

Who to Contact

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

www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/

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

Amber Russo, P.E., FDOT Project Manager

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

Kris Carson, Public Information Officer

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

Comuniquese Con Nosotros

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

Non Discrimination Laws & Regulations

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

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

PROJECT WEBSITE

For more information on this study, please visit:

www.fdotd7studies.com/sr50/brooksville-bypass-to-i75/

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



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

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

Study Approval Notification

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

Public Hearing Results

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

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

February 2021

Project Location Map



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

Preferred Alternative

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

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

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

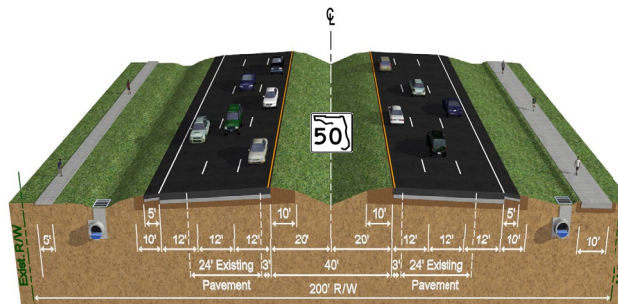
For the **east study segment** from east of Spring Lake Highway/Mondon Hill Road to Lockhart Road, the preferred typical section (**Figure 2**) is a six-lane suburban typical section with a 30-foot curbed median, consistent with Context Classification C3R-Suburban Residential. This will provide a 50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

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

Typical Sections

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

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



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

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

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

Right of Way Acquisition Procedure

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

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

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

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

