

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR45 (US41) @ SR54 FROM S OF INTERSECTION TO N OF INTERSECTION

District: FDOT District 7

County: Pasco County

ETDM Number: 7883

Financial Management Number: 419182-1-22-01

Federal-Aid Project Number: 3014-067-P

Project Manager: Craig Fox

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 May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to be "K. Fox", is written over a horizontal line.

June 10, 2026

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Robin Rhinesmith
District 7 Environmental Manager
Florida Department of Transportation
11201 McKinley Drive
Tampa, FL 33612

813-975-6496
robin.rhinesmith@dot.state.fl.us

Prime Consulting Firm:
RS&H

Consulting Project Manager:
Rick Langlass, PE

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 08/07/2012 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity and operational improvements at the intersection of United States (US) Highway 41/State Road (SR) 45 and State Road (SR) 54 in Pasco County, Florida. The project consists of modifying the US 41 at SR 54 intersection to a grade-separated interchange. Improvements will also include providing 10-foot sidewalks and seven-foot bicycle lanes in each direction along both US 41 and SR 54. The project includes the evaluation of stormwater management facilities (SMF) and floodplain compensation (FPC) sites.

The project is located in the census designated place of Land O' Lakes, Florida. US 41 is a major north-south arterial that provides access to Tampa, Lutz, Land O' Lakes, and Brooksville. 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. Within the project limits, US 41 is a six-lane, divided roadway with curb and gutter and a six-foot sidewalk along the east side of the road. Near the intersection, SR 54 is a six-lane, divided roadway with curb and gutter with a four-foot bicycle lane and a six to eight-foot sidewalk on both sides of the travel lanes immediately adjacent to the roadway. US 41 is functionally classified by FDOT as an urban principal arterial with an existing posted speed limit of 50 miles per hour (mph). Near the US 41 intersection, SR 54 is functionally classified by FDOT as an urban principal arterial with an existing posted speed limit of 45 miles per hour (mph). The Project Location Map is shown in **Figure 1**.

Existing Typical Sections

The typical sections of each of these roadways include three through lanes with curb and gutter in all directions approaching the US 41 and SR 54 intersection.

US 41 consists of two 12-foot lanes and a single 14-foot lane in each direction separated by a grass raised median of varying width. The facility includes a six-foot sidewalk on the east side of the travel lanes, and a CSX railroad line on the west side of the travel lanes. The right-of-way (ROW) width in this section of US 41 is a minimum of 156 feet. No bicycle lanes are provided along travel lanes.

Near the intersection of US 41, SR 54 consists of three 12-foot lanes in each direction separated by a 37.5-foot raised grass median with a four-foot bike lane and a six to eight-foot sidewalk on both sides of the travel lanes immediately adjacent to the roadway, along with Type F curb and gutter. The ROW width for this section of SR 54 is approximately 141.5 feet. Approximately one-half mile east of US 41, SR 54 consists of three 12-foot travel lanes, an eight-foot unpaved inside shoulder and an eight-foot paved outside shoulder with shoulder gutter, and a five-foot sidewalk in each direction separated by a 49-foot depressed grass median. The ROW width for this section of SR 54 is a minimum of 138 feet.

SR 597 / North Dale Mabry Highway (Dale Mabry Hwy) consists of two 12-foot lanes, a 10-foot outside shoulders including paved four-foot bicycle lanes, and five-foot sidewalks in each direction separated by a 58-foot depressed grass median. Northbound Dale Mabry Hwy includes a left turn lane approaching the full median opening at Brinson Road and right turn lane to US 41 southbound. Southbound Dale Mabry Hwy includes a left turn lane approaching the Brinson Road median opening.

Approximately one-half mile west of US 41, SR 54 consists of three 12-foot travel lanes, an eight-foot unpaved inside shoulder and a 10-foot outside shoulder including a paved five-foot bicycle lane, and a five-foot sidewalk in each direction separated by an approximate 48-foot depressed grass median. The ROW width for this section of SR 54 is a minimum of



Preferred Alternative

The Preferred Alternative is a Diverging Diamond Interchange (DDI) with US 41 elevated over SR 54 and Dale Mabry Hwy.

At SR 54, US 41 will carry two lanes in each direction over SR 54 via a single bridge. Two lane exit ramps from US 41 in each direction will connect to SR 54. The northbound and southbound exit ramps will widen to two left turn lanes and two right turn lanes at the at-grade intersection with SR 54. Along SR 54, the westbound lanes will widen from three lanes to five lanes after the signalized intersection at the Village Lakes Shopping Plaza/Lowe's driveway. The five lanes will enter the first crossover intersection of the DDI.

Prior to the first crossover intersection, a sixth lane will be developed for right turns only to northbound US 41. Of the five lanes entering the first crossover intersection, the inside lane will be a left turn only lane and the adjacent lane will be a shared left/through lane. The remaining three lanes will be through lanes. Four lanes will enter the 2nd crossover intersection. After the 2nd crossover intersection, the inside lane will merge and end. Three lanes will continue westbound to match existing conditions.

Similarly, the eastbound lanes will widen from three lanes to five lanes as they approach the interchange. The five lanes will enter the first crossover intersection of the DDI. Prior to the crossover intersection, a sixth lane will be developed for right turns only to southbound US 41. Of the five lanes entering the first crossover intersection, the inside lane will be a left turn only lane and the adjacent lane will be a shared left/through lane. The remaining three lanes will be through lanes. Four lanes will enter the 2nd crossover intersection. After the 2nd crossover intersection, the outside lane will become a right turn only lane at the signalized intersection at the Village Lakes Shopping Plaza/Lowe's driveway. Three lanes will continue eastbound to match existing conditions.

A new roadway connection will be provided between Carson Drive and SR 54, east of US 41. From Carson Drive, the new connection will use the existing Raden Drive alignment before turning east towards the Village Lakes Shopping Plaza. The roadway will then connect to the existing signalized intersection of SR 54 at the Village Lakes Shopping Plaza/Lowe's driveway. This new roadway connection will require ROW acquisition to make the roadway available for public use.

At Dale Mabry Hwy, northbound US 41 will carry two lanes over Dale Mabry Hwy via a bridge. Southbound US 41 will carry three lanes over Dale Mabry Hwy via a separate bridge. The third lane will come from SR 54 via a single lane southbound slip ramp. For the southbound direction, ramps are provided from SR 54 to southbound US 41 and southbound Dale Mabry Hwy. For the northbound direction of US 41, the two-lane exit ramp from US 41 to SR 54 will form a signalized intersection at Dale Mabry Hwy. The signal will manage the traffic from northbound US 41 to SR 54 and northbound Dale Mabry Hwy to SR 54. This intersection will allow a northbound US 41 to southbound US 41 U-turn via a "Texas U-turn". Traffic from northbound Dale Mabry Hwy to northbound US 41 will utilize a free flow ramp and merge onto US 41 south of the bridge over SR 54.

The existing CSX rail crossings at SR 54 and Dale Mabry Hwy will be modified to accommodate roadway improvements.

Proposed improvements along Dale Mabry Hwy occur north of Brinson Road to transition to other improvements described above. One southbound lane from the SR 54 overpass and one southbound lane from the at-grade intersection will meet and continue as a two-lane roadway to become southbound Dale Mabry Hwy. Northbound, the existing left turn lane to Brinson Road will become an added through lane, ultimately splitting as a single lane to the SR 54 overpass. A

new northbound left turn lane will be added in the median to access Brinson Road at the existing median opening. The two existing northbound lanes of Dale Mabry Hwy will continue under a bridge, becoming dual left turn lanes to US 41 northbound to access the at-grade intersection at SR 54. An exclusive right-turn lane will also be provided to access US 41 southbound. As with the existing condition, there is no northbound US 41 left turn to southbound Dale Mabry Hwy.

Figure 2 shows the proposed US 41 typical section. US 41 provides three 12-foot through lanes in each direction, seven-foot bike lanes in each direction, and 10-foot sidewalks in each direction. A 22-foot-wide grass median separates the southbound and northbound lanes. The proposed ROW width is 171 feet. A CSX rail in a separate ROW corridor is located on the west side of US 41.

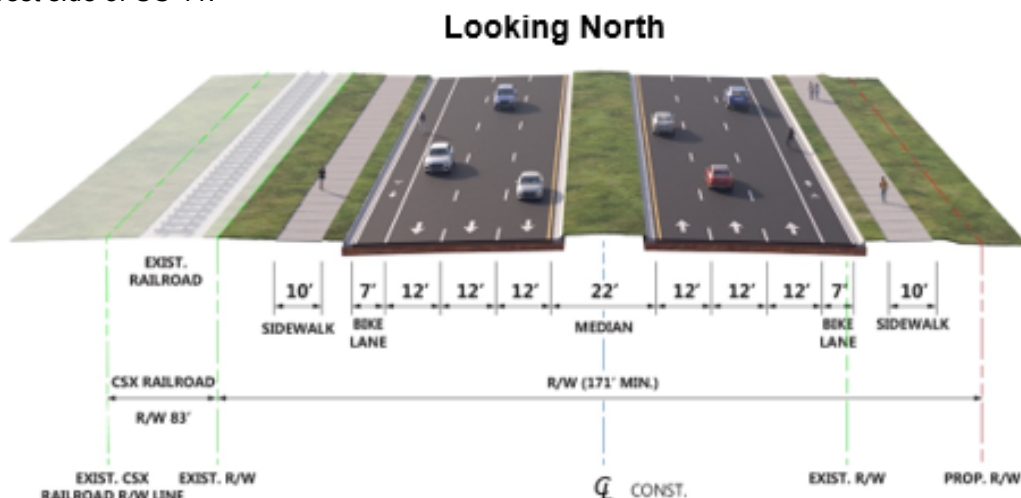


Figure 2: Proposed Typical Section - US 41

Figure 3 shows the proposed SR 54 typical section. SR 54 provides three 12-foot lanes with one 12-foot auxiliary lane in each direction, seven-foot bike lanes in each direction, and 10-foot sidewalks in each direction. A grass median of varying width separates the eastbound and westbound lanes. The maximum proposed ROW width is 286 feet.

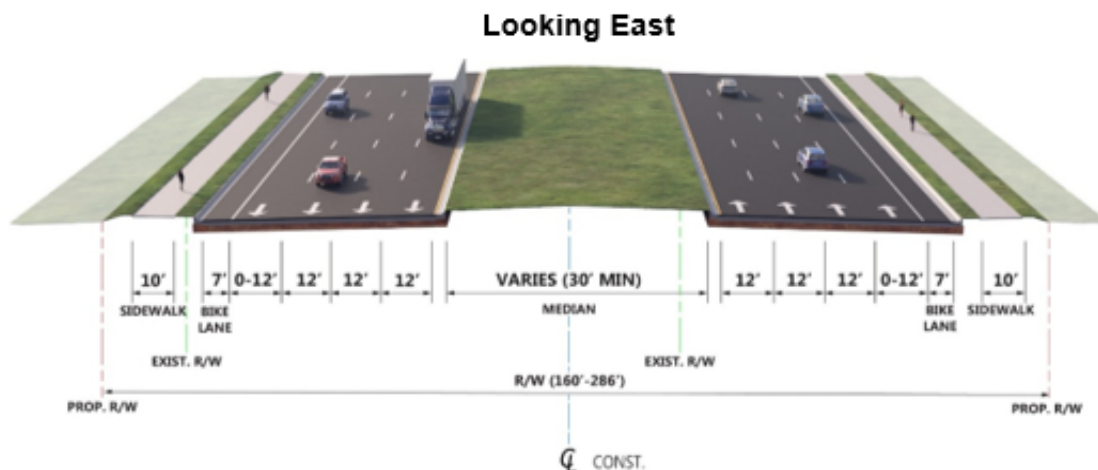


Figure 3: Proposed Typical Section - SR 54

Figure 4 shows the proposed typical section for the southbound US 41 bridge over Dale Mabry Hwy. The bridge provides three 12-foot lanes, a 10-foot inside shoulder, and a 10-foot outside shoulder.



Figure 4: Proposed Southbound US 41 Bridge Over Dale Mabry Hwy Typical Section

Figure 5 shows the proposed typical section for the northbound US 41 bridge over Dale Mabry Hwy. The bridge provides two 12-foot lanes, an 8-foot inside shoulder, and a 10-foot shoulder.



Figure 5: Proposed Northbound US 41 Bridge over Dale Mabry Hwy Typical Section

Figure 6 shows the proposed typical section for the US 41 bridge over the SR 54 intersection. The bridge provides two 12-foot lanes and a 10-foot outside shoulder in each direction, separated by a 17' wide raised median. The inside shoulders can be converted into 12-foot travel lanes in the future, so the bridge is expandable to three lanes in each direction.

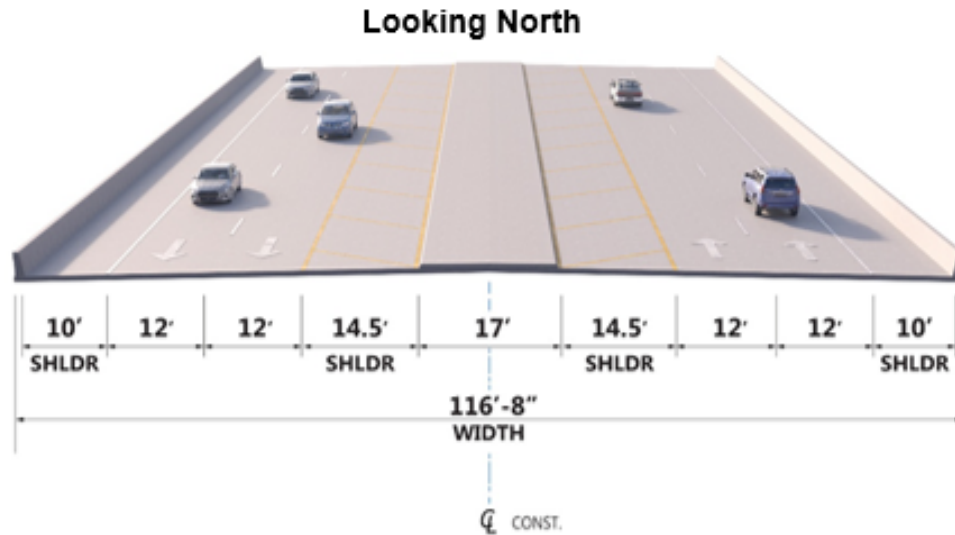


Figure 6: Proposed SR 54 Bridge Typical Section

1.2 Purpose and Need

This study is being conducted to provide relief for the existing and future congestion at the intersection of US 41 and SR 54 and to accommodate future traffic demands due to growth within the project and surrounding areas. The need for the project is based on system linkage, capacity, transportation demand, social demand, economic development, safety, and enhancement of evacuation routes.

Systems Linkage

SR 54 is one of two existing major east-west arterials that connect eastern and western Pasco County. The SR 54/SR 56 corridor provides connections to several regional north-south routes including US 19, SR 589 (Suncoast Parkway), US 41, Interstate 75 (I-75), and US 301. There are recently completed capacity improvement projects along SR 54/SR 56 that increased the mobility along this roadway. Both US 41 and SR 54/SR 56 are part of the regional roadway network identified by the Sun Coast Transportation Planning Alliance.

SR 54 from SR 589 to I-75 and US 41 from Dale Mabry Hwy to SR 54 are part of Florida's Strategic Intermodal System (SIS), a statewide network of highways, railways, waterways, and transportation hubs that handle the bulk of Florida's passenger and freight traffic. The proposed improvements at US 41 and SR 54 will enhance the overall transportation network that links Pasco County to the entire Tampa Bay region.

Capacity

The need for additional capacity is based on this intersection currently operating at an unacceptable level of service (LOS) in both the AM and PM peak periods. The existing traffic analysis using raw traffic counts indicates the intersection of US 41 and SR 54 experiences severe congestion with level of service (LOS) F during the AM peak period. The maximum queue along eastbound SR 54 can extend over a mile. During the PM peak period, the intersection of US 41 and SR 54 also experienced severe congestion. The maximum westbound queue extends beyond the intersection with the Lowe's/Village Lakes Plaza driveway.

In addition to the evaluation of the existing conditions with raw traffic counts, the existing conditions were also evaluated using Direction Design Hour Volumes (DDHVs). The existing conditions with DDHVs represent conditions with existing traffic demand instead of traffic counts. Measures of Effectiveness (MOE) including delay per vehicle, LOS, and maximum queue lengths were summarized for major intersections in the study area. During the AM peak hour, the delay per vehicle is 286 seconds with LOS F. During the PM peak hour, the delay per vehicle is 258 seconds with LOS F.

Transportation Demand

The need to accommodate existing and future transportation demand at the US 41 at SR 54 interchange is based on existing and future Average Annual Daily Traffic (AADT) in the study area. The 2019 AADT for SR 54 ranges from 58,000 to 63,000 vehicles. For US 41, the AADTs range from 34,000 to 69,000 vehicles. The AADT for Dale Mabry Hwy is 35,000 vehicles.

In the Design Year (2045), the AADTs for SR 54 range from 96,000 to 98,000 vehicles. For US 41, the AADTs range from 43,000 to 87,000 vehicles. The AADT for Dale Mabry Hwy is 44,000 vehicles. During the AM peak hour, the anticipated level of service is LOS F. During the PM peak hour, the anticipated level of service is LOS F.

Social Demands and Economic Development

Social demands and economic development needs are based on historic and forecasted residential population and employment growth in Pasco County. Pasco County, with 745 square miles (sq mi) in land area is considered medium size when compared to the remainder of the counties in the State of Florida. Presently, Pasco County has more than 753 people per sq mi, ranking it 11th in the state for population density. According to the 2020 Census of Population, Housing and Employment, the County's population of 561,891 represents a 20.9% increase over the 2010 population of 464,697. These growth trends are anticipated to continue with a permanent population of 785,428 projected in the year 2045, representing a 40% increase over 2020. Population growth has been fueled by tourism, increased migration from other states, and retirement.

Safety

The safety need is based on historic crash data along US 41, SR 54, and at the intersection. Historic crash data shows that the crash rate along US 41 from Wal-Mart Driveway to Morgan Road ranges from 1.857 to 2.544 crashes per million vehicle miles traveled and is higher than the statewide average for a similar facility. The FDOT statewide average crash rate for a similar facility is 1.566 crashes per million vehicle miles traveled. The crash rate along Dale Mabry Hwy from Wal-Mart Driveway to US 41 of 3.049 is more than three times the statewide average of 0.868. The most common type of crash along the US 41/ Dale Mabry Hwy segments were rear ends, followed by sideswipes. 36% of segment crashes resulted in fatalities or injuries. The crash rates for the SR 54 corridor range from 1.685 to 1.982 crashes per million vehicle miles traveled, which exceeds the statewide average of 1.566. 52% of crashes were considered rear ends and 30% of SR 54 segment crashes resulted in injury. The SR 54 at US 41 intersection crash rate of 2.263 was twice as high as the statewide average of 1.152. A total of 427 crashes were reported with the majority being rear ends and sideswipes. Out of all the crashes included in the dataset, eleven were classified as pedestrian or bicycle crashes. Four (4) of the eleven bicycle/pedestrian crashes were fatal.

Evacuation Routes

US 41 and SR 54 are both designated as evacuation routes by the Florida Division of Emergency Management (FDEM) and identified in the Pasco County Comprehensive Plan Transportation Element and the Pasco County MPO 2045 LRTP. This interchange is critical to the eastern portion of Pasco County, providing an east/west and north/south junction for coastal residents to access critical routes, serving destinations in eastern Pasco County with higher elevations. The Coastal Element of the Pasco County Comprehensive Plan states that Pasco County shall encourage capital

improvement expenditures for critical evacuation routes lacking adequate capacity to clear the Hurricane Vulnerability Zone through coordination between Pasco County Development Services Branch, Office of Emergency Management, and the Board of County Commissioners.

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The proposed project, SR 45 (US 41) at SR 54 from West of Wilson Road to East of Osprey Lane (Item Segment Number: 419182-2), is included in the adopted Pasco County MPO 2050 Cost Feasible Long Range Transportation Plan (LRTP). Pasco County MPO 2050 Cost Feasible LRTP, adopted December 10, 2024, Page 189, Project ID: FN 419182-2. Construction phase (\$204,441,000) is funded (2031-2035). Pasco County MPO Transportation Improvement Plan (TIP), adopted on June 25, 2025, shows the ROW phase in FY 2029 and 2030. The State Transportation Improvement Plan (STIP) shows the Preliminary Engineering phase in FY 2025, ROW phase in FY 2029 and greater than 2029. The FDOT Tentative Five-Year Work Program shows the ROW phase in FY 2027. The LRTP, TIP, and STIP Pages are attached to this section.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$3,555,930	<2026	Underway
STIP	Y	\$3,562,972	<2026	Underway
R/W				
TIP	Y	\$186,900 \$34,136,170 \$2,440,000	<2026 2029 2030	
STIP	Y	\$169,278 \$17,622 \$34,136,170 \$2,440,000	<2026 2026 2029 >2029	
Construction				
TIP	N	N/A	N/A	
STIP	N	N/A	N/A	

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Community Effects				
1. Social	☐	☒	☐	☐
2. Economic	☐	☒	☐	☐
3. Land Use Changes	☐	☒	☐	☐
4. Mobility	☐	☐	☒	☐
5. Aesthetic Effects	☐	☒	☐	☐
6. Relocation Potential	☐	☒	☐	☐
7. Farmland Resources	☐	☐	☐	☒
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	☐	☒	☐	☐
2. Section 4(f) of the USDOT Act of 1966, as amended	☐	☐	☐	☒
3. Section 6(f) of the Land and Water Conservation Fund	☐	☐	☐	☒
4. Recreational Areas and Protected Lands	☐	☐	☐	☒
5. Natural Resources				
1. Protected Species and Habitat	☐	☒	☐	☐
2. Wetlands and Other Surface Waters	☐	☒	☐	☐
3. Essential Fish Habitat (EFH)	☐	☐	☐	☒
4. Floodplains	☐	☒	☐	☐
5. Sole Source Aquifer	☐	☐	☐	☒
6. Water Resources	☐	☒	☐	☐
7. Aquatic Preserves	☐	☐	☐	☒
8. Outstanding Florida Waters	☐	☐	☐	☒
9. Wild and Scenic Rivers	☐	☐	☐	☒
10. Coastal Barrier Resources	☐	☐	☐	☒
6. Physical Resources				
1. Highway Traffic Noise	☐	☒	☐	☐
2. Air Quality	☐	☒	☐	☐
3. Contamination	☐	☒	☐	☐
4. Utilities and Railroads	☐	☒	☐	☐
5. Construction	☐	☒	☐	☐

USCG Permit

- ☒ A USCG Permit IS NOT required.
☐ A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Community Effects

The project will not have significant community impacts. Below is a summary of the evaluation performed.

3.1 Social

A Sociocultural Effects (SCE) Evaluation was conducted in January 2026 for this project and is available in the project file. Field reviews and existing Geographic Information System (GIS) data were used to assess the community characteristics and impacts associated with the project.

Community focal points are public or private locations, facilities, or organizations that are important to residents and communities. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. There are no parks or cemeteries located within the project area. There are places of worship, schools, fire station, and health care facilities within 1/4-mile radius around the centerline of the project limits. A summary of these facilities and locations is available in the Conceptual Stage Relocation Plan (CSRP) prepared in January 2026 and available in the project file.

Demographics

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the US Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including population size, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

The US Census American Community Survey (ACS) 2022 for Pasco County was used to complete the demographic comparison and analysis contained in this document. The 1/4-mile buffer overlaps with four (4) Census Tracts (316.04, 316.05, 320.07, 320.13) in Pasco County.

The percentage of population considered white is approximately 84% as compared to Pasco County (72%) (**Table 1**). The percent of population considered Hispanic is 9% in the CSRP as compared to Pasco County (17%). As a result, the percentage of population that is considered "minority" is approximately 16% in the CSRP as compared to Pasco County (29%). A map of the estimated percentage of minority can be found in the Conceptual Stage Relocation Plan (CSRP).

Table 1 - Estimated Percentage of Minority, Racial, National Origin, or Ethnic Households

Race/Ethnicity	Pasco County	Census Tract 316.04	Census Tract 320.07	Census Tract 320.13	Census Tract 316.05
Total Population	632,996	7,086	2,865	5,538	6,481
Percent of the population that is White	72.00%	70.00%	76.5%	66.81%	68.1%
Percent of the population that is Black	6.00%	5.40%	2.61%	4.78%	3.02%

Percent of the population that is Hispanic	17.00%	0.40%	0.48%	20.35%	15.70%
Percent of the population that is Asian	3.00%	6.60%	1.32%	2.27%	7.65%
Percent of the population that is Other ¹	3.00%	4.30%	0.66%	0.79%	0.74%
Percent of the population that is considered 'Minority'	29.00%	16.70%	5.07%	28.19%	27.11%
1 Other nationality includes: American Indian or Alaskan Native, Native Hawaiian, or other Pacific Islander, or 2 or more races.					

The average household size within the project study area census tracts ranges from 2.42 to 2.77 persons per household, which is generally comparable to Pasco County's average household size of 2.52. Overall, household size and composition within the project study area are consistent with countywide trends. A summary of the average household size can be found in the CSRP.

The median household income is \$60,151 for Pasco County, while the study area is much higher ranging from \$87,727.00 - \$129,633 (**Table 2**). Similarly, the median family income is \$83,486 in Pasco County compared to \$87,816 in the study area. The households and individuals below the poverty line are 9.3% and 12.2% in Pasco County compared to 2.2% and 11.3% in the study area, respectively.

Table 2 - Estimated Income Ranges (in USD)

Household Income	Pasco County	Census Tract 316.04	Census Tract 320.07	Census Tract 320.13	Census Tract 316.05
<\$25,000 Per Year	16.1%	10.5%	13.70%	12.30%	7.80%
\$25,000 - \$49,999	21.1%	12.7%	21.60%	13.50%	12.30%
\$50,000 - \$74,999	18.5%	22.1%	19.60%	26.10%	16.90%
\$75,000 - \$99,999	11.9%	12.2%	7.60%	12.10%	13.10%
>= \$100,000	32.3%	42.6%	37.50%	36.00%	49.90%
Median Household Income	\$60,151.00	\$114,290.00	\$93,504.00	\$87,727.00	\$129,633.00

According to the US Census ACS 2022, the estimated percentage of people in Pasco County with any type of disability (hearing, vision, cognitive, ambulatory, self-care, independent living) is 16.2% (**Table 3**). The project Census Tracts indicate a range between 8.4% to 15.9% for people with any type of disability.

Table 3- Estimated Disabled Residential Occupants for Whom Special Assistance Services May Be Necessary

Topic	Pasco County	Census Tract 316.04	Census Tract 320.07	Census Tract 320.13	Census Tract 316.05
% Population Disabled	16.20%	8.40%	15.90%	12.3%	13.20%

According to the 2022 U.S. Census ACS, the estimated homeownership and renter-occupied rates are 72.0% and 28.0%, respectively. In addition, 22.4% of Pasco County's population is age 65 or older, with the proportion of residents in this age group and median population age within the study area is consistent with countywide trends. Summaries of

homeownership rates and the percentage of the population age 65 or older, including a corresponding map of the four census tracts studied, can be found in the CSRP.

Community Cohesion

A community is made up of residences, businesses, and institutions within a defined geographic area. The people who comprise a community often share similar social, cultural, ethnic, economic, political, and /or religious characteristics and they may attend the same schools, worship centers, or social clubs, and often have similar values. The project corridor is comprised of mostly residential properties with scattered businesses at the intersections. SR 45 and US 41 provide a connection between various community focal points, residences, and businesses for multiple modes of transportation including vehicles, pedestrians, bicyclists, and transit. This project contributes to community cohesion with improved bicycle and pedestrian accommodations and connectivity. Throughout the project limits, a 10-foot sidewalk will be located on the east and west side of SR 45 and US 41. This will be an improvement of the existing conditions which currently feature a discontinuous six-foot sidewalk on both sides of SR 45 and US 41.

3.2 Economic

The Preferred Alternative replaces the existing at-grade intersection with a grade-separated intersection that raises US 41 over SR 54, with tie-down points on both sides of US 41. The improvements will create ROW impacts to the east side of US 41 from south of Dale Mabry Hwy to north of SR 54. As a result, approximately 88 businesses and 4 residential homes will be displaced.

A CSRP analyzed the availability of replacement property suitable for businesses within Pasco County. The analysis found that while some properties are available in Land O' Lakes, options in the immediate vicinity are limited. Additional commercial spaces exist outside Land O' Lakes. However, utilizing these would require businesses to disperse. As a result, many businesses are expected to relocate to other areas within Pasco County. See Section 3.6 for more information on relocations. The CSRP provides a more detailed explanation of impacts and can be found in the project file.

3.3 Land Use Changes

The existing land use map is shown in **Figure 7**. The study area, located in unincorporated areas of Pasco County, is mostly developed consisting of commercial properties, service businesses, transportation, and utility features. Residential land uses occur throughout the project area. Wetlands occur in all quadrants of the intersection. Surface waters occur mostly along the southeast quadrant of the intersection. Only a few undeveloped uplands occur throughout the project limits.

Future land use shown in **Figure 8** is a mix of residential, mixed use, industrial, commercial, and planned development. The project is consistent with future land uses. The project will not induce secondary development or change existing land use patterns. The roadway improvements will accommodate increased travel demand from population and employment growth of the area.

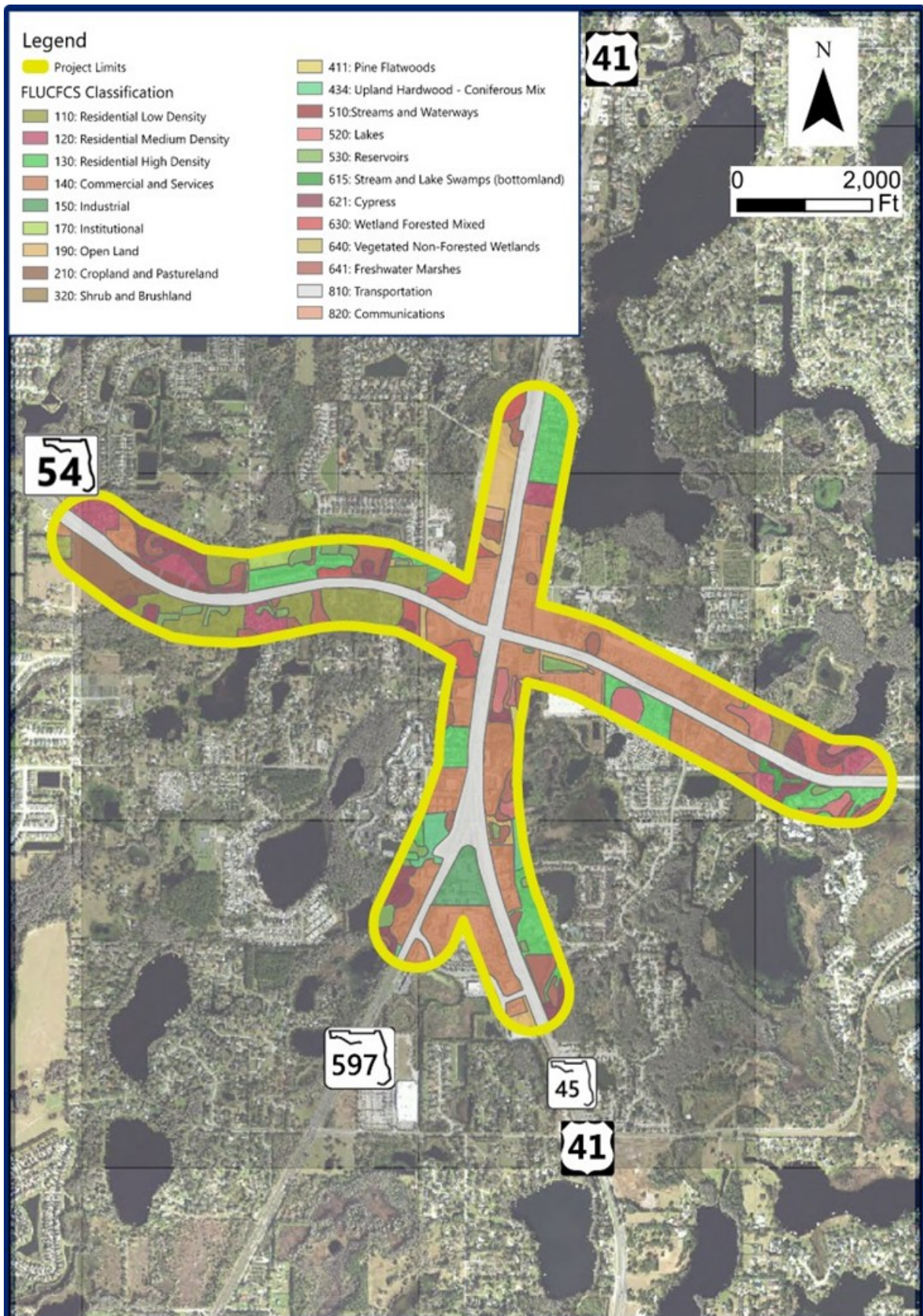


Figure 7: Existing Land Use

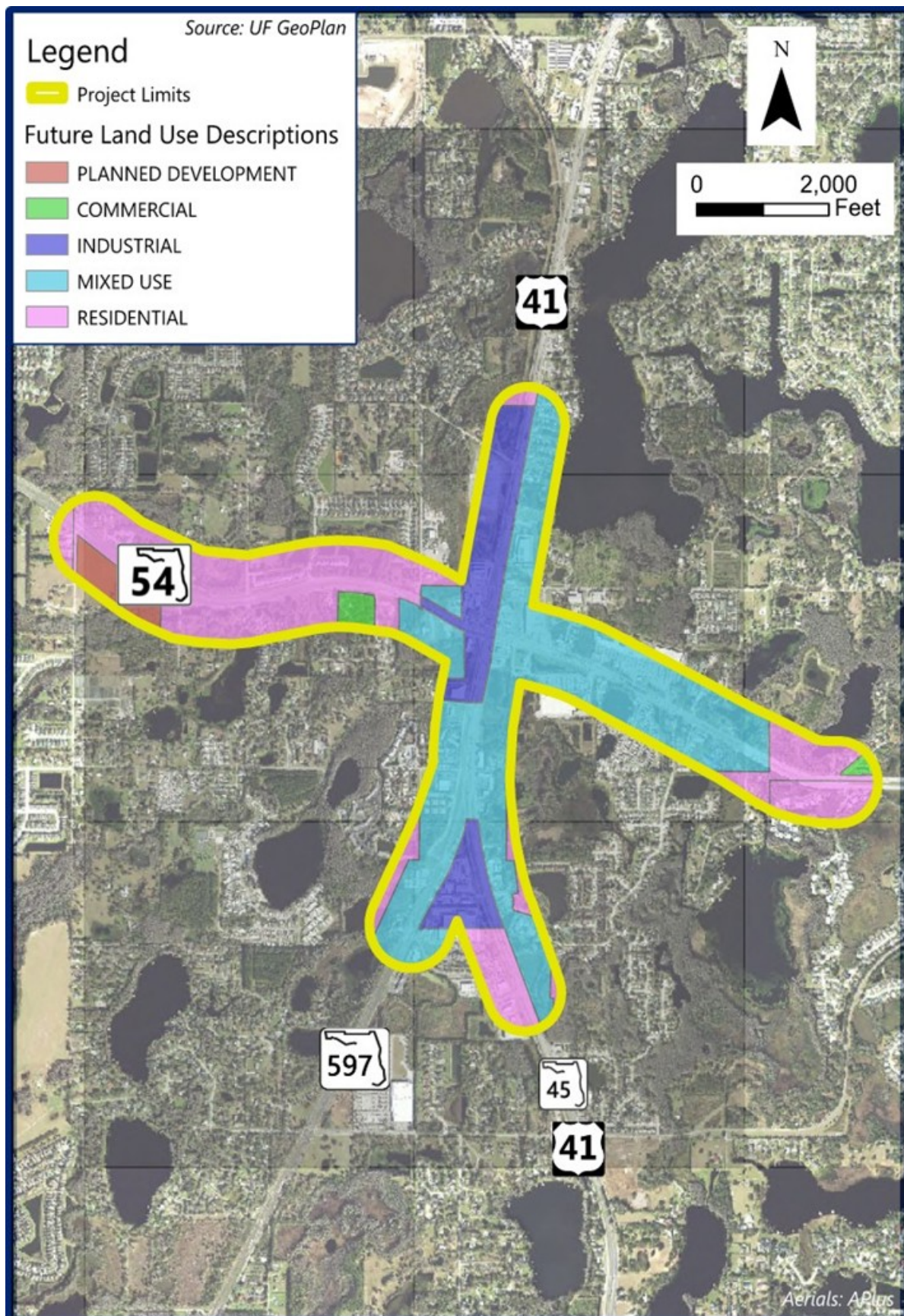


Figure 8: Future Land Use

3.4 Mobility

The proposed improvements at US 41 and SR 54 will significantly enhance pedestrian and bicycle mobility within the project limits. Dedicated 7-foot bicycle lanes are proposed in each direction along both US 41 and SR 54 adjacent to the travel lanes. As the corridors enter the Diverging Diamond Interchange, the on-street bicycle lanes transition to a shared-use facility, with bicyclists accommodated on a 10-foot sidewalk that is physically separated from vehicular traffic. A continuous 10-foot sidewalk will be provided in each direction throughout the project limits, improving safety and comfort for pedestrians and cyclists.

Non-motorized access to businesses and community focal points will improve as a result of pedestrian and bicycle improvements associated with this project.

The SR 54/SR 56 corridor serves as a critical east-west connection to major north-south regional routes, including US 19, SR 589 (Suncoast Parkway), US 41, Interstate 75 (I-75), and US 301. Recent capacity improvements along SR 54/SR 56 have increased mobility and operational efficiency along the corridor. Both US 41 and SR 54/SR 56 are identified as part of the regional roadway network by the Sun Coast Transportation Planning Alliance. Additionally, SR 54 from SR 589 to I-75 and US 41 from Dale Mabry Hwy to SR 54 are designated components of Florida's Strategic Intermodal System (SIS), which supports statewide passenger and freight movement. The proposed improvements at US 41 and SR 54 will further strengthen the regional transportation network and enhance connectivity between Pasco County and the greater Tampa Bay region.

3.5 Aesthetic Effects

US 41 and SR 54 are existing roadways, and the proposed improvements will remain aesthetically similar to the current condition. Mechanically Stabilized Earth (MSE) walls will be included in the overpass design; however, specific landscaping and hardscaping features will be identified in the Design Phase. There are no historic properties within the project area which will experience aesthetic or visual effects that would impact their eligibility of the National Register of Historic Places (NRHP).

3.6 Relocation Potential

The Preferred Alternative impacts 75 parcels for a total of approximately 40.86 acres of ROW acquisition for the roadway improvements and proposed pond sites, resulting in four (4) residential relocations and 88 business displacements. There is one (1) publicly owned facility that will be displaced due to the project

Residential

A total of four (4) residential relocations, along Land O' Lakes Blvd in Tropicana Mobile Home Park and Glory Road, are anticipated as a result of this project. The surrounding area features sufficient inventory of residential properties where displaced residents could potentially relocate. An analysis of available properties revealed three (3) listed RV parks and two (2) lots/lands for sale that would be considered potential replacement properties. The CSRP, available in the project file, provides more details on the anticipated residential relocations

Non-residential

A total of 88 business displacements and one (1) publicly owned facility along US 41 and SR 54 are anticipated as a result of this project. The publicly owned facility is the Pasco County Fire Rescue Station No. 23, which is located along the south side of SR 54 just east of US 41. Coordination with the Fire Department is ongoing and will continue throughout the design phase.

In review of available comparable commercial sites, there are not sufficient vacant and available properties within the Land O'Lakes area to accommodate all displaced businesses. However, a search of the broader market area indicates that comparable commercial properties are available outside of Land O'Lakes. Based on current market conditions, displaced businesses may need to relocate to surrounding communities, within Pasco County, at distances of approximately seven miles from their existing locations.

While this dispersion may result in increased travel distances and potential changes in customer base and visibility, the availability of replacement sites within the larger market area is considered adequate to support business relocation in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Relocation assistance will be provided to all eligible displaced businesses, including advisory services and financial assistance, in accordance with federal and state requirements. These services are intended to minimize hardship and assist in identifying suitable replacement properties within the broader market area.

A list of all anticipated relocations and replacement housing and commercial sites can be found in the CSRP.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Land O' Lakes with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A Cultural Resource Assessment Survey (CRAS) was conducted in December 2024 and is included in the project file. The archaeological Area of Potential Effect (APE) was defined as the construction footprint and the area of each proposed pond site. The historic APE included the archaeological APE 250 feet to each side of the US 41 ROW and 350 feet to each side of the SR 54 ROW. This APE was expanded to 500 feet at the proposed overpass area where SR 54 crosses US 41 to account for potential visual effects. There were four previously recorded archaeological sites (8PA00289-8PA00291, 8PA00556) and eleven previously recorded historic resources (8PA00303, 8PA01474, 8PA01489, 8PA01497-8PA01502, 8PA02112, and 8PA02419) within the APE.

As a result of the field survey, no new archaeological material was identified. There were 28 newly recorded historic resources (8PA02829 - 8PA02832, 8PA02834, 8PA02835, 8PA03788 - 8PA03809), eight extant previously recorded historic resources (8PA00303, 8PA01498 - 8PA01502, 8PA02112, 8PA02419) were re-evaluated, and a newly identified segment of a previously recorded linear resource (8PA02472) was identified and evaluated. One resource is considered eligible for the NRHP (8PA02419, Tampa Northern Railroad segment). As the entirety of (8PA02472) was not able to be surveyed for this project, it was determined to have insufficient information for NRHP eligibility. However, (8PA02472) has previously been recorded in its entirety and determined to be ineligible for the NRHP. The road is a common example of roadways found throughout Florida that have been altered and lack unique design and engineering features. This segment within the APE is therefore considered ineligible.

The Criteria of Adverse Effects was applied to 8PA02419 and 8PA02472, and as a result, the project was determined to have No Adverse Effect on SR 54 (8PA02472) or the Tampa Northern Railroad (8PA02419). The State Historic Preservation Office (SHPO) concurred with this determination on January 6, 2025. A copy of the concurrence letter is attached.

As a result of the changed Preferred Alternative (the DDI), a CRAS Addendum was prepared in January 2026 with a revised APE and is included in the project file. The definitions of the archaeological and historic APE are the same as those for the December 2024 CRAS. There were two previously recorded archaeological sites (8PA00289 and 8PA00290). There are 30 previously recorded historic resources (8PA00303, 8PA01498-8PA01502, 8PA02112, 8PA02472, 8PA02829-8PA02832, 8PA02834, 8PA02835, 8PA03788-8PA03803) in the APE.

No archaeological material was recovered as part of this CRAS. Eight historic resources (8PA03907-8PA03914) were newly recorded in addition to a new segment of a previously recorded linear resource (8PA02419).

There is one eligible historic resource (8PA02419, Tampa Northern Railroad segment) and one historic building with insufficient information to determine NRHP eligibility (8PA01496) within the APE. The Criteria of Adverse Effects was applied, and this resulted in a finding of No Adverse Effect. SHPO concurred with this finding on February 9, 2026. A copy of the concurrence letter is attached.

Ponds FPC 125D and SMF 4D were inaccessible during the PD&E survey. FDOT commits to the archaeological survey and coordination with SHPO for these proposed pond locations during the design phase prior to any ground-disturbing activities, if the land these pond(s) are situated on is required for the project.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

Assessment of the project involvement with listed species began with a species database search, literature review, and geographic information system (GIS) desktop review of all available data for the project area. Based upon these reviews, potential habitat area for plant and animal species were investigated in February 2015, February 2024, and December 2025 to determine the presence of plant and animal species or suitable habitat. The Natural Resources Evaluation (NRE) Technical Memorandum was prepared in April 2026 and can be found in the project file. The report contains species and habitat maps (also attached) and an analysis of protected species potentially occurring within the project area. **Table 4** lists the plant and animal species that may occur in the project area along with probability of occurrence and effects determination.

Table 4 - Plant and Animal Species That May Occur in the Project Area

Federally Listed Species				
Species	Common Name	USFWS Status	Effect Determination	Potential for Occurrence
Birds				
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	No Effect	None
<i>Laterallus jamaicensis</i>	eastern black rail	T	No Effect	None
<i>Rostrhamus sociabilis ssp. plumbeus</i>	Everglade snail kite	E	No Effect	None
Reptiles				
<i>Drymarchon couperi</i>	eastern indigo snake	T	MANLAA	Moderate
<i>Lampropeltis extenuatum</i>	short-tailed snake	T	No Effect	Low
Mammals				
<i>Perimyotis subflavus</i>	tricolored bat	P (E)	MANLAA	Moderate
Insects				
<i>Danaus plexippus</i>	monarch butterfly	P (T)	N/A	Moderate
State Listed Species				
Species	Common Name	FWC Status	Effect Determination	Potential for Occurrence
Birds				
<i>Falco sparverius paulus</i>	southeastern American kestrel	T	No Effect Anticipated	None
<i>Mycteria americana</i>	wood stork+	T	No Adverse Effect Anticipated	High
<i>Ammodramus maritimus peninsulae</i>	Scott's seaside sparrow	T	No Adverse Effect Anticipated	Moderate

<i>Athene cunicularia floridana</i>	Florida burrowing owl	T	No Effect Anticipated	None
<i>Cistothorus palustris marianae</i>	Marian's marsh wren	T	No Adverse Effect Anticipated	Moderate
<i>Haematopus palliatus</i>	American oystercatcher	T	No Effect Anticipated	None
<i>Sternula antillarum</i>	least tern	T	No Effect Anticipated	None
<i>Egretta caerulea</i>	little blue heron	T	Potential for Adverse Effects	High
<i>Egretta tricolor</i>	tricolored heron	T	Potential for Adverse Effects	High
<i>Platalea ajaja</i>	Roseate Spoonbill	T	No Adverse Effect Anticipated	High
<i>Grus canadensis pratensis</i>	Florida sandhill crane	T	Potential for Adverse Effects	High
Reptiles				
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	T	No Adverse Effect Anticipated	Moderate
<i>Gopherus polyphemus</i>	gopher tortoise	T	No Adverse Effect Anticipated	Moderate
Plants				
<i>Blechnum occidentale</i>	hammock fern*	E	No Adverse Effect Anticipated	Low
<i>Calopogon multiflorus</i>	many-flowered grass-pink*	T	No Adverse Effect Anticipated	Low
<i>Carex chapmanii</i>	Chapman's sedge*	T	No Adverse Effect Anticipated	Low
<i>Coelorachis tuberculosa</i>	Florida jointgrass*	T	No Adverse Effect Anticipated	Low
<i>Drosera intermedia</i>	water sundew*	T	No Adverse Effect Anticipated	Low
<i>Hexalectris spicata</i>	spiked crested coralroot*	E	No Adverse Effect Anticipated	Low
<i>Lilium catesbaei</i>	Catesby's lily*	T	No Adverse Effect Anticipated	Low
<i>Lobelia cardinalis</i>	cardinal flower*	T	No Adverse Effect Anticipated	Low
<i>Cheiroglossa palmata</i>	hand fern*	E	No Adverse Effect Anticipated	Low
<i>Glandularia tampensis</i>	Tampa mock vervain*	E	No Adverse Effect Anticipated	Low
<i>Litsea aestivalis</i>	pondspice*	E	No Adverse Effect Anticipated	Low
<i>Pinguicula caerulea</i>	blueflower butterwort*	T	No Adverse Effect Anticipated	Low
<i>Pinguicula lutea</i>	yellow butterwort*	T	No Adverse Effect Anticipated	Low
<i>Platanthera ciliaris</i>	yellow fringed orchid*	T	No Adverse Effect Anticipated	Low

<i>Platanthera cristata</i>	crested yellow orchid*	T	No Adverse Effect Anticipated	Low
<i>Platanthera flava</i>	southern tubercled orchid*	T	No Adverse Effect Anticipated	Low
<i>Platanthera nivea</i>	snowy orchid*	T	No Adverse Effect Anticipated	Low
<i>Pogonia ophioglossoides</i>	rose pogonia*	T	No Adverse Effect Anticipated	Low
<i>Sacoila lanceolata</i> var. <i>lanceolata</i>	leafless beaked ladiestresses*	T	No Adverse Effect Anticipated	Low
<i>Sarracenia minor</i>	hooded pitcherplant*	T	No Adverse Effect Anticipated	Low
<i>Spiranthes laciniata</i>	lancelip ladiestresses*	T	No Adverse Effect Anticipated	Low
<i>Tricerma phyllanthoides</i>	Florida mayten*	T	No Adverse Effect Anticipated	Low
<i>Zephyranthes atamasca</i> var. <i>treatiae</i>	Treat's zephyr lily*	T	No Adverse Effect Anticipated	Low
<i>Nemastylis floridana</i>	celestial lily*	E	No Adverse Effect Anticipated	Low
<i>Pecluma ptilodon</i> var. <i>bourgeauana</i>	comb polypody*	E	No Adverse Effect Anticipated	Low
<i>Asplenium auritum</i>	auricled spleenwort	E	No Adverse Effect Anticipated	Low
<i>Centrosema arenicola</i>	pineland butterfly pea	E	No Adverse Effect Anticipated	Low
<i>Dendrophylax porrectus</i>	needleroot airplant orchid	T	No Adverse Effect Anticipated	Low
<i>Garberia heterophylla</i>	garberia	T	No Adverse Effect Anticipated	Low
<i>Myrcianthes fragrans</i>	twinberry	T	No Adverse Effect Anticipated	Low
<i>Monotropis reynoldsiae</i>	pygmy pipes	E	No Adverse Effect Anticipated	Low
<i>Opuntia stricta</i>	erect pricklypear	T	No Adverse Effect Anticipated	Low
<i>Tillandsia utriculata</i>	giant airplant	E	No Adverse Effect Anticipated	Low
<i>Pecluma dispersa</i>	widespread polypody	E	No Adverse Effect Anticipated	Low
<i>Pecluma plumula</i>	plume polypody	E	No Adverse Effect Anticipated	Low
Managed Species				
Species	Common Name	Protected By	Effect Determination	Potential for Occurrence
Birds				
<i>Haliaeetus leucocephalus</i>	bald eagle	BGEPA and MBTA	Potential for Impacts	High
<i>Pandion haliaetus</i>	osprey	MBTA	No Adverse Impacts	High

Mammals				
<i>Ursus americanus floridanus</i>	Florida black bear	F.A.C 68A-4.009 BCR	No Adverse Impacts	Moderate
Ranking: P (T) - Proposed Threatened, P (E) - Proposed Endangered E - Endangered, T - Threatened, +Delisted by USFWS on March 12th, 2026, *Wetland plant species				

Federally Listed Animal Species

The FDOT has made an effect determination of **may affect, not likely to adversely affect (MANLAA)** for the eastern indigo snake (*Drymarchon corais couperi*), and tricolored bat (*Perimyotis subflavus*). The eastern indigo snake effect determination was based on existing suitable habitat such as pastureland, shrub and brushland, and open land. Based on the north Florida eastern indigo snake effect determination key (A>B>C>D>E) a MANLAA determination was made. The tricolored bat effect determination was based on FDOT's Tricolored Bat Consultation Guidance document.

An effect determination of no effect was made for the Florida scrub-jay (*Aphelocoma coerulescens*), eastern black rail (*Laterallus jamaicensis jamaicensis*), short-tailed snake (*Lampropeltis extenuatum*), and Everglade snail kite (*Rostrhamus sociabilis plumbeus*). The effect determination was based on the lack of suitable habitat within the project limits.

The monarch butterfly (*Danaus plexippus*) and did not receive an effect determination, as it is proposed to be listed. On December 12, 2024, USFWS published a proposed rule to list the monarch butterfly as Threatened under the Endangered Species Act (ESA).

The USFWS has removed the Southeast U.S. distinct population segment of the wood stork from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026. Federal agencies (including FDOT under NEPA assignment) will no longer be required to consult with the Service under section 7 of the Act for the wood stork. The wood stork is now a state-listed threatened species, occurring on Florida's Endangered and Threatened Species List with state protections through the FWC who regulate and manage these species.

State Listed Animal Species

The FDOT has made an effect determination of **no adverse effect anticipated** for the gopher tortoise (*Gopherus polyphemus*), scott's seaside sparrow (*Ammodramus maritimus*), marian's marsh wren (*Cistothorus palustris*), Florida sandhill crane (*Grus canadensis pratensis*), little blue heron (*Egretta caerulea*), and tricolored heron (*Egretta tricolor*), roseate spoonbill (*Platalea ajaja*), Florida pine snake (*Pituophis melanoleucus mugitus*) and wood stork (*Mycteria americana*).. Based on the review of these species, suitable habitats are present throughout the project area, and species-specific surveys will be completed during the design and permitting phase. A **no effect anticipated** determination was made for southeastern american kestrel (*Falco sparverius paulus*), Florida burrowing owl (*Athene cunicularia floridana*), American oystercatcher (*Haematopus palliatus*), and least tern (*Sternula antillarum*). This determination was based on the lack of suitable habitat within the project limits.

State Listed Plant Species

Suitable habitat for state-listed plants, including various wetlands and uplands, are within the project area. As needed, during the design and permitting phases of this project, a general plant survey will be conducted and if any protected plant

species are found within 25 feet of construction limits, coordination will occur with the Florida Department of Agriculture and Consumer Services (FDACS) to secure any necessary permits. To mitigate impacts to protected plant species within the project area, if any protected plants are located, the department will coordinate with the FDACS prior to construction for possible relocation of protected plants. Therefore, it has been determined that the project will have **no adverse effect anticipated** on state listed plant species.

Other Protected and Managed Species

Three protected and managed species have the potential to occur within the project limits: bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and Florida black bear (*Ursus americanus floridanus*). A map depicting observed and documented species can be found in **Figure 9**. During the February 2024 field review, several osprey nests were documented within the project limits. However, during the December 2025 field review, these nests were determined to have been removed or abandoned. As a result, the project is anticipated to have **no adverse impacts** on osprey; nevertheless, a formal survey will be conducted during the design and permitting phase.

During the December 2025 field review, a potential bald eagle nest was observed within the project limits. No eagles were observed occupying the nest during the site visit, and occupancy could not be confirmed. A formal survey will be conducted during the design and permitting phase to determine nest occupancy. If the nest is confirmed to be an active bald eagle nest, appropriate protective buffers will be implemented to avoid or minimize potential impacts. The project may have **potential for impacts** if the nest is determined to be occupied by a bald eagle.

A review of available desktop databases indicates that Florida black bear sightings have been recorded within and adjacent to the project limits. However, no suitable nesting and foraging habitat is present within the project limits. The project is anticipated to have **no adverse impacts** on the Florida black bear and its foraging or nesting habitat.

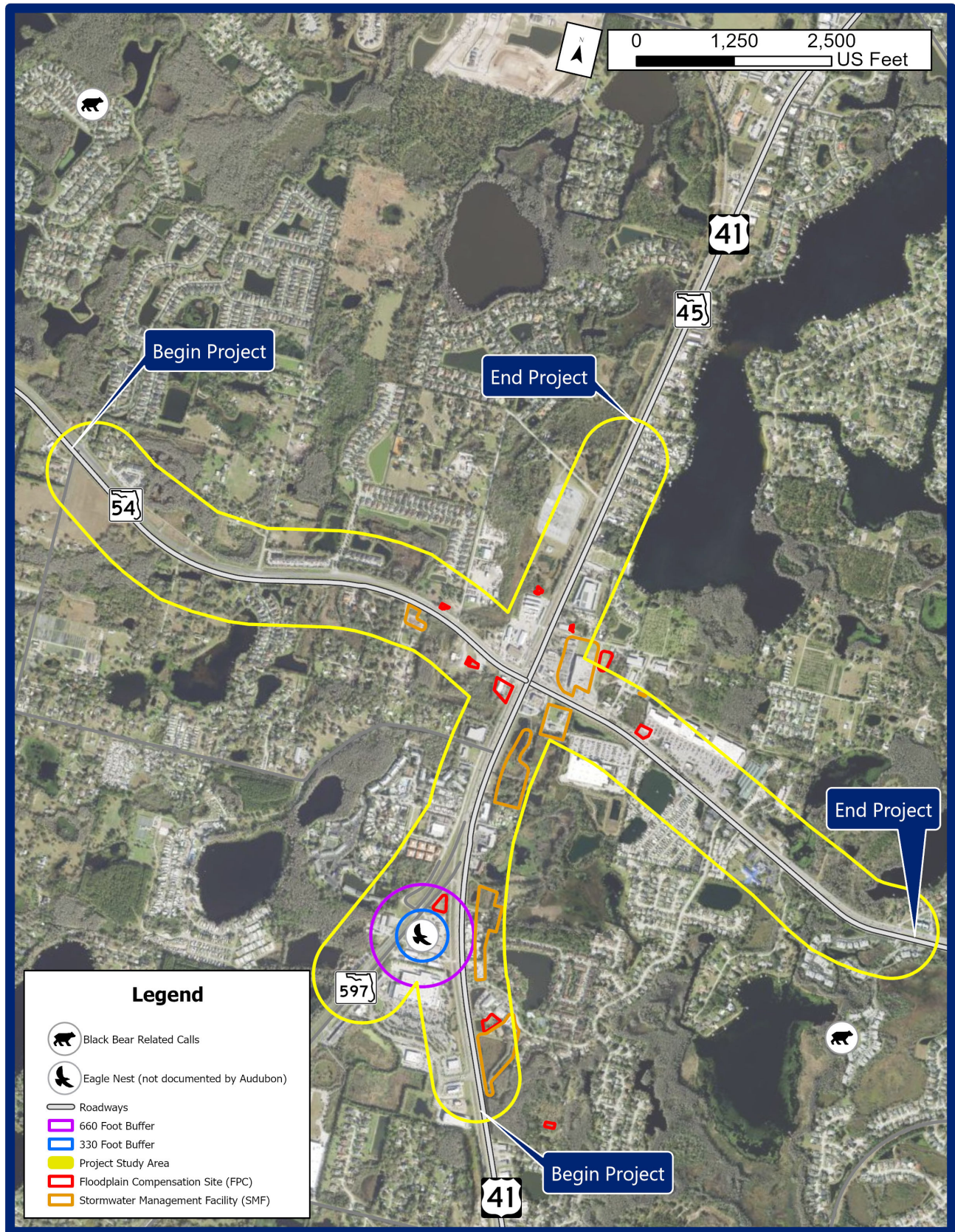


Figure 9: Species Map

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An NRE Technical Memorandum was prepared in April 2026 to assess project impacts to wetlands and surface waters and is included in the project file.

Unavoidable wetland impacts resulting from construction of the Preferred Alternative will occur, resulting in impacts to 0.90 acres of wetlands and 9.12 acres of surface waters for the roadway. Impacted wetland types include cypress, wetland forested mixed, freshwater marsh, and lake. Construction of the project results in an estimated loss of 0.52 Unified Mitigation Assessment Method (UMAM) functional loss units. Wetland and other surface water boundaries delineated and UMAM functional loss assessments will be field verified with resource agency staff during the project's environmental permitting phase.

Wetland impacts resulting from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 United States Code (USC.) 1344. Compensatory mitigation for this project will be completed using mitigation banks and any other mitigation options that satisfy state and federal requirements. There are three mitigation banks that service this project area: Tampa Bay Mitigation Bank, North Tampa Bay Mitigation Bank, and Boarshead Ranch (conceptual mitigation only). The Tampa Bay Mitigation Bank does not currently have freshwater credits available. The project straddles the Tampa Bay Mitigation Bank on the west and the North Tampa Bay Mitigation Bank on the east. Unless another mitigation bank becomes available, it is anticipated that the North Tampa Bay Mitigation Bank will be used for off-site mitigation. Other wetland mitigation options may include a combination of wetland creation, restoration, or preservation within the study watersheds.

Pursuant to Executive Order 11990 entitled Protection of Wetlands (May 1977), the US Department of Transportation (USDOT) has developed a policy, Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally funded highway projects to protect wetlands to the fullest extent practicable. Minimization and avoidance measures for wetland impacts were taken into consideration during this study. Additionally, utilizing existing roadway fill areas for bridge approaches and roadway widening and siting storm-water treatment and flood compensation facilities outside of wetland areas to the extent feasible were also done to avoid and minimize wetland impacts. There are no practical avoidance alternatives to the construction of the proposed project to avoid all wetland areas. All practicable measures to reduce impacts to wetlands will be implemented during design and construction of this project. Any temporary construction-related impacts will be minimized by adherence to *FDOT's "Standard Specifications for Road and Bridge Construction."*

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report (LHR) was prepared in February 2026 to determine if floodplains will be significantly affected due to the recommended improvement. The widening of the existing roadway and the future stormwater management facilities alternatives result in 45 floodplain impact locations to existing floodplain areas. The FPC sites will require ROW acquisition, and the floodplain impacts will require floodplain compensation to meet regulatory requirements. All impacted floodplains are Zone AE and A with established 100-year flood elevations. Calculations account for both the impacts from the proposed roadway and the proposed pond alternatives. **Figure 10** shows floodplain compensation sites and stormwater management facilities in the project area.

Portions of the proposed US 41/SR 54 Interchange improvements will encroach into areas classified as FEMA Flood Zone AE and A as identified in the Pasco County FIRM (Panels 403, 404 and 412, September 2014). Avoidance alternatives for the project's longitudinal encroachment into the floodplains include realignment of the roadway to reduce impacts, and or/reducing the structural footprint through the use of retaining walls. While these strategies effectively reduce floodplain impacts, they may increase the project length, resulting in higher construction and maintenance costs, and additional land acquisition requirements. During final design, implementation of retaining walls will be evaluated in an effort to reduce floodplain impacts.

Floodplain Finding: The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no notable change in flood risk and interruption or termination of emergency services or emergency evacuation routes. Therefore, it has been determined this encroachment is not significant. Additional information can be found in the LHR located in the project file.



Figure 14: FPC and SMF Sites

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

The Water Quality Impact Evaluation (WQIE) was prepared and is available in the project file. The intersection drains to existing FDOT wet ponds located on the southeast corner of the intersection. These ponds outfall to existing wetland areas just east of the existing ponds. The area continues to drain into the Cypress Creek watershed which flows, ultimately, to the Hillsborough River. The corridor east of the intersection has two different outfall locations. The portion of the corridor in front of the Village Lakes Shopping Center drains to an existing FDOT wet pond which outfalls to an existing wetland area then drains into the Cypress Creek watershed which flows, ultimately, to the Hillsborough River. The remaining eastern portion of the corridor along SR 54 outfalls into an existing FDOT pond and ultimately into Lake Toni. The areas south of the intersection drain to existing FDOT wet ponds that outfall into wetlands and ultimately to the Hillsborough River. The area of SR 54 west of the intersection drains west to a system of roadside ponds that outfall into surrounding wetlands and, ultimately, into the East Pinellas Anclote Basin. The corridor area located at the northern portion of US 41 outfalls to an existing FDOT pond then discharges into Lake Vienna. A higher level of treatment may be needed due to the west portion of the intersection being within two Water Body Identification Numbers (WBID): WBID 1456 with 2008 US Environmental Protection Agency (EPA) established Total Maximum Daily Loads (TMDL's) for total nitrogen (TN) and total phosphorus (TP); and WBID 1463S is not attaining water quality standards but a causative pollutant has not been identified. It is on the Florida Department of Environmental Protection's (FDEP) Florida 303 (d) Study List for Dissolved Oxygen.

A Pond Siting Report (PSR) was prepared in November 2024 and updated in January 2026 to identify SMF and FPC sites, and the PSR is available in the project file. The preferred SMF and FPC sites are also shown in the NRE Technical Memorandum including an evaluation on wetland and surface water impacts. Water quality treatment shall be provided in accordance with Southwest Florida Water Management District (SWFWMD) criteria.

Water quality impacts from construction will be avoided or minimized through the use of Best Management Practices (BMP). An Environmental Resource Permit (ERP) will be acquired through SWFWMD. A National Pollution Discharge Elimination System (NPDES) permit will be acquired along with the development of the required Stormwater Runoff Control Concept (SRCC) during Design.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The Noise Study Report (NSR), prepared in February 2026, is available in the project file. The traffic noise study was performed in accordance with 23 Code of Federal Regulations (CFR) 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010); Section 335.17, F.S., State highway construction; means of noise abatement; and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (December 31, 2018).

Noise levels for the Design Year (2045) were modeled using the Traffic Noise Model (TNM) 2.5. 108 total receptors were modeled. Of these, the noise level at seven receptors was predicted to approach, meet, or exceed the FHWA Noise Abatement Criteria (NAC). Of these seven impacted receptors, one is an isolated receptor and was therefore not considered for abatement. Three of the remaining six receptors, which are grouped in Noise Sensitive Area [NSA 5], are planned for relocation. Noise barriers were evaluated for the other three (3) residences that approach or exceed the NAC. One Common Noise Environment (CNE) was used to assess noise barriers at the location, Tropicana Mobile Home Park. The results of the noise barrier analyses are summarized in the NSR provided in the project file.

A single noise barrier at the CNE was found to be feasible and cost-effective. The conceptual barrier meets FDOT cost criteria (\$64,000 per benefited site) and noise-reduction reasonableness requirements (7 dB(A) for one or more impacted sites). It is expected to reduce traffic noise by at least 5 dB(A) at seven residences, including two of the three impacted receptors in CNE S1.1. The proposed noise barrier is shown in the NSR and on the Concept Plans in Appendix A of the PER.

The FDOT is committed to the construction of the noise barrier at this noise-impacted location (CNE S1.1) identified in the NSR (2026) upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement.
- Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criteria.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

The final recommendation on the construction of a noise barrier will be made during the project's final design phase and will consider the results of design-phase public involvement activities.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared in April 2015 to identify contamination sites within the project area and is located in the project file. A Contamination Technical Memorandum, included in the project file, was prepared in July 2024 to update the evaluation for all previously identified contamination sites (30 total contamination sites). The Contamination Technical Memorandum, included in the project files, includes the SMF and FPC sites. A CSER Update was prepared in January 2026 to update the evaluation of potentially contaminated sites including the proposed SMF and FPC sites within the project area.

Based on the methodologies performed, eighty-three (83) potential contamination sites were identified within the buffer radii. Of these, there are thirty-one (31) sites ranked low, twenty-two (22) sites ranked medium risk and four (4) ranked high risk and are listed in **Table 5**. Of the SMF and FPC sites, eight (8) were ranked low risk, eight (8) were ranked medium risk, and zero (0) were ranked high risk. The Preferred Alternative was designed to avoid or minimize involvement with known or potential contamination sites, where possible. However, some sites could not be avoided, and ROW acquisition is required. Contamination sites are shown in the CSER, CSER Update, and Technical Memorandum found in the project file.

Table 5 - Contamination Sites

Site No.	Name	Facility Address/Location	Risk Rating
1	E and W Carpet, Inc.	1200 Land O'Lakes Blvd	Low
2	Hughs Tools Supply	1208 Land O'Lakes Blvd	Low
3	Jammin' Car Wash	21356 Walmart Way	Low
4	Famous Tate Electric Co.	21385 Walmart Way	Low
5	Premier Dental Associates Sun Dental, Inc.	1528 Land O'Lakes Blvd	Low
6	Walmart Super Center #988/ Walmart Fuel Station	Fuel Station 2575 Land O'Lakes Blvd/21035 Walmart Way	Medium
7	Sunoco Gas Station	1616 Dale Mabry Hwy N	Medium
8	Tires Plus/Don Olson Firestone	1621 US 41	Medium
9	Fence Pro and Additional Sites	1618 Land O'Lakes Blvd	Low
10	Joe Parzy DBA	1628 Dale Mabry Hwy	Low
11	Lutz Land O'Lakes Auto Body Shop	1641 US 41	Medium
12	Top Cat Marine	1635 Dale Mabry Hwy	Medium

13	Design World Unlimited, Inc.	1705 Dale Mabry Hwy	Low
14	Tampa Wholesale Cards	1640 Land O'Lakes Blvd	Low
15	Pestbear Security Pest Inc.	1644 Land O'Lakes Blvd	Low
16	Diamond Auto Work	1704 - 1712 Land O'Lakes Blvd	Medium
17	SS Studios	1720 Land O'Lakes Blvd	Medium
18	Cemex - Land O'Lakes Ready Mix/Ewell Industries	1714 N Dale Mabry Hwy	Medium
19	Lutz Animal Hospital	1730 Land O'Lakes Blvd	Low
20	All Access Vapor	1900 Land O'Lakes Blvd	Low
21	Starrs Kountry Kitchen/St. Luke Lakeside Plaza LLC.	1908 Land O'Lakes Blvd	Medium
22	Caliber Collision - Lutz #2051/Enterprise Rent a Car #29258	1927 Brinson Rd	Medium
23	Crandon 66 Service	1930 - 2000 US 41 N	Medium
24	Precious Memories by Michelle Photography/ Good Vibes Smoke Shop Lutz, Inc.	2020 Land O'Lakes Blvd	Low
25	Former Liberty Cleaners	2116 US 41 N	Medium
26	Tire Kingdom #6158/Under Car Muffler & Brake	2127 Brinson Road	Medium
27	Classic Dry Cleaners	1903 US 41	Low
28	Lutz Clean Car Wash	21044 Leonard Rd	Low
29	Harvey & Company	2102 US 41 N	Low
30	City Electric Supply Co. and Additional Sites	21107 and 21139 Leonard Rd	Low
31	Pinch a Penny Poolmigos, LLC.	21202 Mariner Pl	Low
32	CVS Pharmacy 1771/Former Majik Market	2322 Land O'Lakes Blvd	High
33	Mcor Automotive LLC.	21126 SR 54 Suite 102	Low
34	Pasco County Sheriff Substation	21300 SR 54	Medium
35	Lowes #2238	21500 SR 54	Low
36	Cox Lumber Co.	21033 SR 54	Medium
37	BRW Contracting, Inc.	2522 Hunt Rd	Low
38	Sod Depot of Tampa Bay, LLC.	2515 Hunt Rd	Medium
39	7-Eleven 32714/FDOT ROW (FormerHandway #63)	2400 Land O'Lakes Blvd	Medium
40	Liberty Cleaners 2408 - 2414 Land O'Lakes Blvd	2408 - 2414 Land O'Lakes Blvd	Medium
41	Denham Substation/ Duke Energy	21315 SR 54	Low
42	Jiffy Lube #2786/Dipsticks Oil Change Inc.	21345 SR 52	Medium
43	Mad Hatter Utilities	2348 Raden Dr	Low
44	Former Real Cleaners	21525 - 21601 Village Lakes Shopping Center	High

45	Vapor Unlimited/ Multimedia Systems	2436 - 2444 Land O'Lakes Blvd	Low
46	Russel Adams Realty, Inc./ PPG Paints	2502 Land O'Lakes Blvd/ 21235 Carson Dr	Low
47	South FL Water	2514 Land O'Lakes Blvd	Low
48	Extra Space Storage	2550 Land O'Lakes Blvd	Low
49	Meineke Car Care Center	2632 Land O'Lakes Blvd	Medium
50	Former Bobs Filtered Oil Co.	2700 Land O'Lakes Blvd	High
51	Duncheon's Nursery & Landscaping, LLC.	2720 Land O'Lakes Blvd	Medium
52	Outdoor Kitchen Center	2736 Land O'Lakes Blvd	Low
53	Caroline Construction	2818 Land O'Lakes Blvd	Low
54	RP Auto Service/ A Plus Auto Detail	21301 Coakley Lane	Medium
55	Area 41 Auto Sales	2838 Land O'Lakes Blvd	Low
56	Professor Cool, LLC. and Additional Sites	2914 - 2922 Land O'Lakes Blvd	Low
57	CSX RR Tracks	Parallel to US 41 N	High

For those locations with a risk rating of "Medium" or "High", that may be impacted by construction, a Level II field screening will be conducted during the design phase.

6.4 Utilities and Railroads

A Utility Assessment Package was prepared in July 2024, and an updated version was submitted in November 2025, the updated version is available in the project file. Based on a Sunshine State 811 Design Ticket, field visits, verbal communications, and several teleconferences, 13 utility agencies owners (UAO) identified that operate existing or proposed utilities within the project corridor are listed in **Table 6**.

Table 6 - Existing Utilities

Utility Owner	Utility Type(s)	Type of Equipment	Location
Bright House Networks	Fiber-optic cable	Aerial (sizes unknown)	E/W along north side of S.R. 54 N/S along east side of U.S. 41
Florida Gas Transmission	Natural gas	Buried gas mains 30-inch & 36-inch	N/S west of U.S. 41 within CSX ROW or utility easement
Level 3 Communications	Fiber-optic cable	Buried 2-1.25-inch FOC 2-1.50-inch FOC	N/S west of U.S. 41 within CSX ROW
Frontier Communications	Fiber-optic cable	Buried (sizes unknown)	E/W along both sides of S.R. 54 N/S along east side of U.S. 41

Pasco County Traffic Services	Signalization	Traffic signals (sizes unknown)	At signalized intersections: - S.R. 54/U.S. 41 - S.R. 54/Village Lakes - U.S. 41/S.R. 597
Pasco County Utilities	Water/Sewer	Buried water 12-inch WM 16-inch WM Buried sanitary 6-inch FM 8-inch FM	E/W along north side of S.R. 54 N/S along west side of U.S. 41
Duke Energy Distribution	Electric power	Aerial 7.2 Kv 110/120/240 v	E/W along north and south side of S.R. 54 N/S along west side U.S. 41
Duke Energy Transmission	Electric power	Aerial 69 Kv 230 Kv	N/S along west side of U.S. 41
TECO Peoples Gas	Natural gas	Buried 2-inch Steel GM 6-inch Steel GM	E/W along both sides of S.R. 54 N/S along west side of U.S. 41 south of S.R. 54
Verizon/MCI	Fiber-optic cable	Buried 1.5-inch PE 4-inch Cable 1 to 9-4-inch BT	E/W along the south side of S.R. 54 N/S along the east side of U.S. 41

There is a single CSX railroad track that is located immediately west of US 41 and runs parallel to the roadway through the project. There are four railroad crossings within the project area:

- SR 597 - National Grade Crossing Number (NGCN) 624936-Y (R.R. MP. SR-827.39)
- Leonard Road - NGCN 624934-K (R.R. MP. SR-827.07)
- SR 54 - NGCN 624933-D (R.R. MP. SR-826.85)
- Morgan Road - NGCN 624932-V (R.R. MP. SR-826.40)

The railroad limits the ability to make improvements to US 41 on the west side. The Preferred Alternative includes modifying the rail crossing at SR 54 and Dale Mabry Hwy.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT *Standard Specifications for Road and Bridge Construction*. An NPDES permit will be acquired along with development of the required Stormwater Runoff Control Concept during the design phase.

Entrances to all businesses and residential properties will be maintained to the maximum extent possible during the project construction. A Maintenance of Traffic plan will be developed during the design phase for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary noise, water quality, traffic flow, and visual effects for the travelers within the immediate vicinity of the project. These effects will be minimized through application of the FDOT *Standard Specifications for Road and Bridge Construction*.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report .

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan, available in the project file, was developed for the study in July 2012, and updated in March 2013, July 2021, and April 2024.

Agency Coordination: The project was entered into the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool and reviewed by the agencies in 2012. A coordination meeting was held with Pasco County on July 19, 2013. A pre-app meeting was held with the SWFWMD on March 13, 2014. After a Public Hearing was held on December 10, 2015, the project was put on hold as the Pasco County MPO conducted Vision 54/56 Study with completion in 2019. The Vision 54/56 Study task force recommended three (3) build alternatives to FDOT for further review. FDOT performed a Feasibility Study evaluation of these three alternatives from 2020 to 2023 to identify an alternative which will then be advanced to the PD&E Study where it was evaluated against the No-Build Alternative. In November of 2023, the PD&E Study re-commenced. Environmental Look Around (ELA) coordination meetings were held with Pasco County and SWFWMD on March 29, 2024. Other meetings that occurred for the feasibility study are the following with date of meeting: Pasco MPO CAC on November 02, 2022, Pasco MPO TAC on November 09, 2022, and Pasco MPO Board on February 09, 2023.

A Public Workshop was conducted on September 16, 2021, from 5:30 p.m. to 7:30 p.m. at Keystone Community Church, 21010 SR 54, Lutz, Florida. A newsletter announcing the public workshop was mailed to property owners on August 26, 2021, and emailed to public officials and agencies on August 24, 2021. An advertisement was published in the La Gaceta, the Florida Sentinel and in the Tampa Bay Times on August 29, 2021. The Florida Administrative Review notification was published on September 8, 2021. Forty-seven interested citizens signed in at the public workshop. Eleven comments were collected at the workshop and during the 10-day comment period. Two additional comments were received during the open comment period after the workshop. A virtual public workshop was held at the same time as the in-person workshop. Forty-five people attended the virtual workshop. Comments received included support for each of the three alternatives and support for the project/improvements in general, and concerns for traffic conditions and number of accidents. There were two comments that the No-Build Alternative is not an acceptable option.

Presentations were given to the Pasco MPO Bicycle/Pedestrian Committee, Citizen Advisory Committee, and Technical Advisory Committee on January 6, 2025, ahead of the March 25, 2025, Public Hearing. The committees raised concerns about right-of-way impacts to existing businesses and long-term capacity needs, including the potential future expansion of the east/west overpass. A motion was approved to submit a formal letter to FDOT D7 requesting expansion of the overpass from two to three lanes. Additional discussion addressed SR 54 pedestrian facilities, with committees expressing a preference for a multi-use path. A second motion was approved to request inclusion of a multi-use path on at least one side, preferably both sides, of SR 54, along with landscaped buffering between the path and roadway.

A presentation was made to the MPO Board on April 10, 2025, after the public hearing. During the meeting, the board supported the option of a US 41 overpass over SR 54, as well as the diverging diamond interchange. There were questions about business relocations and whether the state provided assistance to the relocated businesses. The Board wants to advance this project as soon as possible. They have discussed options for federal funds with elected officials.

Date of Public Hearing: 12/10/2015

Summary of Public Hearing

A Public Hearing was held on Thursday, December 10, 2015, at the Myrtle Lake Baptist Church, 2017 Riegler Road, Land O' Lakes, Florida. A newsletter announcing the Public Hearing was mailed to property owners on November 16, 2015, and emailed to public officials and agencies on November 13, 2015. An advertisement was published in the Pasco Tribune on November 13, 2015, and December 4, 2015, and in the Tampa Bay Times on November 19, 2015, and December 3, 2015. The Florida Administrative Review notification was published on December 3, 2015. One hundred eighty-eight interested citizens signed in. Forty-two comments were collected at the hearing and during the 10-day comment period; and nineteen people spoke during the formal session. Comments received included requests for additional project information/placed on the project mailing list, evaluating other alternative routes, request for noise barriers, and concerns on impacts to the community/businesses. Ten of the comments received were in favor of the No-Build Alternative.

Date of Public Hearing: 3/25/2025

Summary of Public Hearing

A Public Hearing was held on Tuesday, March 25th, 2025, at the Land O'Lakes Recreational Complex, 30332 Collier Pkwy, Land O' Lakes, FL 34639.

A newsletter announcing the Public Hearing on March 25th, which was rescheduled, was mailed to property owners on January 17th, 2025. An advertisement for the hearing was published in the Tampa Bay Times on January 22nd, 2025, and La Gaceta and the Florida Sentinel Bulletin on January 24th, 2025. There were 276 recorded attendees, and 122 total comments (113 unique commentators) received through April 4th, 2025, including comments sent in, comments written at the public hearing, and verbal comments at the public hearing. Twenty-three verbal comments received during the formal portion of the hearing, and one comment was given to a court reporter in a one-on-one interaction. There were a total of 156 in-person attendees and 120 virtual attendees.

The preferred alternative presented at the Public Hearing was Build Alternative 1, single point urban interchange (SPUI) with SR 54 over US 41. Based on input from public comments prior to the hearing, FDOT developed two additional preliminary concepts with US 41 over SR 54. The 1st preliminary concept was a Diverging Diamond Interchange (DDI), and the 2nd preliminary concept was a SPUI. These two preliminary concepts were also shown at the Public Hearing on March 25, 2025.

One hundred comments were collected at the hearing and during the official comment period and 23 people spoke during the formal session. Fifty-eight public comments were in support of the two additional concepts showing US 41 over SR 54. Eleven of the public comments were in favor of the No-Build Alternative. Public input at the hearing showed support for the concepts with US 41 over SR 54 instead of the preferred alternative of the SPUI with SR 54 over US 41. Based on this input, the department decided to further analyze the DDI with US 41 over SR 54 concept.

Summary of VPU: A Virtual Public Update (VPU) was held from January 28, 2026, to February 18, 2026. The public had opportunity to review the reports and materials showing the updated preferred alternative (US 41 over SR 54: DDI) and the analysis of the alternative on the project website.

- Elected officials' email - 1/14/26.
- Federally elected officials' letter mailed - 1/14/26.
- Florida Sentinel Bulletin ad published - 1/16/26.
- La Gaceta ad published - 1/16/26.
- Tampa Bay Times ad published - 1/18/26.
- Newsletter mailed - 1/22/26
- Public notice published - 1/23/26

A total of sixty (60) comments were received from the public: 49 from the project website, eight (8) from emails and three (3) from mailed comment forms. Over the three weeks of the comment period, 125 comments were collected through the various available methods. This excludes duplicate comments submitted by the same individual via email and website or some other combination of methods. There were 18 comments in support of the preferred alternative. There were 28 comments that opposed the preferred alternative. Of those opposed to the preferred alternative, 23 of the comments came from one community that was directly impacted by proposed stormwater management facilities and floodplain compensation sites. The comments suggested moving the SMF and FPC sites away from their community. Based on these comments, SMF 3D and 4D were modified to reduce impacts.

A meeting was held with this community on April 6, 2026, to provide this information to the community. The community was happy with the changes to the proposed stormwater management facilities, 3D and 4D. At the meeting, the community also expressed concerns about potential sinkholes, noise, and access to and from the community via Lake Floyd Drive. The community was informed that during design geotechnical investigations would be performed and then monitoring of construction activities for potential sinkholes. Regarding noise, the community did not reach the criteria for noise abatement with the Preferred Alternative. Residents requested that an evaluation of the access to and from Lake Floyd Drive be evaluated during design. They requested the location of the gore for northbound US 41 and northbound ramp to SR 54 be shifted north of Lake Floyd Drive. Also, a safety analysis would be needed to see if retaining the full median opening would be feasible at that location.

10. Commitments Summary

1. FDOT commits to archaeological survey of ponds FPC 125D and SMF 4D and coordination with the State Historic Preservation Officer during the design phase, prior to any ground disturbing activities, if the land these pond(s) are situated on is required for the project.
2. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
3. FDOT will require contractors to remove garbage daily from the construction site or use bearproof containers for securing food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
4. Surveys to update locations of active osprey and or/bald eagle nest sites will be conducted during the design phase, and permits will be acquired if there are unavoidable impacts during construction. Coordination with USFWS and FWC will take place as necessary.
5. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area during the design and permitting phase of the proposed project, and the FDOT commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
6. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, the FDOT commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
7. FDOT commits to the construction of a feasible noise barrier at the noise impacted location (Tropicana Trailer Park, CNE S1.1) identified in the Noise Study Report upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criteria.
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Geotechnical Technical Memorandum
Public Traffic Analysis Report (PTAR)
Conceptual Stage Relocation Plan
Cultural Resources Assessment Survey (CRAS)
Cultural Resources Assessment Survey (CRAS) Addendum
Water Quality Impact Evaluation (WQIE)
Location Hydraulics Report
Pond Siting Report (PSR)
Natural Resources Evaluation (NRE) Technical Memorandum
Contamination Screening Evaluation Report (CSER)
Contamination Technical Memorandum
Noise Study Report (NSR)
Utilities Assessment Package
Preliminary Engineering Report
Public Involvement Plan

Attachments

Planning Consistency

Project Plan Consistency Documentation

Cultural Resources

SHPO Concurrence Letter 2025

SHPO Addendum Concurrence Letter 2026

Natural Resources

USFWS Eastern Indigo Snake Effect Determination Key

Public Involvement

Public Hearing Transcript 2025

Public Hearing Certification 2025

Public Hearing Transcript 2015

Public Hearing Certification 2015

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

The following tables represent the Innovate Pasco 2050 Long-Range Transportation Plan Cost Feasible Plan. The first table includes the Tier 1 (2024-2030) projects, which are inclusive of the projects within the MPO's 2025-2029 Transportation Improvement Program (TIP) and Pasco County's 2025-2029 Capital Improvements Program (CIP). The second table includes the Tier 2, 3, and 4 cost feasible projects to be funded using non-SIS federal, state, and local funds. The third table includes the Tier 2, 3, and 4 cost feasible projects to be funded with SIS funds. These projects are included with the most recent FDOT SIS Cost Feasible Plan. Lastly, the fourth table shows all of the illustrative projects. These projects are unfunded during the life of the Innovate Pasco 2050 LRTP but still exhibit a demonstrated need. Projects with only partial funding included in the cost feasible plan have their remaining phases shown in the illustrative project list.

TIER 1 TIP

Plan Source	FPN	Project Name	Extents To	Extents From	Work Type	
TIP	256334-1	SR 52/SCHRADER HWY	E OF US 41 (SR 45)	EHREN CUTOFF	ADD LANES & RECONSTRUCT	
TIP	256334-3	SR 52/SCHRADER HWY	EHREN CUTOFF	W OF CR 581/ BELLAMY BR	ADD LANES & RECONSTRUCT	
TIP	256334-4	SR 52/SCHRADER HWY	E OF US41	W OF CR 581/ BELLAMY BR	RIGHT OF WAY ACQUISITION	
TIP	256422-2	US 301 (SR 41/GALL)	SR 39	S OF CR 54	ADD LANES & RECONSTRUCT	
TIP	416564 2	US 301/SR 41/GALL	S OF SR 56	SR 39/PAUL BUCHMAN	ADD LANES & RECONSTRUCT	
TIP	439832-5	CR 52/MERIDIAN AVENUE/21ST STREET/ SUWANNEE WAY/ST. JOE ROAD			ROUNDBOUT	
TIP	441937-1	SR 52	HICKS RD/ INDIAN DR	US 41	ATMS - ARTERIAL TRAFFIC MGMT	
TIP	445653-2	OLD PASCO RD	CR 54/WESLEY CHAPEL BLVD	N OF SONNY DR	ADD LANES & REHABILITATE PVMNT	
TIP (SIS)	419182-2	SR 45(US41) AT SR54	W OF WILSON RD	E OF OSPREY LN	INTERCHANGE (NEW)	
TIP	440265-1	ORANGE BELT TRAIL - SEG 1	E OF LITTLE RD	SR 54	Bike Path/Trail	
TIP	441936-1	US 41	HILLSBOROUGH COUNTY LINE	HERNANDO COUNTY LINE	ATMS - ARTERIAL TRAFFIC MGMT	
TIP	443837-1	US 19/SR 55 OVER PITLACHASCOTEE RIVER BR#140005 SUBSTRUCTURE REPAIR			BRIDGE	
TIP	445502-1	BEXLEY ELEMENTARY - BALLANTRAE BLVD	N OF STRATON PL	TOWER RD	SIDEWALK	

TRINITY BOULEVARD APPROPRIATIONS

Tier 1 also includes three projects on Trinity Boulevard (shown in the Tier 1 CIP table). These projects will improve vehicular operations at Little Road, efficiency throughout the corridor, and multimodal quality of service entering Pasco County from Pinellas County. East of Little Road, the Orange Belt Trail pathway project will continue the excellent multimodal level of service. These projects are seeking an appropriation, which if successful will fully fund the projects. If an appropriation is not received, these projects will be moved to the Illustrative project list.

	Total Horizon Cost	Planning Cost	Capital Cost	O&M Cost	PDE Cost	ENG Cost	ROW Cost	CST Cost
	\$88,828,163				\$460,448			\$88,367,715
	\$67,789,070							\$67,789,070
	\$10,000,000						\$10,000,000	
	\$1,000,000						\$1,000,000	
	\$37,416,000						\$37,416,000	
	\$135,030							\$135,030
	\$440,327					\$440,327		
	\$16,137,878						\$4,428,550	\$11,709,328
	\$24,136,170						\$24,136,170	
	\$3,877,366							\$3,877,366
	\$644,174					\$644,174		
	\$609,006							\$609,006

Pasco MPO FY 2026 - 2030 Transportation Improvement Program Project List									
04/14/2025									
Item Number: 419182 2		Project Description: SR45(US41) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN		Pasco MPO 2050 LRTP Cost Feasible Plan: Page 165		*SIS*			
District: 07		County: PASCO		Type of Work: INTERCHANGE (NEW)		Project Length: 3.817MI			
Extra Description:		6 TO 8 LANES - NEW INTERCHANGE							
Phase / Responsible Agency		Fiscal Year							
		<2026	2026	2027	2028	2029	2030	>2030	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	1,345,204							1,345,204
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	26,470							26,470
	DS-STATE PRIMARY HIGHWAYS & PTO	2,184,256							2,184,256
	Phase: PRELIMINARY ENGINEERING Totals	3,555,930							3,555,930
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP					3,905,299			3,905,299
	DDR-DISTRICT DEDICATED REVENUE	166,900							166,900
	DI-ST. - S/W INTER/INTRASTATE HWY					13,857,305			13,857,305
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	20,000				200,000			220,000
	GMR-GROWTH MANAGEMENT FOR SIS					16,173,566			16,173,566
	SU-STP, URBAN AREAS > 200K						2,440,000		2,440,000
	Phase: RIGHT OF WAY Totals	186,900				34,136,170	2,440,000		36,763,070
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	10,000							10,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP							121,275,094	121,275,094
	DS-STATE PRIMARY HIGHWAYS & PTO	1,463							1,463
	GMR-GROWTH MANAGEMENT FOR SIS							30,334,120	30,334,120
	STED-2012 SB1998-STRATEGIC ECON COR							32,862,568	32,862,568
	Phase: CONSTRUCTION Totals	1,463						184,471,782	184,473,245
	Item: 419182 2 Totals	3,754,293				34,136,170	2,440,000	184,471,782	224,802,245
	Project Totals	3,754,293				34,136,170	2,440,000	184,471,782	224,802,245

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====DATE RUN: 07/07/2025
TIME RUN: 11.16.21
MBRSTIP-1HIGHWAYS
=====ITEM NUMBER: 419182 1 PROJECT DESCRIPTION: SR45 (US41) @ SR54 FROM S OF INTERSECTION TO N OF INTERSECTION
DISTRICT: 07 COUNTY: PASCO PROJECT LENGTH: .970MI TYPE OF WORK: PD&E/EMO STUDY *SIS*

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	24,286	0	0	0	0	0	24,286
TOTAL <N/A>	24,286	0	0	0	0	0	24,286
FEDERAL PROJECT NUMBER: 3014 067 P							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	170,281	14,077	0	0	0	0	184,358
DIH	138,853	347	0	0	0	0	139,200
SA	1,350,795	0	0	0	0	0	1,350,795
SU	397,272	36,385	0	0	0	0	433,657
TOTAL 3014 067 P	2,057,201	50,809	0	0	0	0	2,108,010
TOTAL 419182 1	2,081,487	50,809	0	0	0	0	2,132,296

ITEM NUMBER: 419182 2 PROJECT DESCRIPTION: SR45 (US41) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN
DISTRICT: 07 COUNTY: PASCO PROJECT LENGTH: 3.817MI TYPE OF WORK: INTERCHANGE (NEW) *SIS*

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	1,352,597	0	0	0	0	0	1,352,597
DIH	25,366	1,104	0	0	0	0	26,470
DS	2,185,009	0	0	0	0	0	2,185,009
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	10,000	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACNP	0	0	0	0	0	121,275,094	121,275,094
DS	1,463	0	0	0	0	0	1,463

PAGE 368
AS-OF DATE: 07/01/2025

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 07/07/2025
TIME RUN: 11.16.21
MBRSTIP-1

=====

	GMR	0	0	0	0	0	30,334,120	30,334,120
	STED	0	0	0	0	0	32,862,568	32,862,568
TOTAL <N/A>		3,574,435	1,104	0	0	0	184,471,782	188,047,321

FEDERAL PROJECT NUMBER: D722 055 B

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

	ACNP	0	0	0	0	3,905,299	0	3,905,299
	DDR	166,900	0	0	0	0	0	166,900
	DI	0	0	0	0	13,857,305	0	13,857,305
	DIH	2,378	17,622	0	0	200,000	0	220,000
	GMR	0	0	0	0	16,173,566	0	16,173,566
	SU	0	0	0	0	0	2,440,000	2,440,000
TOTAL D722 055 B		169,278	17,622	0	0	34,136,170	2,440,000	36,763,070
TOTAL 419182 2		3,743,713	18,726	0	0	34,136,170	186,911,782	224,810,391
TOTAL Project:		5,825,200	69,535	0	0	34,136,170	186,911,782	226,942,687

ITEM NUMBER:430573 1 PROJECT DESCRIPTION:I75/SR 56 INTERCHANGE FM E OF CR 54 TO W OF CYPRESS RIDGE BL(PHASE I) *SIS*
DISTRICT:07 COUNTY:PASCO PROJECT LENGTH: 2.071MI TYPE OF WORK:INTERCHANGE - ADD LANES
EXTRA DESCRIPTION: RETROFIT I75/SR56 STANDARD INTERCHANGE TO DIVERGING DIAMOND

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

	DDR	86,364	0	0	0	0	86,364
	DIH	110,731	0	0	0	0	110,731
	DS	509,451	0	0	0	0	509,451

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

	DDR	6,308	0	0	0	0	6,308
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

	DDR	112,132	0	0	0	0	112,132
	DS	97,170	0	0	0	0	97,170

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

	DDR	100,199	0	0	0	0	100,199
	DS	220,766	0	0	0	0	220,766

TOTAL <N/A>		1,243,121	0	0	0	0	1,243,121
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Cultural Resources Appendix

Contents:

SHPO Concurrence Letter 2025

SHPO Addendum Concurrence Letter 2026



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 12, 2024

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
SR45 (US41) @ SR54 FROM S OF INTERSECTION TO N OF INTERSECTION
Pasco County
FM # 419182-1-22-01
DHR CRAT Number: 2024-7122

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey US 41 (SR 45) at SR 54 Project Development and Environment (PD&E) Study, Pasco County, Florida*. This report was sponsored by the Florida Department of Transportation (FDOT) in support of determining the effects on cultural resources of proposed improvements at the intersection of US Highway (US) 41 (State Road [SR] 45) and SR 54 in Pasco County along this approximate 1.5-mile segment along US 41, including a 0.3-mile section of SR 597 (Dale Mabry Highway), with limits on SR 54 from approximately 1.2 miles east and 1.2 miles west of the intersection, including a 0.3-mile section of SR 597 (Dale Mabry Highway). US 41 includes a 5-foot (ft) sidewalk on the east side of the travel lanes, and a CSX railroad line on the west side of the travel lanes. The project proposes a Single Point Urban Interchange (SPUI) with SR 54 elevated over US 41. At the intersection with US 41, the eastbound off-ramp and the westbound off-ramp will each have three left turn lanes, two through lanes, and two signal-controlled right turn lanes. U-turn lanes will be provided in each direction under the SR 54 overpass. SR 54 will also be elevated over the signalized intersection at the entrance to Village Lakes Shopping Center Drive and Lowe's. The at-grade ramps will be signalized at each intersection to maintain access. Along US 41, three through lanes in each direction will remain through the project. For northbound US 41 at SR 54, three left turn lanes and a signal-controlled right turn lane will be provided. For southbound US 41 at SR 54, three left turn lanes and a signal-controlled right turn lane will be provided. To accommodate these improvements, right-of-way (ROW) acquisition is proposed for this project. In addition, the project involves the development of eight Stormwater Management Facilities (SMF) and 11 Floodplain Compensation Areas (FPC). This is a State-Funded project and is Work Program Item Segment (WPIS) Number (No.) 419182-1.

Based on the scale and nature of the activities, the archaeological Area of Potential Effect (APE) was defined as the footprint of construction and the area contained within the pond sites. The historic APE

was defined as the footprint of construction plus 250 ft to each side of the US 41 ROW and 350 ft to each side of the SR 54 ROW and was expanded to 500 ft at the proposed overpass area where SR 54 will cross over US 41 in order to take into account potential visual effects.

This Cultural Resource Assessment Survey (CRAS) was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2020), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

Archaeological background research indicated that four archaeological sites have been recorded within the APE and another 47 have been recorded within one-half mile. The four sites within the APE date to the Pre-Contact period, including one artifact scatter (8PA00556), two lithic scatters (8PA00289; 8PA00291), and an isolated find (8PA00290). Sites 8PA00289 and 8PA00556 have been determined ineligible for listing in the National Register of the Historic Places (NRHP) by the State Historic Preservation Officer (SHPO), while sites 8PA00290 and 8PA00291 had insufficient information for the SHPO to make a determination of eligibility. The remaining 47 sites consist primarily of Pre-Contact lithic/artifact scatters that were also determined ineligible for listing in the NRHP by the SHPO. Based on the background research, the project APE was considered to have a moderate potential for prehistoric and historic archaeological site occurrence. However, given the degree of land alteration within the APE, the likelihood of finding intact archaeological sites was considered minimal. As a result of field survey, including the excavation of 54 shovel tests, no new archaeological resources were identified, and no evidence of previously recorded sites 8PA00289, 8PA00290, 8PA00291, or 8PA00556 was found. Thus, there will be *no historic properties affected* for archaeological sites.

The historical/architectural field survey resulted in the identification of 37 historic resources within the APE. These include 34 buildings (8PA00303, 8PA01498 - 8PA01502, 8PA02112, 8PA02830 - 8PA02832, 8PA02834, 8PA02835, 8PA03788 - 8PA03809), two linear resources (8PA02419 and 8PA02472), and one building complex resource group (8PA02829). Of these, 28 were newly identified, recorded, and evaluated (8PA02829 - 8PA02832, 8PA02834, 8PA02835, 8PA03788 - 8PA03809), eight extant previously recorded historic resources (8PA00303, 8PA01498 - 8PA01502, 8PA02112, 8PA02419) were identified and re-evaluated, and a newly identified segment of a previously recorded linear resource (8PA02472) was identified and evaluated. Furthermore, two previously recorded resources (8PA01474 and 8PA01497) were found to be demolished since last recordation. Of the 37 extant historic resources, one resource (8PA00303) is located within FPC E2_E1, one resource (8PA03789) is located within Pond C(1), one resource (8PA01489) is located immediately adjacent to Alternative Pond P1_E2, and one resource (8PA03791) is located adjacent to Pond C(1)A.

Of the 37 historic resources identified within the APE, 36 appear ineligible for listing in the NRHP (8PA00303, 8PA01498 - 8PA01502, 8PA02112, 8PA02472, 8PA02829 - 8PA02832, 8PA02834, 8PA02835, 8PA03788 - 8PA03809). The ineligible resources include 34 buildings (8PA00303, 8PA01498 - 8PA01502, 8PA02112, 8PA02830 - 8PA02832, 8PA02834, 8PA02835, 8PA03788 - 8PA03809) constructed between circa (ca.) 1935 and 1979, and one linear resource (8PA02472), and one building complex resource group (8PA02829). The buildings are common examples of their respective architectural style that have been altered and lack significant historical associations with persons or events. Furthermore, the building complex resource group (8PA02829) is a common example of mobile home parks found throughout Florida and lacks unique amenities or design features. Overall, the resources are not significant embodiments of a type, period, or method of construction, and background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The linear resource (8PA02472) is a common example of roadways found throughout Florida that has been altered and lacks unique design and engineering features, therefore the segment within the APE does not appear to be eligible for the NRHP; however, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

However, one resource within the APE appears eligible for listing in the NRHP (8PA02419). Although the segment of the Tampa Northern Railroad (8PA02419) within the APE is a typical example found throughout Florida, it meets the requirements found in Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads and its historic transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing. As such, the segment of the Tampa Northern Railroad (8PA02419) within the APE appears eligible for listing in the NRHP under Criteria A in the areas of Community Planning and Development and Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3.

In addition to the 37 historic resources identified within the APE, the Pasco County property appraiser identified two historic resources that could not be evaluated or recorded during the field survey due to lack of accessibility and/or obstructed views from the ROW. These include a ca. 1976 building located at 2736 Land O' Lakes Boulevard and a ca. 1950 Masonry Vernacular style building (8PA01489) located at 20826 SR 54. The ca. 1976 building at 2736 Land O' Lakes Boulevard is set back from the public ROW and positioned behind a large concrete privacy wall with a gated entrance. In addition to its location behind a concrete privacy wall, a commercial parcel is located between US 41 (Land O' Lakes Boulevard) and the 2736 Land O' Lakes Boulevard parcel. The ca. 1950 Masonry Vernacular style building (8PA01489) located at 20826 SR 54 is set back from the public ROW down a private drive and the building is heavily overgrown with surrounding vegetation. The resource is located immediately adjacent to Alternative Pond P1_ E2; however, the resource and pond are located on two separate parcels. In addition, the heavy vegetation surrounding the building obscures the view of the resource from within the pond site. Based on available information, including the previous FMSF forms completed for 20826 SR 54 (8PA01489), these resources are probably typical examples of vernacular style buildings; however, because the resources are not visible or accessible from the ROW, the status and condition of the resources are unknown.

Since two historic resources present within the APE (8PA02419 and 8PA02472) are either listed in the NRHP, have been determined eligible or appear eligible for listing in the NRHP, or have insufficient

information to determine NRHP eligibility, the proposed project effects were evaluated as if the resources have been determined NRHP eligible and the Criteria of Adverse Effect, as set forth in 36 CFR Part 800.5(a)(1), was applied to the project. The proposed work within the APE along the SR 54 (8PA02472) corridor includes the construction of a SPUI with SR 54 elevated over US 41 with elevated and at-grade improvements such as off-ramps, signalized intersections, and U-turn lanes. These alterations to SR 54 will also result in the reconfiguration of the Tampa Northern Railroad (8PA02419) crossings within the APE. Although the proposed work includes significant alterations, the existing roadway was widened from a two-lane road into a six-lane road ca. 2002 at the intersection of Land O' Lakes Boulevard and has been heavily altered and realigned in several places, resulting in a loss of historic integrity. This previous widening also included the widening of the pre-existing Tampa Northern Railroad (8PA02419) railroad crossing. In addition, the surrounding area, originally rural with agricultural fields, has been significantly developed with commercial buildings and residences, thus altering the historic viewshed of the linear resources. As such, the undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the historic resources for which they appear NRHP eligible. Therefore, it is the opinion of ACI that the proposed undertaking will have *no adverse effect* on State Road 54 (8PA02472) or the Tampa Northern Railroad (8PA02419).

Based on the review summarized above, FDOT has determined that this project 419182-1 will result in *no historic properties affected* for archaeological resources and *no adverse effect* on State Road 54 (8PA02472) or the Tampa Northern Railroad (8PA02419).

In accordance with Stipulation IIIB of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of the Project Manager who meets the Secretary of the Interior's professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716) in the fields of History, Archaeology, and Architectural History.

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 FDOT pursuant to 23 U.S.C. & 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact me at Lisa.Quinn@dot.state.fl.us or (813) 975-6637.

Sincerely,

Lisa N. Quinn, M.A., RPA
Environmental Specialist IV
FDOT, District 7

Based on the review summarized above, FDOT has determined that this project 419182-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s)

meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Lisa N. Quinn on December 12, 2024

The Florida Division of Historical Resources finds the attached documentation contains sufficient information and concurs with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2024-7122.

SHPO/FDHR Comments



January 6, 2025

Signed

Date

Alissa S. Lotane, Director

State Historic Preservation Officer

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [41918212201-CE2-D7-PD_E_Final_CRAS_December_2024-2024-1212.pdf](#) (Cultural Resources Assessment Survey (CRAS))
419182-1 PD&E Final CRAS December 2024
- [41918212201-CE2-D7-419182_1_Final_GIS-2024-1210.zip](#) (Florida Master Site File Forms)
419182_1_Final GIS
- [41918212201-CE2-D7-419182-1_FMSF_Forms_Photos_Survey_Log-2024-1210.zip](#) (Florida Master Site File Forms)
419182-1_FMSF Forms, Photos, Survey Log



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. Malcolm McKinley Drive
Tampa, FL 33612-6403

JARED W. PERDUE, P.E.
SECRETARY

January 29, 2026

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
SR45 (US41) @ SR54 FROM S OF INTERSECTION TO N OF INTERSECTION
Pasco County
FM # 419182-1-22-01
DHR CRAT Number: 2024-7122B

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *U.S 41 at S.R. 54 Project Development & Environment (PD&E) Study Cultural Resource Assessment Addendum Diverging Diamond Interchange (DDI) Improvements and Preferred Stormwater Management Facilities (SMF) and Floodplain Compensation (FPC) Sites, Pasco County, Florida*. The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study to evaluate capacity and operational improvements at the intersection of United States (U.S.) Highway 41/State Road (S.R.) 45 and S.R. 54 in Pasco County, Florida (Work Program Item Segment [WPIS] Number [No.] 419182-1). The length of the project is approximately 1.7 miles along U.S. 41, with limits on S.R. 54 from approximately 1.2 miles east and 1.2 miles west of the intersection, as well as a 0.3-mile section of Dale Mabry Highway (S.R. 597). This is a State-Funded project but is being prepared as a Type 2 Categorical Exclusion under the National Environmental Policy Act (NEPA) in anticipation of future federal funds.

As part of the PD&E Study, a Cultural Resource Assessment Survey (CRAS) was prepared in 2024 to evaluate the proposed Single Point Urban Interchange (SPUI) with S.R. 54 elevated over U.S. 41 and eight SMFs and 11 FPC sites (Archaeological Consultants, Inc. [ACI] 2024; Survey No. 29734). The CRAS received concurrence from the State Historic Preservation Officer (SHPO) for the finding of no historic properties affected on January 6, 2025 (Lotane 2024; Florida Division of Historical Resources [FDHR] Project File No. 20024-7122).

A public hearing for this project was held on March 25, 2025. Based on input from public comments prior to the hearing, FDOT developed two additional interchange options with U.S. 41 over S.R. 54: a Diverging Diamond Interchange (DDI) and a SPUI. No previous analysis was carried out for either of these alternatives prior to the public hearing. Public input at the hearing showed support for the interchange options with U.S. 41 over S.R. 54 instead of the initial Build Alternative (SPUI with elevated lanes on S.R. 54 over U.S. 41) that was analyzed during the PD&E Study and was subject to a CRAS in 2024. Based

on this input, the department decided to further analyze the DDI with U.S. 41 over S.R. 54 interchange option which became Build Alternative Option # 2 and is the new Preferred Alternative. The new preferred alternative will involve a DDI with U.S. 41 elevated over S.R. 54 and S.R. 597 (Dale Mabry Highway) as well as a new roadway connection between Carson Drive and S.R. 54, east of U.S. 41. In addition, on the south end of U.S. 41, improvements extend approximately 0.36 miles farther south of Lake Floyd Drive. Also, as part of the new DDI alternative, new ponds were added to the PD&E Study or expanded from the 2024 CRAS. To accommodate these improvements, additional right-of-way (ROW) acquisition is proposed for this project.

The CRAS Addendum was to evaluate the new preferred alternative, U.S. 41 over S.R. 54 with a DDI along with grade separation of U.S. 41 over S.R. 597 intersection, as well as four SMFs (SMF 2D has four locations, -1, -2, -3, -4) and 11 FPC sites, hereinafter collectively referred to as pond sites. The purpose of this CRAS Addendum was to locate, identify, and aerially delimit any archaeological sites and historic resources within the project APE and to assess their significance in terms of eligibility for listing in the National Register for Historic Places (NRHP). As defined in *36 Code of Federal Regulations (CFR) Part 800.16(d)*, the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The archaeological APE for this project is defined as the area contained within the footprint of construction of the proposed roadway improvements and the area contained within the pond sites. The historical/architectural APE was defined as the footprint of construction plus 250 feet (ft) to each side of the U.S. 41 ROW and 350 ft to each side of the SR 54 ROW; and was expanded to 500 ft at the proposed DDI of U.S. 41 over S.R. 54 to take into account potential visual effects. In addition, the APE includes 350 ft from the grade separation for U.S. 41 over S.R. 597 (Dale Mabry Highway). The various APEs encompass the proposed pond sites.

All work was conducted in accordance with Section 106 of the *National Historic Preservation Act* of 1966 (Public Law 89-655, as amended), as implemented by *36 CFR Code of Federal Regulations 800 (Protection of Historic Properties)*, effective August 2004), as well as Chapters 267 and 373, *Florida Statutes (FS)*, Chapter 1A-46, *Florida Administrative Code (FAC)*, and Florida's Coastal Management Program. All work was performed in accordance with the standards outlined in Part 2, Chapter 8 ("Archaeological and Historical Resources") of the FDOT's *PD&E Manual*, and the standards and guidelines contained in the *Cultural Resource Management Standards and Operational Manual: Module 3* (FDHR 2003; FDOT 2024). The Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards (48 Federal Register 44716)* for archaeology, history, architecture, architectural history, or historic architecture. This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended. As a result of field survey, no archaeological sites were identified within the APE.

Archaeological background research revealed that two previously recorded pre-Contact archaeological sites were identified within the archaeological APE, and two pre-Contact/historic archaeological sites were previously recorded adjacent. Another 47 have been recorded within one-half mile. The two sites within the archaeological APE consists of one lithic scatter (8PA00289) and one isolated find (8PA00290), both of which were determined ineligible for listing in the NRHP by the SHPO. The adjacent sites are multicomponent (pre-Contact and 20th Century) and consist of lithic scatters/ historic refuse type of sites (8PA01135, 8PA00136). The former was determined ineligible for listing in the NRHP and the latter had insufficient information for the SHPO to make a determination of eligibility. The remaining 47 sites consist

of lithic and/or artifact scatters; most were determined ineligible for listing in the NRHP by the SHPO. As a result of field survey, no archaeological sites were identified within the APE. In addition, there was no evidence of any of the previously recorded sites, within or adjacent to the APE. Ponds FPC 125D and SMF 4D were inaccessible during this survey. FDOT will make a project commitment to test these ponds and coordinate a Section 106 review with SHPO during the design phase of the project prior to any ground disturbance taking place.

Historic background research indicated that 33 historic resources were previously recorded within the APE. These include 30 buildings (8PA00303, 8PA01495, 8PA01496, 8PA01498-8PA01502, 8PA02112, 8PA02830-8PA02832, 8PA02834, 8PA02835, 8PA03788-8PA03803), two linear resources (8PA02419 and 8PA02472), and one building complex resource group (8PA02829). Of these previously recorded historic resources, all of the resources have been determined ineligible for listing in the NRHP by the SHPO except for two buildings which have not been evaluated by the SHPO (8PA01495 and 8PA01496) and a segment of the Tampa Northern Railroad (8PA02419) which has been determined eligible for listing in the NRHP by the SHPO. An unrecorded segment of the railroad is also present within the APE. A review of relevant historic United States Geological Survey (USGS) quadrangle maps, historic aerial photographs, and the Pasco County Property Appraiser's website data revealed the potential for nine new historic resources 47 years of age or older (constructed in or prior to 1979) within the APE (Wells 2026).

The historical/architectural field survey resulted in the identification of 40 extant historic resources within the APE. These include 36 buildings (8PA00303, 8PA01496, 8PA01498-8PA01502, 8PA02112, 8PA02830-8PA02832, 8PA02834, 8PA02835, 8PA03788-8PA03803, 8PA03908-8PA03914), two linear resources (8PA02419 and 8PA02472), and two building complex resource groups (8PA02829 and 8PA03907), constructed between circa (ca.) 1907 and 1979. Of these, eight were newly identified, recorded, and evaluated (8PA03907-8PA03914), one extant previously recorded linear resource (8PA02419) was identified and re-evaluated to include a newly identified segment, and 30 previously recorded resources (8PA00303, 8PA01498-8PA01502, 8PA02112, 8PA02472, 8PA02829-8PA02832, 8PA02834, 8PA02835, 8PA03788-8PA03803) were not re-evaluated since no changes were observed since the resources were last evaluated by the SHPO in 2025. In addition, one previously recorded resource (8PA01496) determined to be extant within the APE was too obscured from the public ROW to complete an updated FMSF form and re-evaluation and as such was considered inaccessible. Furthermore, one previously recorded resource (8PA01495) was found to be demolished since last recordation.

Of the 40 extant historic resources identified within the APE, 38 appear ineligible for listing in the NRHP (8PA00303, 8PA01498-8PA01502, 8PA02112, 8PA02472, 8PA02829-8PA02832, 8PA02834, 8PA02835, 8PA03788-8PA03803, 8PA03907-8PA03914). The ineligible resources include 35 buildings, one linear resource, and two building complex resource groups. The buildings are common examples of their respective architectural style that have been altered and lack significant historical associations with persons or events. Overall, the newly identified historic resources have been altered, lack sufficient architectural features, and are not significant embodiments of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. Furthermore, the building complex resource groups (8PA02829 and 8PA03907) are common examples of mobile home parks found throughout Florida and are not significant embodiments of a type, period, or method of construction. Background research did not reveal any historic associations

with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The linear resource, S.R. 54 (8PA02472), is a common example of roadways found throughout Florida that has been altered and lacks unique design and engineering features, therefore the segment within the APE does not appear to be eligible for the NRHP; however, there is insufficient information to determine NRHP eligibility for the linear resource as a whole.

However, one resource within the APE appears eligible for listing in the NRHP (8PA02419). Although the segment of the Tampa Northern Railroad (8PA02419) within the APE is a typical example found throughout Florida, it meets the requirements found in Florida's Historic Railroad Resources Multiple Property Listing under property type F.3. The railroad possesses significance for its association with the development of Florida's railroads and its historic transportation function. Furthermore, the railroad was constructed during one of the significant periods of history as stated in Florida's Historic Railroad Resources Multiple Property Listing (Johnston and Mattick 2001). As such, the segment of the Tampa Northern Railroad (8PA02419) within the APE appears eligible for listing in the NRHP under Criteria A in the areas of Community Planning and Development and Transportation. In addition, the railroad is a contributing resource to the existing Florida's Historic Railroad Resources Multiple Property Listing under property type F.3.

Furthermore, the background research and Pasco County property appraiser identified two historic resources that could not be evaluated or recorded during the field survey due to lack of accessibility and/or obstructed views from the ROW. These include a ca. 1976 building located at 2736 Land O' Lakes Boulevard and a ca. 1950 Frame Vernacular style building (8PA01496) located at 21329 Carson Drive. The previously recorded resource (8PA01496) was determined to be extant within the APE but was too obscured from the public ROW by a large wooden privacy fence to complete an updated FMSF form and re-evaluation, and as such was considered inaccessible. The ca. 1976 building at 2736 Land O' Lakes Boulevard was also determined to be inaccessible during the 2024 CRAS conducted by ACI and was addressed during the aforementioned report. No property acquisition for ROW or ponds is anticipated at either inaccessible property.

Since two historic resources present within the APE (8PA02419 and 8PA02472) are either listed in the NRHP, have been determined eligible or appear eligible for listing in the NRHP, or have insufficient information to determine NRHP eligibility, the proposed project effects were evaluated as if the resources have been determined NRHP eligible and the Criteria of Adverse Effect, as set forth in *36 CFR Part 800.5(a)(1)*, was applied to the project. The proposed work within the APE along the S.R. 54 (8PA02472) corridor includes the construction of a diverging diamond interchange with U.S. 41 elevated over S.R. 54 with elevated and at-grade improvements such as on- and off-ramps. These alterations to S.R. 54 will also result in the reconfiguration of the Tampa Northern Railroad (8PA02419) crossings within the APE. Although the proposed work includes significant alterations, the existing roadway was widened from a two-lane road into a six-lane road ca. 2002 at the intersection of Land O' Lakes Boulevard and has been heavily altered and realigned in several places, resulting in a loss of historic integrity. This previous widening also included the widening of the pre-existing Tampa Northern Railroad (8PA02419) railroad crossing. In addition, the surrounding area, originally rural with agricultural fields, has been significantly developed with commercial buildings and residences, thus altering the historic viewshed of the linear resources. Furthermore, the existing alignment of Dale Mabry Highway will be reconfigured, removing pre-existing Tampa Northern Railroad (8PA02419) railroad crossings and creating new crossings. This segment of railroad was significantly altered ca. 2002 due to the reconfiguration of Dale Mabry Highway

and does not retain historic integrity. As such, the undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the historic resources for which they appear NRHP eligible. Therefore, it is the opinion of ACI that the proposed undertaking will have *no adverse effect* on State Road 54 (8PA02472) or the Tampa Northern Railroad (8PA02419). Based on the results of the background research and field investigations, it is the opinion of FDOT, District Seven, and ACI that the proposed undertaking will result in *no adverse effect to Historic Properties*. No further work is recommended.

Based on the review summarized above, FDOT has determined that this project, 419182-1, will result in **No Adverse Effect to Historic Properties**.

In accordance with Stipulation III.B of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of the Principal Investigator meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR/Part 61, Appendix A and 48 FR 44716) in the fields of History, Archaeology, and Architectural History.

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 FDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

If you have any questions or need further assistance, please contact Lisa N. Quinn, Environmental Specialist IV, at (813) 975-6637.

Based on the review summarized above, FDOT has determined that this project 419182-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Lisa N. Quinn on January 29, 2026

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 *CFR*. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments

You might want to reference this when making effects findings for rail projects in the future.

<https://www.achp.gov/digital-library-section-106-landing/program-comment-exempt-consideration-effects-rail-properties>



February 9, 2026

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [41918212201-CE2-D7-419182-1_CRAS_Addendum_US_41_at_SR_54_\(DDI\)-2026-0129.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
419182-1 CRAS Addendum US 41 at SR 54 (DDI)
- [41918212201-CE2-D7-FMSF_Files_-_CRAS_Addendum_\(DDI\)-2026-0129.zip](#) (Florida Master Site File Forms)
FMSF Files - CRAS Addendum (DDI)

Natural Resources Appendix

Contents:

USFWS Eastern Indigo Snake Effect Determination Key



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

August 13, 2013

Colonel Alan M. Dodd, District Engineer
Department of the Army
Jacksonville District Corps of Engineers
P.O Box 4970
Jacksonville, Florida 32232-0019
(Attn: Mr. David S. Hobbie)

RE: Update Addendum to USFWS Concurrence Letter to U.S. Army Corps of Engineers
Regarding Use of the Attached Eastern Indigo Snake Programmatic Effect Determination Key

Dear Colonel Dodd:

This letter is to amend the January 25, 2010, letter to the U.S. Army Corps of Engineers regarding the use of the attached eastern indigo snake programmatic effect determination key (key). It supersedes the update addendum issued January 5, 2012.

We have evaluated the original programmatic concurrence and find it suitable and appropriate to extend its use to the remainder of Florida covered by the Panama City Ecological Services Office.

On Page 2

The following replaces the last paragraph above the signatures:

“Thank you for your continued cooperation in the effort to conserve fish and wildlife resources. Any questions or comments should be directed to Annie Dziergowski (North Florida ESO) at 904-731-3089, Harold Mitchell (Panama City ESO) at 850-769-0552, or Victoria Foster (South Florida ESO) at 772-469-4269.”

On Page 3

The following replaces both paragraphs under “Scope of the key”:

“This key should be used only in the review of permit applications for effects determinations for the eastern indigo snake within the State of Florida, and not for other listed species or for aquatic resources such as Essential Fish Habitat (EFH).”

On Page 4

The following replaces the first paragraph under Conservation Measures:

“The Service routinely concurs with the Corps’ “not likely to adversely affect” (NLAA) determination for individual project effects to the eastern indigo snake when assurances are given that

our *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013) located at: <http://www.fws.gov/northflorida/IndigoSnakes/indigo-snakes.htm> will be used during project site preparation and project construction. There is no designated critical habitat for the eastern indigo snake.”

On Page 4 and Page 5 (Couplet D)

The following replaces D. under Conservation Measures:

D. The project will impact less than 25 acres of xeric habitat (scrub, sandhill, or scrubby flatwoods) or less than 25 active and inactive gopher tortoise burrows.....go to E

The project will impact more than 25 acres of xeric habitat (scrub, sandhill, or scrubby flatwoods) or more than 25 active and inactive gopher tortoise burrows and consultation with the Service is requested²..... ”may affect”

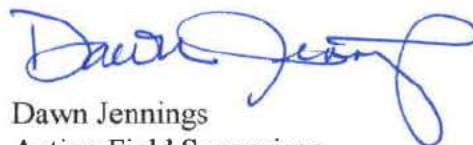
On Page 5

The following replaces footnote #3:

“³If excavating potentially occupied burrows, active or inactive, individuals must first obtain state authorization via a FWC Authorized Gopher Tortoise Agent permit. The excavation method selected should also minimize the potential for injury of an indigo snake. Applicants should follow the excavation guidance provided within the most current Gopher Tortoise Permitting Guidelines found at <http://myfwc.com/gophertortoise> .”

Thank you for making these amendments concerning the Eastern Indigo Snake Key. If you have any questions, please contact Jodie Smithem of my staff at the address on the letterhead, by email at jodie_smithem@fws.gov, or by calling (904)731-3134.

Sincerely,



Dawn Jennings
Acting Field Supervisor

cc:

Panama City Ecological Services Field Office, Panama City, FL
South Florida Ecological Services Field Office, Vero Beach, FL



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960



January 25, 2010

David S. Hobbie
Chief, Regulatory Division
U.S. Army Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

Service Federal Activity Code: 41420-2009-FA-0642

Service Consultation Code: 41420-2009-I-0467

41910-2010-I-0045

Subject: North and South Florida
Ecological Services Field Offices
Programmatic Concurrence for Use
of Original Eastern Indigo Snake
Key(s) Until Further Notice

Dear Mr. Hobbie:

The U.S. Fish and Wildlife Service's (Service) South and North Florida Ecological Services Field Offices (FO), through consultation with the U.S. Army Corps of Engineers Jacksonville District (Corps), propose revision to both Programmatic concurrence letters/keys for the federally threatened Eastern Indigo Snake (*Drymarchon corais couperi*), (indigo snake), and now provide one key for both FO's. The original programmatic key was issued by the South Florida FO on November 9, 2007. The North Florida FO issued a revised version of the original key on September 18, 2008. Both keys were similar in content, but reflected differences in geographic work areas between the two Field Offices. The enclosed key satisfies each office's responsibilities under the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C.1531 *et seq.*).

Footnote number 3 in the original keys indicated "A member of the excavation team should be authorized for Incidental Take during excavation through either a section 10(a)(1)(A) permit issued by the Service or an incidental take permit issued by the Florida Fish and Wildlife Conservation Commission (FWC)." We have removed this reference to a Service issued Section 10(a)(1)(A) permit, as one is not necessary for this activity. We also referenced the FWC's revised April 2009 Gopher Tortoise Permitting Guidelines with a link to their website for updated excavation guidance, and have provided a website link to our Standard Protection Measures. All other conditions and criteria apply.

We believe the implementation of the attached key achieves our mutual goal for all users to make consistent effect determinations regarding this species. The use of this key for review of projects



David S. Hobbie

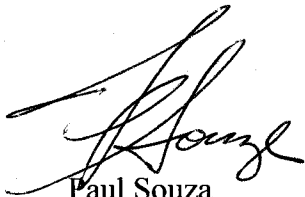
Page 2

located in all referenced counties in our respective geographic work areas leads the Service to concur with the Corps' determination of "may affect, not likely to adversely affect" (MANLAA) for the Eastern indigo snake. The biological rationale for the determinations is contained within the referenced documents and is submitted in accordance with section 7 of the Act.

Should circumstances change or new information become available regarding the eastern indigo snake or implementation of the key, the determinations may be reconsidered as deemed necessary.

Thank you for your continued cooperation in the effort to conserve fish and wildlife resources. Any questions or comments should be directed to either Allen Webb (Vero Beach) at 772-562-3909, extension 246, or Jay Herrington (Jacksonville) at 904-731-3326.

Sincerely,



Paul Souza
Field Supervisor
South Florida Ecological Services Office



David L. Hankla
Field Supervisor
North Florida Ecological Services Office

Enclosure

cc: electronic only
FWC, Tallahassee, Florida (Dr. Elsa Haubold)
Service, Jacksonville, Florida (Jay Herrington)
Service, Vero Beach, Florida (Sandra Sneckenberger)

Eastern Indigo Snake Programmatic Effect Determination Key

Scope of the key

This key should be used only in the review of permit applications for effects determinations within the North and South Florida Ecological Services Field Offices Geographic Areas of Responsibility (GAR), and not for other listed species or for aquatic resources such as Essential Fish Habitat (EFH). Counties within the **North** Florida GAR include Alachua, Baker, Bradford, Brevard, Citrus, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Hamilton, Hernando, Hillsborough, Lafayette, Lake, Levy, Madison, Manatee, Marion, Nassau, Orange, Pasco, Pinellas, Putnam, St. Johns, Seminole, Sumter, Suwannee, Taylor, Union, and Volusia.

Counties in the **South** Florida GAR include Broward, Charlotte, Collier, De Soto, Glades, Hardee, Hendry, Highlands, Lee, Indian River, Martin, Miami-Dade, Monroe, Okeechobee, Osceola, Palm Beach, Polk, Sarasota, St. Lucie.

Habitat

Over most of its range, the eastern indigo snake frequents several habitat types, including pine flatwoods, scrubby flatwoods, high pine, dry prairie, tropical hardwood hammocks, edges of freshwater marshes, agricultural fields, coastal dunes, and human-altered habitats (Service 1999). Eastern indigo snakes appear to need a mosaic of habitats to complete their life cycle. Wherever the eastern indigo snake occurs in xeric habitats, it is closely associated with the gopher tortoise (*Gopherus polyphemus*), the burrows of which provide shelter from winter cold and summer desiccation (Speake et al. 1978; Layne and Steiner 1996). Interspersion of tortoise-inhabited uplands and wetlands improves habitat quality for this species (Landers and Speake 1980; Auffenberg and Franz 1982).

In south Florida, agricultural sites, such as sugar cane fields, created in former wetland areas are occupied by eastern indigo snakes (Enge pers. comm. 2007). Formerly, indigo snakes would have only occupied higher elevation sites within the wetlands. The introduction of agriculture and its associated canal systems has resulted in an increase in rodents and other species of snakes that are prey for eastern indigo snakes. The result is that indigos occur at higher densities in these areas than they did historically.

Even though thermal stress may not be a limiting factor throughout the year in south Florida, indigo snakes still seek and use underground refugia. On the sandy central ridge of central Florida, eastern indigos use gopher tortoise burrows more (62 percent) than other underground refugia (Layne and Steiner 1996). Other underground refugia used include armadillo (*Dasypus novemcinctus*) burrows near citrus groves, cotton rat (*Sigmodon hispidus*) burrows, and land crab (*Cardisoma gualanhi*) burrows in coastal areas (Service 2006). Natural ground holes, hollows at the base of trees or shrubs, ground litter, trash piles, and crevices of rock-lined ditch walls are also used (Layne and Steiner 1996). These refugia are used most frequently where tortoise burrows are not available, principally in low-lying areas off the central and coastal ridges. In extreme south Florida (the Everglades and Florida Keys), indigo snakes are found in tropical

David S. Hobbie

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hardwood hammocks, pine rocklands, freshwater marshes, abandoned agricultural land, coastal prairie, mangrove swamps, and human-altered habitats (Steiner et al. 1983). It is suspected that they prefer hammocks and pine forests, because most observations occur in these habitats disproportionately to their presence in the landscape (Steiner et al. 1983). Hammocks may be important breeding areas as juveniles are typically found there. The eastern indigo snake is a snake-eater so the presence of other snake species may be a good indicator of habitat quality.

Conservation Measures

The Service routinely concurs with the Corps' "not likely to adversely affect" (NLAA) determination for individual project effects to the eastern indigo snake when assurances are given that our *Standard Protection Measures for the Eastern Indigo Snake* (Service 2004) located at: <http://www.fws.gov/northflorida/IndigoSnakes/indigo-snakes> will be used during project site preparation and project construction. There is no designated critical habitat for the eastern indigo snake.

In an effort to reduce correspondence in effect determinations and responses, the Service is providing an Eastern Indigo Snake Effect Determination Key, similar in utility to the West Indian Manatee Effect Determination Key and the Wood Stork Effect Determination Keys presently being utilized by the Corps. If the use of this key results in a Corps' determination of "no effect" for a particular project, the Service supports this determination. If the use of this Key results in a determination of NLAA, the Service concurs with this determination and no additional correspondence will be necessary¹. This key is subject to revisitation as the Corps and Service deem necessary.

- A. Project is not located in open water or salt marsh.....go to B
 Project is located solely in open water or salt marsh..... "no effect"
- B. Permit will be conditioned for use of the Service's *Standard Protection Measures For The Eastern Indigo Snake* during site preparation and project construction.....go to C
 Permit will not be conditioned as above for the eastern indigo snake, or it is not known whether an applicant intends to use these measures and consultation with the Service is requested² "may affect"
- C. There are gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activitiesgo to D
 There are no gopher tortoise burrows, holes, cavities, or other refugia where a snake could be buried or trapped and injured during project activities "NLAA"
- D. The project will impact less than 25 acres of xeric habitat supporting less than 25 active and inactive gopher tortoise burrows.....go to E

David S. Hobbie

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The project will impact more than 25 acres of xeric habitat or more than 25 active and inactive gopher tortoise burrows and consultation with the Service is requested²..... "may affect"

- E. Any permit will be conditioned such that all gopher tortoise burrows, active or inactive, will be evacuated prior to site manipulation in the vicinity of the burrow³. If an indigo snake is encountered, the snake must be allowed to vacate the area prior to additional site manipulation in the vicinity. Any permit will also be conditioned such that holes, cavities, and snake refugia other than gopher tortoise burrows will be inspected each morning before planned site manipulation of a particular area, and, if occupied by an indigo snake, no work will commence until the snake has vacated the vicinity of proposed work..... "NLAA"

Permit will not be conditioned as outlined above and consultation with the Service is requested² "may affect"

¹With an outcome of "no effect" or "NLAA" as outlined in this key, the requirements of section 7 of the Act are fulfilled for the eastern indigo snake and no further action is required.

²Consultation may be concluded informally or formally depending on project impacts.

³ If burrow excavation is utilized, it should be performed by experienced personnel. The method used should minimize the potential for injury of an indigo snake. Applicants should follow the excavation guidance provided within the Florida Fish and Wildlife Conservation Commission's revised April 2009 Gopher Tortoise Permitting Guidelines located at http://myfwc.com/License/Permits_ProtectedWildlife.htm#gophertortoise. A member of the excavation team should be authorized for Incidental Take during excavation through an incidental take permit issued by the Florida Fish and Wildlife Conservation Commission.

Public Involvement Appendix

Contents:

Public Hearing Transcript 2025

Public Hearing Certification 2025

Public Hearing Transcript 2015

Public Hearing Certification 2015

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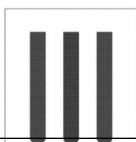
TOMORROW'S TECHNOLOGY TODAY

407.423.9900
Fax 407.841.2779
Toll Free 855-MYDEPOS

1 US 41 AT SR 54 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E)
2 STUDY)
3
4 (SR 45 (US 41) @ SR 54 FROM S OF INTERSECTION TO N OF
5 INTERSECTION)
6 WORK PROGRAM ITEM SEGMENT NO. 419182-1
7 PUBLIC HEARING
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20 DATE: TUESDAY, MARCH 25, 2025
21 TIME: 5:30 - 7:48 P.M.
22 PLACE: LAND O' LAKES RECREATION COMPLEX
23 3032 COLLIER PKWY
24 LAND O' LAKES, FLORIDA 34639
25 REPORTER: PAIGE LANDERS

APPEARANCES

Also Present: Lisa Quinn, FDOT; Kirk Bogen, FDOT;
 Matthew Betancourt, RS&H; Justin Wellborn, RS&H;
 Christian Rodriguez, FDOT; Jennifer Flores, AECOM; Kevin
 Gu, AECOM; Tina Russo, FDOT; Kelsey Olinger, FDOT;
 Justin Hall, FDOT; Richard Moss, FDOT; Lian Ji, AECOM;
 Larissa Krinos, AECOM; Robin Rhinesmith, FDOT; Jack
 Quinn, FDOT; Denise Escobosa-Soto, FDOT; Paul Maddox,
 Atkins; Kelli Naylor, Public Speaker; Kenneth Bray,
 Public Speaker; Cynthia Greco, Public Speaker; William
 J. Sorsgy, Public Speaker; Jia Wang, Online; Jensen
 Hackett, Public Speaker; Robert Van Stronder, Public
 Speaker; Norman Lancaster, Public Speaker; Britney
 Mroczkowski, Public Speaker; Harry van den Berg, Public
 Speaker; Bruce Spatz, Public Speaker; Sharanne
 Rothenbucher-Greer, Public Speaker; Margaret Smith,
 Public Speaker; John Yarbrough, Public Speaker; Raymond
 Van Loon, Public Speaker; David Smith, Public Speaker;
 Christi Stevens, Public Speaker; Stacy Hallman, Public
 Speaker; Barbara Kleinhans, Public Speaker; Christie
 Zimmer, Public Speaker; Marily Gardner, Public Speaker;
 Teinna Van Nostrand, Public Speaker; Austin Dunbar,
 Public Speaker; Tom Mahoney, Public Speaker; Stephen
 Stearns, Public Speaker



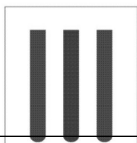
MILESTONE | REPORTING COMPANY

TOMORROW'S TECHNOLOGY TODAY

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 TAMPA, FL 33602

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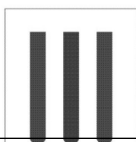
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STIPULATION

The PUBLIC MEETING was taken at LAND O' LAKES RECREATION
COMPLEX, 3032 COLLIER PARKWAY, LAND O' LAKES, FLORIDA
34639 on TUESDAY the 25th day of MARCH 2025 at 6:31 p.m.
(ET); said PUBLIC MEETING was taken pursuant to the
AGREED UPON RULES OF THE PRESENT PARTIES.



MILESTONE | REPORTING COMPANY
TOMORROW'S TECHNOLOGY TODAY

CORPORATE **ORLANDO, FL 32801**
JACKSONVILLE, FL 32256
TAMPA, FL 33602

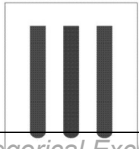
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PROCEEDINGS

MR. FOX: All right. Good afternoon. If you could all take your seats. We're going to go ahead and get started with the formal portion of tonight's meeting. So if everybody could please take their seats. We're bringing out additional chairs. Then we'll get started with the formal portion.

Good evening. Welcome to the public hearing for the U.S. 41, State Road 54 Project Development and Environment, or PD&E study. The length of the project is approximately 1.5 miles along U.S. 41, as well as a 0.3-mile section of Dale Mabry Highway, or State Road 597. With limits on State Road 54 for -- from approximately 1.2 miles west and 1.2 miles east of the intersection, and is located within Pasco County, Florida. The work program item, or WPI, segment number is 419182-1.

My name is Craig Fox. I'm the project development supervisor for District 7 of the Florida Department of Transportation, or FDOT. Thank you for participating -- sorry. Today is Tuesday, March 25th, 2025. And it is approximately 6:30 p.m. This public hearing is being held both in person and virtually. For those attending in person, we are assembled at the Land O' Lakes Recreation complex



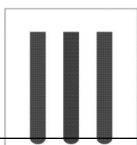
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1 located at 3032 Collier Parkway, Land O' Lakes,
2 Florida, 34639. For those attending virtually,
3 thank you for participating via GoToWebinar.

4 FDOT District 7 is conducting the hearing this
5 evening to provide you with an opportunity to
6 discuss the project and to submit comments on this
7 PD&E study. This public hearing is being held to
8 provide the opportunity for public comments on the
9 proposed improvements to U.S. 41 and State Road 54.
10 The proposed improvements include the
11 reconfiguration of the intersection of U.S. 41 and
12 State Road 54 to a single point urban interchange,
13 or SPUI, with State Road 54 elevated over U.S. 41.
14 Through lanes for State Road 54 will be elevated
15 over U.S. 41 with access to and from U.S. 41
16 provided by at-grade ramps. The preferred roadway
17 typical section for State Road 54 will include a
18 two-lane frontage road in each direction along with
19 two grade separated lanes in each direction over
20 U.S. 41. And will require approximately 294 feet of
21 right-of-way.

22 The preferred roadway typical section for U.S.
23 41 will include three through lanes in each
24 direction and will require a minimum of
25 approximately 186.5 feet of right-of-way.



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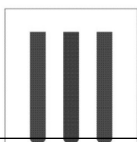
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1 Right-of-way acquisition will be required for the
 2 proposed improvements. Public participation is
 3 encouraged and solicited without regard to race,
 4 color, sex, age, national origin, disability, or
 5 family status. This public hearing is being held
 6 and was advertised in accordance with applicable
 7 federal and state requirements as shown as the -- in
 8 the -- on the citation board located next to the
 9 sign-in table and is being conducted in accordance
 10 with the American Disabilities Act of 1990. This
 11 information is also provided in the project
 12 newsletter you receive in the mail or can be found
 13 at the sign-in table and online.

14 The environmental review, consultation, and
 15 other actions required by applicable federal
 16 environmental laws for this project are being, or
 17 have been, carried out by the FDOT pursuant to Title
 18 23 of the United States Code Section 327 and a
 19 Memorandum of Understanding dated May 26th, 2022,
 20 and executed by the Federal Highway Administration
 21 and FDOT. This is your opportunity to receive
 22 information on the U.S. 41 at State Road 54 PD&E
 23 study and officially provide your comments to be
 24 included in the public hearing record.

25 The preferred alternative proposed improvements



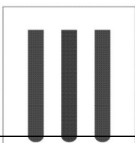
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1 are based on environmental and engineering analysis
2 completed to date, as well as the public comments we
3 received. The project team looked at various
4 environmental effects in the Alternatives Analysis.
5 The project -- and -- the project alternatives were
6 evaluated for impacts to natural and cultural
7 resources and on the social and physical
8 environments. Results of the cultural, natural,
9 social, and physical environmental analysis are
10 contained in the documents on display here tonight
11 and are also available on the project website.
12 Staff are available to answer questions regarding
13 these reports.

14 The results of the study were the following:
15 Section 106 of the National Historic Preservation
16 Act requires agencies to consider the effects of
17 their actions on cultural resources. There were no
18 archeological resources eligible for listing or
19 listed on the National Register of Historic Places
20 identified within the area of potential effects.
21 There is one historic resource identified within the
22 project area of potential effects that is eligible
23 for listing in the natural -- in the National
24 Register for -- of Historic Places. But no adverse
25 effects to cultural resources are anticipated as a

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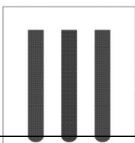
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1 result of this project's improvements.

2 The natural resources assessed as part of this
3 project included wetlands and other surface waters
4 and protected species and habitat. The U.S. 41 and
5 State Road 54 improvements as proposed would impact
6 up to 7.63 acres of wetlands and 1.43 acres of other
7 surface waters and is anticipated to have no adverse
8 effects to species or their habitat. The social
9 environment results are the effects to the community
10 for accommodation of the roadway widening and
11 anticipated offsite storm water management
12 facilities and floodplain compensation sites.

13 The acquisition of additional right-of-way is
14 anticipated and 79 parcels may be affected. This
15 right-of-way acquisition is anticipated to involve
16 four potential residential relocations and 26
17 potential business relocations. These are shown on
18 the concept plans here tonight. Effects to the
19 physical environment were evaluated as a result of
20 the proposed improvements. Two noise barriers are
21 recommended to be installed as part of this project
22 at Winter Quarters RV Park and the Lakes at Heron
23 Cove. There are 11 low, seven medium, and five high
24 risk contaminated sites adjacent to the project
25 improvements. Overall, these sites are not expected



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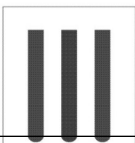
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1 to adversely affect the project.

2 This project is needed to provide relief for
3 existing and future congestion at the intersection
4 of U.S. 41 and State Road 54 and to accommodate
5 future traffic demands due to growth within the
6 project and surrounding areas. The purpose of this
7 project is to address future roadway capacity issues
8 and improve safety conditions in the project area.

9 U.S. 41 and State Road 54 provide access to
10 regional intermodal facilities, including Tampa
11 International Airport and Port Tampa Bay. As shown
12 in the concept plans on display at tonight's hearing
13 and available online for virtual attendees, the
14 preferred roadway typical section for U.S. 41 will
15 include three through lanes in each direction with a
16 grassed median. There will be two 11-foot and one
17 12-foot travel lane with curb and gutter with a
18 ten-foot sidewalk on the west side of U.S. 41, and a
19 six-foot wide sidewalk on the east side, and a
20 seven-foot-wide buffered bike lane on both sides.

21 The preferred roadway typical section for State
22 Road 54 will include two through lanes in each
23 direction at-grade with two lanes in each direction,
24 elevated over the intersections with U.S. 41 and
25 Lowe's Village Lakes entrance. There will be two



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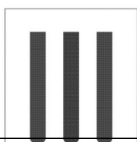
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1 12-foot lanes with curb and gutter at-grade with two
2 12-foot-wide lanes elevated over the U.S. 41
3 intersections and U.S. -- and Lowe's Village Lakes
4 intersection. There will be a six-foot wide
5 sidewalk on both sides of State Road 54.

6 Horizontal widening alignments were adjusted to
7 minimize right-of-way acquisition impacts and costs.
8 Median openings were evaluated, and modifications
9 are proposed as shown on the concept plans on
10 display at the in-person hearing and online for
11 virtual attendees. This hearing is an opportunity
12 for the public to provide input on these access
13 changes, as well as the proposed project
14 improvements. The existing right-of-way varies from
15 156 feet to 256 feet along U.S. 41, and
16 approximately 142 feet along State Road 54.
17 Additional right-of-way is required along U.S. 41
18 and State Road 54 to accommodate the preferred
19 alternative. Additional right-of-way is proposed
20 for offsite storm water management facilities and
21 offsite flood plain compensation sites, which are
22 depicted on the concept plans on display here
23 tonight.

24 Now I'm going to give you some information
25 about right-of-way acquisition and how you can make



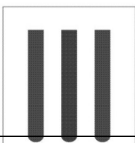
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1 your comments on the projects. On projects such as
2 this, one of the unavoidable consequences is a
3 necessary acquisition of properties and the
4 relocation of families and businesses. For this
5 project, we anticipate the potential relocation of
6 four residences and 26 businesses. All right-of-way
7 acquisition will be conducted in accordance with
8 Florida Statute 339.09 and the Federal Uniform
9 Relocation Assistance and Real Property Acquisition
10 Policies Act of 1970, commonly known as the Uniform
11 Act.

12 If you are required to make any type of move as
13 a result of this project, you can expect to be
14 treated in a fair and helpful manner, and in
15 compliance with the Uniform Relocation Assistance
16 Act. If a move is required, you will be contacted
17 by a property -- by an appraiser who will inspect
18 your property. We encourage you to be present
19 during the inspection and provide information about
20 the value of your property. You may also be
21 eligible for relocation advisory services and
22 payment benefits. If you are being moved and you
23 are unsatisfied with the department's determination
24 of your eligibility for payment or the amount of
25 that payment, you may appeal that decision. You

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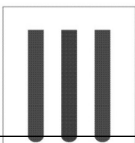
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1 will be promptly furnished with the necessary forms
2 and notified of the procedures to be followed in
3 making that appeal.

4 A special word of caution: If you move before
5 you receive notification of the relocation benefits
6 that you might be entitled to, your benefits may be
7 jeopardized. The acquisition and relocation
8 specialists who are supervising this program are
9 Paul Maddox and Craig Jorgensen. And they're here
10 tonight to my left. And Denise Escobosa. Sorry.
11 They will be happy to answer your questions and will
12 also furnish you with copies of relocation
13 assistance brochures. Paul, Craig, and Denise,
14 please stand so that everyone who is involved in the
15 acquisition and relocation on this project will know
16 who they need to see regarding their property.

17 For virtual attendees, we have Patricia Berg
18 available to answer your questions in the questions
19 box. For those that arrived in person this evening,
20 you should have received a project newsletter. If
21 you were not able to sign in or did not receive the
22 handout, please stop by our sign-in table before
23 leaving this evening. If you have not already done
24 so, please feel free to watch the presentation that
25 is running continuously at the public hearing



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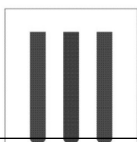
1 tonight and in the adjacent room after the formal
2 portion concludes.

3 The video describes the proposed improvements
4 to the U.S. 41 at State Road 54 intersection in
5 greater detail. The presentation and newsletter are
6 also available online at the project website for
7 virtual attendees. Before I continue, I would like
8 to recognize any elected officials or their
9 representatives who are here tonight or
10 participating virtually. For those attending in
11 person, please stand and introduce yourself for the
12 record.

13 Okay. Are there any elected officials or their
14 representatives attending virtually? Please raise
15 your hand virtually, and we will unmute you to
16 introduce yourself for the record.

17 MR. FOX: Okay. Anyone desiring to make a
18 statement, or present written views, and or exhibits
19 regarding the location, conceptual design, social,
20 economic, or environmental effects of the proposed
21 improvements to the U.S. 41 and State Road 54
22 intersection will now have an opportunity to do so.
23 We will take comments from the in-person attendees
24 first and then the virtual attendees.

25 Those attending in person, who wish to provide



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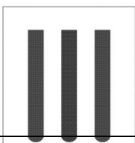
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1 comments during this formal portion of the public
2 hearing, should complete a speaker's card and submit
3 it to a department representative. If you did not
4 receive a speaker's card and would like to make a
5 public comment, please raise your hand and an FDOT
6 representative will be happy to provide you with
7 one.

8 In addition to making an oral statement during
9 this portion of the hearing, you can also make a
10 comment to the court reporter here tonight. For
11 those attending virtually who would like to make a
12 formal public comment, please raise your hand
13 virtually by using the raise hand button at the
14 bottom of your GoToWebinar controls. Our online
15 moderator will call your name and unmute you at the
16 time when it is your turn to speak.

17 You may also submit your comments to FDOT in
18 writing. Comment forms can be placed in one of the
19 comment boxes here this evening. These comment
20 forms are also available online, and you can also
21 complete the form at a later time and mail it to us
22 at the pre- printed address on the back of your
23 comment form. You may also e-mail comments to us
24 from the project website found on the front of the
25 newsletter handout. Please keep in mind that



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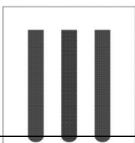
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1 comments must be postmarked or e- mailed no later
2 than Friday, April 4th, 2025, to be included in the
3 official public hearing record.

4 At this time, we will begin taking public
5 comments. I will start with in-person attendees and
6 call each speaker in the order in which their
7 speaker cards were received. After all the in-
8 person attendees have made their public comment,
9 then virtual attendees will be given their
10 opportunity.

11 Please limit your comments to the U.S. 41 and
12 State Road 54 PD&E study and keep them to three
13 minutes in order to allow everyone an opportunity to
14 speak. Those who wish to provide additional comments
15 may return to the microphone following the last
16 speaker, or you may present additional comments
17 directly to the court reporter at the end of the
18 formal portion of tonight's hearing.

19 For those in person, as I call your name,
20 please step to the microphone, state your name and
21 address clearly into the microphone before making
22 your comment so that the court reporter can capture
23 the information. If you represent an organization,
24 municipality, or other public agency, please provide
25 that information as well. If you have questions and



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1 do not wish to make a public comment, please see one
2 of our FDOT representatives following this portion
3 of the hearing.

4 The first speaker is Kenneth Bray. Please come
5 to the microphone. The next speaker in order is
6 William J. Sorsgy.

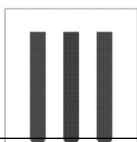
7 MR. BRAY: Good evening.

8 MR. FOX: Oh, is it --

9 MR. BRAY: Good evening. My name is Kenneth
10 Bray. I'm the Vice President of the Devonwood HOA,
11 and I'm here to just stress the importance of our
12 entrance to our community and our exiting of our
13 community.

14 I'm a retired 30-year first responder with the
15 fire department, and I do believe that we are
16 dealing with a situation for equipment coming in and
17 coming out of our development in a timely manner.
18 We -- we've discussed this intent over the years.
19 We know it's a busy intersection now. Also getting
20 in and out of our community is a real dangerous
21 situation as we stand today without any
22 improvements.

23 So I stress the point that we consider -- and
24 I've seen the options, different options, that -- to
25 allow the emergency services, fire department,



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1 police department to get in and out. We're not a
2 senior community, but we do have a lot of elderly
3 folks that have problems, and time is very important
4 as far as getting in. If we have somebody that's on
5 -- needs a respirator or anything pertaining to life
6 support, it's very important that we -- you consider
7 this move and consider our entrance way and exit.

8 Thank you.

9 MR. FOX: Thank you for your comment. The next
10 speaker is William J. Sorsgy. The speaker -- the
11 next speaker after is Kelli Naylor.

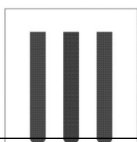
12 MR. SORSGY: Good evening. My name is William
13 J. Sorsgy. I have two questions. I wanted to know
14 if there is a set date for the alternative
15 selection? And if so, when? Or do we know if
16 Option 1 or Option 2 as the DDI and SPUI, how would
17 they affect the schedule as opposed to the current
18 schedule? The second question I have is if the pond
19 sites of either Option 1 or 2, that being DDI or
20 SPUI, will reflect the preferred alternative?

21 MR. FOX: I'm sorry, but this portion is just
22 for comments.

23 MR. SORSGY: Oh, that's okay.

24 MR. FOX: Yeah, so --

25 MR. SORSGY: I just -- what he said, that's



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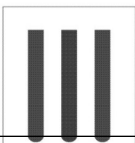
1 all.

2 MR. FOX: No, not a problem. Thank you for
3 your comment. The next speaker is Kelli Naylor and
4 following -- and the next speaker after is Cynthia
5 Greco.

6 MS. NAYLOR: Hi, I'm Kelli Naylor. I'm the
7 President on the Board of Directors at the Lakes at
8 Heron Cove, which this project directly affects our
9 community. As far as getting in and out of the
10 community, that needs to be considered as well.

11 Mr. Fox came to our community and did a
12 presentation, explained a lot of stuff. And I do
13 believe the two options have come up that are for
14 instead of the preferred, the Option 1, which was --
15 I believe it was DDI, and SPUI was Option 2, came to
16 pass because you had a lot of feedback from the 54
17 overpass, is what I've been explained by a couple of
18 your representatives today.

19 And I just want to take into consideration that
20 if you take 41 over 54, I don't have all the
21 statistics, but I think it affects less residential.
22 I don't know about business. But where you're
23 bringing the -- all the roads together are right in
24 front of our community. You've already mentioned
25 that they're going to put up a wall. We have two-



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1 story condos, a six-foot wall or an eight-foot wall
2 is not going to help anything in our community as
3 far as diverting noise.

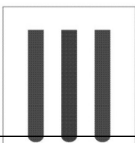
4 And coming in and out of our community, you can
5 basically almost only take a right now and the speed
6 limits on 54 are just out of control. My preferred
7 option, and I believe for my area, my community,
8 would be the directional diamond intersection. That
9 looked pretty good. But I do believe there is going
10 to be more additions to the drawings. They're,
11 like, pretty new, is what I was explained.

12 Anyways, that's kind of all I had to say.
13 Please take our community into consideration. We're
14 not the only ones there. We have Willow Bend, we
15 have Indian Camp Way (phonetic) or something right
16 across the street. Just take that into
17 consideration.

18 And how soon till -- I can't ask questions. Are
19 these other options on the table, is what I want to
20 know. But I guess you can get back with us. Thank
21 you.

22 MR. FOX: Thank you for your comment. The next
23 speaker is Cynthia Greco and following is Robert Van
24 Stronder.

25 MS. GRECO: Cynthia Greco. First of all, I



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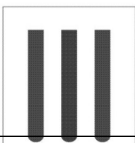
1 want to say, I'm very disappointed that no elected
2 officials from Pasco County are here. This effects
3 our community.

4 I'm looking at the other alternatives. I
5 prefer one of those other alternatives with the
6 elevated over 41. It's a lot more intrusive for the
7 third alternative. I'm worried about the wildlife.
8 There's a -- Bird Lake is right there where this
9 elevated expressway is going to end and there's
10 nothing that's really going to protect those -- the
11 -- protected species that are on the lake.

12 I looked at your study of the wildlife listed,
13 and it said none were listed. None were seen.
14 Well, the study was from 2013 and it's 2025. And on
15 that list, I see about ten of the species every day.
16 So I'm concerned about the effects of the wildlife,
17 the wetlands, and the -- how it's going to divide
18 our community, Lutz Land O' Lakes. This is
19 benefiting everything that was developed west of us,
20 but it's going to divide our community and separate
21 us and turn us -- like destroy what we built.

22 So those are my concerns and would like for you
23 all to consider the other alternatives.

24 MR. FOX: Thank you for your comment. The next
25 speaker is Robert Van Stronder and following is



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1 Britney M.

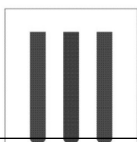
2 MR. VAN STRONDER: Good afternoon, everybody.

3 My name is Robert Van Stronder. First of all, I
4 want to say thanks to all you all for hosting this.

5 I know you're getting a lot of mostly probably
6 negative feedback. At least that's what's going to
7 come from me.

8 Thank you to you guys over there for taking my
9 questions earlier. I'm with Cindy, I'm pretty
10 disappointed that not one elected official from
11 Pasco County could join the biggest intersection in
12 the county -- what might affect traffic in this
13 county for -- obviously for years to come. So I
14 want to put that on record, that an elected official
15 should have been here. County commissioner, if not
16 all six of them. Anyway, that's first.

17 The real estate value impact that this is going
18 to cause -- first of all, I've been in this -- in
19 that picture of that intersection right there for
20 the better part of my 46 years on Planet Earth, I've
21 spent right there. My house is in that area and
22 going to be affected by this. I own multiple homes
23 that are going to be affected by that. I'm a real
24 estate broker and investor in the area. And the
25 impact to the values, not just for residential, but



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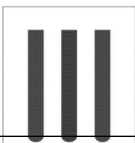
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1 you are looking at these businesses that are in this
2 intersection have been in this area -- they're local
3 small businesses that are owned by people that are
4 in this crowd that are going to be affected
5 significantly by this impact from this road change.
6 That's not okay. I mean, these people put their
7 heart and soul into it. And you guys mentioned,
8 hey, we'll just relocate you. Well, where are you
9 going to relocate to? Yeah, where are they going to
10 go? Are they going to be made whole? These guys
11 over here are telling me they will be, but I have
12 doubts.

13 Then you talk about the environmental impact.
14 Cindy before me mentioned Bird Lake is sort of right
15 at the eastern edge of that study over there. There
16 are lots of species that she mentioned that aren't
17 on your study list that we see over there every
18 single day that are going to be impacted by your
19 primary option now. They would probably be, at least
20 in my opinion, less impacted by these other two
21 options here where 41 overflies 54.

22 So please take into account the environmental
23 impact for people that have lived in this community
24 their whole lives. People who built businesses in
25 this community, and expect this community to stay --

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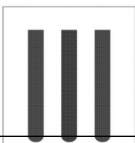
1 well, one, instead of just being a flyover or a
2 stop-over for people that are coming from the west
3 side of Pasco to the east side of Pasco. Thank you.

4 MR. FOX: Thank you for your comment. The next
5 break -- speaker is Britney Mroczkowski and
6 following will be Jia Wang.

7 MS. MROCKOWSKI: Hi, my name is Britney
8 Mroczkowski. I live on Daiquiri Lane. As well, I
9 grew up in the community and grew up on Daiquiri
10 Lane and had the opportunity to purchase another
11 home and actually come back and spend the rest of my
12 life here, because this is our community and where I
13 want to spend the rest of my life.

14 We are completely against the preferred -- the
15 FDOT preferred alternative for many reasons. I'm a
16 local real estate broker, a general contractor, and
17 developer. And I understand the need for changing
18 the intersection, but that is not the way to do it
19 because of the direct impacts it has on our
20 community, the citizens, and the businesses. As a
21 commercial real estate broker, I am extremely upset
22 for all the businesses listed on that map and what
23 it's going to do to our community.

24 This is the Lutz Land O' Lakes community, this
25 is the center of our community, and you're basically



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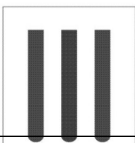
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1 taking it away to create retention ponds and a
2 high-speed overpass. I'm also worried about
3 property values. As someone who also owns real
4 estate that's directly affected by this, I just
5 calculated, it's going to take us an extra 1.2 miles
6 if we're driving from east to west to pull into our
7 own street. 1.2 miles to pull into my own home
8 compared to how we currently pull into our street.

9 Also, it is called Bird Lake that we live on.
10 It's a beautiful place, but the wildlife will be
11 directly affected, and there are just so many
12 detriments to this plan. We would prefer to see an
13 overpass on the 41 direction and definitely not to
14 the scale that you guys have presented on that large
15 map. And I appreciate your time. Thank you.

16 MR. FOX: Thank you for your comment. The next
17 speaker is Jia Wang and following is Norman
18 Lancaster.

19 MR. WANG: Hello, my name is Jia Wang. Thank
20 you for this opportunity. As all the other people
21 talk, I'm totally against this elevated bridge at
22 U.S. 41, State Road 54. First off, it will make our
23 right turn onto the State Road 54 and the left turn
24 back to our road extremely difficult. It's very
25 difficult for us to make the right turn and the --



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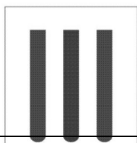
1 when we come back, as the other lady said, that it
2 takes one -- some miles to get back home.

3 And in addition to that, it also created -- it
4 creates a lot of safety issue, I guess, because the
5 speed -- is probably 55 mile. And you can imagine
6 people will fly up to 70 on the elevated bridge. So
7 it will create a lot of safety issue for us as well.

8 And second, noise, and the ugliness, we are put
9 on our -- you know, the property value, the health,
10 the stress, the noise over the night will hurt our
11 sleep as well. And those issues are a real concern
12 for us. So in addition, as other people said, there
13 is, you know, the wildlife impact, et cetera. And
14 I'm just wondering why the other two options, for
15 example, the overpass over the -- 41 started taking
16 into account seriously. I think that's why that's
17 -- it's a viable option for us.

18 And then in addition to that one, we -- during
19 the discussion there, some gentleman said, okay,
20 there's another -- you know, the road that is called
21 Ridge Road from Newport Ridge to some point. Now
22 it's not fully developed at the end of the -- before
23 the 41. And we are just wondering why you cannot
24 take into this -- into picture, into consideration.

25 Instead of focusing on this tiny area around



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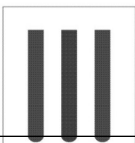
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1 the 41, 54, can you just get a more high-level
2 overview on the whole area holistically? Look at
3 other options between the 52 and the 54, such as
4 Ridge Road? We extend to Ridge Road to the
5 eastbound to the 41 and continue to the 75. Thank
6 you.

7 MR. FOX: Thank you for your comment. The next
8 speaker is Norman Lancaster and following is Bruce
9 Spatz.

10 MR. LANCASTER: Hello. As you said, my name is
11 Norman Lancaster. I live at 3650 Swans Landing
12 Drive, Land O' Lakes. I strongly believe that the
13 desire for this change to our intersection stems
14 from uncontrolled development west of 41. I
15 understand why our elected officials are not here
16 tonight, because about ten years ago, we had a
17 meeting similar to this, and they didn't really want
18 to be at that one either. And this has just been a
19 thorn in their side for as long as I've lived here.

20 It -- my problem is that we're making this
21 change -- your desire to make this change, as I
22 said, it stems from uncontrolled development west of
23 41. What you're doing is proposing to wipe out our
24 little town area, change the entire feel of our
25 community simply to benefit a bunch of people who



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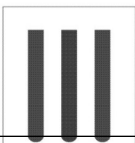
1 live somewhere else so that they can drive through
2 our community twice a day. I don't think proper
3 consideration has been given for the people who
4 already live here.

5 And the sad thing is that I don't think it's
6 going to be a long-term solution either, because as
7 long as development is uncontrolled, there are going
8 to be more and more people, so whatever new capacity
9 you provide now is simply going to fill up the new
10 road and it's going to be a problem at Collier where
11 it's already starting to become a little mini
12 intersection of 54 and 41. As well, it would be
13 painful for a lot of us to deal with increased
14 congestion at this intersection.

15 The most natural solution is a supply and
16 demand or a balance of environmental demands and
17 simply to leave the intersection like it is. And if
18 the traffic gets bad enough, nobody will want to
19 develop there, and the problem will eventually take
20 care of itself until somebody else can figure out
21 how to put another east-west road into our
22 community. Thank you.

23 MR. FOX: Thank you for your comment. The next
24 comment is Bruce and following is Margaret Smith.

25 MR. SPATZ: Thank you. My name is Bruce Spatz,



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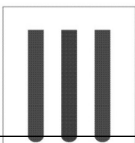
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1 1834 Daiquiri Lane here in Lutz, and thanks for
2 allowing us the opportunity to talk to you guys
3 tonight. I think the big takeaway that I got from
4 listening to all the comments this evening and the
5 discussions we had around the boards is that, you
6 know, this community is seriously impacted by the
7 changes that you guys have proposed as your primary
8 option.

9 So we challenge this group to go back to the
10 drawing board and reevaluate elevating 41. I think
11 it impacts a lot less residential communities and
12 people in that method. The speed at which the
13 vehicles will be traveling without a stoplight at
14 the two locations that you guys are taking out and
15 elevating is going to make that a very dangerous
16 stretch of road that is already pretty fast and
17 dangerous. So one more thing to consider there.

18 I don't understand the relocation of the fire
19 department. I didn't -- I don't believe I saw any
20 proposed relocation sites of that. So I would ask
21 why we're doing that?

22 And then finally, just the quality of life for
23 the residents in this area with this change, it's
24 going to be pretty dramatic. Putting sound barriers
25 up. And as many said already this evening, it's



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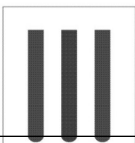
1 from traffic coming from outside of our community
2 that's impacting this one.

3 So again, go back and see if there's other
4 options to minimize that. And then I would join the
5 group in my disappointment with local politicians
6 not being here to hear our voices. Thank you.

7 MR. FOX: Thank you for your comment. The next
8 speaker is Margaret Smith and following is Harry Van
9 Den Berg.

10 MS. SMITH: Good evening. I'm Margaret Smith.
11 My address is 1328 Eastwood Drive from Lutz,
12 Florida. I've been looking at this design for maybe
13 two months now, and I've been losing sleep over it.
14 I don't see it as anything more than moving the
15 traffic jam from the intersection of State Road 54,
16 U.S. 41, to the intersection of State Road 54 and
17 Collier Parkway, already a failing intersection.

18 I also looked at the local lanes versus the
19 through lanes, the over -- and then the flyover
20 lanes. And I noticed that from 41, we start off with
21 three lanes, we drop down to two, and by the time
22 those that bridge flyover is merging down to three,
23 we're down to one lane and the traffic coming onto
24 that road is all of our neighborhoods, all of the
25 businesses, all of the U.S. 41 south left, coming



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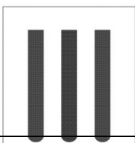
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1 from the north, coming from southbound making a
2 left, all the U.S. 41 going northbound making a
3 right, all that. And all of the State Road 54 local
4 traffic will be on there.

5 And yet when we go to merge with those high
6 speed through lanes, we are down to one lane. And
7 what I see there is nothing but a jammed-up point of
8 -- now, you know, it's already going to be hard to
9 merge over to our -- to here, to Collier Parkway, to
10 our rec center, to our library, to our churches, to
11 our shopping area. How do -- when we get to that
12 point with one lane and we're trying -- we're
13 looking at 70-mile-an-hour traffic coming off of
14 that bridge, how in the world are we supposed to go
15 from almost stop situation all the way over to make
16 a left turn into Publix? So a left turn onto
17 Collier Parkway.

18 So that part of the design, I did not
19 understand at all. I don't understand the whole
20 design, but I'll go -- I'm doing a few of the points
21 that really disturb me, as it would be difficult if
22 not impossible for us to get all the way across --
23 fighting through those through lanes. And the
24 reason I say that is all of us have been dealing
25 with the Dale Mabry U.S. 41 merge. I mean, just the



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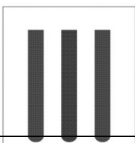
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1 other day, when I was trying to go to the pizza
2 place up the road, ABC Pizza, we're coming out of
3 Northwood and we get on 41, no real problem because
4 the light there is metering the traffic and it left
5 the gap for us to get onto 41. We were chatting
6 away before we realized that we're still in the
7 outside right lane that turns off onto 54.

8 So as we tried to go -- to get over, we
9 couldn't even get over. I'm telling you the traffic
10 merging off of Dale Mabry trying to make a right on
11 54 to go to the interstate, it was -- it's very
12 aggressive and every gap you get to maybe shift
13 over, it's taken up by these guys trying to make
14 that right turn.

15 So -- and this -- and the same thing for if
16 we're on 41 and we're trying to go west on 54, how
17 -- we're still merging across all this traffic. I
18 hate to see that happen on both ends of this flyover
19 over U.S. 41, either on -- where I am because I'm in
20 the Cypress Street subdivision on -- I come in -- I
21 get on 54 from Osprey and, you know, I'm in a --
22 every day, have to get over to go to my church or go
23 to Publix or something like that. And I just don't
24 see us recreating that problem with having to cut
25 across that -- those high- speed lanes. Because as



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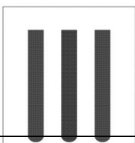
1 a gentleman before me just mentioned ever -- the
2 signals that have metered and created the gaps,
3 those are gone. So you're talking -- it's already
4 going 65 miles out of there, they're going to be
5 going faster in the future.

6 So I got the time thing here. So here's what
7 I'm saying, consider U.S. 41 the plan in the back,
8 that is the U.S. 41 over State Road 54, Option 1,
9 resolves all the issues and it fits -- fixes Dale
10 Mabry. So that's what we need, a holistic approach
11 to this interchange -- this intersection. And also,
12 we need to leave the signals where they are. The
13 low signal is very important to all of us accessing
14 54 to give us that gap wherever you can.

15 So yes, please, just -- we just want to be --
16 we just -- I'm just asking you to not disrupt our
17 neighborhood, to keep us together. I'm part of Land
18 O' Lakes. I don't want to be separated and have to
19 go south to my -- another new community. I've been
20 here 39 years, and I want to stay here in Land O'
21 Lakes. Thank you.

22 MR. FOX: Thank you for your comment. The next
23 speaker is Harry Van Den Berg and following is
24 Sharanne Rothenbucher-Greer.

25 MR. VAN DER BERG: Harry Van Den Berg, 9029



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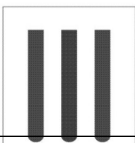
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1 East Nighthawk Lane in Floral City, but I spend much
2 of my year here. FDOT has developed a Bicycle Level
3 of Traffic Stress Flow Chart, which predicts that
4 the presence of, in all three alternatives, almost
5 no bicyclists are going to ride through this
6 intersection just like they don't now.

7 It's hazardous. I've tried to ride through
8 them many a times and -- I'm -- I've ridden for
9 decades. So I know areas, the -- all of the
10 alternatives have the same flaws where that are --
11 have prevented bicyclists from using this area.

12 Now, FHWA and FDOT's own FDM recommend that
13 where that shared use path is used, when the speeds
14 are 35 miles an hour or greater, and the AADT I
15 think is 7,000 or so, no bicycle lanes, all of those
16 recommend a shared use path. There are no shared
17 use paths shown here.

18 I've identified 14 dangerous conflicts in the
19 plans that you have there, 14 of them. All of those
20 conflicts are precisely the reason people do not
21 ride bicycles. For some reason, District 7 is
22 insisting on putting in the same failed designs that
23 cause hundreds of our fellow people to die on FDOT's
24 arterials. So the shared use paths, by all of the
25 current best practices, needs to be incorporated



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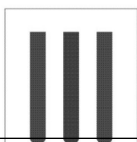
1 into here, not the seven-foot bicycle lanes that are
2 showing now. Thank you.

3 MR. FOX: Thank you for your comment. The next
4 speaker is Sharanne Rothenbucher-Greer. I'm sorry
5 for messing up your name.

6 MS. ROTHENBUTCHER-GREER: My name is Sharanne
7 Rothenbucher-Greer. I live at 21189 Lazy Days
8 Circle in Lutz. I have to travel through that
9 intersection every single day. I moved here from
10 Colorado Springs, and we had a very similar problem
11 in an intersection where we would be sitting there
12 for three or four or five times through a light,
13 which is what we have there many times throughout
14 the day.

15 And in recent weeks, I have witnessed so many
16 accidents. Even here tonight, almost saw some guy
17 get hit by a car on a bike trying to get out of
18 that. So to that gentleman's point, the bicycle
19 thing there is very sticky anyway.

20 So looking at the preferred option, that seems
21 like more than we need. But the alternative Option
22 1 with the diamond lanes, they put that in in
23 Colorado Springs and it really had the least impact
24 of any of the other plans. And it really did help
25 the flow of traffic there immensely. So if we have



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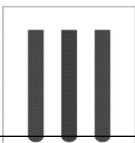
1 to have an option, that seems logical. Thank you.

2 MR. FOX: Thank you for your comment. The next
3 speaker is Raymond Van Loon. And following is
4 Christie Stevens.

5 MR. VAN LOON: As mentioned, my name is Raymond
6 Van Loon. I live in Heron Cove Community. My
7 address is 1922 Hammocks Avenue in Lutz. And there
8 are several things -- and by the way, some of those
9 speakers have really, I see -- here has brought up
10 the idea of the overpass way on Highway 41 rather
11 than on 54. So we from our community prefer Option
12 number 1 with the crisscross of design. That really
13 looks good, and it works for us.

14 However, the speeds on Highway 54 are really
15 high. They may be set at 60, 65, where it is, the
16 people fly by at about 80, 85 miles an hour. And
17 when we come out of our development Heron Cove, the
18 little dot becomes that big all of a sudden. And
19 then there's a car moving far more than we can even
20 guess. And I know this subject has not considered,
21 to my understanding, any reduction of speed. But
22 that is a problem now, and it will be a problem no
23 matter which alternative go.

24 I understand that development is happening. And
25 I think your alternate number one is by far the best



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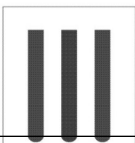
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1 for our community. And I'm concerned also about the
2 lake, Three Lakes. I think that it would be nice to
3 have that study updated so that it would take into
4 consideration the many species that some of the
5 people have witnessed. I am also concerned about
6 the ingress and egress to our community during
7 construction and after the project is completed.
8 Because it looks like you know, things are going to
9 be really sort of difficult. But I understand, you
10 know, it's short term. Once it gets started, it's
11 going to be quite a ways off. I understand. Anyway,
12 that's my comments for this evening. And thank you
13 all for coming. I really appreciate seeing this
14 many people.

15 MR. FOX: Thank you for your comment. The next
16 speaker is Christie Stevens and following is John
17 Yarbrough.

18 MS. STEVENS: Hi, I'm Christie Stevens. I live
19 in Village on the Pond, which is just off Osprey,
20 south side of 54, just east of Lutz. And I think
21 there's something else that has to be said here
22 tonight. And that is that this project is about ten
23 to 15 years too late. And the people here in this
24 room are going to pay the price for that tardiness
25 with their tax dollars and with their lives being



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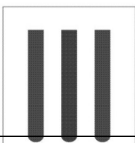
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1 disrupted. And what we're asking of you is to don't
2 disrupt any more than you have to.

3 And when I look at your preferred plan, which
4 frankly, I'm shocked that that's your preferred
5 plan, it includes as you said, 26 businesses. And
6 that includes churches where people worship and
7 restaurants, where people take their families and
8 people's livelihoods and their homes. So you have
9 to do better than that. And I think Option 1, your
10 alternative, is better, but it's not there yet. We
11 asked one of your people about one of the entrances
12 to our subdivisions. There are two on Osprey.

13 Osprey is one entrance and Lakeford is another.
14 And we said it looks here like how do you get into
15 Lakeford? And he said, oh yeah, we're working on
16 that. So you got to keep working on it. But I think
17 it's a start. But I don't think taking 26
18 businesses out of this community is good enough.
19 Because that's our culture here. It's not just as
20 you mentioned culture, you mentioned historic
21 business buildings. Yeah, that's culture, but so is
22 our community. And we don't want to lose that much
23 of it. Thanks.

24 MR. FOX: Thank you for your comment. The next
25 speaker is John Yarbrough, and the following speaker



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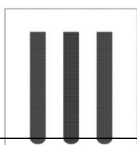
1 is David Smith.

2 MR. YARBROUGH: Hi. Thank you. And good
3 evening. I live in a wonderful little community.
4 Just --

5 MR. FOX: Oh, I'm sorry. Can you just state
6 your name and address for the record, please?

7 MR. YARBROUGH: I'm sorry. My name is John
8 Yarbrough, and I live in a wonderful community just
9 north of the Village Lakes Shopping Center. So if
10 we're going to go shopping at Village Lakes, there's
11 not that much there, then we don't have to get on 54
12 or 41. But everywhere else we go, we do. So it
13 highly impacts us. Now about what? Six, seven years
14 ago, we attended a similar meeting that was offered
15 by the county. And there were three options given.
16 One was do the flyover. Number 2 was let's widen the
17 roads by another couple of lanes.

18 And number 3 is, let's do nothing. Well, the
19 do nothings were highly organized. And I see there
20 are many of you here tonight, too. So you know, I
21 think it's untenable and unreasonable to just
22 continue to study and study. You know, had the
23 plans and the construction begun shortly after that
24 meeting, we wouldn't be meeting here again. We'd be
25 enjoying a better quality of life through the



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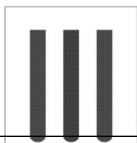
1 traffic. So I don't -- I'm not an engineer. I'm
2 not here to say which option would be best. I would
3 leave that to the experts who know exactly what
4 they're doing. And so that's my opinion. And thank
5 you.

6 MR. FOX: Thanks for your comment. The next
7 speaker is David Smith, and the following is Stacy
8 Hallman.

9 MR. SMITH: Good evening. My name is David
10 Smith, and I don't really understand why the DOT is
11 emphasizing the east west route when the City of
12 Tampa is south of us. Which has quite the
13 population and a lot of people in this community
14 work in Tampa. So the flow should be north to
15 south, the hub should be north to south. And I'm
16 not sure whether the people in New Port Richey are
17 heading this way, but they have to continue to hop
18 over on US 41. Thank you.

19 MR. FOX: Thank you for your comment. The next
20 speaker is Stacy Hallman and following is Christie
21 Zimmer.

22 MS. HALLMAN: Good evening. My name is Stacy
23 Hallman. I live in Stonegate at 3409 Diamond Hall
24 Circle. Thank you all for listening to us this
25 evening. I am strongly opposed to your preferred



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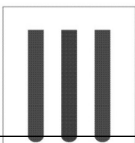
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1 alternative. I am in favor of an elevated 41. I
2 prefer the diamond version. I think that's Option
3 1. And why I prefer it. I live in Stonegate and
4 since 2013 and we've been entering and exiting off
5 of 54 in a very unsafe manner for years. Begging
6 for a traffic light, they're finally building us a
7 traffic light and it literally is at the entrance of
8 the overpass.

9 If the preferred option goes through. So talk
10 about a bottleneck that's going to occur right there
11 at that intersection. It's going to be even more
12 dangerous for all of us. I do also think that
13 there's plenty more residential and townhomes and
14 apartments off of State Road 54, not to mention all
15 the businesses off of State Road 54, way more so
16 than the businesses going along 41 at this
17 particular intersection. So I think it's less
18 disruptive to have the elevated road at State Road
19 on Highway 41 versus the 54.

20 The other thing that I agree with someone
21 earlier who said the -- where the apex or where the
22 intersection of Dale Mabry and 41 meets, it's
23 already very super dangerous elevating it there. I
24 mean, I'm not sure exactly where it starts for
25 elevating 41. But if you can avoid, you know, that



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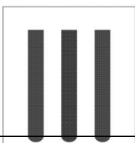
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1 situation from happening and have a bypass, so
2 people can go straight through that are not needing
3 to turn on State Road 54, I think that would be very
4 helpful. Not to mention, I understand that the
5 elevated 41 might be a cheaper option. So I really
6 sincerely hope you guys consider elevating 41 and
7 not 54, if you must create an overpass. Thank you.

8 MR. FOX: Thank you for your comment. The next
9 speaker is Christie Zimmer and following is Barbara
10 Kleinhans.

11 MS. ZIMMER: Hi there. I'm Christie Zimmer,
12 3615 Pine Cove Court, Land O' Lakes. We moved here
13 in '69 when there was only a stop sign at 54 and 41.
14 We had to fight for a flashing light. I got
15 involved in the Citizen Advisory committee for the
16 Metropolitan Planning Organization. And I served on
17 that committee for 20 years as a volunteer. Part of
18 our job was the 54-41 corridor committee to review
19 the potential plans. There is one plan that is
20 missing, and I'll hold it up for you to see.

21 It's called a parallel flow intersection. It
22 does not have an overpass. They did not want to
23 work with it because it wasn't their preferred
24 engineer. This gentleman had a very good plan. Our
25 committee, most everybody on that committee and



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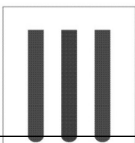
1 there are a few sitting in this room, picked that
2 plan as one of our top three. They ridiculed this
3 poor engineer during hearings. You can see it on
4 YouTube. And he ended up killing himself at the
5 FDOT office. It doesn't stop the fact that the plan
6 is still a good plan. They said they didn't want it
7 because it had never been built before. But guess
8 what, the Diamond divergent had never been built
9 before either.

10 MR. FOX: Thank you for your comment.

11 MS. ZIMMER: And I, too, am also extremely
12 disappointed that we don't have any of our
13 representatives here from the State level or from
14 our local County commission.

15 MR. FOX: Thank you for your comment. The last
16 speaker card is -- oh, no, sorry. The next speaker
17 is Barbara Kleinhans. And following is Austin
18 Dunbar.

19 MS. KLEINHANS: Good evening. I'm Barbara
20 Kleinhans. German name, Irish girl. I live on
21 Leonard Road, which has now become nicknamed Bypass
22 54, and it is all because of the traffic coming from
23 Newport Ritchie prominently towards the apex. And
24 they're all cutting through Henley Road and then
25 through Leonard Road to get out to Dale Mabry. I



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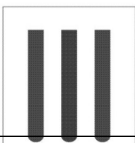
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1 have lived in the Pasco County area for well over
2 probably 12 to 14 -- 14 years. I bought that house
3 six years ago, and I've gone to four others of these
4 meetings.

5 Same game. Same almost identical photos and
6 everything. So I'm talking from both sides. I'm
7 also a retired police officer. I was certified in
8 Crime Prevention Through Environmental Design. And
9 it's a certification that means I actually can sit
10 down and help to design highways and make it more
11 friendly for humans to prevent crime situations. So
12 I do have a background enough to be able to speak as
13 a logical human being.

14 In the time that I have lived here in Pasco
15 County, we have had this proposal several times.
16 We've also still put in more houses and condos than
17 this area can support. They put in Long Lake Ranch,
18 which completely took our two lane, little Leonard
19 Road and increased the traffic from about a dozen
20 cars a day to significantly more. Now they are
21 putting in over 500 townhomes, condos on -- at --
22 right on 54 and Henley Road.

23 Now it's going to severely impact our road once
24 again. Because they're going -- people, people are
25 people. They're going to find an alternate



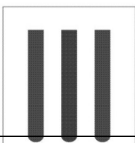
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1 situation to get them from point A to point B to try
2 to avoid this apex. We understand that. So what my
3 question and my comment is, what are the plans that
4 are all in this? Because there's none of them that
5 shows anything as an impact to Leonard Road and
6 Henley Road that will actually alleviate our
7 problem. And the minute they start building on
8 those road -- that -- at that apex we're going to
9 increase significantly because they're going to say,
10 we can cut through this way to get down and pass
11 that apex.

12 So my comment is, there needs to be a little
13 bit more education and inquiries as to where do the
14 people actually live that are going to have to go
15 into that apex? Do you have more people living
16 south of 54 so that they would be able to find
17 another direction there other than, you know,
18 Collier and so forth, that direction? Or do you
19 have another way of connecting like the interstate
20 or the veterans further south or further north,
21 which would alleviate that traffic in both
22 directions? So that's my comment. I think that
23 there needs to be more insight to what is happening
24 in those neighborhoods that are going to be
25 affected. Thank you.



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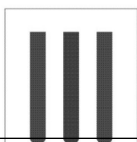
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1 MR. FOX: Thank you for your comment. The next
2 speaker is Austin Dunbar.

3 MR. DUNBAR: Good evening. My name is Austin
4 Dunbar. I live on Umberland Place. I grew up in
5 this community. I played soccer at this Ferry Rec
6 Center. I've lived in Pasco County for all 24 years
7 of my life. I have watched as this intersection has
8 become more and more congested over those last 24
9 years. I now live just west of this intersection.
10 I drive through it almost every day. My opinion is
11 I'm in favor of any of the free proposed
12 alternatives because something has to be done.

13 I know a lot of people here have commented on
14 the growth and how they feel that that is
15 contributing to it and that that needs to stop. But
16 the unfortunate or fortunate fact of the matter is
17 the growth has already happened. The people are
18 here, the houses are built, more people are going to
19 come. This is only going to get worse. I know a
20 couple of people have mentioned that, you know, they
21 don't want this to be their problem.

22 I don't want it to be my problem in 40 years.
23 You know, we have put this off for long enough and
24 as much as I understand it, this will impact the
25 community. It -- not doing anything will impact the



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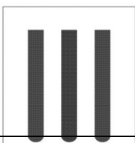
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1 community arguably more. Because we all will sit
2 through as many people have mentioned four or five,
3 six light cycles. I have myself witnessed many
4 fatal accidents on this road. So I'm in favor of any
5 alternative, but something has to be done.

6 MR. FOX: Thank you for your comment. Is there
7 anyone else in person that would like to make a
8 public comment? That appears to be all public
9 speakers from here at the in-person location. Oh,
10 yeah, you can come to the microphone and then fill
11 out the card afterwards. That's fine.

12 MR. MAHONEY: My name is Tom Mahoney. I live
13 at 2350 Lakes Edge Lane, which is right off Lake
14 Linda. We are west of 41. Where a lot of the
15 traffic is absolutely horrendous now. We looked at
16 this plan, the main plan that we've got here.
17 Everybody that lives on the east west corridor
18 that's in that ballpark cannot get out of their
19 driveways. Just to get home at night, I come from
20 Tampa and when I come up 41, I have to make that
21 turn and I have to get -- and I had to have a turn
22 lane.

23 That turn lane's going to be gone. I'm going
24 to have to go another half mile, three quarters of a
25 mile down the road to make a U-turn to be able to



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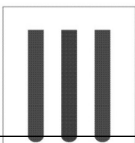
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1 come back to my driveway. All of us that live in
2 that corridor is going to have the same issue from
3 whichever way you go. If I want to go west down my
4 road, I got to drive down for a mile, make a U-turn
5 and come back. I'm spending an extra two miles.
6 Now, I have to make a U- turn on that traffic.

7 I have to make a U-turn with what's going on
8 now. That's hard enough the way it is. With that
9 interchange, the way it's going to be, that would be
10 a nightmare for all of us. Looking at all these
11 plans here, there's nothing, absolutely nothing that
12 affects Dale Mabry traffic. This is going to be
13 left just the way it is. And what a nightmare that
14 is. Anybody coming north or headed north to not get
15 all the way to the left. And everybody coming up
16 Dale Mabry can't get all the way to the right.

17 Accidents every day. One accident happens. I'm
18 back all the way, County Line Road, trying to make a
19 turn. It's a nightmare. This does not -- does
20 nothing for that whatsoever. That can't happen. We
21 have to address everything in this interchange.
22 Those at least show us some kind of plans that's
23 going to change and allow us to give some type of
24 way so I can make my left and the people coming off
25 Dale Mabry could make a right. I think 41 looks like



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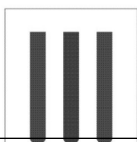
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1 it affects a lot less people, a lot less traffic.
 2 The overpass over 41 looks like the only viable
 3 alternative. It just it makes no sense to do this.
 4 Thank you very much.

5 MR. FOX: Thank you for your comment. Is there
 6 anyone else in person that would like to make a
 7 public comment?

8 MS. VAN NOSTRAND: Hi, my name is Trina Van
 9 Nostrand, and I've noticed that there seems to be a
 10 lot of people that are against the overpass on 54.
 11 I don't feel we should add any overpasses. They're
 12 sitting there talking about, well, it'd be preferred
 13 that the overpass go over 41, not 54. That just
 14 divides the community no matter what you do. We
 15 need no overpasses whatsoever. And we wouldn't be
 16 having this problem if the County commissioners
 17 didn't keep approving apartments and housing
 18 developments all over the place.

19 So why are none of them here? This affects the
 20 whole community. And as a resident that's been here
 21 since '73, I don't want any overpasses in my
 22 community at all. Whether it's 41 or 54. You need
 23 to go to the other -- the plan that was put on here
 24 back in -- ten years ago, that had no overpasses.
 25 To me, an overpass actually has more infrastructure



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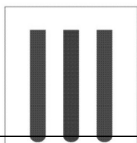
1 because you got on ramps, off ramps and it's going
2 to make more problems and more land to take than
3 just widening the roads. And doing the other plans
4 that Christie just mentioned. That was talked about
5 ten years ago. Just because you didn't want that
6 developer, that's ridiculous. That's all I got for
7 you.

8 MR. FOX: Thank you for your comment. Is there
9 anyone else in person that would like to make a
10 public comment? Yes, ma'am.

11 MS. GARDNER: Hi, my name is Marilyn Gardner. I
12 live in Valencia Gardens. And I don't know if these
13 plans sound great, but take into consideration on
14 41, Ridge Road is going to be cutting through right
15 by Connerton, which is itself is a huge community.
16 So all the traffic heading towards downtown on 41 is
17 going to - - and 54 is going to be a major, major
18 nightmare. That's it.

19 MR. FOX: Thank you for your comment. All
20 right. We will now hear public comments from those
21 joining us virtually through the go to webinar.
22 Jensen Hackett will be moderating this portion of
23 public comments. So I will now turn it over to
24 Jensen.

25 MR. HACKETT: Thank you, Craig. We will now



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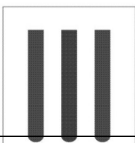
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1 call upon our other participants who have requested
2 to speak by raising their hand virtually. Please
3 state your name and address. If you represent an
4 organization, a municipality or other public body,
5 please provide that information as well. Again, we
6 ask that you limit your comments to three minutes.
7 Before you speak, we will call your name, and we
8 will turn on your audio controls so that your
9 microphone will be active.

10 Please make sure that you have not self-muted,
11 which you can undo by clicking on the microphone
12 icon in the go to webinar control panel and state
13 your name and address clearly into the microphone so
14 that our court reporter can capture that
15 information. And this would be the time, if you are
16 virtual, please raise your hand if you would like to
17 speak. Craig, I do not see anyone that has raised
18 their hand virtually. I will go ahead and turn the
19 meeting back over to you.

20 MR. FOX: Thank you, Jensen. The public
21 hearing transcript, written statements, exhibits and
22 reference materials will be available for public
23 inspection at the Florida Department of
24 Transportation's District 7 office located at 11201
25 North McKinley Drive, Tampa, Florida 33612 within



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1 three weeks. It is approximately 7:38 p.m. I
2 hereby officially close a formal portion of the
3 public hearing for the US 41 and State Road 54
4 project development and environment study. You may
5 continue to view the materials on display and speak
6 with our project staff. On behalf of the Florida
7 Department of Transportation, thank you for
8 attending. Remember to be alert today. Alive
9 tomorrow. Safety doesn't happen by accident. Good
10 night. And thank you for your time.

11 (OFF THE RECORD)

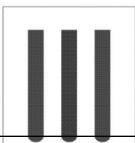
12 THE REPORTER: Go ahead.

13 MR. STEARNS: Steven Stearns, 5205 Swallow
14 Drive, Land O Lakes. What -- this road improvement,
15 they should have done it 20 years ago. They knew we
16 were going to have the growth and they let the
17 growth happen before the roads. The roads are not
18 capable of handling all the traffic that they've got
19 and they're not going to. They've waited too long
20 to do any kind of infrastructure and now they're
21 behind the ball.

22 THE REPORTER: Thank you for your comment.

23 MR. STEARNS: Thank you.

24 (Meeting concluded at 7:48 p.m. ET)
25



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STATE OF FLORIDA)

COUNTY OF ORANGE)

I, PAIGE LANDERS, Court Reporter and Notary Public
for the State of Florida at Large, do hereby certify
that I was authorized to and did report the foregoing
proceeding, and that said transcript is a true record of
the said proceeding.

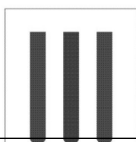
I FURTHER CERTIFY that I am not of counsel for,
related to, or employed by any of the parties or
attorneys involved herein, nor am I financially
interested in said action.

Submitted on: April 7, 2025.



PAIGE LANDERS

Court Reporter, Notary Public

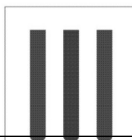


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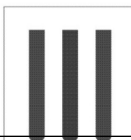


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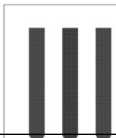
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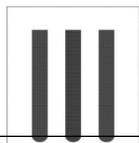
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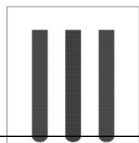
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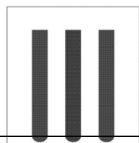
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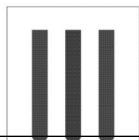


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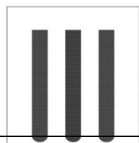


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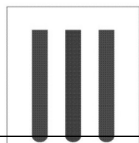
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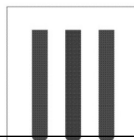


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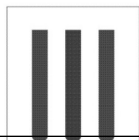


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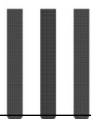


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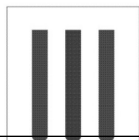
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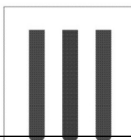


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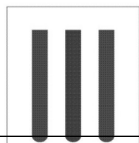


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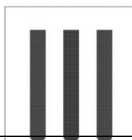


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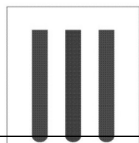


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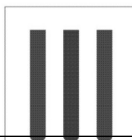


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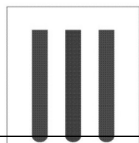


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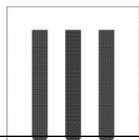
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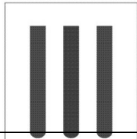


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801
JACKSONVILLE, FL 32256
TAMPA, FL 33602

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TOMORROW'S TECHNOLOGY TODAY

CORPORATE **ORLANDO, FL 32801**
JACKSONVILLE, FL 32256
TAMPA, FL 33602

PUBLIC HEARING CERTIFICATION

SR45 (US41) @ SR54 FROM S OF INTERSECTION TO N OF INTERSECTION

Project Development and Environment (PD&E) Study

Pasco County, Florida

Financial Management No.: 419182-1-22-01

I certify that a public hearing was conducted on 03/25/2025, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Craig Fox

(Name)

April 7, 2025

Date

Project Development Supervisor

(Title of FDOT Representative)



Electronically signed within SWEPT
on April 7, 2025 3:13:23 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [41918212201-CE2-D7-Public_Hearing_Transcript-2025-0407.pdf](#)

PUBLIC HEARING

US 41 (STATE ROAD 45) AT STATE ROAD 54

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

WORK PROGRAM ITEM SEGMENT NUMBER: 419182-1

DATE: Thursday, December 10, 2015

TIME: 5:30 p.m. - 7:30 p.m.

PLACE: Myrtle Lake Baptist Church
2017 Riegler Road
Land O' Lakes, FloridaREPORTED BY: CATHY J. JOHNSON MESSINA, RMR
Registered Merit Reporter
Florida Professional Reporter
Notary Public, State of Florida

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1 (The following proceedings were had and
2 taken by the court reporter.)

3 (The Audio/Visual Presentation was shown
4 continuously during the informal portions of the
5 hearing.)

6 **A U D I O / V I S U A L P R E S E N T A T I O N**

7 The Florida Department of Transportation welcomes
8 you to the public hearing for the Project Development and
9 Environment, or PD&E study, for the intersection of US 41
10 and State Road 54 in Pasco County, Florida.

11 US 41 is a major north-south arterial that
12 provides access to Tampa, Lutz, Land O' Lakes, and
13 Brooksville. State Road 54 is a major east-west arterial
14 that connects US 19 near New Port Richey to the west and
15 US 301 in Zephyrhills to the east.

16 The focus of this study is to evaluate alternative
17 capacity and operational improvements to meet existing
18 and projected traffic demand in Pasco County. As many
19 as 99,000 vehicles per day currently travel through this
20 intersection, and it is important to consider how this
21 corridor will continue to serve this region in the
22 future.

23 This public hearing is being conducted in
24 accordance with all federal, state and local
25 requirements. These regulations are listed on a

1 citations board near the sign-in table. Draft study
2 reports are available for review at this hearing and have
3 been on public display at the Land O' Lakes Library and
4 Florida Department of Transportation (FDOT), District
5 Seven office. The display period began on November 19th
6 and will continue through December 21st, 2015.

7 This PD&E study process includes a comprehensive
8 evaluation of the proposed improvements shown in the
9 engineering concepts on display. Those concepts are
10 evaluated for economic impacts as well as effects on the
11 socio-cultural and natural environments in the area.

12 The need for intersection improvements is based on
13 several factors: By the year 2040, traffic using the
14 intersection is expected to increase from the current
15 99,000 vehicles per day to an estimated 208,000 vehicles
16 per day; US 41 and State Road 54 are both designated
17 emergency evacuation routes; the US 41/State Road 54
18 intersection's crash rate is higher than the statewide
19 average; both US 41 and State Road 54 are part of the
20 regional roadway network identified by the West Central
21 Florida MPO's Chairs Coordinating Committee; and US 41
22 and State Road 54 are designated as regional freight
23 mobility corridors and provide access to regional
24 intermodal facilities, including Tampa International
25 Airport, Port Tampa Bay and Port Manatee.

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

5 Over the past several months, FDOT has been
6 preparing detailed engineering and environmental
7 evaluations and coordinating with stakeholders to
8 identify recommended alternatives for the PD&E study.
9 The purpose of this public hearing is to present the
10 recommended build alternatives and receive your comments
11 for the official study record.

12 To help us determine the best improvement options,
13 we first had to examine the current roadway condition.
14 At the intersection of US 41 and State Road 54, US 41
15 currently provides three through lanes, two left turn
16 lanes, and one right turn lane in each direction. A CSX
17 rail line is located on the west side of US 41. In this
18 same area, State Road 54 currently provides three through
19 lanes, two left turn lanes, and one right turn lane in
20 each direction.

21 The study is considering two recommended build
22 alternatives for the improvements at US 41 and State
23 Road 54 - Alternatives 3A and 3C. Both recommended
24 alternatives are grade-separated interchanges with State
25 Road 54 elevated over US 41.

1 Both alternatives require additional right-of-way.
2 Each recommended alternative was evaluated to operate
3 with and without tolled through lanes crossing over
4 US 41. If the toll option is selected, drivers would
5 have the option to use the elevated lanes by paying a
6 toll or travel through the intersection at-grade
7 without paying a toll. This option applies to both
8 alternatives.

9 Alternative 3A will construct a new interchange
10 which will include three left turn lanes in each
11 direction and two or three right turn lanes in each
12 direction. Alternative 3A will provide four through
13 lanes on US 41 in each direction, two through lanes
14 at-grade and two elevated through lanes in each
15 direction on State Road 54. Additional right-of-way
16 will be required to construct these improvements. The
17 recommended Build Alternative 3A is estimated to cost
18 \$159.9 million dollars.

19 Alternative 3C is similar to Alternative 3A and
20 will include two through lanes at-grade and two elevated
21 through lanes on State Road 54 in each direction. This
22 alternative proposes no additional lanes for US 41 and
23 will maintain the same turn lanes at the intersection as
24 currently provided. Additional right-of-way will be
25 required, but construction of Alternative 3C will require

1 less right-of-way than for Alternative 3A. The
2 recommended Build Alternative 3C is estimated to cost
3 \$179.6 million dollars.

4 Both Alternatives 3A and 3C provide a new traffic
5 signal for the northbound traffic on US 41 at the
6 intersection of US 41 and State Road 597/Dale Mabry
7 Highway. A traffic signal will allow the northbound
8 Dale Mabry Highway traffic to weave across US 41 to
9 provide access to the right turn lanes to eastbound
10 State Road 54.

11 There are advantages and disadvantages associated
12 with constructing either of the recommended build
13 alternatives. Advantages for both alternatives will:
14 Reduce intersection delay; offer improved safety;
15 increase emergency evacuation capacity; and are
16 consistent with the Pasco County MPO's 2040 Long Range
17 Transportation Plan.

18 Disadvantages associated with constructing either
19 of the recommended build alternatives include: Costs
20 associated with design, acquisition of right-of-way and
21 construction; temporary traffic disruption during
22 construction; minimal environmental effects.

23 Alternative 3A is the least expensive build
24 alternative, but requires more right-of-way and more
25 business and residential impacts. Alternative 3C has

1 higher construction costs, but less impacts to businesses
2 and no residential impacts.

3 In addition to the recommended build alternatives,
4 the no-build, or do nothing, alternative is considered a
5 viable alternative and will remain so for the duration of
6 this study. Under the No-Build alternative, no
7 improvements would be made to the US 41/State Road 54
8 interchange, and only routine maintenance and
9 preservation efforts would occur along the corridor.

10 Advantages of the No-Build alternative include:
11 No design, construction, and/or right-of-way costs; no
12 adverse effects on natural resources; and no
13 inconvenience to the motoring public for construction.

14 Disadvantages of the No-Build alternative include:
15 Increased travel delays due to an increase in traffic
16 volumes; reduced emergency evacuation capacity; and it is
17 not consistent with Pasco County MPO's Long Range
18 Transportation Plan.

19 A detailed alternatives comparison matrix is on
20 display this evening as well as in tonight's handout.

21 This public hearing is an opportunity for you to
22 ask questions and offer comments on this study. Project
23 representatives are available to provide more detailed
24 information and to address your questions.

25 There are several ways to comment as part of the

1 public hearing record. All comments received will be
2 reviewed and considered in the study analysis regardless
3 of how they are submitted. You may make a statement
4 during the formal portion of tonight's hearing, speak
5 directly with the court reporter during the informal
6 portion of this hearing, complete the comment form
7 provided in your brochure and drop it in one of the
8 comment boxes today, or complete the comment form later
9 and mail it to the pre-printed address on the back of
10 the form. You may also visit the project website and
11 electronically submit your comments there.

12 All comments must be received or postmarked by
13 December 21st, 2015, so they can become part of the PD&E
14 study public hearing record.

15 Following the hearing, the Project Team will review
16 all public input. They will document the preferred
17 alternative, finalize the study documents, and complete
18 the PD&E study.

19 In the next few months, the final documents will be
20 submitted to the Federal Highway Administration for
21 review and acceptance. We expect the PD&E study to be
22 completed in the spring of 2016.

23 Currently, funding for design of these improvements
24 is programmed in the FDOT's Five-Year Work Program.
25 There are no funds programmed for the acquisition of

1 right-of-way or construction of the proposed improvements
2 in the current Five-Year Work Program; however, addition
3 of these phases will be considered for future updates.

4 The Department thanks you for your participation at
5 this public hearing and for your interest in this
6 important regional transportation project.

7 Remember to be alert today, alive tomorrow. Safety
8 doesn't happen by accident.

9 * * * * *

F O R M A L P R E S E N T A T I O N

MR. BOGEN: Good evening. Today is Thursday, December the 10th, 2015, and it is approximately 6:30 p.m. We are assembled at the Myrtle Lake Baptist Church located at 2017 Riegler Road in Land O' Lakes, Florida.

Welcome to the Public Hearing for the US 41 at State Road 54 Project Development and Environment, or PD&E, study from south of the State Road 54 intersection to north of the State Road 54 intersection.

My name is Kirk Bogen and I am the Environmental Management Engineer for District Seven of the Florida Department of Transportation.

This public hearing is being held relative to Work Program Item Segment Number 419182-1. We are conducting the hearing this evening to provide you with an opportunity to discuss the project and to submit formal comments on the PD&E study.

This public hearing is being held in accordance with applicable and federal and state laws and public participation is encouraged and solicited without regard to race, color, religion, sex, age, national origin, disability or family status.

This hearing was advertised consistent with federal

1 and state requirements and is being conducted in
2 accordance with the Americans With Disabilities Act of
3 1990. This information is provided in the project
4 brochure and can be found at the sign-in table as well.

5 This is your opportunity to receive information on
6 the US 41 at State Road 54 PD&E study and officially
7 comment on the Recommended "Build" Alternatives and the
8 related project documents available here tonight.

9 Now I am going to describe the proposed
10 improvements along US 41 and State Road 54 from south
11 of the State Road 54 intersection to north of the State
12 Road 54 intersection.

13 This study is considering two recommended build
14 alternatives for the improvements at the intersection
15 of US 41 and State Road 54, Alternatives 3A and 3C.
16 Both recommended alternatives are grade-separated
17 interchanges with State Road 54 elevated over US 41.

18 Alternative 3A would be a new interchange which
19 will include three left turn lanes in each direction
20 and two or three right turn lanes in each direction.
21 Alternative 3A would provide four through lanes on
22 US 41 in each direction, two through lanes at-grade and
23 two elevated through lanes in each direction on State
24 Road 54. Additional right-of-way will be required to
25 construct these improvements. The recommended Build

1 Alternative 3A is estimated to cost \$159.9 million
2 dollars.

3 Alternative 3C is similar to Alternative 3A and
4 would include two through lanes at-grade and two
5 elevated through lanes on State Road 54 in each
6 direction. This alternative proposes no additional
7 lanes for US 41 and will maintain the same turn lanes at
8 the intersection as currently provided. Additional
9 right-of-way will be required. Construction of
10 Alternative 3C will require less right-of-way than
11 for Alternative 3A, but the construction cost will be
12 greater due to the amount of structures required. The
13 recommended Build Alternative 3C is estimated to cost
14 \$179.6 million dollars.

15 Both Alternatives 3A and 3C provide a new traffic
16 signal for the northbound traffic on US 41 at the
17 intersection of US 41 and State Road 597/Dale Mabry
18 Highway.

19 Both alternatives were evaluated with and without
20 tolled through lanes on State Road 54 crossing over
21 US 41. If a toll option is selected, drivers would be
22 given the option to travel State Road 54 on the elevated
23 lanes by paying a toll or travel through the intersection
24 at-grade without paying a toll. This applies to both
25 alternatives.

1 The "No-Build" Alternative is considered to be a
2 viable alternative and will remain so for the duration of
3 the PD&E study. The "No-Build" Alternative would involve
4 foregoing major improvements to the existing roadway and
5 provide only routine maintenance and safety enhancements
6 as required.

7 The Recommended Build Alternatives are based on
8 comprehensive environmental and engineering analyses
9 completed to date.

10 Now I'm going to give you some information about
11 right-of-way acquisition and how you can make comments on
12 the project.

13 When you arrived this evening you should have
14 received an informational newsletter and a comment form.
15 If you weren't able to sign in or did not receive an
16 information packet, please stop by our sign-in table
17 before leaving this evening. You should have also had
18 the opportunity to view the video presentation that was
19 running prior to the start of this public hearing.

20 One of the unavoidable consequences of a
21 transportation project such as this is the necessary
22 acquisition of privately-owned land and the subsequent
23 relocation of families or businesses displaced by such
24 acquisition.

25 On this project, we anticipate the acquisition of

1 44 parcels, including easements for Alternative 3A.
2 We also anticipate impacts resulting in the potential
3 relocation of 2 residences, 23 businesses and 22
4 commercial signs. These relocations are marked on the
5 aerial displays.

6 For Alternative 3C, we anticipate the acquisition
7 of 21 parcels, including easements. We also anticipate
8 impacts resulting in the potential relocation of 6
9 businesses and 14 commercial signs. No residential
10 relocations are anticipated for Alternative 3C. These
11 relocations are marked on the aerial displays.

12 If a project requires that all or part of your
13 property is to be acquired, the acquisition will be done
14 in accordance with all applicable eminent domain laws.

15 If a project requires people and/or businesses to
16 relocate, the relocation process will be done in
17 accordance with the federal Uniform Relocation Assistance
18 and Real Properties Acquisition Policies Act.

19 Informational brochures describing both the
20 acquisition and relocation process are available this
21 evening at the right-of-way table.

22 In addition to the printed material, experienced
23 right-of-way specialists who are familiar with the
24 acquisition and relocation process are available this
25 evening to answer your questions.

1 Josh Eaton and Ashleigh Schneider, if you would
2 please stand so that everyone who is an affected property
3 owner, displaced resident or displaced business will know
4 who to see to discuss these issues.

5 Thank you.

6 Before I continue, I would like to recognize any
7 elected officials or their representatives who are here
8 tonight. I ask that you please stand and introduce
9 yourselves for the record.

10 COMMISSIONER STARKEY: I'm Commissioner Starkey.

11 MR. BOGEN: And then there's another one back
12 there.

13 COMMISSIONER MOORE: Commissioner Mike Moore.

14 MR. BOGEN: Thank you.

15 Anyone desiring to make a statement or present
16 written views and/or exhibits regarding the location,
17 conceptual design, social, economic or environmental
18 effects of the improvements to the intersection of
19 US 41 and State Road 54 will now have an opportunity
20 to do so.

21 If you have completed a speaker's card, please
22 give them to the Department staff member. If you have
23 not received a speaker's card and wish to speak, please
24 raise your hand so that we can get you a card to
25 complete.

1 In addition to making an oral statement during this
2 portion of the hearing, you can also make a comment after
3 this presentation to the court reporter who is here
4 tonight.

5 You can also submit your comments to the Department
6 in writing. Comment forms can be placed in one of the
7 comment boxes this evening or you can complete the form
8 at a later date and mail it to us at the pre-printed
9 address on the back of the sheet. You can also email
10 comments to us at the project website found on the front
11 of the handout.

12 Please keep in mind that comments must be
13 postmarked or emailed no later than Monday,
14 December 21st, 2015, to be included in the official
15 public hearing record.

16 At this time, we will begin taking public comments.
17 I will call each speaker in order in which the request
18 was received.

19 Please limit your comments to the US 41 at State
20 Road 54 PD&E study and keep them to three minutes in
21 order to allow everyone an opportunity to speak. Those
22 who wish to provide additional comments may return to the
23 microphone after the last speaker or you may present your
24 additional comments directly to the court reporter after
25 the formal session has concluded.

1 As I call your name, please step to the microphone
2 and state your name and address clearly into the
3 microphone before making your comment. If you represent
4 an organization, municipality or other public agency,
5 please provide that information as well.

6 The first speaker is Elayne Bassinger.

7 MS. BASSINGER: Elayne Bassinger, 11846 Orange
8 Street, San Antonio, Florida, 33576. I'm here as
9 president of the Central Pasco Chamber.

10 On behalf of the board of directors of the Central
11 Pasco Chamber, I would like to make the following
12 statement:

13 Even if a partial elevated highway seems to be
14 more efficient for vehicle traffic, the counter to that
15 is at what cost?

16 What we are talking about is more than just a
17 transportation issue. It's about community. It is about
18 neighborhood development. It is about the environment.
19 It is about lowering the value of adjacent properties.
20 It is about moving people, not just cars.

21 This is a plan that is going to severely impact
22 retail businesses and development along the 54/41
23 intersection and drastically change the landscape of
24 Land O' Lakes.

25 We have been assured that businesses affected by

1 this plan will be relocated, but our question to you is
2 where? These businesses belong in Land O' Lakes.

3 We are not in favor of either of the two options
4 presented to us by FDOT as we do not believe they are in
5 the best interest of our businesses, the future of our
6 community, or the future of Pasco that seeks to have
7 residents live and work here.

8 We submit what FDOT did to 41 when widening as a
9 testament to our disbelief that the impact to our
10 businesses will be minimal. We ask that you do not just
11 look at the immediate future use of the road, but at the
12 future of what the intersection could be one day.

13 Transportation is changing and it will be vastly
14 different in 20 years. Some things, however, will never
15 change. People's desire to live and work in
16 esthetically pleasing places where they can share a
17 sense of community and identity will be the same in
18 2040 as it is today.

19 We are not against development, but development
20 should never be done for the benefit of one group at the
21 expense of so many others.

22 We ask that FDOT and the County consider
23 alternatives such as the divergent diamond now being
24 planned for I-75 to State Road 56 interchange. Perhaps
25 you could work with the graduate students to design a

1 similar one designed by a graduate student. Consider in
2 the future the CSX rail being used for public transit.
3 How about considering buying back entitlements along the
4 corridor and promote opening spaces someplace, open
5 spaces, vibrant places. Consider in the future to
6 purchase the four corners of the intersection to lease or
7 sell to developers for a small planned urban town center
8 and perhaps maybe a train station. Continue to pursue
9 Ridge Road and the other east-west and north-south roads
10 that would take traffic off of the 54/56 corridor and
11 perhaps one day support businesses that employ our own as
12 co-residents.

13 At this time, the No-Build option may be the best
14 option that best serves our businesses and residents
15 until such time that other alternatives have been
16 investigated.

17 Again, we're asking or we are requesting public
18 workshops to give our businesses and residents the
19 opportunity to study the different alternatives that
20 could be out there and do what is best for our
21 community. We look forward to working with you to
22 achieve this objective.

23 Thank you for your time.

24 MR. BOGEN: Our next speaker is Anne Childers.

25 MS. CHILDERS: My name is Anne Childers. I live at

1 3008 Tanglewylde Drive in Land O Lakes. I'm a resident
2 here and I can add little to what Elayne Bassinger has
3 already said except that the community of Land O' Lakes
4 deserves to be more than a high-speed corridor carrying
5 cars from east to west through our community.

6 We have very little of a community center here
7 already, but we do have established businesses like Pizza
8 Villa and Benedetto's that are our hometown. And to see
9 these fall by the wayside being relocated, being
10 relocated where?

11 I love what Elayne had to say about the train
12 station coming and building more of a community center
13 here so that the people that have moved here -- we do
14 need more public workshops to understand some
15 alternatives, because an alternative that is \$20 million
16 more to do less certainly does not seem viable.

17 My vote right now would be for no-build whatsoever.
18 That's the only thing I could vote for as a resident in
19 good conscience.

20 Thank you.

21 MR. BOGEN: Our next speaker is Sandy Graves.

22 MS. GRAVES: Sandy Graves, 21946 Shamu Drive, Land
23 O' Lakes, Florida. I am a native of Pasco County and a
24 native of Land O' Lakes so I see the changes and I've
25 watched it, but I still feel that true sense of community

1 because I grew up here and I see it in the spirit of our
2 people.

3 I'm going to make a comment, but I wanted to ask a
4 question because I was asking a question of somebody
5 else. You mentioned the word "toll." There's not going
6 to be a toll on this overpass; right?

7 MR. BOGEN: It's not a question-and-answer period.
8 We're here to receive a comment, but if you would like to
9 speak with me afterwards --

10 MS. GRAVES: Okay. Well, it seems to me, and I've
11 looked at the URS study, the toll feasibility study for
12 the elevated highway, and I think we spoke pretty loud
13 about the elevated highway earlier with that -- the
14 no-build process, or whatever it was, and we were
15 against it.

16 In your URS study, I just want to tell everybody
17 stage one of that study for that toll is 54 and 41
18 overpass. And albeit, C3 (sic), obviously, is the best
19 choice of those two, besides the no-build, it's still the
20 elevated, but you gave us -- one choice is horrible for
21 our people in our community because we're losing 24
22 businesses and 70 acres.

23 And you give us an elevated? I think we spoke
24 pretty high and mighty about not wanting an elevated,
25 because the second phase of that elevated 41 and 54 is

1 Suncoast to 75.

2 And I don't want to be the -- well, to bring up a
3 Christmas thing, but the ghost of elevated highway
4 future -- I see 75 and Suncoast elevated just going right
5 over us. I don't see the process of having an exit for
6 us to use it. I think it would be a road that we just
7 take the brunt of it and everybody else, maybe
8 Hillsborough and Pinellas, get the pleasure of it, but
9 it does nothing good for us. And I would hope that the
10 FDOT recognizes that we've spoken as loud as we could to
11 say we don't want an elevated highway over us, especially
12 since there will be no exit and entrance for a toll road,
13 because it's not feasible for a toll road to do that.
14 And there's -- it's a thousand feet for an entrance and
15 exit, a thousand feet, so that's more right-of-way.

16 So that's all I have to say. Beware. Be very
17 aware. And I reiterate what Elayne said. You know, we
18 have the past history of 41 to see what the FDOT can do
19 to businesses.

20 Thank you.

21 MR. BOGEN: Next is Gary DePury.

22 MR. DePURY: My name is Gary DePury. My address is
23 21035 Leonard Road, right here in Lutz. Leonard Road is
24 the road that on two of the three plans is cut off. Now,
25 that address is a business address. I want to know if

1 you've ever run a business. When you run a business and
2 clients suddenly don't come to that business, you don't
3 have a business.

4 I'm shocked that we've received -- or we've gotten
5 to this point where we're finally having the public
6 meeting on this and we're looking at three plans, none of
7 which really make a lot of sense.

8 To say what Sandy said in a different tone, I've
9 been to downtown Miami. I've been to lots of places with
10 elevated highways, none of which are booming. They do a
11 lot of business. They help a lot of people on the
12 outskirts.

13 My personal belief is that will destroy the
14 transportation -- I'm a transplant. I'm not like Sandy.
15 I moved up here to get away from that so I'm totally
16 against that. But as someone else said, it's not her,
17 she wouldn't vote for it; otherwise, we don't get a vote.
18 This is our vote.

19 So I have to put on the record right now that if
20 Leonard Road is closed off, and if you look at the maps
21 that are planned, I'm not sure which third grader did
22 part of that, but you can't cut off a livelihood. You
23 can't cut off a mainstream and give it no ingress and
24 egress.

25 Leonard Road, you can turn in on -- two of the

1 plans turn in from the north and that is it. If you're
2 northbound on Dale Mabry Highway, you'll be able to turn
3 left on Leonard Road or -- I'm sorry -- you won't be able
4 to turn left. You'll be able to turn left on -- Brinson
5 will provide access, but if you're northbound on US 41
6 you have to go past the apex way up on 41, presumably
7 make a U-turn somewhere -- maybe in ten more years I will
8 be lucky enough to pay a toll to make that U-turn -- and
9 then come back and around and then turn right onto
10 Leonard Road.

11 So I know this isn't a question series, but the
12 question must be asked and addressed at some point:
13 What will be done for those folks up and down Leonard
14 Road that have been running businesses and owning homes
15 on Leonard Road for years and paying all the same taxes?

16 And one of my cohorts, Russell Adams, is in here.
17 If they take five feet or two feet of his roadway or his
18 frontage, he has to be compensated by law. This won't
19 physically touch my business property whatsoever, but it
20 will completely one hundred percent destroy my property
21 value. That has to be taken into account.

22 Thank you.

23 MR. BOGEN: Next is Kathleen Waligore.

24 MS. WALIGORE: Hello. Can you hear me? My name's
25 Kathleen Waligore. You wanted my address. 20340 Falling

1 Rock Drive, Land O' Lakes, 34638. I'm a resident of
2 Stonegate and I'm one of those individuals that work
3 downtown.

4 The commissioners are still here. I'd like them
5 to hear that I work in Hillsborough County downtown.
6 So I'm driving in Hillsborough County, coming back and
7 forth every single day. I do not see a traffic issue
8 in Pasco County. I see the traffic issue in Hillsborough
9 County.

10 On top of it, I took the risk of moving here in
11 2006. My property values have already gone down, okay,
12 because of the bust. And if you build this elevated
13 highway, I will move back into Hillsborough County or
14 move somewhere else.

15 I came to Land O' Lakes because it was different.
16 It has a community. It's not like Hillsborough County.
17 And I can't even imagine an elevated toll road. I mean
18 I've been in Hillsborough and have seen different areas
19 of Brandon and various other areas. It's not somewhere I
20 would want to live. It's not somewhere I would want to
21 work.

22 And again, to the commissioners, you've been
23 talking about building jobs here, but also I think it's
24 important for them to hear that -- do you want people to
25 stay and live here? Because we do have a choice to live

1 somewhere else.

2 So that's all. I didn't have really prepared
3 remarks. I just wanted to tell you how I felt as a
4 resident and where -- I'm going to be in Stonegate. No,
5 I'm not going to get this great email that eminent domain
6 is going to take over my property, but my property
7 value's going to go down. Besides, I don't know how I'm
8 going to get to work, but thank you.

9 MR. BOGEN: Thank you for your comment.

10 Is there anyone else who would like to make a
11 statement?

12 You can come to the mike and state your name and
13 your address and we will get you a card to fill out
14 afterwards.

15 MS. ARES: Okay. I'm Diane Ares, 2211 Sofia
16 Drive. I've been here for over 30 years and I love this
17 place. I like my property. However, with the
18 improvement they did last time, they blocked my road.
19 I have to come out and go to the right. If I want to go
20 down to Dale Mabry, that's fine, I can go to the right
21 and go all the way down.

22 However, if I want to go to Odessa, I have to go
23 all the way up to the intersection of 54 and 41 and make
24 a left-hand turn and U-turn there and go that way and I
25 have to cross three lanes of traffic. I also have to

1 cross three lanes of traffic to go to 41 to go north.

2 Now, if you build this thing, you've locked me in
3 completely. I do have an entrance right now. At least
4 when I come back home I can get across to my road, but
5 now I'm going to have nothing. How am I supposed to get
6 out?

7 Are you guys going to take liability for the new
8 accidents you're going to have? Because there's 13
9 families on our road. What are you going to do then?
10 I think they need to think about it. They need to live
11 here and know what the traffic is really like and where
12 people live and how it is for them to drive.

13 Thank you.

14 MR. BOGEN: Thank you. Mr. Paul Brenot.

15 MR. BRENOT: My name is Paul Brenot. I've been
16 living in the Land O' Lakes area for about 13 years now.
17 I've been very lucky. I've been an airline captain and
18 have flown all over the world. You name it, I've been
19 there. And what I've noticed is that anytime you have
20 something like an elevated, it cuts a community in half.

21 We can go back in the history of our own country
22 and we can see where various politicians who had their
23 axes to grind against certain other communities would
24 build an intersection directly through a community or
25 something like that and you destroy the integrity of the

1 community.

2 We moved here because Land O' Lakes, northern Lutz
3 area, is our community and we've seen it thrive. And I
4 use the word "community" because that's what it is. It's
5 a community of people.

6 This is like taking an orange and cutting it in
7 half with an ax. We're dividing -- we're going to have
8 Land O' Lakes on the north side and you're going to have
9 Lutz on the south side. And that's our barrier; it's a
10 visual and a fiscal barrier. It will cut our community
11 in half. And I think that is what in our past has
12 occurred in our country.

13 Why can't we have more east-west corridors or other
14 secondary relief of roads? It seems like driving up
15 41 -- and I'm a realtor in the area here. I don't see
16 much east-west traffic. I've got to go up to 52. Why
17 can't there be other roads between 54 and 52 that will
18 help carry traffic through? There is no reason why it
19 can't be that way.

20 It looks like it's -- it's a great looking plan. I
21 mean we all think it looks sexy when you look at it.
22 It's great.

23 Oh, yes. And, yes, I believe he did say earlier a
24 toll was mentioned, and I don't mind paying a toll. I
25 don't want my community cut in half. And I think a lot

1 of people here agree with me. You think so?

2 Thank you very much.

3 MR. BOGEN: Thank you.

4 Next is Norm Lancaster.

5 MR. LANCASTER: Yeah. I wasn't prepared to speak
6 until I visited a little bit just before this meeting and
7 started talking with one of the FDOT people involved in
8 the project. And if I understood him correctly, I think
9 there's a misconception about what this meeting is all
10 about.

11 I believe, based on a comment that he made, is that
12 the reason we're looking at the designs we are is that
13 it's already approved as part of the Pasco plan, and the
14 reason it's here is because Hillsborough refused it and
15 it's the only other place that is already planned for
16 this.

17 So I think we're past saying we don't want the
18 two-deck road. Pasco has already approved that and
19 that's why FDOT has latched onto that site as the only
20 approved place for it.

21 I hope I misunderstood him, but it seemed pretty
22 clear. So I think if you're looking -- if anybody here
23 is looking at this as being an opportunity to vote, I
24 think the vote's passed unless you can get to the Pasco
25 Commission and somehow get that plan changed.

1 MR. BOGEN: Thank you for your comment. You can
2 speak with me afterwards and I can clarify.

3 Our next speaker is Gavin Greco.

4 MR. GRECO: Gavin Greco, 501 North Morgan Street,
5 Tampa, Florida. My family, we've been in the community
6 for awhile, not living in the community, but doing
7 business and so forth in the Pasco and Hillsborough
8 County area.

9 In areas that I've seen the fly-overs, you know,
10 the elevated highways, it seems like there's a serious
11 economic impact to the local businesses. What so many
12 people -- I feel the same sentiment. It seems like it's
13 too negative to the community to proceed with.

14 I mean 3A, the drawings, they look beautiful, but
15 3A -- you're essentially building a wall and there's no
16 visibility for the businesses.

17 I think there was -- 3C was the elevated. And I
18 mean it's a little bit better, you know. It's maybe a
19 hibrid of the two, you know, a larger intersection like
20 Bruce B. Downs and 56 maybe. I don't know, but I
21 really -- at the current time, I'm really in support of
22 the no-build.

23 Thank you.

24 MR. BOGEN: That was my last card. Is there anyone
25 else that would like to make a statement?

1 Please state your name and your address.

2 MR. MOORE: My name's Robert Moore. I live at
3 20817 Capocotta Cres, Unit 3, Lutz, 33558. I don't think
4 anyone here has not -- not noticed the amount of traffic
5 coming down 54 and 41, especially around the hours of
6 3:00 to, say, 7:00 p.m. Something has to be done about
7 that traffic. And I realize that the officials have
8 tried to address this problem.

9 The one idea I would like to put forward that would
10 maybe satisfy both the community and the need to move
11 this traffic to where it needs to go is this: Have you
12 thought of bypass roads, coming up 41 and having a bypass
13 off Dale Mabry around and entering back onto 41 north of
14 54, another one that comes off of 41 and goes around --
15 bypasses the intersection of 54, 41 on the east side and
16 goes -- re-enters 41 somewhere north just prior to, say,
17 Lake Padgett?

18 Also, the possibility of bypassing the east-west
19 side rather than merging it all together into one little
20 tight bundle in the middle, which just seems to displace
21 community and hurt everyone. There is, I'm sure, a
22 possibility of using a bypass.

23 Thank you.

24 MR. BOGEN: Thank you.

25 The next speaker is Luis Gutierrez.

1 MR. GUTIERREZ: When we moved here years ago --

2 MR. BOGEN: Your address for the record?

3 MR. GUTIERREZ: The address is right there, 2101
4 Camp Indian Head, Land O' Lakes, Florida, 34639.

5 Number one, the noise definition is terrible. You
6 don't live there; I do.

7 Number two, sometimes it takes me 10, 15 minutes
8 just to make a right turn, I know you know what I'm
9 talking about, a left turn from Tampa Road, and that's a
10 loop drive. One is Catfish Lake; the other is Camp
11 Indian Head Road. We have to wait for 10 or 15 minutes
12 before we can even make a right turn and that's when you
13 have a traffic light slowing traffic.

14 Now, you might need -- you don't have anything too
15 slow with traffic. They just come over 41 at 30 miles an
16 hour. Now, this may be better for people in Pinellas and
17 people that work in Tampa, but this is giving the shaft
18 to Pasco.

19 MR. BOGEN: Thank you for your comment.

20 Come on up and we can fill that out later.

21 Is there anyone else that would like to speak?

22 MS. GORSLINE: Mary Lynn Gorsline from Copperstone
23 Executives, 3632 Land O' Lakes Boulevard, Land O' Lakes,
24 Florida. I've been listening to everyone here this
25 evening. I'm not from Land O' Lakes, but I'm certainly

1 what we call community here, part of the Chamber, and I
2 just want to call attention to right inside your brochure
3 "The Real Estate Acquisition Process," your own mission
4 statement, it states:

5 *"The Department will provide a safe transportation*
6 *system that ensures the mobility of people and goods,*
7 *enhances economic prosperity and preserves the quality of*
8 *our environment and our communities."*

9 And I think what everyone has said here tonight
10 addresses that issue. I think it would be wise that you
11 follow your own mission statement.

12 Thank you.

13 MR. CASTELLANI: Good evening. My name is Peter
14 Castellani. I live at 20804 Orchardtown Drive, Land O'
15 Lakes. I'm probably going to be the only one disagreeing
16 with most people in here today. But if I go to Wesley
17 Chapel -- I drive a lot down here. And let's face it,
18 people, something has to be done. I've sat at the light
19 coming down 41 to 54 two or three times in the morning
20 before I can make a left-hand turn. I have a lot of my
21 staff and volunteers that come across 54 trying to make
22 a -- go north onto 41 and it gets backed up all the way
23 up to Oak Road Boulevard, whatever that road is, and so I
24 don't know if this is the solution, but we need a
25 solution.

1 It is a nightmare out there already and it's only
2 going to get worse. We are building so many homes around
3 this place. Something needs to be done to alleviate the
4 traffic.

5 And I hear what everybody is saying and a lot of it
6 is because they have businesses and stuff, but I think
7 the greater good needs to be taken care of and that the
8 traffic needs to be alleviated whether it's with a bypass
9 or whether it's an overpass or with all of the
10 alternative room. But let's face it, folks, it's only
11 going to get worse. We don't want another Dale Mabry or
12 Bruce B. Downs. We need to do something now. So
13 something needs to be done.

14 Thank you.

15 MR. BOGEN: Thank you.

16 Next is John Yarbrough.

17 MR. YARBROUGH: Hi. Good evening. I wasn't
18 planning on speaking today, but I felt compelled to.
19 My address is 2424 DeKan Lane, which is in the Oasis
20 community of Land O' Lakes. I also own a couple of
21 properties in Paradise Lakes so I have a significant
22 vested interest.

23 My son was involved in a very serious accident on
24 the corner of 54 and 41 and it's affected his viability
25 for the rest of his life. I think that without the --

1 what caused the problem, I think, is the level of
2 traffic. With the fly-over or some other solution, I
3 don't think that that would have happened. I haven't
4 heard anybody address the safety issue.

5 I grew up in California. I know what bad traffic
6 is like. I think ignoring the fact that -- whether we
7 want it or not, whether we want expansion of the
8 community, it's going to happen and traffic will only
9 get worse. So I'm in favor of doing something, not --
10 I'm not -- I haven't even really looked at the plans in
11 detail, but certainly in favor of making a progressive
12 movement to improve our quality of life.

13 MR. BOGEN: Thank you.

14 Is there anyone else?

15 Come on up, sir, and we'll have you fill a card out
16 later.

17 MR. SPEAR: Thank you.

18 MR. BOGEN: State your name and address.

19 MR. SPEAR: My name is John Spear. I live at 20729
20 Amanda Oak Court in the Devonwood Villas. I was like the
21 other gentleman. I wasn't going to get up here, but
22 living in Devonwood I'm very close to the intersection.
23 Apparently, the rest of the residents are further away
24 and don't actually see the impact of what's happening
25 here.

1 My wife goes to work at a preschool down in
2 Ballantrae. And in the morning when she leaves, she's
3 at our intersection getting onto 54 five to
4 seven minutes. Now, that's not an exaggeration.
5 She's actually there that length of time.

6 Well, I go shopping for the family so -- she comes
7 home and it's getting dark out early now so I take the
8 car and I'm sitting there and I'm watching headlight
9 after headlight after headlight coming.

10 You talk about quality of life. That's quality of
11 life? If I jump out into traffic and I misjudge the
12 traffic -- because what happens, 41 turns onto westbound
13 for both north and both south at different times and 54
14 comes across the intersection at a different time. So
15 now what you're looking at is you're looking at a
16 continuous feed of traffic, one coming, one coming and
17 one coming. So getting onto that -- onto the road is an
18 absolute nightmare.

19 Now, the gentleman talked about his family member
20 there at the intersection had an accident. Do any of
21 you understand how many accidents has happened at the
22 intersection of 54 and 41? If you do, you would
23 overwhelmingly support something happening, because I'd
24 hate to be the parents of those outrageous number of
25 people that are in sorrow because of the intersection

1 and the lack of improvement. And I think that is what
2 quality of life is, not seeing more accidents happen.
3 Fine, then we have got to relocate a few businesses.

4 But you want to know something? There is a
5 division between Land O' Lakes and Lutz. Most people
6 that live in Land O' Lakes stay in Land O' Lakes. Most
7 people that live in Lutz stay in Lutz.

8 You say no at this meeting, but I have a lot of
9 friends and they don't --

10 UNIDENTIFIED SPEAKER FROM THE AUDIENCE: I live in
11 Lutz and I'm in Land O' Lakes right now.

12 MR. SPEAR: You're at this meeting and your
13 business happens to be in Lutz right on -- where it's
14 going to be -- I really wish a lot of importance would be
15 put on the fact of life and count the number, because I
16 think there is some mandate by the DOT, the federal DOT,
17 that after a certain amount of accidents there has to be
18 some type of action taken to eliminate it.

19 Thank you.

20 MR. BOGEN: Thank you for your comment.

21 Is there anyone else that would like to make a
22 statement?

23 MR. VAN STRONDER: Robert Van Stronder, 1810
24 Daiquiri Lane, Lutz, Florida. I own two properties here
25 in Land O' Lakes, one that's very affected by both of the

1 maps here, it's 1810 Daiquiri Lane, it's Lutz. Once
2 again, I'm in Land O' Lakes.

3 Here's the deal: So we're on the very eastern
4 edge. If you look at all of these maps, you'll see that
5 right at the eastern edge -- I'm also a real estate
6 broker here in the area. I can tell you for sure that
7 this plan, either 3A or 3C, is going to negatively
8 impact residential values, commercial values, business
9 values. It's not good for our community. Like the
10 other guy said, it's going to divide Land O' Lakes and
11 Lutz. That's for sure.

12 There are those of us that do business in Land O'
13 Lakes and go to Lutz for dinner, or do business in Lutz
14 and come to Land O' Lakes for dinner or business.

15 I understand the traffic issues. You have got --
16 52 right now is two lanes. Why don't we expand 52 first,
17 52 between 41 and I-75? Traffic is horrendous up there.
18 That needs to be expanded before we look at these -- the
19 Ridge Road option needs to be brought through. That's
20 been talked about for years and stopped, for whatever
21 various reasons. That's another east-west artery that
22 could relieve traffic between 52 and 41 -- I'm sorry --
23 54 as well.

24 So this is not a good option for Land O' Lakes.
25 It's not a good option for Lutz or for those of us

1 between the two cities as well. They're dependent upon
2 each other. So it's not a good option and it would kill
3 residential and commercial values. It's not good for
4 Land O' Lakes or Lutz, Pasco County, at all.

5 Thank you.

6 MR. BOGEN: Thank you.

7 Is there anyone else who hasn't had an opportunity
8 to speak?

9 MS. VAN NOSTRAND: Trinna Van Nostrand. I live at
10 2230 Panther Way in Land O' Lakes. I've been in Land O'
11 Lakes for -- since '73. I have seen a lot of changes
12 here and I know there's a lot of people here in this
13 community that have been here their whole lives, or just
14 as long as I have.

15 We have seen a lot of changes here and I don't
16 think any of us disagree that we do have a traffic
17 problem and we do need something, but I don't see where
18 we need something elevated that is going to take away our
19 values.

20 We would also like to see Land O' Lakes grow and
21 we're not going to grow. We're not going to get
22 businesses to come here when we have these elevated
23 highways. It's not going to draw any attention or any
24 desire to want to come and build in our area.

25 We love our community. I've seen it grow from two

1 lanes to the six lanes. I have property on 41 that will
2 be affected. If you do A, you have to take my property.
3 You take my building. If you do the other one, I'm not
4 affected, but I live here. I don't want to see my
5 community go down.

6 Thank you.

7 MR. BOGEN: Thank you.

8 MS. GRECO: Cindy Greco, 1630 Daiquiri Lane, in the
9 Pasco section. Everything that Rob just said I agree
10 with. I'm on Daiquiri Lane and one thing he forgot to
11 mention is the noise.

12 When I look at your little study, it says 25 people
13 or residents are going to be affected by the noise, but
14 Daiquiri Lane alone has 26 homes and there's a lot of
15 residents all around there. And I know an elevated
16 highway there is going to increase the noise and affect
17 way more than 25 people, but I agree with everything else
18 that has been said. A solution needs to be addressed.

19 Why are we not looking at Ridge Road State Road
20 52 to eliminate some of this traffic that we are
21 experiencing?

22 That's it.

23 MR. BOGEN: Thank you for your comment.

24 Is there anyone else?

25 Okay. You want to make a follow-up? I'll allow

1 you. State your name and address again.

2 MR. DePURY: Still, Gary DePury. Still at 21035
3 Leonard Road, Lutz, Pasco side of Lutz, currently in
4 Land O' Lakes.

5 My heart goes out to the gentleman who spoke about
6 his son. My wife and I moved out here -- we moved our
7 real estate company out here many years ago looking for a
8 small town feel. We fell in love. We played here as
9 kids. We came out here -- I've fished every lake in
10 Land O' Lakes at one point, I think, and that's why we
11 invested pretty much our life's savings to come out
12 here. And then the market crashed.

13 And when the market crashed, it was simultaneous
14 from me retiring from the military. And so we
15 effectively went from -- well, we were doing okay. We
16 weren't rich and we weren't poor, and then we were. And
17 then so there was some VA money so I decided to go back
18 to a graduate school.

19 My second night of law school three years ago, and
20 the gentleman in the audience is a good friend of mine
21 for many years and happened to be at that intersection
22 and watched it occur, my wife was hit by a drunk driver
23 right there, my wife and three children. The same
24 thing's happened. She is never going to be the same.
25 She's had major surgeries. My daughters have had jaw

1 problems. That happens, but it's still not fair to
2 bankrupt her and destroy her community based on the fact
3 that traffic accidents happen.

4 So what I'm saying, sir, is to everybody in my
5 community I'm not opposed to some sort of change, to
6 some sort of remedy, some sort of fix.

7 We need something, but I was being selfish when I
8 was complaining about the fact it's going to completely
9 destroy Leonard Road and my general -- my close neighbors
10 and our property values. I was being selfish in my
11 comments, because I was looking at what it's going to do
12 with me in that little aspect of my life, but it is
13 going to destroy the entire community.

14 Everybody here has spoken about that. And I have
15 immense respect for Mr. Castellani. He believes
16 everything that I believe in on certain levels. But I
17 have to disagree with what he's saying because he kind
18 of makes the -- it's great for people going from --
19 continuing to Wesley Chapel, but it destroys us in Land
20 O' Lakes.

21 What Land O' Lakes really truly stands for is a
22 small town feel of America that will be gone. And again
23 in one word, no.

24 Thank you.

25 MR. BOGEN: Is there anyone else who would like to

1 make a statement?

2 Seeing none -- okay. Anyone else that would like
3 to speak? If you would, please raise your hand at this
4 time so that we'll know.

5 Please state your name and your address.

6 Sir, please state your name and address.

7 MR. KAMMER: George Kammer, 26654 Players Circle,
8 Lutz, Florida.

9 Can everybody hear me? Okay. When I came here in
10 the 1970s, this was a point blank road from Zephyrhills
11 to New Port Richey and there wasn't much in-between.
12 Well, times have changed. Ten years ago I argued that
13 we should put an overpass at the corner of 41 and 54.
14 And instead, they said the traffic didn't warrant it.
15 So we have what we have today.

16 Well, now it's time to move on and build an
17 interchange. I think the one that has the least
18 problems is C3(sic), but it's time to move on.

19 We need this overpass and let's build it as soon as
20 possible.

21 MR. BOGEN: Thank you for your comment.

22 MR. BRENOT: Paul Brenot. Concerning Leonard Road
23 and US 41, the county or state should put up barriers to
24 keep people from making a left turn onto 41 north as it
25 is a very dangerous intersection.

1 I have personally seen many, many helicopters fly
2 bodies out trying to save them. We all know that that
3 area's very dangerous. It forces people to take Brinson,
4 B-R-I-N-S-O-N, Road south and then make a safer
5 transition across Dale Mabry to make a left turn to go
6 north, which I do all the time because I find it too
7 dangerous to go the other way.

8 And most of my friends agree, we go the long way,
9 but some people don't and they try to cut across to go
10 north to make a -- cut across I think it's five lanes
11 real quick to make a right turn on 54 eastbound.

12 It would be criminal not to do something about it,
13 especially during this particular project with all of
14 this work going on. People expect to be put out as it
15 is. Put them out a little bit more and keep them safe.
16 That's all I'm saying.

17 MR. BOGEN: Is there anyone else?

18 The public hearing transcript, written statements,
19 exhibits and reference materials will be available for
20 public inspection at the District Seven office at 11201
21 North McKinley Drive, Tampa, Florida, within three weeks.

22 It is approximately 7:22. I hereby officially
23 close the formal portion of the public hearing for the
24 US 41 at State Road 54 PD&E study.

25 You may continue to view the materials on display

1 and speak with our project staff. On behalf of the
2 Florida Department of Transportation, thank you for your
3 attending.

4 Remember to be alert today, alive tomorrow. Safety
5 doesn't happen by accident.

6 Good night.

7 (The formal portion of the public hearing
8 concluded at 7:22 p.m.)

1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3
4 I, CATHY J. JOHNSON MESSINA, Registered Merit
5 Reporter, Registered Florida Reporter, and Notary Public
6 in and for the State of Florida at large, hereby certify
7 that the Public Hearing proceedings were recorded in
8 Stenotypy by me and that the foregoing pages constitute
9 a true and correct transcription of my recordings
10 thereof.

11
12 I FURTHER CERTIFY that I am neither an
13 attorney nor of counsel for the parties to this cause
14 nor a relative or employee of any attorney or parties
15 connected with this litigation and that I have no
16 interest in the outcome of this action.

17
18 WITNESS my hand and seal this 5th day of
19 January, 2016, at Tampa, Hillsborough County, Florida.

20
21
22 _____
23 Court Reporter
24 My Commission Expires:

25 TRANSCRIPT ORDERED: 12-10-15

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PUBLIC HEARING TRANSCRIPT CERTIFICATION

I hereby certify that on December 10, 2015, beginning at 5:30 p.m., I presided over a Public Hearing for the following project:

US 41 (SR 45) at SR 54

Project Development and Environment (PD&E) Study

from south of the SR 54 intersection to north of the SR 54 intersection

Pasco County, Florida

Work Program Item Segment No.: 419182-1

I further certify that the subject public hearing was conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.

FDOT Hearing Moderator

Kirk R. Bogen, P.E.

Date

11/21/16