



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

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Florida Department of Transportation – District Seven

US 19 (SR 55)

From South of Alternate US 19 (SR 595) to North of County Line Road (CR 578)
 Project Development & Environment Study

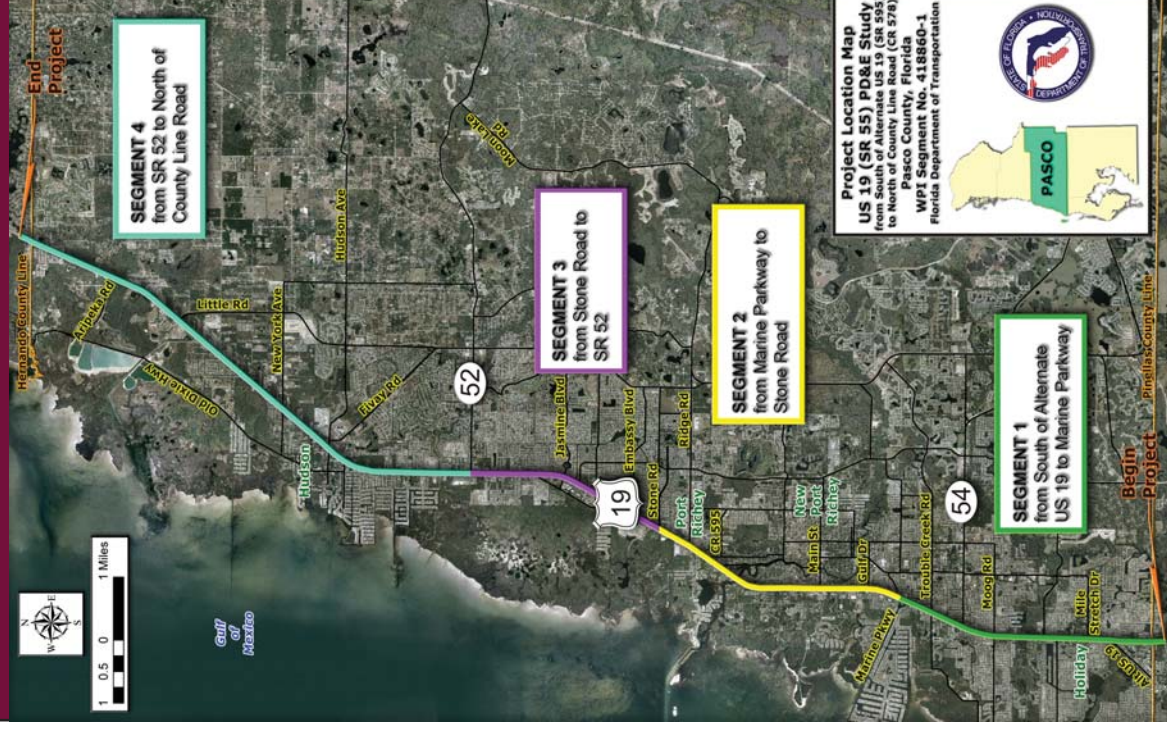
Project Newsletter No. 3
 WPI Seg. No.: 418860 1 FAP No.: S138-001-R

Pasco County, Florida
 August 2008

PUBLIC HEARING

August 28, 2008
 5:00-7:00 p.m. Open House
 6:00 p.m. Formal Portion

Location: Madison Square
 4035 Madison Street
 New Port Richey, Florida 34652



Dear Interested Citizen, Business Owner and Property Owner:
 The Florida Department of Transportation (FDOT) invites you to attend and participate in a Public Hearing regarding the Project Development and Environment (PD&E) study for the proposed roadway improvements to US 19 from south of Alternate US 19 (SR 595) to north of County Line Road (CR 578) in Pasco County. The hearing is designed to solicit comments from the public concerning the location, conceptual designs, and the potential social, economic and environmental effects of the proposed improvements.

This letter serves as notice to property owners that a whole or portion of their property is within 300 feet of the centerline of one or more of the alternatives evaluated. However, this does not mean that all properties will be directly affected.

Study documents, such as maps, drawings, and other pertinent information depicting the project's proposed improvements will be available for public review at the hearing and from August 7, 2008 through September 8, 2008 at either of the locations listed below:

Centennial Park Library Branch 5740 Moog Road Holiday, FL 34690 M-T: Noon-8:00 p.m.; W-Th: 10:00-6:00 p.m.; F-Sat: 10:00-5:00 p.m.	Florida Department of Transportation District Seven Office 11201 N. McKinley Drive Tampa, FL 33612-6456 M-F: 8:00-5:00 p.m.
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Department representatives will be available beginning at 5:00 p.m. to answer questions and discuss the project with attendees. Aerial photographs, project graphics illustrating the proposed improvements and estimated costs will be on display. A video presentation will also be shown. The formal portion of the hearing will begin at 6:00 p.m. and consist of a presentation by the FDOT followed by a public comment period. Following the formal portion of the hearing the informal open house will continue until 7:00 p.m. Verbal statements, written statements and exhibits submitted at the hearing will become part of the official Public Hearing Record. Written statements may be provided on the enclosed comment form by placing it in the comment box at the hearing or by mail at the address on the comment form. All comments must be postmarked by September 8, 2008 to become part of the official public record. In Accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation service (free of charge) should contact Manuel Santos, Project Manager at (813) 975-6173 or (800) 226-7220 at least 10 working days in advance of the hearing.

Sincerely,

Robert Clifford, AICP
 Department Head, Intermodal System Development

RIGHT OF WAY ACQUISITION

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the ROW acquisition process and your rights, the Department has created Real Estate Acquisition and Relocation Brochures. These brochures and other educational materials will be available at the future public hearing. Copies of the brochures may also be found on our website: www.dot.state.fl.us – then choose “Doing Business with FDOT”. We are very interested in hearing your concerns and answering your questions and encourage you to speak with the Department’s Project Manager or a Right-of-Way Representative at your convenience.

A successful PD&E study depends on everyone's participation in the study process. We encourage your input throughout the study.
 To provide comments, ask questions, and make suggestions about the study, please contact:

Manuel Santos, E.I.
 Project Manager
 FDOT District Seven
 11201 N. McKinley Drive
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 (813) 975-6173
 (800) 226-7220
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 Public Information Officer
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YOUR COMMENTS ARE IMPORTANT TO US
 THANK YOU FOR YOUR PARTICIPATION

What is a PD&E Study?

The PD&E study process develops and documents feasible alternatives for roadway and bridge improvement projects. These alternatives are evaluated based on the environmental, engineering and socioeconomic effects of the proposed improvements. This process is a combined effort of transportation professionals who analyze the project-related information and combine it with input from a variety of public agencies and the local community to develop the best alternative for that community's transportation needs.

Project History and Description

US 19 initially served regional travel throughout the west coast of Florida. However, over the past 20 years, the role of US 19 in the County has expanded, serving regional travel as well as local commercial traffic and area commuters. Currently US 19 has six travel lanes (three in each direction) from south of Alternate US 19 (SR 595) to North of County Line Road (CR 578).

The Pasco County Metropolitan Planning Organization (MPO) has identified the need to improve US 19 in their 2025 Long Range Transportation Plan (LRTP) Update. Their recommendations include the addition of a continuous right-turn lane in both directions; median improvements; and potential interchanges at the intersections of SR 54, Ridge Road, SR 52 and County Line Road.

As a result, this PD&E study is being conducted by the FDOT to identify and evaluate various alternative design concepts for the recommended improvements and to compare the effects they would have on the environment and community. The limits of the project are from south of Alternate US 19 to north of County Line Road, a distance of approximately 19.8 miles.

US 19 Improvements

The FDOT is conducting a PD&E study to evaluate alternative improvements along US 19 from south of Alternate 19 (SR 595) to north of County Line Road (CR 578), in Pasco County. This public hearing is to gain input on the recommend alternatives.

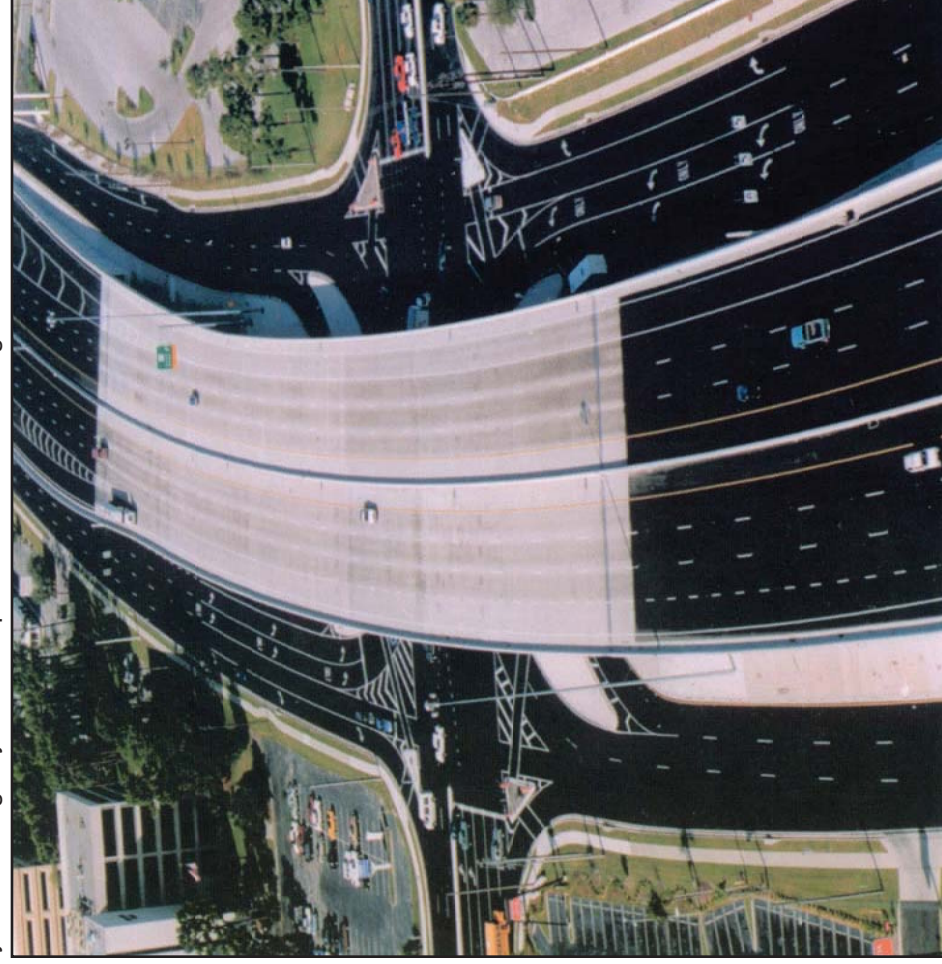
The study area is located in western Pasco County. The total length of the proposed project is approximately 19.8 miles. US 19 from the Pinellas County line to SR 52 is currently under design by FDOT to provide a continuous right turn lane in both directions along the mainline.

The purpose of the proposed project is to accommodate future transportation needs in this area of Pasco County. US 19 is one of the main north south roadways within Pasco County. The roadway is part of the Florida Interstate Highway System (FIHS) and Strategic Intermodal System (SIS). The corridor is also designated as an emergency evacuation route.

The FDOT has identified minimal environmental effects should the recommended alternative be constructed. These include minimal impacts to existing wetlands and floodplain encroachments that would be mitigated during the permitting process. There are potentially four business relocations associated with the recommended alternative. Future traffic noise levels related to the roadway have been studied and no potential noise barriers have been identified. Details of all the environmental effects are documented in the PD&E Study reports. FDOT representatives will be available at the hearing to discuss the study.



Typical Modified Tight Urban Diamond Interchange

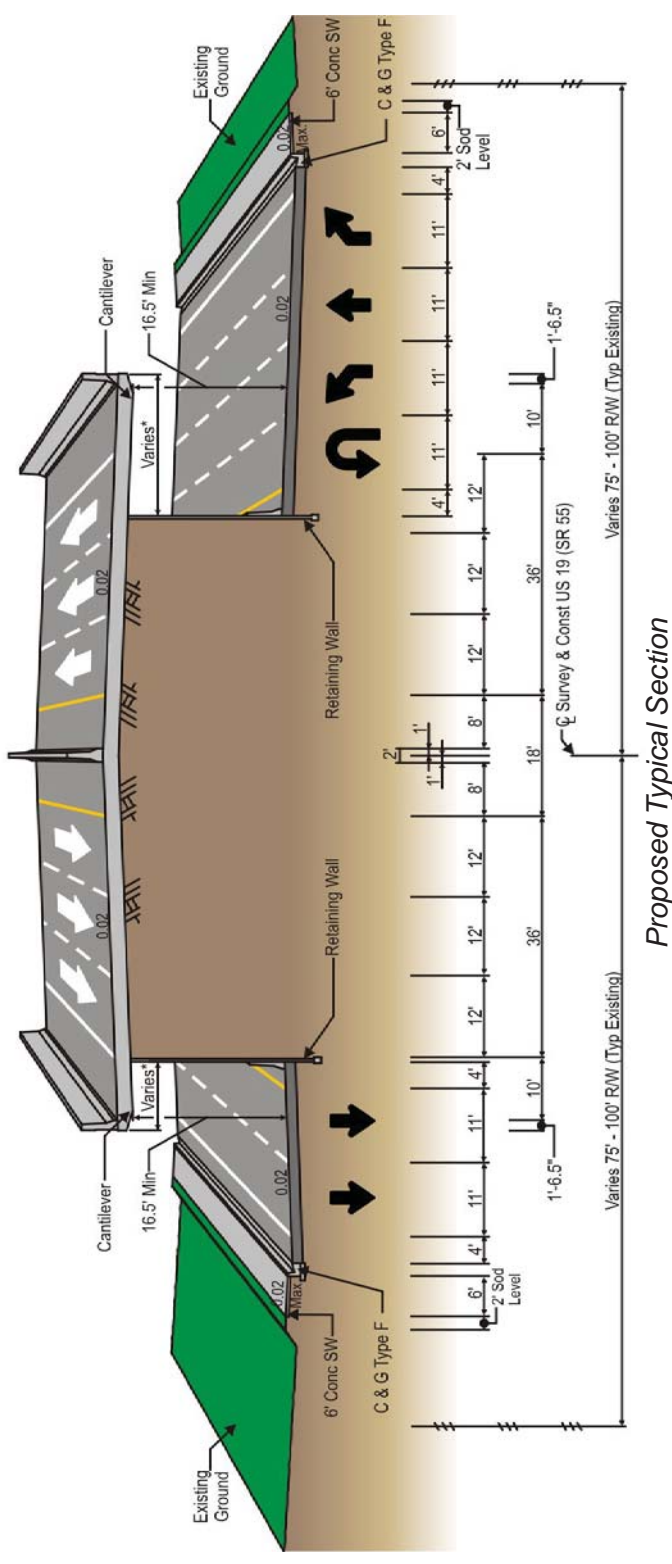


Recommended Alternative Modified Tight Urban Diamond Interchange (TUDI)

A TUDI is another variation on the conventional diamond interchange with more closely spaced ramps. In a TUDI interchange the turning movements below the structure are controlled by dual signals located at the end of the ramps. TUDI interchanges require less Right-of-Way (ROW) than a conventional diamond interchange and therefore are more compatible in urban environments where the surrounding lands are already developed. Traffic movements below the bridge would be controlled by dual signals that are coordinated to move traffic efficiently through the intersection.

In order to reduce the amount of ROW needed at each location this concept cantilevers the structure over the turn lanes. Cantilever can be described as moving the turn lanes to the inside and placing the structure over the turn lanes, so that the structure hangs over the turn lanes. By cantilevering the structure at each location this concept will fit within the existing ROW width for each location. Since the amount of ROW will vary at each interchange location the amount of the overhang varies depending on the width of existing ROW available. Currently at SR 54, SR 52 and County Line Road the existing ROW width is 200 feet, and at Ridge Road the existing ROW is 150 feet.

The proposed features for this alternative include: six 12-ft lanes, two 8-ft inside shoulders and two 10-ft outside shoulders. The interchange below the structure would feature: 4-ft inside shoulders, 11-ft travel lanes, 4-ft bike lanes, curb and gutter and 6-ft sidewalks (on both sides). The interchange will also provide a U-turn lane to better accommodate traffic operations at grade.



Proposed Typical Section

WHAT HAPPENS NEXT?

You will have the opportunity to present your views concerning the proposed improvements during the hearing and for the 10 days afterward. Comments must be postmarked by September 8, 2008 to be included in the Official Public Hearing Record for this project. Based on the comments received during the public involvement process, and continued coordination with the governmental agencies, the FDOT will recommend an alternative to FHWA for its approval. Location Design Concept approval is expected by Winter 2009. All individuals on the mailing list will be notified by letter of the alternative approved by FHWA.

STUDY SCHEDULE

Study	Began January 2007	Fiscal Year	Fiscal Year
Alternative Public Workshop	January 15, 2008	Design	Not Funded
Public Hearing	August 28, 2008	Right of Way Acquisition	Not Funded
Study Approval	Winter 2009	Construction	Not Funded

FDOT ADOPTED 5-YEAR WORK PROGRAM
Fiscal Year 2008/2009 to 2012/2013

