



**District Seven**

# **Comments and Coordination Report**

**State Road 50 (US 98/Cortez Boulevard)  
From the Brooksville Bypass to west of Interstate 75**

**Project Development and Environment (PD&E) Study**

**Hernando County, Florida**

**Work Program Item Segment No. 430051-1  
ETDM Project No. 13980**

**April 2021**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

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***Comments and Coordination Report***

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Hernando County

**Prepared for:**



Florida Department of Transportation  
District Seven

**Prepared by:**

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April 2021

## EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) study to evaluate alternative improvements for State Road (SR) 50 (US 98/Cortez Boulevard) from the Brooksville Bypass to west of Interstate 75 (I-75) in Hernando County. The study extends to Lockhart Road on the eastern end of the project for a length of approximately 7.2 miles. The section along SR 50 to the east of Lockhart Road was studied as a part of a separate approved PD&E study – SR 50 (Cortez Boulevard) from west of I-75 to US 301 (SR 35/Treiman Boulevard), Work Program Item (WPI) Segment No. 416732-2, with the I-75 interchange area excepted out under WPI Segment No. 411014-1.

The study objective of this PD&E study is to assist the FDOT in reaching a decision on the type, location, and conceptual design of the proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws. A *Type 2 Categorical Exclusion* was prepared as part of this study. The highway is expected to be improved from an existing, four-lane divided rural facility to a six-lane divided facility. The proposed improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations). This PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding and to continue to the design phase.

Subsequent coordination with agencies occurred through the submittal and review of various project reports. Some of the agencies that commented on the project or provided concurrence include:

- U.S. Fish and Wildlife Service (USFWS)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Florida Department of State, Division of Historical Resources (SHPO)

In addition to reviewing the project reports, the following local agencies and groups participated in meetings and presentations to inform them about the project and solicit comments:

- Hernando/Citrus Metropolitan Planning Organization (MPO)
- Hernando County

A mailing list was developed which included 1,216 property owners located adjacent to or near the proposed project limits and interested individuals who requested to be added. This mailing list was used for the public hearing newsletter notice.

A project website was developed and maintained to make information about the proposed project readily available to the public and to offer a means for citizens to provide comments online to the study team at any time on any day of the week. This website was housed on the FDOT District Seven's website for all archived and active PD&E Studies. The address for this web study was: [www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/](http://www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/).

Project newsletters were distributed to people on the mailing list. One newsletter was distributed after the study began, another was distributed as an invitation to the public hearing, and a third newsletter was distributed to inform the public of the study approval on February 5, 2021.

A public hearing was held for this project on December 10, 2019, from 5:30 p.m. to 7:30 p.m. at the Brooksville Wesleyan Church in Brooksville. The hearing was held to inform citizens and interested parties about the project details and schedule. This hearing also included an opportunity to provide comments concerning the proposed improvements to SR 50. The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m., followed by resuming the open house until 7:30 p.m.

A total of 100 people signed the attendance roster at the public hearing. Eighteen written comments were received and no verbal statements were made during the formal public comment period. Two additional verbal comments were left with the court reporter. Most comments expressed support for the project. Concerns were mostly expressed about access management, sight distance concerns due to vertical curves, flooding issues and noise barriers and sidewalks abutting adjacent property lines. Copies of the actual written comments and responses are included in the project files. Copies of all public hearing displays and presentation materials are included in the *Public Hearing Scrapbook* that was prepared for this project and is included in the project files under a separate cover.

On October 27, 2020, the FDOT Office of Environmental Management granted Location and Design Concept Acceptance (LDCA) for this PD&E Study. Following LDCA, a final newsletter was distributed to property owners and interested parties on the project mailing list, and a notice was sent by email to local elected officials and stakeholders. These last public involvement elements close the public involvement for this PD&E Study. All subsequent public involvement activities or coordination will be included in the project files for use in subsequent project phases.

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## SECTION 1 INTRODUCTION

### 1.1 PD&E STUDY PURPOSE AND PROCESS

The objective of the Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design, of the proposed improvements for widening State Road (SR) 50 (US/Cortez Boulevard) from the Brooksville Bypass to west of Interstate 75 (I-75) in Hernando County.

The PD&E study satisfies all applicable state and federal requirements in order for this project to qualify for federal funding of subsequent development phases (design, right of way [ROW] acquisition, and construction). This project was screened through FDOT's Efficient Transportation Decision Making (ETDM) process as Project #13980. The *Final Programming Screen Summary Report (PSSR)* was published on January 7, 2014. A *Type 2 Categorical Exclusion* has been prepared as part of this study.

Factors considered include transportation needs, socioeconomic and environmental impacts, and engineering requirements. In general terms, the process involves the following steps:

1. The establishment of project need,
2. The gathering and analysis of detailed information regarding the natural and cultural features of the study area,
3. The development of a number of alternatives for meeting the project need,
4. The selection of a Preferred Alternative, and
5. Documenting the entire process in a series of reports

During the process, communication with the affected public was accomplished directly, through public meetings, and indirectly, through interaction with elected officials and agency representatives.

The study includes evaluation of several proposed improvements, including options for widening a portion of SR 50 from four to six lanes and adding features such as sidewalks and bike lanes, and analysis of environmental effects and a public involvement program. This PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding and to continue to the design phase.

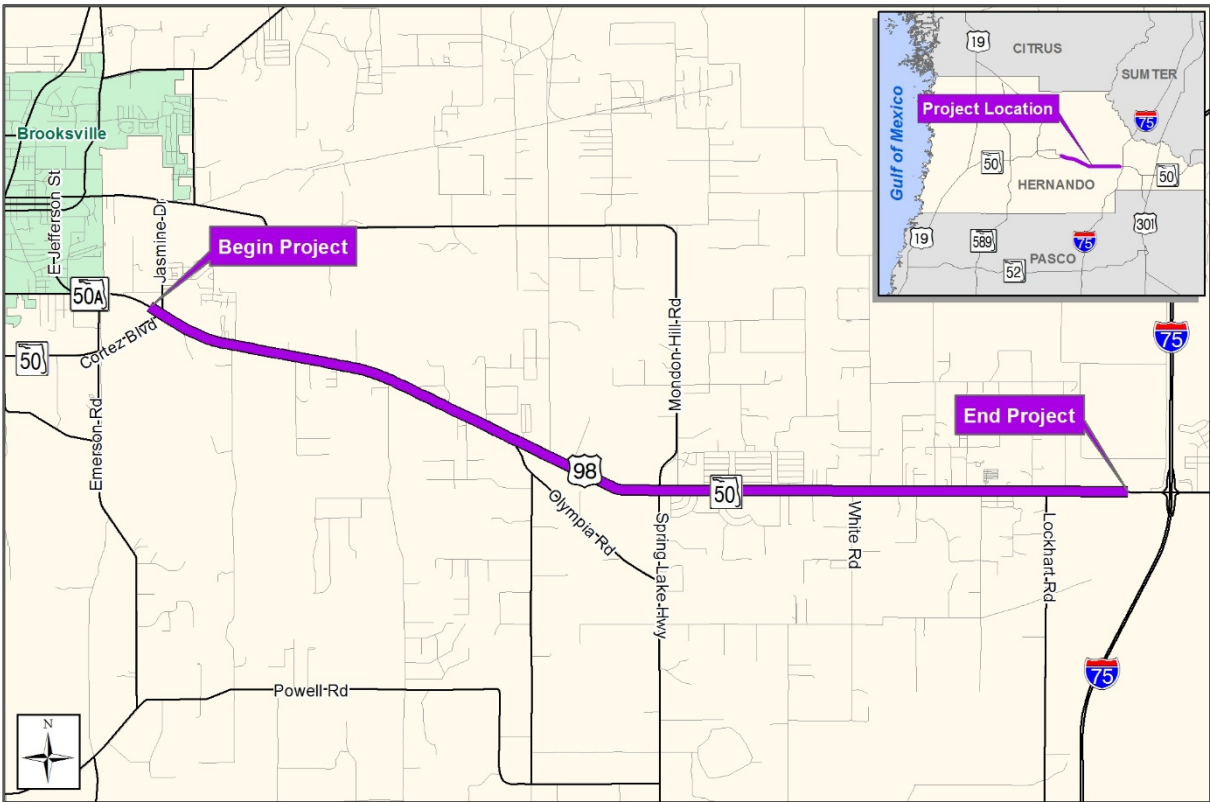
### 1.2 PROJECT DESCRIPTION

In order to accommodate projected traffic increases along SR 50, the FDOT is conducting a PD&E study to evaluate alternative capacity and operational improvements from the Brooksville Bypass to west of I-75 (**Figure 1-1**).

The study area extends to Lockhart Road on the east end of the project for a length of 7.2 miles. The section along SR 50 to the east of Lockhart Road was studied as a part of a separate Federal Highway Administration (FHWA) approved PD&E study (2014) – SR 50 (Cortez Boulevard) from west of I-75 to US 301 (SR 35/Treiman Boulevard), Work Program Item (WPI) Segment No. 416732-2, with the I-75

interchange area excepted out under WPI Segment No. 411014-1. Improvements for the Lockhart Road intersection were included in WPI Segment No. 416732-2. The highway is expected to be improved from an existing, four-lane divided rural facility to a six-lane divided facility. The proposed improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations). These adjacent roadway projects are shown in **Figure 1-2**.

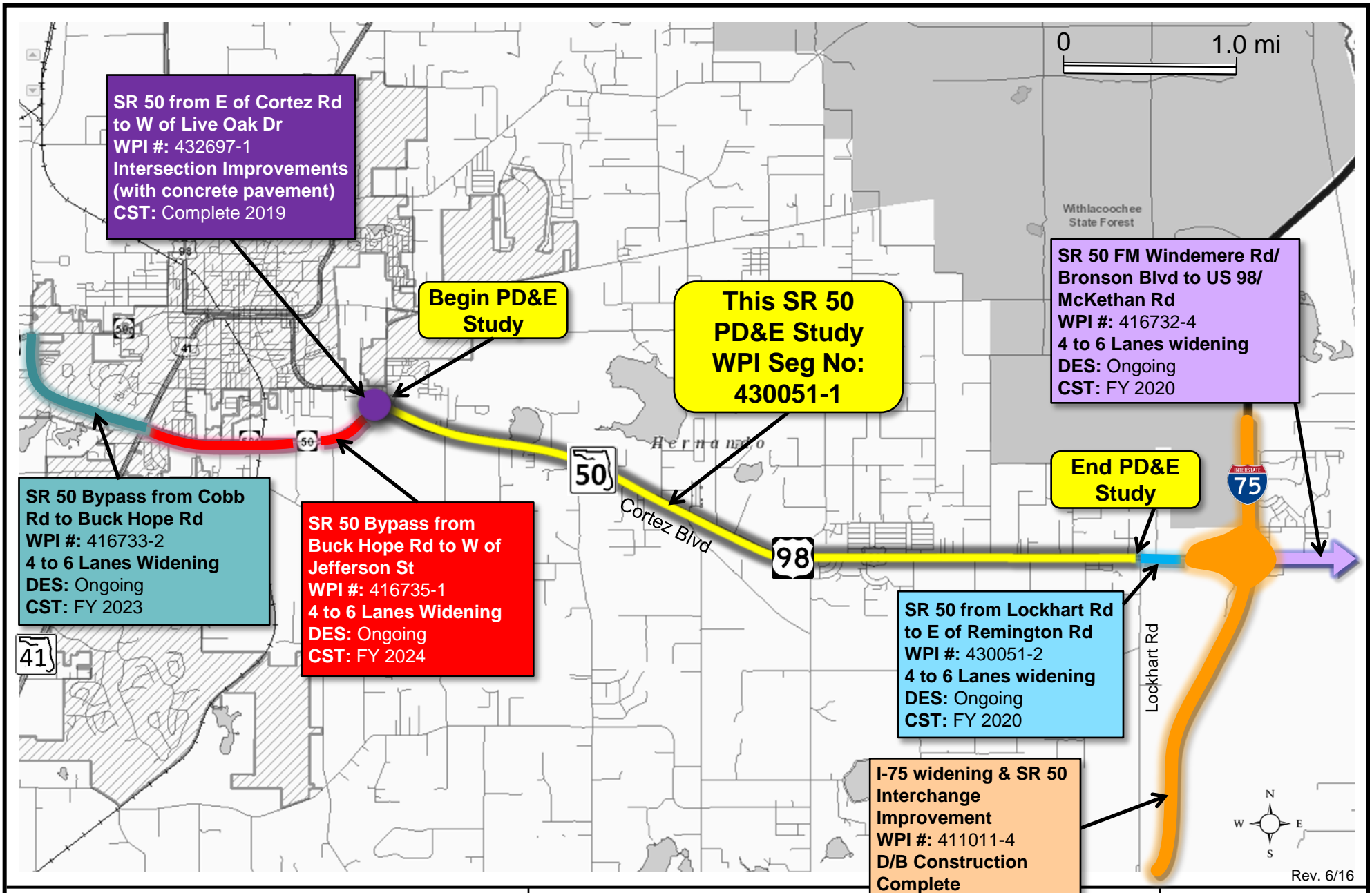
**Figure 1-1 Project Location Map**



### 1.3 EXISTING FACILITY

SR 50 is currently a four-lane rural highway with 4-ft paved outside shoulders and 40 – 46-ft grassed median. The existing right-of-way (ROW) is 200 feet wide. The posted speed limits vary from 45 mph to 60 mph. Major intersections within the project limits occur at Cortez Boulevard/Jasmine Drive, County Road (CR) 484/Spring Lake Highway and Lockhart Road (west of I-75). There is a short segment with existing sidewalk located near the west end of the project. There is a bridge culvert within the project limits located over the Bystream Overflow. This 53-ft bridge culvert was constructed in 1997 and has a sufficiency rating of 80 and a health index of 65.72 (inspected January 22, 2019).





Rev. 6/16



**State Road 50 PD&E Study**  
*From the Brooksville Bypass to west of Interstate 75*  
 WPI Segment No. 430051-1 Hernando County

**Map of Adjacent Roadway Projects**

**Figure 1-2**

#### **1.4 PROJECT PURPOSE AND NEED**

SR 50 is a major east-west rural principal arterial that spans central Florida from coast to coast. In Hernando County, SR 50 connects to several regionally significant corridors, including US 19, SR 589 (Suncoast Parkway), US 41, I-75, and US 301. SR 50 is also a hurricane evacuation route, a designated truck route, part of the Strategic Intermodal System (SIS) and part of the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee's (CCC) Regional Roadway Network. This segment of SR 50 connects the City of Brooksville to I-75.

The purpose of this project is to address projected roadway congestion due to future growth along the project corridor and within Hernando County. Increasing roadway capacity along this segment of SR 50 will accommodate future growth, provide for enhanced emergency response times and emergency evacuation, and work in conjunction with other projects planned or underway to increase the capacity of SR 50. The annual average daily traffic (AADT) within the study limits varied between 18,150 and 22,700 vehicles per day (VPD) in 2014. Year 2040 AADTs based on the Tampa Bay Regional Planning Model (TBRPM Version 7.2) are predicted to range from 47,400 to 59,100 VPD. This would result in level of service (LOS) "F" at the major intersections.

Within the limits of this PD&E study, the Hernando/Citrus Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP) showed a need for improving SR 50 to 8 lanes, but the 2045 LRTP only shows funding for the design phase and right of way phase for expansion to 6 lanes in the *Cost Feasible Plan*.

A more detailed discussion of the project's purpose and need is included in the ETDM *Final Programming Screen Summary Report*, under ETDM project number 13980.

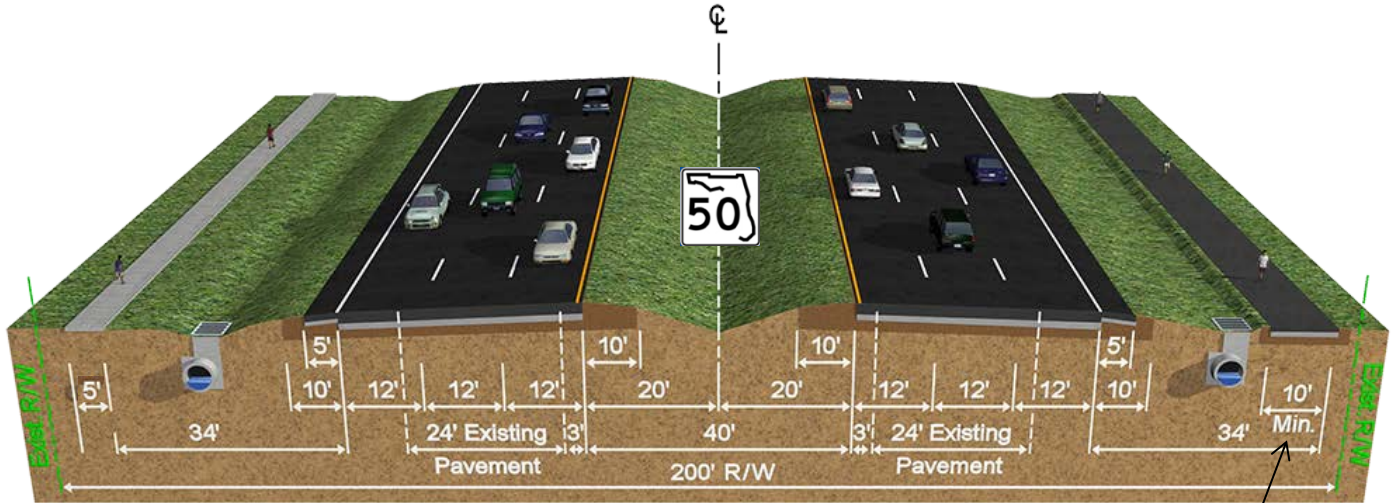
#### **1.5 DESCRIPTION OF THE PREFERRED ALTERNATIVE**

Proposed typical sections for the preferred alternative include rural and suburban typical sections **Figure 1-3**. A six-lane rural section is proposed from the western project limits to east of Mondon Hill Road/Spring Lake Highway (West Segment) and a suburban typical section within the 200-foot existing ROW is proposed from east of Mondon Hill Road/Spring Lake Highway to Lockhart Road. No additional ROW is anticipated at various intersection corners at Griffin Road, Dorsey Smith Road, Clayton Road, Spring Lake Highway, and High Corner Road. Additional ROW is proposed for off-site stormwater management facility and floodplain compensation sites. A "No-Build" Alternative is also being evaluated.

Sidewalks will be provided along both sides of the roadway throughout the project. The sidewalk width is 5 feet in the west portion and 6 feet wide in the east portion. On the south side, a wider 10 foot sidewalk is proposed and that will align with a wider sidewalk proposed east of this project in the vicinity of the I-75 interchange. Both typical sections will fit within the existing 200 foot right-of-way. At five intersections we anticipate needing a small amount of new right-of-way to make sure all the intersection elements can be constructed.

## West Portion of Study Area Rural Typical Section – facing east

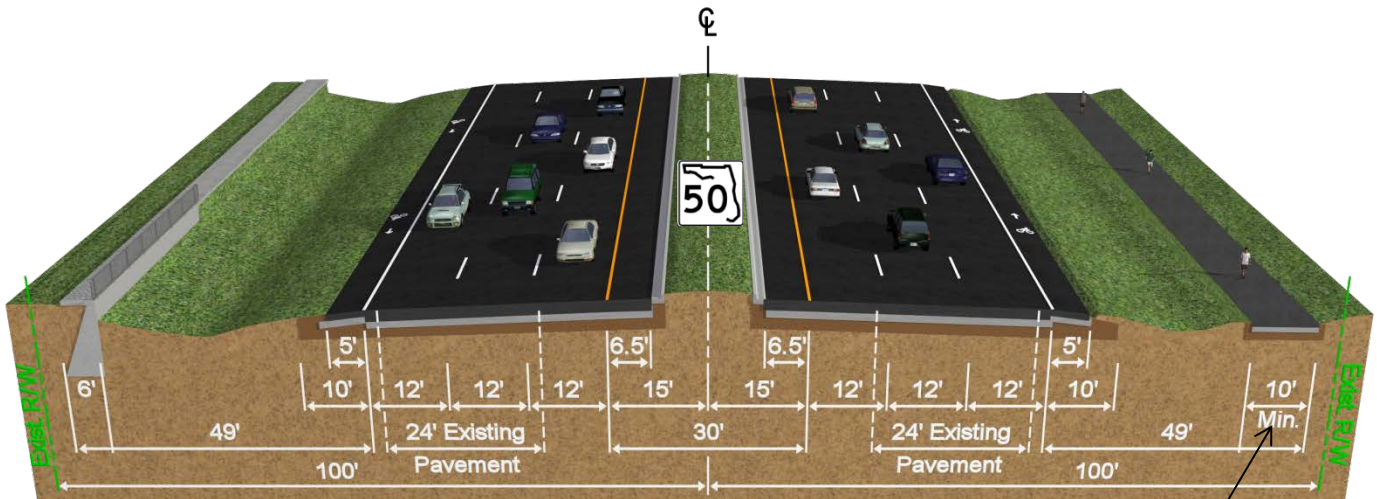
(from west limit of PD&E Study at SR 50/Brooksville Bypass to just east of Spring Lake Highway/Mondon Hill Road)



- Provides for 65 mph design speed
- Design variation of 6 ft for border width required for each side
- A 10 ft widened sidewalk is shown on the south side of SR 50 and will be constructed based on priorities of the Hernando/Citrus MPO. If a widened sidewalk is not constructed, a 5 ft sidewalk will be constructed instead.

## East Portion of Study Area 6-Lane Suburban Typical Section – facing east

(from just east of Spring Lake Highway/Mondon Hill Road to east limit of PD&E study west of I-75 at Lockhart Road)



- Provides for 50 mph design speed
- A 10 ft widened sidewalk is shown on the south side of SR 50 and will be constructed based on priorities of the Hernando/Citrus MPO. If a widened sidewalk is not constructed, a 6 ft sidewalk will be constructed instead.



## **1.6 REPORT PURPOSE**

This *Comments and Coordination Report* is one of several documents that have been prepared as part of this PD&E study and documents the accomplishment of the *Public Involvement Plan (PIP)*, agency coordination efforts, public involvement activities, and comments received during the study.

## SECTION 2 PUBLIC INVOLVEMENT PLAN

In accordance with Part 1, Chapter 11 of the *FDOT PD&E Manual*, a comprehensive *PIP* was prepared for this study in July 2014 and updated in January 2017.

The purpose of this plan was to describe the public outreach approach that FDOT implemented to inform and solicit responses from interested parties, including local residents, public officials, agencies, and business owners. The PIP included agency coordination, small group meetings with local residents and business owners, agency stakeholder meetings, and a public hearing. The results of the plan are summarized in this *Comments and Coordination Report*. A brief summary of the program's activities follows. The PIP helped to identify stakeholders and affected communities and included the following:

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

The plan included various techniques on how to notify the public of the proposed transportation improvements such as legal display newspaper advertisements, news releases to local media and invitational newsletters. The plan included one study underway kick-off newsletter that was mailed out in October 2015, one public hearing newsletter that was sent out prior to the public hearing in December 2019, and a final newsletter that was mailed on February 5, 2021, after the FDOT issued Location and Design Concept Acceptance (LDCA) for the project on October 27, 2020. A final legal display ad was also published in the *La Gaceta* on Friday, February 12, 2021, and in the *Tampa Bay Times* on Sunday, February 14, 2021. See **Section 5** for more information regarding the project newsletters.

## SECTION 3 COORDINATION EFFORTS

The FDOT coordinated with numerous federal, state and local agencies throughout the study process. This section summarizes the results of these coordination efforts.

### 3.1 AGENCY COORDINATION

Throughout the course of the study, agency coordination was conducted early as part of the ETDM final programming screen and Advance Notification review processes initiated on January 7, 2014. The ETDM process was used to become aware of any issues noted by the commenting agencies. ETDM coordination was conducted with the US. Fish and Wildlife Service, National Marine Fisheries Service, Florida Fish and Wildlife Conservation Commission, and Southwest Florida Water Management District, amongst other agencies.

The FDOT coordinated with the following federal, state and regional/local agencies, as part of the EDTM process or throughout the PD&E process:

- U.S. Fish and Wildlife Service (USFWS)\*
- US Army Corps of Engineers
- US Environmental Protection Agency
- Natural Resources Conservation Service (NRCS)\*
- Federal Highway Administration (FHWA)
- National Marine Fisheries Service (NMFS)
- Florida Fish and Wildlife Conservation Commission (FWC)\*
- Florida Department of State, Division of Historical Resources (SHPO)\*
- Southwest Florida Water Management District (SWFWMD)\*
- Florida Department of Economic Opportunity
- Florida Department of Environmental Protection
- Hernando/Citrus MPO\*
- Hernando County Public Works
- Hernando County School District

\*Additional coordination/meetings held with these agencies and summarized below.

Agency comments were received based on the initial findings provided in the *Natural Resources Evaluation (NRE)* and coordination was conducted throughout the PD&E study process. A concurrence letter was received from USFWS on October 16, 2019, and a coordination letter was received from FWC on September 18, 2019. The SHPO also provided review and concurrence of the *Cultural Resources Assessment Survey (CRAS)* on July 27, 2015, and the CRAS Technical Memorandum for Stormwater Management Facility (SMF) and Floodplain Compensation (FPC) sites on September 18, 2019. These agency concurrence and coordination letters can be found in **Appendix A**.

### **3.1.1 U.S. Fish and Wildlife Service**

The *NRE* was provided to the USFWS for their review/concurrence via the ETDM Environmental Screening Tool (EST). The USFWS provided concurrence on October 16, 2019 (included in **Appendix A**), stating that “The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.”

### **3.1.2 National Resources Conservation Service**

Coordination was conducted with the NRCS for farmlands on this project. The NRCS provided the completed NRCS-CPA-106 form via email on October 1, 2019. A copy of the NRCS-CPA-106 form and the email correspondence can be found in **Appendix A**.

### **3.1.3 Florida Fish and Wildlife Conservation Commission**

The *NRE* was provided to the FWC for their review/comments via the ETDM EST. In a letter from FWC, dated September 18, 2019, the FWC stated they agree with the determinations of effect and the project commitments for protected species. A copy of the FWC letter is in **Appendix A**.

### **3.1.4 Florida Department of State, Division of Historic Resources**

A *CRAS* was prepared for the SR 50 PD&E Study in April 2015 to identify any potential archaeological sites and historic resources located within the project’s Area of Potential Effect (APE) and to assess their eligibility for listing in the National Register of Historic Places (NRHP). Background research indicated that 11 previously recorded archaeological sites are located within the project APE. However, no evidence for any of these sites was found during field surveys. Historical/architectural survey of the APE resulted in the identification and evaluation of 31 historic resources. These sites include 29 buildings and two road segments, Singer Lane and SR 50. One newly recorded building (8HE712), a ca. 1923 Dutch Colonial-style residence, is considered individually eligible for the NRHP under Criterion C in the area of Architecture. No other archaeological or historic resources, including the two linear resources, meet the criteria for listing in the NRHP. It was determined, with the possible exception of 8HE712, the project is considered unlikely to affect any archaeological sites or historic resources that listed, determined eligible, or considered potentially eligible for listing in the NRHP.

A *CRAS Technical Memorandum* for the proposed SMF and FPC sites was completed in July 2019. The archaeological APE consists of the proposed pond sites and the historic APE includes the archaeological APE and the immediately adjacent parcels. Background research identified one previously recorded archaeological site in southern portion of the easement to SMF-2A and one that encompasses SMF-6B. Both of these sites were determined not eligible for listing in the NRHP in 2015. No previously unrecorded archaeological sites were found and no evidence of the two previously recorded sites was found within the APE. No previously recorded historic resources were identified within any of the SMF and FPC sites; however, seven historic resources were newly identified, recorded and evaluated within the APE. It was determined that the seven newly identified resources do not appear eligible for listing in the NRHP. It was determined the project would have no effect on

any cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

FHWA approved the recommendations and findings for the April 2015 *CRAS* on July 15, 2015, and the SHPO concurred on July 27, 2015. For the July 2019 *CRAS Technical Memorandum*, SHPO commented SMF-4C will need to be tested/surveyed if it is chosen as a final pond location by FDOT." FDOT received concurrence from SHPO for the July 2019 *CRAS Technical Memorandum* on September 18, 2019. Copies of the concurrence letters are included in **Appendix A**.

### **3.1.5 Southwest Florida Water Management District**

On January 28, 2015, there was a pre-application meeting with SWFWMD. Meeting minutes can be found in **Appendix A**.

## **3.2 LOCAL GOVERNMENT AND OTHER STAKEHOLDER COORDINATION**

### **3.2.1 Hernando/Citrus MPO**

The project was presented to the MPO staff and committees on **November 6, 2019**, to discuss the study process and proposed alignment. A presentation was made to Hernando/Citrus MPO Board on **February 13, 2020** to inform the MPO Board about the project.

- November 6, 2019 – Hernando/Citrus MPO Citizens Advisory Committee (CAC)
- November 6, 2019 – Hernando/Citrus MPO Bicycle/Pedestrian Advisory Committee (BPAC)
- November 6, 2019 – Hernando/Citrus MPO Technical Advisory Committee (TAC)
- February 13, 2020 – Hernando/Citrus MPO Board

### **3.2.2 Coordination with County and Other Stakeholders**

Throughout the course of the study, meetings or email coordination were held with several stakeholders to discuss median access property impacts and the SR 50 improvements. The documentation from coordination with these entities is included in **Appendix A**.

- April 12, 2016 – Laso Wrecker Services – expressed concerns over large vehicles and access to/from their site
- July 19, 2016 – Hernando County Planning Department – general project coordination and more specifically related to access, school bus movements, use of proposed trail and planning consistency
- July 2, 2018 – Hernando County Public Works – coordination related to potential stormwater management and floodplain compensation sites
- November 8, 2019 – Hernando County School District – provided project information



## SECTION 4 MAILING LIST

A mailing list was developed for this project. The mailing list was updated throughout the duration of the project and contained:

- Those whose property lies, in whole or part, within 300 feet on either side of the centerline of each project alternative. *Florida Statutes Section 339.155* states property owners within 300 feet of the centerline of each alternative shall be notified about the project. The mailing list was based on information obtained from the property appraiser's database in Hernando County Property Appraiser's database.
- Elected and appointed public officials.
- Public and private groups, organizations, agencies, businesses, and individuals or groups who have an interest in the project and requested to be placed on the project mailing list.

The public hearing took place on December 10, 2019. The mailing list was developed which included property owners located adjacent to or near the proposed project limits and interested individuals who requested to be added. The official, agency, and interested party mailing list contained approximately 1,216 people. The mailing list was used to disseminate project information and announce the public hearing.

Subsequent to LDCA being granted by FDOT on October 27, 2020, the mailing list was refreshed with updated property owner contacts and used for distribution of the final study newsletter.

## SECTION 5 NEWSLETTERS

Newsletters were mailed to those on the project mailing list as noted in **Section 4**. Newsletters were used to announce the project kick off, the public hearing, and LDCA.

The project kick off newsletter was distributed early in the study in October 2015. The newsletter described the PD&E study process, discussed the project purpose, and provided a project schedule with the next steps in the study. The newsletter also included contact information and instructions for those needing special assistance or language support.

A public hearing newsletter was mailed to those on the project mailing list, as noted in **Section 4**, in November 2019. The newsletter was sent to promote the public hearing and to encourage participation and receive public comments. It served as an official notice to adjacent property owners of the public hearing. The newsletter presented the proposed improvements on SR 50, within the study limits. Contact information and instructions for those needing special assistance or language support were also provided.

The final newsletter was mailed on February 5, 2021, after the FDOT issued LDCA for the project on October 27, 2020. A copy of all project newsletters are provided in **Appendix B**.

## SECTION 6 WEBSITE

Public participation is an integral part of the transportation process. In an effort to engage and inform the public throughout the study process, a project website was developed (**Figure 6-1**).

The project website was updated after LDCA was granted by FDOT on October 27, 2020, and is now located at this web address: [www.fdotd7studies.com/sr50/brooksville-bypass-to-i75](http://www.fdotd7studies.com/sr50/brooksville-bypass-to-i75). The project website was used as an educational tool for the general public; explaining what a PD&E study evaluates and why, listing contact information for comments and questions, and providing links to other sites and projects.

In addition, the website was used as an information sharing tool. Site visitors could read about project details, review past and current newsletters, follow the project schedule, and peruse available project documents, information sheets, and FAQ's. The site was also one of several methods used to notify the public about the public hearing.

As of April 2021, twenty project-related comments have been submitted and six people joined the mailing list.

**Figure 6-1 SR 50 PD&E Study Website**

**State Road 50 (US 98/Cortez Boulevard) Project Development & Environment (PD&E) Study**

From Brooksville Bypass to west of Interstate 75 | WPI Segment No. 430051-1 | Hernando County, Florida

[Home](#) [What is a PD&E Study?](#) [Project Details](#) [Public Involvement](#) [Project Documents](#) [Project Schedule](#) [Contact Information](#) [Send Us Your Comments](#)

### Project Overview

On October 27, 2020 FDOT and FDOT's Office of Environmental Management (OEM) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by Federal Highway Administration (FHWA) and FDOT, granted Location Design Concept Acceptance for the State Road (SR) 50 (US 98/Cortez Boulevard) Project Development and Environment (PD&E) Study from Brooksville Bypass to west of Interstate 75.

Please [click here](#) to see the Final Project Documents and approved concept plans.

The Florida Department of Transportation (FDOT), District Seven has conducted a Project Development & Environment (PD&E) study to evaluate alternative improvements for State Road (SR) 50 (US 98/Cortez Boulevard) from the in Hernando County. The study area extends from the Brooksville Bypass on the west end of the project for a length of approximately 7.2 miles. The section along SR 50 to the east of Lockhart Road was studied as a part of a separate Federal Highway Administration (FHWA) approved PD&E study (2014) – SR 50 (Cortez Boulevard) from west of I-75 to US 301 (SR 35/Treiman Boulevard), Work Program Item (WPI) Segment No. 416732-2, with the I-75 interchange area expected out under WPI Segment No. 411014-1.

### Study Purpose and Need

SR 50 is a major east-west rural principal arterial that spans central Florida from coast to coast. In Hernando County, SR 50 connects several regionally significant corridors, including US 19, SR 589 (Suncoast Parkway), US 41, and US 301. SR 50 is also a hurricane evacuation route, a designated truck route, part of the Strategic Intermodal System (SIS), and part of the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee's (CCC) Regional Roadway Network. This segment of SR 50 connects the City of Brooksville to I-75.

The purpose of this project is to address projected roadway congestion due to future growth along the project corridor and within Hernando County. Increasing roadway capacity along this segment of SR 50 will accommodate future growth, provide for enhanced emergency response times and emergency evacuation, and work in conjunction with other projects planned or underway to increase the capacity of SR 50. The annual average daily traffic (AADT) within the study limits varied between 18,150 and 22,700 vehicles per day (VPD) in 2014. Year 2040 AADT's based on Tampa Bay Regional Planning Model (TBRPM Version 7.2) are predicted to range from 47,400 to 59,100 VPD. This would result in level of service (LOS) "F" at the major intersections.

### Public Hearing

Public Hearing was held: December 10, 2019

The Florida Department of Transportation held a public hearing for this project on December 10, 2019. [Click here](#) for more information.

For more information, please contact:

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(813) 975-6260  
(800) 228-7220  
[amber.russo@dot.state.fl.us](mailto:amber.russo@dot.state.fl.us)

### Send us your Comments

The public plays an important role in the project development and decision-making process of this study. Send us your comments and ideas to help us determine the most appropriate conceptual design alternatives for this portion of SR 50.

[>> read more](#)

### Project Schedule

The SR 50 (US 98/Cortez Boulevard) project is currently in the Project Development & Environment (PD&E) study phase of the FDOT's 5-step highway development process.

Public Hearing was held: December 10, 2019

## SECTION 7 PUBLIC HEARING

### 7.1 PUBLIC HEARING

A public hearing was held in Hernando County at the Brooksville Wesleyan Church, 22319 Cortez Boulevard, Brooksville, FL 34601 on Tuesday, December 10, 2019.

The hearing was held to inform citizens and interested parties about the project details, anticipated schedule, and afford them the opportunity to express their views concerning the proposed improvements to SR 50. The hearing consisted of an open house from 5:30 p.m. to 7:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m. Kirk Bogen, P.E., District Seven Environmental Management Engineer, presided over the formal portion. The proceedings were recorded by the court reporter that was on hand throughout the evening. Mr. Bogen welcomed the audience and discussed the purpose of the hearing. The next portion of the hearing was devoted to verbal comments.

After the public comment period, the open house resumed until 7:30 p.m.

Attendees were given the opportunity to provide comments in one of four ways:

- Make a verbal statement during the formal portion of the hearing;
- Make a verbal statement to the court reporter during the informal portion of the hearing;
- Complete a written comment form and place it in the drop box at the hearing;
- Mail comments to the Department by December 23, 2019 for the 2019 public hearing; or
- Input Comments onto the comment page of the project website;

A total of 100 people (non-staff) signed in at public hearing, including 1 agency/community group represented (Hernando/Citrus MPO). A total of 18 written comments were received, no verbal statements were made during the formal public comment period, and 2 verbal comments were left with the court reporter.

FDOT staff and its consultants were available at the public hearing to discuss the project and answer questions. A continuously-running PowerPoint presentation describing the project and the proposed improvements to SR 50 was shown during the open house portion of the hearing.

The public hearing display boards were also available for review and consisted of:

#### PD&E Study:

- Welcome and List of Citations
- Title VI Information
- Project Schedule
- Project Location and Study Area Map
- Evaluation Matrix and Estimated Project Costs
- Existing Roadway Typical Sections
- Preferred Alternative Roadway Typical Sections
- Traffic Volumes

- Aerial Plots of the Proposed Improvements along SR 50

The study’s supporting documents for the public hearing were available for public review from November 19, 2019, through December 23, 2019, on the project website as well as during normal operating hours at the following locations shown in **Table 7.1**.

**Table 7-1 Locations the Study Documents were Available for Public Review**

Location	FDOT District 7	East Hernando Branch Library
Address	11201 N. McKinley Dr. Tampa, FL 33612	6457 Windermere Road Brooksville, FL 34602

As noted in **Section 5**, a newsletter advertising the public hearing was sent out November 15, 2019, via electronic mail to public officials and via direct mail to property owners within 300 feet of the project, as well as current tenants, agencies, and interested parties. A legal display notice advertising the public hearing was published in the Tampa Bay Times on November 15, 2019, and December 1, 2019, and also in La Gaceta on November 15, 2019, and November 29, 2019. An advertisement was also placed on the project website on November 8, 2019, as well as in the *Florida Administrative Register* on December 2, 2019. Copies of these advertisements are shown in the *Public Hearing Scrapbook*.

General project information was provided in a PowerPoint presentation which ran in a continuous loop during the hearing. The materials shown at the 2019 public hearing were first posted to the project website (**See Section 6**) the day after the public hearing.

## **7.2 PUBLIC HEARING TRANSCRIPT**

The transcript for the Public Hearing is included in **Appendix C**. Copies of the public hearing materials, including the legal display advertisement, the sign-in sheets, display graphics, PowerPoint slides, and attendance rosters are included in the *Public Hearing Scrapbook* that was prepared for this project’s PD&E study and are located in the project files.

Public hearing comments received during the comment period for the public hearing are summarized in **Section 8**.

## SECTION 8 SUMMARY OF PUBLIC HEARING COMMENTS

The public hearing comment period ended on December 23, 2019. As stated earlier, a total of 18 written comments were received during the public hearing comment period, no verbal statements were made during the formal public comment period, and 2 verbal comments were left with the court reporter. Two comments were received after the public comment period. Most comments expressed support for the project.

A summary of both the written and verbal comments received during the public hearing, as well as after the comment period, is provided below in **Table 8-1**. The asterisk (\*) denotes comments received after the public hearing comment period. Copies of the actual written comments are included in the project files.

**Table 8-1 Summary of Public Hearing Comments**

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
1	Hello, I am a homeowner of one property affected by this project. I am requesting that the full median opening opposite my driveway at Station 902 be kept as a full opening and not changed to bi-directional opening as shown in plans. Thank you	Comment Form (at hearing)	No
2	I am a land owner and homeowner at 28408 Cortez Blvd. We bought this place in 2017 partially because of the full median opening opposite our driveway. The new plan proposed at December 10th public hearing changes this to bi-directional. We greatly prefer the full opening! This is located near station 902 at Debs Trail/Private Road.	Comment Form (at hearing)	No
2A*	I live on SR 50 and will be affected by the "Brooksville Bypass to i75" project. My address is 28408 Cortez Blvd, Brooksville FL 34602.  My wife and I attended the public meeting and submitted written comment(s) requesting that the open median cut in front of our property remain intact (the plans call for a restrictive two-lane setup). I did not see this change noted in the project mailer I recently received, and would like to reiterate our desire to retain the open median cut which is in place and has been in place for years. That median cut is one of the reasons we purchased this property, because it aligns with our driveway. Destroying our access and the access of residents on Cart Path road to the north is illogical and negatively affects numerous residents. I ask you to please consider retaining our open median cut.	Email (after hearing)	No

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
	<p>Also, a large portion of our property was explored as an option for a stormwater pond, although an adjacent parcel abutting our property to the west was shown to be the "preferred" site at the public meeting. Is that the planned location for the pond? Is there still a possibility of the DOT coming after our property?</p>		
2B*	<p><i>(Continued from original Comment 2A)</i> You have answered some questions, but I can't say the answers make sense as far as being logical, from the POV of someone who lives and drives here.</p> <p>1) There are no sight distance issues with the hilltop to the east of my property; people use the existing open median cut all the time and in the 3+ years I have been here I don't know of a single crash. We can see a good long way from there.</p> <p>2) Per the concept plans you attached, the westbound left turn lane near my driveway and near the road marked Cart Path per signage (Dels Tr on the concept plans) lines up with exactly nothing, and at the very least should be shifted west to align with my driveway so it serves more purpose than just a random place for someone to make a U-turn.</p> <p>I understand that the current phase is complete as far as you are concerned, but I hope you have a way to relay these concerns to the eventual design team. Perhaps some notes in the plans?</p> <p>Is this an accurate statement? "The project will not even enter the engineering design phase until 2026 at the earliest."</p> <p>Thank you for taking the time to address my concerns. Hope you have a great week.</p>	Email (after hearing)	No
3	<p>We have a residential property at the SE corner of SR 50/US 98 and Frisco Rd. I have a concern with the planned 10ft sidewalk that will front my property. We own Equine Livestock and part of our pasture is on the section of property that is adjacent to SR 50. Today, we do not have a concern for our livestock from SR 50 as there is a large ditch that provides separation. With this project plan, a sidewalk would be placed just a few feet from my fence line. To me it is fair that the state should provide a taller privacy type fence to protect my property from onlookers and/or debris that may result from this sidewalk and increase potential for harm to my equine livestock.</p>	Comment Form (at hearing)	No

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
4	Cortez and Redbud intersection seems dangerous. I have tried to exit Redbud and turn left onto 50 eastbound. Due to the hill to the east, sight distance is limited. It seems that lowering the speed limit for westbound traffic might be helpful. (Enforcement would help!) Sidewalk usage is rare.	Comment Form (at hearing)	No
5	Please provide the following: 1) Acceleration lane for "Cart Path" private access road. 2) Deceleration lane for "Cart Path" private access road. 3) Provide 10 ft minimum sidewalk on both sides of road.	Comment Form (after hearing)	Yes
6	When you start construction on any highway you need to do a better job of keeping the flow of traffic moving, either by planning work at night or expanding the lanes temporarily by using the emergency lane. I am always wondering where the money comes from since our taxes keep going up and the tolls keep expanding even though the roads and highways that the tolls were made to pay for have been built. I don't want to end up like New York with very expensive tolls when we used to ONLY have the turnpike toll. I hope when there's accidents, that the police can learn to direct traffic better than what they've been doing since they seem to shut down more lanes than necessary and DON'T utilize the emergency lane.	Comment Form (after hearing)	No
7	1) Sidewalks in rural areas where there are no homes. Why? (Along Hwy 50 East of Brooksville) 2) Better quality of blacktop, plus more than one inch thick.	Comment Form (after hearing)	No
8	I wonder what this project will do to my home/lot value in Hill 'N Dale on McAllister St., Brooksville, FL. Also I have never noticed traffic was so heavy as to need 2 more lanes. I-75 on the other hand is a constant bottle neck between Gainesville and the I-75/98 intersection. That this project is unfunded bothers me a LOT.	Comment Form (after hearing)	No
9	If Spring Hill Drive was to be extended to Route I-75 the existing roads (Rt 50) would probably be adequate for a great number of years.	Comment Form (after hearing)	No



No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
10	<p>To whom it may concern, I John Ames owner of Sema Inc. located at 28363 &amp; 28343 Cortez Blvd. Brooksville, FL 34602 have a few concerns. When I first built my main building at 28363, the setback was 75ft, now it is 125. When you widened highway 50 you lowered the road surface in front of my business which created two problems: First my driveway, which we still have problems with truck &amp; trailer dragging in &amp; out, and second (erosion) of the front property line over the years. Before the widening of Hwy 50, when 28343 was built they had to install a turn lane at the cost of over \$10,000 at the time. After widening the turn lane was removed from in front of our business and moved west 200ft for the 3 roads to the west of us. Why can't you extend the westward turn lane to come in front of my business because we have tractor trailers, RV's and motor homes that have to try and turn into J&amp;M storage.</p>	Comment Form (after hearing)	No
11	<p>In my opinion, the noise barrier proposed along my frontage property and residence on the northwest corner of Pin Ridge Drive and State Road 50/Cortez Blvd. would have more adverse effects than benefits, especially concerning property values in my community. This could especially be true for all Frontage residences in my small subdivision named Eastwood Heights which includes Crestview, Pine Ridge and Oakton Drives (all separate from the community of Hill 'n Dale adjacent to the west). Also, please consider additional safety features for this particular area concerning turning vehicles (entering, exiting and crossover) a right turn lane on the north side of SR 50 extending to the frontage street (Frampton Drive) would be welcome but if that is not feasible due to cost or right-of-way allowances, perhaps caution signs/signals or reduced speed limit in this particular area would be helpful. Otherwise the public meeting on 12/10/19 was very informative and the department representatives were most courteous and friendly. Thank you.</p>	Comment Form (after hearing)	No
12	<p>Good afternoon Amber, I would like to request information for this project: (Amber responded in Green) 1). Are the maps being provided at the meeting tomorrow the same as the maps on the PER dated 10.21.19? The maps shown at the hearing were slightly updated (aesthetically) and were a much larger scale. 2). Is there funding available for right-of-way and/or construction? At this time, no funding is available for design, right-of-way, nor construction. This project is not in FDOT's 5-year Work Program. 3). When are appraisals scheduled to begin? Since this project is not funded, no schedule exists for appraisals. 4). When are ROW offers/acquisitions scheduled to occur? Since this project is not funded, no schedule exists for</p>	Email (before hearing)	No

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
	ROW. 5). Has “advanced acquisition” taken place for this project? If so, what % of owners have already been acquired? No. Thank you in advance for your assistance!		
13	While I understand the need for expansion and traffic flow, it is difficult to understand why after just finishing large expansion and repairs this is going on again. This disrupts families and homes that have been invested in. It breaks down values and creates heartache for some people. I know my sister and brother in law just moved to our beautiful homey town and have had nothing but construction and expansion going on. While they can deal with that it is all hitting very close to home with possible retention area directly beside their beautiful driveway if not possibly on it. This is upsetting. Not only that the safe and easy exit to cross left from their home is talked about being done away with and replaced with a not so safe turn lane that will cause them to have to work their way across traffic to get into a turn lane to be able to go to town. Just a bit further east from them is plenty of empty and unresided property. Why does it have to affect those with homes? Please consider these things and how it affects the homes and lives of the families there. Thank You	Email (after hearing)	Yes
14	Would like to request that the median break at Chastain property/driveway be kept open to both directions of traffic.	Email (after hearing)	Yes
15	What is the timeline for this project once the PD&E study is completed? Is a timeline in place for ROW acquisition?	Email (after hearing)	Yes
16	If this project becomes a reality, the following items should be mandatory: <ul style="list-style-type: none"> <li>• Minimum 10-foot sidewalk/bikeways to allow safe bicycle transportation</li> <li>• Maintain existing right turn and left turn lanes to allow safe turns from a busy highway</li> <li>• Keep existing 60 mph speed limit (or less)</li> </ul>	Email (after hearing)	Yes
17	I have quite a few comments about this.  The first and foremost thing is the fact that you are talking about expanding a part of 50 that is already extremely underutilized in my opinion. This money could be MUCH better spent by expanding SR50 from US301 to Mascotte, Florida. If you are	Email (after hearing)	Yes

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
	<p>already expanding it, this money could be used to speed up that existing project.</p> <p>There were proposals that said this was for evacuation. A lot of people from the west side of the county would likely evacuate via US19 since I75 will probably be backed up (plus they are closer to US19). Lastly, the area of SR50 east of Spring Lake Highway/Mondon Hill Road is a hilly area which unfortunately has a lot of trucks engine breaking which creates a ton of noise especially for people like myself close to SR50 (if you don't know what engine breaking is, please look it up as I am not talking about regular truck noise, but rather something trucks do to slow down when going down a hill. Expanding the road will make that noise even closer to me AND possibly invite even more truck traffic which will also increase the noise. Please keep the east side of the county rural.</p>		
18*	<p>My property will potentially be affected by this project. (Widening of SR 50 US 98/Cortez Blvd from Brooksville Bypass to west of I75) I was unable to make it to the hearing back in December and I have a few questions.</p> <p>I cannot find a copy of the concept map online. Could you send me a link to it?</p> <p>I am wondering if the FDOT is going to need to acquire a part of my property. (address 28485 Cortez Blvd, Brooksville) It seems like if they are adding right of way, they may need to.</p> <p>I am also wondering how this project might affect the access I have to my property. As it is right now, SR 50 is much higher than my property and I have to turn off of Cortez onto Hadley Drive to access my property.</p> <p>I also would like to know the plans for the storm water runoff. Currently water drains off of my property and floods Hadley drive on my property because we do not have proper drainage. I just want to make sure there is a plan in place so that this doesn't worsen.</p>	Email (after hearing)	No

No.	SR 50 PD&E Study	Type	Request to Add to Study Notification List
19	One basic comment is there will be absolutely no sound barriers built to protect anybody along 50 from the noise. So I already have a problem with the noise from Griffin Road down to almost the arrow lane. It's like a racetrack and the noise is a lot of times unbearable in front of my house. If I get a phone call, I cannot talk to anybody so I've got to go to the back of my house to block all the noise off from the highway. And now it's just going to get busier and they're going to do nothing about the noise by putting sound barriers or anything. And I didn't expect them to, but it is something I wanted to voice my opinion about. They just don't really consider what we have to deal with when situations like this come up.	Verbal (at hearing)	No
20	My comment is that I would like to see a traffic light at the corner of Cedar Lane and Highway 50 due to increased traffic volume over the years. I feel that it would be a benefit to public safety if there was a traffic light for people to be able to turn left to head west on Highway 50.	Verbal (at hearing)	No

\* Comments received after public hearing comment period.

As a result of comment number **2A\* above**, the FDOT responded the following on March 4, 2021:

I live on SR 50 and will be affected by the "brooksville bypass to i75" project. My address is 28408 Cortez Blvd, Brooksville FL 34602.

"My wife and I attended the public meeting and submitted written comment(s) requesting that the open median cut in front of our property remain intact (the plans call for a restrictive two-lane setup). I did not see this change noted in the project mailer I recently received, and would like to reiterate our desire to retain the open median cut which is in place and has been in place for years. That median cut is one of the reasons we purchased this property, because it aligns with our driveway. Destroying our access and the access of residents on Cart Path road to the north is illogical and negatively affects numerous residents. I ask you to please consider retaining our open median cut."

The existing median at Cart Path Road (formerly Dels Trail) has a full opening just east of your driveway. At the public hearing, the draft concept showed a proposed bi-directional median opening at this location due to standard median access spacing and safety concerns. Due to comments received at the hearing, access management along the corridor was reanalyzed for safety and public concerns. As a result, this median access was revised to a directional opening allowing westbound left turn movements only (please see attached Concept Plans) **shown below**. The eastbound left turn movement was eliminated due to

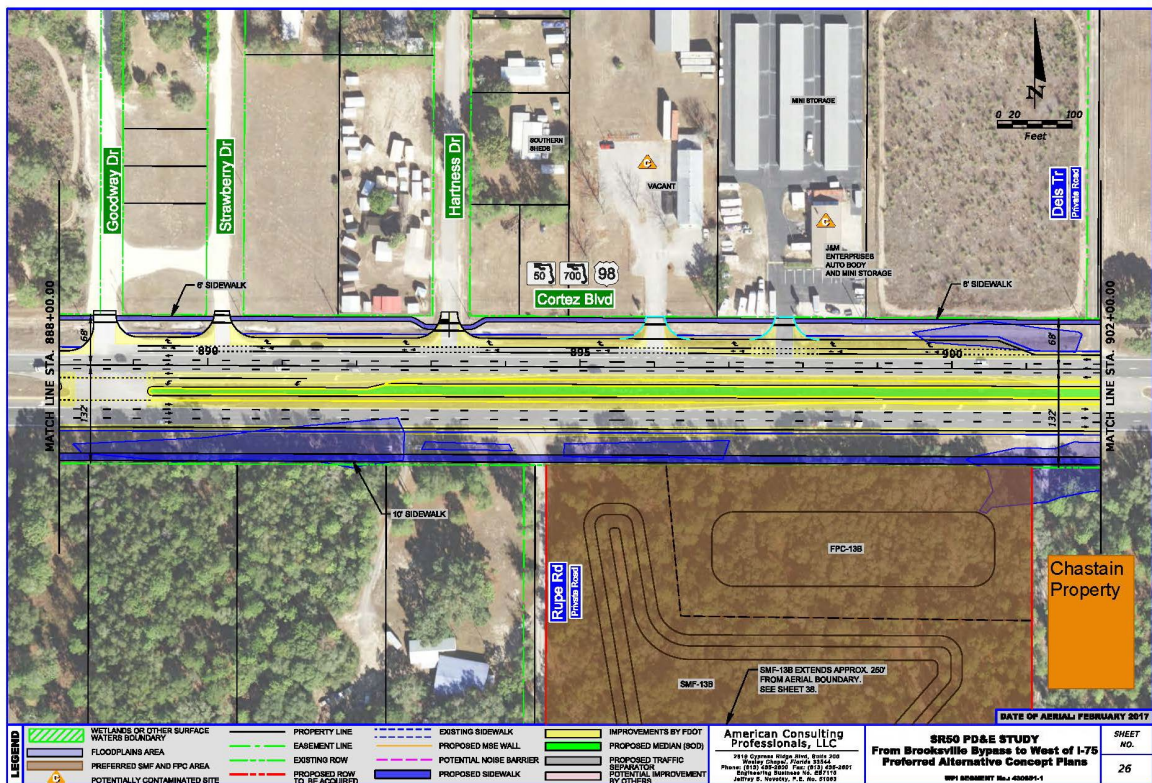
sight distance and safety concerns. The median openings to the west and east of this location are in close proximity to your driveway. The exact location of this and all median openings along the corridor will be analyzed in more detail during the Design Phase, which is not funded within the next five years in FDOT's Work Program. Once this next phase commences, property owners will be notified and coordinated with.

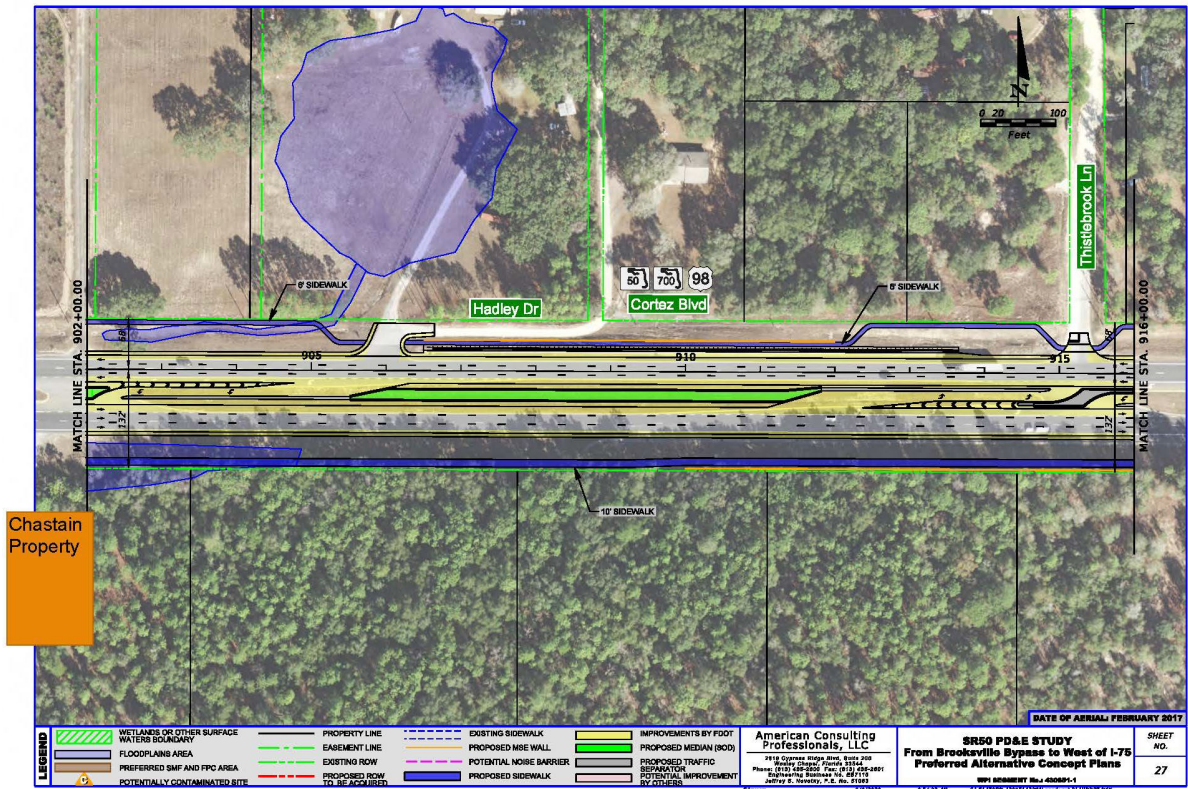
"Also, a large portion of our property was explored as an option for a stormwater pond, although an adjacent parcel abutting our property to the west was shown to be the "preferred" site at the public meeting. Is that the planned location for the pond? Is there still a possibility of the DOT coming after our property?"

The adjacent property to our west was identified as the preferred site by the PD&E study. However, during the Design Phase, all pond locations along the corridor will be analyzed in more detail (vertical geometry and further drainage aspects). The PD&E study did a preliminary evaluation, and these preferred locations are subject to change.

I hope I've answered your questions. Please let me know if you need any clarification.

Thank you,  
 Amber Russo, PE  
 FDOT District 7, GEC





As a result of comment number **2B\* above**, the FDOT responded the following on March 22, 2021 to both questions to clarify their responses to their concerns:

- 1) “There are no sight distance issues with the hilltop to the east of my property; people use the existing open median cut all the time and in the 3+ years I have been here I don’t know of a single crash. We can see a good long way from there.”

On SR 50, traffic is projected to increase from 20,000 vehicles per day to 50,000-60,000 by 2040 (see Figure 7-3 in the Preliminary Engineering Report). Additionally, drivers will have an extra lane to cross, which will increase the time it takes for a vehicle to safely make their crossing/U-turn maneuvers. Therefore, the sight issue would pose more dangerous conditions once this project is built if this full median opening remains.

- 2) “Per the concept plans you attached, the westbound left turn lane near my driveway and near the road marked Cart Path per signage (Dels Tr on the concept plans) lines up with exactly nothing, and at the very least should be shifted west to align with my driveway so it serves more purpose than just a random place for someone to make a U-turn.”

Shifting the westbound left turn lane closer to your driveway can be explored during the final Design phase. For now, these comments will be documented in the project’s Comments and Coordination Report, which is currently being finalized. Also, since your property is adjacent to

a median modification, you will be notified by the Design team via first class mail for your input before construction can begin.

Please note this project is not funded for final Design in FDOT's current Five-Year Work Program, this next phase would not start until funding becomes available. In Hernando County's Long Range Transportation Plan, the final Design phase is planned for year 2039-2045. Once the final Design phase commences, you are welcome to sign up to receive project notifications at <https://www.fdotampabay.com/>.

Thank you,  
Amber Russo, PE  
FDOT District 7, GEC

As a result of comment number **7 above**, the FDOT responded the following on April 8, 2020 to both questions:

1) *"Sidewalks in rural areas where there are no homes." Why? (Along Hwy 50 East of Brooksville)*

Our project team collected data on traffic crashes along SR 50, and between 2013 and 2017 there have been 10 crashes involving pedestrians throughout the project limits, and these crashes were all in locations where sidewalks do not presently exist including rural areas. While sidewalks may not prevent every crash involving pedestrians, providing sidewalks can provide a safer refuge area for pedestrians and other users of sidewalk than walking along the roadway on the paved shoulder or through the grass. The widening that is being proposed as part of the PD&E is in response to anticipated increases in traffic volumes resulting from anticipated future development. This future growth/development may also increase the demand for non-motorized trips as we have seen elsewhere around the region. These sidewalks will also act as a connection between existing/proposed pedestrian facilities.

2) *"Better quality of blacktop, plus more than one inch thick."*

*The design of the pavement will be prepared during the design phase, and we will ensure the proposed pavement is sufficient for the heavier truck traffic along this corridor.*

Once again thank you for attending the public hearing and your interest in this important project. If you have any questions or concerns, please contact me at 813-975-6260 or 1-800-226-7220, or by email at [Amber.Russo@dot.state.fl.us](mailto:Amber.Russo@dot.state.fl.us).

As a result of comment number **10 above**, the FDOT responded the following on January 15, 2020:

*"To whom it may concern, I John Ames owner of Sema Inc. located at 28363 & 28343 Cortez Blvd. Brooksville, FL 34602 have a few concerns. When I first built my main building at 28363, the setback was 75ft, now it is 125. When you widened highway 50 you lowered the road*

*surface in front of my business which created two problems: First my driveway, which we still have problems with truck & trailer dragging in & out, and second (erosion) of the front property line over the years. Before the widening of Hwy 50, when 28343 was built they had to install a turn lane at the cost of over \$10,000 at the time. After widening the turn lane was removed from in front of our business and moved west 200ft for the 3 roads to the west of us. Why can't you extend the westward turn lane to come in front of my business because we have tractor trailers, RV's and motor homes that have to try and turn into J&M storage."*

Thank you for your comments. The existing right turn lane you are inquiring about leads to Hartness Drive and extends further to Strawberry Drive and Goodway Drive. FDOT have further evaluated this and would like to let you know that the Draft PD&E study is now proposing to extend this right turn lane to your property due to safety concerning heavy truck traffic. Draft Concept Plans are currently being revised. Please let me know if you have any other questions. Project website: [www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/](http://www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/).

As a result of comment number **15 above**, the FDOT responded the following on January 15, 2020:

*"What is the timeline for this project once the PDE Study is completed?" "Is a timeline in place for RW acquisition?"*

Thank you for your comments. At this time, no funding is available for design, right-of-way, or construction. Those phases of the project are not presently in FDOT's 5-year Adopted Work Program (2019/20-2023/24). Should funding become available, this project would become eligible to move into design depending on the local priorities. The right-of-way acquisition normally begins approximately 2 years after the design phase begins provided the funding is in-place.

Thank you,  
Amber Russo, PE  
FDOT District 7, GEC

As a result of comment number **18 above**, the FDOT responded the following on June 10, 2020:

- 1) *"My property will potentially be affected by this project. (Widening of SR 50 US 98/Cortez Blvd from Brooksville Bypass to west of I75) I was unable to make it to the hearing back in December and I have a few questions."*

*"I cannot find a copy of the concept map online. Could you send me a link to it?"*

*"I am wondering if the FDOT is going to need to acquire a part of my property. (address 28485 Cortez Blvd, Brooksville) It seems like if they are adding right of way, they may need to."*



Thank you for your comments. I wanted to let you know that I have not forgotten about your inquiry. The consultant has drafted a solution to your access issues, which is currently under review by FDOT. I will keep you updated.

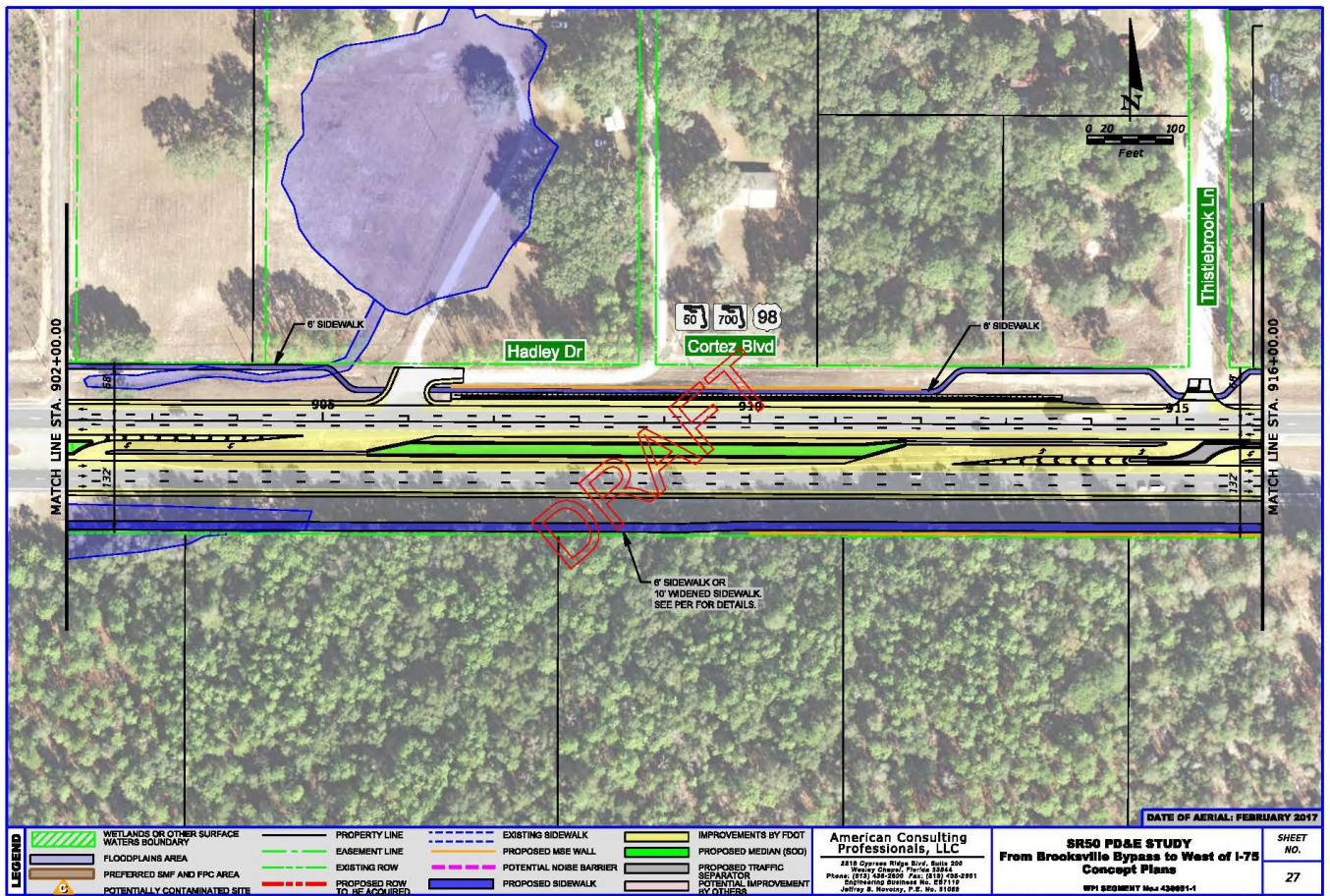
In the meantime, here is a link to the latest maps ("Roll Plots 1-4"):  
<https://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/public-involvement/public-hearing/>

Currently, the proposed plans do *not* require right of way acquisition from your property.

Thank you,  
 Amber Russo, PE  
 FDOT District 7, GEC

2) "I am also wondering how this project might affect the access I have to my property. As it is right now, SR 50 is much higher than my property and I have to turn off of Cortez onto Hadley Drive to access my property."

The Draft Concept Plans for this PD&E (Project Development and Environmental) study show Hadley Drive in its existing condition. However, the driveway from SR 50 (Cortez Blvd) will be adjusted slightly due to the SR 50 roadway widening. Also, a sidewalk is proposed along the north side of SR 50, crossing at Hadley Drive. Based on the vertical elevation difference of SR 50 and the adjacent ground line along Hadley Drive, a retaining wall would be constructed to retain the embankment of SR 50. As a result, your access will not change. For clarity, please see the attached updated Draft Concept Plan in this area.



3) *"I also would like to know the plans for the storm water runoff. Currently water drains off of my property and floods Hadley drive on my property because we do not have proper drainage. I just want to make sure there is a plan in place so that this doesn't worsen."*

As part of this project, several drainage ponds are proposed in order to maintain positive drainage. Measures will be taken during the next project phase (Design) to ensure that stormwater runoff from SR 50 will be routed to these ponds, and therefore, no additional flooding will result. The preliminary design features of this area will be refined during the Design phase when field survey data has been collected.

Thank you for your interest in this project, and let me know if you have any further questions.

Amber Russo, PE  
FDOT District 7, GEC

In addition, there were several comments related to median openings and access management from the public. The FDOT evaluated some of the proposed access management changes that were displayed at the public hearing. The FDOT evaluated four potential median adjustments. There were three changes made to the median opening that are reflected within the final conceptual plans for this project included in the Preliminary Engineering Report (PER).

# *Appendix A*

## *Agency and Stakeholder Coordination*



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

9/19/2019

Zakia Williams  
U.S. Fish and Wildlife Service  
7915 Baymeadows Way Ste. 200  
Jacksonville, FL 32256  
[zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)

**RE: Endangered Species Act Section 7 Coordination**

SR 50 (US 98 / Cortez Blvd) from the Brooksville Bypass to west of I-75  
Hernando County, Florida  
WPI Segment No: 430051-1

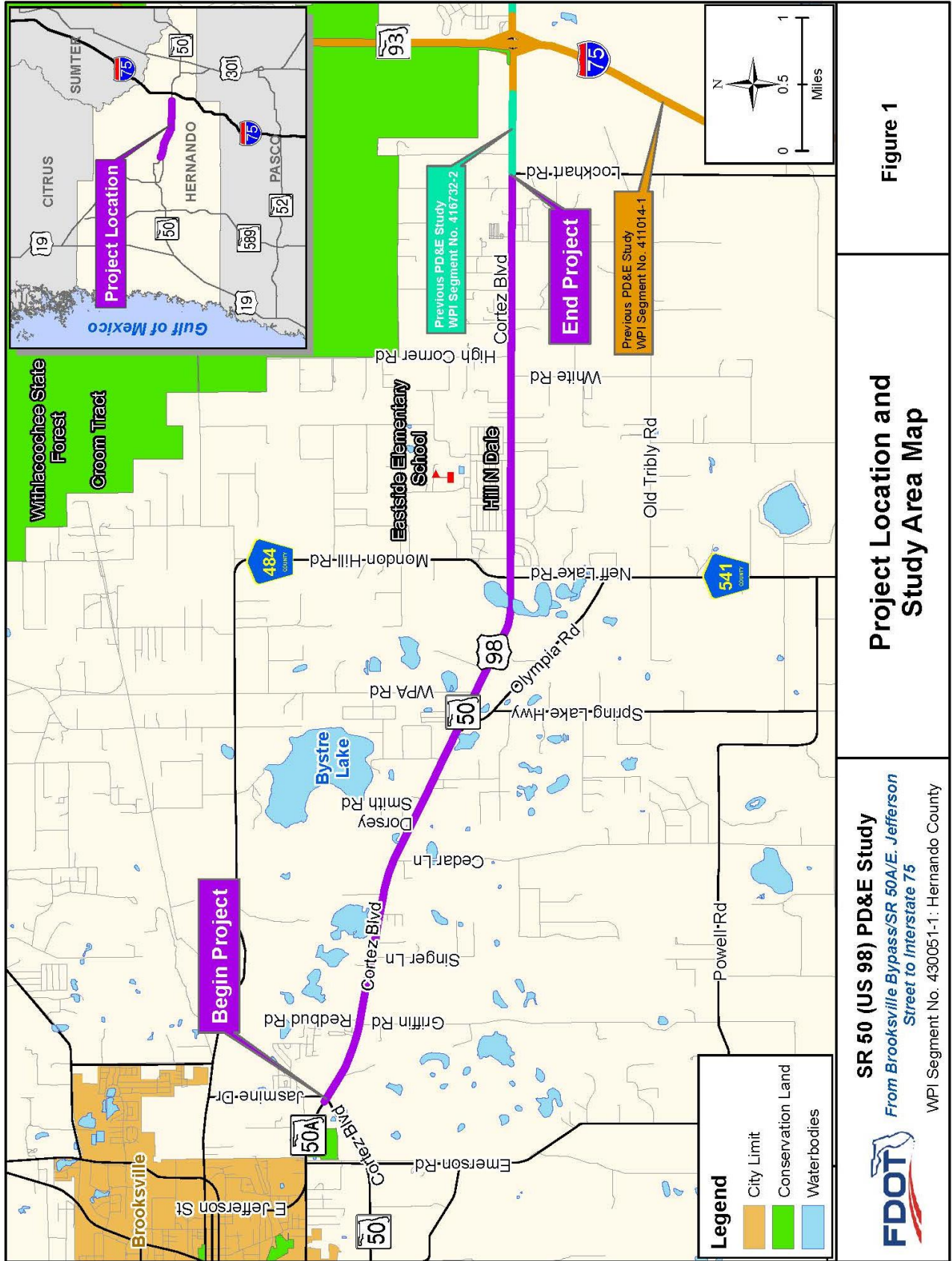
Dear Ms. Williams:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study for State Road (SR) 50 (US 98/Cortez Boulevard) from the Brooksville Bypass to west of I-75 in Hernando County, Florida (Figure 1). Improvements proposed as part of this PD&E include:

- Widen SR 50 from four to six lanes
- Provide 7-foot buffered bike lanes
- Construct a 10-foot sidewalk / multi-use trail on the north
- Construct 5-foot sidewalk on the south side of SR 50

To meet drainage and stormwater requirements, stormwater management facility (SMF) and floodplain compensation (FPC) sites are also proposed to accommodate new impervious surface due to widening as well as address potential floodplain encroachment. The SMF and FPC sites are located outside of the existing right of way and are identified in the Natural Resources Evaluation (NRE). All sites were evaluated, but detailed field reviews were conducted for the preferred alternatives.

This NRE was prepared to document the natural resources (wetlands, protected species and habitat, and Essential Fish Habitat [EFH]) analyses performed to support decisions related to the evaluation of the project alternatives. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 United States Code (U.S.C.) § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by Federal Highway Administration (FHWA) and FDOT.



### Wetlands

Wetlands and surface waters within the study area reviewed as part of this PD&E study include freshwater systems. The proposed Build Alternative would result in approximately 0.96 acre of herbaceous and forested wetland and 0.68 acre of surface water impacts. All jurisdictional wetland and seagrass impacts that result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statute (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

### Protected Species and Habitat

Federally protected species assessed for this project include the following: wood stork, eastern indigo snake, Florida scrub-jay and red-cockaded woodpecker. A finding of **may affect, not likely to adversely affect** was assigned for the wood stork and eastern indigo snake. A finding of **no effect** was assigned for the Florida scrub-jay and red-cockaded woodpecker. Reviews for the federally protected bald eagle and osprey were conducted for this project. The project area was evaluated for Critical Habitat designated by Congress in 50 CFR 17. Review of the USFWS's available GIS data resulted in the identification of no Critical Habitat within the project area; therefore, no impacts to Critical Habitat will occur as a result of this project.

State-protected species with the potential to utilize the project area include the gopher tortoise, Southeastern American kestrel, burrowing owl, Florida sandhill crane, little blue heron and tricolored heron. There is **no adverse effect anticipated** for the gopher tortoise, Southeastern American kestrel, Florida sandhill crane, little blue heron and tricolored heron. There is **no effect anticipated** for the burrowing owl.

### Essential Fish Habitat

No EFH was identified within the project area; therefore, no impacts to EFH will occur as a result of this project.

The NRE is attached for your review. The FDOT respectfully requests a response from the U.S. Fish and Wildlife Service within 30 days. If you have any questions or need additional information, please contact me at (813) 975-6455 or email me at [allison.conner@dot.state.fl.us](mailto:allison.conner@dot.state.fl.us).

Sincerely,



Allison Conner  
Environmental Specialist III  
Planning and Environmental Management Office (PLEMO)  
Florida Department of Transportation – District Seven

cc: Lilliam Escalera, FDOT  
Amber Russo, FDOT  
Robin Rhinesmith, FDOT

Kirk Bogen, FDOT  
Thu-Huong Clark, OEM

---

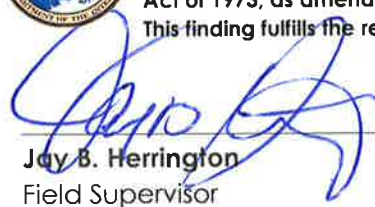
The U.S. Fish and Wildlife Service finds the attached project documentation complete and sufficient and  X  concurs/ \_\_\_\_\_ does not concur with the recommendations and findings provided herein.

USFWS Comments:




FWS Log No 2020-TA-0085

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

  
Jay B. Herrington  
Field Supervisor

10/16/19  
Date

\_\_\_\_\_ Date

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
---	---	--	--	--

	Corridor A	Corridor B	Corridor C	Corridor D
--	------------	------------	------------	------------

A. Total Acres To Be Converted Directly				
---	--	--	--	--

B. Total Acres To Be Converted Indirectly, Or To Receive Services				
---	--	--	--	--

C. Total Acres In Corridor				
----------------------------	--	--	--	--

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland				
--	--	--	--	--

B. Total Acres Statewide And Local Important Farmland				
---	--	--	--	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
---	--	--	--	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>				
--	--	--	--	--

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	<b>Maximum Points</b>			
--	-----------------------	--	--	--

1. Area in Nonurban Use	15			
-------------------------	----	--	--	--

2. Perimeter in Nonurban Use	10			
------------------------------	----	--	--	--

3. Percent Of Corridor Being Farmed	20			
-------------------------------------	----	--	--	--

4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
--	----	--	--	--

6. Creation Of Nonfarmable Farmland	25			
-------------------------------------	----	--	--	--

7. Availability Of Farm Support Services	5			
--	---	--	--	--

8. On-Farm Investments	20			
------------------------	----	--	--	--

9. Effects Of Conversion On Farm Support Services	25			
---	----	--	--	--

10. Compatibility With Existing Agricultural Use	10			
--	----	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160			
----------------------------------	-----	--	--	--

<b>PART VII (To be completed by Federal Agency)</b>				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100			
--	-----	--	--	--

Total Corridor Assessment (From Part VI above or a local site assessment)	160			
---	-----	--	--	--

<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>			
--	------------	--	--	--

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:
--------------------------

Signature of Person Completing this Part:	DATE
---	------

**NOTE: Complete a form for each segment with more than one Alternate Corridor**



## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- More than 90 percent - 15 points
- 90 to 20 percent - 14 to 1 point(s)
- Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

- More than 90 percent - 10 points
- 90 to 20 percent - 9 to 1 point(s)
- Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- More than 90 percent - 20 points
- 90 to 20 percent - 19 to 1 point(s)
- Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- Site is protected - 20 points
- Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

- As large or larger - 10 points
- Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
- Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
- Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

- All required services are available - 5 points
- Some required services are available - 4 to 1 point(s)
- No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

- High amount of on-farm investment - 20 points
- Moderate amount of on-farm investment - 19 to 1 point(s)
- No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

- Substantial reduction in demand for support services if the site is converted - 25 points
- Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
- No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

- Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
  - Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
  - Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points
-

**From:** [Crockett, Leroy - NRCS, Quincy, FL](#)  
**To:** [Daniel, Thomas](#)  
**Cc:** [Salicco, Christopher](#)  
**Subject:** RE: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal  
**Date:** Tuesday, October 1, 2019 4:26:17 PM  
**Attachments:** [image005.png](#)  
[NRCS-CPA-106\\_SR50-PDE-FDOT\\_Farmlands.pdf](#)

---

See the attached file with parts II, IV and V completed.  
Contact me if there are any questions.  
Sincerely,

**LeRoy Crockett**  
**Resource Soil Scientist**

**2148 West Jefferson Street**  
**Quincy, FL 32351**  
**Mb: (352) 262-0192**



[Watch](#) the "Mighty Mini Microbe" trailer.

---

**From:** Daniel, Thomas <TDaniel@acp-fl.com>  
**Sent:** Tuesday, October 1, 2019 8:50 AM  
**To:** Crockett, Leroy - NRCS, Quincy, FL <leroy.crockett@usda.gov>  
**Cc:** Salicco, Christopher <CSalicco@acp-fl.com>  
**Subject:** RE: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Good morning Leroy,

Attached are the files required for the review, please let me know if you need any additional information. Again, this is a Florida Department of Transportation PD&E study along SR 50 from East Jefferson Street to west of I-75 in Hernando County (FPID #: 430051-1). All work should be within existing right-of-way, not including stormwater management facilities outside of right-of-way.

Thank you for your assistance.

Sincerely,

## Tom Daniel

American Consulting Professionals, LLC  
2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544  
813.435.2606 (D) | [tdaniel@acp-fl.com](mailto:tdaniel@acp-fl.com) | [acp-americas.com](http://acp-americas.com)

---

**From:** Crockett, Leroy - NRCS, Quincy, FL [<mailto:leroy.crockett@usda.gov>]  
**Sent:** Monday, September 30, 2019 8:12 AM  
**To:** Daniel, Thomas  
**Subject:** RE: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Just looked at whole email thread on computer. On phone saw email and thought it was a new request.

I have looked at emails from that time period and do not see one came in my email. If you can resend I will get it out today or tomorrow.

Sincerely,

**LeRoy Crockett**  
**Resource Soil Scientist**

**2148 West Jefferson Street**  
**Quincy, FL 32351**  
**Mb: (352) 262-0192**



[Watch](#) the "Mighty Mini Microbe" trailer.

---

**From:** Daniel, Thomas <[TDaniel@acp-fl.com](mailto:TDaniel@acp-fl.com)>  
**Sent:** Friday, September 27, 2019 1:42 PM  
**To:** Crockett, Leroy - NRCS, Quincy, FL <[leroy.crockett@usda.gov](mailto:leroy.crockett@usda.gov)>  
**Subject:** RE: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Great! Thank you!

## Tom Daniel

American Consulting Professionals, LLC  
2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544  
813.435.2606 (D) | [tdaniel@acp-fl.com](mailto:tdaniel@acp-fl.com) | [acp-americas.com](http://acp-americas.com)

---

**From:** Crockett, Leroy - NRCS, Quincy, FL [<mailto:leroy.crockett@usda.gov>]  
**Sent:** Friday, September 27, 2019 10:45 AM  
**To:** Daniel, Thomas  
**Subject:** Re: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Have received email. Will check details and information on Monday.

---

**From:** "Daniel, Thomas" <[TDaniel@acp-fl.com](mailto:TDaniel@acp-fl.com)>  
**Date:** Friday, September 27, 2019 at 9:04:17 AM  
**To:** "Crockett, Leroy - NRCS, Quincy, FL" <[leroy.crockett@usda.gov](mailto:leroy.crockett@usda.gov)>  
**Cc:** "Salicco, Christopher" <[CSalicco@acp-fl.com](mailto:CSalicco@acp-fl.com)>, "Novotny, Jeffrey S." <[JNovotny@acp-fl.com](mailto:JNovotny@acp-fl.com)>, "[allison.conner@dot.state.fl.us](mailto:allison.conner@dot.state.fl.us)" <[allison.conner@dot.state.fl.us](mailto:allison.conner@dot.state.fl.us)>, "[Amber.Russo@dot.state.fl.us](mailto:Amber.Russo@dot.state.fl.us)" <[Amber.Russo@dot.state.fl.us](mailto:Amber.Russo@dot.state.fl.us)>, "[lilliam.escalera@dot.state.fl.us](mailto:lilliam.escalera@dot.state.fl.us)" <[lilliam.escalera@dot.state.fl.us](mailto:lilliam.escalera@dot.state.fl.us)>  
**Subject:** RE: SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Good morning Mr. Crockett,

I just want to follow up on this Farmlands CPA 106 application sent August 26<sup>th</sup>, 2019. I left a voicemail on your office phone this morning; please let me know if you've properly received this email message and application with supporting materials.

Thank you for your assistance.

Sincerely,

**Tom Daniel**

American Consulting Professionals, LLC  
2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544  
813.435.2606 (D) | [tdaniel@acp-fl.com](mailto:tdaniel@acp-fl.com) | [acp-americas.com](http://acp-americas.com)

---

**From:** Daniel, Thomas  
**Sent:** Monday, August 26, 2019 11:37 AM  
**To:** 'Leroy.crockett@fl.usda.gov'  
**Cc:** Salicco, Christopher; Novotny, Jeffrey S.; 'allison.conner@dot.state.fl.us'; 'Amber.Russo@dot.state.fl.us'; 'lilliam.escalera@dot.state.fl.us'  
**Subject:** SR 50 from East Jefferson St to west of I-75 - Farmlands CPA 106 Form and Shapefiles Submittal

Mr. Crockett,

The Florida Department of Transportation is conducting a PD&E study along SR 50 from East Jefferson Street to west of I-75 in Hernando County (FPID #: 430051-1). All work should be within existing right-of-way, not including stormwater management facilities outside of right-of-way. Soils

designated as Farmlands of Unique Importance are present within the project area. I have completed the CPA 106 form Parts I and III for SR 50, and also included a corresponding shapefile for your review. Additional project information is below:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate alternative improvements for State Road (SR) 50 (US 98/Cortez Boulevard) from the Brooksville Bypass/SR 50A/East Jefferson Street to west of Interstate 75 (I-75) in Hernando County. The length of the study area is approximately 8.2 miles based on the project's work program description; however, this study only extends to Lockhart Road on the east end of the project for an effective length of 7.2 miles. The objective of this Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design of the proposed improvements for widening SR 50 in Hernando County.

The proposed action involves widening SR 50 from the existing four-lane rural facility to a six-lane divided facility. The proposed improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations). Increasing roadway capacity along this segment of SR 50 will accommodate future growth, provide for enhanced emergency response times and emergency evacuation, and work in conjunction with other projects planned or underway to increase the capacity of SR 50. The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #13980.

Please let me know if any additional information is required in order to complete this review.

Thank you,

Tom Daniel



**Tom Daniel**

Environmental Scientist

**American Consulting Professionals, LLC**

2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544  
813.435.2606 (D) | [tdaniel@acp-fl.com](mailto:tdaniel@acp-fl.com) | [acp-americas.com](http://acp-americas.com)

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**Florida Fish  
and Wildlife  
Conservation  
Commission**

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Vice Chairman  
*Tequesta*

**Rodney Barreto**  
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*Fort Lauderdale*

**Gary Lester**  
*Oxford*

**Gary Nicklaus**  
*Jupiter*

**Sonya Rood**  
*St. Augustine*

Office of the  
Executive Director

**Eric Sutton**  
Executive Director

**Thomas H. Eason, Ph.D.**  
Assistant Executive  
Director

**Jennifer Fitzwater**  
Chief of Staff

850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife  
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Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800 955-8770 (V)

MyFWC.com

September 18, 2019\*

Allison Conner  
Environmental Specialist III  
Florida Department of Transportation (FDOT) District Seven  
11201 N. McKinley Drive  
Tampa, FL 33612  
[Allison.Conner@DOT.state.fl.us](mailto:Allison.Conner@DOT.state.fl.us)

Re: SR 50 from the Brooksville Bypass to West of I-75, Natural Resources Evaluation,  
Hernando County

Dear Ms. Conner:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation (NRE) for the above-referenced project in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F. A. C.). We agree with the determinations of effect and support the project commitments for protected species.

If you need further assistance, please do not hesitate to contact our office by email at [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com). If you have specific technical questions regarding the content of this letter, contact Terry Gilbert at (850) 728-1103 or email [terry.gilbert@MyFWC.com](mailto:terry.gilbert@MyFWC.com).

Sincerely,

**Jason Hight**  
Land Use Planning Program Administrator Office of  
Conservation Planning Services

JH/tg

SR 50 from the Brooksville Bypass to west of I-75 NRE\_40359\_091819

\* File in the EST is dated October 18, 2019. This date may have been a typo, but is document in the C&C using September date for consistency.

#21925



**Florida Department of Transportation**

**RICK SCOTT  
GOVERNOR**

11201 N. McKinley Drive  
Tampa, FL 33612-6456

**JIM BOXOLD  
SECRETARY**

June 26, 2015

Ms. Cathy Kendall  
Environmental Protection Specialist  
Federal Highway Administration  
Florida Division  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2015 JUL 17 P 2:30

RE: SR 50 (US 98/Cortez Boulevard) PD&E Study  
From the Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Work Program Item Segment No.: 430051-1  
FAP No.: TBD  
Hernando County, Florida

Dear Ms. Kendall:

The Florida Department of Transportation (FDOT), District Seven is preparing a Project Development and Environment (PD&E) Study to evaluate alternative improvements to SR 50 (US 98/Cortez Boulevard) from the Brooksville Bypass/SR 50A/East Jefferson Street to I-75. The total project length is 8.2 miles. Within the project limits, the existing roadway is a rural principal arterial, and the improvement will expand the current four-lane facility to six-lanes.

Enclosed are two copies of the Cultural Resource Assessment Survey (CRAS) (April 2015) that was prepared for the above referenced project. Also enclosed are 40 Florida Master Site File (FMSF) forms (8HE230 through 8HE236, 8HE240, 8HE272, 8HE280, 8HE630, 8HE711 through 8HE737, 8HE741 and 8HE742); a CD containing the FMSF photographs and pdf files of the FMSF forms and CRAS (for SHPO); a CD containing a pdf file of the CRAS (for FHWA); and a Survey Log Sheet.

The CRAS included background research and a field survey. The purpose was to locate and identify any archaeological sites and historic resources located within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). The archaeological Area of Potential Effect (APE) was defined as the existing 200-foot right of way; the historical APE includes the existing right of way as well as immediately adjacent properties. Proposed pond and floodplain compensation sites were not identified in the PD&E Study and will be evaluated later during design.

#21925

Ms. Cathy Kendall  
SR 50 (US 98/Cortez Boulevard) PD&E Study  
From the Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Work Program Item Segment No.: 430051-1, FAP No.: TBD  
June 26, 2015  
Page 2 of 3

Background research indicated that 11 previously recorded archaeological sites (8HE230 through 8HE236, 8HE240, 8HE272, 8HE280, and 8HE630) are located within the project APE. However, no evidence for any of these sites was found during the field survey.

Historical/architectural survey of the SR 50 PD&E study project APE resulted in the identification and evaluation of 31 historic resources (8HE679, 8HE680, 8HE711 through 8HE737, 8HE741, and 8HE742). They include 29 buildings (8HE679, 8HE680, and 8HE711 through 8HE737), and two road segments, Singer Lane (8HE741) and SR 50 (8HE742). Two historic resources (8HE679 and 8HE680) were recently recorded and evaluated in 2012; there were no changes that required update forms. One newly recorded building, 8HE712, a ca. 1923 Dutch Colonial style residence, is considered individually eligible for the NRHP under Criterion C in the area of Architecture.

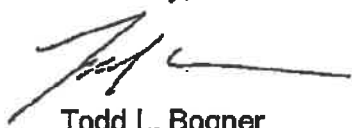
Based on the results of background research and field surveys, 8HE712 is considered eligible for listing in the NRHP; all of the archaeological sites and the other historic resources do not meet the criteria for listing in the NRHP.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed cultural resource document, please coordinate with the SHPO for concurrence. The unbound copy of the document; the original FMSF forms; CD with FMSF photos, forms, and CRAS; and Survey Log Sheet are for the SHPO. The bound copy of the document and the CD with the CRAS pdf file is for your files.

If you have any questions, please contact me at (813) 975-6456 or [todd.bogner@dot.state.fl.us](mailto:todd.bogner@dot.state.fl.us) or Rebecca Spain Schwarz at (813) 281- 8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Todd L. Bogner  
Environmental Specialist III  
District Seven Cultural Resource Coordinator

TB/RSS  
Enclosure



MS#21925

Ms. Cathy Kendall  
SR 50 (US 98/Cortez Boulevard) PD&E Study  
From the Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Work Program Item Segment No.: 430051-1, FAP No.: TBD  
June 26, 2015  
Page 3 of 3

cc: Phillip Bello (FHWA) Roy Jackson (FDOT SEMO) Robin Rhinesmith (FDOT)  
Stephanie Pierce (FDOT) Jeff Novotny, PE (American) Rebecca Spain Schwarz (Atkins/GEC)

The FHWA finds the Cultural Resource Assessment Survey provided with this letter to be complete and sufficient and  approves /  does not approve the above recommendations and findings. Or, the FHWA finds the attached Technical Memorandum contains  insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the report provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

**FHWA Comments:**

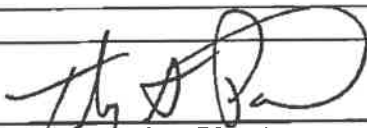
We look forward to working with you to determine potential effects to the historic property within the APA.

for /s/   
James Christian  
Division Administrator  
Florida Division  
Federal Highway Administration

Date 7/15/15

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015-3415. Or, the SHPO finds the attached Technical Memorandum contains  insufficient information.

**SHPO Comments:**

for /s/   
Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer

Date 7/27/15



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

August 20, 2019

Timothy A. Parsons, Ph.D.  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attention: Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey Technical Memorandum  
Proposed Stormwater Management Facilities (SMF) &  
Floodplain Compensation (FPC) Sites  
State Road (SR) 50 (US 98/Cortez Boulevard) from the Brooksville Bypass/  
SR 50A/Jefferson Street to I-75,  
Hernando County, Florida  
Financial Project Identification (FPID) No.: 430051-1-22-01  
Federal Aid Project No.: Not Available**

2019 AUG 21 A 10:06  
FLORIDA  
HISTORICAL  
DEPARTMENT

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT), District Seven, is planning to construct 13 proposed Stormwater Management Facilities (SMF) sites and 9 Floodplain Compensation (FPC) sites. This federally funded project is located north and south of SR 50 between Brooksville Bypass/SR 50A/Jefferson Street and I-75 and is part of the Project Development and Environmental (PD&E) study to evaluate alternative capacity and operational improvements for SR 50.

Enclosed is one copy of the Cultural Resource Assessment Survey (CRAS) Technical Memorandum (July 2019) that was prepared for the above referenced project, Florida Master Site File (FMSF) forms for seven newly recorded historic buildings (8HE00867-8HE00873), one Survey Log Sheet, and a CD containing an electronic version of these files.

On behalf of the FDOT District Seven, ACI conducted a CRAS Technical Memorandum for the project. The purpose of the CRAS Technical Memorandum was to identify the presence of resources listed in or considered eligible for listing in the National Register of Historic Places (NRHP) according to the criteria in 36 CFR 60.4 and if applicable, to apply the Criteria of Adverse Effects, as set forth in 36 CFR 800.5(a)(1) to the project. Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716).

The Area of Potential Effects (APE) was developed based on the scale and nature of the activities. The archaeological APE consists of the footprint of the proposed pond sites.

Timothy A. Parsons, Ph.D.  
Proposed SMF & FPC Sites for  
SR 50 (US 98/Cortez Blvd) from the Brooksville Bypass/  
SR 50A/Jefferson St to I-75  
Hernando County, Florida  
FPID No.: 430051-1-22-01  
August 20, 2019  
Page 2 of 3

The historic APE includes the archaeological APE and immediately adjacent parcels to the proposed pond sites.

Background research identified one previously recorded archaeological site (8HE00236) located in the southern portion of the easement to SMF 2A and one previously recorded archaeological site (8HE00280) encompasses SMF 6B. Both sites were determined not eligible for listing in the NRHP by the SHPO in 2015 (FMSF). Archaeological field survey included both ground surface reconnaissance and the excavation of 106 shovel tests. No previously unrecorded historic or prehistoric archaeological sites were found and no evidence of 8HE00236 (SMF 2A easement) or 8HE00280 (SMF 6B) was found within the APE.

As a result of the historic resources desktop analysis, no previously recorded historic resources were identified within any of the proposed pond sites; however, seven historic resources (8HE00867-8HE00873) were newly identified, recorded, and evaluated within the historic APE. These resources are located immediately adjacent to Ponds SMF 2A, 3A, 5B, as well as FPC sites 5B and 12B. Overall, the buildings have been altered, lack sufficient architectural features, and are not a significant embodiment 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 part of a historic district.

Based on the type of project and location, it is the opinion of ACI and FDOT, District Seven, that the proposed project will have *no effect* on any cultural resources, including archaeological sites and historic resources, which are listed, determined eligible, or that appear to be eligible for listing in the NRHP.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*.

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 December 14, 2016, and executed by the FHWA and FDOT.

Timothy A. Parsons, Ph.D.  
Proposed SMF & FPC Sites for  
SR 50 (US 98/Cortez Blvd) from the Brooksville Bypass/  
SR 50A/Jefferson St to I-75  
Hernando County, Florida  
FPID No.: 430051-1-22-01  
August 20, 2019  
Page 3 of 3

The CRAS Technical Memorandum is for your review and concurrence. If you have any questions, or if I may be of assistance, please contact me at (813) 975-6637 or [crystal.geiger@dot.state.fl.us](mailto:crystal.geiger@dot.state.fl.us) or contact Rebecca Spain Schwarz at (813) 281-8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Crystal Geiger  
Environmental Specialist III  
Cultural Resource Coordinator

Enclosures


cc: Robin Rhinesmith, FDOT  
Joe Feaster, FDOT  
Rebecca Spain Schwarz, Atkins  
Lilliam Escalera, FDOT  
Roy Jackson, FDOT OEM  
Marion Almy, ACI

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey (CRAS) Technical Memorandum complete and sufficient and  concurs/  does not concur with the recommendations and findings in this cover letter for SHPO/FDHR Project File Number 2015-3475B. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

SMF 4C will need to be tested/surveyed if it is  
chosen as a final pond location by FDOT.

  
Timothy A. Parsons, Ph.D., Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

9/18/2019  
Date

THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT  
RESOURCE REGULATION DIVISION  
PRE-APPLICATION MEETING NOTES**

**FILE NUMBER:**

**PA 401872**

**Date:** 1/28/2015  
**Time:** 11:00  
**Project Name:** FDOT SR50 Brooksville Bypass to I-75 - PD&E Study  
**Attendees:** Richard Alt, Chaz LaRiche, Andrew Goldsmith - American Consulting Engineers  
[agoldsmith@acp-fl.com](mailto:agoldsmith@acp-fl.com), Chris Salicco, ACE [csalicco@acp-fl.com](mailto:csalicco@acp-fl.com); Bill Adams, ACE; Stephanie Pierce, FDOT

**County:** Hernando  
**Total Land Acreage:** ROW  
**Sec/Twp/Rge:** 22/25/19 30/22/20 & 25, 32, 33, 34,  
**Project Acreage:** 35, 36 / 22 / 20  
acres

**Prior On-Site/Off-Site Permit Activity:**

- Existing 4 lane rural highway
- 40004773.001, 44004306.002

**Project Overview:**

- Widen to 6 lane urban and rural

**Environmental Discussion:** (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- Provide the limits of jurisdictional wetlands.
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.
- If the project is located in a county which is listed as a coastal county under the Coastal Zone Management Act (CZM) and the project has wetland impacts, it will require a noticing period once the permit application is deemed complete. Wetland and/or surface waters impacts less than 1 acre in size will require a 10 day noticing period, prior to the issuance of the permit. Wetland and/or surface water impacts greater than 1 acre in size will require a 30 day noticing period, prior to the issuance of the permit. Permits could be issued as early as the 11th or 31st day, but staffs' schedule and workload will determine the actual issuance date.

**Site Information Discussion:** (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Existing roadway/intersections
- WBIDs need to be independently verified by the consultant - WBID – 1329E and 1329F – impaired for mercury.

**Water Quantity Discussions:** (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event.
- For projects or portions of projects that discharge to a closed basin, limit the post-development 100-year discharge volume to the pre-development 100-year, 24-hour volume.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable.

**Water Quality Discussions:** (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for entire project area and all contributing off-site flows.
- In addition, if the project discharges to an impaired water body, must provide a net environmental improvement.
- Applicant must demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use.
- Also replace treatment function of existing ditches to be filled.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.

**Sovereign Lands Discussion:** (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- N/A

**Operation and Maintenance/Legal Information:** (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to the property owner(s).
- Provide proof of ownership in the form of a deed or contract for sale.
- Provide appropriate O&M instructions.
- Provide detailed construction surface water management plan.

**Application Type and Fee Required:**

- SWERP – Sections A, C, and E of the ERP Application.
- < 10 acres of project area and no wetland or surface water impacts - \$273.00 Online Submittal
- < 10 acres of project area and < 1 acre of wetland or surface water impacts - \$

**Other:** (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- In accordance with Rule 40D-1.603(2), F.A.C., no later than 30 days after submittal of an initial application of an Individual surface water management permit the applicant shall publish at the applicant's expense a notice of the District's receipt of the application in a newspaper having general circulation as defined in Chapter 50, F.S., in the county or counties in which the activity is proposed. Please provide documentation that such noticing has been accomplished. Note that the published notices of receipt for an ERP must be in accordance with the language provided in Rule 40D-1.603(11), F.A.C., and receipt of an affidavit establishing proof of this publication will be considered a completeness item of this ERP Application. Per Rule 40D-1.603(13), F.A.C., this must be received before the application will be considered complete and the 60-day timeframe for taking agency action on the application will commence.

40D-1.603(13) – “Applicants required to publish a notice of receipt of application must provide to the District a publisher’s affidavit establishing proof of publication pursuant to Sections 50.041 and 50.051, F.S., before the application will be considered complete and the applicable timeframe for taking agency action on the application will commence.”

- provide a copy of the legal description (of all applicable parcels within the project area) in one of the following forms:
  - a. Deed with complete Legal Description attachment.
  - b. Plat.
  - c. Boundary survey of the property(s) with a sketch.

**Disclaimer:** The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.

**From:** [Steven Diez](#)  
**To:** [Novotny, Jeffrey S.](#); [Lilliam.Escalera@dot.state.fl.us](mailto:Lilliam.Escalera@dot.state.fl.us)  
**Subject:** RE: FDOT WPI 430051-1 - SR 50 PD&E Study from Brooksville Bypass to west of I-75 - wider sidewalk location  
**Date:** Tuesday, October 22, 2019 9:42:16 AM  
**Attachments:** [image001.png](#)

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Jeff,

Thank you for the confirmation regarding the SR50 PD&E. AS you said, to remain consistent, the wide-walk should remain on the south side of SR50. Additionally, as you mentioned there are no phases currently included in the 5-year Work Program, but the alignment for a multi-use path is shown in our current (and future) LRTP. Thank you.

Steve Diez  
Executive Director  
Hernando/Citrus MPO  
1661 Blaise Dr.  
Brooksville, FL 34601  
Phone: 352-754-4082  
E-mail: [stevend@hernandocounty.us](mailto:stevend@hernandocounty.us)

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**From:** Novotny, Jeffrey S. <[JNovotny@acp-fl.com](mailto:JNovotny@acp-fl.com)>  
**Sent:** Tuesday, October 22, 2019 9:16 AM  
**To:** [Lilliam.Escalera@dot.state.fl.us](mailto:Lilliam.Escalera@dot.state.fl.us); [Steven Diez <StevenD@hernandocounty.us>](mailto:StevenD@hernandocounty.us)  
**Subject:** FDOT WPI 430051-1 - SR 50 PD&E Study from Brooksville Bypass to west of I-75 - wider sidewalk location

Steve,

This email is to confirm our phone conversation earlier this morning concerning the SR 50 PD&E Study from the Brooksville Bypass to west of I-75.

The proposed typical sections for this PD&E study for SR 50 will depict widening SR 50 from 4 lanes to 6 lanes with sidewalks on both sides of the road. A portion of the project will have a rural typical section and a portion will have a suburban section. The FDOT constructed a wider sidewalk along the south side of SR 50 in the vicinity of the I-75 interchange and that wider sidewalk will continue along the south side of SR 50 to the Lockhart Road intersection with another project that is presently in design. To remain consistent, this PD&E study will also show a wider (planned at 10 ft) sidewalk also running along the south side of SR 50 throughout the limits of the project to the SR 50 bypass.

Steve, you indicated concurrence with the location of the wider sidewalk on the south side of SR 50.

For your information, to allow the County future flexibility, and since the wider sidewalk is greater than standard width, we are indicating in the draft Preliminary Engineering Report that the wider sidewalk in this location will be based on the County's future priorities. This will provide the County with flexibility to change the limits of the wider sidewalk since the design phase is not presently funded in the 5-year work program. If a wider sidewalk is not desired at that later time, then the

FDOT would use a standard sidewalk width of either 5 ft or 6 ft depending on the typical section type.

-Jeff Novotny



**Jeffrey S. Novotny, PE, AICP**

Project Manager / Principal

**American Consulting Professionals, LLC**

2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544

813.435.2646 (D) | 813.505.7597 (M) | [JNovotny@acp-fl.com](mailto:JNovotny@acp-fl.com) | [acp-americas.com](http://acp-americas.com)



## MEETING MINUTES

**Meeting Date:** April 12, 2016      **Date Issued:** April 13, 2016  
**Location:** FDOT District 7  
**Project Name:** SR 50 PD&E from Brooksville Bypass/SR 50A/East Jefferson St to I-75  
**Purpose:** Meet with Laso Wrecker Service per their Request for Project Info  
**Notes by:** Chris Salicco      **American Project #:** 5147050  
**Copies to:** Rick Adair, Lilliam Escalera

<b>Attendees</b>	<b>Representing</b>	<b>Phone</b>	<b>Fax or e-mail</b>
Peter Pedemonti	Laso Wrecker	352-796-4031	<a href="mailto:Lasotowing2@aol.com">Lasotowing2@aol.com</a>
Paul Pedemonti	Laso Wrecker	352-796-4031	
Lilliam Escalera	FDOT	813-975-6789	<a href="mailto:lilliam.escalera@dot.state.fl.us">lilliam.escalera@dot.state.fl.us</a>
Rick Adair	FDOT	813-975-6446	<a href="mailto:rick.adair@dot.state.fl.us">rick.adair@dot.state.fl.us</a>
Chris Salicco	American	813-435-2617	<a href="mailto:csalicco@acp-fl.com">csalicco@acp-fl.com</a>

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The purpose of this meeting was to provide the project description and current proposed conceptual plans and typical sections along SR 50 for Laso Wrecker Service per their request. Curtis Johnson of Laso Wrecker service reached out to Kirk Bogen on March 22, 2016, to see if a public hearing date was set for this project. No hearing has been set to date, so the Department offered to meet with Laso Wrecker Service to make a presentation concerning the ongoing study. Mr. Johnson requested the Department make a presentation concerning the study. The meeting was scheduled on April 12, 2016, 2:30 pm, at Laso Wrecker Service, located at 29114 Cortez Blvd, Brooksville, FL 34602. The attendees are listed above.

Below is an outline of the meeting held with Laso Wrecker Service:

- Rick provided a brief overview of the study process and project description. It was explained that the current Draft Conceptual Plans for the study are designed to widen SR 50 from 4 lanes to 6 lanes, with no additional right-of-way needed, with the exception of potential corner clips to tie into existing County side streets.
- Peter and Paul were primarily concerned about access into their property and the safety of motorists and their staff/drivers (public safety).
- Laso Wrecker Service provides repairs for tractor trailers onsite and also tow and offload tractor trailers onsite. There are approximately 3-5 tractor trailers per day onsite including repairs (trucks driven onsite) and tows brought to the facility. It was mentioned that Laso previously had a repair/tire shop at the SW corner of the I-75/SR 50 interchange that was closed based on right-of way needs for the upcoming design-build project for improvements to the interchange. This site previously reduced the number of trucks that use their current location.

- The Laso wreckers come in and out of the facility on average 50-60 times per day (includes all different size wreckers). Their largest wrecker alone is approximately 60 feet in length without the boom extended and no vehicle/truck in-tow.
- Peter and Paul would like the Department to evaluate the potential to add a westbound left turn lane into their facility (preferably at the west driveway).
- When the larger wreckers or wreckers with vehicle in-tow are heading westbound, they are currently using all four travel lanes to make a U-turn just west of their facility at Thistlebrook Lane.
- For large vehicles/tractor trailers in-tow, Laso Wrecker Service is heading about 0.5 mile further west along SR 50 and using a turnaround at Strawberry Drive and Goodway Drive to make a left turn onto SR 50 to head back east to their facility.
- It was explained that the Department will explore potential solutions to try to accommodate special needs that may be warranted for this facility. Potential options include evaluating bulb-outs or truck turnarounds, access management (locations of openings and directional vs full), etc.
- It was explained to Peter and Paul Pedemonti that there are many aspects of the plans that need to be reviewed and taken into consideration and that coordination will be among many different groups at the Department. This is the Project Development and Environment (PD&E) phase of the project and more detailed refinement will also be taken into consideration during the design phase of the project, which is not currently in the FDOT 5-Year Work Program.
- It was mentioned to Laso Wrecker Service that the public hearing is still currently not scheduled; however, they will be notified when it is scheduled and it was recommended that they attend the hearing if possible and provide any comments/concerns they may have regarding the proposed project at that time.



- ii. 6-lane rural - East of Dorsey Smith Road to Lockhart, including 5-ft paved outside shoulder and sidewalks with a 65 mph design speed – This typical will require a 6-foot design variation for border width and a standard 40-foot median will be retained.

**4. Access Management – Chris provided handouts that described the existing and proposed access management plan:**

- a. The existing Access Management Classification is Class 3.
- b. Chris described three recently-proposed changes in the access management plan from the proposed plan shown in the March 2016 Draft Concept Plans, based on a recent meeting with FDOT's access management engineer.
  - i. Raley Road – change to one-way eastbound directional
  - ii. Faber Drive – change to one-way westbound directional
  - iii. Cortez Professional Center – close existing/proposed directional opening since does not meet spacing requirements

Following Chris's introduction, county attendees expressed concerns with the proposed plan at the following locations:

- i. At the Brooksville Wesleyan Church, they would prefer that the proposed directional median opening near station 583 be moved to station 587 to allow eastbound left turns into the church entrance to help the congestion from entering and exiting the church especially during the weekend. At the Hill 'n Dale development, they want to see a full/modified full opening somewhere to allow motorists to turn left onto SR 50 to head east. Otherwise, residents would have to access Mondon Hill Road using back roads to make left turns onto SR 50 to head east or access SR 50 westbound and have to make U-turns to travel to the east. It appeared based on discussions that leaving Cammie Street as a full opening could be the best possible alternative. County staff said that traffic/turning movement counts should be made at Raley Road, etc. and that safe access for school buses needs to be considered. Eastside Elementary School is located north of Hill 'n Dale. Lilliam asked for the current school bus route that include the East Side Elementary School. County mentioned Steve Daniels as the contact person from Hernando County School District Transportation Department for the most accurate school bus route.

**5. Multi-Use Trail**

The County's 2040 Long Range Transportation Plan (LRTP) Map 4-9 shows a "planned multi-use trail" running along SR 50 within the study limits. Attendees discussed the expected need for a trail. County mentioned previous discussions with FDOT to include trail along other corridors and the maintenance agreement discussion of those. Lilliam asked if the County have plans to include a trail along SR 50 within our study limits. County expressed they do have plans to add a trail as per the LRTP shows. Lilliam mentioned that, following county's request we will start early coordination in order to include a trail in our PD&E study

limits but mentioned that the Memorandum of Agreement (MOA) will have to be fully completed during the design and construction stages. Dennis Dix thought that a trail on the north side would be better if we allow a free-flow right turn at the Jasmine/Jefferson/SR 50 intersection.

## 6. Project Funding and Plan Consistency

The county's 2040 LRTP for this proposed project currently shows PE funded for 2026-2030 (\$22.9M). American noted that the table 5-5 currently states "PD&E" for the Improvement Type, but should probably state "4 to 6 Lanes". Dennis Dix pulled out another version of this same table which correctly shows the information, and he said that he would send us a copy.

## 7. Other Discussion Items

- County staff noted that no future land use changes are proposed in the County Comprehensive Plan and areas will remain mostly rural east of the City of Brooksville within the project limits; however, a couple of developments are planned or proposed. At the NW and NE corners of the intersection at SR 50/Mondon Hill/Spring Lake Highway, there is a planned RV park/campground/resort residential facility. The other development mentioned was on the south side of SR 50 west of the Speedway gas station on the SW corner of the same intersection above. Michael Ullven said that the SR 50/Cedar Lane intersection is close to meeting warrants for a traffic signal. Cedar Lane connects to Powell Road (CR 572), located to the south. A new zip line facility (Tree Umph!) is planned on Cedar Lane which will generate additional traffic. Lilliam mentioned this item will be mentioned and discussed with FDOT.
- Dennis Dix said that the regional traffic model has historically overestimated future traffic demand for the SR 50 corridor.
- Regarding the traffic signal at Jasmine/Jefferson/Cortez, Michael Ullven (Signal Projects Manager) expressed concerns with having a stop condition for eastbound trucks coming off of the Bypass, due to the high percentage of trucks. He expressed concern for backing up trucks at this intersection. Lilliam mentioned that the proposed concept is expected to accommodate trucks, pedestrian and bicyclist and that a dual RT turn lane at the intersection instead of a free flow RT turn lane will better accommodate all drivers.. American also noted that having a stop condition for the eastbound right turns would help to create gaps for motorists at Griffin Road wanting to make northbound to westbound left turns. County staff expressed a preference for having a free flow movement for eastbound right turns. County staff also mentioned that the free flow movement was previously a stop condition and was changed to a free flow movement based on truck crashes. Lilliam said that this issue will be fully analyzed during the design phase.
- Small Group Meetings: Lilliam asked the county staff if there were any groups that FDOT should meet with concerning the proposed project. Staff suggested possibly meeting with the Wesleyan Church and the Wesleyan Village residential community. They were not aware of an organized HOA for Hill 'n Dale.
- Concept Plans: the shown improvements at Spring Lake Highway/Mondon Hill Road are consistent with future county plans. There are no proposed improvements at Jasmine

Drive. Lockhart Road is a planned 4-lane roadway south of SR 50, but there are no future improvements planned to the north.

Attachment: Sign-in Sheet



## MEETING MINUTES

**Meeting Date:** July 2, 2018                      **Date Issued:** July 3, 2018  
**Location:** Hernando County Public Works, 1525 E Jefferson St, Brooksville, FL 34601  
**Project Name:** WPI Segment No. 430051-1, SR 50 from Brooksville Bypass/SR 50A/East Jefferson Street to I-75 in Hernando County  
**Purpose:** To discuss stormwater management facility and floodplain compensation siting locations with the county to identify any potential conflicts  
**Notes by:** Andrew Goldsmith                      **American Project #:** 5147050  
**Copies to:** F:\PROJECT\5147050\PD&E FileCabinet\B.Correspondence\B.3-External\_MeetingAgendaMinutes

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>	<u>Fax or e-mail</u>
Scott Herring	Hernando County Public Works	352-754-4060	<a href="mailto:SHerring@HernandoCounty.us">SHerring@HernandoCounty.us</a>
Clay Black	Hernando County Public Works	352-754-4062	<a href="mailto:CBlack@HernandoCounty.us">CBlack@HernandoCounty.us</a>
Michael Ullven	Hernando County Public Works	352-754-4062	<a href="mailto:MUllven@HernandoCounty.us">MUllven@HernandoCounty.us</a>
Abdul Waris	FDOT District 7	813-975-6227	<a href="mailto:Abdul.Waris@dot.state.fl.us">Abdul.Waris@dot.state.fl.us</a>
Lilliam Escalera	FDOT District 7	813-975-6445	<a href="mailto:Lilliam.Escalera@dot.state.fl.us">Lilliam.Escalera@dot.state.fl.us</a>
Chris Salicco	American Consulting Professionals	813-435-2617	<a href="mailto:csalicco@acp-fl.com">csalicco@acp-fl.com</a>
Bill Adams	American Consulting Professionals	561-253-9567	<a href="mailto:wadams@acp-fl.com">wadams@acp-fl.com</a>
Andrew Goldsmith	American Consulting Professionals	813-435-2602	<a href="mailto:agoldsmith@acp-fl.com">agoldsmith@acp-fl.com</a>

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

### Overview

- Chris and Lilliam gave a brief overview about the project to Hernando County representatives.
- Bill gave an overview of the drainage regarding the stormwater management facilities (SMF) and floodplain compensation (FPC) sites throughout the project.
- Bill went through each basin to see if there are potential conflicts with our current SMF/FPC siting alternatives.
  - General comment is to change FPC numbering to match basin number instead of being listed sequentially.
  - Basin 1
    - Clay stated that parcel with SMF-1C/FPC-1C owners are very protective of property. Also, there have been development plans on this parcel over the years, but nothing actually moving forward. Clay wanted us to check to make sure SMF-1A/FPC-1A is a different owner than parcel with SMF-1C/FPC-1C.



- The intersection of Jefferson St/Jasmine Dr/SR 50 is currently under construction and the county stated it could be difficult to cross the road for outfall
- No comments for Basin 2
- No comments for Basin 3
- Basin 4
  - Dorsey Smith Rd. floods a few feet and county stated that any roadway improvement to help residents that access along this roadway would be appreciated.
  - Bill stated about doing a potential roadway change if it would be of interest to the county for a potential joint use pond.
- Basin 5
  - Clay stated sinkhole in FPC-4B location (named feature).
  - Parcel containing SMF-5B floods all the way up to SR 50.
  - Clayton Rd floods. Sinkholes along Clayton Rd.
- No comments for Basin 6
- Basins 7 & 8
  - WPA Rd floods.
  - Clay asked us to check to see if we can connect a floodplain compensation site with the current existing FDOT floodplain compensation site along south side of SR 50.
- No comments for Basin 9
  - Chris asked the county staff about potential development at Mondon Hill Rd and Spring Lake Hwy that was discussed at a previous meeting in 2017. The county staff stated there are no current plans for the RV Park/Camp Site at this time.
- Basin 10
  - Clay stated sinkhole near FPC-6B. Homes have been abandoned due to water getting extremely high, about 4 feet. Clay mentioned to potentially utilize the adjacent residential parcels that flood for FPC site. This would need to be coordinated with District ROW staff.
- No comments for Basin 11
- No comments for Basin 12
- Basin 13
  - Clay stated about possibly shifting FPC-9-11A/FPC-9-11C, SMF-13A closer to the existing floodplain.
- Basin 14
  - Clay stated SMF-14A/FPC-12A is the preferred choice being at the lower elevation.
- WPI Segment No. 416732-2
  - Double check report to make sure ditches/ponds have been designed for the 6-lane with enough treatment and attenuation for these limits.

## Guerrero, Sandra

---

**From:** Angela Shepard <shepard\_a@hcsb.k12.fl.us>  
**Sent:** Friday, November 8, 2019 10:19 AM  
**To:** Guerrero, Sandra  
**Subject:** Fwd: Re: FW: Small Group Meetings for SR 50 US 98/Cortez Blvd PD&E study  
**Attachments:** image003.png

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Sandra,

Here was the reply that was sent November 8th...

Message Fri, Nov 8, 2019 10:13 AM  
From: James Lipsey  
Angela Shepard  
"Guerrero, Sandra" <SGuerrero@acp-fl.com>  
To: "Guerrero, Sandra" <SGuerrero@acp-fl.com> Ralph Leath [View in Browser](#)  
Cc: Sean Arnold Brian Ragan  
Subject: Re: Small Group Meetings for SR 50 US 98/Cortez Blvd PD&E study  
Attachments: Project\_Location\_Map\_06.jpg Uploaded File 1.3M

Sandra:

Thanks for reaching out to the school district.

We are unable to attend the public hearing on 12/10/19, as there is a school board meeting at the same date/time. However, we may be interested in a brief meeting prior to the hearing. Please send me either a written description or a website link that provides additional information on the scope and schedule of the proposed widening of SR50 in the vicinity of Eastside Elementary School.

Ralph:

Please see Sandra's email below (and the map attached) and let me know if you'd be interested in meeting with them.

Jim Lipsey  
Manager of Planning, Design and Construction  
Hernando County School District  
8016 Mobley Road  
Brooksville, Florida 34601  
TEL: (352) 797-7050 ext. 410  
INT: 871-410

We are Hernando. This place is our home.

Thank you,  
Angela Shepard  
Communications Specialist  
Communications & Gov't. Relations  
Hernando County School District  
(352) 797-7070 Ext. 414

----- Original Message -----

Hi Sandra,

I sent the information to the Facilities Dept.

Thank you,  
Angela Shepard  
Communications Specialist  
Communications & Gov't. Relations  
Hernando County School District  
(352) 797-7070 Ext. 414

"Guerrero, Sandra" <SGuerrero@acp-fl.com> writes:

[Marker]

>Hi,

>Please let me know if you are interested in us meeting with your group

>about this project near your area, so that we can set a date, time and

>location to meet.

>

>Thanks,

>

>

>

> Sandra Guerrero

>American Consulting Professionals, LLC

>2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544

>813.435.2603 (D) | 407.600.3860 (M) | [mailto:sguerrero@acp-fl.com

>]sguerrero@acp-fl.com | [http://www.acp-americas.com/]acp-americas.com

>

>

>

>

>

>From: Guerrero, Sandra

>Sent: Wednesday, October 30, 2019 4:36 PM

>To: 'shepard\_a@hcsb.k12.fl.us'

>Subject: Small Group Meetings for SR 50 US 98/Cortez Blvd PD&E study

>

>

>

>Hello,

>

>I am working with FDOT to coordinate public outreach for the State Road  
>(SR) 50 (US 98/Cortez Boulevard) Project Development & Environment (PD&E)  
>study in your area that is from the Brooksville Bypass to west of  
>interstate 75. We received your contact information as someone with a  
>group or organization who may be interested in our project and we noticed  
>that "Eastside Elementary School" is located within the project limits of  
>this PD&E study with access to SR 50.

>

>This study includes an effort to improve mobility and enhance safety  
>within the corridor, alternatives are being developed and evaluated;  
>including options for widening this portion of SR 50 from four to six  
>lanes and adding features such as sidewalks and bike lanes. The purpose  
>of this project is to increase roadway capacity along this segment of SR  
>50 to accommodate future growth, provide for enhanced emergency response  
>times and emergency evacuation, and work in conjunction with other  
>projects planned or underway to increase the capacity of SR 50.

>

>FDOT District Seven is holding a public hearing for this project on  
>December 10, 2019 to receive input on developed alternatives and you are  
>invited to attend. A project location map is attached with the project  
>limits.

>

>If you would like to discuss the project before the hearing or see a  
>benefit in holding a small group meeting with interested organizations,  
>please let us know. We are currently setting up meetings to discuss this  
>project prior to the hearing on December 10th, but we can also  
>accommodate meeting after December 10th if that works better.

>

>Public Hearing  
>December 10, 2019  
>5:30 p.m. to 7:30 p.m.  
>Brooksville Wesleyan Church  
>22319 Cortez Boulevard  
>Brooksville, FL 34601

>

>If you are interested in more information please visit our project

>website: [

>[https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Factive.fdotd7studies.com%2Fsr50%2Fbrooksville-bypass-to-i75&data=02%7C01%7CLilliam.Escalera%40dot.state.fl.us%7C977433c855a64346065b08d75be3609e%7Cdb21de5dbc9c420c8f3f8f08f85b5ada%7C0%](https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Factive.fdotd7studies.com%2Fsr50%2Fbrooksville-bypass-to-i75&data=02%7C01%7CLilliam.Escalera%40dot.state.fl.us%7C977433c855a64346065b08d75be3609e%7Cdb21de5dbc9c420c8f3f8f08f85b5ada%7C0%7C)

>7C1%7C637078904441259212&sdata=4fXdJRR0YnUJYnkGLMjN%2FEzfSyS5q26NWRcseW8F1t%3D&reserve  
d=0

>]http://active.fdot7studies.com/sr50/brooksville-bypass-to-i75

>

>Thank you for your time and we look forward to your participation in this

>project!

>

>Sandra

>

>

>[Image]

> Sandra Guerrero

>Project Planner / Public Involvement Coordinator

>American Consulting Professionals, LLC

>2818 Cypress Ridge Blvd., Suite 200 | Wesley Chapel, FL 33544

>813.435.2603 (D) | 407.600.3860 (M) | [mailto:sguerrero@acp-fl.com

>]sguerrero@acp-fl.com | [http://www.acp-americas.com/]acp-americas.com

>

>

>

>

IMPORTANT NOTICE:All e-mails sent to this address are public record unless specifically exempted by Florida law, and are archived accordingly. The School District does not allow use of School District equipment and e-mail for non-School District business purposes.

# *Appendix B*

## *Newsletters*



# State Road 50 Project Development & Environment (PD&E) Study



From Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Hernando County | WPI Segment No. 430051-1

Project Newsletter  
October 2015

## JOIN THE CONVERSATION!

We want your comments  
and suggestions  
throughout the study.

## HAVE QUESTIONS?

We're here to help.

Give us a call, send us an email,  
or let us come speak to your group:

**Stephanie Pierce**  
Project Manager

FDOT—District Seven  
11201 N. McKinley Dr.  
Tampa, FL 33612  
stephanie.pierce@dot.state.fl.us  
813-975-6445  
800-226-7220

— Or —

*Media Inquiries*

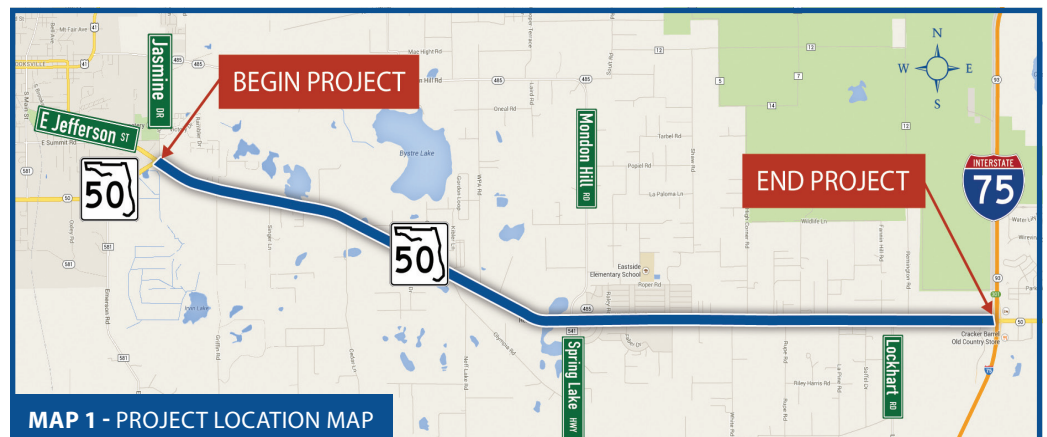
**Kris Carson**  
Public Information

FDOT—District Seven  
11201 N. McKinley Dr.  
Tampa, FL 33612  
kristen.carson@dot.state.fl.us  
813-975-6202  
800-226-7220

## STUDY UNDERWAY!

The Florida Department of Transportation (FDOT), District Seven conducting a Project Development & Environment (PD&E) study along a portion of SR 50 in Hernando County (MAP 1). This PD&E study focuses on a segment of SR 50 from the Brooksville Bypass/SR 50A/East Jefferson Street to I-75 - a distance of approximately 8.2 miles.

SR 50 is a major east-west corridor in Hernando County, connecting to numerous regionally significant corridors, including US 19, Suncoast Parkway, US 41, I-75, and US 301. SR 50 is a hurricane evacuation route, a designated truck route, and is part of the state's Strategic Intermodal System (SIS). In an effort to improve mobility and enhance safety within the corridor, alternatives are being developed and evaluated; including options for widening this portion of SR 50 from four to six lanes and adding features such as sidewalks and bike lanes.



## PD&E STUDY BASICS

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, we determine the location and conceptual design of feasible "build" alternatives for transportation improvements and analyze each of their social, economic and environmental effects. The "no-build" alternative, which leaves SR 50 in its present state and provides for only routine maintenance, will remain an option throughout the study.

The PD&E study will be finalized when the environmental reports are completed and approved by the Federal Highway Administration (FHWA). If a "build" alternative is selected and funding has been programmed, the project may then proceed to the next phase in development, which is the design phase.

## PROJECT WEBSITE

For more information on this study, visit our project website:  
<http://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/>









**Florida Department of Transportation**  
**District Seven**  
 11201 N. McKinley Drive  
 MS 7-500  
 Tampa, FL 33612



**State Road 50 (US 98/Cortez Boulevard)**  
 From the Brooksville Bypass to west of Interstate 75  
 Project Development & Environment Study



Hernando County | WPI Segment No. 430051-1 | PROJECT NEWSLETTER: November 2019

### JOIN THE CONVERSATION!

We want your comments and suggestions throughout the study.

### HAVE QUESTIONS?

We're here to help. Give us a call, send us an email, or let us come speak to your group:

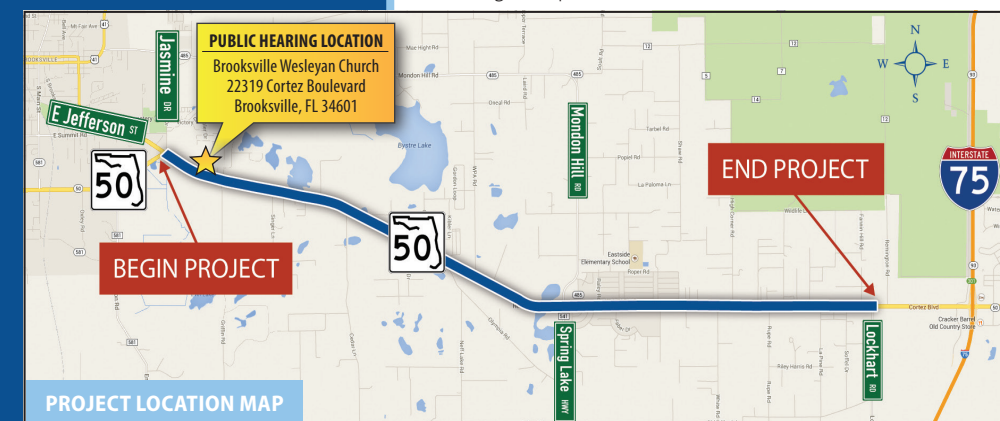
## PUBLIC HEARING NOTICE: DECEMBER 10, 2019

Dear Property Owner and/or Interested Citizen:

The Florida Department of Transportation (FDOT), District Seven is conducting a public hearing for the Project Development & Environment (PD&E) study for State Road (SR) 50 from the Brooksville Bypass to west of Interstate 75 in Hernando County. The study extends to Lockhart Road on the eastern end of the project for a length of approximately 7.2 miles. This hearing allows those interested the opportunity to provide comments and express their views concerning the location, conceptual design, and social, economic, and cultural and environmental effects of the proposed project which is widening this portion of SR 50.

SR 50 is a major east-west corridor in Hernando County, connecting to numerous regionally significant corridors, including US 19, Suncoast Parkway, US 41, I-75, and US 301. SR 50 is a hurricane evacuation route, a designated truck route, and is part of the state's Strategic Intermodal System (SIS). In an effort to improve mobility and enhance safety within the corridor, alternatives are being developed and evaluated; including options for widening this portion of SR 50 from four to six lanes and adding features such as sidewalks and bike lanes.

- Date:** December 10, 2019
- Place:** Brooksville Wesleyan Church  
22319 Cortez Boulevard  
Brooksville, FL 34601
- Time:** 5:30 p.m. to 7:30 p.m. - **Open House**  
6:30 p.m. - **Formal Presentation**



### PROJECT WEBSITE

For more information on this study, visit our project website:  
<http://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/>

## Get Involved Today!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Send us your comments and ideas to help us determine the most appropriate conceptual design alternatives for this portion of SR 50. There are multiple ways to get involved—call, write, or email us. You can also join us at our public hearing or invite us to speak at one of your own meetings!

## Non-Discrimination Laws & Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require translation services (free of charge) should contact Alex Henry, Public Involvement Coordinator, at (813) 975-6405, (800) 226-7220 or alex.henry@dot.state.fl.us.

## Comuniquese Con Nosotros

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, 813-975-4248, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, manuel.flores@dot.state.fl.us.

## Project Schedule

The SR 50 PD&E study began in late 2014. The project activities include collecting information, developing roadway improvement alternatives and evaluating the potential environmental and social effects of the "no-build" alternatives. The study is expected to be completed in the second quarter of 2020.

TASKS	2018				2019				2020			
	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall
Data Collection & Traffic Analysis	█											
Develop & Evaluate Alternatives	█	█	█	█								
Prepare Draft Reports	█	█	█	█								
Public Hearing								★				
Prepare Final Reports								█	█	█		
Final PD&E Study											█	█

**Amber Russo, P.E.**

**Project Manager**

FDOT—District Seven  
 11201 N. McKinley Dr.  
 Tampa, FL 33612  
 amber.russo@dot.state.fl.us  
 813-975-6260  
 800-226-7220

— Or —

*Media Inquiries*

**Kris Carson**

**Public Information**  
 FDOT—District Seven  
 11201 N. McKinley Dr.  
 Tampa, FL 33612  
 kristen.carson@dot.state.fl.us  
 813-975-6202  
 800-226-7220

Beginning at 5:30 p.m., FDOT representatives will be available to answer questions and discuss the project. Exhibits and other project-related materials showing the proposed improvements will be available. A PowerPoint presentation will run continuously during the open house. At 6:30 p.m. FDOT representatives will hold the formal portion of the hearing, which will be an opportunity to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend anytime during the two-hour meeting to review project information and talk with project team members.

A court reporter will be available to receive comments in a one-on-one setting before and after the formal portion of the hearing. You may mail your written comments to the address pre-printed on the back of the comment form provided. A comment form should be mailed also or enter them on the project website: <http://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/>. All comments must be postmarked or emailed by Monday, December 23, 2019 to become part of the official public hearing record.

Draft study documents, and other pertinent information depicting the project's recommendations will be available for review at the following locations from **Tuesday, November 19, 2019 to Monday, December 23, 2019.**

**East Hernando Branch Library**

6457 Windermere Road  
 Brooksville, FL 34602  
 Tues - Fri: 10:00 a.m. - 6:00 p.m.  
 Saturday: 10:00 a.m. - 5:00 p.m.  
 Sunday & Monday: Closed

**FDOT District Seven**

11201 N. McKinley Drive  
 Tampa, FL 33612  
 Mon - Fri: 8:00 a.m. - 5:00 p.m.  
 Saturday & Sunday: Closed

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact **Amber Russo, P.E., FDOT Project Manager** at (813) 975-6260 or (800) 226-7220 or visit our project website at <http://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/>.

Sincerely,

*Kirk Bogen*  
**Kirk Bogen, P.E.**  
 Environmental Management Engineer

For more information on this study, visit our project website: <http://active.fdotd7studies.com/sr50/brooksville-bypass-to-i75/>

## Study Purpose

SR 50 is a major east-west rural principal arterial that spans central Florida from coast to coast. In Hernando County, SR 50 connects to several regionally significant corridors, including US 19, SR 589 (Suncoast Parkway), US 41, I-75, and US 301. SR 50 is also a hurricane evacuation route, a designated truck route, and part of Florida's Strategic Intermodal System (SIS). This segment of SR 50 connects the City of Brooksville to I-75. Increasing roadway capacity along this segment of SR 50 will accommodate future growth, provide for enhanced emergency response times and emergency evacuation, and work in conjunction with other projects planned or underway to increase the capacity of SR 50. The Hernando/Citrus Metropolitan Planning Organization's 2040 Long Range Transportation Plan (LRTP) shows design for expansion to 6 lanes in the *Cost Feasible Plan*.

## Existing Conditions

SR 50 is currently a four-lane rural highway with 4-ft paved outside shoulders and a depressed grassed median that varies from 40 to 46 feet in width. The paved shoulders are marked as bicycle lanes from the west end of the project to the intersection at Spring Lake Highway/Mondon Hill Road with "keyholes" provided adjacent to right turn lanes when they are present. Sidewalk exists on both sides of SR 50 for an approximate 0.95 mile segment between approximately 1,000 feet east of the Brooksville Bypass and Singer Lane. The posted speed limit is 60 miles per hour (mph) for the majority of the corridor, except at the western end where it begins at 45 mph and just west of Lockhart Road where it transitions to 55 mph.

The existing right of way (ROW) is generally 200 feet wide throughout the study area. There are two signalized intersections within the study limits: SR 50 at the Brooksville Bypass and SR 50 at Mondon Hill Road/Spring Lake Highway, near the center of the study area. This existing conditions analysis has been used to verify and support the purpose and need for this project.

## Traffic & Crash Data

Crash data along SR 50 within the project limits was obtained from the FDOT crash records database for the 5-year period 2013 through 2017. A total of 280 crashes were reported within the project limits during this 5-year period which involved 142 injuries and 5 fatalities. The highest number of crashes occurred at the Spring Lake Highway/Mondon Hill Road intersection.

Annual average daily traffic (AADT) ranged from 18,200 vehicles per day (VPD) to 22,700 VPD in 2014; by design year 2040, AADTs are expected to range from 47,400 VPD to 59,100 VPD within the study limits. If no improvements are made, four major intersections are expected to operate at LOS F by 2040. With the recommended intersection improvements, in year 2040 all signalized intersections would operate at LOS D in both the AM and PM peak periods.

## Preferred Alternative

The preferred alternative for the western portion of the study area (**Figure 1**) is a six-lane divided rural typical with sidewalk and bike lanes in each direction separated by a 40 foot median. This portion is from the Brooksville Bypass through the Spring Lake Highway/Mondon Hill Road intersection. The preferred alternative for the eastern portion of the study area (**Figure 2**) is a 6-lane suburban typical section is east of Spring Lake Highway/Mondon Hill Road to Lockhart Road. The proposed improvements will also include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition, multimodal facilities will be enhanced and extended to the entire limits of the project such as pedestrian, bicycle (sidewalks and paved shoulders) and accommodation for future potential transit. (Bus pads can be placed nearly anywhere).

## Evaluation Matrix

An evaluation summary matrix comparing the roadway alternatives is shown in **Table 1**. This matrix was developed to compare the No-Build Alternative and the Build Alternative based on preliminary estimates of costs (ROW acquisition, wetland mitigation, engineering and construction), as well as, social and environmental factors.

Table 1: Evaluation Matrix		
Evaluation Criteria	No-Build Alternative	Build Alternative
<b>Potential Business Impacts</b>		
Number of business relocations	0	0
<b>Potential Residential Impacts</b>		
Number of residential relocations	0	1
<b>Potential ROW Impacts (acres)</b>		
Area of ROW along SR 50 anticipated to be acquired (acres)	0	0.1
Stormwater Ponds and Floodplain Compensation Sites (acres)	0	92.6
<b>Potential Environmental Effects</b>		
Archeological/Historical sites	0	1
Section 4(f) sites	0	0
Noise sensitive areas	0	2
Wetlands (acres)	0	0.96
Threatened and endangered species	None	Low/Moderate
Potential Petroleum and hazardous material sites	None	3 (High risk) 3 (Medium risk)
<b>Estimated Costs (Present Day Costs in Millions)</b>		
Construction-Roadway, Bridges and Ponds	\$0	\$65.0
Right of Way for Roadway Only	\$0	\$0.7
Right of Way for Stormwater Ponds and Floodplain Compensation Sites	\$0	\$7.2
Wetlands Mitigation (0.96 acres)	\$0	\$0.2
Design (10%)	\$0	\$6.5
Construction Engineering & Inspection (10%)	\$0	\$6.5
<b>TOTAL ESTIMATED COSTS</b>	<b>\$0</b>	<b>\$86.1</b>

Costs are shown to present day, 2019.

## Project Funding

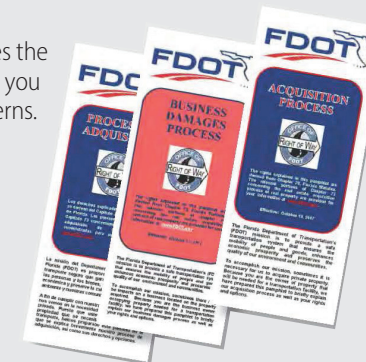
FDOT Five Year Adopted Work Program Fiscal Year 2019/2020 to Fiscal Year 2023/2024.

Phase	Fiscal Year(s)
PD&E	Ongoing
Design	Not Currently Funded
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

This project is included in the 2040 Long Range Transportation Plan for the Hernando Citrus County Metropolitan Planning Organization.

## Right-of-Way Acquisition Procedure

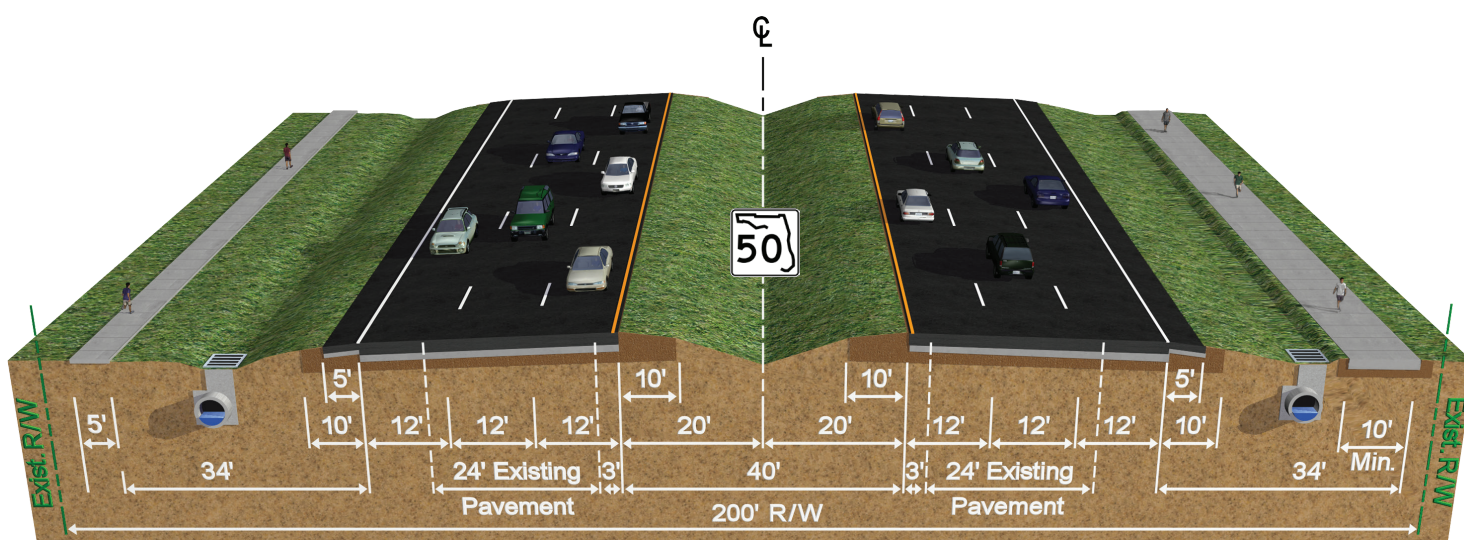
We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.



These brochures and other education material will be available at the public workshop along with representatives from the FDOT's Right-of-Way acquisition and relocations departments. Copies of the brochures may also be found on our website at: [www.dot.state.fl.us/rightofway/documents.shtm](http://www.dot.state.fl.us/rightofway/documents.shtm).

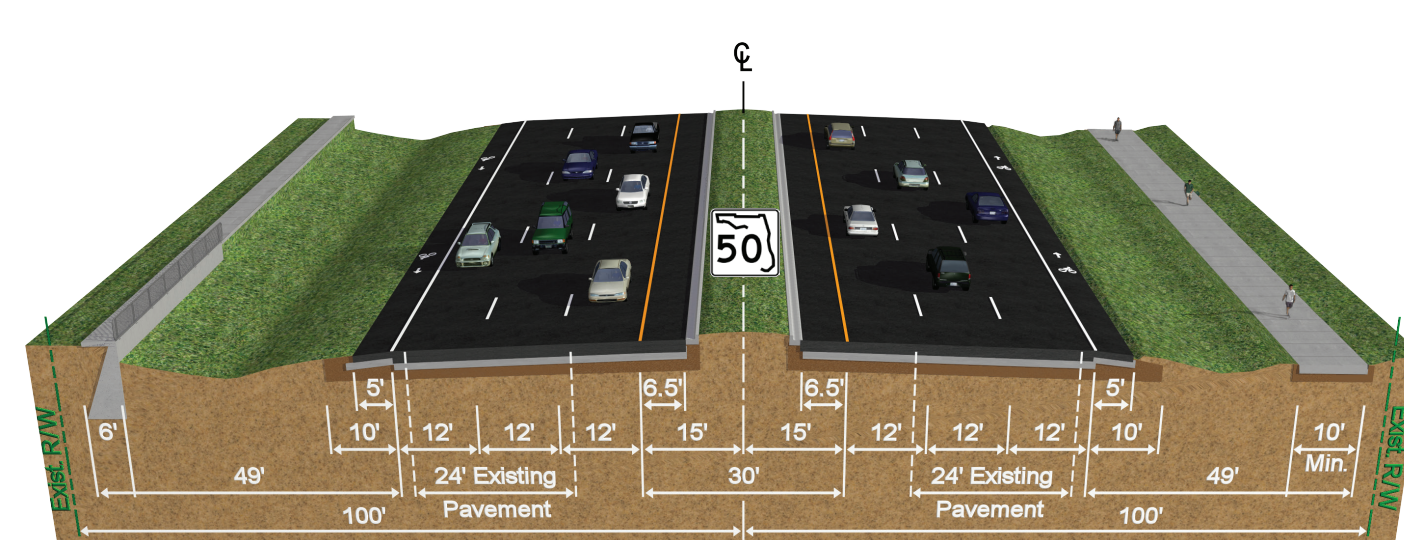
We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.

**Figure 1: West Portion of Study Area: 6-Lane Rural Typical Section**



From the Brooksville Bypass to east of the Spring Lake Highway/Mondon Hill Road)

**Figure 2: East Portion of Study Area: 6-Lane Suburban Typical Section**



From east of Spring Lake Highway/Mondon Hill Road to Lockhart Road

## Who to Contact

The approved final Project Development and Environment (PD&E) study documents may be viewed on the study's website at:

[www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/](http://www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/)

For more information about the study, please contact the FDOT Project Manager or Public Information Officer.

### **Amber Russo, P.E., FDOT Project Manager**

Florida Department of Transportation, District Seven  
11201 N. McKinley Drive, MS 7-500, Tampa, Florida 33612  
Phone: (813) 975-6260 or (800) 226-7220  
Email: [amber.russo@dot.state.fl.us](mailto:amber.russo@dot.state.fl.us)

### **Kris Carson, Public Information Officer**

Florida Department of Transportation, District Seven  
11201 N. McKinley Drive, MS 7-110, Tampa, Florida 33612  
Phone: (813) 975-6091 or (800) 226-7220  
Email: [kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us)

## Comuniquese Con Nosotros

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o correo electrónico: [manuel.flores@dot.state.fl.us](mailto:manuel.flores@dot.state.fl.us).

## Non Discrimination Laws & Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.*

## PROJECT WEBSITE

For more information on this study, please visit:

[www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/](http://www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/)

Attn: Amber Russo, P.E., Project Manager  
Florida Department of Transportation  
District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612



## SR 50 (US 98/Cortez Boulevard) From the Brooksville Bypass to west of I-75 Project Development & Environment Study

Florida Department of Transportation District Seven  
Hernando County | WPI Segment No. 430051-1

## Study Approval Notification

On October 27, 2020, the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the FHWA and FDOT, was granted Location Design Concept Acceptance for the State Road (SR) 50 (US 98/Cortez Boulevard) Project Development and Environment (PD&E) Study from Brooksville Bypass to west of Interstate 75 (I-75), a distance of approximately 7.2 miles (see project location map inside). The preferred alternative for this project is the build alternative presented at the project public hearing which includes widening the existing four-lane divided rural highway to a six-lane divided highway with sidewalks on both sides of the road. No additional right-of-way (ROW) is required for the expanded roadway typical section along SR 50. A small amount of additional ROW is anticipated at various intersection corners at Griffin Road, Dorsey Smith Road, Clayton Road, Spring Lake Highway, and High Corner Road. Additional ROW is proposed for off-site stormwater management facility and floodplain compensation sites. This project is now eligible to proceed to the next phase of development once funded in the FDOT Five-Year Work Program.

## Public Hearing Results

A public hearing was held for this project on December 10, 2019, at the Brooksville Wesleyan Church, 22319 Cortez Boulevard, Brooksville, FL 34601.

A total of 100 people signed in at the public hearing. Eighteen written comments were received and no verbal statements were made during the formal portion of the public hearing. Based on input received, there were three access management changes following the public hearing: the directional median opening west  
*(continued inside)*

February 2021

## Project Location Map



of Brooksville Wesleyan Church was shifted 200 feet to the west to provide improved access for vehicles exiting the church; the directional median opening at Cammie Street was changed to a full opening, as it exists today; and at Dels Trail the eastbound left/u-turn was removed due to lack of sight distance. Other changes based on comments at the hearing include extending the westbound right turn lane at Goodway Drive to accommodate large trucks and shifting the sidewalk closer to SR 50 at Hadley Drive to avoid conflicts and to maintain Hadley Drive as it currently exists.

## Preferred Alternative

Following the public hearing, the Preferred Build Alternative with the concept plan changes noted above was selected. The selection was based on a determination that the No-Build Alternative did not meet the purpose and need of the project.

The project was divided into two segments (west and east) based on context classification. The west segment limits are from the Brooksville Bypass to east of Spring Lake Highway/Mondon Hill Road and the east segment from east of Spring Lake Highway/Mondon Hill Road to Lockhart Road.

The **west study segment**, from the Brooksville Bypass to east of Spring Lake Highway/Mondon Hill Road, preferred typical section (**Figure 1**) is a six-lane rural typical section with a 40-foot flush median, consistent with FDOT Context Classification C2-Rural. This will provide a 65 miles per hour (mph) design speed. Sidewalks will be extended on both sides of the road within this segment, 5-foot wide on the north side and a wider 10-foot sidewalk on south side as requested by the Hernando-Citrus Metropolitan Planning Organization (MPO).

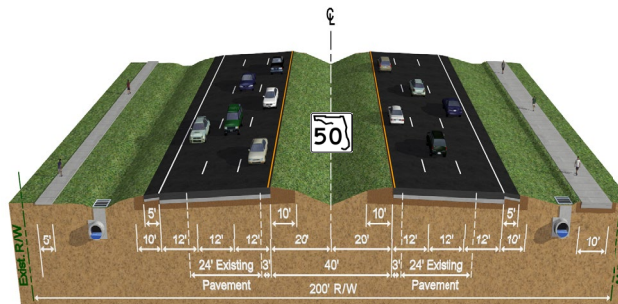
For the **east study segment** from east of Spring Lake Highway/Mondon Hill Road to Lockhart Road, the preferred typical section (**Figure 2**) is a six-lane suburban typical section with a 30-foot curbed median, consistent with Context Classification C3R-Suburban Residential. This will provide a 50 mph design speed, which is lower than the existing posted speed of 60 mph throughout much of this segment. Sidewalks will be constructed on both sides of the road within this segment, 6-feet wide on the north side and a wider 10-foot sidewalk on the south side.

The proposed improvements will also include construction of stormwater management facilities and floodplain compensation sites and intersection improvements.

## Typical Sections

**Figure 1:**  
West Study Segment: 6-Lane Rural Typical Section

From the Brooksville Bypass to east of Spring Lake Highway/Mondon Hill Road.



## FDOT Adopted 5-Year Work Program Fiscal Years 2020/21 to 2024/25

Phase	Fiscal Year(s)
PD&E	Complete
Design	Not Currently Funded
Right-of-Way Acquisition	Not Currently Funded
Construction	Not Currently Funded

*This project is included in the 2045 Long Range Transportation Plan for the Hernando-Citrus County Metropolitan Planning Organization.*

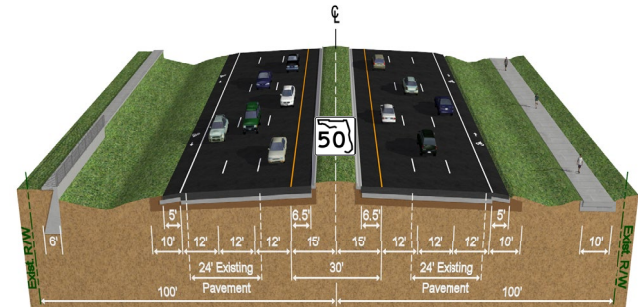
## Right of Way Acquisition Procedure

We understand that when a transportation project proposes acquiring private property, you may have questions and concerns.

To better inform you about the right of way acquisition process and your rights, FDOT created real estate acquisition and relocation informational brochures. These brochures and other educational materials are available on our website: [www.fdot.gov/rightofway/documents.shtm](http://www.fdot.gov/rightofway/documents.shtm) or call (813) 975-6000 for information.

**Figure 2:**  
East Study Segment: 6-Lane Suburban Typical Section

From east of Spring Lake Highway/Mondon Hill Road to Lockhart Road.



# *Appendix C*

## *Public Hearing Transcript*

# PUBLIC HEARING TRANSCRIPT CERTIFICATION

**Good Neighbor Trail Gap  
Project Development and Environment (PD&E) Study  
from West of SR 50/ Cortez Boulevard to the Good Neighbor Trail  
Hernando County, Florida  
Work Program Item Segment No.: 437264-2**

I certify that a public hearing was conducted on March 14, 2019, beginning at 6:30 p.m. 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.

  
Kirk Bogen  
Environmental Management Engineer  
Hearing Moderator

4/11/19  
(Date)

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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
STATE ROAD 50 (US 98/CORTEZ BOULEVARD)  
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
PUBLIC HEARING

DATE: Tuesday, December 10, 2019  
TIME: 5:30 p.m. - 7:30 p.m.  
PLACE: Brooksville Wesleyan Church  
22319 Cortez Boulevard  
Brooksville, Florida 34601  
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR, RPR  
NOTARY PUBLIC, STATE OF FLORIDA

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I N D E X

Page

Formal Public Hearing..... 3

Video Presentation..... 11

Public Comments:

    Kurtis Singer..... 20

    Karli Geer..... 21

Certificate of Reporter..... 22

Concordance Index..... (23 - 28)

Computer-Aided Transcription





1 newsletter you received in the mail or can be found at  
2 the sign-in table.

3 The environmental review, consultation, and other  
4 actions required by the applicable federal environmental  
5 laws for this project are being, or have been, carried  
6 out by the FDOT pursuant to Title 23 of the United  
7 States Code, Section 327, and a Memorandum of  
8 Understanding dated December 14, 2016, and executed by  
9 the Federal Highway Administration and FDOT.

10 This is your opportunity to receive information on  
11 the State Road 50 PD&E Study and officially provide your  
12 comments to be included in the public hearing record.  
13 The Preferred Build Alternative for the State Road 50  
14 proposed improvements are based on environmental and  
15 engineering analyses completed to date as well as the  
16 public comments that we received. Results of the  
17 cultural, natural, social and physical environmental  
18 analyses are contained in the documents on display here  
19 tonight and are available on the project website. Staff  
20 are available to answer questions regarding these  
21 reports.

22 The proposed project would include widening the  
23 existing four-lane divided rural facility to a six-lane  
24 divided facility by adding a lane in each direction.  
25 The recommended roadway typical sections include both

1 rural and suburban features. The proposed improvements  
2 will also include construction of stormwater management  
3 and floodplain compensation sites, intersection  
4 improvements, and multimodal facilities, including  
5 pedestrian, bicycle and transit accommodations.

6 Increasing roadway capacity along this segment of  
7 State Road 50 will accommodate future growth, provide  
8 for enhanced emergency response times and emergency  
9 evacuation, enhance safety and work in conjunction with  
10 other adjacent projects planned or underway.

11 As shown on the concept plans on display at  
12 today's hearing, both typical section types will fit  
13 within the existing 200 feet of right-of-way. At five  
14 intersections, a small amount of new right-of-way in  
15 what we often call "corner clips" will be needed to  
16 make sure all intersection elements can be constructed.  
17 Additional right-of-way will also be needed for  
18 constructing and maintaining proposed stormwater  
19 management and floodplain compensation sites in 17  
20 locations along the project.

21 Now I'm going to give you some information about  
22 right-of-way acquisition and how you can make comments  
23 on the project. On projects such as this, one of the  
24 unavoidable consequences is the necessary acquisition of  
25 properties and relocation of families and businesses.

1 For this project, we anticipate the relocation of one  
2 residence and no businesses. All right-of-way  
3 acquisition will be conducted in accordance with Florida  
4 Statute 339.09 and the Federal Uniform Relocation  
5 Assistance and Real Property Acquisition Policies Act  
6 of 1970, commonly known as the Uniform Act.

7 If you are required to make any type of move as a  
8 result of a Department of Transportation project, you  
9 can expect to be treated in a fair and helpful manner  
10 and in compliance with the Uniform Relocation Assistance  
11 Act. If a move is required, you will be contacted by an  
12 appraiser who will inspect your property. We encourage  
13 you to be present during the inspection and provide  
14 information about the value of your property.

15 You may also be eligible for relocation advisory  
16 services and payment benefits. If you are being moved  
17 and you are unsatisfied with the Department's  
18 determination of your eligibility for payment or the  
19 amount of that payment, you may appeal that  
20 determination. You will be promptly furnished necessary  
21 forms and notified of the procedures to be followed in  
22 making that appeal.

23 A special word of caution: If you move before you  
24 receive notification of the relocation benefits that you  
25 might be entitled to, your benefits may be jeopardized.

1           The acquisition and relocation specialists who  
2           are supervising this program are Joe Murphy and Josh  
3           Eaton. They will be happy to answer your questions and  
4           will also furnish you with copies of the relocation  
5           assistance brochures.

6           Joe and Josh, please stand so that anyone who is  
7           involved in acquisition and relocation on this project  
8           will know who they will need to see regarding their  
9           property. Thank you.

10          When you arrived this evening, you should have  
11          received a project newsletter. If you were not able to  
12          sign in or did not receive the handout, please stop by  
13          our sign-in table before leaving this evening. If you  
14          have not already done so, please feel free to watch the  
15          presentation that is running continuously at the public  
16          hearing tonight in the adjacent room. It describes the  
17          proposed widening of State Road 50 in greater detail.

18          Before I continue, I would like to recognize any  
19          elected officials or their representatives who are here  
20          tonight. Please stand and introduce yourselves for the  
21          record.

22          Anyone desiring to make a statement or present  
23          written views and/or exhibits regarding the location,  
24          conceptual design, social, economic, or environmental  
25          effects of widening this portion of State Road 50 will

1 now have an opportunity to do so.

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

9 In addition to making an oral statement during  
10 this portion of the hearing, you can also make a comment  
11 to the court reporter here tonight after this formal  
12 portion of the public hearing. You may also submit your  
13 comments to the FDOT in writing. Comment forms can be  
14 placed in one of the comment boxes this evening or you  
15 can complete the form at a later date and mail it to us  
16 at the preprinted address on the back of the comment  
17 sheet. You may also email comments to us from the  
18 project website found on the front of the handout.

19 Please keep in mind that comments must be  
20 postmarked or emailed no later than Monday,  
21 December 23rd, 2019, to be included in the official  
22 public hearing record.

23 At this time, we will begin taking public comments.  
24 I will call each speaker in the order in which their  
25 speaker card was received.

1           Please limit your comments to the State Road 50  
2 Project Development and Environment PD&E Study and keep  
3 them to three minutes in order to allow everyone an  
4 opportunity to speak.

5           Those who wish to provide additional comments may  
6 return to the microphone following the last speaker or  
7 you may present additional comments directly to the  
8 court reporter at the end of the formal portion of  
9 tonight's hearing.

10           As I call your name, please step to the microphone  
11 and state your name and address clearly into the  
12 microphone before making your comment so the court  
13 reporter can capture that information. If you represent  
14 an organization, municipality or other public agency,  
15 please provide that information as well. If you have  
16 questions, please see one of the FDOT representatives  
17 following this portion of the hearing.

18           Is there anyone that desires to make a public  
19 comment?

20           UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Can I just  
21 ask a question?

22           MR. BOGEN: This is not a question and answer, but  
23 we can answer your question after this formal portion.  
24 If you would like to make a comment, you can come to  
25 the microphone.

1 UNIDENTIFIED SPEAKER FROM THE AUDIENCE: It's just  
2 a question.

3 MR. BOGEN: Okay. Thank you.

4 Seeing none, the public hearing transcript, written  
5 statements, exhibits and reference materials will be  
6 made available for public inspection at the District  
7 Seven Office, 11201 North McKinley Drive, Tampa,  
8 Florida, within three weeks.

9 It is approximately 6:41. I hereby officially  
10 close the formal portion of the public hearing for the  
11 State Road 50 Project Development and Environment Study.

12 You may continue to view the materials on display  
13 and speak with our project staff. On behalf of the  
14 Florida Department of Transportation, thank you for  
15 attending.

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

18 Good night and thank you for your time.

19 \* \* \* \* \*





1           The PD&E study process includes a comprehensive  
2 evaluation of alternatives leading to the selection of a  
3 preferred alternative. Design concepts were developed  
4 based on the project need and they have been evaluated  
5 based on engineering concerns, costs, social and  
6 environmental impacts.

7           State Road 50 is a main east-west arterial highway  
8 in Hernando County. It connects to a number of  
9 regionally significant corridors including US 19, the  
10 Suncoast Parkway, US 41, I-75, and US 301.

11           State Road 50 serves as both an evacuation route, a  
12 truck route and is on the FDOT's Strategic Intermodal  
13 System, or SIS, which is Florida's high priority network  
14 of transportation facilities important to the state's  
15 economy and mobility.

16           The purpose of this project is to address the  
17 projected future growth in traffic volumes along the  
18 project corridor to ensure efficient and safe mobility.  
19 Increasing roadway capacity along this segment of State  
20 Road 50 will accommodate future growth, provide for  
21 enhanced emergency response times and emergency  
22 evacuation, plus improve safety for the motoring public  
23 and other users.

24           Expanding State Road 50 from four to six lanes is  
25 included in the 2040 Long Range Transportation Plan for

1 the Hernando Citrus County Metropolitan Planning  
2 Organization, as well as the 2045 plan they are presently  
3 finalizing. This project is also identified in the  
4 FDOT's SIS Plan.

5 This project will also fill in the gap between  
6 other adjacent roadway projects that have been underway  
7 in various stages, including widening of the State Road  
8 50 bypass to the west, and widening to the east from  
9 Lockhart Road through I-75 to US 301.

10 The existing roadway typical section shown here is  
11 a divided four-lane roadway with a grassed median within  
12 a 200-foot right-of-way in most areas. Sidewalks are  
13 present along the western mile of the project.

14 The current posted speeds vary from 45 miles per  
15 hour at the far western end and up to 60 miles per hour  
16 for a majority and then back down to 55 at the east end.  
17 The current posted speeds vary from 45-60 miles per  
18 hour.

19 We mentioned the need for this project to improve  
20 roadway capacity along this segment of State Road 50.

21 Year 2040 traffic volumes are projected to grow to  
22 about 47 to 59 thousand vehicles per day within the study  
23 limits. This would result in level of service "F" at the  
24 major intersections if there is no additional roadway  
25 capacity along State Road 50.

1           The last five years of crash history reported 280  
2 crashes, which included five involving fatalities and  
3 eight that involved pedestrians or bicycle riders. The  
4 Spring Lake Highway/Mondon Hill intersection experienced  
5 the highest number of crashes during this period.

6           The FDOT has redefined how roadways are  
7 categorized, which influences the type of improvements  
8 proposed. FDOT now uses a system called Context  
9 Classification to look at the existing and future  
10 adjacent land uses and roadway network to better  
11 integrate the proposed highway improvements into the  
12 context of the communities the roadway serves.

13           There are eight different classification types  
14 ranging from natural, undeveloped areas all the way to  
15 downtown urban core. Design elements including design  
16 speed, pedestrian accommodations and other elements have  
17 different considerations based on how the roadway  
18 segments are classified.

19           For this project, the FDOT has defined the western  
20 4.2 mile long portion from the State Road 50 Bypass to  
21 Spring Lake Highway as Context Class C2, or "Rural."  
22 The eastern three mile long portion from Spring Lake  
23 Highway to Lockhart Road is defined as C3R "Suburban  
24 Residential."

25           Based on the project purpose and Context

1 Classification, FDOT developed slightly different typical  
2 sections for those two segments.

3 The west portion of the study area is a six-lane  
4 rural typical section with a 40-foot wide median and  
5 paved shoulders along the right-most travel lane.

6 The east portion of the study area is a six-lane  
7 suburban typical section with a narrower 30-foot median  
8 and also has paved shoulders on the outside. This median  
9 has curbing, but it's located a few feet away from the  
10 inside travel lane.

11 Sidewalks will be extended along both sides of the  
12 roadway throughout the project. The sidewalk width is  
13 five feet in the west portion and six feet wide in the  
14 east portion.

15 On the south side, a wider 10-foot sidewalk is  
16 proposed and that will align with a wider sidewalk  
17 proposed east of this project in the vicinity of the  
18 I-75 interchange.

19 Both typical sections will fit within the existing  
20 200 feet of right-of-way. At five intersections, we  
21 anticipate needing a small amount of new right-of-way to  
22 make sure all the intersection elements can be  
23 constructed.

24 The study also considered how to manage access or  
25 median crossings across the roadway to both improve

1 safety by reducing conflicts and to allow traffic to move  
2 more efficiently. State Road 50 is currently a divided  
3 highway with a combination of full and partial median  
4 openings. The study evaluated these existing median  
5 openings based on the criteria and suggested  
6 modifications at ten locations. All proposed  
7 modifications are shown on the concept maps at this  
8 hearing.

9 To capture and retain stormwater for the proposed  
10 improvements, we identified a need to include 13 offsite  
11 stormwater retention sites and about 10 sites to  
12 compensate for floodplain impacts. In most cases we  
13 combined the pond with the floodplain compensation site  
14 for efficiency.

15 Based on our evaluation, this project would need  
16 to acquire a little over 90 acres of right-of-way for  
17 these needs, sites include one potential residential  
18 relocation. The concept plan shows all preferred  
19 sites.

20 The project team looked at various environmental  
21 factors as part of the alternative analysis. The project  
22 was evaluated for natural resources, which consists of  
23 threatened and endangered species and their perspective  
24 habitats including wetlands and surface waters; cultural  
25 resources, consisting of archaeological and historic

1 resources; social and economic resources, including  
2 community impacts such as residential and business  
3 relocations; and physical resources, including traffic  
4 noise, air quality and contamination.

5 To accommodate the anticipated pond sites,  
6 additional right-of-way is anticipated. Twenty-three  
7 parcels may be affected and one resident may require  
8 relocation.

9 FDOT staff is available today to speak further  
10 about the right-of-way acquisition and relocation  
11 process, or you can visit the FDOT right-of-way website  
12 for more information.

13 We developed an evaluation matrix that summarizes  
14 the environmental impacts and costs for the proposed  
15 build alternative as well as a no-build, or do another  
16 alternative, which will remain viable through the end of  
17 the study.

18 We anticipate just under one acre of wetland  
19 impacts and identified two possible areas where  
20 mitigating noise effects with the installation of a noise  
21 barrier may be necessary.

22 Overall, the preliminary cost of the next phases of  
23 this project including design engineering, right-of-way  
24 and construction is just under \$86 million dollars in  
25 today's dollars.

1           Following today's public hearing the FDOT will  
2 review all public input. We will then finalize the  
3 study documents, submit them to FDOT's Office of  
4 Environmental Management for review and approval on  
5 behalf of the Federal Highway Administration.

6           We expect the PD&E study to be completed in the  
7 Spring of 2020 and then will be eligible to move forward  
8 into the design phase as funding becomes available.

9           This public hearing is an opportunity for you to  
10 ask questions and offer comments on this study. Project  
11 representatives are available to provide more details and  
12 answer questions.

13           There are several ways to comment as part of the  
14 public hearing record. All comments received will be  
15 reviewed and considered in the study analysis regardless  
16 of how they are submitted. You can speak directly with  
17 the court reporter. You may make a statement during the  
18 formal portion of today's hearing. You may input  
19 comments onto the comment page of the project website.  
20 You may complete the comment form and drop it in one of  
21 the comment boxes today, or mail the comment form to the  
22 address listed on the back of the form.

23           Please return this form postmarked by December 23,  
24 2019, so your comments can become part of the public  
25 hearing record.



1           You can go to the project website listed here in  
2 your handout for additional project information.  
3 Materials from this public hearing and other project  
4 details will be posted there.

5           Draft study reports are available for review at  
6 this hearing and on the website and have been on public  
7 display at the East Hernando Branch Library in Hernando  
8 County and at the FDOT's District Seven Office since  
9 November 19th and will continue until December 23, 2019.  
10 The project newsletter shows the library hours.

11           Thank you for your interest in the State Road 50  
12 (US 98/Cortez Boulevard) PD&E Study and for taking time  
13 to participate in this public hearing.

14           We look forward to your comments and your continued  
15 involvement in this important PD&E Study. And remember  
16 to be alert today, alive tomorrow. Safety doesn't happen  
17 by accident.

18                           \* \* \* \* \*

1 Kurtis Singer  
2 23364 Singer Lane  
3 Brooksville, Florida 34601

4 MR. SINGER: One basic comment is there will be  
5 absolutely no sound barriers built to protect anybody  
6 along 50 from the noise.

7 So I already have a problem with the noise from  
8 Griffin Road down to almost the arrow lane. It's like a  
9 racetrack and the noise is a lot of times unbearable in  
10 front of my house.

11 If I get a phone call, I cannot talk to anybody so  
12 I've got to go to the back of my house to block all the  
13 noise off from the highway. And now it's just going to  
14 get busier and they're going to do nothing about the  
15 noise by putting sound barriers or anything. And I  
16 didn't expect them to, but it is something I wanted to  
17 voice my opinion about.

18 They just don't really consider what we have to  
19 deal with when situations like this come up.

1 Karli Geer  
2 7247 Cedar Lane  
3 Brooksville Florida 34601

4 My comment is that I would like to see a traffic  
5 light at the corner of Cedar Lane and Highway 50 due to  
6 increased traffic volume over the years.

7 I feel that it would be a benefit to public safety  
8 if there was a traffic light for people to be able to  
9 turn left to head west on Highway 50.

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1 STATE OF FLORIDA

2 COUNTY OF HILLSBOROUGH

3 \_\_\_\_\_/

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

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

16 WITNESS my hand and seal this 23rd day of  
17 December, 2019, at Tampa, Hillsborough County, Florida.

18  
19  
20  
21 *Cathy J. Johnson Messina*

22 CATHY J. JOHNSON MESSINA, RMR, FPR  
23 Registered Merit Reporter  
24 Florida Professional Reporter  
25



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