

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 50 FROM BROOKSVILLE BYPASS TO WEST OF I-75

District: FDOT District 7

County: Hernando County

ETDM Number: 13980

Financial Management Number: 430051-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Amber Russo

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:



October 27, 2020

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

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

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

On 08/21/2013 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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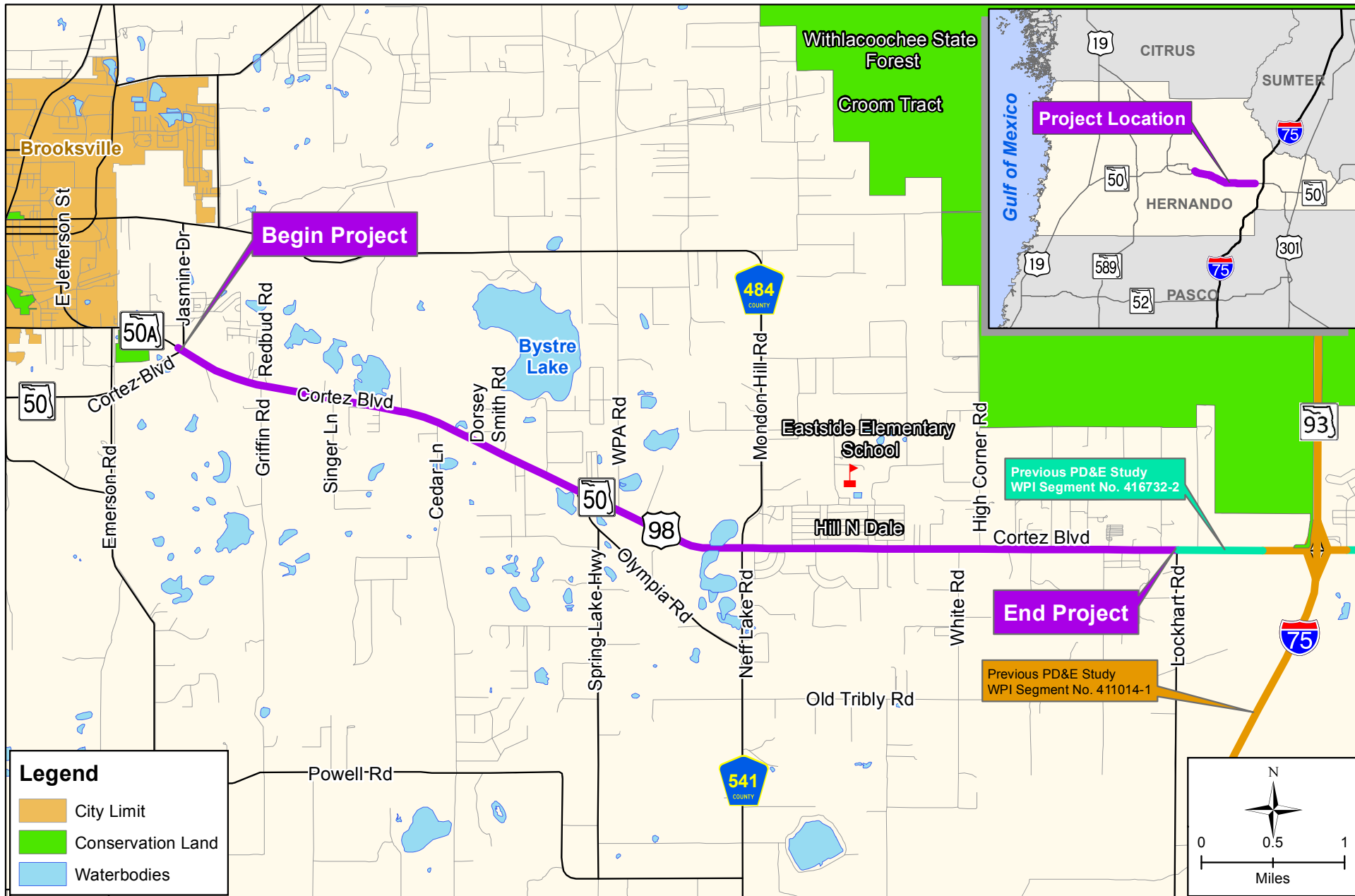
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SR 50 (US 98) PD&E Study
From Brooksville Bypass to west of Interstate 75
 WPI Segment No. 430051-1: Hernando County

Project Location and Study Area Map

Figure 1

1. Project Information

1.1 Project Description

The proposed project is SR 50 from the Brooksville Bypass to west of I-75, a distance of approximately 7.2 miles. The project will expand SR 50 from its current four-lane divided rural typical section to a six-lane divided rural facility from the western project limit to east of Spring Lake Highway and a six-lane divided suburban facility from east of Spring Lake Highway to Lockhart Road. The rural typical section includes three 12' travel lanes in each direction, 10' outside shoulders (5' paved), 40' median, a 10' trail/widened sidewalk to the south and 5' sidewalk to the north. The suburban typical section includes three 12' travel lanes in each direction, 10' outside shoulder (5' paved), 6.5' paved inside shoulders with curb and gutter, 30' median, 10' trail/widened sidewalk to the south and 6' sidewalk to the north. The proposed improvements will also include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations). The section along SR 50, including the intersection of Lockhart Road and east towards I-75, 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), WPI Segment No. 416732-2.

1.2 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, and part of the Strategic Intermodal System (SIS). This segment of SR 50 connects the City of Brooksville to I-75.

This project was evaluated in the Environmental Screening Tool (EST) under Efficient Transportation Decision Making (ETDM) project number 13980 in 2014. 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, enhance freight movement, 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.

1.3 Planning Consistency

The project name, limits, description and cost shown in the Hernando-Citrus Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan (LRTP) is consistent with the PD&E study. The MPO's LRTP is showing funding for design and right of way (ROW) in 2036-2045, which is outside the current TIP and STIP. The Planning Consistency Memorandum and 2045 LRTP pages are attached.

| Currently Adopted LRTP-CFP | COMMENTS |
|----------------------------|----------|
|----------------------------|----------|

| | | | | |
|--------------------------|---|-----------|-----------|--|
| Yes | LRTP Limits: SR 50 From Brooksville Bypass to West of I-75 Improvement 4D to 6D Project Length: 7.2 Miles LRTP Funding: PE: \$8.2M (2036-2045); ROW: \$2.0M (2036-2045) CST: \$4.1M (2036-2045) | | | |
| | Currently Approved | \$ | FY | COMMENTS |
| PE (Final Design) | | | | |
| TIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |
| STIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |
| R/W | | | | |
| TIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |
| STIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |
| Construction | | | | |
| TIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |
| STIP | N | N/A | N/A | Project funding is outside the current TIP and STIP. |

2. Environmental Analysis Summary

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

USCG Permit

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

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

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

3.1 Social

The study area, located in Hernando County, is mostly rural with some areas of residential and commercial development. The predominant land uses along the project area are transportation and cropland and pastureland, followed by hardwood conifer mixed and residential low density. The largest residential development is located east of Spring Lake Highway/Mondon Hill Road and west of Lockhart Road. There are also some businesses along the corridor with direct access to SR 50. Most of the widening, with the exception of five minor potential corner clips for side road connections, will be conducted within the existing right of way and maintain access to businesses along the corridor. The ETDM summary report (project #13980) identified the demographics within the 500-foot buffer of the project. For race, the 500-foot buffer area states 90% white, 6% African-American and 3% other. There are six census blocks with 172 people within the 500-foot buffer that contain a minority population greater than 40%. These block groups are located in the Hill 'n Dale neighborhood surrounding Camie Street, which is located on the north side of SR 50 east of Spring Lake Highway. There is less than 3% of the people within the 500-foot buffer that speak English "not well" or "not at all", and written translation obligations were not required for this project. Based on the evaluation of the project, there are no significant impacts on social resources anticipated by the proposed improvements.

3.2 Economic

Multi-modal improvements will improve non-motorized transportation and provide alternatives to access some of the businesses along the corridor. There is approximately 15-20 percent truck traffic within the project limits, and the proposed capacity improvements will enhance freight mobility within the project corridor. The proposed capacity improvements may also provide the opportunity for additional growth along the corridor and the surrounding areas, while improving mobility within this portion of Hernando County. The preferred pond sites are located outside of the existing right of way. There is one potential residential relocation at stormwater management facility (SMF)-14A/floodplain compensation (FPC)-14A, but the project is not anticipated to result in any business relocations. There are no negative economic impacts anticipated with this project.

3.3 Land Use Changes

The study area, located in Hernando County, is mostly rural with some areas of residential and commercial development. The predominant land uses within the project the project area are transportation and cropland and pastureland, followed by hardwood conifer mixed and residential low density. The largest residential development is located east of Spring Lake Highway/Mondon Hill Road and west of Lockhart Road. Florida Land Use Cover and Forms Classification System (FLUCCS) data, aerial photographs and wetland data from the National Wetlands Inventory (NWI) were utilized to determine current land use and habitat types within the project area. The land uses and habitat types within and adjacent to the project area were subsequently ground-truthed for verification during field visits in November and December 2014 and April 2019. The land uses were identified by their FLUCCS description as well as the FLUCCS code (number that represents the type of land use). A summary of the land use within the 200-foot project buffer is provided in the ETDM

summary report (project #13980).

The future land use data is provided by the Hernando County Planning Department and shows the future land use for 2035. The majority of planned future land uses along the corridor include rural, residential, commercial, and recreation, with planned development located on the eastern end of the project limits. Minimal changes in land use are expected based on information from Hernando County; however, this project may promote future growth within the project corridor and surrounding areas. This project supports the future land use designations by providing access and connectivity to areas that are designated as residential, neighborhood activity centers, employment centers and commercial areas. The project is anticipated to accommodate increased travel demand resulting from area population and employment growth.

3.4 Mobility

The proposed improvements will increase capacity and enhance mobility along the project corridor and provide multimodal accommodations (buffered bike lanes, trail and/or sidewalk facilities). Based on the 2040 no-build intersection analysis, not all intersections within the project area operate at an acceptable level of service (LOS) during both the AM and PM peak periods. Based on the results of the 2040 build intersection analysis shown in the table above, all intersections would be operating at an acceptable level of service except the minor approaches of the un-signalized intersection at Griffin Road/Redbud Lane which would not operate at an acceptable LOS during either the AM or PM peak. In addition to increased capacity, this project will enhance freight mobility within the corridor. Since this project will provide increased capacity, improve LOS, provide multimodal accommodations and enhance freight mobility, this category has been designated as ENHANCED.

3.5 Aesthetic Effects

The viewshed for motorists and residents is not expected to change significantly since the proposed improvements are the widening of an existing roadway. The majority of the improvements, with the exception of five potential corner clips to connect to existing side roads, and the proposed stormwater management and floodplain compensation sites, will be within the existing right of way. There is no existing landscaping or other aesthetic features within this section of SR 50 that would be impacted by the proposed improvements.

3.6 Relocation Potential

The proposed project is anticipated to displace one residence and zero businesses within the community, not resulting in any significant impacts. The potential residential relocation is located at SMF-14A/FPC-14A. The Hernando County Housing Authority and Brooksville Housing Authority are located in the county. A Needs Assessment Plan will be completed during design if the relocation is still warranted at that time.

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

3.7 Farmland Resources

Farmland impacts resulting from the project was conducted pursuant to the Farmland Protection Policy Act of 1981 (7 CFR Part 658). There are approximately 5.15 acres of farmland soils identified within the project area with approximately 0.56 acres to potentially be converted directly. The form NRCS-CPA-106 has been completed and was submitted to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) via email on August 26, 2019, and completed by USDA on October 1, 2019. The form NRCS-CPA-106 is attached. Based on the scoring in the NRCS-CPA-1006 form, no further coordination was needed and no additional corridors or alternatives need to be evaluated.

4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

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

The CRAS was performed for the project in June 2015. Background research indicated that 11 previously recorded archaeological sites (8HE230 through 8HE236, 8HE240, 8HE272, 8HE280, and 8HE630) are located within the archaeological area of potential affect (APE). However, no evidence for any of these sites was found during field surveys. Historical/architectural survey resulted in the identification and evaluation of 31 historic resources (8HE679, 8HE680, 8HE711 through 8HE737, 8HE741, and 8HE742). These resources 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 recorded and evaluated in 2012, and no changes were required to the forms. One newly recorded building, 8HE712, is considered individually eligible for the National Register of Historic Places (NRHP) under Criterion C in the area of Architecture. This building is located outside of the project right of way and there will be no adverse effect to the property. No other archaeological or historic resources meet the criteria for listing in the NRHP. FDOT submitted a concurrence letter to Federal Highway Administration (FHWA). FHWA signed the letter on 7/15/2015, and the State Historic Preservation Officer (SHPO) provided concurrence on 7/27/15. The signed letter is attached. The CRAS is located in the project file.

A CRAS Technical Memorandum for the proposed stormwater management facility (SMF) and floodplain compensation (FPC) sites was completed for this project in July 2019. Background research indicated that one archaeological site (8HE00236) was previously identified in the southern portion of the easement to SMF 2A and one archaeological site (8HE00280) was previously identified within SMF 6B. However, the results of the archaeological survey were negative and no new or previously recorded sites were identified within the SMF/FPC archaeological APE. No previously recorded historic resources were identified within the SMF/FPC historic resources APE. Historical/architectural field survey resulted in the identification and evaluation of seven newly identified historic resources (8HE00867-8HE00873). These resources were evaluated and determined ineligible for listing in the NRHP. SHPO provided concurrence on the CRAS Technical Memorandum on 9/18/2019, with the condition that SMF 4C, which was inaccessible for field testing, will need to be tested/surveyed if it is selected as the final pond location. This concurrence letter is attached. The CRAS Technical Memorandum can be found in the project files.

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

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

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

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

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

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

5.1 Protected Species and Habitat

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

The project area was assessed for the presence of suitable habitat for federal and/or state listed and protected species in accordance with *50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973*, as amended, *Chapter 5B-40: Preservation of Native Flora of Florida, Florida Administrative (F.A.C.)*, and *Chapter 68A-27: Rules Relating to Endangered or Threatened Species, F.A.C.*

Desktop/agency database searches, analysis of GIS data, and field surveys (November/December 2014 and April 2019) were conducted in order to determine protected species and suitable habitat that exists within the project area. Ten federal and/or state listed faunal species, three protected (non-listed) faunal species, and three state-listed floral species were determined to have the potential within the project area and evaluated as part of this project.

The project is located along the existing alignment of SR 50 and most of the roadway improvements will be located within the existing right of way, which provides minimal habitat for listed and protected species. The SMF and FPC sites will require additional right of way, and these sites have been evaluated for potential species and habitat. A Natural Resources Evaluation (NRE) was prepared for this project and submitted to U.S. Fish and Wildlife Service (USFWS) for concurrence and Florida Fish and Wildlife Conservation Commission (FWC) for review and coordination in September 2019. USFWS provided concurrence with the findings in the NRE on October 16, 2019. The FWC provided a review and coordination letter dated September 18, 2019. The USFWS and FWC letters are attached. The NRE is included in the project file.

Federal Listed Species

The FDOT has determined a finding of may affect, not likely to adversely affect is anticipated for the wood stork (*Mycteria americana*) and eastern indigo snake (*Drymarchon corais couperi*). A finding of no effect is anticipated for the Florida scrub-jay (*Aphelocoma coerulescens*), and red-cockaded woodpecker (*Picoides borealis*).

- Wood stork (T): There are minimal impacts to wetlands that provide suitable foraging habitat. Mitigation will be provided to offset impacts to wetlands and impacts to suitable foraging habitat. The *Effect Determination Key for the Wood Stork in Central and North Peninsular Florida* was used to evaluate the effect determination.
- Eastern indigo snake (T): No eastern indigo snakes were observed and less than 25 gopher tortoise burrows were identified during initial surveys. The *Eastern Indigo Snake Programmatic Effect Determination Key* was used for this project to evaluate the effect determination. The contractor will adhere to the U.S. Fish and Wildlife Service's (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* during construction.

- Florida scrub-jay (T): There was no quality scrub-jay habitat located within or adjacent to the project area.
- Red-cockaded woodpecker (E): There was no quality habitat for the red-cockaded woodpecker located within or adjacent to the project area.

State Listed Species

The FDOT has determined no adverse effects are anticipated for the gopher tortoise (*Gopherus polyphemus*), Southeastern American kestrel (*Falco sparverius paulus*), Florida sandhill crane (*Grus canadensis pratensis*), little blue heron (*Egretta caerulea*), and tricolored heron (*Egretta tricolor*). There is no effect anticipated for the Florida burrowing owl (*Athene cunicularia*).

- Gopher tortoise (ST): Gopher tortoise burrows were identified in the eastern portion of the project. Comprehensive surveys for tortoises and their burrows will be conducted during the final design phase of the project per Florida Fish and Wildlife Conservation Commission (FWC) guidelines. If gopher tortoise burrows are observed and cannot be avoided, a relocation permit will be obtained from the FWC and relocation will be conducted prior to construction per the FWC guidelines.
- Southeastern American Kestrel (ST): There were minimal dead trees with cavities located within the project area that would provide nesting habitat for the southeastern American kestrel.
- Florida sandhill crane (ST), Little blue heron (ST) and Tricolored heron (ST): There is minimal nesting habitat for the Florida sandhill crane within the project area. There are minimal impacts to wetlands, which is foraging habitat for these species. Mitigation to wetlands will be provided as part of permitting.
- Florida burrowing owl (ST): The likelihood of occurrence for this species is low due to the limited expanses of prairies or cleared areas within the project area.

Protected, Non-Listed Species

These are species that are no longer listed by USFWS or FWC, but are still afforded protection. Included species are the osprey (*Pandion haliaetus*), bald eagle (*Haliaeetus leucocephalus*), and Florida black bear (*Ursus americanus floridanus*). No adverse effects are anticipated to these species.

State Listed Floral Species

The species observed include sand dune spurge (*Chamaesyce cumulicola*), Florida spiny-pod (*Matelea floridana*), and leafless beaked orchid (*Sacoila lanceolata var. lanceolata*). The sand dune spurge and Florida spiny-pod are state-designated endangered and the leafless beaked orchid is state-designated threatened. The FDOT has determined only limited areas of existing habitat for these species are anticipated to be affected by the proposed project; therefore, there is no effect anticipated to the long-term viability of these species by the proposed project. Plant surveys will be conducted during design and coordination with the Florida Department of Agriculture and Consumer Services (FDACS) will occur, if warranted.

5.2 Wetlands and Other Surface Waters

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

A variety of resources including the National Wetlands Inventory (NWI) maps, Soil Surveys for Hernando County, USGS topographical maps, and aerial photographs (2017) were utilized to identify any wetlands and surface waters that occur within the study area. Field reviews were also conducted to verify the limits and locations of the wetlands and surface waters.

Within the project area there are forested and non-forested wetlands mainly along the west side of the project verified by project scientists in 2015. The preferred Build Alternative would result in approximately 0.96 acre of wetland and 0.68 acre of surface water impacts.

Wetland impacts which will result from the construction of this project will be mitigated to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Wetland mitigation options may include purchase of wetland mitigation credits through an approved mitigation bank, or creation, restoration or enhancement of wetlands within the project watersheds. The project is located within the service area for the Green Swamp, Withlacoochee Wetlands and Boarshead Ranch mitigation banks. The Boarshead Ranch Mitigation Bank provides both freshwater herbaceous and forested wetland credits, and the Green Swamp and Withlacoochee banks only provide forested credits. The Green Swamp Mitigation Bank is limited to specific forested habitat types that may not meet the project needs.

Pursuant to Executive Order 11990, all federally-funded highway projects must protect wetlands to the fullest extent possible. In accordance with this policy, wetland and surface water impacts have been minimized to the extent practicable. There is no practicable alternative to construction in wetlands. As avoidance and minimization measures have been applied, and mitigation will be provided for any unavoidable wetland impacts, the proposed project will have no significant short-term or long-term adverse impacts to wetlands or surface waters. A NRE was prepared for this project and is included in the project file.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

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

The project limits have been evaluated to determine potential impacts to the base floodplain. The project is estimated to impact approximately 91.2 acre-feet of floodplains. Floodplain compensation will be provided for any fill placed within the floodplain. Floodplain impacts are estimated based on estimated floodplain encroachment area and approximate average depths. Floodplain compensation (FPC) site areas are estimated based on the required compensation volume and depth to water table. A Location Hydraulics Technical Memorandum was completed for this project and found in the Technical

Materials.

Floodplains finding: Modifications to existing drainage structures (extension or replacement of existing cross drains) included in this project will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to the existing drainage structures. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

A Pond Siting Report (PSR), May 2020, was prepared to identify stormwater management facility (SMF) and floodplain compensation (FPC) sites, and the PSR can be found in the Technical Materials for this project. The preferred SMF and FPC sites are also shown in the project concept plans. The floodplains are discussed in Section 5.4. A Water Quality Impact Evaluation (WQIE) Checklist was also completed for this project and is included in the project file. The study limits of the SR 50 corridor are within two closed basins: Bystre Lake Watershed and Croom Watershed. Existing stormwater management facilities consist of linear ponds (swales) within the ROW that provide water quality treatment and discharge attenuation. The swales were designed to treat one-half inch of runoff from their contributing drainage area. Swales were equipped with ditch blocks to control discharge and retain water quality volume. The study limits of the SR 50 corridor traverses 15 project sub-basins with ultimate discharge to Bystre Lake. There are 19 cross drains and 1 bridge culvert (Bridge No. 080036) within the study limits.

Water quality treatment shall be provided in accordance with SWFWMD criteria. A combination of dry retention and wet detention ponds are recommended for meeting the stormwater management requirements for the proposed roadway improvements. The water quality treatment criteria vary according to the type of SMF as follows: (1) A wet detention treatment system shall treat one inch of runoff from the contributing area; and (2) A dry retention pond shall treat one-half inch of runoff from the contributing area. Bystre Lake has been identified to be impaired for nutrients (total phosphorus.) Per SWFWMD, basins that directly discharge to Bystre Lake will require nutrient loading calculations. Proposed nutrient loading shall not exceed existing nutrient loading to comply with impaired water body criteria.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

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

6.1 Highway Traffic Noise

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

This is identified as a Type I project pursuant to 23 CFR Part 772 and 335.17, F.S. One-hundred eighty one noise sensitive receptors (i.e., discrete representative locations on a property that has noise sensitive land uses) were evaluated within 28 common noise environments (CNEs). The evaluated receptors within the CNEs are comprised of 175 residential properties, two places of worship, a cemetery, an office building, a motel and the outdoor dining area at a restaurant. Of the 181 evaluated receptors, seven are predicted to be impacted by traffic noise with existing conditions and 74 are predicted to be impacted in the future without the proposed improvements. With the proposed improvements, 91 of the 181 receptors are predicted to be impacted by traffic noise. Of the 91 receptors, 89 were evaluated for residential properties and two were evaluated for the cemetery and the restaurant. The noise receptor locations can be found in the Noise Study Report (NSR), located in the project file.

Traffic management measures, modifications to the roadway alignment, buffer zones and noise barriers were considered as abatement measures. With the exception of the proposed noise barrier for the impacted properties within the following area, noise abatement measures were not determined to be both feasible and reasonable.

- Barrier 10: Residences in the Hill 'n Dale Subdivision (Receptors 59-100, 112-115, 130-131, and 133-134)

For barrier 10, at least 44 impacted residences would benefit from a reduction in traffic noise of 5 dB(A) or more, the noise reduction design goal of 7dB(A) would be achieved and the cost of the barrier would be below the FDOT's cost reasonable limit.

The FDOT is committed to the construction of a noise barrier at the above location contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the barriers as abatement;
- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost-effective criteria;
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed as part of the public involvement process; and
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

The NSR identified land uses on the FDOT listing of noise- and vibration-sensitive sites (residential use). It was determined that construction of the proposed roadway improvements will not have a significant noise or vibration effect.

6.2 Air Quality

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

(LOS) and reduce delay and congestion on all facilities within the study area.

The project Build and No-Build alternatives were analyzed using the Florida Department of Transportation's (FDOT's) air quality screening model, CO Florida 2012 (released January 9, 2012). In the opening year (2020), the intersection forecast to have the highest approach traffic volume with the Build and No-Build alternatives is the SR 50/Spring Lake Highway-Mondon Hill Road intersection. In the design year (2040), the intersection forecast to have the highest approach traffic volume with the alternatives is the SR 50/Lockhart Road intersection.

Estimates of CO were predicted at default receptor locations in all quadrants of the SR 50/Spring Lake Highway-Mondon Hill Road and SR 50/Lockhart Road intersections. Based on the results from the screening model, the highest predicted CO one- and eight-hour concentrations would not exceed the National Ambient Air Quality Standards (NAAQS) for this pollutant regardless of alternative or year of analysis. Therefore, the project "passes" the screening test. An Air Quality Technical Memorandum was prepared and can be found in the project file.

6.3 Contamination

A *Contamination Screening Evaluation Report* (CSER) was prepared in March 2016 for the proposed project and updated in September 2019 to include the stormwater management facility and floodplain compensation sites. This report is included in the project file. This CSER was prepared pursuant to the FHWA's *Technical Advisory 26640.8a*, dated October 30, 1987, and the FDOT's *PD&E Manual*.

All corridor properties within a quarter mile were evaluated to the extent necessary for potential contamination sources within or near the limits of the project corridor, as well as potential contamination involvement within preferred SMF or floodplain compensation FPC sites. Twenty (20) sites were considered to have potential for contamination. Three (3) sites were rated as High risk, three (3) sites were rated as Medium risk, and twelve (12) sites were rated as Low risk for potential contamination. All of the sites rated as High or Medium risk for potential contamination are or have been in state or federal cleanup programs. Two sites, W. Clyde Daniels Construction Inc. (site 6) and Blanche's (site 9) have known contamination within FDOT right of way (ROW). The remaining sites were rated as having No risk based on review of available data, historical aerials and the field review of the sites. Four (4) solid waste sites were also identified within one mile of the corridor. SMF-6B was rated Medium risk for potential contamination, due to the close proximity to three identified sites 9, 10, and 11.

Medium and High rated potential contamination sites:

- Speedway Service Station (F.K.A. Hess 09043)
- Everglades Equipment Group (F.K.A. Grubbs Construction/Liberty Auto Sales/Wildcat Trucking)
- Five Star Refrigeration and Air Conditioning (F.K.A. Coca Cola Bottling Company)
- W. Clyde Daniels Construction Inc.
- Blanche's (F.K.A. Project Oil Co Inc)
- Speedway #6530 (F.K.A. Hess #09404)

For those locations with a risk rating of "Medium" or "High", including preferred SMF and/or FPC sites, a Level II field screening may be conducted during the design phase, if warranted.

6.4 Utilities and Railroads

Utilities and railroads are discussed further in the Preliminary Engineering Report (PER) for this project. There are no railroads within the project limits. There are numerous utilities throughout the study corridor, as shown in the table below, based on the Utility Assessment Package prepared in August 2015. TECO Peoples Gas stated that they have no utilities within the project limits, and that their nearest underground gas pipeline is east of Lockhart Road. Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities.

| Utility Owner | Type of Facilities |
|--|---------------------------|
| Bright House Networks | Fiber Optic and Cable TV |
| City of Brooksville | Water & Sewer |
| Duke Energy | Electric Power |
| Hernando County Utilities | Water & Sewer |
| AT&T Distribution | Telephone |
| Withlacoochee River Electric Cooperative | Electric Power |

6.5 Construction

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

Entrances to all businesses and residences will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed during final design for the implementation of the Preferred Alternative.

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

7. Engineering Analysis Support

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

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

FWC Gopher Tortoise Relocation Permit

Status

To be acquired

To be acquired

To be acquired

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A Public Involvement Plan was developed at the beginning of the study and updated in January 2017, and is included in the project file.

An initial study Newsletter was distributed to residences along the project corridor in October 2015.

The project was presented to the MPO staff and committees on **November 6, 2019**, to explain 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

Date of Public Hearing: 12/10/2019

Summary of 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. 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. 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. An FDOT representative presided over the formal portion. The proceedings were recorded by the court reporter that was on hand throughout the evening. The public hearing transcript is attached.

A total of 100 persons from the public signed in at the public hearing, including 1 agency/community group represented (Hernando/Citrus MPO). A total of 18 written comments were received at the public hearing, mailed to FDOT and received by email directly to FDOT staff or through the project website, during the public comment period (November 19, 2019, through December 23, 2019). No verbal statements were made during the formal public hearing, but two verbal comments were left with the court reporter and are included in the Public Hearing Transcript. Most comments asked questions or 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. The *Comments and Coordination Report* contains a detailed summary of the written comments and responses and is in the project file.

There was one comment received as part of the public hearing that recommended lengthening the westbound right turn lane at Goodway Drive due to use of tractor trailers, RV's and motorhomes accessing the businesses along SR 50 at this location. In response to this comment, the westbound right turn lane to Goodway Drive is being extended to the east to

accommodate large trucks and vehicles.

Also as part of the public hearing process, a comment was received regarding potential impacts to access to properties off of Hadley Drive. In response to this comment, the sidewalk has been shifted closer to SR 50 to avoid conflicts with Hadley Drive and maintain Hadley Drive as it currently exists.

Details regarding the changes above are documented in the *Preliminary Engineering Report (PER)*, which is found in the project file.

10. Commitments Summary

1. The FDOT will evaluate/survey SMF 4C for archaeological resources prior to any groundbreaking activities if it is chosen as a final pond location by FDOT.
2. The FDOT will incorporate the most current USFWS guideline *Standard Protection Measures for the Eastern Indigo Snake* if it is determined that the project's construction limits would involve habitat for this species.
3. Surveys for the Southeastern American Kestrel will be conducted during the nesting season (May through August). If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures during construction.
4. The construction of a noise barrier at the location identified in the Noise Study Report (NSR), contingent upon the following:
 - Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the barriers as abatement;
 - The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost-effective criteria;
 - The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed; and
 - All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Cultural Resources Assessment Survey (CRAS)
Cultural Resources Assessment Survey (CRAS) Pond Siting
Natural Resources Evaluation (NRE)
Water Quality Impact Evaluation (WQIE)
Location Hydraulics Report (LHR)
Air Quality Technical Memorandum (AQTM)
Contamination Screening Evaluation Report (CSER)
Noise Study Report (NSR)
Project Traffic Analysis Report (PTAR)
Preliminary Engineering Report (PER)
Pond Siting Report (PSR)
Public Involvement Plan (PIP)
Other Documentation for Public Involvement

Attachments

Planning Consistency

Project Plan Consistency Documentation - MPO LRTP Table

Social and Economic

NRCS Coordination Documentation

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Cultural Resources

SHPO Concurrence Letter Pond Siting (September 2019)

SHPO Concurrence Letter (July 2015)

Natural Resources

Species Concurrence Letter (USFWS)

Species Review and Coordination Letter (FWC)

Public Involvement

2020-1-6_SR50_Public Hearing_Transcript_ORIGINAL

Public Hearing Certification

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation - MPO LRTP Table

Hernando-Citrus MPO

Tier 4: 2045 Hernando County Illustrative Projects Present Day Costs (PDC)

| On Street | From Street | To Street | Mi. | Imprv Type | PE Time | PE \$ | PE Revenue Source | Design Time | Design \$ | Design Revenue Source | ROW Time | ROW \$ | ROW Revenue Source | CST Time | CST \$ | CST Revenue Source | YOE Total | Funded Level |
|---------------------------------|---|---------------------|------|---------------|-----------|------------|------------------------|-------------|--------------|------------------------|-----------|---------------|------------------------|-----------|---------------|--------------------|---------------|------------------|
| ANDERSON SNOW RD | COUNTY LINE RD | AMERO LN | 1.75 | 2U-4D | 2036-2045 | \$ 476,071 | Unfunded | 2036-2045 | \$ 952,142 | Unfunded | 2036-2045 | \$ 3,808,567 | Unfunded | 2036-2045 | \$ 9,521,418 | Unfunded | \$ 14,758,198 | Unfunded |
| ANDERSON SNOW RD | AMERO LN | INDUSTRIAL LP | 1.10 | 2U-4D | 2036-2045 | \$ 301,171 | Unfunded | 2036-2045 | \$ 602,387 | Unfunded | 2036-2045 | \$ 2,409,546 | Unfunded | 2036-2045 | \$ 6,023,866 | Unfunded | \$ 9,336,970 | Unfunded |
| ANDERSON SNOW RD | INDUSTRIAL LP | SPRING HILL DR | 0.35 | 2U-4D | 2036-2045 | \$ 94,116 | Unfunded | 2036-2045 | \$ 188,246 | Unfunded | 2036-2045 | \$ 752,983 | Unfunded | 2036-2045 | \$ 1,882,458 | Unfunded | \$ 2,917,803 | Unfunded |
| COUNTY LINE RD | 1/4 MI W OF MARINER | MARINER BLVD | 0.25 | 2U-4D | 2036-2045 | \$ 68,205 | Unfunded | 2036-2045 | \$ 136,410 | Unfunded | 2036-2045 | \$ 682,050 | Unfunded | 2036-2045 | \$ 1,364,100 | Unfunded | \$ 2,250,765 | Unfunded |
| COUNTY LINE RD | MARINER BLVD | 1/4 MI E OF MARINER | 0.25 | 2U-4D | 2036-2045 | \$ 68,205 | Unfunded | 2036-2045 | \$ 136,410 | Unfunded | 2036-2045 | \$ 682,050 | Unfunded | 2036-2045 | \$ 1,364,100 | Unfunded | \$ 2,250,765 | Unfunded |
| COUNTY LINE RD | 1/4 MI E OF MARINER | FARNSWORTH BLVD | 0.75 | 2U-4D | 2036-2045 | \$ 204,615 | Unfunded | 2036-2045 | \$ 409,230 | Unfunded | 2036-2045 | \$ 2,046,150 | Unfunded | 2036-2045 | \$ 4,092,300 | Unfunded | \$ 6,752,295 | Unfunded |
| COUNTY LINE RD | FARNSWORTH BLVD | LINDEN DR | 1.45 | 2U-4D | 2036-2045 | \$ 395,043 | Unfunded | 2036-2045 | \$ 790,087 | Unfunded | 2036-2045 | \$ 3,950,434 | Unfunded | 2036-2045 | \$ 7,900,867 | Unfunded | \$ 13,036,431 | Unfunded |
| COUNTY LINE RD | LINDEN DR | OAK CHASE BLVD | 0.76 | 2U-4D | 2036-2045 | \$ 207,343 | Unfunded | 2036-2045 | \$ 414,686 | Unfunded | 2036-2045 | \$ 2,073,432 | Unfunded | 2036-2045 | \$ 4,146,864 | Unfunded | \$ 6,842,326 | Unfunded |
| RESTER DR | N SUNCOAST PKWY (SR589) | FORT DADE AVE | 1.77 | 00-2U | 2026-2030 | \$ 68,205 | County | 2031-2035 | \$ 136,410 | County | 2036-2045 | \$ 682,050 | County | 2036-2045 | \$ 1,364,100 | Unfunded | \$ 2,250,765 | Unfunded |
| VELVET SCOTER AVE | DOWNY WOODRICKER RD | COURLAN RD | 0.14 | 00-4D | 2036-2045 | \$ 68,205 | Unfunded | 2036-2045 | \$ 136,410 | Unfunded | 2036-2045 | \$ 682,050 | Unfunded | 2036-2045 | \$ 1,364,100 | Unfunded | \$ 2,250,765 | Unfunded |
| CORTEZ BLVD (US98/SR50) | W of Jefferson St/SR 50A/Brooksville Bypass | W of I-75 | 7.20 | 4D-6D | 2036-2045 | h) - 7 | SIS | 2036-2045 | \$ 8,200,000 | SIS | 2036-2045 | \$ 2,046,150 | SIS | 2036-2045 | \$ 4,092,300 | Unfunded | \$ 6,752,295 | Partially Funded |
| MCKETHAN RD (US98/SR700) | PASCO COUNTY LINE | CORTEZ BLVD (SR50) | 2.02 | 2U-4D | 2031-2035 | \$ 395,043 | Other Arterial & Const | 2031-2035 | \$ 790,087 | Other Arterial & Const | 2036-2045 | \$ 3,950,434 | Unfunded | 2036-2045 | \$ 7,900,867 | Unfunded | \$ 13,036,431 | Partially Funded |
| PONCE DE LEON BLVD (US98/SR700) | LAKE LINDSEY RD | CITRUS WAY | 2.16 | 4D-6D | 2026-2030 | \$ 207,343 | Other Arterial & Const | 2026-2030 | \$ 414,686 | Other Arterial & Const | 2036-2045 | \$ 2,073,432 | Other Arterial & Const | 2036-2045 | \$ 4,146,864 | Unfunded | \$ 6,842,326 | Partially Funded |
| PONCE DE LEON BLVD (US98/SR700) | CITRUS WAY | LANDFILL RD | 2.60 | 2U-4D | 2026-2030 | \$ 441,972 | Other Arterial & Const | 2026-2030 | \$ 883,908 | Other Arterial & Const | 2036-2045 | \$ 3,535,633 | Other Arterial & Const | 2036-2045 | \$ 8,839,083 | Unfunded | \$ 13,702,600 | Partially Funded |
| I-75 (SR93) | PASCO C/L | SUMTER COUNTY LINE | 7.83 | Managed Lanes | 2036-2045 | \$ 52,527 | SIS | 2036-2045 | \$ 8,146,000 | SIS | 2036-2045 | \$ 21,092,450 | Unfunded | 2036-2045 | \$ 21,295,308 | Unfunded | TBD | Partially Funded |

County Facility
State Facility

u h) o Other h)

Social and Economic Appendix

Contents:

NRCS Coordination Documentation

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

From: [Daniel.Thomas](mailto:Daniel.Thomas@fl.usda.gov)
To: Leroy.crockett@fl.usda.gov
Cc: [Salicco.Christopher](mailto:Salicco.Christopher@dot.state.fl.us); [Novotny.Jeffrey.S](mailto:Novotny.Jeffrey.S@dot.state.fl.us); 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
Date: Monday, August 26, 2019 11:37:12 AM
Attachments: [image001.png](#)
[SR50-PDE_Shapefiles.zip](#)
[NRCS-CPA-106_SR50-PDE-FDOT_Farmlands.pdf](#)

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 | acp-americas.com

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

| | | | |
|--|--|---|--|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request 8/13/19 | 4. Sheet 1 of 1 |
| 1. Name of Project State Road (SR) 50 (US 98/Cortez Blvd) PD&E | | 5. Federal Agency Involved FL Dept of Transportation | |
| 2. Type of Project Project Development and Environment Study | | 6. County and State Hernando County, FL | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 10/1/19 | 2. Person Completing Form LeRoy Crockett |
| 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 checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated 2669 | Average Farm Size 78 |
| 5. Major Crop(s) Forage(hay), Citrus | 6. Farmable Land in Government Jurisdiction Acres: 18126 % 5.92 | 7. Amount of Farmland As Defined in FPPA Acres: 11602 % 0.04 | |
| 8. Name Of Land Evaluation System Used Soil Potential Rating | 9. Name of Local Site Assessment System None | 10. Date Land Evaluation Returned by NRCS 10/1/19 | |

| | Alternative Corridor For Segment | | | |
|--|---|-----------------------|--|------------|
| | Corridor A | Corridor B | Corridor C | Corridor D |
| PART III (To be completed by Federal Agency) | | | | |
| A. Total Acres To Be Converted Directly | 0.56 | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | 0 | | | |
| C. Total Acres In Corridor | 5.15 | | | |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | |
| A. Total Acres Prime And Unique Farmland | 5.17 | | | |
| B. Total Acres Statewide And Local Important Farmland | 0 | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | 0.00028 | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | 10.8 | | | |
| 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) | 95.5 | | | |
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | | | |
| 1. Area in Nonurban Use | 15 | 7 | | |
| 2. Perimeter in Nonurban Use | 10 | 4 | | |
| 3. Percent Of Corridor Being Farmed | 20 | 1 | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | 0 | | |
| 6. Creation Of Nonfarmable Farmland | 25 | 1 | | |
| 7. Availability Of Farm Support Services | 5 | 2 | | |
| 8. On-Farm Investments | 20 | 0 | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | | |
| 10. Compatibility With Existing Agricultural Use | 10 | 1 | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 16 | 0 | 0 |
| PART VII (To be completed by Federal Agency) | | | | |
| Relative Value Of Farmland (From Part V) | 100 | 95.5 | 0 | 0 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 16 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 110.5 | 0 | 0 |
| 1. Corridor Selected: A | 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:
This is a widening project and not a new alignment. The corridor has already been established and the majority of the work is being conducted within the FDOT right of way, with the exception of the preferred stormwater management facilities and floodplain compensation pond sites.

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

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter Pond Siting (September 2019)

SHPO Concurrence Letter (July 2015)



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.

www.fdot.gov

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 or contact Rebecca Spain Schwarz at (813) 281-8308 or 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.

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

9/18/2019
Date

#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.

www.dot.state.fl.us

#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, 2016
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.

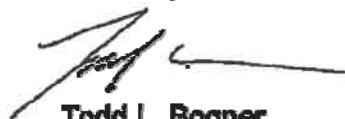
Based on the results of background research and field surveys, 8HE712 is considered eligible for listing in the NRHP; all of the archaeological sites and the other historic resources do not meet the criteria for listing in the NRHP.

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 or Rebecca Spain Schwarz at (813) 281- 8308 or 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 28, 2015
Page 3 of 3

cc: Philip Ballo (FHWA) Roy Jackson (FDOT SEMO) Robin Rhinesmith (FDOT)
Stephanie Pierce (FDOT) Jeff Novotny, PE (American) Rebecca Spain Botwarz (Altna/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:

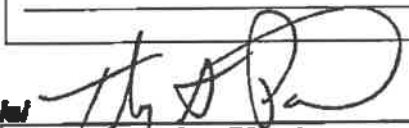
We look forward to working with you to determine potential effects to the historic property within the NPA.

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

Date 7/27/15

Natural Resources Appendix

Contents:

Species Concurrence Letter (USFWS)

Species Review and Coordination Letter (FWC)



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

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

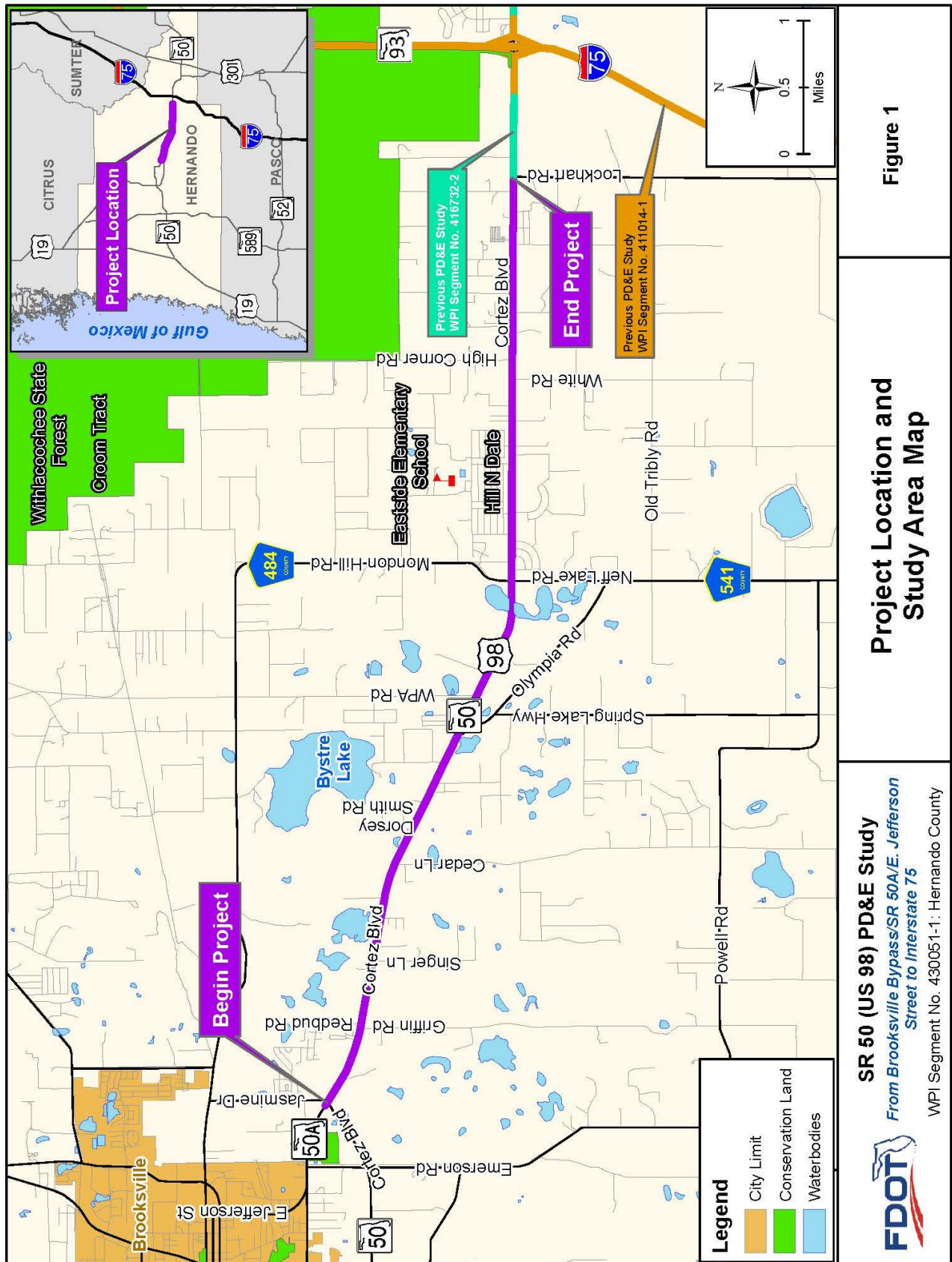
Dear Ms. Williams:

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.

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

Zakia Williams, USFWS
WPI Segment No: 430051-1
SR 50 from Brooksville Bypass to west of I-75

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 <u>2020-TA-0085</u> | |
| | 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. | |
| |  | |
| | <u>10/16/19</u> | |

Jay B. Herrington
Field Supervisor

Date

Date

September 18, 2019



Florida Fish and Wildlife Conservation Commission

Commissioners
Robert A. Spottswood
Chairman
Key West

Michael W. Sole
Vice Chairman
Tequesta

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Coral Gables

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Sonya Rood
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Office of the
Executive Director

Eric Sutton
Executive Director

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

Jennifer Fitzwater
Chief of Staff

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800 955-8770 (V)

MyFWC.com

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

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. 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.

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

Public Involvement Appendix

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2020-1-6_SR50_Public Hearing_Transcript_ORIGINAL

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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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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.

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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.

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

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

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

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

* * * * *

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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STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

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

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

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

Cathy J. Johnson Messina
CATHY J. JOHNSON MESSINA, RMR, FPR
Registered Merit Reporter
Florida Professional Reporter

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PUBLIC HEARING CERTIFICATION

SR 50 FROM BROOKSVILLE BYPASS TO WEST OF I-75

Project Development and Environment (PD&E) Study

from FROM BROOKSVILLE BYPASS/SR 50A/E JEFFERSON STREET TO I-75

Hernando County, Florida

Financial Management No.: 430051-1-22-01

I certify that a public hearing was conducted on 12/10/2019, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Kirk R. Bogen

(Name)

February 3, 2020

Date

Kirk Bogen, PE

(Title of FDOT Representative)



Electronically signed within SWEPT
on February 3, 2020 2:47:04 PM EST
(electronic signature on file)

Link to Public Hearing Transcript

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