

PD&E STUDY SCHEDULE	
Begin PD&E Study	Spring 2012
Public Hearing	December 2015
Complete PD&E Study	Spring 2016

FDOT ADOPTED 5-YEAR WORK PROGRAM (FY 16-20) FUNDING SCHEDULE	
PHASE	FY
Design	Underway
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

NOTICE OF PUBLIC HEARING

Date:
December 10, 2015

Place:
Myrtle Lake Baptist Church
2017 Riegler Road
Land O' Lakes, FL 34639

Time:
5:30 pm - 7:30 pm Open House
6:30 pm - Formal Presentation

Florida Department of Transportation, District Seven

11201 N. McKinley Drive
M.S. 7-500
Tampa, FL 33612-6456

Para Preguntas En Español

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

Right of Way Acquisition (ROW) Procedure

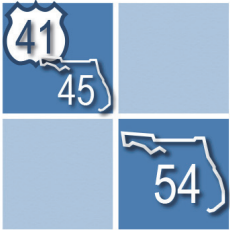
We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right of way acquisition process and your rights, the department has created real estate acquisition and relocation brochures.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

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

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

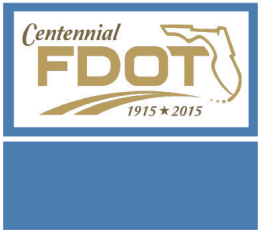
Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Chris Speese, Public Involvement Coordinator at (813) 975-6405, or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.



US 41 (SR 45) at SR 54 PD&E Study

From south of SR 54 intersection to north of SR 54 intersection
Pasco County



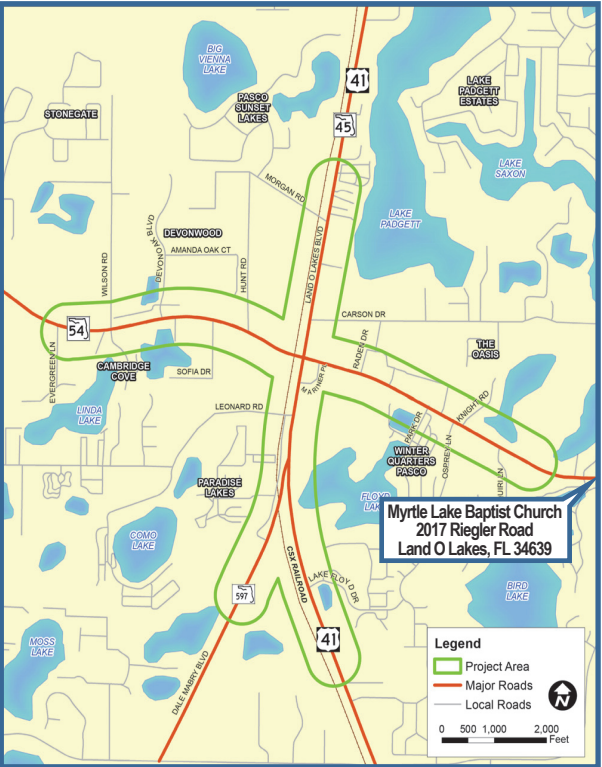
WPI Segment No: 419182-1 Pasco County, Florida November 2015

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 of US 41 (SR 45) at SR 54 from south of the SR 54 intersection to north of the SR 54 intersection in Pasco County, Florida. This public hearing is being held to allow interested persons the opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The study is considering two build alternatives: Alternative 3A and Alternative 3C which are both new interchanges with SR 54 elevated over US 41.

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.

Department representatives will be available at the public hearing beginning at 5:30 pm 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. At 6:30 pm, FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 pm. A court reporter will be available to receive comments in a one-on-one setting. 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 mailing them to Kirk Bogen, Environmental Management Engineer, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612-6456, or electronically to the project website at <http://active.fdotd7studies.com/sr54/us41-at-sr54/>.



All exhibits or statements must be postmarked or emailed no later than Monday, December 21, 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.

Sincerely,

Kirk Bogen
Environmental Management Engineer

Draft project documents will be available for public review from Thursday, November 19, 2015 to Monday, December 21, 2015, at the locations listed below and on the project website, http://active.fdotd7studies.com/sr54/us41-at-sr54/ :	
Land O' Lakes Branch Library 2818 Collier Parkway Land O' Lakes, FL 33542 Tue 10 am – 8 pm Wed–Th 10 am – 6 pm Fri–Sat 10 am – 5 pm	FDOT District Seven 11201 N. McKinley Drive Tampa, FL 33612 Mon–Fri 8 am – 5 pm

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 and 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 Categorical Exclusion (CE) is a project or a category of actions which do not individually or cumulatively have a significant environmental impact, and are excluded from the requirement to prepare an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). A CE determines the level of documentation required to comply with the National Environmental Policy Act (NEPA) of 1969. A Type 2 Categorical Exclusion (CE) 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 41 is a major north-south arterial that provides access to Tampa, Lutz, Land O' Lakes, and Brooksville. State Road (SR) 54 is a major east-west arterial that connects US 19 near New Port Richey to the west and US 301 in Zephyrhills to the east. The focus of this study is to evaluate capacity and operational improvements to meet existing and projected traffic demand resulting from development in Pasco County. As many as 99,000 vehicles per day currently travel through this intersection, and it is important to consider how this corridor will continue to serve this region in the future.

The need for intersection improvements is based on several factors:

- By the year 2040, traffic using the intersection is expected to increase from the current 99,000 vehicles per day to an estimated 208,000 vehicles per day;
- US 41 and SR 54 are both designated emergency evacuation routes;
- The US 41/SR 54 intersection's crash rate is higher than the statewide average;
- Both US 41 and SR 54 are part of the regional roadway network identified by the West Central Florida MPO's Chairs Coordinating Committee; and
- US 41 and SR 54 are designated as Regional Freight Mobility Corridors, and provide access to regional intermodal facilities, including Tampa International Airport, Port Tampa Bay, and Port Manatee.

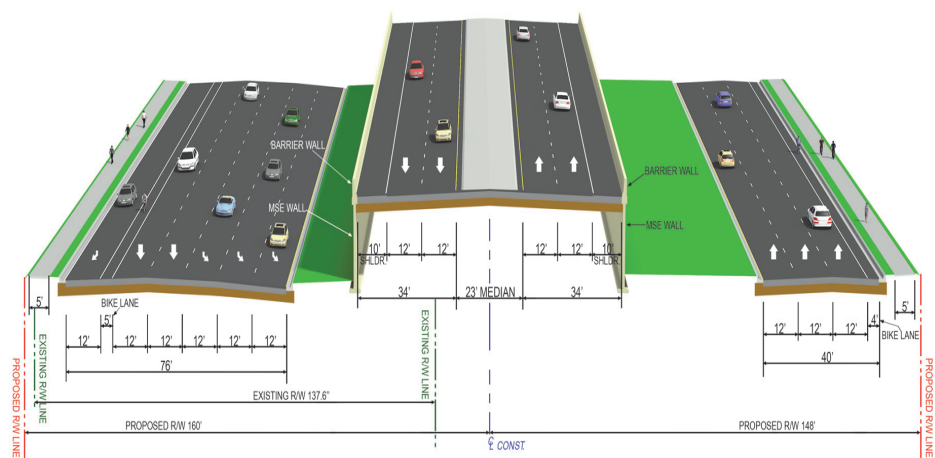
The proposed project is included in the Pasco County Metropolitan Planning Organization (MPO) 2040 Cost Affordable Long Range Transportation Plan (LRTP) as a grade separated intersection.

RECOMMENDED BUILD ALTERNATIVE

The study is considering two recommended build alternatives for the improvements at US 41 and SR 54 - Alternatives 3A and 3C. Both recommended alternatives are grade-separated interchanges, with SR 54 elevated over US 41. Both alternatives require additional right of way. Each recommended alternative was evaluated to operate with and without tolled through lanes on SR 54 crossing over US 41. If the toll option is selected, drivers would have the option to use the elevated lanes by paying a toll or travel through the intersection at-grade without paying a toll. This option applies to both alternatives.

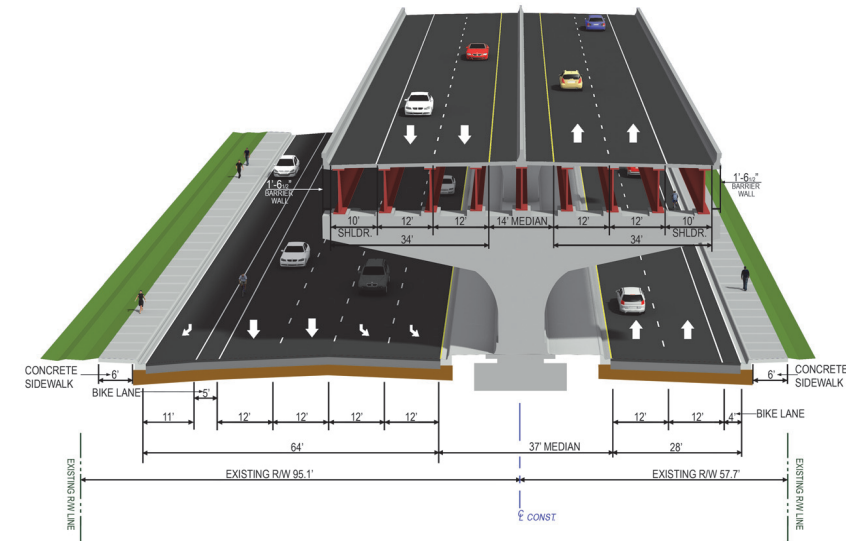
Alternative 3A will construct a new interchange which will include three left turn lanes in each direction and two or three right turn lanes in each direction. Alternative 3A will provide four through lanes on US 41 in each direction, and two through lanes at-grade and two elevated through lanes in each direction on SR 54. Additional right-of-way will be required to construct these improvements. The recommended Build Alternative 3A is estimated to cost \$159.9 million dollars.

Alternative 3C is similar to Alternative 3A and will include two through lanes at-grade and two elevated through lanes on SR 54 in each direction. This alternative proposes no additional lanes for US 41, and will maintain the same turn lanes at the intersection as currently provided. Additional right-of-way will be required, but construction of Alternative 3C will require less right of way than for Alternative 3A. The recommended Build Alternative 3C is estimated to cost \$179.6 million dollars.



Alternative 3A - SR 54 East of US 41

Both Alternatives 3A and 3C provide a new traffic signal for the northbound traffic on US 41 at the intersection of US 41 and SR 597/Dale Mabry Highway.



Alternative 3C - SR 54 East of US 41

NO-BUILD ALTERNATIVE

In addition to the recommended build alternatives, the “No-Build” Alternative is considered to be a viable alternative and will remain so for the duration of the study. The “No-Build” Alternative would involve foregoing major improvements to the existing roadway and provide only routine maintenance and safety enhancements as required. 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.

PD&E Study Evaluation Matrix

EVALUATION FACTORS	NO-BUILD ALTERNATIVE	ALTERNATIVE 3A	ALTERNATIVE 3C
NUMBER OF BUSINESS IMPACTS (PARCELS)	0	42	20
NUMBER OF BUSINESS RELOCATIONS	0	24	6
NUMBER OF RESIDENTIAL IMPACTS (PARCELS)	0	3	1
NUMBER OF RESIDENTIAL RELOCATIONS	0	2	0
NUMBER OF SIGN RELOCATIONS	0	22	14
POTENTIAL RIGHT OF WAY IMPACTS			
ANTICIPATED RIGHT OF WAY ACQUISITION (Total Acres)	0.0	70.6	28.3
NATURAL/CULTURAL/PHYSICAL ENVIRONMENTAL EFFECTS			
ARCHAEOLOGICAL SITES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF IMPACTS)	None	LOW	LOW
HISTORICAL SITES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF IMPACTS)	None	LOW	LOW
POTENTIAL SECTION 4(F) SITES (NUMBER)	0	0	0
POTENTIAL NOISE IMPACTS (NUMBER OF RECEPTORS WITHIN THE NAC)			
NON-TOLL OPTION	0	26	21
TOLL OPTION	0	25	20
WETLANDS/OTHER SURFACE WATERS (ACRES)	0.00	3.10	0.45
FLOODPLAINS (ACRES)	0.00	3.29	0.68
THREATENED & ENDANGERED SPECIES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF OCCURRENCE)	None	LOW	LOW
CONTAMINATED SITES, MEDIUM OR HIGH (NUMBER)	0	9	4
ESTIMATES PRESENT DAY COSTS (\$ MILLIONS)			
CONSTRUCTION	\$0.00	\$49.70	\$101.30
UTILITIES	\$0.00	\$8.79	\$8.10
FINAL DESIGN (10% OF CONSTRUCTION)	\$0.00	\$4.97	\$10.13
CONSTRUCTION ENGINEERING INSPECTION	\$0.00	\$4.97	\$10.13
RIGHT-OF-WAY	\$0.00	\$91.16	\$49.98
WETLAND MITIGATION*	\$0.00	\$0.33	\$0.05
TOTAL COSTS (\$ MILLIONS) BY SEGMENT	\$0.00	\$159.92	\$179.69

* Wetland mitigation costs for estimation purposes only based on Senate Bill mitigation costs - costs may not be accurate at time of construction