro carriles (dos en cada dirección) así como espacio para peatones y bicicletas a ambos lados de la vía. Mas información se puede encontrar en el sitio web de estudio: [www.fdotd7studies.com/us301/sr56-to-sr39](http://www.fdotd7studies.com/us301/sr56-to-sr39).

Su participación es importante para FDOT y para el éxito de este estudio. Le invitamos a que comparta sus ideas y comentarios acerca de las mejoras propuestas en la audiencia pública que se realizará entre **las 17:00 y las 19:00 horas del Martes, 22 de septiembre 2015 en New Hope Baptist Church, 3514 Allen Road, Zephyrhills, FL.** Representantes del FDOT estarán disponibles a partir de las 5:00 pm para contestar preguntas y discutir el proyecto de manera informal. Se mostrarán los documentos y otros materiales relacionados con el proyecto, y se proyectará una presentación de PowerPoint de forma continua. Un reportero de la corte estará disponible para recibir comentarios en un entorno de uno-a-uno.

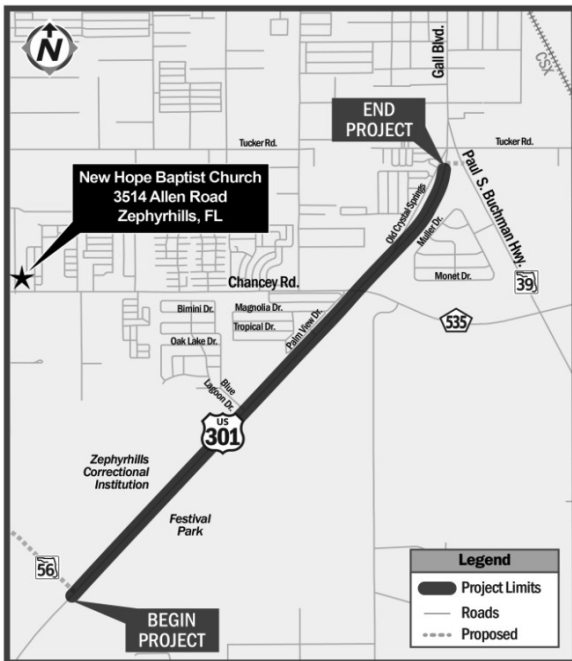
A las 6:00 de la tarde, representantes FDOT comenzarán la parte formal de la audiencia, que proporcionará la oportunidad de hacer comentarios públicos orales formales. Después de la parte formal de la audiencia, el taller público informal se reanudará y continuará hasta las 7:00 pm. Usted puede asistir en cualquier momento durante la reunión de dos horas para revisar la información del proyecto y hablar de uno-a-uno con los miembros del equipo del proyecto. FDOT valora y agradece la participación de todos.

Los documentos preliminares relativos al proyecto estarán disponibles para la revisión pública desde el martes 1° de septiembre 2015 hasta el viernes, 02 de octubre 2015 en los siguientes lugares:

- Biblioteca Pública de Zephyrhills, 5347 8th Street, Zephyrhills, FL (Horario: Domingo y lunes cerrado; de martes a viernes de 9:00 am a 7:00 pm; Sábado 09 a.m.-12:00p.m.)
- Departamento de Transporte, Sede del Distrito Siete, 11201 N. McKinley Drive, Tampa, Florida Florida 33612-6456 (Horario: Lunes a viernes: 8:00 am a 5:00 pm)

Los documentos preliminares del proyecto también se mostrarán en la audiencia pública. Las personas que deseen hacer declaraciones por escrito en lugar de o además de declaraciones orales, pueden hacerlo en la audiencia o mediante el envío a Ming Gao, PE, Gerente de Desarrollo de Sistemas Intermodales, FDOT, Distrito Siete, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612, o por vía electrónica a la página web del proyecto en [www.fdotd7studies.com/us301/sr56-to-sr39](http://www.fdotd7studies.com/us301/sr56-to-sr39). Todas las exposiciones o declaraciones deben enviarse por correo o por correo electrónico a más tardar el viernes, 02 de octubre 2015 si han de formar parte del registro oficial de esta audiencia pública.

Para obtener más información, póngase en contacto con Stephanie Pierce, gerente del proyecto del FDOT, al (813) 975-6445 o [stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us). La participación pública es solicitada sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o situación familiar. Si necesita algún tipo de arreglo especial bajo el "Americans with Disabilities Act" o si requiere servicios de traducción (sin cargo), por favor póngase en contacto con Lee Royal, administradora de enlaces gubernamentales, al (813) 975 a 6427 o [lee.royal@dot.state.fl.us](mailto:lee.royal@dot.state.fl.us) por lo menos siete (7) días antes de la audiencia pública.



## Scott, Vickie

---

**From:** Esposito, Robert <Robert.Esposito@dot.state.fl.us>  
**Sent:** Wednesday, September 02, 2015 10:28 AM  
**To:** danny.burgess@myfloridahouse.gov; Wilton Simpson (simpson.wilton@flsenate.gov); John Legg (legg.john@flsenate.gov); Richard Corcoran (richard.corcoran@myfloridahouse.gov); Jack Mariano (jmariano@pascocountyfl.net); Kathryn Starkey; Lucille Paterno; Mary Leczar; Michele Isitt; Mike Moore; Mike Wells; Ted Schrader (tschrader@pascocountyfl.net)  
**Cc:** Marable, Lori; Carson, Kristen; Botello, David; Robertson, Summer; Becky Zizzo (zizzo.becky@flsenate.gov); REIDY.RICH; Jim. Browne (Browne.Jim@flsenate.gov); Till, Jonathan; robin.ringeisen@myfloridahouse.gov; Judy Parker (parker.judy@flsenate.gov); Graumann, Doris; jared.ochs@myfloridahouse.gov  
**Subject:** US 301 - from SR 56 (proposed) to SR 39 (Buchman Hwy)  
**Attachments:** FINAL 416564-1 US 301 Public Hearing Newsletter.pdf

Dear Elected Officials and Staff:

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. Work Program Item Segment No. 416564-1.

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](http://www.fdotd7studies.com/us301/sr56-to-sr39).

Notices are being sent 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.

Your involvement is important to FDOT and to the success of this study. We invite you to share your ideas and comments about the proposed improvements at our upcoming public hearing from 5:00 p.m. to 7:00 p.m. on Tuesday, September 22, 2015 at New Hope Baptist Church, 3514 Allen Road, Zephyrhills, FL. FDOT representatives will be available beginning at 5:00 p.m. to answer questions and discuss the project informally. 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.

At 6:00 p.m., 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 p.m. 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.

Draft project documents will be available for public review from Tuesday, September 1, 2015 to Friday, October 2, 2015 at the following locations:

- Zephyrhills Public Library, 5347 8<sup>th</sup> Street, Zephyrhills, FL (Business hours: Sunday, Monday closed; Tuesday through Friday 9:00 a.m. to 7:00 p.m.; Saturday 9:00 a.m. to 12:00 p.m.)
- Florida Department of Transportation, District Seven Headquarters, 11201 N. McKinley Drive, Tampa, Florida 33612-6456 (Business hours: Monday to Friday: (8:00 a.m. to 5:00 p.m.)

Draft project documents will also be displayed at the public hearing. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Ming Gao, P.E., Intermodal Systems Development Manager, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or electronically to the project website at [www.fdotd7studies.com/us301/sr56-to-sr39](http://www.fdotd7studies.com/us301/sr56-to-sr39). All exhibits or statements must be postmarked or emailed no later than Friday, October 2, 2015 to become part of the official public hearing record.

For more information, please contact Stephanie Pierce, FDOT Project Manager, at (813)-975-6445, or [stephanie.pierce@dot.state.fl.us](mailto:stephanie.pierce@dot.state.fl.us). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. If you need special accommodations under the Americans with Disabilities Act or if you require translation services (free of charge) please contact Lee Royal, Government Liaison Administrator, at (813) 975-6427, or [lee.royal@dot.state.fl.us](mailto:lee.royal@dot.state.fl.us) at least seven (7) days before the public hearing.

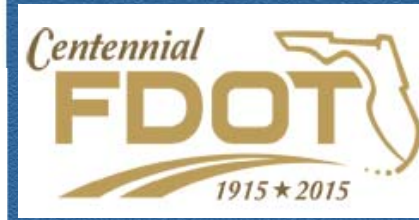
Sincerely,

*Bob Esposito*

Florida Department of Transportation  
District 7 Government Affairs Liaison



11201 North McKinley Drive  
Tampa, FL 33612  
Cell 813-245-3509  
Phone 813-975-6038



# 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](http://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](mailto: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](mailto:stephanie.pierce@dot.state.fl.us).

Sincerely,  
  
Ming Gao, P.E.  
Intermodal Systems  
Development Manager



Draft project documents will be available for public review at the following locations from September 1, 2015 to October 2, 2015:

Zephyrhills Public Library 5347 8th Street Zephyrhills, FL 33542 Tue-Fri 9 am - 7 pm Sat 9 am - 12 pm	FDOT District Seven 11201 N. McKinley Drive Tampa, FL 33612 Mon-Fri 8 am - 5 pm
---	--

## 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

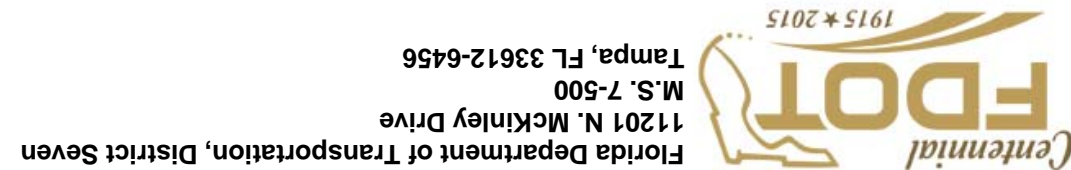
## Send written comments to:

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](mailto: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](http://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.



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

FDOT ADOPTED 5-YEAR WORK PROGRAM (FY 16-20) 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

## 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](mailto: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](mailto:lee.royal@dot.state.fl.us) at least seven (7) days before the public hearing.

## 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:

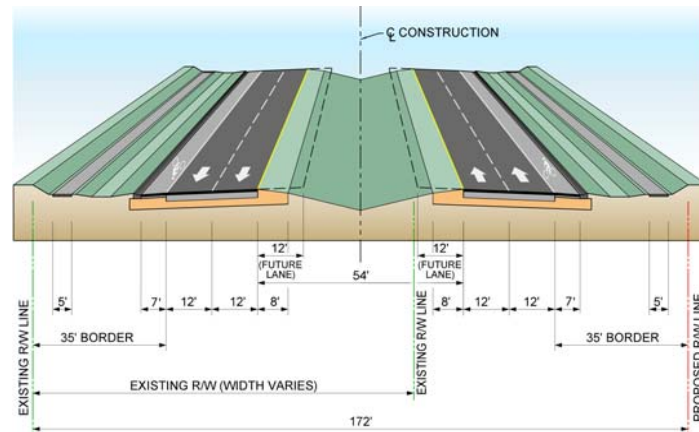
- By the year 2040, traffic on US 301 will grow to an estimated 39,500 vehicles per day causing an unacceptable level of service on the existing two-lane roadway;
- US 301 is a designated emergency evacuation route, and maintaining acceptable operation conditions is vital to the safety and welfare of 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.

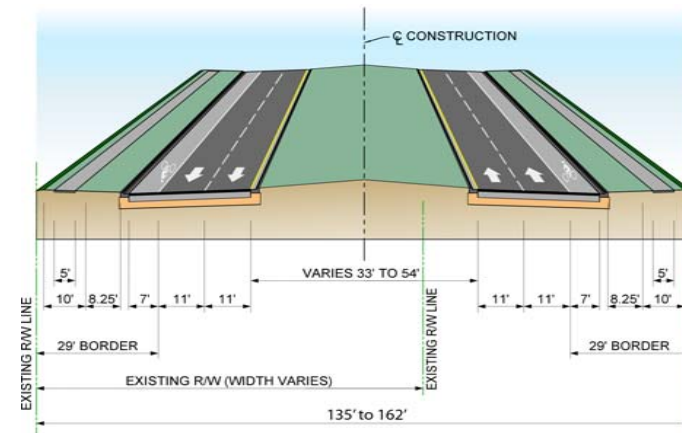
## RECOMMENDED BUILD ALTERNATIVE

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.



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.



## 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.

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

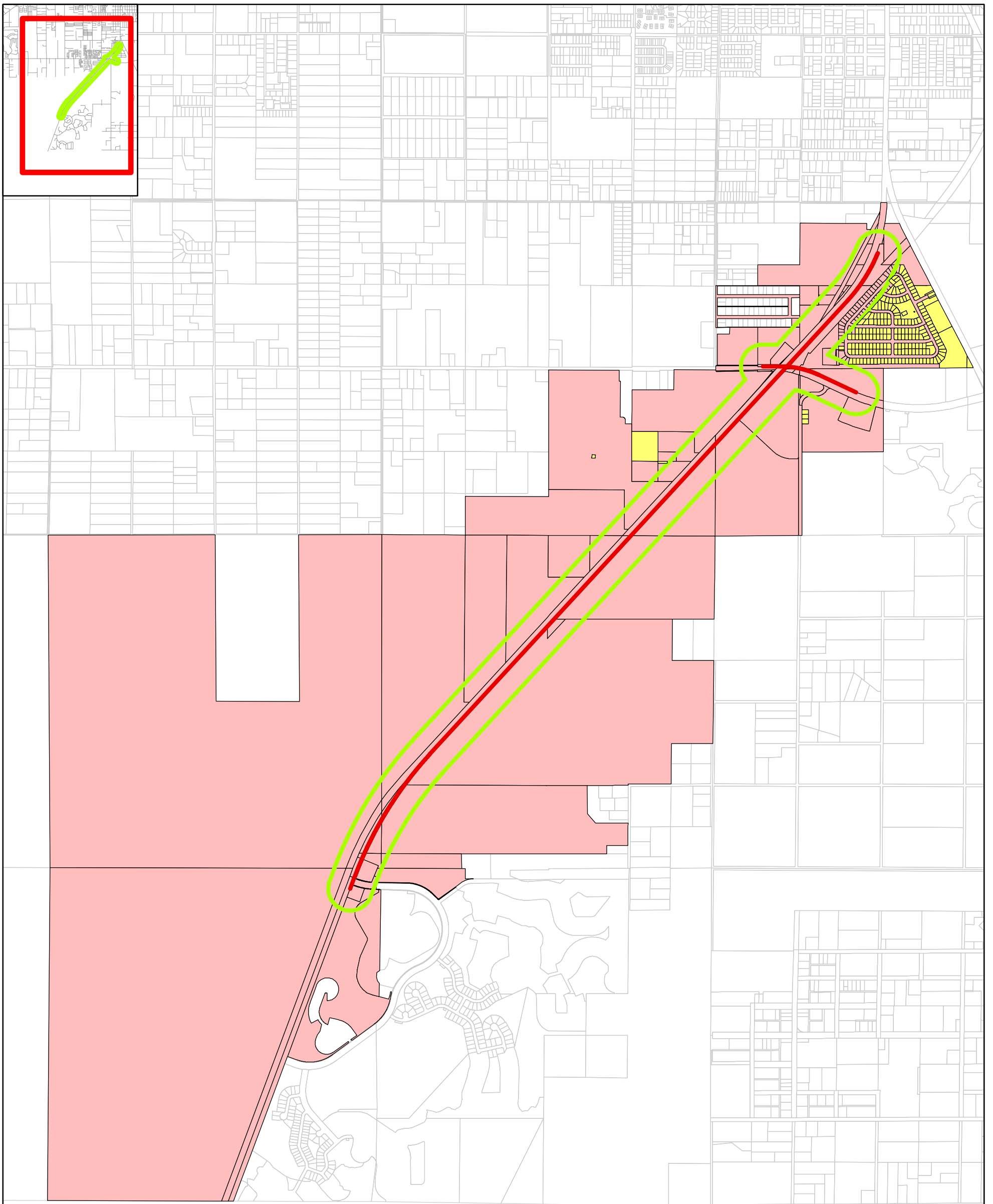
Evaluation Criteria	No-Build Alternative	Build Alternative
<b>Potential Business Impacts</b>		
Number of business relocations (includes outdoor signs)	0	1
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	0
<b>Potential Right of Way (ROW) Impacts</b>		
Roadway: Number of Parcels affected/ROW anticipated to be acquired (acres)	0/0	14/19.1
Drainage: Off-site ponds (acres)	0	8.2
<b>Potential Environmental Effects</b>		
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
<b>Estimated Costs (in millions)</b>		
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
<b>Preliminary Estimate of Total Costs</b>	<b>\$0.0</b>	<b>\$27.9</b>

\* 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



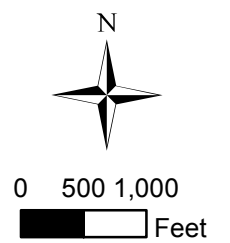


**Legend**

- Project Centerline
- 350 ft Buffer
- Parcels 350 ft Buffer
- Added Parcel
- Pasco Parcels

Source:  
 Parcels- Pasco County Property Appraiser, July 2015  
 Centerline- Pasco County, 2015

**US 301 PD&E**  
*Parcels within 350 ft Buffer*  
 Pasco County, FL



TR_ID	NAME	ADDR_1	CITY	STATE	ZIP
212623004000C000040	ABBOTT CLINTON & JACQUILINA	PO BOX 285	PHILLIPS	ME	04966
212623004000D000230	ADAMS VIRGIL H	38407 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000210	ALDRICH ROBERT L & SHIRLEY A	PO BOX 34	LAINGSBURG	MI	48848
212623004000A000130	ANDERSON HARLEY L & ANNA C	38450 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000650	ANGLEY JOHN R IRREVOCABLE TR	3708 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000140	ANKER DAVID E & RUTHANN	38504 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000690	APPLETON JUDITH	3711 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000F000120	ARBO ELWOOD STEWART	38508 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623000008000011	ARNEY ANNEW	3338 CRYSTAL SPRINGS RD	ZEPHYRHILLS	FL	33540
212623004000D000030	ARTUS AUGUST & JUDITH	38412 BENIGER DR	ZEPHYRHILLS	FL	33540
212627000003000012	ASBEL JOSEPH C RETAINED ANN	2205 DEER LN	ZEPHYRHILLS	FL	33540
212623004000E000070	ASMUS WILLIAM M	12402 CROCKERY CREEK DR	RAVENNA	MI	49451
212623004000E000130	AUSTIN JAMES A & HELGA K	3203 HOYER RD	JACKSON	MI	49201
212623004000E000160	BAXTER RICHARD E SR & MARIE E	1324 RIDGE RD	PEMBROKE	ME	04666
212623004000G000200	BEAN DAVID D & MILDRED M	38517 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000D000020	BEHLING DIANE J	38406 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000D000050	BEILING EDWARD RICHARD & ELIZABETH	38422 BENIGER DR	ZEPHYRHILLS	FL	33540
2126230020055000000	BEL-AIRE INVESTMENTS INC	PO BOX 3265	SARASOTA	FL	34230
212623004000A000810	BEMAN JOHN C & JOANNE L	3619 MULLER DR	ZEPHYRHILLS	FL	33540
2126230000080000030	BESIM ENTERPRISES INC	6810 N 78TH ST	TAMPA	FL	33610
212623004000F000050	BLACK RICHARD I & JOANNE R	3658 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000C000030	BLATNEY JOSEPH J & ISABEL	205 CHURCH DR	IRWIN	PA	15642
21262700100040000000	BOARD OF TRUSTEES FOR THE FUND OF THE STATE OF FL	3900 COMMONWEALTH BLVD #115	TALLAHASSEE	FL	32399
212623004000F000040	BOOMGARDEN JEFFERY L & SALLY TRUSTEES	3652 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000750	BORTE LEO C JR	830 JAMES ST APT 218	SYRACUSE	NY	13203
212623004000A000530	BOUDREAU JOHN J	3740 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000G000090	BREWER THOMAS E & CATHERINE A	2511 E 250 S	WABASH	IN	46992
212623004000C000050	BROGAN STEPHEN R	2726 VANDERBERG AVE	COLUMBUS	OH	43204
212623004000A000540	BROUGHTON WILLIAM & ELEANOR A	3750 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000460	BROWN RICKY G	38602 SHADY OAKS DR	ZEPHYRHILLS	FL	33540
212623004000F000180	BUDDEN HOWARD A & MARGARET	38437 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000C000210	BUNTEN ARTHUR R JR & MARSHA C	38529 MONET DR	ZEPHYRHILLS	FL	33540
212623004000C000200	BUTURLIA HELEN E	38535 MONET DR	ZEPHYRHILLS	FL	33540
212623004000G000220	BUZZELL RALPH P & HARRIET	38525 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000A000510	CAMERON ROBERT A & LOUJANNE	349 S RUMFORD RD	RUMFORD	ME	04276
212623004000H000100	CAPANYOLA MAGDALEN R	PO BOX 63	SPRINGVILLE	NY	14141
212623004000H000010	CAPORALI MARCIA LEE	3732 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000050	CARINO ROBERT & MARIE-LOUISE	1816 ORANGE HILL DR	BRANDON	FL	33510
212623004000F000010	CARLSON DAVID N	3634 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000B000130	CARRICK KENNETH & MARIE	38511 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000640	CASTLES KATHRYN	3739 MULLER DR	ZEPHYRHILLS	FL	33540
2126220020097000000	CG PASCO LLC	1901 ULMERTON RD STE 475	CLEARWATER	FL	33762
212623004000C000080	CHAISON DOROTHY & BROWN PW & GA & JORDAN MELISSA	38606 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000H000060	CHANAY JOSEPH L	3737 CASTLE DR	ZEPHYRHILLS	FL	33540
2126230020013000010	CHENKIN FAMILY TRUST	39050 MANOR DR	ZEPHYRHILLS	FL	33542
212623004000A000870	CHORNEY ISABELLA M F	35022 GLOSSON CIR	ZEPHYRHILLS	FL	33541
212623004000D000120	CHURCH LARRY & VICKIE	38510 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000G000160	CHURCH ROBERT DEAN	38501 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000A000300	CLARK MILDRED J & MARK S	615 PEARL ST	CADILLAC	MI	49601
212623004000C000100	CLYNE RUSSELL J & KATHY A	4909 W M 76	WEST BRANCH	MI	48661
212623004000A000601	COBB JESSE T & CHARMAINE	9053 LOUISE ST	LIVONIA	MI	48150
212623004000F000080	COLE ROGER F	PO BOX 65	SANDSTON	VA	23150
212623004000B000160	COMMEAU STANLEY C & DOREEN S	38445 MONET DR	ZEPHYRHILLS	FL	33540
212623004000B000120	COMPARONI GEORGANN & ANNETTE	38510 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000590	CONY MARGARET M	3765 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000E000030	COOK RODERICK D & MARY E	38534 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000520	COOLEY GERALD A & CONSTANCE L	18189 HOOVER RD	BIG RAPIDS	MI	49307
212623004000G000070	COOLEY LOMOND	38506 CONE DR	ZEPHYRHILLS	FL	33540
212623004000C000090	COPELAND SHIRLEY A & CONAWAY LINDA	38612 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000B000150	CROWLEY BETTY R	38451 MONET DR	ZEPHYRHILLS	FL	33540
212623004000E000120	CUMMINGS ROSE M & DAILEY ROBERT J	38609 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000E000060	CUPP WILMA J	6137 W COURT ST	FLINT	MI	48532
212623004000G000040	DAVENPORT LYNN M	3714 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000B000090	DECIRCE ROSEMARY A	38446 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000290	DECKER RUTHANNA B & SOWERS PATRICK	1694 PETERSON RD	GREENBACK	TN	37742
212623004000G000020	DINGMAN ROBERT K & SHARON I	3702 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000H000051	DIPERRIO ROBERT J SR & ELEANOR P	5 BANCROFT RD	HOLDEN	MA	01520
2126230020028000010	DISCOUNT PETS INC C/O WAYNE TANNER	5243 GALL BLVD STE 7	ZEPHYRHILLS	FL	33542
212623004000B000110	DOSS LINDA D	38504 STAFFORD DR	ZEPHYRHILLS	FL	33540
2126220020098000010	DYNAMIC RESULTS LLC	3201 GALL BLVD	ZEPHYRHILLS	FL	33541
212623004000D000170	EGGLESTON ROBERT E & JOYCE E	38441 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000H000050	ELDRIDGE ROBERT & SHARON C/O JEFFERSON ELDRIDGE	4409 SUMMER HAVEN BLVD S	JACKSONVILLE	FL	32258
2126220020098000000	EMERY MICHELINE L REV TRUST	2308 S CLARK AVE	TAMPA	FL	33629
212623004000C000220	EMERSON LOUISE E	38523 MONET DR	ZEPHYRHILLS	FL	33540
2126230000080000000	FELICIANO GEORGINA & CARMEN	2607 CRYSTAL SPRINGS RD	ZEPHYRHILLS	FL	33540

212623004000G000260	FETTY BERYL, VICKY, BRANDON, JUSTIN	48509 NARROWS RUN RD	SARDIS	OH	43946
2126230000002000010	FL DEPT OF TRANSPORTATION BUREAU OF row	11201 N MCKINLEY DR	TAMPA	FL	33612
212623004000G000190	FLANSBURG THOMAS A & PATRICIA	38513 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000A000840	FLEMING DONALD G LOU & MYERS NANCE	3547 MULLER DR	ZEPHYRHILLS	FL	33540
2126230000008000010	FLOWERS DONNA	3322 CRYSTAL SPRINGS RD	ZEPHYRHILLS	FL	33540
212623004000D000110	FORTIN NORMAN J & PAULINE M	7 BRADFORD ST	LEWISTON	ME	04240
2126230020071000020	GAGNE ROBERT H TRUST	39441 PATTIE RD	ZEPHYRHILLS	FL	33540
212623004000E000190	GARLANGER CHARLES J & LOREN	1471 N MANOR DR	SAINT JOSEPH	MI	49085
212623004000G000210	GEPPNER FRANCIS E & EASTON GLORIA	38521 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000D000160	GIBSON JOHN F	38447 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000F000170	GILBERT EDMUND & SUSAN	38443 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000800	GLERUM JOHN H & MARY	3623 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000C000110	GLOSS MARIE M LIVING TRUST	3541 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000D000100	GOUGH THERESA	38452 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000B000060	GREGOIRE ARTHUR E & CAROL D	38426 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000360	GRIDER SARA J	3552 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000470	GURTNER CHARLES O & BARBARA M	100 TODD LN	HORTON	MI	49246
212623004000G000050	HARDIN WILLIAM W & WEGERLE WALTER	3721 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000850	HASSE DAVID DECEASED	3543 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000C000140	HATFIELD ELIZABETH A	38615 MONET DR	ZEPHYRHILLS	FL	33540
212623004000D000220	HEAD DENISE J	3604 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000830	HEATH DOUGLAS L & SUZANNE E	3601 MULLER DR	ZEPHYRHILLS	FL	33540
2126230020011000010	HEILER FAMILY LIMITED	7602 CONGRESS ST STE 4	NEW PORT RICHEY	FL	34653
212623004000H000110	HERKIMER JAMES G & LINDA	593 COUNTY ROUTE 10	PENNELVILLE	NY	13132
2126270000002000000	HICKORY HILLS LAND COMPANY	40 RANCH RD	THONOTOSASSA	FL	33592
212623004000E000080	HIGHSMITH DENNIS & BARBARA	3619 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000G000110	HNEVSA JOSEPH F & RUTH A	3874 DEES RD	HOUGHTON LAKE	MI	48629
212623004000H000030	HOLLOWAY RICHARD F	3744 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000H000090	HOOD MARGARET E	22929 YARN CT	LAND O LAKES	FL	34639
212623004000C000060	HOOPER MYLES & SHARON	38552 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A00041A	HOPPER LLOYD DOUGLAS & SANDRA ELAINE	3620 CASTLE DR	ZEPHYRHILLS	FL	33540
2126230020055000010	HR & M INC OF ZEPHYRHILLS	50 RUE CHAGALL	SOMERSET	NJ	08873
212623003000000000C0	HUDAS BRET ALAN	38216 SALEM AVE	ZEPHYRHILLS	FL	33541
212623004000A000370	HULBER OSCAR & BARBARA C/O LYNN HULBER	1584 S MERLE PT	HOMOSASSA	FL	34448
212623004000F000190	HUMPHREY TRILLIS M TRUST	38425 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000B000020	INGRAHAM BEVERLEY H LIVING TRUST	3 KNOX RDG S	KNOX	ME	04986
212623004000G000280	IRVINE WALTER S SR & SHIRLEY J	38551 ENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000560	JAZWINSKI LYNDA JO & VINCENT	3752 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000D000090	JOHNSON EDGAR S & BLANCHE E	9 STAGECOACH RD	EAST MACHIAS	ME	04630
2126230020021000000	JOHNSON JUDITH K	38826 PRETTY POND RD	ZEPHYRHILLS	FL	33540
2126230020012000010	JOHNSON STEVEN W	29352 CROSSLAND DR	WESLEY CHAPEL	FL	33543
2126230000008000020	JOHNSTON TRUST	2904 STEARNS RD	VALRICO	FL	33596
212623004000A000410	KEENER HERBERT L	3626 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000C000010	KENT DAVID A	22 DEER HL N	STANDISH	ME	04084
212623004000D000140	KENT GAYLE S TRUSTEE	5904 SPRING LAKE DR	LAKELAND	FL	33811
212623004000A000500	KIVLER THOMAS C	5910 BENZ DR	ZEPHYRHILLS	FL	33540
212623004000A000250	KLAKAMP DAVID L & ESTHER J	13074 FLATTS RD	WATERFORD	PA	16441
212623004000B000080	KNIGHT RAY A & DORIS J	38442 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000420	KNISELY BEVERLY & BREWER TIMOTHY	209 S WILLOWBROOK RD	COLDWATER	MI	49036
212623004000E000180	KOZIELSKI BETTY A	2212 S LINCOLN ST	BAY CITY	MI	48708
212623004000A000670	LACHAPPELLE ALVIN C & ARLENE B	3723 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000C000190	LADUE ROY A & DIANNE K	38541 MONET DR	ZEPHYRHILLS	FL	33540
212623004000D000210	LANDREY RICHARD W & PATRICIA E	38419 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000110	LARSON DEBRA L LIVING TRUST	38440 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000610	LATHAM BETTY ANN	80 AVIATION DR	WINTER HAVEN	FL	33881
212623004000D000070	LEMAY ROBERT & BARBARA	22 STATE ST	ROCHESTER	NH	03867
212623004000A000860	LESLEY CARL D	6368 CALIFORNIA HILL RD	SALAMANCA	NY	14779
212623004000G000120	LEVENGOOD MICHAEL E & BARBER-LEVENGOOD KATHY	38530 CONE DR	ZEPHYRHILLS	FL	33540
212623004000E000110	LINCOLN GERALD R SR & FAITH A	82 WESTERN AVE	DIXMONT	ME	04932
212623004000A000770	LONG DONALD CLAYTON	PO BOX 286	CRYSTAL SPRINGS	FL	33524
212623004000B000040	LOVENDUSKI WALTER J & BARBARA	38416 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000B000100	LOY GEORGE & EVELYN	38452 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000C000130	LUCHAY CONRAD & MARSHA	38619 MONET DR	ZEPHYRHILLS	FL	33540
212623004000F000150	LYMAN ROBERT P & M LOUISE	38453 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000E000050	LYNCH MARILYN J	38546 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000270	MALLWITZ GERALD L & JOYCE	38626 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000480	MARTIN EDWARD J & BRENDA J	3710 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000790	MATHEWS LOUELLA I	3627 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000390	MATHIAU MARK & CHERYL	3607 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000310	MAYO RONALD A & LINDA S	3528 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000330	MCBRIDE BARBARA A	3538 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000C000160	McCLELLAND CHARLES W & AGNES P	38603 MONET DR	ZEPHYRHILLS	FL	33540
212623004000G000230	MCCOMB WILLIAM I & HILL BRENDA	649 N EDGEWATER DR	PLANT CITY	FL	33565
2126230000011000012	MCRAE T D	4608 E COLUMBUS DR	TAMPA	FL	33605
212623004000A000730	MEISLER EILEEN	3661 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000F000160	MELE SYLVIO & JULIE	38447 BENIGER DR	ZEPHYRHILLS	FL	33540

212623004000H000040	MILLER BRUCE F & LOUISE H	3750 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000E000140	MILLS ARLYS	38553 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000580	MINDYKOWSKY,L & CORMIER P & GRISCKHE K	3767 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000C000150	MORANO JUDY C	38609 MONET DR	ZEPHYRHILLS	FL	33540
212623004000G000060	NAESSENS MICHAEL A & BETTY J	13125 MARION RD	CHESANING	MI	48616
212623004000A000100	NAUGLE CHARLES W & MARY V	38436 MONET DR	ZEPHYRHILLS	FL	33540
212623004000G000290	NAYADLEY JOHN R JR & LINDA F	38601 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000450	NELSON BEATRICE	3648 CASTLE DR	ZEPHYRHILLS	FL	33540
2126230020056000011	NHC-FL106 LLC	6991 E CAMELBACK RD STE B310	SCOTTSDALE	AZ	85251
212623004000D000180	NOLAN JUDY	38435 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000C00018A	NUNES PRISCILLA S LIV TRUST	38547 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000120	O'CONNOR CAROLE B	38444 MONET DR	ZEPHYRHILLS	FL	33540
212623004000F000210	OLIN ARTHUR M JR & SUE A	38417 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000430	OLSHIEWSKI KENNETH & MARY	11044 HEATHER LN	STANWOOD	MI	49346
2126230000080000013	O'STEEN JACQUELYN MICHELLE	3330 CRYSTAL SPRINGS RD	ZEPHYRHILLS	FL	33540
2126220020079000000	PALM VIEW GARDENS RV RESORT	2536 COUNTRYSIDE BLVD STE 250	CLEARWATER	FL	33763
2126220000018000030	PASCO COUNTY FACILITIES MANAGEMENT	7220 OSTEEN RD	NEW PORT RICHEY	FL	34653
212623004000A000760	PATINO JULIETTE H & ANTONIO	3643 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000F000030	PAULSON DAVID J & LOIS M	38422 STAFFORD DR	ZEPHYRHILLS	FL	33540
2126230000040000000	PBJC INC	38638 SOUTH AVE	ZEPHYRHILLS	FL	33542
212623004000F000110	PETTEGROW FAMILY LIVING TRUST	38502 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000F000130	PLUMMER HOWARD A & ELAINE S	38511 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000A000541	POGGIALI JOSEPH C & JOANNE M	3746 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000H000070	PORTER MARIE A TRUST	6120 N SWEDE RD	NORTHPORT	MI	49670
212623004000F000060	POWERS ROBERT J SR & MARIE E	38432 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000E000150	POWERS RODNEY E & MARGIE M	PO BOX 125	NEW SHARON	ME	04955
212623004000G000080	PUDVAH PAT & CHARLES	38512 CONE DR	ZEPHYRHILLS	FL	33540
212623004000G000300	RABIDEAU CHARLES E & BARBARA K	38522 BENIGER DR	ZEPHYRHILLS	FL	33540
2126230020020000010	RASHID ROGER A	3959 VAN DYKE RD	LUTZ	FL	33558
212623004000G000170	REESE DAVID F & MARCIA L	2165 STATE ROUTE 12D	BOONVILLE	NY	13309
212623004000G000180	RETFERFORD LARRY L & JODI M	38509 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000B000010	RICE JANET G	3159 KINGS BROOK DR	FLUSHING	MI	48433
2126280000040000000	RIVERWOOD ESTATES HOLDCO LLC	3600 GALILEO DR STE 104	TRINITY	FL	34655
212623004000G000100	ROBERTS LAURA F TRUST	38520 CONE DR	ZEPHYRHILLS	FL	33540
212623004000D000040	RYDER MAHLON W & DEANA A	PO BOX 401	GREENVILLE	ME	04441
212623004000F000070	SADLER BOB R & HAZEL M TRUST	30050 BEECHWOOD ST	GARDEN CITY	MI	48135
212623004000D000010	SAFFELL FRANKLIN GLENN & CAROLYNE	PO BOX 84	KINGSBURY	IN	46345
212623004000G000030	SANDY EVELYN K TRUST	3708 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000E000020	SCHROEDER BETH A & MOORE TINA	4435 SLATTERY RD	NORTH BRANCH	MI	48461
212623004000A000150	SECUNDE JEROME E & PATRICIA J	38510 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000230	SHABOO MARY	38602 MONET DR	ZEPHYRHILLS	FL	33540
2126230000001000010	SHADY OAKS MOBILE MODULAR	1315 ECKLES DR	TAMPA	FL	33612
2126230040000000000R0	SHADY OAKS OWNERS ASSOCIATION	3651 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000F000090	SHAW DIANE C	38444 WILLOUGHBY DR	ZEPHYRHILLS	FL	33540
212623004000A000710	SHEA ELISABETH A	118 DUNNING AVE	AUBURN	NY	13021
212623004000E000170	SHORTY DONALD F & FLORENCE M	38535 STAFFORD DR	ZEPHYRHILLS	FL	33540
2126270000005000010	SIERRA FARMS INC	703 W SWANN AVE	TAMPA	FL	33606
212623004000G000130	SITKO RICHARD J & MARLENE	38536 CONE DR	ZEPHYRHILLS	FL	33540
212623004000A000820	SMITH EVA M	7727 LAKEVIEW DR	LEXINGTON	MI	48450
212623004000A000440	SMITH GERALD L & BENNETT GLORIA	3717 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000G000270	SMITH JAMES & GLORIA	41 CHERRY CT	PAGOSA SPRINGS	CO	81147
212623004000A000490	SMITH JO ANNE	3718 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000A000700	SMITH JOYCE ANNE	3705 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000D000240	SMITH MICHAEL T & MARY JANE	38401 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000260	SNEDEKER FARAN F JR & MIKEL	38620 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000280	SOKIRA CAROLE L & ANTHONY C	32605 CAPTAINS WAY	MILLSBORO	DE	19966
212623004000A000620	SORRELL OLIVER & STINE SHIRLEY	88 CAMPBELL RD	CHURUBUSCO	NY	12923
212623004000C000020	STEELE GEORGE R & CHERYL A	38528 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000720	STROPE STEVEN	3667 MULLER DR	ZEPHYRHILLS	FL	33540
21262200200980000020	SULLIVAN FAYE & CHARLES & CASTEN CARL	PO BOX 2232	ZEPHYRHILLS	FL	33539
212623004000A000400	SURDELL KATHERINE G & STEPHEN	3614 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000C000180	SUTHERLAND ALETHA & MCKELVEY LOIS	11349 3 MILE RD	MORLEY	MI	49336
212623004000A000780	TAYLOR AARON J & MERRI-LEE	PO BOX 284	LITCHFIELD	MI	49252
21262300000050000000	TAYLOR LARRY E & LAROSE MICHELE	3715 CRYSTAL SPRINGS RD	ZEPHYRHILLS	FL	33541
212623004000A000190	TAYLOR TERRENCE & LINDA	38534 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000160	TELMAN ROBERT R	38516 MONET DR	ZEPHYRHILLS	FL	33540
212623004000D000190	THOMAS MARLIN S & MARY LOU	828 PEACH ST	SLICKVILLE	PA	15684
212623004000A000350	THOMAS NEVIN C	3518 TANGIER TER	SARASOTA	FL	34239
21262700000010000000	TIITF/DEPT OF CORRECTIONS C/O DEP DOUGLAS BLDG	3900 COMMONWEALTH BLVD	TALLAHASSEE	FL	32399
2126220000018000020	TIITF/DEPT OF CORRECTIONS Z-HILLS	2739 GALL BLVD	ZEPHYRHILLS	FL	33541
212623004000E000090	TODD JAMES & MYRA	PO BOX 432	MONTEZUMA	IN	47862
212623004000B000070	UNDERWOOD BERTHA	38436 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000D000150	VANALSTINE ROBERT GLENN & SMITH MARY	38453 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000A000200	VANNETTEN ROGER E & ANNA L	38540 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000740	WARD DUANE E & NANCY SAUERS	3655 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000220	WARNER HOWARD & JO TRUST	38552 MONET DR	ZEPHYRHILLS	FL	33540

212623004000G000150	WELD MARK & MARY	PO BOX 164	BARKER	NY	14012
212623004000D000080	WHITE ALFRED I DECEASED	38438 BENIGER DR	ZEPHYRHILLS	FL	33540
212623004000H000080	WICKSTROM CURT B	3727 CASTLE DR	ZEPHYRHILLS	FL	33540
212623004000B000140	WICKSTROM ESTHER L	38505 MONET DR	ZEPHYRHILLS	FL	33540
212623004000A000240	WILLIAMS ALTON	38608 MONET DR	ZEPHYRHILLS	FL	33540
212623004000C000070	WILLIAMS FAMILY TRUST	38602 STAFFORD DR	ZEPHYRHILLS	FL	33540
212623004000F000020	WILLOUGHBY JOHN	3640 MULLER DR	ZEPHYRHILLS	FL	33540
212623004000A000170	WILSON C & ROWAND J & ET AL	38522 MONET DR	ZEPHYRHILLS	FL	33540
212623004000G000250	WITHEY RICHARD & NANCY	2381 FISH LAKE RD	LAPEER	MI	48446
212623004000H000020	YOUNGS KYLE E & DEBORAH M	12490 STATE ROUTE 46	BOONVILLE	NY	13309
212623004000G000010	YOUNGS WAYNE K & KAY Y	588 N CREEK RD	GREENFIELD CENTER	NY	12833
2126220020095000000	ZEPHYRHILLS LODGE NO 2276	3211 GALL BLVD	ZEPHYRHILLS	FL	33541

<b>TR_ID</b>	<b>NAME</b>	<b>ADDR_1</b>
212623004000F000140	WELCH MARTIN	11-21527 GRAY LINE RR 2
212623004000A000570	MARTIN DONALD C &	175 OLD HUNGERFORD RD
212623004000A000180	SKOCZEN JOHN J & HELEN C &	21172 ADMIRAL DR
212623004000D000200	VANROOY MARO A & ANNE H	239 CHARLES ST BOX 991
212623004000A000010	HARRIS GERALD & BEVERLY	3386 RT 127
212623004000G000240	COX DAVID B & ANNE R	47 WILSON AVE
212623004000D000060	FINGLAND JOHN	6976 LAMBETH WALK
212623004000E000040	GORTON WILFRED CARL &	PO BOX 261
212623004000A000660	MARKHAM EDWARD G & VALERIE KIM	PO BOX 52

<b>ADDR_2</b>	<b>CITY</b>	<b>STATE</b>	<b>ZIP</b>
RODNEY ON N0L 2C0	CANADA		
ROSLIN ON K0K 2Y0	CANADA		
TILBURY ON NOP 2L0	CANADA		
WATERFORD ON N0E 1Y0	CANADA		
BAYSIDE NB E5B 2T9	CANADA		
TILLSONBURG ON N4G 5K7	CANADA		
LONDON ON N6P 1A5	CANADA		
HASTINGS ON K0L 1Y0	CANADA		
NEWBURY ON N0L 1Z0	CANADA		

Name	Agency	Department	Address 1	Address 2	Address 3	City	State	Zip Code	Salutation	Email Address	Telephone
Ms. Gracia Szczech, Regional Administrator	Federal Emergency Management Agency	Region 4			3003 Chamblee Tucker Road	Atlanta	GA	30341	Ms. Szczech	<a href="mailto:mary.barnes@dhs.gov">mary.barnes@dhs.gov</a>	(770) 220-5200
Mr. Bart Vernace, Manager	Federal Aviation Administration	Orlando Airports District Office			5950 Hazeltine National Dr., Suite 400	Orlando	FL	32822-5024	Mr. Vernace	<a href="mailto:bart.verance@faa.gov">bart.verance@faa.gov</a>	(407) 812-6331
Dr. Yvette G. Taylor, Regional Administrator	Federal Transit Administration	Region 4			230 Peachtree, NW, Suite 1400	Atlanta	GA	30303	Dr. Taylor	<a href="mailto:Yvette.taylor@fta.dot.gov">Yvette.taylor@fta.dot.gov</a>	(404) 865-5600
Ms. Johnna Blackhair, Deputy Regional Director	U.S. Department of Interior	Bureau of Indian Affairs	Office of Trust Responsibilities		545 Marriott Drive Suite 700	Nashville	TN	37214	Ms. Blackhair	<a href="mailto:eastern.inquiries@bia.gov">eastern.inquiries@bia.gov</a>	(615) 564-6500
Mr. Bruce Dawson, District Manager	U.S. Department of Interior	Bureau of Land Management			411 Briarwood Drive, Suite 404	Jackson	MS	39206	Mr. Dawson	<a href="mailto:sbanks@blm.gov">sbanks@blm.gov</a>	(601) 977-5400
Mr. Ed Jennings, Jr., SE Regional Administrator	U.S. Department of Housing and Urban Development			Five Points Plaza Building	40 Marietta Street	Atlanta	GA	30303	Mr. Jennings	<a href="mailto:ed.jennings@hud.gov">ed.jennings@hud.gov</a>	(404) 331-5136
Mr. Rafael Rodriguez	U.S. Department of Interior, USGS	Carribbean-Florida Water Science Center			4446 Pet Lane, Suite 108	Lutz	FL	33559	Mr. Rodriguez	<a href="mailto:rrodrigo@usgs.gov">rrodrigo@usgs.gov</a>	(813) 498-5000
Mr. John Fellows	U.S. Army Corps of Engineers	Gulf Coast Area Office			10117 Princess Palm Avenue, Suite 120	Tampa	FL	33610-8302	Mr. Fellows	<a href="mailto:SAJ-RD-S@usace.army.mil">SAJ-RD-S@usace.army.mil</a>	(813) 769-7073
Mr. Donnie Kinard	U.S. Army Corps of Engineers	US Army Engineer District, Jacksonville			701 San Marco Boulevard	Jacksonville	FL	33207	Mr. Kinard	<a href="mailto:Construction.Div.SAJ@usace.army.mil">Construction.Div.SAJ@usace.army.mil</a>	(904) 232-1121
Mr. Heinz Mueller, Chief	U.S. Environmental Protection Agency, Region 4	Water Protection Division			61 Forsyth St. SW	Atlanta	GA	30303-3104	Mr. Mueller	<a href="mailto:mueller.heinz@epa.gov">mueller.heinz@epa.gov</a>	(404) 562-9611
Mr. Larry Williams, State Supervisor	U.S. Department of Interior	US Fish & Wildlife Service	South Florida Ecological Services Field Office		1339 20th Street	Vero Beach	FL	32960-3559	Mr. Williams	<a href="mailto:larry_williams@fws.gov">larry_williams@fws.gov</a>	(772) 562-3909
Mr. Stan Austin, Regional Director	U.S. Department of Interior	National Parks Service			100 Alabama Street, SW, 1924 Bldg.	Atlanta	GA	30303	Mr. Austin	<a href="mailto:stan_austin@nps.gov">stan_austin@nps.gov</a>	404-507-5600
Dr. Roy Crabtree, Administrator	National Oceanic And Atmospheric Administration	National Marine Fisheries Services		Southeast Regional Office	9721 Executive Center Drive North	St. Petersburg	FL	33702	Mr. Crabtree	<a href="mailto:roy.crabtree@noaa.gov">roy.crabtree@noaa.gov</a>	(727) 824-5301
Mr. Mark Sramek, Fishery Management Specialist	National Oceanic And Atmospheric Administration	National Marine Fisheries		Southeast Regional Office	263 13th Avenue S	St. Petersburg	FL	33701	Mr. Sramek	<a href="mailto:mark_sramek@noaa.gov">mark_sramek@noaa.gov</a>	(727) 824-5301
Mr. Ken Morefield, Manager	Florida Department of Transportation	Environmental Management Office			605 Suwannee Street, MS 37	Tallahassee	FL	32399	Mr. Morefield	<a href="mailto:emo@dot.state.fl.us">emo@dot.state.fl.us</a>	(850) 414-5316
Mr. Bill Killingsworth, Director of Community Development	Florida Department of Economic Opportunity			Caldwell Building., MSC 110	107 East Madison Street	Tallahassee	FL	32399-4128	Mr. Killingsworth	<a href="mailto:bill.killingsworth@deo.myflorida.com">bill.killingsworth@deo.myflorida.com</a>	(850) 245-7298
Mr. James R. Kareis, Director	Florida Department of Agriculture and Consumer Services	Florida Forest Service			3125 Conner Boulevard	Tallahassee	FL	32399-1650	Mr. Kareis	<a href="mailto:james.kareis@freshfromflorida.com">james.kareis@freshfromflorida.com</a>	(850) 681-5800
Mr. Anderson H. Rackley, Director	Florida Department of Agriculture and Consumer Services	Division of Agricultural Environmental Services			3125 Conner Boulevard, Suite E	Tallahassee	FL	32399-1650	Mr. Rackley	<a href="mailto:andy.rackley@freshfromflorida.com">andy.rackley@freshfromflorida.com</a>	(850) 617-7900
Mr. Robert Bendus, Director, and State Historic Preservation Officer	Florida Department of State	Division of Historical Resources	R.A. Gray Building		500 South Bronough Street	Tallahassee	FL	32399-0250	Mr. Bendus	<a href="mailto:robert.bendus@dos.myflorida.com">robert.bendus@dos.myflorida.com</a>	(850) 245-6300
Ms. Lauren P. Milligan	Florida Department of Environmental Protection				3900 Commonwealth Boulevard, MS 49	Tallahassee	FL	32399	Ms. Milligan	<a href="mailto:lauren.milligan@dep.state.fl.us">lauren.milligan@dep.state.fl.us</a>	(850) 245-2170
Ms. Mary Yeargan, Director	Florida Department of Environmental Protection	Southwest District			13051 North Telecom Parkway	Temple Terrace	FL	33637-0926	Ms. Yeargan	<a href="mailto:mary.yeargan@dep.state.fl.us">mary.yeargan@dep.state.fl.us</a>	(813) 470-5701
Mr. Thomas Graef, Regional Director	Florida Fish & Wildlife Conservation Commission	Southwest Region			3900 Drane Field Road	Lakeland	FL	33811-1207	Mr. Graef	<a href="mailto:thomas.graef@myfwc.com">thomas.graef@myfwc.com</a>	(863) 648-3200
Mr. Mark Crosley, Executive Director	Florida Inland Navigation District				1314 Marcinski Road	Jupiter	FL	33477-9498	Mr. Crosley	<a href="mailto:mcrosley@aicw.org">mcrosley@aicw.org</a>	(561) 627-3386
Mr. Manny Pumariega, Executive Director	Tampa Bay Regional Planning Council				4000 Gateway Centre Blvd., Suite 100	Pinellas Park	FL	33782	Mr. Pumariega	<a href="mailto:manny@tbrpc.org">manny@tbrpc.org</a>	(727) 570-5151
Mr. Chris Zajac, Government Affairs Program Manager	Southwest Florida Water Management District		Brooksville Headquarters		2379 Broad Street	Brooksville	FL	34604-6899	Mr. Zajac	<a href="mailto:chris.zajac@watermatters.org">chris.zajac@watermatters.org</a>	(352) 796-7211
Mr. Robert Beltran, Executive Director	Southwest Florida Water Management District		Brooksville Headquarters		2379 Broad Street	Brooksville	FL	34604-6899	Mr. Beltran	<a href="mailto:robert.beltran@watermatters.org">robert.beltran@watermatters.org</a>	(352) 796-7211
Mr. Richard Gehring, Administrator	Pasco County Planning & Growth Management				8731 Citizens Drive	New Port Richey	FL	34654	Mr. Gehring	<a href="mailto:rgehring@pascocountyfl.net">rgehring@pascocountyfl.net</a>	(727) 847-8193
Ms. Margaret Smith, Director/County Engineer	Pasco County Engineering Services				8731 Citizens Drive, Suite 321	New Port Richey	FL	34654	Ms. Smith	<a href="mailto:mwsmith@pascocountyfl.net">mwsmith@pascocountyfl.net</a>	(727) 847-2411
Ms. Michele Baker, County Administrator	Pasco County				8731 Citizens Drive, Suite 340	New Port Richey	FL	34654	Ms. Baker	<a href="mailto:mbaker@pascocountyfl.net">mbaker@pascocountyfl.net</a>	(727) 847-2411
Mr. Kurt Browning, Superintendent	Pasco County School Board				7227 Land O' Lakes Blvd.	Land O' Lakes	FL	34638	Mr. Browning	<a href="mailto:kbsos@pasco.k12.fl.us">kbsos@pasco.k12.fl.us</a>	(813) 794-2000
Ms. Annette Doying, Director	Pasco County Emergency Management				8744 Government Drive, Bldg. A	New Port Richey	FL	34654	Ms. Doying	<a href="mailto:oem@pascocountyfl.net">oem@pascocountyfl.net</a>	(727) 847-8137
Mr. Scott Cassin, Fire Chief	Pasco County Fire Rescue				4111 Land O' Lakes Boulevard, Suite 208	Land O' Lakes	FL	34639	Mr. Cassin	<a href="mailto:fire Rescue@pascocountyfl.net">fire Rescue@pascocountyfl.net</a>	(727) 847-8102
Sheriff Chris Nocco	Pasco County Sheriff's Office				8700 Citizen Drive	New Port Richey	FL	34654	Mr. Nocco	<a href="mailto:cnocco@pascosheriff.org">cnocco@pascosheriff.org</a>	(727) 847-5878
Mr. Kevin Doll, Community Relations Director	Pasco County Sheriff's Office				8700 Citizen Drive	New Port Richey	FL	34654	Mr. Doll	<a href="mailto:kdoll@pascosheriff.org">kdoll@pascosheriff.org</a>	(727) 847-5878
Mr. Lance Smith, MPO Vice Chairman	Pasco County MPO				5335 8th Street	Zephyrhills	FL	33540	Mr. Smith	<a href="mailto:lsmith@ci.zephyrhills.fl.us">lsmith@ci.zephyrhills.fl.us</a>	(813) 780-0000
Mr. James H. Edwards, Transportation Planning Manager	Pasco County MPO				8731 Citizens Drive	New Port Richey	FL	34654-5598	Mr. Edwards	<a href="mailto:mpocomments@pascocountyfl.net">mpocomments@pascocountyfl.net</a>	(727) 847-8140
Mr. Philip Pumphrey, Director	Pasco County Public Transportation				8620 Galen Wilson Boulevard	Port Richey	FL	34668	Mr. Pumphrey	<a href="mailto:pcpt@ridepcpt.com">pcpt@ridepcpt.com</a>	(727) 834-3322
Mr. Steven Spina, City Manager	City of Zephyrhills	City Hall			5335 8th Street	Zephyrhills	FL	33542	Mr. Spina	<a href="mailto:sspina@ci.zephyrhills.fl.us">sspina@ci.zephyrhills.fl.us</a>	(813) 780-0000
Mr. Shane J. LeBlanc, Director	City of Zephyrhills	Public Works			5335 8th Street	Zephyrhills	FL	33542	Mr. LeBlanc	<a href="mailto:sleblanc@zephyrhills.fl.us">sleblanc@zephyrhills.fl.us</a>	(813) 780-0000
Mr. John Bostic, Director	City of Zephyrhills	Utilities			5335 8th Street	Zephyrhills	FL	33542	Mr. Bostic	<a href="mailto:jbostic@zephyrhills.fl.us">jbostic@zephyrhills.fl.us</a>	(813) 780-0000
Mr. Ray Chiamonte, Executive Director	TBARTA				4350 W Cypress St, Ste 700	Tampa	FL	33607	Mr. Chiamonte	<a href="mailto:executivedirector@tbarta.com">executivedirector@tbarta.com</a>	(813) 282-8200



Name	Title	Organization Name	Address	Address 2	City	State	Zip	Email Address	Salutation	Phone
The Honorable Colley Billie	Chairman	Miccosukee Tribe of Indians of Florida	Tamiami Station	PO Box 440021	Miami	FL	33144	Not available	Chairman Billie	
The Honorable George Tiger	Principal Chief	Muscogee (Creek) Nation /Office of the Administration	PO Box 580		Okmulgee	OK	74447	Not available	Chief Ellis	
The Honorable Leonard Harjo	Principal Chief	Seminole Nation of Oklahoma	PO Box 1498		Wewoka	OK	74884	Not available	Chief Harjo	
The Honorable Buford Rolin	Chairman	Poarch Band of Creek Indians	5811 Jack Springs Road		Atmore	AL	36502	Not available	Chairman Rolin	
The Honorable James E. Billie	Chairman	Seminole Tribe of Florida	6300 Stirling Road		Hollywood	FL	33024	Not available	Chairman Billie	
The Honorable Phyliss J. Anderson	Chief (Do not contact)	Mississippi Band of Choctaw Indians	101 Industrial Road		Choctaw	MS	39350	Not available	Chief Anderson	
Mr. Fred Dayhoff	Section 106 and NAGPRA Coordinator	Miccosukee Tribe of Indians of Florida	HC-61, SR Box 68	Old Loop Road	Ochopee	FL	34141		Mr. Dayhoff	
	Cultural Preservation Department Officer	Muscogee (Creek) Nation / Cultural Preservation	PO Box 580		Okmulgee	OK	74447		Sir or Madam	
Ms. Natalie Harjo	Tribal Historic Preservation Officer	Seminole Nation of Oklahoma	PO Box 1498		Wewoka	OK	74884		Ms. Harjo	
Mr. Robert Thrower	Acting Tribal Historic Preservation Officer	Poarch Band of Creek Indians	5811 Jack Springs Road		Atmore	AL	36502		Mr. Thrower	
Mr. Paul Backhouse, Ph.D.	Tribal Historic Preservation Officer	Seminole Tribe of Florida	30290 Josie Billie Hwy	PMB 1004	Clewiston	FL	33440		Mr. Backhouse	
Mr. Kenneth H Carleton	Tribal Historic Preservation Officer (Do not contact)	Mississippi Band of Choctaw Indians	PO Box 6267	101 Industrial Road	Choctaw	MS	39350		Mr. Carleton	

Name	Title	Organization Name	Address	Address 2	City	State	Zip	Email Address	Salutation	Phone
The Honorable Marco Rubio	US Senator	US Senate	5201 W. Kennedy Blvd, Suite 530		Tampa	FL	33609	<a href="mailto:scheduling@rubio.senate.gov">scheduling@rubio.senate.gov</a>	Senator Rubio	(813) 287-5035
The Honorable Bill Nelson	US Senator	US Senate	Sam Gibbons Federal Court House	801 N. Florida Avenue, 4th Floor	Tampa	FL	33602	<a href="mailto:diana_mcgee@billnelson.senate.gov">diana_mcgee@billnelson.senate.gov</a>	Senator Nelson	(813) 225-7040
The Honorable Gus M. Bilirakis	US Representative, District 12	US House of Representatives	5901 Arqerian Drive, Suite 102		Wesley Chapel	FL	33545	<a href="mailto:erin.stacy@mail.house.gov">erin.stacy@mail.house.gov</a>	Congressman Bilirakis	(813) 501-4942
The Honorable John Legg	Florida State Senator, District 17	The Florida Senate	262 Crystal Grove Blvd.		Lutz	FL	33548	<a href="mailto:legg.john.web@flsenate.gov">legg.john.web@flsenate.gov</a>	Senator Legg	(813) 909-9919
The Honorable Danny Burgess	Florida State Representative, District 38	The Florida House of Representatives	402 S. Monroe Street		Tallahassee	FL	32399	<a href="mailto:danny.burgess@mvfloridahouse.gov">danny.burgess@mvfloridahouse.gov</a>	Representative Burgess	(850) 717-5038
The Honorable Ted Schrader	Chairman, District 1	Pasco County Board of County Commissioners	8731 Citizens Drive, Suite 150		New Port Richey	FL	34654	<a href="mailto:tschrader@pascocountyfl.net">tschrader@pascocountyfl.net</a>	Commissioner Schrader	(800) 368-2411, ext. 8100
The Honorable Mike Moore	County Commisioner, District 2	Pasco County Board of County Commissioners	8731 Citizens Drive, Suite 150		New Port Richey	FL	34654	<a href="mailto:mikemoore@pascocountyfl.net">mikemoore@pascocountyfl.net</a>	Commissioner Moore	(800) 368-2411, ext. 8100
The Honorable Kathryn Starkey	Vice-Chair, District 3	Pasco County Board of County Commissioners	8731 Citizens Drive, Suite 150		New Port Richey	FL	34654	<a href="mailto:kstarkey@pascocountyfl.net">kstarkey@pascocountyfl.net</a>	Commissioner Starkey	(800) 368-2411, ext. 8100
The Honorable Mike Wells	County Commissioner, District 4	Pasco County Board of County Commissioners	8731 Citizens Drive, Suite 150		New Port Richey	FL	34654	<a href="mailto:mwells@pascocountyfl.net">mwells@pascocountyfl.net</a>	Commissioner Wells	(800) 368-2411, ext. 8100
The Honorable Jack Mariano	County Commissioner, District 5	Pasco County Board of County Commissioners	8731 Citizens Drive, Suite 150		New Port Richey	FL	34654	<a href="mailto:jMariano@pascocountyfl.net">jMariano@pascocountyfl.net</a>	Commissioner Mariano	(800) 368-2411, ext. 8100
The Honorable Gene Whitfield	Mayor	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:gwhitfield@ci.zephyrhills.fl.us">gwhitfield@ci.zephyrhills.fl.us</a>	Mayor Whitfield	(813) 780-0000
The Honorable Lance A Smith	Councilman	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:lsmith@ci.zephyrhills.fl.us">lsmith@ci.zephyrhills.fl.us</a>	Councilman Smith	(813) 780-0000
The Honorable Charles E. Proctor	Councilman	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:cproctor@ci.zephyrhills.fl.us">cproctor@ci.zephyrhills.fl.us</a>	Councilman Proctor	(813) 780-0000
The Honorable W. Alan Knight	Councilman	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:aknight@ci.zephyrhills.fl.us">aknight@ci.zephyrhills.fl.us</a>	Councilman Knight	(813) 780-0000
The Honorable Kenneth V. Compton	Vice President	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:kcompton@ci.zephyrhills.fl.us">kcompton@ci.zephyrhills.fl.us</a>	Councilman Compton	(813) 780-0000
The Honorable Kenneth Burgess	President	Zephyrhills City Council	5335 8th Street		Zephyrhills	FL	33542	<a href="mailto:kburgess@ci.zephyrhills.fl.us">kburgess@ci.zephyrhills.fl.us</a>	Councilman Burgess	(813) 780-0000

***APPENDIX D***

---

***Public Hearing Materials***



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

WPI Segment No: 416564-1

## Federal and State Guidance and Requirements

Requirement	Description
<b>FEDERAL REQUIREMENTS</b>	
MAP-21	Moving Ahead for Progress in the 21st Century Act (2012)
23 Code of Federal Regulations (CFR), Chapter I, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter I, Part 93.105	Determining Conformity of Federal Actions to State or Federal Implementation Plans
40 CFR, Volume 33, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 United States Code (USC), Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
23 USC, Section 139	Efficient Environmental Reviews for Project Decisionmaking
42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
42 USC, Subchapter V, Sections 2000d-2000d-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving Access to Services for Persons with Limited English Proficiency (LEP)
FHWA Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f)
<b>STATE REQUIREMENTS</b>	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statute 335.199	Transportation Projects Modifying Access to Adjacent Property
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning, Metropolitan Planning Organization
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amended	Outdoor Advertising Signs/Noise-Attenuation Barrier
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution

Notifications published – FL Administrative Review: 9/15/2015; Pasco Tribune, Pasco Times & Centro Tampa: 8/28/2015 & 9/11/2015.  
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



# US 301 (Gall Blvd.)

## Project Development & Environment Study

from SR 56 (Proposed) to SR 39 (Buchman Hwy.)

WPI Segment No: 416564-1

# US 301 (Gall Blvd) PD&E Study

## Evaluation Matrix

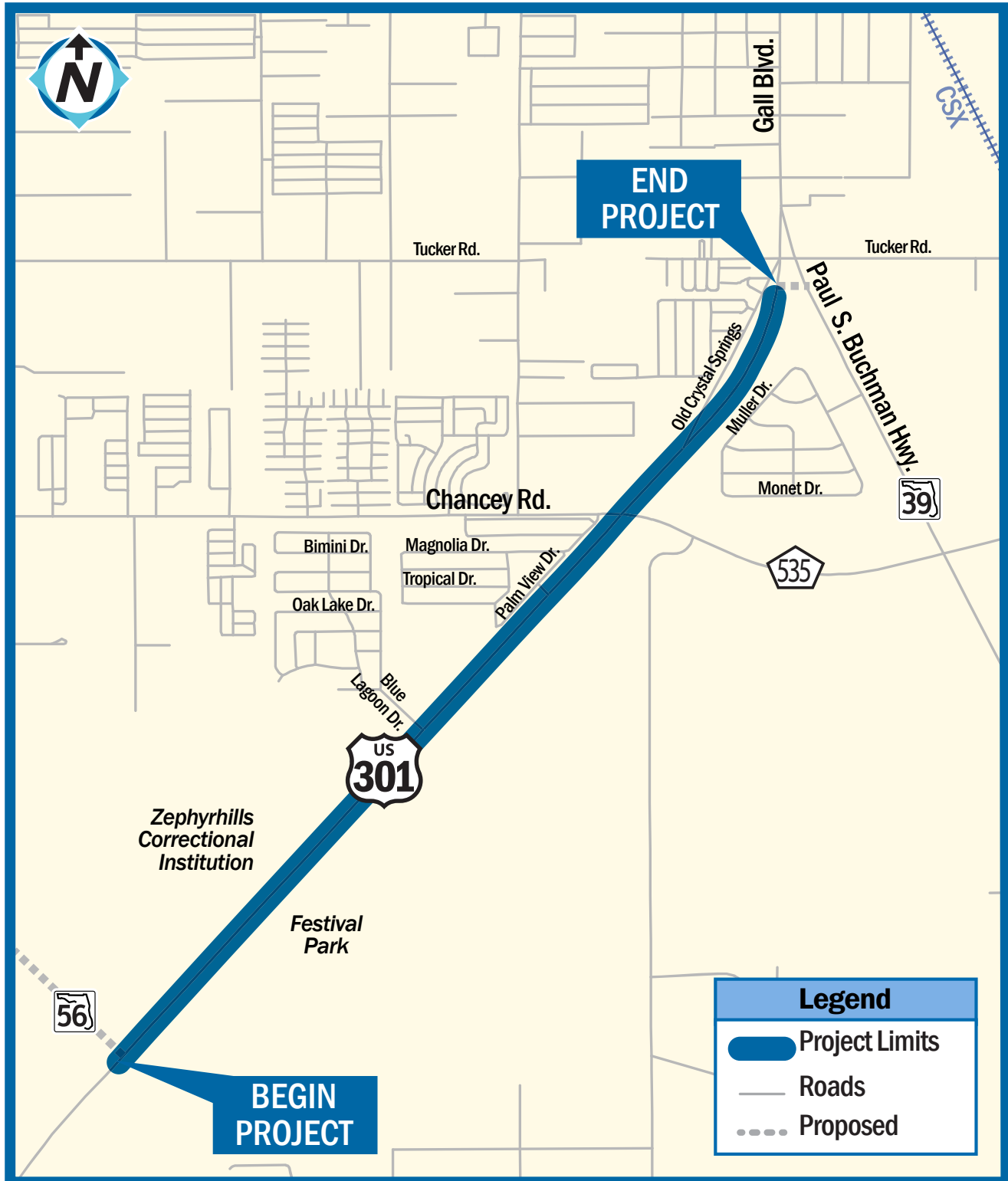
Evaluation Criteria	No-Build Alternative	Build Alternative
<b>Potential Business Impacts</b>		
Number of business relocations (includes outdoor signs)	0	1
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	0
<b>Potential Right of Way (ROW) Impacts</b>		
Roadway: Number of Parcels affected/ROW anticipated to be acquired (acres)	0/0	14/19.1
Drainage: Off-site ponds (acres)	0	8.2
<b>Potential Environmental Effects</b>		
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
<b>Estimated Costs (in millions)</b>		
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
<b>Preliminary Estimate of Total Costs</b>	<b>\$0.0</b>	<b>\$27.9</b>

\* 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

# Project Location Map





# US 301 (Gall Blvd.)

## Project Development & Environment Study

from SR 56 (Proposed) to SR 39 (Buchman Hwy.)

WPI Segment No: 416564-1

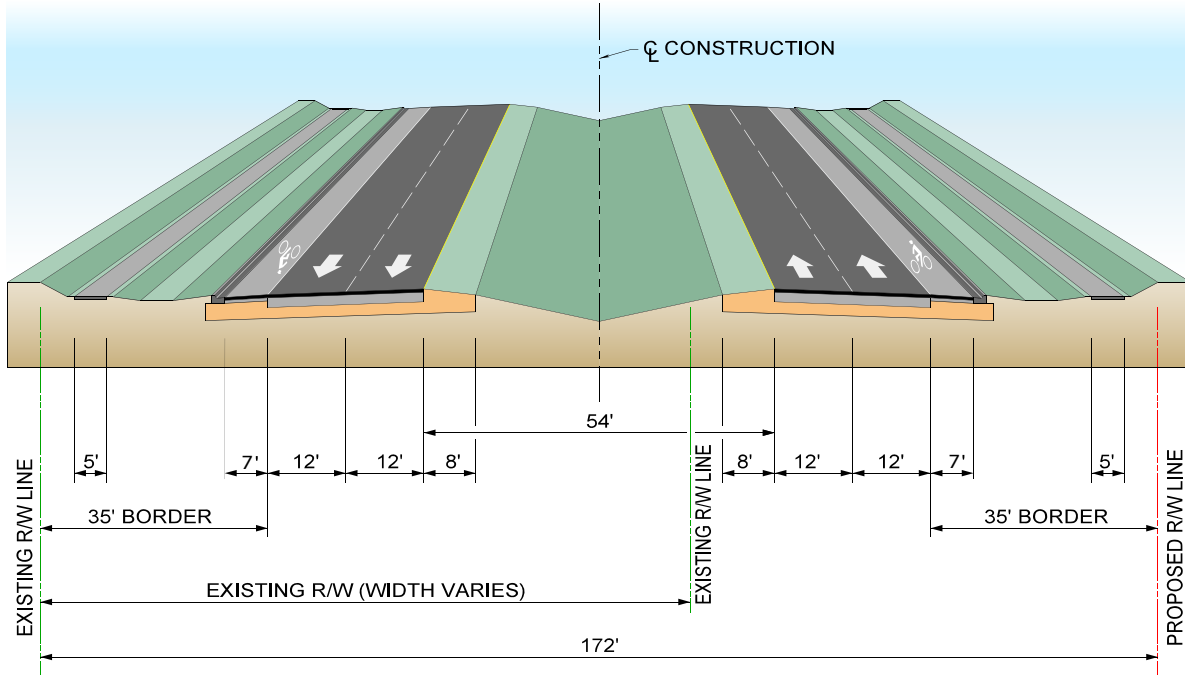
### PD&E STUDY SCHEDULE

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

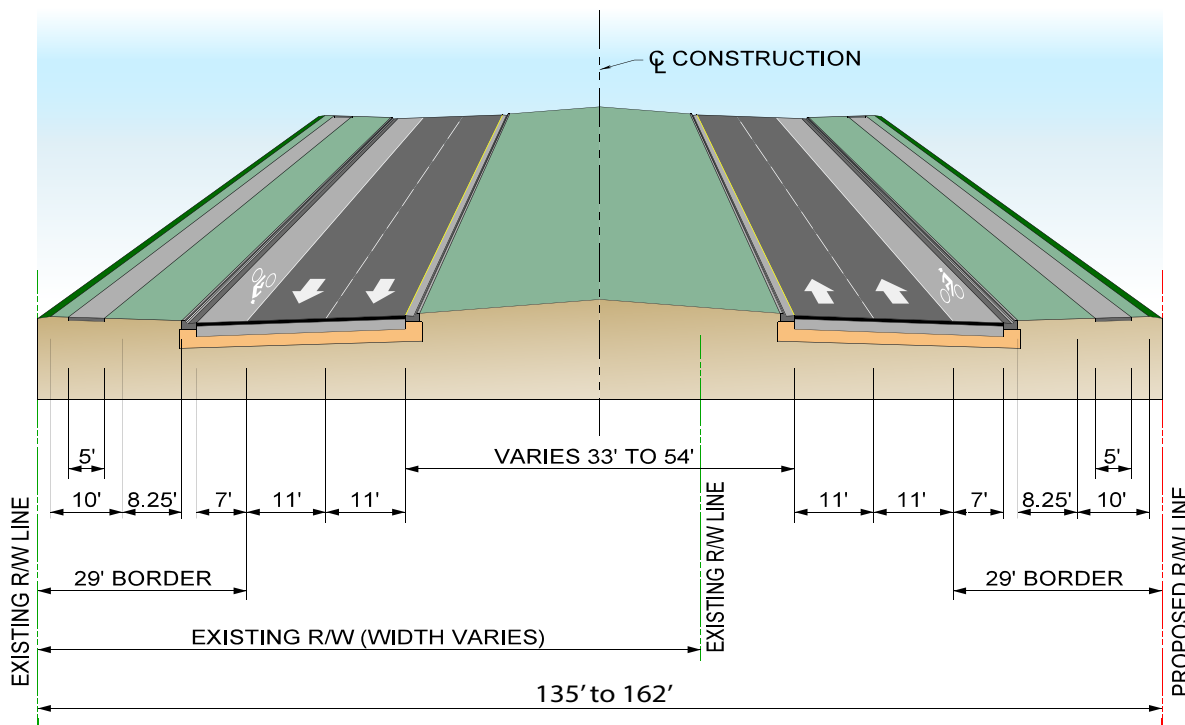
### FDOT ADOPTED 5-YEAR WORK PROGRAM (FY 16-20) FUNDING SCHEDULE

<u>PHASE</u>	<u>FY</u>	
Design	2018	
Right of Way Acquisition		Not Currently Funded
Construction		Not Currently Funded

### Four-Lane Suburban Typical Section From SR 56 (Proposed) to Chancey Road



### Four-Lane Suburban Typical Section From Chancey Road to Realigned SR 39 (Buchman Hwy)







**Welcome**  
**to the**  
**Public Hearing**  
**for**  
**US 301 (Gall Blvd)**  
**from SR 56 (Proposed)**  
**to SR 39 (Buchman Hwy)**



# 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](http://www.fdotd7studies.com/us301/sr56-to-sr39).

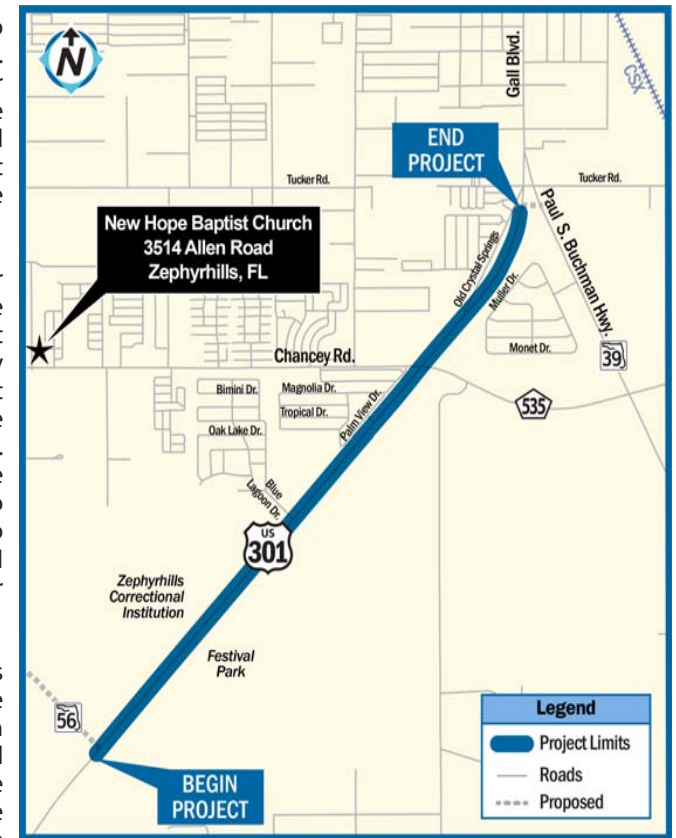
This letter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the edge of right of way of the proposed project. However, this does not mean that all properties will be directly affected.

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](mailto: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](mailto:stephanie.pierce@dot.state.fl.us).

Sincerely,  
  
Ming Gao, P.E.  
Intermodal Systems  
Development Manager



Draft project documents will be available for public review at the following locations from September 1, 2015 to October 2, 2015:

<b>Zephyrhills Public Library</b> 5347 8th Street Zephyrhills, FL 33542 Tue-Fri 9 am - 7 pm Sat 9 am - 12 pm	<b>FDOT District Seven</b> 11201 N. McKinley Drive Tampa, FL 33612 Mon-Fri 8 am - 5 pm
--	---

### 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

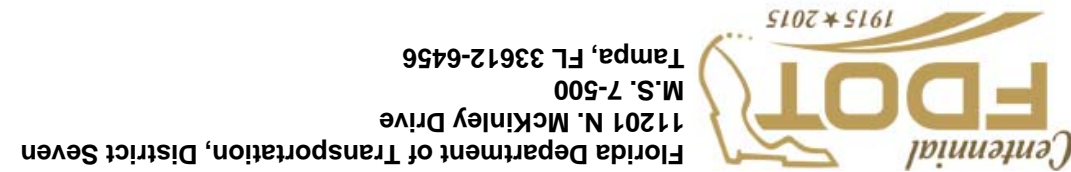
### Send written comments to:

**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](mailto: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](http://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.



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

### 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](mailto: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](mailto:lee.royal@dot.state.fl.us) at least seven (7) days before the public hearing.

## 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:

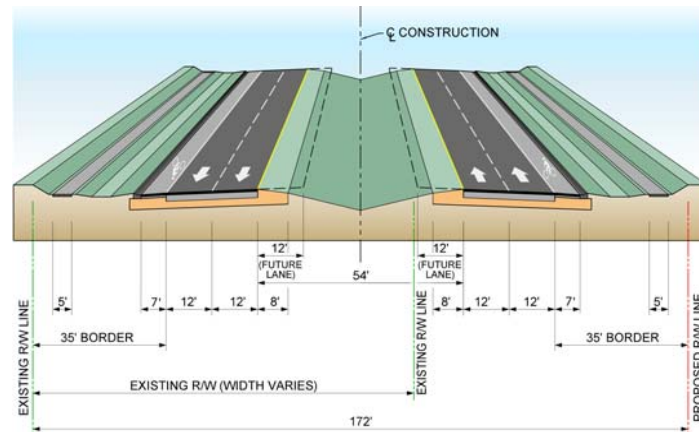
- By the year 2040, traffic on US 301 will grow to an estimated 39,500 vehicles per day causing an unacceptable level of service on the existing two-lane roadway;
- US 301 is a designated emergency evacuation route, and maintaining acceptable operation conditions is vital to the safety and welfare of 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.

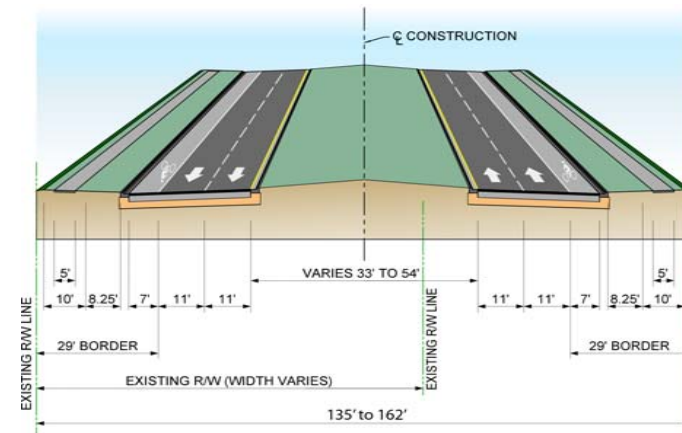


## NO-BUILD ALTERNATIVE

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
<b>Potential Business Impacts</b>		
Number of business relocations (includes outdoor signs)	0	1
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	0
<b>Potential Right of Way (ROW) Impacts</b>		
Roadway: Number of Parcels affected/ROW anticipated to be acquired (acres)	0/0	14/19.1
Drainage: Off-site ponds (acres)	0	8.2
<b>Potential Environmental Effects</b>		
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
<b>Estimated Costs (in millions)</b>		
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
<b>Preliminary Estimate of Total Costs</b>	<b>\$0.0</b>	<b>\$27.9</b>

\* 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

***APPENDIX E***

---

***Public Hearing Transcript***

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

PUBLIC HEARING  
US 301 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
FROM SR 56 TO SR 39 (BUCHMAN HIGHWAY)  
WORK PROGRAM ITEM SEGMENT NUMBER 416564-1

DATE: Tuesday, September 22, 2015  
TIME: 5:00 p.m. - 7:00 p.m.  
PLACE: New Hope Baptist Church  
3514 Allen Road  
Zephyrhills, Florida  
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR  
Registered Merit Reporter  
Florida Professional Reporter  
Notary Public, State of Florida

I N D E X

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Audio/Visual Presentation..... Page 3

Opening Remarks By Mr. Bogen..... Page 10

Opening Remarks By Ms. Pierce..... Page 11

Opening Remarks By Mr. Bogen (Cont'd)..... Page 13

Statement by Mr. Vande Berg..... Page 17

Closing Remarks..... Page 18

Certificate of Reporter..... Page 19

Concordance Index..... Pages 20 - 24

Computer-Aided Transcription

1                   *(The following proceedings were had and*  
2                   *taken by the court reporter.)*

3                   **P R E S E N T A T I O N**

4                   The Florida Department of Transportation welcomes  
5                   you to the Public Hearing for the Project Development and  
6                   Environment, or PD&E study for the section of US 301 in  
7                   Pasco County south of Zephyrhills, from proposed State  
8                   Road 56 to State Road 39 (Buchman Highway).

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

21                  This public hearing is being conducted in  
22                  accordance with all federal, state and local  
23                  requirements. These regulations are listed on a  
24                  citations board near the sign-in table. Draft study  
25                  reports are available for review at this hearing and have

1           been on public display at the Zephyrhills Library and  
2           Florida Department of Transportation (FDOT) District  
3           Seven Office. The display period began on September 1st  
4           and will continue through October 2nd, 2015.

5           This PD&E study process includes a comprehensive  
6           evaluation of the proposed improvements shown in the  
7           engineering concepts on display. Those concepts are  
8           evaluated for economic impacts as well as effects on the  
9           socio-cultural and natural environments in the area.

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

12           By the year 2040, traffic on US 301 will grow to an  
13           estimated 39,500 vehicles per day causing an unacceptable  
14           level of service on the existing two-lane roadway.

15           US 301 is a designated emergency evacuation route  
16           and maintaining acceptable operation conditions is vital  
17           to the safety and welfare of residents of Pasco County.

18           US 301 is identified as a regional roadway by the  
19           West Central Florida Metropolitan Planning Organizations'  
20           Chairs Coordinating Committee and is included in the  
21           Regional Roadway Network. It is a critical link in the  
22           local and regional transportation network supporting a  
23           growing economy and the safe and efficient movement of  
24           freight and goods throughout the state.

25           The currently adopted 2040 Long Range



1 Transportation Plan for the Pasco County Metropolitan  
2 Planning Organization also documents the need to widen US  
3 301 in this area. Over the past several months, FDOT has  
4 been preparing detailed engineering and environmental  
5 evaluations, and coordinating with stakeholders to  
6 identify a recommended alternative for the PD&E study.  
7 The purpose of this public hearing is to present the  
8 recommended build alternative and receive your comments  
9 for the official study record.

10 To help us determine the best improvement option,  
11 we first had to examine the current roadway condition.  
12 Within the study area, US 301 is a two-lane undivided  
13 roadway with one 12-foot travel lane in each direction,  
14 paved shoulders and no sidewalks. The existing  
15 right-of-way is generally 100 feet wide. The existing  
16 posted speed limit ranges from 45 to 55 miles per hour.

17 The recommended build alternative was developed  
18 after analysis of anticipated growth and future  
19 transportation needs on the corridor. This recommended  
20 alternative includes widening US 301 to a 4-lane divided  
21 roadway. The typical sections being proposed will  
22 require additional right-of-way on the east side of the  
23 existing corridor.

24 The first typical section will extend from the  
25 proposed State Road 56 intersection to Chancey Road.

1 This proposed roadway will have two 12-foot travel lanes  
2 in each direction with a 54-foot wide grassed median and  
3 7-foot paved shoulders including buffered bicycle lanes  
4 and 5-foot sidewalks on both sides.

5 The second typical section will extend from Chancey  
6 Road to the realigned State Road 39 intersection. This  
7 proposed roadway will have two 11-foot travel lanes in  
8 each direction with a 33-foot to 54-foot grassed median  
9 and 7-foot paved shoulders including buffered bicycle  
10 lanes and 5-foot sidewalks on both sides. This typical  
11 section would serve as a transition to the ultimate  
12 4-lane section of US 301 that begins just north of the  
13 realigned SR 39 intersection.

14 The recommended build alternative is estimated to  
15 cost \$27.9 million.

16 There are advantages and disadvantages associated  
17 with constructing the recommended build alternative.  
18 Advantages of the recommended build alternative include  
19 increased roadway capacity; improved safety features,  
20 such as median modifications, added turn lanes, and  
21 upgraded intersections; increased emergency evacuation  
22 capacity; and it is consistent with the Pasco County  
23 MPO's 2040 Long Range Transportation Plan.

24 Disadvantages of the recommended build alternative  
25 include: Costs associated with design, acquisition of

1 right-of-way and construction; temporary traffic  
2 disruptions during construction; minimal environmental  
3 effects.

4 In addition to the recommended build alternative,  
5 the no-build, or do-nothing, alternative is considered a  
6 viable alternative and will remain so for the duration of  
7 this study. Under the no-build alternative, no  
8 improvements would be made to US 301 and only routine  
9 maintenance and preservation efforts would occur along  
10 the corridor.

11 Advantages of the no-build alternative include: No  
12 design, construction, and/or right-of-way costs; no  
13 adverse effects on natural resources; and no  
14 inconvenience to the motoring public for construction.

15 Disadvantages of the no-build alternative include:  
16 Increased travel delays due to an increase in traffic  
17 volumes; reduced emergency evacuation capacity; and is  
18 not consistent with Pasco County MPO'S Long Range  
19 Transportation Plan.

20 A detailed alternatives comparison matrix is on  
21 display this evening as well as in tonight's handout.

22 This public hearing is an opportunity for you to  
23 ask questions and offer comments on this study. Project  
24 representatives are available to provide more detailed  
25 information and to address your questions.

1           There are several ways to comment as part of the  
2 public hearing record. All comments received will be  
3 reviewed and considered in the study analysis regardless  
4 of how they are submitted. You may make a statement  
5 during the formal portion of tonight's hearing, speak  
6 directly with the court reporter during the informal  
7 portion of this hearing, complete the comment form  
8 provided in your brochure and drop it in one of the  
9 comment boxes today or complete the comment form later  
10 and mail it to the pre-printed address on the back of the  
11 form. You may also visit the project website and  
12 electronically submit your comments there.

13           All comments must be received or postmarked by  
14 October 2nd, 2015, so they can become part of the PD&E  
15 study public hearing record.

16           Following the hearing, the Project Team will review  
17 all public input. They will document the preferred  
18 alternative, finalize the study documents and complete  
19 the PD&E study. In the next few months, the final  
20 documents will be submitted to the FDOT District  
21 Secretary for review and approval. We expect the PD&E  
22 study to be completed in the winter of 2015.

23           Currently, funding for design of the US 301  
24 improvements is programmed in the FDOT's five year work  
25 program. There are no funds currently programmed for the

1 acquisition of right-of-way or construction of the  
2 proposed improvements in the current five year work  
3 program; however, addition of these phases will be  
4 considered for future updates.

5 The Department thanks you for your participation at  
6 this public hearing and for your interest in this  
7 important regional transportation project.

8 Remember to be Alert Today, Alive Tomorrow. Safety  
9 doesn't happen by accident.

10 \* \* \* \* \*

**O P E N I N G**

1  
2 MR. BOGEN: We're going to get started with our  
3 formal portion of our public hearing.

4 Good evening. Today is Tuesday, September 22nd,  
5 2015, and it's approximately 6:00 p.m. We are assembled  
6 at the New Hope Baptist Church located at 3514 Allen Road  
7 in Zephyrhills, Florida.

8 Welcome to the public hearing for the US 301  
9 Project Development and Environment Study, or PD&E study  
10 from the proposed SR 56 to State Road 39 (Buchman  
11 Highway). My name is Kirk Bogen and I'm the  
12 Environmental Management Engineer for District Seven of  
13 the Florida Department of Transportation.

14 This public hearing is being held relative to Work  
15 Program Item Segment Number 416564-1. We are conducting  
16 the hearing this evening to provide you with an  
17 opportunity to discuss the project and to submit formal  
18 comments on the PD&E study.

19 This public hearing is being held in accordance  
20 with applicable federal and state laws and public  
21 participation is encouraged and solicited without regard  
22 to race, color, religion, sex, age, national origin,  
23 disability or family status. This hearing was advertised  
24 consistent with federal and state requirements and is  
25 being conducted in accordance with the Americans with

1           Disabilities Act of 1990. This information is provided  
2           in the project brochure and can be found at the sign-in  
3           table as well.

4           This is your opportunity to receive information on  
5           the US 301 PD&E study and officially comment on the  
6           Recommended "Build" Alternative and the related project  
7           documents available here tonight.

8           The Department's project manager, Stephanie Pierce,  
9           is going to come up and give you a description of the  
10          project and the proposed improvements.

11          MS. PIERCE: Good evening. My name is Stephanie  
12          Pierce and I'm the FDOT project manager for the US 301  
13          PD&E study. I'm going to tell you a little bit about the  
14          proposed improvements along US 301 from the proposed  
15          State Road 56 intersection to the realigned State Road 39  
16          (Buchman Highway) intersection.

17          The Recommended "Build" Alternative consists of  
18          complete reconstruction of the roadway so that it could  
19          be centered within the proposed right-of-way. US 301  
20          will be widened to the east, and --

21          UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Can you  
22          speak up? We can't hear you.

23          MS. PIERCE: Okay. Sorry. Okay. US 301 will be  
24          widened to the east and new right-of-way will be needed  
25          on the east side to accommodate the widening. Additional

1 right-of-way would be needed in certain areas to  
2 accommodate and improve existing turn lanes.

3 The Recommended "Build" Alternative includes  
4 widening US 301 to a 4-lane divided roadway and proposes  
5 two typical sections. The first typical section will  
6 extend from the proposed State Road 56 intersection to  
7 Chancey Road. This proposed roadway will have two  
8 12-foot travel lanes in each direction with a 54-foot  
9 wide grassed median, 7-foot paved shoulders, including  
10 buffered bicycle lanes, curb and gutter and 5-foot  
11 sidewalks on both sides. The second typical section will  
12 extend from Chancey Road to the realigned State Road 39  
13 intersection. This proposed roadway will have two  
14 11-foot travel lanes in each direction with a 33-foot to  
15 54-foot wide grassed median, curb and gutter on the  
16 outside, 7-foot paved shoulders, including buffered  
17 bicycle lanes and 5-foot sidewalks on both sides. This  
18 typical section should serve as a transition to the  
19 ultimate 4-lane section of US 301 that begins just north  
20 of the realigned SR 39 intersection at US 301. If you  
21 have not had an opportunity to do so, you can review the  
22 proposed improvements on display boards here tonight.

23 The "No-Build" Alternative would involve foregoing  
24 major improvements to the existing roadway and provide  
25 only routine maintenance and safety enhancements as



1 required. The "No-Build" Alternative is considered to be  
2 a viable alternative and will remain so for the duration  
3 of the study.

4 The Recommended "Build" Alternative is based on a  
5 comprehensive environmental and engineering analysis  
6 completed to date, as well as on public comments that  
7 have been received throughout the duration of the study.  
8 The study meets the air quality standards established by  
9 the U.S. Environmental Agency, (EPA).

10 Now Kirk is going to come back and give you some  
11 information about right-of-way acquisition and how you  
12 can make comments on the project.

13 Thank you.

14 MR. BOGEN: When you arrived this evening, you  
15 should have received an informational newsletter and  
16 comment form. If you weren't able to sign in or did not  
17 receive an information packet, please stop by our sign-in  
18 table before leaving this evening. You should have also  
19 had the opportunity to view the video presentation that  
20 is continuously running throughout this public hearing.

21 One of the unavoidable consequences on a  
22 transportation project such as this is the necessary  
23 acquisition of privately-owned land and the subsequent  
24 relocation of families or businesses displaced by such  
25 acquisition. On this project, we anticipate the

1 acquisition of 14 parcels, including easements.  
2 Impacts to these parcels are minimal in nature and  
3 will not result in the relocation of any residences  
4 and any businesses with the exception of one commercial  
5 sign location at the intersection of US 301 and  
6 Chancey Road.

7 If part of your property is being acquired, you  
8 will be provided a written explanation of your legal  
9 rights in eminent domain. You will be contacted by an  
10 appraiser who will inspect your property to become  
11 familiar with its unique characteristics. We encourage  
12 you to be present during the inspection and provide  
13 information about your property which would be helpful in  
14 determining its value. After the appraisal is complete,  
15 a right-of-way specialist will meet with you to negotiate  
16 in good faith and to serve as a point of contact  
17 throughout the process.

18 If you are required to move as a result of a  
19 Department of Transportation project, you will be treated  
20 in a fair and helpful manner and in compliance with the  
21 Uniform Relocation Act. You will be eligible for  
22 relocation advisory services and you will also be  
23 eligible for relocation payments, including moving  
24 expenses, replacement housing costs, or business  
25 re-establishment expenses. A relocation specialist will

1 be assigned to assist you throughout the relocation  
2 process.

3 If you are not satisfied with the Department's  
4 determination of your eligibility for payment or the  
5 amount of that payment, you may appeal that  
6 determination. You will be furnished any necessary  
7 forms and notified of the procedures to follow in making  
8 that appeal.

9 A special word of caution: If you move before the  
10 property you occupy is acquired or before you receive  
11 notification of the relocation benefits that you might be  
12 entitled to, your benefits may be jeopardized.

13 The right-of-way specialists who are familiar with  
14 this process are available this evening and will be happy  
15 to answer your questions. They will also provide you  
16 copies of the acquisition and relocation assistance  
17 brochures.

18 Andrew Nappi and Dave Eaton, here to my right.  
19 Anyone who is an affected property owner or displaced  
20 family or business will know who to see regarding these  
21 types of issues. Thank you, Andrew and David.

22 Before I continue, I would like to recognize any  
23 elected officials or their representatives who are here  
24 tonight. I ask that you please stand and introduce  
25 yourself for the record.

1           Seeing none, anyone desiring to make a statement or  
2 present written views and/or exhibits regarding the  
3 location, conceptual design, social, economic, or  
4 environmental effects of the US 301 widening will now  
5 have an opportunity to do so.

6           If you have completed a speaker's card, please give  
7 them to a Department staff member. If you have not  
8 received a speaker's card and wish to speak, please raise  
9 your hand so we can get you a card to complete.

10           Written statements and exhibits may be presented in  
11 lieu of or in addition to verbal statements. All written  
12 statements received at this section of the public hearing  
13 and by the Florida Department of Transportation District  
14 Seven Office postmarked no later than Friday, October  
15 the 2nd, 2015, will become a part of the PD&E study's  
16 public record.

17           At this time, I will call upon those who have  
18 turned in speaker's cards. When you come forward, please  
19 state your name and address clearly into the microphone  
20 for the record. If you represent a municipality or other  
21 public agency, please provide that information as well.

22           Please limit your comments to the US 301 PD&E study  
23 and keep them to three minutes in order to allow everyone  
24 an opportunity to speak. If you have additional comments  
25 related to the PD&E study, you may continue with the

1 court reporter after the formal session.

2 Okay. We have one card and the first speaker is  
3 Todd Vande Berg.

4 MR. VANDE BERG: Good evening. My name's Todd  
5 Vande Berg. I'm with Rec Planning for the City of  
6 Zephyrhills and I just wanted to go on record that it's  
7 our understanding that the PD&E for this segment at 301,  
8 although it doesn't show on the current plans we're  
9 viewing tonight, will include a 10-foot trail on the west  
10 side. It sounds like that's going to be accommodated  
11 shown on the final plans after talking with your project  
12 manager, and we appreciate that as that will connect to  
13 some additional trails that are planned through  
14 Zephyrhills and the beautiful trails being built right  
15 now from Dade City to Zephyrhills.

16 So we appreciate that being shown on the final  
17 plans and glad to see the project is shown for design in  
18 2018.

19 If 56 comes through as a 4-lane corridor connecting  
20 with 301, we hope to see the additional construction and  
21 other phases on it as well.

22 Thank you.

23 MR. BOGEN: Thank you.

24 Does anyone else wish to speak?

25 Seeing none, the public hearing transcript, written

1 statements, exhibits, and reference materials will be  
2 available for public inspection at the District Seven  
3 Office at 11201 North McKinley Drive, Tampa, Florida,  
4 within three weeks.

5 It is approximately 6:12. I hereby officially  
6 close the formal portion of the public hearing for the  
7 US 301 PD&E study.

8 You may continue to view the materials on display  
9 and speak with our project staff. On behalf of the  
10 Florida Department of Transportation, thank you for  
11 attending.

12 Remember to be Alert Today, Alive Tomorrow. Safety  
13 doesn't happen by accident.

14 Good night and drive safely.

15 \* \* \* \* \*

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

STATE OF FLORIDA  
COUNTY OF HILLSBOROUGH

\_\_\_\_\_ /

I, CATHY J. JOHNSON MESSINA, Registered Merit Reporter, Registered Florida Reporter, and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing proceedings were recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

I FURTHER CERTIFY that I am neither an attorney nor of counsel for the parties to this cause nor a relative or employee of any attorney or party connected with this matter and that I have no interest in the outcome of this action.

WITNESS my hand and seal this 6th day of October, 2015, at Tampa, Hillsborough County, Florida.

\_\_\_\_\_

Court Reporter  
My Commission Expires:

<p style="text-align: center;"><b>1</b></p> <p><b>10</b> [1] - 2:4  <b>10-foot</b> [1] - 17:9  <b>100</b> [1] - 5:15  <b>11</b> [1] - 2:5  <b>11-foot</b> [2] - 6:7, 12:14  <b>11201</b> [1] - 18:3  <b>12,500</b> [1] - 3:17  <b>12-foot</b> [3] - 5:13, 6:1, 12:8  <b>13</b> [1] - 2:6  <b>14</b> [1] - 14:1  <b>17</b> [1] - 2:7  <b>18</b> [1] - 2:8  <b>19</b> [1] - 2:15  <b>1990</b> [1] - 11:1  <b>1st</b> [1] - 4:3</p>	<p><b>55</b> [1] - 5:16  <b>56</b> [8] - 1:9, 3:8, 3:16, 5:25, 10:10, 11:15, 12:6, 17:19  <b>5:00</b> [1] - 1:13</p> <p style="text-align: center;"><b>6</b></p> <p><b>6:00</b> [1] - 10:5  <b>6:12</b> [1] - 18:5  <b>6th</b> [1] - 19:17</p> <p style="text-align: center;"><b>7</b></p> <p><b>7-foot</b> [4] - 6:3, 6:9, 12:9, 12:16  <b>7:00</b> [1] - 1:13</p> <p style="text-align: center;"><b>A</b></p>	<p><b>alternatives</b> [1] - 7:20  <b>Americans</b> [1] - 10:25  <b>amount</b> [1] - 15:5  <b>analysis</b> [3] - 5:18, 8:3, 13:5  <b>AND</b> [1] - 1:8  <b>Andrew</b> [2] - 15:18, 15:21  <b>answer</b> [1] - 15:15  <b>anticipate</b> [1] - 13:25  <b>anticipated</b> [1] - 5:18  <b>appeal</b> [2] - 15:5, 15:8  <b>applicable</b> [1] - 10:20  <b>appraisal</b> [1] - 14:14  <b>appraiser</b> [1] - 14:10  <b>appreciate</b> [2] - 17:12, 17:16  <b>approval</b> [1] - 8:21  <b>area</b> [4] - 3:11, 4:9, 5:3, 5:12  <b>areas</b> [2] - 3:13, 12:1  <b>arrived</b> [1] - 13:14  <b>assembled</b> [1] - 10:5  <b>assigned</b> [1] - 15:1  <b>assist</b> [1] - 15:1  <b>assistance</b> [1] - 15:16  <b>associated</b> [2] - 6:16, 6:25  <b>attending</b> [1] - 18:11  <b>attorney</b> [2] - 19:13, 19:14  <b>AUDIENCE</b> [1] - 11:21  <b>Audio/Visual</b> [1] - 2:3  <b>available</b> [5] - 3:25, 7:24, 11:7, 15:14, 18:2</p>	<p><b>BUCHMAN</b> [1] - 1:9  <b>Buchman</b> [3] - 3:8, 10:10, 11:16  <b>buffered</b> [4] - 6:3, 6:9, 12:10, 12:16  <b>Build</b> [6] - 11:6, 11:17, 12:3, 12:23, 13:1, 13:4  <b>build</b> [11] - 5:8, 5:17, 6:14, 6:17, 6:18, 6:24, 7:4, 7:5, 7:7, 7:11, 7:15  <b>built</b> [1] - 17:14  <b>business</b> [2] - 14:24, 15:20  <b>businesses</b> [2] - 13:24, 14:4  <b>BY</b> [1] - 1:16</p>
<p style="text-align: center;"><b>2</b></p> <p><b>20</b> [1] - 2:16  <b>2015</b> [7] - 1:12, 4:4, 8:14, 8:22, 10:5, 16:15, 19:18  <b>2018</b> [1] - 17:18  <b>2040</b> [3] - 4:12, 4:25, 6:23  <b>22</b> [1] - 1:12  <b>22nd</b> [1] - 10:4  <b>23</b> [1] - 2:16  <b>27.9</b> [1] - 6:15  <b>2nd</b> [3] - 4:4, 8:14, 16:15</p>	<p><b>able</b> [1] - 13:16  <b>acceptable</b> [1] - 4:16  <b>accident</b> [2] - 9:9, 18:13  <b>accommodate</b> [2] - 11:25, 12:2  <b>accommodated</b> [1] - 17:10  <b>accordance</b> [3] - 3:22, 10:19, 10:25  <b>acquired</b> [2] - 14:7, 15:10  <b>acquisition</b> [7] - 6:25, 9:1, 13:11, 13:23, 13:25, 14:1, 15:16  <b>Act</b> [2] - 11:1, 14:21  <b>action</b> [1] - 19:16  <b>added</b> [1] - 6:20  <b>addition</b> [3] - 7:4, 9:3, 16:11  <b>additional</b> [5] - 5:22, 11:25, 16:24, 17:13, 17:20  <b>address</b> [3] - 7:25, 8:10, 16:19  <b>adopted</b> [1] - 4:25  <b>advantages</b> [1] - 6:16  <b>Advantages</b> [2] - 6:18, 7:11  <b>adverse</b> [1] - 7:13  <b>advertised</b> [1] - 10:23  <b>advisory</b> [1] - 14:22  <b>affected</b> [1] - 15:19  <b>age</b> [1] - 10:22  <b>agency</b> [1] - 16:21  <b>Agency</b> [1] - 13:9  <b>Aided</b> [1] - 2:24  <b>air</b> [1] - 13:8  <b>Alert</b> [2] - 9:8, 18:12  <b>Alive</b> [2] - 9:8, 18:12  <b>Allen</b> [2] - 1:15, 10:6  <b>allow</b> [1] - 16:23  <b>Alternative</b> [6] - 11:6, 11:17, 12:3, 12:23, 13:1, 13:4  <b>alternative</b> [16] - 5:6, 5:8, 5:17, 5:20, 6:14, 6:17, 6:18, 6:24, 7:4, 7:5, 7:6, 7:7, 7:11, 7:15, 8:18, 13:2</p>	<p style="text-align: center;"><b>B</b></p> <p><b>Baptist</b> [2] - 1:14, 10:6  <b>based</b> [2] - 4:10, 13:4  <b>Bay</b> [1] - 3:11  <b>beautiful</b> [1] - 17:14  <b>become</b> [3] - 8:14, 14:10, 16:15  <b>began</b> [1] - 4:3  <b>begins</b> [2] - 6:12, 12:19  <b>behalf</b> [1] - 18:9  <b>benefits</b> [2] - 15:11, 15:12  <b>Berg</b> [2] - 17:3, 17:5  <b>BERG</b> [1] - 17:4  <b>Berg</b>..... [1] - 2:7  <b>best</b> [1] - 5:10  <b>between</b> [1] - 3:15  <b>bicycle</b> [4] - 6:3, 6:9, 12:10, 12:17  <b>bit</b> [1] - 11:13  <b>board</b> [1] - 3:24  <b>boards</b> [1] - 12:22  <b>Bogen</b> [1] - 2:6  <b>Bogen</b>..... [1] - 2:4  <b>BOGEN</b> [3] - 10:2, 13:14, 17:23  <b>Bogen</b> [1] - 10:11  <b>boxes</b> [1] - 8:9  <b>brochure</b> [2] - 8:8, 11:2  <b>brochures</b> [1] - 15:17</p>	<p style="text-align: center;"><b>C</b></p> <p><b>capacity</b> [3] - 6:19, 6:22, 7:17  <b>card</b> [4] - 16:6, 16:8, 16:9, 17:2  <b>cards</b> [1] - 16:18  <b>carrying</b> [1] - 3:12  <b>CATHY</b> [2] - 1:16, 19:5  <b>causing</b> [1] - 4:13  <b>caution</b> [1] - 15:9  <b>cental</b> [1] - 3:12  <b>centered</b> [1] - 11:19  <b>Central</b> [1] - 4:19  <b>certain</b> [1] - 12:1  <b>Certificate</b> [1] - 2:15  <b>CERTIFY</b> [1] - 19:12  <b>certify</b> [1] - 19:7  <b>Chairs</b> [1] - 4:20  <b>Chancey</b> [5] - 5:25, 6:5, 12:7, 12:12, 14:6  <b>characteristics</b> [1] - 14:11  <b>Church</b> [2] - 1:14, 10:6  <b>citations</b> [1] - 3:24  <b>City</b> [2] - 17:5, 17:15  <b>clearly</b> [1] - 16:19  <b>close</b> [1] - 18:6  <b>Closing</b> [1] - 2:8  <b>color</b> [1] - 10:22  <b>comment</b> [6] - 8:1, 8:7, 8:9, 11:5, 13:16  <b>comments</b> [10] - 5:8, 7:23, 8:2, 8:12, 8:13, 10:18, 13:6, 13:12, 16:22, 16:24  <b>commercial</b> [1] - 14:4  <b>Commission</b> [1] - 19:22  <b>Committee</b> [1] - 4:20  <b>comparison</b> [1] - 7:20  <b>complete</b> [6] - 8:7, 8:9, 8:18, 11:18, 14:14, 16:9  <b>completed</b> [3] - 8:22, 13:6, 16:6  <b>compliance</b> [1] - 14:20  <b>comprehensive</b> [2] - 4:5, 13:5</p>
<p style="text-align: center;"><b>3</b></p> <p><b>3</b> [1] - 2:3  <b>301</b> [30] - 1:8, 3:6, 3:9, 3:15, 3:18, 4:10, 4:12, 4:15, 4:18, 5:3, 5:12, 5:20, 6:12, 7:8, 8:23, 10:8, 11:5, 11:12, 11:14, 11:19, 11:23, 12:4, 12:19, 12:20, 14:5, 16:4, 16:22, 17:7, 17:20, 18:7  <b>33-foot</b> [2] - 6:8, 12:14  <b>3514</b> [2] - 1:15, 10:6  <b>39</b> [9] - 1:9, 3:8, 3:17, 6:6, 6:13, 10:10, 11:15, 12:12, 12:20  <b>39,500</b> [1] - 4:13</p>	<p style="text-align: center;"><b>A</b></p>	<p style="text-align: center;"><b>B</b></p>	<p style="text-align: center;"><b>C</b></p>
<p style="text-align: center;"><b>4</b></p> <p><b>4-lane</b> [5] - 5:20, 6:12, 12:4, 12:19, 17:19  <b>416564-1</b> [2] - 1:10, 10:15  <b>45</b> [1] - 5:16</p>	<p style="text-align: center;"><b>A</b></p>	<p style="text-align: center;"><b>B</b></p>	<p style="text-align: center;"><b>C</b></p>
<p style="text-align: center;"><b>5</b></p> <p><b>5-foot</b> [4] - 6:4, 6:10, 12:10, 12:17  <b>54-foot</b> [4] - 6:2, 6:8, 12:8, 12:15</p>	<p style="text-align: center;"><b>A</b></p>	<p style="text-align: center;"><b>B</b></p>	<p style="text-align: center;"><b>C</b></p>



<p><b>Computer</b> [1] - 2:24  <b>Computer-Aided</b> [1] - 2:24  <b>concepts</b> [2] - 4:7  <b>conceptual</b> [1] - 16:3  <b>Concordance</b> [1] - 2:16  <b>condition</b> [1] - 5:11  <b>conditions</b> [1] - 4:16  <b>conducted</b> [2] - 3:21, 10:25  <b>conducting</b> [1] - 10:15  <b>connect</b> [1] - 17:12  <b>connected</b> [1] - 19:14  <b>connecting</b> [1] - 17:19  <b>consequences</b> [1] - 13:21  <b>consider</b> [1] - 3:19  <b>considered</b> [4] - 7:5, 8:3, 9:4, 13:1  <b>consistent</b> [3] - 6:22, 7:18, 10:24  <b>consists</b> [1] - 11:17  <b>constitute</b> [1] - 19:9  <b>constructing</b> [1] - 6:17  <b>construction</b> [6] - 7:1, 7:2, 7:12, 7:14, 9:1, 17:20  <b>Cont'd).....</b> [1] - 2:6  <b>contact</b> [1] - 14:16  <b>contacted</b> [1] - 14:9  <b>continue</b> [5] - 3:20, 4:4, 15:22, 16:25, 18:8  <b>continuously</b> [1] - 13:20  <b>Coordinating</b> [1] - 4:20  <b>coordinating</b> [1] - 5:5  <b>copies</b> [1] - 15:16  <b>correct</b> [1] - 19:10  <b>corridor</b> [5] - 3:19, 5:19, 5:23, 7:10, 17:19  <b>cost</b> [1] - 6:15  <b>Costs</b> [1] - 6:25  <b>costs</b> [2] - 7:12, 14:24  <b>counsel</b> [1] - 19:13  <b>County</b> [7] - 3:7, 3:10, 4:17, 5:1, 6:22, 7:18, 19:18  <b>COUNTY</b> [1] - 19:2  <b>Court</b> [1] - 19:22  <b>court</b> [3] - 3:2, 8:6, 17:1  <b>critical</b> [1] - 4:21  <b>cultural</b> [1] - 4:9  <b>curb</b> [2] - 12:10, 12:15  <b>current</b> [3] - 5:11, 9:2, 17:8</p>	<p><b>Department's</b> [2] - 11:8, 15:3  <b>description</b> [1] - 11:9  <b>design</b> [5] - 6:25, 7:12, 8:23, 16:3, 17:17  <b>designated</b> [1] - 4:15  <b>desiring</b> [1] - 16:1  <b>detailed</b> [3] - 5:4, 7:20, 7:24  <b>determination</b> [2] - 15:4, 15:6  <b>determine</b> [1] - 5:10  <b>determining</b> [1] - 14:14  <b>developed</b> [1] - 5:17  <b>DEVELOPMENT</b> [1] - 1:8  <b>Development</b> [2] - 3:5, 10:9  <b>direction</b> [5] - 5:13, 6:2, 6:8, 12:8, 12:14  <b>directly</b> [1] - 8:6  <b>Disabilities</b> [1] - 11:1  <b>disability</b> [1] - 10:23  <b>disadvantages</b> [1] - 6:16  <b>Disadvantages</b> [2] - 6:24, 7:15  <b>discuss</b> [1] - 10:17  <b>displaced</b> [2] - 13:24, 15:19  <b>display</b> [6] - 4:1, 4:3, 4:7, 7:21, 12:22, 18:8  <b>disruptions</b> [1] - 7:2  <b>District</b> [5] - 4:2, 8:20, 10:12, 16:13, 18:2  <b>divided</b> [2] - 5:20, 12:4  <b>do-nothing</b> [1] - 7:5  <b>document</b> [1] - 8:17  <b>documents</b> [4] - 5:2, 8:18, 8:20, 11:7  <b>domain</b> [1] - 14:9  <b>Draft</b> [1] - 3:24  <b>Drive</b> [1] - 18:3  <b>drive</b> [1] - 18:14  <b>drop</b> [1] - 8:8  <b>due</b> [1] - 7:16  <b>duration</b> [3] - 7:6, 13:2, 13:7  <b>during</b> [4] - 7:2, 8:5, 8:6, 14:12</p>	<p><b>emergency</b> [3] - 4:15, 6:21, 7:17  <b>eminent</b> [1] - 14:9  <b>employee</b> [1] - 19:14  <b>encourage</b> [1] - 14:11  <b>encouraged</b> [1] - 10:21  <b>Engineer</b> [1] - 10:12  <b>engineering</b> [3] - 4:7, 5:4, 13:5  <b>enhancements</b> [1] - 12:25  <b>entitled</b> [1] - 15:12  <b>Environment</b> [2] - 3:6, 10:9  <b>ENVIRONMENT</b> [1] - 1:8  <b>environmental</b> [4] - 5:4, 7:2, 13:5, 16:4  <b>Environmental</b> [2] - 10:12, 13:9  <b>environments</b> [1] - 4:9  <b>EPA</b> [1] - 13:9  <b>established</b> [1] - 13:8  <b>establishment</b> [1] - 14:25  <b>estimated</b> [2] - 4:13, 6:14  <b>evacuation</b> [3] - 4:15, 6:21, 7:17  <b>evaluated</b> [1] - 4:8  <b>evaluation</b> [1] - 4:6  <b>evaluations</b> [1] - 5:5  <b>evening</b> [8] - 7:21, 10:4, 10:16, 11:11, 13:14, 13:18, 15:14, 17:4  <b>examine</b> [1] - 5:11  <b>exception</b> [1] - 14:4  <b>exhibits</b> [3] - 16:2, 16:10, 18:1  <b>existing</b> [6] - 4:14, 5:14, 5:15, 5:23, 12:2, 12:24  <b>expect</b> [1] - 8:21  <b>expenses</b> [2] - 14:24, 14:25  <b>Expires</b> [1] - 19:22  <b>explanation</b> [1] - 14:8  <b>extend</b> [4] - 5:24, 6:5, 12:6, 12:12</p>	<p><b>finalize</b> [1] - 8:18  <b>first</b> [4] - 5:11, 5:24, 12:5, 17:2  <b>five</b> [2] - 8:24, 9:2  <b>Florida</b> [14] - 1:15, 1:18, 3:4, 3:13, 4:2, 4:19, 10:7, 10:13, 16:13, 18:3, 18:10, 19:6, 19:7, 19:18  <b>FLORIDA</b> [1] - 19:1  <b>florida</b> [1] - 1:17  <b>focus</b> [1] - 3:14  <b>follow</b> [1] - 15:7  <b>Following</b> [1] - 8:16  <b>following</b> [1] - 3:1  <b>foregoing</b> [2] - 12:23, 19:9  <b>form</b> [4] - 8:7, 8:9, 8:11, 13:16  <b>formal</b> [5] - 8:5, 10:3, 10:17, 17:1, 18:6  <b>forms</b> [1] - 15:7  <b>forward</b> [1] - 16:18  <b>four</b> [1] - 4:10  <b>freight</b> [1] - 4:24  <b>Friday</b> [1] - 16:14  <b>FROM</b> [2] - 1:9, 11:21  <b>funding</b> [1] - 8:23  <b>fun</b> [1] - 8:25  <b>furnished</b> [1] - 15:6  <b>FURTHER</b> [1] - 19:12  <b>future</b> [3] - 3:20, 5:18, 9:4</p>
<p style="text-align: center;"><b>D</b></p>	<p style="text-align: center;"><b>E</b></p>	<p style="text-align: center;"><b>F</b></p>	<p style="text-align: center;"><b>G</b></p>
<p><b>Dade</b> [1] - 17:15  <b>DATE</b> [1] - 1:12  <b>date</b> [1] - 13:6  <b>Dave</b> [1] - 15:18  <b>David</b> [1] - 15:21  <b>delays</b> [1] - 7:16  <b>Department</b> [8] - 3:4, 4:2, 9:5, 10:13, 14:19, 16:7, 16:13, 18:10</p>	<p><b>easements</b> [1] - 14:1  <b>east</b> [4] - 5:22, 11:20, 11:24, 11:25  <b>Eaton</b> [1] - 15:18  <b>economic</b> [2] - 4:8, 16:3  <b>economy</b> [1] - 4:23  <b>effects</b> [4] - 4:8, 7:3, 7:13, 16:4  <b>efficient</b> [1] - 4:23  <b>efforts</b> [1] - 7:9  <b>elected</b> [1] - 15:23  <b>electronically</b> [1] - 8:12  <b>eligibility</b> [1] - 15:4  <b>eligible</b> [2] - 14:21, 14:23</p>	<p><b>factors</b> [1] - 4:11  <b>fair</b> [1] - 14:20  <b>faith</b> [1] - 14:16  <b>familiar</b> [2] - 14:11, 15:13  <b>families</b> [1] - 13:24  <b>family</b> [2] - 10:23, 15:20  <b>FDOT</b> [4] - 4:2, 5:3, 8:20, 11:12  <b>FDOT's</b> [1] - 8:24  <b>features</b> [1] - 6:19  <b>federal</b> [3] - 3:22, 10:20, 10:24  <b>feet</b> [1] - 5:15  <b>few</b> [1] - 8:19  <b>final</b> [3] - 8:19, 17:11, 17:16</p>	<p><b>generally</b> [1] - 5:15  <b>glad</b> [1] - 17:17  <b>goods</b> [1] - 4:24  <b>grassed</b> [4] - 6:2, 6:8, 12:9, 12:15  <b>grow</b> [1] - 4:12  <b>growing</b> [1] - 4:23  <b>growth</b> [1] - 5:18  <b>gutter</b> [2] - 12:10, 12:15</p>
<p style="text-align: center;"><b>D</b></p>	<p style="text-align: center;"><b>E</b></p>	<p style="text-align: center;"><b>F</b></p>	<p style="text-align: center;"><b>H</b></p>
<p><b>hand</b> [2] - 16:9, 19:17  <b>handout</b> [1] - 7:21  <b>happy</b> [1] - 15:14  <b>hear</b> [1] - 11:22  <b>Hearing</b> [2] - 3:5, 19:8  <b>hearing</b> [20] - 3:21, 3:25, 5:7, 7:22, 8:2, 8:5, 8:7, 8:15, 8:16, 9:6, 10:3, 10:8, 10:14, 10:16, 10:19, 10:23, 13:20, 16:12, 17:25, 18:6  <b>HEARING</b> [1] - 1:7  <b>held</b> [2] - 10:14, 10:19  <b>help</b> [1] - 5:10  <b>helpful</b> [2] - 14:13, 14:20  <b>hereby</b> [2] - 18:5, 19:7</p>			

<p><b>Highway</b> [1] - 11:16  <b>HIGHWAY</b> [1] - 1:9  <b>Highway</b> [2] - 3:8, 10:11  <b>HILLSBOROUGH</b> [1] - 19:2  <b>Hillsborough</b> [1] - 19:18  <b>Hope</b> [2] - 1:14, 10:6  <b>hope</b> [1] - 17:20  <b>hour</b> [1] - 5:16  <b>housing</b> [1] - 14:24</p>	<p style="text-align: center;"><b>K</b></p>	<p><b>MPO'S</b> [1] - 7:18  <b>MR</b> [4] - 10:2, 13:14, 17:4, 17:23  <b>MS</b> [2] - 11:11, 11:23  <b>municipality</b> [1] - 16:20  <b>must</b> [1] - 8:13</p>	<p><b>operation</b> [1] - 4:16  <b>opportunity</b> [7] - 7:22, 10:17, 11:4, 12:21, 13:19, 16:5, 16:24  <b>option</b> [1] - 5:10  <b>order</b> [1] - 16:23  <b>Organization</b> [1] - 5:2  <b>Organizations'</b> [1] - 4:19  <b>origin</b> [1] - 10:22  <b>outcome</b> [1] - 19:16  <b>outside</b> [1] - 12:16  <b>owned</b> [1] - 13:23  <b>owner</b> [1] - 15:19</p>
<p style="text-align: center;"><b>I</b></p>	<p><b>keep</b> [1] - 16:23  <b>Kirk</b> [2] - 10:11, 13:10</p>	<p style="text-align: center;"><b>N</b></p>	<p style="text-align: center;"><b>P</b></p>
<p><b>identified</b> [1] - 4:18  <b>identify</b> [1] - 5:6  <b>impacts</b> [2] - 4:8, 14:2  <b>important</b> [3] - 3:10, 3:19, 9:7  <b>improve</b> [1] - 12:2  <b>improved</b> [1] - 6:19  <b>improvement</b> [1] - 5:10  <b>improvements</b> [8] - 4:6, 7:8, 8:24, 9:2, 11:10, 11:14, 12:22, 12:24  <b>include</b> [5] - 6:18, 6:25, 7:11, 7:15, 17:9  <b>included</b> [1] - 4:20  <b>includes</b> [3] - 4:5, 5:20, 12:3  <b>including</b> [6] - 6:3, 6:9, 12:9, 12:16, 14:1, 14:23  <b>inconvenience</b> [1] - 7:14  <b>increase</b> [1] - 7:16  <b>increased</b> [2] - 6:19, 6:21  <b>Increased</b> [3] - 7:16  <b>Index</b>..... [1] - 2:16  <b>informal</b> [1] - 8:6  <b>information</b> [7] - 7:25, 11:1, 11:4, 13:11, 13:17, 14:13, 16:21  <b>informational</b> [1] - 13:15  <b>input</b> [1] - 8:17  <b>inspect</b> [1] - 14:10  <b>inspection</b> [2] - 14:12, 18:2  <b>interest</b> [2] - 9:6, 19:15  <b>intersection</b> [11] - 3:15, 3:17, 5:25, 6:6, 6:13, 11:15, 11:16, 12:6, 12:13, 12:20, 14:5  <b>intersections</b> [1] - 6:21  <b>introduce</b> [1] - 15:24  <b>involve</b> [1] - 12:23  <b>issues</b> [1] - 15:21  <b>Item</b> [1] - 10:15  <b>ITEM</b> [1] - 1:10</p>	<p style="text-align: center;"><b>L</b></p> <p><b>land</b> [1] - 13:23  <b>lane</b> [3] - 4:14, 5:12, 5:13  <b>lanes</b> [11] - 4:10, 6:1, 6:3, 6:7, 6:10, 6:20, 12:2, 12:8, 12:10, 12:14, 12:17  <b>large</b> [1] - 19:7  <b>laws</b> [1] - 10:20  <b>leaving</b> [1] - 13:18  <b>legal</b> [1] - 14:8  <b>level</b> [1] - 4:14  <b>Library</b> [1] - 4:1  <b>lieu</b> [1] - 16:11  <b>limit</b> [2] - 5:16, 16:22  <b>link</b> [1] - 4:21  <b>listed</b> [1] - 3:23  <b>local</b> [2] - 3:22, 4:22  <b>located</b> [1] - 10:6  <b>location</b> [2] - 14:5, 16:3</p>	<p><b>name</b> [3] - 10:11, 11:11, 16:19  <b>name's</b> [1] - 17:4  <b>Nappi</b> [1] - 15:18  <b>nation</b> [1] - 3:13  <b>national</b> [1] - 10:22  <b>natural</b> [2] - 4:9, 7:13  <b>nature</b> [1] - 14:2  <b>near</b> [1] - 3:24  <b>necessary</b> [2] - 13:22, 15:6  <b>need</b> [2] - 4:10, 5:2  <b>needed</b> [2] - 11:24, 12:1  <b>needs</b> [1] - 5:19  <b>negotiate</b> [1] - 14:15  <b>Network</b> [1] - 4:21  <b>network</b> [2] - 3:12, 4:22  <b>New</b> [2] - 1:14, 10:6  <b>new</b> [2] - 3:15, 11:24  <b>newsletter</b> [1] - 13:15  <b>next</b> [1] - 8:19  <b>night</b> [1] - 18:14  <b>No-Build</b> [2] - 12:23, 13:1  <b>no-build</b> [4] - 7:5, 7:7, 7:11, 7:15  <b>none</b> [2] - 16:1, 17:25  <b>north</b> [4] - 3:9, 3:17, 6:12, 12:19  <b>North</b> [1] - 18:3  <b>north-south</b> [1] - 3:9  <b>Notary</b> [2] - 1:18, 19:6  <b>nothing</b> [1] - 7:5  <b>notification</b> [1] - 15:11  <b>notified</b> [1] - 15:7  <b>NUMBER</b> [1] - 1:10  <b>Number</b> [1] - 10:15</p>	<p><b>p.m</b> [3] - 1:13, 10:5  <b>packet</b> [1] - 13:17  <b>Page</b> [7] - 2:3, 2:4, 2:5, 2:6, 2:7, 2:8, 2:15  <b>Pages</b> [1] - 2:16  <b>pages</b> [1] - 19:9  <b>parcels</b> [2] - 14:1, 14:2  <b>part</b> [4] - 8:1, 8:14, 14:7, 16:15  <b>participation</b> [2] - 9:5, 10:21  <b>parties</b> [1] - 19:13  <b>party</b> [1] - 19:14  <b>Pasco</b> [6] - 3:7, 3:10, 4:17, 5:1, 6:22, 7:18  <b>past</b> [1] - 5:3  <b>paved</b> [5] - 5:14, 6:3, 6:9, 12:9, 12:16  <b>payment</b> [2] - 15:4, 15:5  <b>payments</b> [1] - 14:23  <b>PD&amp;E</b> [15] - 3:6, 4:5, 5:6, 8:14, 8:19, 8:21, 10:9, 10:18, 11:5, 11:13, 16:15, 16:22, 16:25, 17:7, 18:7  <b>per</b> [3] - 3:18, 4:13, 5:16  <b>period</b> [1] - 4:3  <b>phases</b> [2] - 9:3, 17:21  <b>PIERCE</b> [2] - 11:11, 11:23  <b>Pierce</b> [2] - 11:8, 11:12  <b>Pierce</b>..... [1] - 2:5  <b>PLACE</b> [1] - 1:14  <b>Plan</b> [3] - 5:1, 6:23, 7:19  <b>planned</b> [1] - 17:13  <b>Planning</b> [3] - 4:19, 5:2, 17:5  <b>plans</b> [3] - 17:8, 17:11, 17:17  <b>point</b> [1] - 14:16  <b>portion</b> [4] - 8:5, 8:7, 10:3, 18:6  <b>posted</b> [1] - 5:16  <b>postmarked</b> [2] - 8:13, 16:14  <b>pre</b> [1] - 8:10  <b>pre-printed</b> [1] - 8:10  <b>preferred</b> [1] - 8:17  <b>preparing</b> [1] - 5:4  <b>present</b> [3] - 5:7, 14:12, 16:2</p>
<p style="text-align: center;"><b>J</b></p>	<p style="text-align: center;"><b>M</b></p>	<p style="text-align: center;"><b>O</b></p>	
<p><b>jeopardized</b> [1] - 15:12  <b>JOHNSON</b> [2] - 1:16, 19:5</p>	<p><b>mail</b> [1] - 8:10  <b>maintaining</b> [1] - 4:16  <b>maintenance</b> [2] - 7:9, 12:25  <b>major</b> [2] - 3:9, 12:24  <b>Management</b> [1] - 10:12  <b>manager</b> [3] - 11:8, 11:12, 17:12  <b>manner</b> [1] - 14:20  <b>materials</b> [2] - 18:1, 18:8  <b>matrix</b> [1] - 7:20  <b>matter</b> [1] - 19:15  <b>McKinley</b> [1] - 18:3  <b>median</b> [5] - 6:2, 6:8, 6:20, 12:9, 12:15  <b>meet</b> [1] - 14:15  <b>meets</b> [1] - 13:8  <b>member</b> [1] - 16:7  <b>Merit</b> [2] - 1:17, 19:5  <b>MESSINA</b> [2] - 1:16, 19:5  <b>Metropolitan</b> [2] - 4:19, 5:1  <b>microphone</b> [1] - 16:19  <b>might</b> [1] - 15:11  <b>miles</b> [1] - 5:16  <b>million</b> [1] - 6:15  <b>minimal</b> [2] - 7:2, 14:2  <b>minutes</b> [1] - 16:23  <b>modifications</b> [1] - 6:20  <b>months</b> [2] - 5:3, 8:19  <b>motoring</b> [1] - 7:14  <b>move</b> [2] - 14:18, 15:9  <b>movement</b> [1] - 4:23  <b>moving</b> [1] - 14:23  <b>MPO's</b> [1] - 6:22</p>	<p><b>occupy</b> [1] - 15:10  <b>occur</b> [1] - 7:9  <b>October</b> [4] - 4:4, 8:14, 16:14, 19:18  <b>OF</b> [2] - 19:1, 19:2  <b>offer</b> [1] - 7:23  <b>Office</b> [3] - 4:3, 16:14, 18:3  <b>official</b> [1] - 5:9  <b>officially</b> [2] - 11:5, 18:5  <b>officials</b> [1] - 15:23  <b>one</b> [5] - 5:13, 8:8, 13:21, 14:4, 17:2  <b>Opening</b> [3] - 2:4, 2:5, 2:6</p>	

<p><b>presentation</b> [1] - 13:19  <b>Presentation</b>..... [1] - 2:3  <b>presented</b> [1] - 16:10  <b>preservation</b> [1] - 7:9  <b>printed</b> [1] - 8:10  <b>privately</b> [1] - 13:23  <b>privately-owned</b> [1] - 13:23  <b>procedures</b> [1] - 15:7  <b>proceedings</b> [2] - 3:1, 19:8  <b>process</b> [4] - 4:5, 14:17, 15:2, 15:14  <b>Professional</b> [1] - 1:17  <b>Program</b> [1] - 10:15  <b>PROGRAM</b> [1] - 1:10  <b>program</b> [2] - 8:25, 9:3  <b>programmed</b> [2] - 8:24, 8:25  <b>Project</b> [4] - 3:5, 7:23, 8:16, 10:9  <b>project</b> [15] - 8:11, 9:7, 10:17, 11:2, 11:6, 11:8, 11:10, 11:12, 13:12, 13:22, 13:25, 14:19, 17:11, 17:17, 18:9  <b>PROJECT</b> [1] - 1:8  <b>property</b> [5] - 14:7, 14:10, 14:13, 15:10, 15:19  <b>proposed</b> [18] - 3:7, 3:14, 3:15, 4:6, 5:21, 5:25, 6:1, 6:7, 9:2, 10:10, 11:10, 11:14, 11:19, 12:6, 12:7, 12:13, 12:22  <b>proposes</b> [1] - 12:4  <b>provide</b> [6] - 7:24, 10:16, 12:24, 14:12, 15:15, 16:21  <b>provided</b> [3] - 8:8, 11:1, 14:8  <b>PUBLIC</b> [1] - 1:7  <b>public</b> [22] - 3:21, 4:1, 5:7, 7:14, 7:22, 8:2, 8:15, 8:17, 9:6, 10:3, 10:8, 10:14, 10:19, 10:20, 13:6, 13:20, 16:12, 16:16, 16:21, 17:25, 18:2, 18:6  <b>Public</b> [4] - 1:18, 3:5, 19:6, 19:8  <b>purpose</b> [1] - 5:7</p>	<p><b>realigned</b> [6] - 3:16, 6:6, 6:13, 11:15, 12:12, 12:20  <b>Rec</b> [1] - 17:5  <b>receive</b> [4] - 5:8, 11:4, 13:17, 15:10  <b>received</b> [6] - 8:2, 8:13, 13:7, 13:15, 16:8, 16:12  <b>recognize</b> [1] - 15:22  <b>Recommended</b> [4] - 11:6, 11:17, 12:3, 13:4  <b>recommended</b> [9] - 5:6, 5:8, 5:17, 5:19, 6:14, 6:17, 6:18, 6:24, 7:4  <b>reconstruction</b> [1] - 11:18  <b>record</b> [7] - 5:9, 8:2, 8:15, 15:25, 16:16, 16:20, 17:6  <b>recorded</b> [1] - 19:8  <b>recordings</b> [1] - 19:10  <b>reduced</b> [1] - 7:17  <b>reference</b> [1] - 18:1  <b>regard</b> [1] - 10:21  <b>regarding</b> [2] - 15:20, 16:2  <b>regardless</b> [1] - 8:3  <b>region</b> [1] - 3:20  <b>Regional</b> [1] - 4:21  <b>regional</b> [5] - 3:11, 3:12, 4:18, 4:22, 9:7  <b>Registered</b> [3] - 1:17, 19:5, 19:6  <b>regulations</b> [1] - 3:23  <b>related</b> [2] - 11:6, 16:25  <b>relative</b> [2] - 10:14, 19:14  <b>religion</b> [1] - 10:22  <b>relocation</b> [8] - 13:24, 14:3, 14:22, 14:23, 14:25, 15:1, 15:11, 15:16  <b>Relocation</b> [1] - 14:21  <b>remain</b> [2] - 7:6, 13:2  <b>Remarks</b> [3] - 2:4, 2:5, 2:6  <b>Remarks</b>..... [1] - 2:8  <b>Remember</b> [1] - 9:8  <b>remember</b> [1] - 18:12  <b>replacement</b> [1] - 14:24  <b>REPORTED</b> [1] - 1:16  <b>reporter</b> [3] - 3:2, 8:6, 17:1  <b>Reporter</b> [5] - 1:17, 1:17, 19:6, 19:22  <b>Reporter</b>..... [1] - 2:15  <b>reports</b> [1] - 3:25  <b>represent</b> [1] - 16:20  <b>representatives</b> [2] - 7:24, 15:23  <b>require</b> [1] - 5:22  <b>required</b> [2] - 13:1, 14:18  <b>requirements</b> [2] - 3:23, 10:24  <b>residences</b> [1] - 14:3</p>	<p><b>residents</b> [1] - 4:17  <b>resources</b> [1] - 7:13  <b>result</b> [2] - 14:3, 14:18  <b>review</b> [4] - 3:25, 8:16, 8:21, 12:21  <b>reviewed</b> [1] - 8:3  <b>right-of-way</b> [11] - 5:15, 5:22, 7:1, 7:12, 9:1, 11:19, 11:24, 12:1, 13:11, 14:15, 15:13  <b>rights</b> [1] - 14:9  <b>RMR</b> [1] - 1:16  <b>Road</b> [18] - 1:15, 3:8, 3:16, 3:17, 5:25, 6:6, 10:6, 10:10, 11:15, 12:6, 12:7, 12:12, 14:6  <b>roadway</b> [15] - 3:9, 3:11, 4:14, 4:18, 5:11, 5:13, 5:21, 6:1, 6:7, 6:19, 11:18, 12:4, 12:7, 12:13, 12:24  <b>Roadway</b> [1] - 4:21  <b>route</b> [1] - 4:15  <b>routine</b> [2] - 7:8, 12:25  <b>running</b> [1] - 13:20</p>	<p>17:16, 17:17  <b>side</b> [3] - 5:22, 11:25, 17:10  <b>sides</b> [4] - 6:4, 6:10, 12:11, 12:17  <b>sidewalks</b> [5] - 5:14, 6:4, 6:10, 12:11, 12:17  <b>sign</b> [5] - 3:24, 11:2, 13:16, 13:17, 14:5  <b>sign-in</b> [3] - 3:24, 11:2, 13:17  <b>social</b> [1] - 16:3  <b>socio</b> [1] - 4:9  <b>socio-cultural</b> [1] - 4:9  <b>solicited</b> [1] - 10:21  <b>sorry</b> [1] - 11:23  <b>sounds</b> [1] - 17:10  <b>south</b> [3] - 3:7, 3:9, 3:16  <b>SPEAKER</b> [1] - 11:21  <b>speaker</b> [1] - 17:2  <b>speaker's</b> [3] - 16:6, 16:8, 16:18  <b>special</b> [1] - 15:9  <b>specialist</b> [2] - 14:15, 14:25  <b>specialists</b> [1] - 15:13  <b>speed</b> [1] - 5:16  <b>SR</b> [5] - 1:9, 6:13, 10:10, 12:20  <b>staff</b> [2] - 16:7, 18:9  <b>stakeholders</b> [1] - 5:5  <b>stand</b> [1] - 15:24  <b>standards</b> [1] - 13:8  <b>started</b> [1] - 10:2  <b>STATE</b> [1] - 19:1  <b>State</b> [13] - 1:18, 3:7, 3:8, 3:16, 5:25, 6:6, 10:10, 11:15, 12:6, 12:12, 19:7  <b>state</b> [6] - 3:13, 3:22, 4:24, 10:20, 10:24, 16:19  <b>statement</b> [2] - 8:4, 16:1  <b>Statement</b> [1] - 2:7  <b>statements</b> [4] - 16:10, 16:11, 16:12, 18:1  <b>status</b> [1] - 10:23  <b>Stenotypy</b> [1] - 19:9  <b>Stephanie</b> [2] - 11:8, 11:11  <b>stop</b> [1] - 13:17  <b>study</b> [24] - 3:6, 3:14, 3:24, 4:5, 5:6, 5:9, 5:12, 7:7, 7:23, 8:3, 8:15, 8:18, 8:19, 8:22, 10:9, 10:18, 11:5, 11:13, 13:3, 13:7, 13:8, 16:22, 16:25, 18:7  <b>Study</b> [1] - 10:9  <b>STUDY</b> [1] - 1:8  <b>study's</b> [1] - 16:15  <b>submit</b> [2] - 8:12, 10:17  <b>submitted</b> [2] - 8:4, 8:20  <b>subsequent</b> [1] - 13:23  <b>supporting</b> [1] - 4:22</p>
<p style="text-align: center;"><b>Q</b></p>		<p style="text-align: center;"><b>S</b></p>	
<p><b>quality</b> [1] - 13:8  <b>questions</b> [3] - 7:23, 7:25, 15:15</p>		<p><b>safe</b> [1] - 4:23  <b>safely</b> [1] - 18:14  <b>Safety</b> [1] - 9:8  <b>safety</b> [4] - 4:17, 6:19, 12:25, 18:12  <b>satisfied</b> [1] - 15:3  <b>seal</b> [1] - 19:17  <b>second</b> [2] - 6:5, 12:11  <b>Secretary</b> [1] - 8:21  <b>section</b> [12] - 3:6, 3:15, 3:18, 5:24, 6:5, 6:11, 6:12, 12:5, 12:11, 12:18, 12:19, 16:12  <b>sections</b> [2] - 5:21, 12:5  <b>see</b> [3] - 15:20, 17:17, 17:20  <b>seeing</b> [2] - 16:1, 17:25  <b>segment</b> [1] - 17:7  <b>Segment</b> [1] - 10:15  <b>SEGMENT</b> [1] - 1:10  <b>September</b> [3] - 1:12, 4:3, 10:4  <b>serve</b> [4] - 3:20, 6:11, 12:18, 14:16  <b>service</b> [1] - 4:14  <b>services</b> [1] - 14:22  <b>session</b> [1] - 17:1  <b>Seven</b> [4] - 4:3, 10:12, 16:14, 18:2  <b>several</b> [3] - 4:11, 5:3, 8:1  <b>sex</b> [1] - 10:22  <b>shoulders</b> [5] - 5:14, 6:3, 6:9, 12:9, 12:16  <b>show</b> [1] - 17:8  <b>shown</b> [4] - 4:6, 17:11,</p>	
<p style="text-align: center;"><b>R</b></p> <p><b>race</b> [1] - 10:22  <b>raise</b> [1] - 16:8  <b>Range</b> [3] - 4:25, 6:23, 7:18  <b>ranges</b> [1] - 5:16  <b>re</b> [1] - 14:25  <b>re-establishment</b> [1] - 14:25</p>			

<b>T</b>	<p><b>updates</b> [1] - 9:4</p> <p><b>upgraded</b> [1] - 6:21</p> <p><b>US</b> [28] - 1:8, 3:6, 3:9, 3:15, 3:18, 4:10, 4:12, 4:15, 4:18, 5:2, 5:12, 5:20, 6:12, 7:8, 8:23, 10:8, 11:5, 11:12, 11:14, 11:19, 11:23, 12:4, 12:19, 12:20, 14:5, 16:4, 16:22, 18:7</p>
<p><b>table</b> [3] - 3:24, 11:3, 13:18</p> <p><b>Tampa</b> [3] - 3:11, 18:3, 19:18</p> <p><b>thanks</b> [1] - 9:5</p> <p><b>Team</b> [1] - 8:16</p> <p><b>temporary</b> [1] - 7:1</p> <p><b>THE</b> [1] - 11:21</p> <p><b>thereof</b> [1] - 19:11</p> <p><b>three</b> [2] - 16:23, 18:4</p> <p><b>throughout</b> [5] - 4:24, 13:7, 13:20, 14:17, 15:1</p> <p><b>TIME</b> [1] - 1:13</p> <p><b>TO</b> [1] - 1:9</p> <p><b>Today</b> [2] - 9:8, 18:12</p> <p><b>today</b> [2] - 8:9, 10:4</p> <p><b>Todd</b> [2] - 17:3, 17:4</p> <p><b>Tomorrow</b> [2] - 9:8, 18:12</p> <p><b>tonight</b> [4] - 11:7, 12:22, 15:24, 17:9</p> <p><b>tonight's</b> [2] - 7:21, 8:5</p> <p><b>traffic</b> [4] - 3:12, 4:12, 7:1, 7:16</p> <p><b>trail</b> [1] - 17:9</p> <p><b>trails</b> [2] - 17:13, 17:14</p> <p><b>transcript</b> [1] - 17:25</p> <p><b>Transcription</b> [1] - 2:24</p> <p><b>transcription</b> [1] - 19:10</p> <p><b>transition</b> [2] - 6:11, 12:18</p> <p><b>Transportation</b> [9] - 3:4, 4:2, 5:1, 6:23, 7:19, 10:13, 14:19, 16:13, 18:10</p> <p><b>transportation</b> [5] - 3:11, 4:22, 5:19, 9:7, 13:22</p> <p><b>travel</b> [8] - 3:10, 3:18, 5:13, 6:1, 6:7, 7:16, 12:8, 12:14</p> <p><b>treated</b> [1] - 14:19</p> <p><b>true</b> [1] - 19:10</p> <p><b>Tuesday</b> [2] - 1:12, 10:4</p> <p><b>turn</b> [2] - 6:20, 12:2</p> <p><b>turned</b> [1] - 16:18</p> <p><b>two</b> [7] - 4:14, 5:12, 6:1, 6:7, 12:5, 12:7, 12:13</p> <p><b>two-lane</b> [2] - 4:14, 5:12</p> <p><b>types</b> [1] - 15:21</p> <p><b>typical</b> [8] - 5:21, 5:24, 6:5, 6:10, 12:5, 12:11, 12:18</p>	
<b>V</b>	<p><b>value</b> [1] - 14:14</p> <p><b>Vande</b> [3] - 2:7, 17:3, 17:5</p> <p><b>VANDE</b> [1] - 17:4</p> <p><b>vehicles</b> [2] - 3:18, 4:13</p> <p><b>verbal</b> [1] - 16:11</p> <p><b>viable</b> [2] - 7:6, 13:2</p> <p><b>video</b> [1] - 13:19</p> <p><b>view</b> [2] - 13:19, 18:8</p> <p><b>viewing</b> [1] - 17:9</p> <p><b>views</b> [1] - 16:2</p> <p><b>visit</b> [1] - 8:11</p> <p><b>vital</b> [1] - 4:16</p> <p><b>volumes</b> [1] - 7:17</p>
<b>W</b>	<p><b>ways</b> [1] - 8:1</p> <p><b>website</b> [1] - 8:11</p> <p><b>weeks</b> [1] - 18:4</p> <p><b>welcome</b> [1] - 10:8</p> <p><b>welcomes</b> [1] - 3:4</p> <p><b>welfare</b> [1] - 4:17</p> <p><b>west</b> [2] - 3:12, 17:9</p> <p><b>West</b> [1] - 4:19</p> <p><b>wide</b> [4] - 5:15, 6:2, 12:9, 12:15</p> <p><b>widen</b> [2] - 4:10, 5:2</p> <p><b>widened</b> [2] - 11:20, 11:24</p> <p><b>widening</b> [5] - 3:14, 5:20, 11:25, 12:4, 16:4</p> <p><b>winter</b> [1] - 8:22</p> <p><b>wish</b> [2] - 16:8, 17:24</p> <p><b>WITNESS</b> [1] - 19:17</p> <p><b>word</b> [1] - 15:9</p> <p><b>WORK</b> [1] - 1:10</p> <p><b>written</b> [5] - 14:8, 16:2, 16:10, 16:11, 17:25</p>
<b>U</b>	<p><b>U.S</b> [1] - 13:9</p> <p><b>ultimate</b> [2] - 6:11, 12:19</p> <p><b>unacceptable</b> [1] - 4:13</p> <p><b>unavoidable</b> [1] - 13:21</p> <p><b>Under</b> [1] - 7:7</p> <p><b>undivided</b> [1] - 5:12</p> <p><b>UNIDENTIFIED</b> [1] - 11:21</p> <p><b>Uniform</b> [1] - 14:21</p> <p><b>unique</b> [1] - 14:11</p> <p><b>up</b> [2] - 11:9, 11:22</p>
<b>Y</b>	<p><b>year</b> [3] - 4:12, 8:24, 9:2</p> <p><b>yourself</b> [1] - 15:25</p>
<b>Z</b>	<p><b>Zephyrhills</b> [7] - 1:15, 3:7, 4:1, 10:7, 17:6, 17:14, 17:15</p>