FINAL
COMMENTS AND COORDINATION REPORT

SR 50 (CORTEZ BOULEVARD)
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

SR 50 (Cortez Boulevard)
from Lockhart Road to US 301 (SR 35/Treiman Boulevard)
Hernando County, Florida

ETDM Project Number: 3391
Work Program Item Segment Number: 416732-2
Federal-Aid Project Number: TBD

Florida Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612

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January 2014

NOTE: CHANGE IN PROJECT TERMINI JANUARY 2014

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed improvement to State Road 50 (SR 50) [Cortez Boulevard] from Lockhart Road to US 301 (SR 35/Treiman Boulevard) in Hernando County, Florida. The Preferred Alternative involves widening SR 50 (Cortez Boulevard) from four to six lanes from west of I-75 to US 98 (SR 700/McKethan Road), and from two to four lanes from US 98 (SR 700/McKethan Road) to US 301 (SR 35/Treiman Boulevard).

Initially, there were no plans for federal funding of the project since it was developer-driven. The original project was to result in approval of a State Environmental Impact Report (SEIR) with study limits from Lockhart Road (west of I-75) to US 301 (SR 700/McKethan Road). However, the slowed economy has delayed the initiation of the planned developments, so developers will not be making roadway improvements. In addition, after the September 27, 2012 Public Hearing, the Hernando County Metropolitan Planning Organization (MPO) elevated this project in its list of priorities. As a result, FDOT is seeking approval from the Federal Highway Administration in order to qualify the project for federal funding. Therefore, in order to maintain logical termini, the western project limit was revised from Lockhart Road to west of I-75.

The portion of SR 50 (Cortez Boulevard) in the area of the I-75 interchange (from station 968+50 to station 1027+00) is exempt from this study, as it was evaluated under the I-75 PD&E Study (FPID 411014-1). The portion of SR 50 (Cortez Boulevard) west of I-75 that is not included in the I-75 PD&E Study will be evaluated under a future PD&E study from SR 50 from Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to I-75, currently programmed for fiscal year 2013/2014. Therefore, the proposed western study limit is now identified as west of I-75 (see Project Location Map).

Consequently, please note that supporting documents, including Traffic Report, Noise Study Report, Historic Resources Update Survey Technical Memorandum, Air Quality Technical Memorandum, Comments and Coordination Report, and Preliminary Stormwater Management Facility Report evaluated the original study limits.

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) study to determine the engineering and environmental effects of the proposed improvements to SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (SR 35/Treiman Boulevard) in Hernando County, Florida.

A PD&E study is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. This analysis enables the Department to reach a decision on the type, location and conceptual design of the improvements along SR 50 (Cortez Boulevard) to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs. The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the Department to better determine the effects a transportation project will have on the natural and human environment. A *State Environmental Impact Report* (SEIR) was prepared which contains the results of analyses of potential effects to the social, cultural, natural and physical environment. This PD&E study satisfied all applicable FDOT requirements.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process. This project is designated as ETDM Project No. 3391. An ETDM *Programming Screen Summary Report* was published in January 2012, and contains comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources.

This *Comments & Coordination Report* was prepared as part of the SR 50 (Cortez Boulevard) PD&E study. The report is in accordance with the FDOT's *PD&E Manual, Part 2, Chapter 31*. Based on ETAT comments, FDOT has determined that this project qualifies as a SEIR.

In compliance with state and federal rule, regulations, and policies, a Public Involvement Plan (PIP) was developed in June 2011 and carried out an integral part of the SR 50 (Cortez Boulevard) PD&E study (**Appendix A)**. Public involvement was implemented throughout the study process to keep appropriate agencies, public officials, property owners, and interested citizens informed, and to ensure project compliance with local and regional transportation plans. The FDOT conducted an interagency coordination and consultation effort, and public participation process. This report documents the PIP, agency coordination efforts, public involvement activities, and comments received.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed improvement to State Road 50 (SR 50) [Cortez Boulevard] from west of I-75 to US 301 (SR 35/Treiman Boulevard) in Hernando County, Florida.

This preliminary engineering report (PER) contains detailed engineering information that fulfills the purpose and need for SR 50 (Cortez Boulevard) from west of I-75 to US 301 (SR 35/Treiman Boulevard), within Hernando County, Florida. The purpose of this PER is to provide technical engineering information to the Design Project Manager, Design Team, Permit Coordinator, and right-of-way (ROW) professionals regarding the Build Alternative. This PER supplements information provided in the *Type 2 Categorical Exclusion*[1] (Type 2 CE) prepared for this study.

1.1 PURPOSE

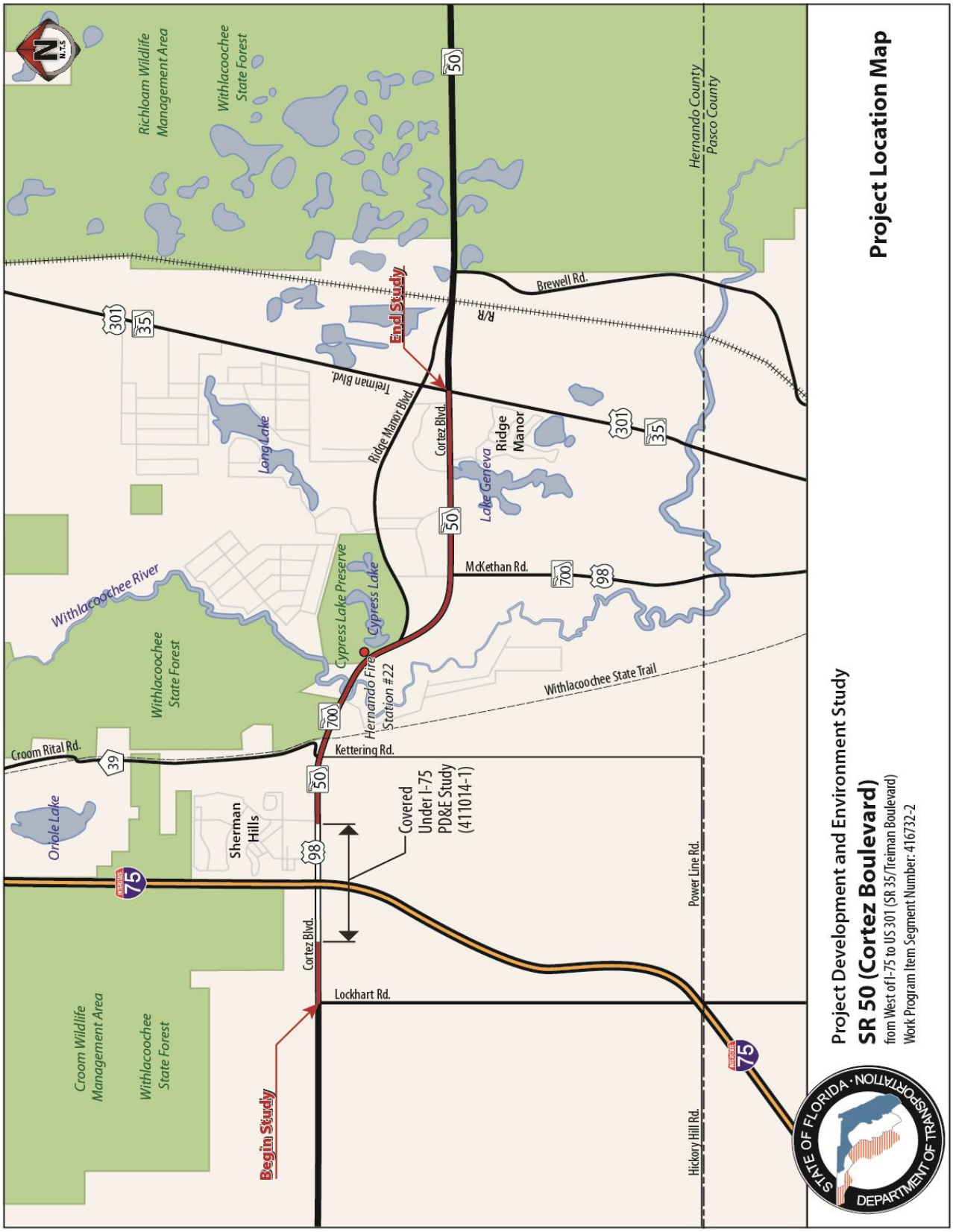
The purpose of the study was to provide documented environmental and engineering analyses to assist FDOT in reaching a decision on the type, location, and conceptual design of the necessary improvements in order to accommodate future traffic demand in a safe and efficient manner. The study also satisfied the requirements of FDOT and followed the process outlined in the FDOT *Project Development and Environment Manual*[2].

This study documented the need for the improvements and presented the procedures utilized to develop and evaluate various improvement alternatives. Information relating to the engineering and environmental characteristics essential for development of alternative alignments and analytical decisions was collected. Design criteria were established and preliminary alternative alignments were developed. The comparison of alternative alignments was based on a variety of parameters utilizing a matrix format. This process identified the Recommended Alternative that minimizes natural, physical, and socio-economic impacts, while providing the necessary future transportation improvements. The study also solicited input from the community and users of the facility. The design year for the analysis is 2035.

1.2 PROJECT DESCRIPTION

SR 50 (Cortez Boulevard) is proposed to be widened from four to six lanes from west of I-75 to US 98 (SR 700/Treiman Boulevard) and from two to four lanes from US 98 (SR 700/Treiman Boulevard) to US 301 (SR 35/Treiman Boulevard) within Hernando County, Florida (Roadway ID 08 070 000). The study limits extend from west of I-75 easterly to US 301 (SR 35/Treiman Boulevard), as shown in **Figure 1-1**. Interstate 75 (I-75) ramp terminal intersections and approaching segments (length 0.9 miles [mi]) were exempted out of this study since those improvements were analyzed as part of the I-75 PD&E Study, Work Program Item Segment (WPIS) No. 411014-1. The total length of the project (including the I-75 interchange area) is approximately 6.3 mi. The project is within the Brooksville SE and Saint Catherine United States Geological Survey (USGS) quadrangle maps (map numbers 3719 and 3718, respectively).

Figure 1-1: Project Location Map



The project is within Township 22 South, Range 20 East, Section 36; Township 22 South, Range 21 East, Sections 31, 32, and 33; and Township 23 South, Range 21 East, Sections 1, 2, 3, 4, 5, 6, 10, 11, and 12 of the Public Land Survey System (PLSS).

A prior PD&E study was approved on September 28, 1989, for the segment of SR 50 (Cortez Boulevard) from SR 50/SR 50A to US 301 (SR 35/Treiman Boulevard). That study recommended the roadway be widened to four lanes. The only segment that hasn't been improved to four lanes is from US 98 (SR 700/McKethan Road) to US 301 (SR 35/Treiman Boulevard), which currently remains a two-lane undivided rural roadway.

1.3 EXISTING FACILITY

SR 50 (Cortez Boulevard) is a four-lane divided rural roadway from Lockhart Road to east of US 98 as shown in **Figure 1-2**. Two 12-ft lanes, an 8-ft inside shoulder and a 10-ft outside shoulder (4 ft paved) is provided in each direction, separated by a 46-ft depressed, grassed median. Exclusive left and right turn lanes are provided at major intersections. No sidewalks are present. Bicyclists are accommodated on the 4-ft paved outside shoulders.

SR 50 (Cortez Boulevard) transitions to a two-lane undivided rural roadway approximately ¼ mi east of US 98 (SR 700/McKethan Road). As shown in **Figure 1-3**, one 12-ft lane and an 8-ft shoulder (4 ft paved) are provided in each direction from US 98 (SR 700/McKethan Road) to east of US 301 (SR 35/Treiman Boulevard). No sidewalks are present. Bicyclists are accommodated on the 4-ft paved outside shoulders. Runoff is collected in roadside swales. The US 301 (SR 35/Treiman Boulevard) intersection is signalized. This section was resurfaced in 2009 (FPID No. 406545-1-52-01).

SR 50 (Cortez Boulevard) is carried over the Withlacoochee River on two bridges (Bridge Nos. 080011 and 080064) (**Figure 1-4**).

Traffic Signals are located at the following intersections:

- I-75 northbound and southbound ramps (interconnected)
- Bronson Road/Windmere Road
- Kettering Road/Croom Rital Road
- US 98 (SR 700/McKethan Road)
- US 301 (SR 35/Treiman Boulevard)

1.4 ROADWAY CLASSIFICATIONS AND DESIGNATIONS

SR 50 (Cortez Boulevard) is part of the State Highway System (SHS) and has a Functional Classification of Rural Principal Arterial. There are no grade separated interchanges, other than I-75, along the project. The facility's access management classification is Access Class 3, Restrictive, from Lockhart Road to east of Kettering Road and Access Class 4, Non-restrictive, from east of Kettering Road to US 301 (SR 35/Treiman Boulevard).

Figure 1-2: SR 50 from Lockhart Road to US 98 Existing Typical Section

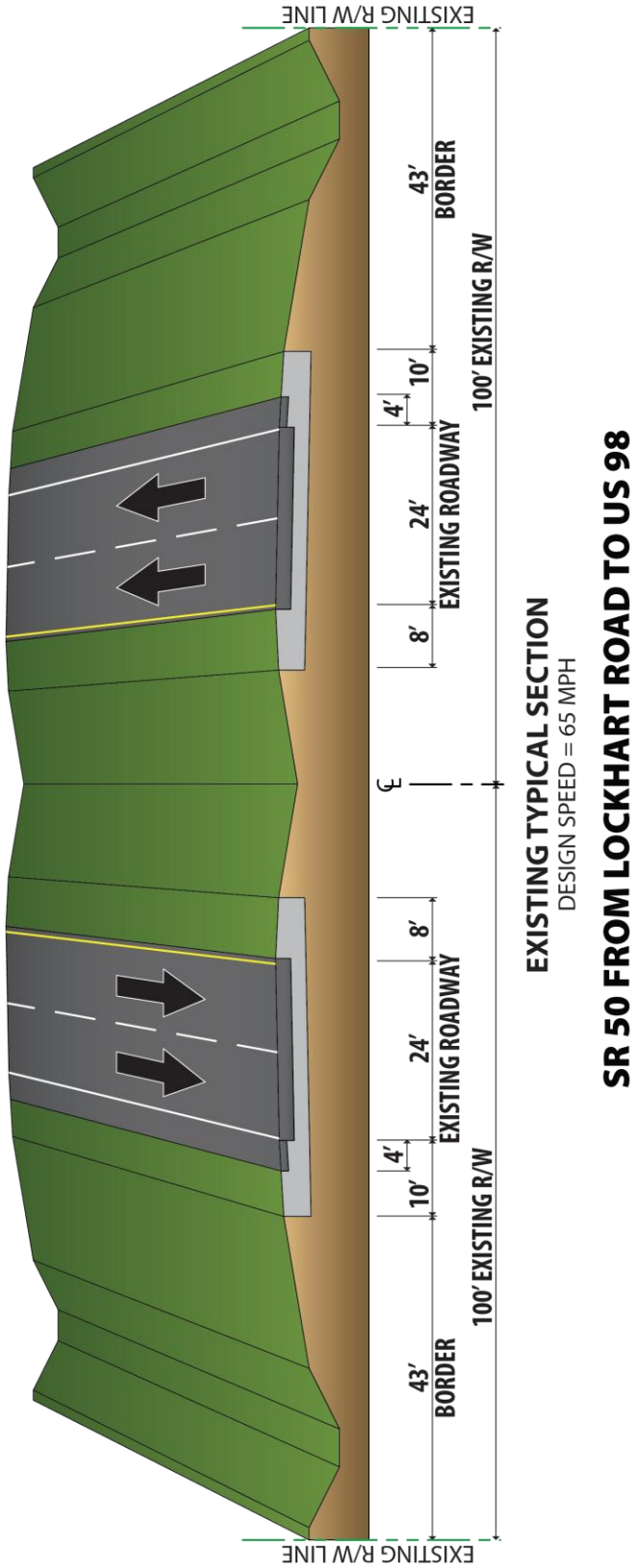


Figure 1-3: SR 50 from US 98 to US 301 Existing Typical Section

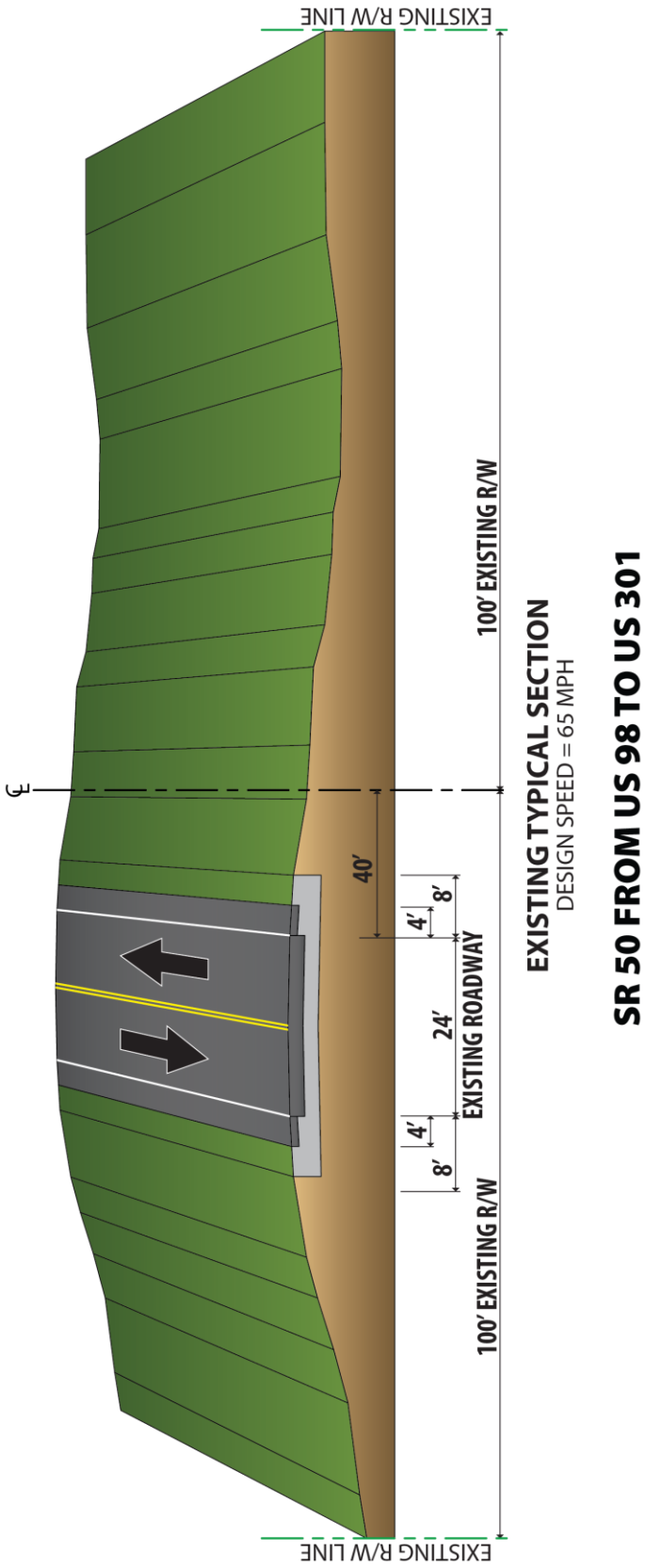


Figure 1-4: SR 50 Existing Bridges Over the Withlacoochee River

SR 50 (Cortez Boulevard) has a SIS designation of SIS Corridor and also a Florida Intrastate Highway System (FIHS) designation from US 19 to I-75. SR 50 is a Federal Aid Road on the National Highway System (NHS) from US 19 to I-75, and is part of the Surface Transportation Program (STP) from I-75 to US 301. In addition, the entire length of SR 50 within Hernando County has been designated a hurricane evacuation route by the Florida State Emergency Response Team (SERT) and is identified as an evacuation route in the Hernando County Comprehensive Plan. The Hernando County Metropolitan Planning Organization (MPO) *Congestion Management Process 2010 State of the System Report*[1] has designated SR 50 (Cortez Boulevard) in the study area as a truck route.

1.5 REPORT PURPOSE

In compliance with state and federal rules, regulations, and policies, a Public Involvement Plan (PIP) was developed in June 2011 and carried out as an integral part of the SR 50 (Cortez Boulevard) PD&E study (**Appendix A)**. Public involvement was implemented throughout the PD&E study to keep appropriate agencies, public officials, property owners, and interested citizens informed, and to ensure project compliance with local and regional transportation plans. The FDOT has conducted an interagency coordination effort and public participation process. This *Comments and Coordination Report* is one of several documents that has been prepared as part of this PD&E study. This report documents the PIP, agency coordination efforts, public involvement activities, and comments received.

1.6 REFERENCES

1. *Project Development and Environment Manual*; Florida Department of Transportation; Tallahassee, Florida; 2013. http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

2. *Congestion Management Process 2010 State of the System Report*; Hernando County Metropolitan Planning Organization; December 20, 2010.

2.0 IMPROVEMENT ALTERNATIVES

SR 50 (Cortez Boulevard) is planned to be widened from four to six lanes from Lockhart Road to US 98 (SR 700), and from two to four lanes from US 98 (SR 700) to US 301 (SR 35/Treiman Boulevard) in Hernando County. In accordance with FDOT policy, the roadway must meet certain design and operational criteria as established by the Florida Legislature. The focus of the alternative alignment analysis is to identify the best alignment, typical sections, and other major design features to safely accommodate traffic within the corridor and how to best avoid and minimize effects to natural and social resources. The Recommended Build Alternative is then evaluated with regards to needs, criteria, costs, and effects, and compared to the No-Build Alternative.

2.1 NO-BUILD ALTERNATIVE

The No-Build Alternative would not construct the SR 50 (Cortez Boulevard) improvements. It would leave the existing roadway in its current configuration, except for other intersection, pedestrian, bicycle, or safety improvements identified in the Hernando County MPO's 2035 LRTP.

However, the No-Build Alternative option fails to fulfill the project's purpose and need or meet any of the goals of the MPO's LRTP. The advantages and disadvantages of the No-Build Alternative are as follows:

Advantages

- No expenditure of public funds for design, right of way (ROW) acquisition, utility relocation, or construction would be required.
- Traffic would not be disrupted due to construction, thus avoiding inconveniences to local businesses and residences.
- No environmental degradation or disruption of natural resources.

Disadvantages

- Does not meet the established purpose and need for the project.
- Substandard Level of Service (LOS) for the existing roadway network.
- Reduced economic viability and mobility due to traffic congestion.
- Increased traffic congestion causing increased road user cost due to travel delay.
- Deterioration of air quality caused by traffic congestion and delays.
- Increased roadway maintenance costs.
- Inconsistent with the plans and goals of the Hernando County MPO.

The No-Build Alternative remained a viable alternative throughout the PD&E study process.

2.2 TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) alternatives include those activities that maximize the efficiency of the existing system. Possible options include ride-sharing, fringe parking, the addition of turn lanes, traffic signal timing optimization, and access management measures.

While TSM options will be incorporated into the proposed project to the greatest extent possible, TSM improvements alone would provide little to no contributions to meeting the project's purpose and need.

Multi-modal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options.

While the TSM alternative can provide improved traffic operations, the TSM alternative on its own fails to fulfill the purpose and need for the project through the design year 2035. Therefore, the TSM alternative was not considered as a solution for the expected deficiencies along SR 50 (Cortez Boulevard) in the design year 2035.

2.3 MULTI-MODAL ALTERNATIVES

2.3.1 Transit Alternatives

Currently, there is no fixed route bus service within the corridor. The West Central Florida MPO Chairs Coordinating Committee (CCC) Regional Cost Affordable Transit Facilities and Services 2010-2025 identifies no planned transit facilities and services along this portion of SR 50 (Cortez Boulevard). The Hernando County MPO's 2035 LRTP Transit Needs Plan Local Transit Route Needs identifies proposed local Route 90 along a portion of the project limits from SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (SR 700/McKethan Road). The Hernando County MPO's 2035 LRTP Needs Assessment Transit Networks identifies a proposed express bus route along SR 50 (Cortez Boulevard) west of I-75.

2.3.2 Non-Motorized Transportation

The proposed Build Alternatives include 5-ft paved shoulders to accommodate bicyclists and 5-ft sidewalks throughout the SR 50 (Cortez Boulevard) corridor. Sidewalk connections to the Withlacoochee State Trail are proposed from both sides of SR 50 (Cortez Boulevard).

2.3.3 Multi-Modal Alternative Conclusion

While the multi-modal and transit alternatives also have the potential to improve traffic operations along the corridor, these alternatives fail to fulfill the needs and goals of the project on their own within the study area. Planned projects to add transit systems and sidewalks and shoulders for bicycles will not eliminate the need for improvements to SR 50 (Cortez Boulevard). While multi-modal features are integral parts of the Build Alternative in the form of roadway lanes, sidewalks, and bike lanes, the multi-modal alternative fails to fulfill the purpose and need for the project. Therefore, multi-modal/transit alternatives were not considered as stand-alone solutions for the existing and expected deficiencies within the study area.

2.4 RECOMMENDED BUILD ALTERNATIVE

2.4.1 Lockhart Road to Kettering Road

As shown in **Figure 2-1**, the Recommended Build Alternative from Lockhart Road to Kettering Road is a six-lane divided suburban roadway with a 46-ft median. Three 12-ft travel lanes with 6.5-ft paved inside shoulders and 8-ft flush outside shoulders (5 ft paved) are provided in each direction. Bicyclists will be accommodated by the outside 5-ft paved shoulder in each direction. This typical section also contains open drainage ditches that parallel both sides of the roadway. Continuous sidewalks, 5 ft wide, are provided adjacent to the ROW line. The proposed design speed for this typical section is 50 miles per hour (mph), the minimum design speed for a Strategic Intermodal System facility. This typical section fits within the existing 200 ft of ROW.

2.4.2 Kettering Road to US 98 (SR 700/McKethan Road)

The Recommended Build Alternative from Kettering Road to US 98 (SR 700/McKethan Road), shown in **Figure 2-2**, is a six-lane divided rural roadway with a 40-ft depressed grass median and 8-ft flush inside and 8-ft flush outside shoulders (5 ft paved). Bicyclists will be accommodated by the outside 5-ft paved shoulder in each direction. This typical section also contains open drainage ditches and 5 ft continuous sidewalks adjacent to the ROW line. The proposed design speed for this typical section is 65 mph. This typical section fits within the existing 200 ft (minimum) of ROW with the Design Variation approved for the substandard border width (36 ft of 40 ft required).

2.4.3 US 98 (SR 700/McKethan Road) to US 301 (SR 35/Treiman Boulevard)

As shown in **Figure 2-3**, the Recommended Build Alternative from US 98 (SR 700/McKethan Road) to US 301 (SR 35/Treiman Boulevard), is a four-lane divided rural roadway with a 40-ft depressed median, flush 6-ft unpaved inside shoulders and 8-ft outside shoulders (5 ft paved). The outside 5-ft paved shoulder in each direction will accommodate bicyclists. This typical section also contains open drainage ditches and 5-ft continuous sidewalks adjacent to the ROW line. The proposed design speed for this typical section is 65 mph. This typical section fits within the existing 200 ft (minimum) of ROW.

2.4.4 Withlacoochee River Bridges

Figure 2-4 shows the Recommended Build Alternative for widening the two existing bridges over the Withlacoochee River. Each bridge will have three 12-ft travel lanes, 10-ft inside and outside shoulders, and 5-ft sidewalks in each direction. In addition, the inside barrier on the westbound bridge will be replaced to meet current standards.

Figure 2-1: Recommended Build Alternative from Lockhart Road to Kettering Road

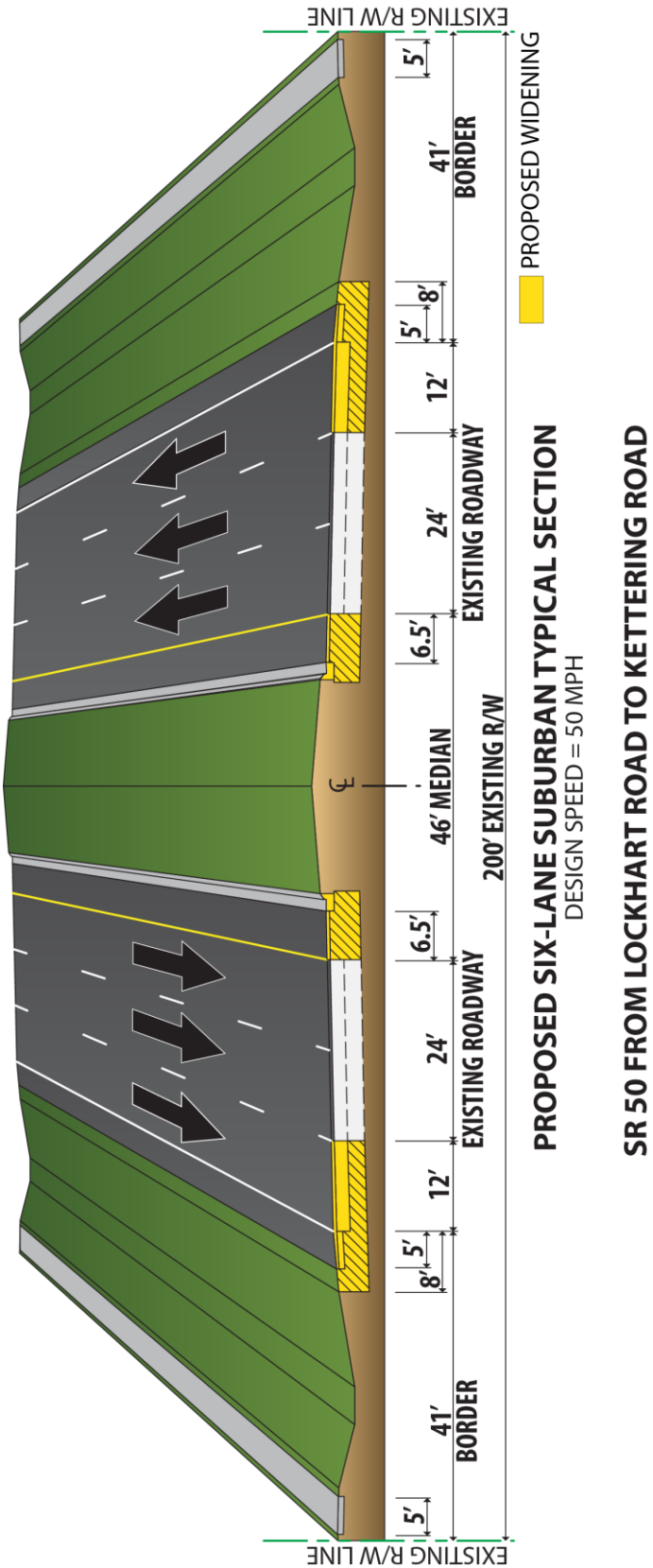


Figure 2-2: Recommended Build Alternative from Kettering Road to US 98

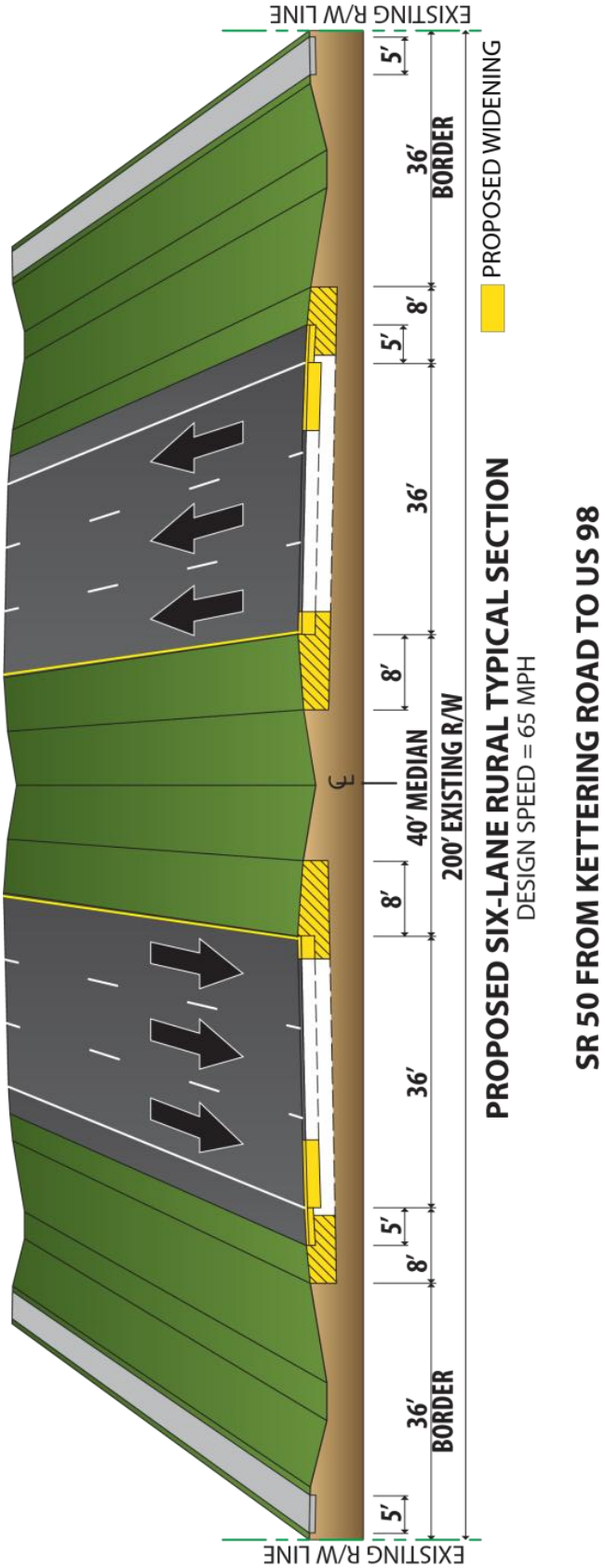


Figure 2-3: Recommended Build Alternative from US 98 to US 301

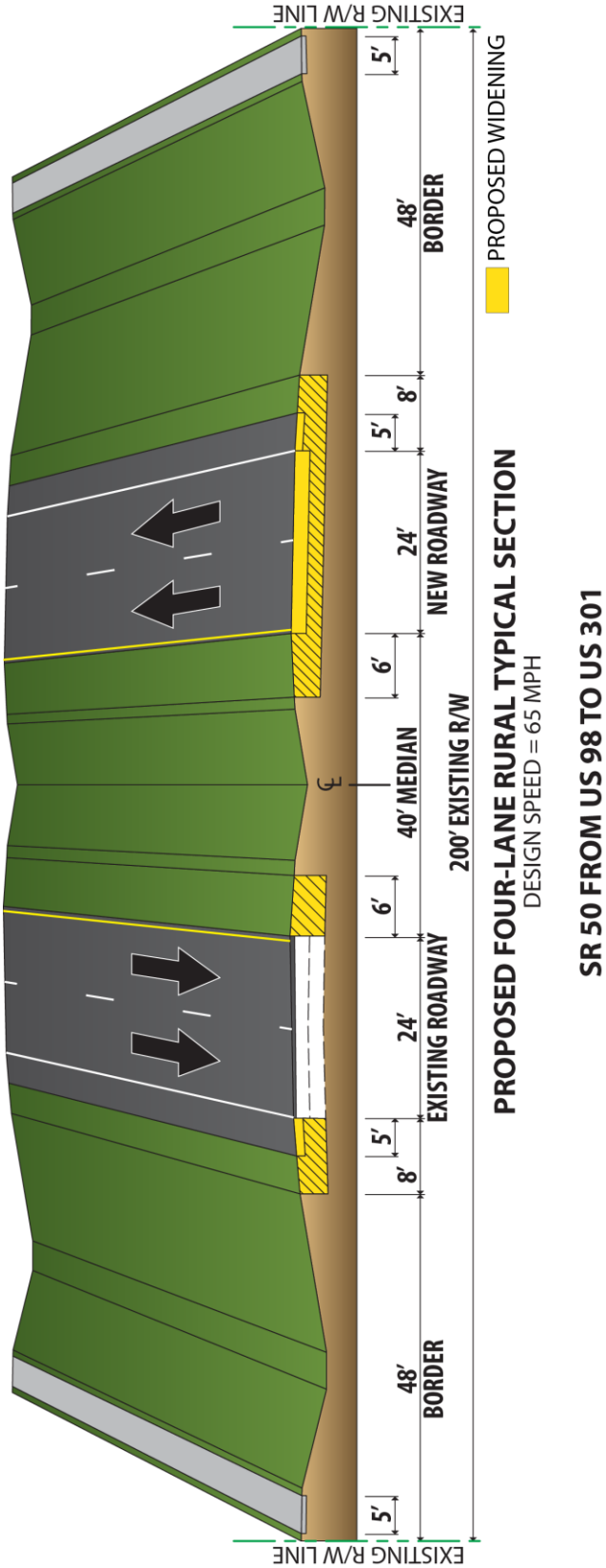
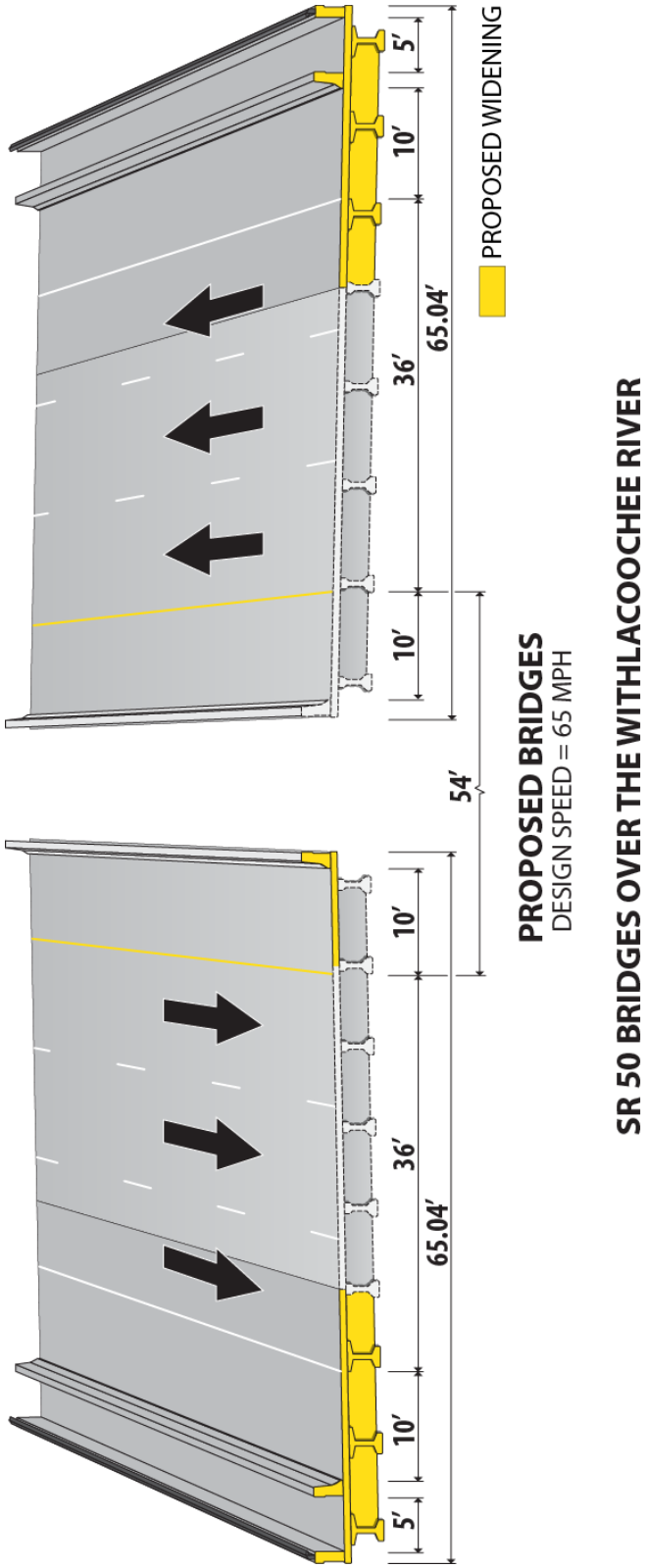


Figure 2-4: Proposed Bridges Over the Withlacoochee River



2.5 SELECTION OF THE RECOMMENDED BUILD ALTERNATIVE

In order to evaluate the study alternatives, a qualitative and quantitative evaluation matrix (**Table 2-1**) was prepared using criteria from a multitude of categories including socioeconomic, environmental, cultural, potential hazardous material/petroleum contamination, and costs (design, ROW, construction, and construction engineering inspection). The matrix data was developed using raster-based aerial photography depicting the proposed ROW needs for each alternative. A detailed explanation of the qualitative and quantitative evaluation criteria may be found in the *Preliminary Engineering Report*[1].

The No-Build Alternative does not meet any of the goals of the Hernando County MPO's LRTP. The No-Build Alternative fails to fulfill the project's purpose and need to accommodate future traffic projections in a safe and efficient manner, resulting in substandard LOS within the corridor. Increased traffic congestion will cause increased road user cost due to travel delay. The No-Build Alternative will result in reduced economic viability and mobility due to traffic congestion and deterioration of the air quality caused by traffic congestions and delays.

While the Recommended Build Alternative has costs associated with design and construction, it would result in a four- to six-lane facility that meets LOS standards while safely accommodating expected future traffic growth. Therefore, the Recommended Build Alternative has been selected based on the project's purpose and need, and engineering and environmental analysis.

2.6 SELECTION OF THE RECOMMENDED ALTERNATIVE

The No-Build Alternative does not meet any of the goals of the MPO's LRTP. The No-Build Alternative fails to fulfill the project's purpose and need to accommodate future traffic projections is a safe and efficient manner, resulting in substandard LOS within the corridor. Increased traffic congestion will causing increased road user cost due to travel delay. The No-Build Alternative will result in reduced economic viability and mobility due to traffic congestion and deterioration of air quality caused by traffic congestion and delays.

While the Build Alternative has costs associated with design, ROW acquisition, and construction, it would result in a four- to six-lane facility that meets established LOS standards while safely accommodating expected future tragic growth. Therefore, the Build Alternative has been selected as the Recommended Alternative.

2.7 PREFERRED ALTERNATIVE

Following the Public Hearing, the Build Alternative was selected as the Recommended Alternative. Once approved by the Federal Highway Administration (FHWA), the Recommended Alternative becomes the Preferred Alternative, and it can be advanced to the design phase.

Table 2-1: Evaluation Matrix

Evaluation Factors	No-Build Alternative	Recommended Build Alternative
Right-of-Way (ROW) Impacts		
Number of Parcels Affected	0	12
ROW Acquisition – US 98 and US 301 Roadway (acres [ac])	0	20.417
ROW Acquisition – Stormwater Management Facilities and Floodplain Compensation Sites (ac)	0	20.700
Business Relocations	0	0
Residential Relocations	0	0
Natural, Environmental and Physical Effects		
Species/Habitat (Potential Impacts)	None	Low
Potential Contamination Sites (Medium and High risk)	0	5
Wetlands and Other Surface Waters within Proposed ROW (ac) [includes existing ponds]	0	7.29
Noise Sensitive Sites (within 66 dB(A) isopleth)	0	18
Community Facilities (schools, police, fire, medical, etc.)	0	0
Historic/Archaeological Sites	0	0
Estimated Costs (2011 Dollars)		
Design (12 percent of Roadway and Bridge Construction)	$0	$2,619,737
Roadway Right-of-way	$0	$4,788,600
Pond Right-of-Way	$0	$1,500,200
Construction*	$0	$21,831,144
CEI (12 percent of Construction)	$0	$2,619,737
Total Cost (Present Day Cost)	**$0**	**$33,359,419**

* Includes roadway, earthwork, shoulder, median, drainage, bridge widening, signing, signalization, maintenance of traffic, mobilization, unknowns/contingency

2.8 REFERENCES

1. *Final Preliminary Engineering Report*. Atkins North America, Inc. Tampa, Florida, January 2014.

3.0 PUBLIC INVOLVEMENT PLAN

The FDOT recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, the FDOT conducted a pro-active Public Involvement Plan (PIP) that focused on soliciting community participation throughout the PD&E process. In accordance with Part 1, Chapter 11 of the FDOT *Project Development and Environment Manual*[1], a comprehensive PIP, approved on June 11, 2011, was developed and implemented throughout the course of the PD&E study. The purpose of the plan was to develop, implement, and document the methods that are used to inform and solicit responses from all interested parties, including local residents, public officials, agencies and business owners. The PIP helped identify stakeholders and affected communities, and included the following:

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

The plan included various techniques on how to notify and involve the public in the decision for the proposed transportation improvements such as legal newspaper advertisements, news releases to local media, and invitational newsletters to the public hearing.

The PIP served as a history and record of commitments made as a result of public involvement activities. These activities included coordination meetings with local officials, a public hearing, unscheduled meetings and presentations as requested, and coordination with adjacent projects. The commitments made through the plans included Title VI and Title VIII of the Civil Rights Act of 1964, Americans with Disabilities Act (ADA) compliance, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) compliance and assistance for Limited English Proficiency (LEP) attendees.

3.1 REFERENCES

1. *Project Development and Environment Manual*, Part 1, Chapter 11. Florida Department of Transportation. Tallahassee, Florida.

4.0 EFFICIENT TRANSPORTATION DECISION MAKING

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, FDOT established the Efficient Transportation Decision Making (ETDM) Process. This streamlining was in response to the provisions contained within the Transportation Equity Act for the 21st Century (TEA-21), which the United States Congress passed in July 1999. Additional information regarding the ETDM process or project related ETDM comments are available on the ETDM website at:

http://etdmpub.fla-etat.org/

The premises of ETDM include:

- Early and continuous agency involvement
- Good data upon which to base decisions
- Better transportation decisions

4.1 ENVIRONMENTAL TECHNICAL ADVISORY TEAM

Each of FDOT's seven geographic regions has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under the National Environmental Policy Act (NEPA) of 1969. The ETAT is responsible for interacting with the FDOT and MPOs throughout the ETDM process. Early in a project's process, the ETAT reviewed the purpose and need, direct impacts, recommended avoidance and minimization, suggested mitigation strategies, provided secondary and cumulative effects commentary, assessed degree of effect, and coordinated to reduce conflicts. The FDOT ETAT includes representatives from the following agencies. An asterisk (*) indicates those agencies that submitted responses within the ETDM system. Because this project is a SEIR, and doesn't involve federal funding, federal agency comment was minimal.

Federal Agencies

- U.S. Coast Guard
- Federal Transit Administration
- Federal Highway Administration
- U.S. Environmental Protection Agency*
- U.S. Army Corps of Engineers
- U.S. Department of Commerce – National Marine Fisheries Service*
- U.S. Department of Agriculture – Natural Resources Conservation Service*
- U.S. Department of Interior – U.S. Fish and Wildlife Service*
- U.S. Department of Interior – National Park Service*

State Agencies

- Florida Department of Agricultural Services
- Florida Department of Environmental Protection*
- Florida Fish and Wildlife Conservation Commission*
- Florida Department of Community Affairs*
- Florida Department of State*
- Florida Department of Transportation*

Regional/Local Agencies

- Southwest Florida Water Management District*
- Tampa Bay Regional Planning Council
- Hernando County
- Hernando County MPO
- Seminole Tribe of Florida*
- Miccosukee Tribe of Indians of Florida

4.2 SUMMARY OF ETDM COMMENTS

The SR 50 (Cortez Boulevard) PD&E Study was submitted in the ETDM Environmental Screening Tool (EST) simultaneously with the Advance Notification (AN) package (ETDM No. 3391 – SR 50 (Cortez Boulevard) from Lockhart Road to US 301) on September 20, 2011. The comment period lasted for a total of 45 days ending in November 2011. During that time the ETAT provided comments on the project's purpose and need, and issued their Degree of Effect (DOE) findings by resource area. From the close of the comment period, the FDOT had 60 days to respond to each comment. The *EST Programming Summary Report*[1] (**Appendix B**), finalized in January 2012, provided the FDOT's response to each DOE finding as well as discussion about the overall project. As a result of the AN and EST screening, there were no controversial comments received.

4.3 ADVANCE NOTIFICATION

Through the AN process the FDOT informed numerous federal, state, and local agencies of the project and its scope. An AN Package was prepared in accordance with Part 1, Chapter 3 of the FDOT *Project Development and Environment Manual*[2] and was transmitted to the Florida State Clearinghouse (FSC), Department of Environmental Protection/Office of Intergovernmental Programs. The AN Package is contained in **Appendix C**. Agency responses to the AN Package are included as part of their DOE findings located in the *EST Programming Summary Report* (**Appendix B**). There were no additional comments received from non-ETAT representatives. This is a non-federal action; therefore, a consistency review for this project is not required by 15 CFR 930 because no federal funds are involved.

4.3.1 Agencies on Mailing List

The following agencies received AN packages through the EST or directly from FDOT.

Federal Agencies

- Federal Highway Administration – Division Administrator
- Federal Highway Administration – **ETAT Representative**
- Federal Emergency Management Agency, Mitigation Division – Chief
- Federal Railroad Administration
- Federal Transit Administrator – **ETAT Representative**
- U.S. Department of the Interior, Bureau of Land Management, Eastern States Office
- U.S. Department of Housing and Urban Development – Regional Environmental Officer
- U.S. Department of the Interior, U.S. Geological Survey – Chief
- U.S. Environmental Protection Agency – **ETAT Representative**
- U.S. Department of Interior, U.S. Fish and Wildlife Service – **ETAT Representative**
- U.S. Army Corps of Engineers, Regulatory Branch – **ETAT Representative**
- U.S. Department of Commerce, National Marine Fisheries Service, Southeast
- U.S. Department of Commerce, National Marine Fisheries Service, Southeast Regional Superintendent Conservation Division – **ETAT Representative**
- U.S. Department of Agriculture, Southern Region
- U.S. Department of Interior, National Park Service, Southeast Regional Office – **ETAT Representative**
- Federal Aviation Administration, Airports District Office
- U.S. Department of Health and Human Services-National Center for Environmental Health
- U.S. Department of Interior, Bureau of Indian Affairs, Office of Trust Responsibilities
- U.S. Coast Guard, Seventh District, Commander (OAN) – **ETAT Representative**
- U.S. Forest Service – **ETAT Representative**
- Federal Transit Administrator – **ETAT Representative**

State Agencies

- Florida Inland Navigation District
- Florida Fish and Wildlife Conservation Commission – **ETAT Representative**
- Florida Department of Environmental Protection – **ETAT Representative**
- Florida Department of Environmental Protection – **State Clearinghouse**
- Florida Department of State – **ETAT Representative**

- Florida Department of Community Affairs – **ETAT Representative**
- Florida Department of Agriculture and Consumer Services – **ETAT Representative**
- FDOT Environmental Management Office – Engineer/Manager

Regional/Local Agencies/Government Officials

- Southwest Florida Water Management District – **ETAT Representative**
- Hernando County Metropolitan Planning Organization

Indian Nations

- Poarch Band of Creek Indians of Alabama
- Muscogee (Creek) Nation of Oklahoma
- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Seminole Nation of Oklahoma
- Mississippi Band of Choctaw Indians

4.4 REFERENCES

1. *Environmental Screening Tool Programming Summary Report.* Project #3391 – SR 50 (Cortez Boulevard) from Lockhart Road to US 301. Florida Department of Transportation. Tallahassee, Florida. Published January 9, 2012.

2. *Project Development and Environment Report*. Florida Department of Transportation. Tallahassee, Florida.

5.0 COORDINATION EFFORTS

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

5.1 AGENCY COORDINATION

Throughout the course of the study, coordination was conducted with various state, regional, and local agencies which would be involved with this project, or whose agreement is required for this project. The following is a list of the state, regional, and local agencies with whom the FDOT has specifically coordinated.

5.2 FLORIDA FOREST SERVICE

In September 2011, the FDOT initiated coordination with the Florida Forest Service regarding sidewalk connections to the Withlacoochee State Trail. The FDOT committed to construction of the sidewalk connections. However, since those connections would be located within land managed by the Florida Forest Service (Withlacoochee State Trail), maintenance of the connections would be the Forest Service's responsibility. Final coordination shall occur during the design phase.

5.3 HERNANDO COUNTY

Hernando County staff reviewed the PD&E conceptual plans in November 2011 as part local agency coordination efforts, and offered the following concerns:

Comment: Include provision for multi-use trail as provided for the western portion of SR 50 from US 19 to Brooksville.

Response: Since a multi-use trail isn't consistent with the LRTP, and the county cannot commit to maintain it, no multi-use trail is proposed. Sidewalks, 5 ft wide, are currently being proposed in each direction, including connections to the Withlacoochee State Trail.

Comment: Concern with removal of traffic signal at Windmere Road/Bronson Boulevard.

Response: In accordance with current FDOT access management guidelines, this signal is proposed to be relocated to Sherman Hills Boulevard as part of the I-75 improvement project (FPID 411011-2).

5.4 HERNANDO COUNTY MPO

The FDOT gave a presentation to the Hernando County MPO in February 2012, which included a PowerPoint presentation and project graphics, and distribution of the project Fact Sheet.

6.0 MAILING LIST AND NEWSLETTERS

A mailing list was developed for this project and updated throughout its' duration. A newsletter was mailed, first class, to everyone on the mailing list and served as notification for the public hearing. The mailing list contained:

- Those whose property lies, in whole or part, within 300 ft on either side of the centerline of the Recommended Build Alternative. Florida Statutes Section 339.155, states property owners within 300 ft of the centerline of each alternative should be notified of the project. In accordance with the PD&E manual, this portion of the mailing list was obtained from the Hernando County Property Appraiser's office. In order to ensure notification of tenants, and enhance public involvement efforts, if the physical address was different than the mailing address from the property appraiser files, a notification newsletter was sent to both.

- Elected and appointed public officials.

- Public and private groups, organizations, agencies, business owners, and individuals that have an interest in the project. Due to the proximity of recreational and environmentally sensitive properties, a special effort was made to include federal, state, and local environmental groups such as *Defenders of Wildlife*, and *Rails to Trails*.

- The property owner and agency mailing list included just over 250 individuals and agencies. A copy of the mailing lists may be found in the Public Hearing Notification Materials and Mailing Lists (**Appendix D**).

7.0 PUBLIC HEARING

The FDOT held a public hearing on September 27, 2012 from 5:00 pm to 7:00 pm at the Ridge Manor Community Center, 34240 Cortez Boulevard, Dade City, Florida. The purpose of the hearing was to provide an opportunity for the public to provide comments regarding the location and conceptual design of the proposed improvements to SR 50 (Cortez Boulevard) within the project limits. In accordance with Section 335.188, Florida Statutes, the public hearing was also being held to provide the opportunity for public comment on the proposed access management reclassification for SR 50 (Cortez Boulevard) from Kettering Road to east of US 301 (SR 35/Treiman Boulevard) from Access Class 4 to Access Class 3 due to proposed changes from a non-restrictive to a restrictive median. Project documents were on display for public review from Thursday, September 6, 2012 to Monday, October 8, 2012 during normal operating hours at the following locations:

East Hernando Branch Library
6457 Windmere Road
Brooksville, FL 34602

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

Newsletters announced the public hearing and were sent via electronic mail to public officials, and first class mail to property owners and agencies on the mailings list. In accordance with FDOT's *PD&E Manual* guidelines, an advertisement was published in the *Florida Administrative Weekly (FAW)* on September 14, 2012, and a quarter-page legal display advertisement published in the *Hernando Times* on September 6, 2012, and again on September 22, 2012.

The FDOT presented the following two alternatives at the public hearing:

- Recommended Build Alternative
- No-Build Alternative

The Recommended Build Alternative proposes to widen SR 50 (Cortez Boulevard) within the referenced project limits from the existing two- and four-lane rural roadway to a four- and six-lane divided arterial with pedestrian and bicycle facilities on both sides of the road. The existing two bridges carrying SR 50 (Cortez Boulevard) over the Withlacoochee River are also proposed to be widened. The portion of the SR 50 between the I-75 ramps is exempt from this study because these improvements were analyzed under the I-75 PD&E Study, FPID No. 411014-1.

The No-Build Alternative assumes the existing conditions would remain for SR 50 (Cortez Boulevard) within the project limits and only routine maintenance activities and safety improvements would occur as required. The No-Build Alternative is considered to be a viable alternative and will remain so for the duration of the PD&E study process.

The hearing was conducted in an informal format with an opportunity for public testimony after a formal presentation. After signing in, each participant received a handout package, which included the newsletter and a comment form. They were also provided the opportunity to fill out

a speaker's card if they wished to speak during the formal portion of the hearing. Participants were encouraged to view the audiovisual presentation, which ran continuously, in addition to visiting the project display area.

The open house portion of the hearing was held from 5:00 pm to 6:00 pm. During that time, the public could view exhibits, view the PowerPoint video presentation, give statements to the court reporter, or ask questions, one-on-one, from project team members. The formal session began at 6:00 pm and opened with the Environmental Management Engineer Kirk Bogen outlining the project description, and addressing formalities associated with the public hearing proceedings.

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

- Make an oral statement to the court reporter during the informal portion of the hearing;
- Make an oral statement during the formal portion of the hearing;
- Complete the written comment form and place it in a box at the hearing;
- Complete written comments and mail the comment form to the FDOT, District Seven.

Approximately 37 citizens and 18 staff members signed the attendance sheets at the public hearing. Two individuals gave statements to the court reporter during the informal portion, five people spoke during the formal presentation, one written comment was received at the hearing, and six written comments were mailed to the FDOT project manager during the comment period. The court reporter recorded all verbal comments and prepared a verbatim public hearing transcript. All written comments postmarked by October 8, 2012 were included in the transcript, as well. Written comments may be found in the project files and are documented in this *report*.

Appendix D contains copies of all materials provided at the public hearing and includes the following:

- Sign-In Sheets
- Handout/newsletter
- Comment Sheets
- Speaker Cards
- Boards (including citations)
- Roll Plots
- PowerPoint Presentation with Notes

8.0 SUMMARY OF PUBLIC HEARING COMMENTS

This section summarizes and provides response to those comments that pertain to this project.

The public hearing comment period was advertised to end on Monday, October 8, 2012. One written comment was received at the hearing and six were mailed to the FDOT by the end of the comment period. A total of seven oral comments were received at the hearing; two were given to the court reporter during the informal portion, and five individuals spoke during the formal portion.

A summary of the comments, both verbal and written, is provided below:

Comment: No rumble strips outside Ridge Manor Garden Apartments.

Response: Comment noted. This issue is addressed during the design phase.

Comment: Requests left turn into Ridge Manor Campground. It's a hardship for senior citizens to make u-turn at the US 98/SR 50 intersection.

Response: Subsequent to the public hearing, a median opening was added to the preliminary concept plans to accommodate a left turn into the Ridge Manor Campground.

Comment: Requests "No Engine Braking" sign before light at US 98 and SR 50.

Response: Comment noted.

Comment: Wants to keep light at SR 50 and Bronson Road. Also requests right turn lane at every road.

Response: The traffic signal at Bronson Road was addressed in the I-75 PD&E study (FPID 411011-2).

Comment: Request full "cross over" (median) at or near Tree Lane intersection and change the restricted median at the Methodist Church to a full median. Not safe to make U-turns at US 301/SR 50 intersection.

Response: Tree Lane is too close to US 301, therefore, a median opening at this location would conflict with the eastbound left turn lanes. However, after further evaluation, it was decided that the western half of the directional median opening located at station 1223+50 will be moved westward to align with the Terrace Ridge Apartments entrance at station 1216+50. This will allow eastbound to northbound left turns into the apartment complex, avoiding the need to make u-turns.

In addition, the directional median opening at Dogwood Drive, along US 301 south of SR 50 will be changed to a full median opening, including a southbound left turn lane to allow U-turns. This will help traffic leaving the hardware store

and the medical clinic to get back to SR 50 westbound, without having to quickly cross four lanes to make an immediate U-turn.

Also, an eastbound left-turn lane and median opening will be provided along SR 50 east of US 301 near Station 1250 to accommodate eastbound to westbound U-turns.

Comment: Need an acceleration and deceleration lane at campground because high volume of RVs that have limited ability to accelerate and decelerate quickly. Shorten eastbound turn lane onto Westwood Drive by 100' to 550', then have matching 550' westbound lane, could have alignment with existing entrance to campground. Senior citizens and limited turning radius of RVs pose make u-turns unsafe, especially with high rate of speed of traffic.

Response: Subsequent to the Public Hearing, a median opening was added to the preliminary concept plans to accommodate a left turn into the Ridge Manor Campground.

Comment: Need right turn lanes at West Lake Boulevard and Lakewood Drive.

Response: Right turn lanes will be evaluated during final design when more detailed traffic evaluation is done.

Comment: Concern that the increase in lanes and speed in the Ridge Manor area will change the current community lifestyle of residents. Requests construction of a frontage road to alleviate residents having to enter SR 50 (Cortez Boulevard) to frequent community businesses.

Response: Installation of a frontage road in this area must be provided by Hernando County.

Appendix E contains a copy of the public hearing transcript, speaker cards, and written comments.

Appendix A

Public Involvement Plan

Public Involvement Plan

State Road 50 (SR 50/Cortez Boulevard) from
Lockhart Road to US 301 (Treiman Boulevard)

Project Development and Environment Study

Work Program Item Segment Number: 416732-2
County: Hernando

In accordance with Part 1, Chapter 11 of the *Project Development and Environment Manual*, this Public Involvement Plan is submitted to the Department for review

Submitted By:

Douglas J. Reed, PE
Atkins North America, Inc.

Approved: Ming Gao

Ming Gao, PE
Intermodal Systems Development Manager
FDOT, District Seven

Date: 6/16/2011

JUNE 2011

PUBLIC INVOLVEMENT PLAN

This program is in compliance with the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual*, Section 339.155 Florida Statutes (FS), Executive Orders 11990 and 11988, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act of 1969 (NEPA), 23 Code of Federal Regulations 771, Title VI of the U.S. Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act as amended, and the Americans with Disabilities Act (ADA).

The success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, FDOT is committed to conducting a pro-active Public Involvement Plan (PIP) that focuses on soliciting community participation throughout the study process. It is believed that the positive value of implementing a strong public involvement effort will result in public awareness and support for the project.

This document outlines the various methods by which FDOT will disseminate project information and solicit input from the community regarding local values and concerns associated with the proposed improvements to State Road 50 (SR 50/Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard) Project Development and Environment Study. Completion of the PIP is the first step in the public involvement process, which will continue throughout the duration of the project. This plan will be updated as the study progresses.

I. Description of Proposed Improvement

WPI Segment Number: 416732-2

Project Limits: The project limits for the proposed project are SR 50 from Lockhart Road to US 301, with the exception of the segment from west of I-75 to east of I-75, in Hernando County, Florida. The Project Location Map is shown in **Figure 1** on the following page.

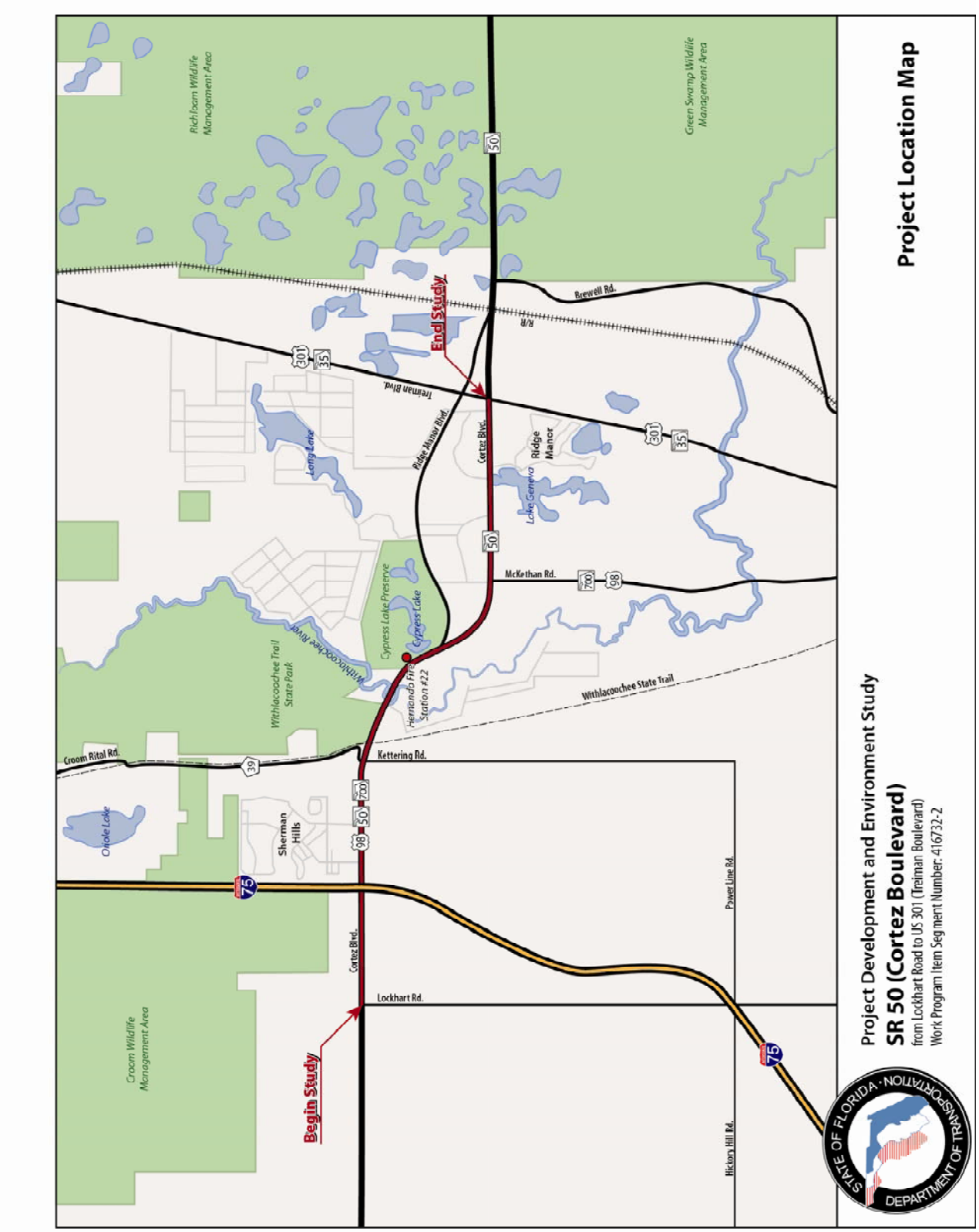
Proposed Activity: The study will evaluate widening SR 50 from the existing two and four lanes to six lanes.

Class of Action: A State Environmental Impact Report (SEIR) is the expected level of environmental documentation required for this project.

II. Background

The purpose of this project is to provide documented environmental and engineering analyses to assist FDOT in reaching a decision on the type, location and conceptual design of the improvements necessary to accommodate future traffic in a safe and efficient manner. The need for this study has been identified by the Hernando County Metropolitan Planning

FIGURE 1: PROJECT LOCATION MAP



Organization (MPO) in order to plan for improved mobility and meet long-term 2035 travel needs within the county. The area of SR 50 near the I-75 interstate ramps is exempted from this study because those improvements will be included with the I-75 Final Design project, Financial Project Number (FPN): 411011-2.

SR 50, locally known as Cortez Boulevard, serves as Hernando County's only contiguous east-west route with US 19 at its western terminus and the Hernando/Sumter county line at the eastern terminus. Within the project limits, the facility falls in unincorporated Hernando County with the primary land use designations being "Conservation", "Residential", and "Rural". Commercial tracts are predominantly found at I-75 and US 301. There are two large, mixed-use Developments of Regional Impact (DRI), within the project area. Sunrise, located in the southeast quadrant of I-75 and SR 50, and Hickory Hill, located further south of SR 50, east of Lockhart Road. Along the project corridor there are numerous environmentally protected lands, including the Withlacoochee State Forest, Withlacoochee State Park, and Cypress Lakes Preserve. This area of the county offers many recreation destinations including Silver Lake and the Withlacoochee River. The Withlacoochee State Trail, Florida's longest paved rail trail, crosses over SR 50 just east of Croom Rital Road. The Ridge Manor residential community lies on both the north and south side of SR 50 east of Kettering Road. SR 50 has been identified as both a hurricane evacuation and truck route in the Hernando County Comprehensive Plan.

Existing SR 50 is a four-lane divided rural roadway from Lockhart Road to east of US 98 (McKethan Road) with two 12-foot (ft) lanes, an 8-ft. inside shoulder, and a 10-ft outside shoulder (4 ft paved) in each direction. Approximately ¼ mile east of US 98, the facility transitions to a two-lane, undivided rural roadway with one 12-ft lane and an 8-ft outside shoulder (4 ft paved) in each direction. SR 50 is functionally classified as a rural principal arterial, and from I-75 west, it is included in the FDOT Strategic Intermodal System (SIS). Mandated by Florida Statute, the SIS is comprised of transportation facilities and services of statewide and inter-regional significance. Its intent is to provide a transportation system to guide strategic investments linked to Florida's future economy. These facilities are top priorities for state discretionary capacity funding. From Lockhart Road to I-75, SR 50 is also designated as part of the Florida Intrastate Highway Highway System (FIHS).

III. Project Goals

The following goals and objectives have been identified for this study:

1. Collect necessary information to support FDOT's decision on the type, design, and location of improvements to SR 50 within the project limits.
2. Determine the factors related to the design and location of the facility including alternative alignments, cost estimates, transportation needs, social impacts, economic factors, and environmental effects. A No-Build alternative will also be considered.
3. Evaluate alternatives based on a variety of parameters utilizing a matrix format.
4. Identify a Preferred Alternative that minimizes natural, physical, and socio-economic impacts, while providing the necessary future transportation improvements.

IV. Identification of Agencies, Elected Officials, and Public

In an effort to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, FDOT established the Efficient Transportation Decision Making (ETDM) process. The ETDM process also serves as the initial forum for agency coordination. In accordance with Part 1, Chapter 3, of the FDOT *Project Development and Environment Manual*, the following federal, state, regional, and local agencies have been identified as having a concern in this project because of jurisdictional review or expressed interest. They will be contacted through the Advance Notification (AN) process that is initiated by FDOT through the Environmental Screening Tool (EST) as part of ETDM. The District Seven Environmental Technical Advisory Team (ETAT) serves as a formal review committee. The Programming Screen Summary Report documents this screening coordination. The District ETAT members and agencies are included in the Agency Mailing List shown in **Appendix A**. As other concerned public agencies are identified throughout the study, they will be added to the list and contacted.

Federal Agencies:

Federal Emergency Management Agency (FEMA)
US Army Corps of Engineers (USACE) – Seventh District
US Environmental Protection Agency (USEPA) – Region IV
US Department of Interior – Fish & Wildlife Service (USFWS)
US Department of Interior – Bureau of Land Management, Eastern States Office
US Department of Interior – Bureau of Indian Affairs
US Department of Interior – US Geological Survey – Florida Integrated Science Center
US Department of Interior – National Parks Service – Southeast Regional Office
National Resources Conservation Service (NRCS)
US Department of Agriculture (USDA) – Forest Service
US Department of Housing and Urban Development (HUD)
US Department of Commerce – NOAA National Marine Fisheries (NMFS)

State Agencies:

Florida Department of Environmental Protection (FDEP)
Florida Department of Environmental Protection (FDEP)- Office of Greenways & Trails
Florida State Clearinghouse; FDEO Office of Intergovernmental Programs (OIP)
Florida Department of State, Division of Historical Resources, State Historic Preservation Officer (SHPO)
Florida Fish and Wildlife Conservation Commission (FFWCC)
Florida Department of Community Affairs (DCA)
Florida Department of Transportation – Environmental Management Office (EMO)
Florida Transportation Commission

Regional Agencies:

Withlacoochee Regional Planning Council (WRPC)
Southwest Florida Water Management District (SWFWMD)
Tampa Bay Regional Transportation Authority (TBARTA)

Native American Tribes:

Miccosukee Tribe of Indians of Florida
Muskogee (Creek) Nation of Oklahoma
Poarch Band of Creek Indians
Seminole Nation of Oklahoma
Seminole Tribe of Florida
Mississippi Band of Choctaw Indians

Local Agencies:

Hernando MPO
Hernando County – Sheriff's Office
Hernando County – Utilities Department
Hernando County – Public Works Department
Hernando County – Planning Department
Hernando County – Fire and Rescue
Hernando County – Development Department
Hernando County – Tourist Development Council
Hernando County – Parks and Recreation Department
Hernando County – Tourism Bureau
Hernando County – Land Services Division
Hernando County – Airport and Business Complex
Hernando County – Community Relations
Hernando County – Transit Department, The Bus

The following elected and appointed officials have been identified as having a jurisdictional interest in the project. Their information/notification materials will be distributed by the District Secretary/Public Information Officer (PIO) via email.

Federal Officials:

The Honorable Bill Nelson	United States Senator digna_alvarez@billnelson.senate.gov
The Honorable Marco Rubio	United States Senator matt_mucci@marcorubio.senate.gov
The Honorable Richard Nugent	United States Representative, District 5 erin.stacy@mail.house.gov

State Officials:

The Honorable Paula Dockery	State Senator, District 15 dockery.paula.web@flsenate.gov
The Honorable Robert C. "Rob" Schenck	State Representative, District 44 robert.schenck@myfloridahouse.gov

Hernando County Officials:

The Honorable James Adkins	Chairman, County Commissioner, District 5 jadkins@hernandocounty.us
The Honorable Jeff Stabins	County Commissioner, District 1 jstabins@co.hernando.fl.us
The Honorable Wayne Dukes	County Commissioner, District 2 wdukes@co.hernando.fl.us
The Honorable Dave Russell, Jr.	County Commissioner, District 4 drussell@co.hernando.fl.us
The Honorable John Druzbick	County Commissioner, District 3 Chairman, Hernando County MPO jdruzbick@hernandocounty.us
Mr. David Hamilton	County Administrator countyadministrator@hernandocounty.us
Mr. Bryan Blavatt	Superintendent, Hernando County School Board blavatt_b@hcsb.k12.fl.us

Special Interest Groups, Chambers of Commerce, and Civic Organizations:

Due to the environmentally sensitive nature of region within and around the project, several special interest groups are anticipated to be actively involved during project development. Their contact information may also be found in **Appendix A**. The only residential community, Ridge Manor, does not have an official neighborhood/community association, but does have a community center and a campground/mobile home park in which informational project material and notifications could be distributed.

Rails to Trails of the Withlacoochee
Sierra Club Tampa Bay
Hernando County Audubon Society
The Nature Conservancy
Defenders of Wildlife
Greater Hernando County Chamber of Commerce

V. Outreach Activities/Public Notification

The following techniques will be employed to notify the public of the study and to facilitate an early and continuous exchange of ideas and information with the community. The goal of early coordination with the local community is to consider their input prior to key decision making points during the study. In addition, every effort will be made to solicit input from seasonal residents in the project area.

Invitational and Informational Newsletters

Newsletters convey project information, and typically use graphics and photos to enhance understanding of various aspects of the project. It is anticipated that two (2) newsletters will be developed and will also serve as an invitation/notification of upcoming public meetings. The first will be distributed prior to the alternatives public workshop and the second prior to the public hearing. A mailing list will be established and the following groups will be notified:

- Those whose property lies, in whole or in part, within 300 feet on either side of the centerline for each alternative as required by FS Section 399.155. The property owner list shall be compiled from the County Property Appraiser's Office using a Geographic Information System (GIS) database containing current tax maps and ownership records. For the public hearing, the notification must be received at least 21 days prior to the date of the hearing.

- Elected and appointed officials in the area (county, state, federal) and community leaders who have been identified, or have requested to be put on the mailing list.

- Permitting agencies and other federal, state, and local agencies having jurisdiction within the project vicinity that have been identified and placed on the mailing list.

- Public and private groups, organizations, agencies, businesses or individuals that request to be placed on the mailing list for this project.

Elected and appointed officials will be notified 25 – 30 days prior to the meetings. Other groups will be notified such that notification is received 21 days prior to the meeting/hearing.

Legal/Display Newspaper Advertisements

Legal/display newspaper advertisements will be published in the Hernando Today and St. Petersburg Times – Hernando edition. These advertisements will be used to announce the date, time, and location of the public workshop and public hearing for the study. In addition, a hearing notice will be placed in the Florida Administrative Weekly.

NEWSPAPERS / PUBLICATIONS	
Hernando Today 15299 Cortez Boulevard Brooksville, Florida 34613 Florida Administrative Weekly Florida Department of State www.flrules.org	St. Petersburg Times/Hernando Times 15365 Cortez Boulevard Brooksville, Florida 34613-6174

Press Releases

All press releases, news items, and public service announcements will be disseminated through the District PIO using a system called "Media Alert". This information is delivered directly into the media's computer system within one minute via the website. This form of communication is the preferred method by the media to receive press releases and information.

VI. Agency and Public Meetings

The following agency and public meetings will be held to involve the public and interested agencies of the study process and the project's status:

Coordination Meetings with Local Officials

These meetings will present the most current project information and will be held throughout the study period when deemed appropriate by FDOT, or when specifically requested by local officials/agencies. Coordination is typically accomplished by presentations to the Hernando MPO, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and the County Commission. Presentation materials may include a fact sheet, PowerPoint presentation, graphic displays, and aerial photography.

Unscheduled Meetings and Presentations

FDOT and the consultant (if required) will be available on short notice to attend meetings or make presentations. Such meetings and presentations may be held any hour between 8 a.m. and

8 p.m. on any day of the week. Aerial maps, audio/visual displays, fact sheets, and other materials may be used for these meetings.

Alternatives Public Workshop

FDOT will conduct an alternatives public workshop. Notification to elected and appointed officials will occur 25 – 30 days prior to the workshop, and notification to the property owners will allow receipt at least 21 days prior to the workshop. One legal advertisement will be published approximately 7 – 12 days beforehand.

The workshop will be conducted utilizing an informal format with a video or PowerPoint presentation, aerial photography, concept site plans, conceptual engineering plans, draft documents, and an evaluation matrix available for viewing.

Comments will be received by FDOT directly at the meeting or by mail postmarked within 10 days of the workshop.

VII. Public Hearing

In compliance with the FDOT *Project Development and Environment Manual*, 23 CFR 771, and FS Section 339.155, a public hearing will be held as part of the study.

A. Public Hearing Site

Depending on schedule and availability, the public hearing could be held at one of the following locations:

Ridge Manor Community Center
35240 Cortez Boulevard
Ridge Manor, Florida 33523

Ridge Manor Community United Methodist Church
34350 Cortez Boulevard
Ridge Manor, Florida 33523

B. Advertisements

A legal advertisement will be submitted to the Florida Administrative Weekly at least 35 days prior to the hearing. Invitational newsletters will be distributed to elected and appointed officials 25 – 30 days prior to the hearing. Property owners will receive hearing notification at least 21 days prior. Two legal advertisements will be published – the first at least 21 days prior to the hearing and the second 5 – 12 days prior. The press release will be distributed by the District PIO 3 – 5 days prior to the hearing.

C. Hearing Presentation

The hearing will be conducted in a formal setting utilizing a PowerPoint presentation, aerial photography, conceptual engineering and site plans, draft documents, an evaluation matrix featuring the Preferred Alternative, and comment forms. The presentation may be edited for use on local public access TV following the Hearing.

D. Briefing Meeting

The Department will hold a Briefing Meeting approximately 30 to 40 days before the public hearing to review hearing materials. The meeting will be held at FDOT with appropriate Department staff and their representatives to discuss potential public issues or concerns. All hearing materials will be submitted to FDOT for review and comment.

E. Public Hearing Transcript

A court reporter will document verbal public testimony during the formal portion of the public hearing and in a one-on-one setting during the informal portion of the hearing. Written comments received, or postmarked, during the comment period, which closes 10 days after the public hearing date, will be included in the official public hearing record. Written comments may be placed in one of the comment boxes, or mailed directly to FDOT. The transcript will be forwarded to the District Intermodal Systems Development Office.

F. Location of Documents for Public Review

Public notice will be provided in the public hearing notifications and advertisements indicating where the study documents are located for public review. The study documents are made available for public review from 21 days prior to and through 10 days following the public hearing. Public review sites will include:

FDOT District Seven
Intermodal Systems Development Office
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612
(813) 975-6000

East Hernando Branch Library
6457 Windmere Road
Brooksville, Florida 34602
(352) 754-4443

Hernando County Planning Department
20 N. Main Street, Room 262
Brooksville, Florida 34601
(352) 754-4057

G. Non-Discrimination Laws and Regulations

Notification during the Public Hearing and Alternatives Public Workshop will be provided in the presentation, by brochure, signage, and through all public advertisements and letter of invitation using the following wording:

> Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Person's who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Lori Snively, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220 at least 7 days in advance of the hearing.

H. Public Hearing Scrapbook

A scrapbook containing 11 x 17 inch reproductions of the public hearing display boards, concept plans, presentation materials, brochure, sign-in sheets, and comment forms may be prepared. The scrapbook will also include a hearing summary. A CD containing the electronic files in Adobe "PDF" format may also be produced.

I. Project Team Debriefing

A debriefing will be held with the project team no later than two weeks after the Hearing. The purpose of the meeting is to identify, review, and discuss comments and issues expressed by the public. Questions and comments received from the public, but not answered at the Hearing, will be followed up after the Hearing. If a written response is necessary, the FDOT and their representatives will prepare all letters of response. A copy of all responses will be included in the project files and incorporated into the *Comments and Coordination Report*.

VIII. Comments and Coordination Report

A *Comments and Coordination Report* will be prepared to summarize the project's agency coordination and public involvement process. This report will also summarize the comments, and corresponding responses, results and recommendations of the alternatives public workshop and public hearing.

IX. Recommendation Notice

Once all Public Hearing comments are reviewed and considered and FHWA approves the final environmental document by granting Location and Design Concept Acceptance (LDCA), a legal advertisement announcing FHWA's approval will be prepared and published by FDOT in media outlets as specified in Section V. Notification will be sent to all individuals on the project's mailing list (including property owners, elected officials, and agencies) by newsletter to inform them of FHWA's approval. This notice shall include the date the document was signed by FHWA, a brief description of the alternative selected, the schedule for remaining phases and the name of the design project manager (if it has been assigned).

X. Evaluation of Public Involvement Plan

The public perception of the project shall be monitored by the study team. Written documentation of telephone conversations, requests for information, and other public involvement concerns and issues shall be maintained in the project's public involvement file. Throughout the duration of the study the FDOT will receive and consider comments brought forth by the public.

Issues submitted at the public meetings and presentations shall be analyzed by the study team to determine if they warrant further consideration in relation to the project's location or design. These issues may be addressed by letter writing, follow-up newsletters, distribution of news releases, or other appropriate techniques.

XI. Public Information During Design and Construction

Following the PD&E study, additional proposed public involvement activities may be documented in a Community Awareness Plan (CAP). This CAP will be prepared at the start of the design and construction phases. It will outline procedures to keep the public informed of the project's progress and specific issues that may come up during the design and construction phases.

APPENDIX A

Agency Mailing List

Agency Mailing List

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Appendix B

EST Programming Summary Report

ETDM Summary Report

Project #3391 - SR 50 (Cortez Boulevard) from Lockhart Road to US 301

Programming Screen - Published on 01/09/2012

Printed on: 1/11/2012

Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

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3391 - SR 50 (Cortez Boulevard) from Lockhart Road to US 301 ** Most Recent Data			
Review Start Date:	9/20/2011	**Phase:**	Programming Screen
From:	Lockhart Road	**To:**	US 301 ,"Location not available."
District:	District 7	**County:**	Hernando County
Planning Organization:	FDOT District 7	**Plan ID:**	
Contact Name:	Carin Watkins	**Contact Email:**	carin.watkins@dot.state.fl.us
Project Published 1/09/2012			

Project Overview: Summary Degree of Effect Chart

Legend

- N/A — N/A / No Involvement
- 1 — Enhanced
- 0 — None
- 2 — Minimal (after 12/5/2005)
- 3 — Moderate
- 4 — Substantial
- 5 — Dispute Resolution (Programming)

	Evaluation of Direct Effects																					
	Natural											Cultural			Community							
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Alternative #1 **From Lockhart Road To US 301** *- Reviewed from 9/20/2011 to 11/4/2011* *- Published on 1/9/2012*	2	2	2	2	3	3	3	3	3	3	3	3	3	N/A	2	3	2	1	3	2	3

Project Description Summary

The Florida Department of Transportation (FDOT) District 7 is conducting a Corridor Study and Project Development and Environment (PD&E) Study for SR 50 (Cortez Boulevard) in Hernando County. The purpose of the Corridor Study is to evaluate a six-lane divided arterial facility along SR 50 (Cortez Boulevard). Frontage roads from Lockhart Road to Kettering Road are planned to be implemented by Hernando County as local development occurs along this section of SR 50 (Cortez Boulevard). The purpose of the PD&E Study is to evaluate and document the environmental affects due to implementing a six-lane divided arterial. The PD&E Study will not consider and document the environmental impacts due to providing the frontage roads. The objective of the Corridor Study is to evaluate the existing conditions, deficiencies and needs along the corridor. The objective of the PD&E Study will be to evaluate alternatives and recommend a preferred alternative in a State Environmental Impact Report (SEIR).

The limits of the Corridor and PD&E Studies are from Lockhart Road [milepost (MP) 3.031] west of Interstate 75 (I-75), easterly to US 301 (Treiman Boulevard) (MP 8.543). The SR 50/I-75 interchange area is exempted out of these studies since the interchange area improvements were evaluated as part of the I-75 PD&E Study, Work Program Item Segment Number (WPISN): 411014-1 and are being designed as part of the I-75 Final Design project, WPISN: 411011-2. The total length of the Studies is approximately 6.5 miles (mi). Construction will begin approximately 2,000 ft west of Lockhart Road. Six-lanes will need to be carried through the Lockhart Road intersection for traffic. Construction will end approximately 2,300 ft east of US 301 to transition to 4-lane divided, then tie back into 2-lane undivided. Also proposed is approximately 3,100 ft of widening from 2 to 4-lanes on US 98 (McKethan Road) south of SR 50 (Cortez Boulevard) and approximately 5,000 ft of widening on US 301 (Treiman Boulevard) (approximately 2,500 ft to the north, and approximately 2,500 ft to the south) to accommodate the widening of SR 50 (Cortez Boulevard). The total cost of the project is $19,500,000.

ETDM #3391 was a Planning Screen publication prepared by Hernando County. This publication addressed the County's intent to implement SR 50 Frontage Roads from Lockhart Road to Kettering Road. ETDM #5171 was a Planning Screen publication prepared by Hernando County. This publication covered a portion of the project limits from Kettering Road to US 98 (MeKethan Road). This publication addressed the proposed six laning of SR 50. The section of SR 50 from US 98 (McKethan Road) to US 301(Treiman Boulevard) has not been published in any prior screening event.

Summary of Public Comments

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Purpose and Need Statement

The purpose of this project is to widen SR 50 (Cortez Boulevard) from a four to six lane divided facility from Lockhart Road to US 98 (McKethan Road) and from a two lane undivided to a six lane divided facility from US 98 (McKethan Road) to US 301 (Treiman Boulevard) in Hernando County, a distance of approximately 6.5 miles (mi). The widening will accommodate increases in traffic due to growth along the project corridor and the surrounding areas.

Regional Connectivity

SR 50 is a major east-west arterial that crosses central Florida from the state's west coast to its east coast. SR 50 across Hernando County provides connections to several regional and national north-south routes including US 19, Suncoast Parkway, US 41, I-75 and US 301 (Treiman Boulevard). SR 50 is designated as a truck route and provides excellent access to distribution centers in the Tampa Bay region, including the major Wal-Mart distribution center located south of SR 50 between Lockhart Road and Kettering Road. SR 50, from US 19 to I-75, is designated as a part of the highway component of the Strategic Intermodal System (SIS). The SIS is a statewide transportation network that provides for high speed and high volume traffic movements within the state. The primary function of the system is to service interstate and regional commerce and long distance trips. The segment of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard) is not on the SIS. SR 50 (Cortez Boulevard) is part of the Regional Roadway Network designated by the West Central Florida Metropolitan Planning Organization (MPO) Chairs' Coordinating Committee (CCC) and it is included in the Regional Roadway Network.

The project will expand SR 50 from its current two- or four-lane divided rural typical section to a six-lane divided facility utilizing suburban or rural typical sections. Recent studies indicate the need to provide 6-lanes for segments of the highway. This project will also help alleviate heavy congestion, improve safety and thereby reduce high accident rates, and provide for enhanced emergency response times and emergency evacuation.

Plan Consistency

SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road is included in the Florida Department of Transportation's (FDOT's) Fiscal Year 2010/2011 to 2014/2015 Strategic Intermodal System (SIS) Funding Strategy First Five Year Plan, District 7 SIS Non-Interstate Plan (July 2010).

The SR 50 (Cortez Boulevard) PD&E/EMO Study between Lockhart Road and US 301 (Treiman Boulevard) is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012 to 2015/2016 (Item No. 416732-2) in 2012. SR 50 (Cortez Boulevard) Add Lanes and Reconstruction from Lockhart Road to Kettering Road is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012/ to 2015/2016 (Item No. 416732-1) in 2015. No other project implementation phases are programmed at this time.

The following improvements are included in the Hernando County MPO's 2035 Cost Affordable LRTP adopted in December 2009 and amended in June 2010: SR 50 (Cortez Boulevard) from Lockhart Road to I-75 4-lane divided to 6-lane divided, SR 50 (Cortez Boulevard) from I-75 to Kettering Road 4-lane divided to 6-lane divided, and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) 2-lane undivided to 4-lane divided. The project limits from Kettering Road to US 98 (McKethan Road) are not currently included in the LRTP.

The Transportation Element of the Hernando County Comprehensive Plan last amended in October 2010 includes SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road) as an 8-lane divided facility and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 6-lane divided facility.

The Hernando County MPO Transportation Improvement Program (TIP) Fiscal Years 2011/2012 to 2015/2016 adopted June 28, 2011, Priority List of Projects includes the widening of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road from 4-lanes to 6-lanes. SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 2-lane to 4-lane improvement in the 2035 Needs Plan, but not the Cost Affordable LRTP. The SR 50 (Cortez Boulevard) project from Kettering Road to US 98 (McKethan Road) is not currently included in the TIP.

This project is widening SR 50 to a six-lane divided arterial, facility. Frontage roads may be constructed in the future by others. Hernando County Frontage Road Ordinance Chapter 24 Roads and Bridges, Article 1, Sec. 24-2 (c) states that developers of properties adjacent to the major arterial highway grid must provide at the developer's expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the county.

Regarding development pressure within the corridor, existing and planned high intensity commercial development around the I-75/SR 50 interchange, within the limits of this project, is accelerating. Sunrise is a large approved Development of Regional Impact (DRI) within the project area that is proposed to include mixed use residential, retail commercial, and office. The I-75/SR 50 Planned Development District is also within the project area and is identified in the Hernando County Comprehensive Plan, Map G Regional Attractors and Regional Activity Centers.

Emergency Evacuation

SR 50 is designated as an emergency evacuation route from west of US 19 and Sumter County Line and is shown on the Florida Division of Emergency Management's evacuation route network.

Future Population and Employment Growth

SR 50 (Cortez Boulevard) serves as a regional roadway and one of only three east-west major roadways in Hernando County. Employment Estimates for Hernando County from 2006 to 2035 is expected to grow from 55,900 to 121,576 (an increase of 54.0%). Population is also expected to increase from 154,245 to 308,584 (an increase of 50.0%) from 2006 to 2035.

Existing Traffic

Under existing conditions, SR 50 (Cortez Boulevard) is a four-lane divided arterial facility from Lockhart Road to east of US 98 (McKethan Road) and a two-lane undivided arterial from east of US 98 (McKethan Road) to US 301 (Treiman Boulevard). Existing traffic count data for 2011 which was collected for the purpose of this study indicates the following:
The segment of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road carries average annual daily traffic (AADT) volumes that range from 13,700 to 20,200
The segment of SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) carries an AADT volume of 13,400 and
The segment of SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) carries an AADT volume of 7,300.

A planning level segment analysis indicates that SR 50 (Cortez Boulevard) from Lockhart Road to east of US 98 (McKethan Road) operates at LOS A and SR 50 from east of US 98 (McKethan Road) to US 301 (Treiman Boulevard) operates at LOS B.

Future Traffic

The Hernando County MPO's 2035 Cost Affordable Long Range Transportation Plan (Adopted in December 2009 and Amended in June 2010) indicates the following:
SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road will be improved to a six-lane divided arterial facility between 2015 and 2025. Further improvements will be made to the same section of the roadway between 2026 and 2035 where a two-lane bi-directional frontage road will be added on each side of mainline SR 50 (Cortez Boulevard).
SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) will continue to operate as a four-lane arterial facility.
SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) will be improved to a four-lane arterial facility between 2026 and 2035.

The Tampa Bay Regional Planning Model (TBRPM) - 2035 Cost Affordable Model, which is the basis for the Hernando MPO's adopted 2035 LRTP, indicates the following:
The segment of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road carries AADT volumes that range from 63,600 to 79,100. The frontage roads that parallel SR 50 from Lockhart Road to Kettering Road carry AADT volumes that range from 6,900 to 15,100
The segment of SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) carries an AADT volume of 52,300 and
The segment of SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) carries an AADT volume of 24,700.

Under the above improved conditions for 2035, SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road will operate at LOS B - LOS C. SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) will operate at LOS F and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) will operate at LOS A. However, the proposed improvement of SR 50 (Cortez Boulevard) to six-lane arterial will make the entire study corridor operate at acceptable LOS conditions.

The 2035 No-Build planning and operational level analyses conducted for the purpose of these studies indicate that all of the segments and intersections along SR 50 (Cortez Boulevard) between Lockhart Road and US 301 (Treiman Boulevard) will operate at failing LOS conditions (LOS F)

Safety

Safety within the SR 50 corridor will be enhanced due to the implementation of bi-directional two-lane frontage roads on either side of this facility and widening of the SR 50 mainline from four to six lanes. Congestion will be reduced on SR 50 by separating the local trips accessing land uses along this regional roadway. Also, limiting access along SR 50 to only frontage road connections will significantly reduce side friction and therefore, the potential for conflicts with other vehicles.

Average safety ratios for years 2005-2009 for the intersections along SR 50 within the study area indicate that SR 50 crash rates are higher than the statewide averages at most of the major intersections along the corridor. Also, the segment of SR 50 from east of Bronson Boulevard to west of Kettering Road has a crash rate higher than the statewide average. The average safety ratios for intersections and segments are listed below.

SR 50 at Bronson Boulevard/Windmere Road intersection has a safety ratio of 1.796. SR 50 at Kettering Road/Croom Rital Road intersection has a safety ratio of 0.946. SR 50 at US 98/SR 700/McKethan Road/Olancha Road intersection has a safety ratio of 2.565. SR 50 at US 301/SR 35/ Treiman Boulevard intersection has a safety ratio of 1.329.

SR 50 from Lockhart Road to west of I-75 segment has a safety ratio of 0.490. SR 50 east of Bronson Boulevard to west of Kettering Road segment has a safety ratio of 1.494. SR 50 from Kettering Road to US 98 segment has a safety ratio of 0.473. SR 50 from US 98 (McKethan Road) to US 301 (Treiman Boulevard) segment has a safety ratio of 0.367.

Transit

Currently there is no fixed route bus service within the corridor. The West Central Florida MPO CCC Regional Cost Affordable Transit Facilities and Services 2010-2025 identifies no planned transit facilities and services along this portion of SR 50 (Cortez Boulevard). The Hernando County MPO's 2035 LRTP Transit Needs Plan Local Transit Route Needs identifies proposed local Route 90 along a portion of the project limits from SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road). The Hernando County MPO's 2035 LRTP Needs Assessment Transit Networks identifies a proposed express bus route along SR 50 (Cortez Boulevard) west of I-75.

Hernando County has a cooperative effort, called THE Bus, which consists of the Hernando County Board of County Commissioners, Hernando County MPO, City of Brooksville, FDOT, Federal Transit Administration and McDonald Transit Associates, Inc. This cooperative effort provides serve to Hernando County. No current routes of the bus travel on SR 50 within the limits of this project, but other study initiatives of the Tampa Bay Area Regional Transit Authority (TBARTA) may extend service to within the subject corridor in the future. TBARTA and FDOT are currently conducting a study to explore transit connections from Hillsborough County to the south northerly to Citrus County. The limits of this SR 50 corridor are included within the limits of that transit evaluation study.

Access to Intermodal Facilities and Freight Activity Centers

Access to intermodal facilities is an important consideration in the development of the Hernando County transportation system. SR 50 is a designated truck route that accesses one of the County's primary industrial areas. The Walmart Peninsular Florida Distribution Center accesses SR 50 at Kettering Road. The countywide truck routing system provides a continuous network of arterial roadways designed to handle the through movement of heavy trucks. This system must also provide a high level of accessibility to all parts of the county. Provision of the frontage roads and widening from four to six lanes within the SR 50 corridor should enhance truck access to the business community. This is due to enhanced traffic flow on the adjacent SIS facility and improved level of service that results from an effective frontage road and collector-distributor system.

Relief to Parallel Facilities

The closest parallel facility is SR 52, approximately 10 miles to the south. As with SR 50, SR 52 connects US 19 to I-75 and US 301 (Treiman Boulevard). Therefore, widening SR 50 will provide an improved link in the regional network that could provide relief for those trips between US 19, I-75 and US 301 (Treiman Boulevard) that would otherwise use SR 52.

Bikeways and Sidewalks

The existing rural cross-section design incorporates open swales with no sidewalks. Paved shoulders functioning as 'undesignated' bike lanes provide some utility for bicyclists.

The Hernando County MPO's 2035 Cost Affordable LRTP 2035 Future Planned Bicycle Facilities identifies this portion of SR 50 as having existing bicycle facilities, paved shoulder/bike lane and identifies a multi-use trail (the Withlacoochee State Trail) and two trailheads, one on SR 50 at Kettering Road and SR 50 east of Kettering Road.

Integration of non-motorized transportation is an important component of a balanced transportation system within an urbanized area. The proposed improvements should safely accommodate bicycles and pedestrians to the greatest extent possible. Typically the frontage roads have low volumes and operating speeds, and provide more direct access to commercial areas than will an SIS roadway such as SR 50. The proposed cross section will include 5 foot wide sidewalks. The future SR 50 travel lanes will continue to be twelve feet in width. Bicycles will be accommodated on paved shoulders or bike lanes. Any pedestrian and bicycle features along SR 50 should also provide a direct connection to the Withlacoochee State Trail, which crosses over SR 50 on structure near Kettering Road. There is also a trailhead

on Kettering Road approximately 400 feet south of SR 50.

Purpose and Need Reviews

US Environmental Protection Agency Comments

Agency	Acknowledgment	Review Date
US Environmental Protection Agency	Understood	11/4/2011

Comments

No Purpose and Need Comments Were Found.

National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	9/23/2011

Comments

No Purpose and Need Comments Were Found.

FDOT District 7 Comments

Agency	Acknowledgment	Review Date
FDOT District 7	Accepted	11/16/2011

Comments

No Purpose and Need Comments Were Found.

FL Fish and Wildlife Conservation Commission Comments

Agency	Acknowledgment	Review Date
FL Fish and Wildlife Conservation Commission	Understood	10/26/2011

Comments

No Purpose and Need Comments Were Found.

FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	11/4/2011

Comments

No Purpose and Need Comments Were Found.

Natural Resources Conservation Service Comments

Agency	Acknowledgment	Review Date
Natural Resources Conservation Service	Understood	9/26/2011

Comments

No Purpose and Need Comments Were Found.

US Army Corps of Engineers Comments

Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	9/27/2011

Comments

No Purpose and Need Comments Were Found.

FL Department of State Comments		
Agency	**Acknowledgment**	**Review Date**
FL Department of State	Understood	11/9/2011
Comments		
No Purpose and Need Comments Were Found.		

US Fish and Wildlife Service Comments		
Agency	**Acknowledgment**	**Review Date**
US Fish and Wildlife Service	Understood	9/22/2011
Comments		
No Purpose and Need Comments Were Found.		

FL Department of Community Affairs Comments		
Agency	**Acknowledgment**	**Review Date**
FL Department of Community Affairs	Understood	10/7/2011
Comments		
No Purpose and Need Comments Were Found.		

Southwest Florida Water Management District Comments		
Agency	**Acknowledgment**	**Review Date**
Southwest Florida Water Management District	Understood	11/3/2011
Comments		
Understood (without comments).		

National Park Service Comments		
Agency	**Acknowledgment**	**Review Date**
National Park Service	Understood	10/20/2011
Comments		
No Purpose and Need Comments Were Found.		

Alternative #1

Alternative Description	
From	Lockhart Road
To	US 301
Type	Widening
Status	ETAT Review Complete
Total Length	7.02 mi.
Cost	$19,500,000.00
Modes	Roadway Bicycle Pedestrian

Location and Length				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Name	SR 50 (Cortez Boulevard)	US 301	US 98	SR 50 (Cortez Boulevard)
Beginning Location	East of I-75	South of SR 50	SR 50	Lockhart Road
Ending Location	US 301	North of SR 50	South of SR 50	West of I-75
Length (mi.)	4.51	0.96	0.58	0.97
Roadway Id				
BMP	??	??	??	??
EMP	??	??	??	??
Jurisdiction and Class				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Jurisdiction	FDOT	FDOT	FDOT	FDOT
Urban Service Area	Out	Out	Out	Out
Functional Class	RURAL: Principal Arterial - Other	RURAL: Principal Arterial - Other	RURAL: Principal Arterial - Other	RURAL: Principal Arterial - Other
Current and Future Conditions				
Base Conditions				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Year	2011	2011	2011	2011
AADT	unspecified	unspecified	unspecified	unspecified
Lanes	4	2	2	4
Config	Lanes Divided	Lanes Undivided	Lanes Undivided	Lanes Undivided
Interim Plan				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Year				
AADT	unspecified	unspecified	unspecified	unspecified
Lanes				
Config				
Needs Plan				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Year	2035	2035	2035	2035
AADT	unspecified	unspecified	unspecified	unspecified
Lanes	6	4	4	6
Config	Lanes Divided	Lanes Divided	Lanes Divided	Lanes Divided
Cost Feasible Plan				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
Year	2035	2035	2035	2035

AADT	unspecified	unspecified	unspecified	unspecified
Lanes				
Config				
Funding Sources				
	Segment #1	**Segment #2**	**Segment #3**	**Segment #4**
FDOT funding amount:	$2,335,285.00	$2,335,285.00	$2,335,285.00	$2,335,285.00

Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	11/04/2011
Coastal and Marine	0 None	Southwest Florida Water Management District	11/03/2011
Coastal and Marine	2 Minimal	National Marine Fisheries Service	9/23/2011
Contaminated Sites	2 Minimal	FL Department of Environmental Protection	11/04/2011
Contaminated Sites	2 Minimal	US Environmental Protection Agency	11/04/2011
Contaminated Sites	2 Minimal	Southwest Florida Water Management District	11/03/2011
Farmlands	2 Minimal	Natural Resources Conservation Service	9/26/2011
Floodplains	2 Minimal	US Environmental Protection Agency	11/04/2011
Floodplains	3 Moderate	Southwest Florida Water Management District	11/03/2011
Infrastructure	3 Moderate	Southwest Florida Water Management District	11/03/2011
Special Designations	3 Moderate	US Environmental Protection Agency	11/04/2011
Special Designations	4 Substantial	Southwest Florida Water Management District	11/03/2011
Water Quality and Quantity	3 Moderate	FL Department of Environmental Protection	11/04/2011
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	11/03/2011
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	11/04/2011
Wetlands	2 Minimal	US Environmental Protection Agency	11/04/2011
Wetlands	3 Moderate	US Army Corps of Engineers	9/27/2011
Wetlands	2 Minimal	FL Department of Environmental Protection	11/04/2011
Wetlands	2 Minimal	US Fish and Wildlife Service	10/25/2011
Wetlands	3 Moderate	Southwest Florida Water Management District	11/03/2011
Wetlands	2 Minimal	National Marine Fisheries Service	9/23/2011
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	10/25/2011

Wildlife and Habitat	3	Moderate	Southwest Florida Water Management District	11/03/2011
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	10/26/2011
Cultural				
Historic and Archaeological Sites	3	Moderate	Seminole Tribe of Florida	10/10/2011
Historic and Archaeological Sites	0	None	Southwest Florida Water Management District	11/03/2011
Historic and Archaeological Sites	3	Moderate	FL Department of State	11/09/2011
Recreation Areas	3	Moderate	US Environmental Protection Agency	11/04/2011
Recreation Areas	0	None	Southwest Florida Water Management District	11/03/2011
Recreation Areas	3	Moderate	FL Department of Environmental Protection	11/04/2011
Recreation Areas	N/A	N/A / No Involvement	National Park Service	10/20/2011
Community				
Land Use	0	None	FL Department of Community Affairs	10/10/2011
Mobility	3	Moderate	Hernando County MPO	10/26/2011
Mobility	1	Enhanced	FL Department of Environmental Protection	11/04/2011
Social	2	Minimal	US Environmental Protection Agency	11/04/2011
Social	3	Moderate	Hernando County MPO	10/26/2011
Social	0	None	FL Department of Community Affairs	10/07/2011
Secondary and Cumulative				
Secondary and Cumulative Effects	3	Moderate	Southwest Florida Water Management District	11/03/2011

ETAT Reviews: Natural

Air Quality

Coordinator Summary

2 Summary Degree of Effect

Air Quality Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USEPA DOE: Minimal
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The USEPA noted that Hernando County is designated attainment in accordance with the Clean Air Act. There are no violations of the National Ambient Air Quality Standards (NAAQS). The USEPA also noted that as population growth and vehicle volumes increase, there is the potential to have air quality conformity

and non-attainment issues in the future. The USEPA recommends a consideration of the need for additional air impact analyses.

The FDOT recommends that the implementing agency prepare an air impact analysis.

ETAT Reviews for Air Quality

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)
Air Quality Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed SR 50 (Cortez Boulevard) from Lockhart Road to US 301 project (ETDM #3391).

Comments on Effects to Resources:
Hernando County has not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project consider the need for additional air impact analyses. These types of analyses would include documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Additional Comments (optional):
As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

Summary Degree of Effect

2

Coastal and Marine Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
NMFS DOE: Minimal
SWFWMD DOE: None
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the National Marine Fisheries Service (NMFS) and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that there are no Environmentally Sensitive Shorelines or Seagrass Beds within the 500-foot buffer distance.

The NMFS staff conducted a site inspection of the project area on September 22, 2011, to assess potential concerns to living marine resources within the mouth of the Withlacoochee River, Withlacoochee Bay, and the Gulf of Mexico. It does not appear that the project will directly impact any NMFS trust resources. However, the road crosses the Withlacoochee River which empties to estuarine habitats at the mouth of the Withlacoochee River, Withlacoochee Bay, and Gulf of Mexico. These systems contain estuarine habitats (seagrass, salt marsh, and mangrove) used by federally-managed fish species and their prey.

The NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the system and best management practices should be employed during construction to prevent siltation of estuarine habitats.

Coordination with the NMFS will occur during the Project Development and Environment (PD&E) Study where warranted.

ETAT Reviews for Coastal and Marine

0 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Coastal and Marine Effect: None

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None.

Comments on Effects to Resources:
None.

Additional Comments (optional):
None.

Coordinator Feedback: None

2 ETAT Review by David A. Rydene, National Marine Fisheries Service (09/23/2011)

Coastal and Marine Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3391. The Florida Department of Transportation District Seven proposes widening SR 50 (Cortez Boulevard) from Lockhart Road to US 301 in Hernando County, Florida.

NMFS staff conducted a site inspection of the project area on September 22, 2011, to assess potential concerns related to living marine resources within the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. The lands adjacent to the proposed project are principally palustrine wetlands, and agricultural, commercial, and residential properties. It does not appear that the project will directly impact any NMFS trust resources. However, the road crosses the Withlacoochee River which empties to estuarine habitats at the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. These systems contain estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Increased use of the road could result in an increase in the amount of sediment, oil and grease, metals, and other pollutants reaching downstream estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

2 Summary Degree of Effect

Contaminated Sites Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USEPA DOE: Minimal
FDEP DOE: Minimal
SWFWMD DOE: Minimal
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that two limited use drinking water wells, one super act well, and four USEPA National Pollution Discharge Elimination System (NPDES) are within the 100-foot buffer distance, three solid waste facilities, five additional super act wells, two additional USEPA NPDES, and one USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facility are within the 200-foot buffer distance, and one additional limited use drinking water well, one additional solid waste facility, and seven additional super act wells are within the 500-foot buffer distance.

The USEPA recommended that the PD&E Study include a survey of the area to confirm the location of current listed contamination site features, along with other contaminated site features which may have been previously located in the area. If any contaminated site features are to be impacted or removed during construction, sampling and analysis should be conducted. If high levels of pollutants are identified, remediation may be required prior to construction.

The FDEP recommended that a Contamination Screening Evaluation Report (CSER) be completed along the proposed project ROW.

The SWFWMD noted that little or no adverse impacts from existing contaminated areas are expected. SWFWMD also noted that SR 50 and US 301 lie within a Sensitive Karst Area. Two additional sinkholes were reported to the north of SR 50 within/immediately adjacent to this area.

The FDOT recommends that the implementing agency determine whether there would be any contamination and hazardous materials issues associated with the project. A Contamination Screening Evaluation Report (CSER) should be prepared to assess risk for contamination in the project area and coordinated with the USEPA and FDEP. If contamination is detected during construction, the FDEP should be notified. Any source identified should be assessed to determine the need for remediation during construction.

ETAT Reviews for Contaminated Sites

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (11/04/2011)
Contaminated Sites Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The GIS report indicates that there are 4 solid waste facilities, 3 petroleum tank sites and a RCRA regulated facility within the 500-ft buffer zone of the project.

Comments on Effects to Resources:
The proposed project is not expected to significantly affect potential contaminated sites. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the proposed project right-of-way considering the proximity to potential petroleum and hazardous material handling facilities.

Coordinator Feedback: None

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Contaminated Sites Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, National Priority List (NPL) sites, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. However, a minimal degree of effect is being assigned for the proposed project (ETDM #3391, SR 50 (Cortez Boulevard) from Lockhart Road to US 301).

Comments on Effects to Resources:
EPA reviewed the contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet. There were no significant contaminated sites features identified in the online EST GIS analysis data search. Due to the fact that there are minimal to no contaminated sites features identified to be within the buffer boundaries, impacts to and/or from contaminated site features are expected to be minimal.

The environmental review (PD&E) phase of the project should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project.

Coordinator Feedback: None

2 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Contaminated Sites Effect: Minimal

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The following information was identified within 500 feet of the proposed project corridor using the FDOT's Environmental Screening Tool (EST):

Contaminated site of interest:
FDEP Petroleum Storage Tank Monitoring (Open Status):

Hernando County Fire Station #22, 32406 Cortez Blvd.
Lat. 28-31-04.78, Long. 82-12-22.92

Quick Check Gas Station, 33191 Cortez Blvd.
Lat. 28-30-30, Long. 82-11-45

Circle K #2705937 Gas Station, 35075 Cortez Blvd.
Lat. 28-30-30.05, Long. 82-10-08.18

Solid Waste Facilities:
East Hernando Transfer Station (Active Status):
33070 Cortez Blvd., approximately 0.5 miles west of US-98 on the south side of SR-50

FDEP Wastewater Facilities:
Ridge Manor Campground, approximately 340 feet south of the centerline of SR-50 and 2,050 feet east of the centerline of US-98
Lat. 28-30-24.92, Long. 82-11-20.10

Oak Manor MHP, approximately 340 feet south of the centerline of SR-50 and 2,050 feet east of the centerline of US-98
Lat. 28-30-14.32, Long. 82-11-50.20

FDEP Hazardous Waste Facilities:
Circle K #2796 Gas Station, 5235 Treiman Blvd.
Lat. 28-30-29.29, Long. 82-10-15.17

Other areas of interest (from the EST) that also appear within 500 feet of this proposed alignment include FDOH on-site sewage facilities (54) and FDOH Super Act Wells (13).

The project area is characterized by the single Floridan aquifer system. The pollution potential of the Floridan Aquifer is high as indicated by DRASTIC weighted indexes between 142 and 195 for the entire length of this proposed alignment. The regional DRASTIC scores are consistent with the regional FAVA vulnerability response of "More Vulnerable."

Comments on Effects to Resources:
If encountered and disturbed during construction along the proposed alignment, any contaminated site could result in surface and / or groundwater water pollution. While the roadway widening footprint may not directly impact contaminated sites, proposed surface water management systems and other project construction activities should also avoid these areas.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "minimal" was assigned to this issue due to the present belief that little or no adverse impacts from existing contaminated areas are expected. However, if contamination areas are encountered, low cost options are available to address this issue. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

From the SWFWMD's Graphical Information System (GIS), the following sinkholes were reported within 500 feet of the proposed Segment S-001 (SR-50) alignment:

Site ID 2217, approximately 220 feet south of the centerline of SR-50 and 1,495 feet west of the centerline of I-75, Lat. 28-31-21.16, Long. 82-14-30.22

In addition, the SWFWMD's GIS reported that the eastern terminus of proposed Segment S-002 (SR -50) and the northern terminus of proposed Segment S-004 (US-301) lie within a Sensitive Karst

Area (KSA). Two (2) additional sinkholes were reported to the north of SR-50 within / immediately adjacent this KSA as follows:

Site ID 458, approximately 4,395 feet north of the centerline of SR-50 and 5,295 feet west of the centerline of US-301, Lat. 28-31-12, Long. 82-11-02

Site ID 2129, approximately 5,490 feet north of the centerline of SR-50 and 3,010 feet west of the centerline of US-301, Lat. 28-31-23.13, Long. 82-10-33.63

The proposed project alignment may also be in a Karst area according to the District publication: "Development of Proposed Environmental Resource Permit Criteria for Sensitive Karst Areas," SWRF, LLC, September 2007, available at:
http://www.dep.state.fl.us/water/wetlands/erp/rules/stormwater/issue_work_groups.htm
http://publicfiles.dep.state.fl.us/dwrm/stormwater/stormwater_rule_development/docs/ska_rpt_swfr_09-07.pdf

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:
http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm
http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm
http://www.dep.state.fl.us/swapp/documents/Florida Aquifer Vulnerability Assessment.pdf
http://suwanneeho.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf

To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:
1. Avoid / minimize all construction activity in proximity to sinkholes along or near the segment alignment;
2. Confirm the presence or absence of existing potable supply wells, both public and domestic, and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
3. Avoid known contaminated sites where possible in the selection of the project alignment;
4. Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as possible pond sites;
5. Design and construct stormwater management facilities to avoid breaching the upper confining unit;
6. Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
7. Coordinate with FDEP and USEPA and prepare a Contamination Assessment Report as necessary.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Farmlands

Coordinator Summary

2 Summary Degree of Effect

Farmlands Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
NRCS DOE: Minimal
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data and NRCS comments indicates that there are no prime and unique farmlands within the 500-foot buffer distance.

The NRCS noted that there are acreages of agricultural land within the scope of the project; however, the use is primarily pastureland and the project should not significantly alter the existing land use.

ETAT Reviews for Farmlands

2 ETAT Review by Rick Allen Robbins, Natural Resources Conservation Service (09/26/2011)
Farmlands Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:
Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional):
Please note that there are acreages of agricultural land within the scope of this project. However, the use is primarily pastureland and the widening of SR 50 should not significantly alter the existing land use.

CLC Commitments and Recommendations:

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Floodplains

Coordinator Summary

3 Summary Degree of Effect

Floodplains Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
SWFWMD DOE: Moderate
USEPA DOE: Minimal
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographical Information Systems (GIS) analysis data indicates that Special Flood Hazard Areas Zone A is 8.8 acres (5.11%) and Zone AE is 2.3 acres (1.36%) within the 100-foot buffer distance, Zone A is 28.5 acres (8.23%) and Zone AE is 10.1 acres (2.92%) within the 200-foot buffer distance, and Zone A is 89.9 acres (10.2%) and Zone AE is 55.1 acres (6.25%) within the 500-foot buffer distance.

The USEPA noted that this project should include an evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

The SWFWMD recommended that floodplains, floodway, and historic impacts be quantified based on existing or special basin hydrologic studies. For the proposed bridge widening at the Withlacoochee River, an updated conveyance analysis and bridge hydraulics report should be prepared and submitted with the Environmental Resource Permit (ERP) application. This project may also affect existing cross drainage facilities. Additional bridge hydraulics reports should be prepared if applicable and submitted with the ERP application.

The FDOT recommends that the implementing agency evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage, if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Report (LHR) should be prepared for the project. The FDOT recommends that the implementing agency avoid or minimize impacts to floodplain resources and functions.

No comments were received from the Florida Department of Environmental Protection (FDEP).

ETAT Reviews for Floodplains

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Floodplains Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance.

Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM #3391, SR 50 (Cortez Boulevard) from Lockhart Road to US 301).

Comments on Effects to Resources:
A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates acreage within the 100-year floodplain, as designated by Zone A of the flood hazard zone designation (FEMA Special Flood Hazard Areas.

Approximately 11 acres of 100-year floodplain are identified within the 100 foot buffer distance, 38 acres of 100-year floodplain are identified within the 200 foot buffer distance, and 145 acres of 100-year floodplain are identified within the 500 foot buffer distance of the proposed interchange project. This project has the potential to impact floodplains and their functions in the area.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife. The area surrounding the proposed roadway widening project has and will continue to experience significant growth.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Coordinator Feedback: None

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Floodplains Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
This roadway widening project traverses the 100-yr floodplain and floodway at the Withlacoochee River and at three other significant areas between the River and US-301 [Cypress Lake area, Lake Elizabeth / Geneva area and the existing borrow pit area near the northern terminus of Segment S-004 along US-301].

The following data was obtained from the FDOT's Environmental Screening Tool (EST) for the "FEMA Flood Insurance Rate Maps 1996", and includes the number of potential flood zone impacts (count), acres of each flood zone, and percent of the total of that area within 200 feet of the

proposed alignment.

COUNT 15
ZONE A 28.5 ACRES 8.23 PERCENT
ZONE AE 10.1 ACRES 2.92 PERCENT

FIRM Panel Number 120110 0225B has an effective date of 04/17/1984 and covers the project area. The 1984 Flood Insurance rate Maps (FIRMs) will be superseded by the preliminary FIRMs currently in the 6-month Flood Prevention Ordinance compliance period. February 02, 2012 is the end date of the Ordinance compliance period and will be the effective date of the FIRMs. Detailed floodplain information developed through the "Eastern Hernando Withlacoochee River Watershed Management Plan" was approved by the SWFWMD's Governing Board on 02/24/2009 and used to develop the 02/02/2012 FIRMs.

The 02/02/2012 FIRMs identify A & AE zones in the existing roadside swales and median along SR-50 and roadway inundation at the following locations:
- 0.3 mi west of Kettering
- The Withlacoochee River
- US-301 is inundated north and south of the SR-50 & US-301 intersection

Comments on Effects to Resources:
Potential impacts for this proposed roadway widening project will depend upon the required filling, encroachment or alteration of existing Floodplains, Floodways and Historic Basin Storage areas. Of particular interest are potential conveyance impacts due to any proposed widening of the Withlacoochee River Bridge over SR-50. There is no FEMA regulatory floodway identified for the Withlacoochee River in Hernando County. The term "floodway" has specific regulatory meaning for FEMA.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for the Withlacoochee River Bridge widening over SR-50 and other expected impacts to Floodplain and Historic Basin Storage areas along all four (4) project segments. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

The SWFWMD will require compensation for fill (or other encroachment) into floodplains / historic basin storage areas up to the 100-year event if such encroachment will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 4.4 and 4.7 of the District's "Basis of Review", available at http://www/.swfwmd.state.fl.us/permits/rules).

If applicable, the FDOT may reduce the degree of effect for flooding by: selecting alternatives having lower impact acreages to floodplain and historic basin storage areas, restricting the filling / encroachment into floodplain / historic basin storage areas to only those areas that are necessary, constructing stormwater treatment ponds outside floodplain / historic basin storage areas or providing equivalent compensation for lost floodplain / historic basin storage.

SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information. The SWFWMD recommends that the FDOT utilize data from these recent flood studies in preference to generalized information on flows and stages. FDOT should coordinate with the District's Engineering Section of the Resource Projects Department in Brooksville in regard to the status & data availability of these Watershed Management Models. The western most portion of the project area is in the "Croom Watershed" and the remaining project area is in the "Eastern Hernando Withlacoochee River Watershed." Watershed Management Plans (Plans) for both watersheds were completed on March 9, 2010 and December 8, 2009, respectively.

Floodplain information developed through these Plans can be viewed through the SWFWMD's "Floodplain Map Viewer" at http://www.swfwmd.state.fl.us/projects/wmp/. Proposed stormwater management systems may necessitate updates to the current or proposed Watershed Management Models.

The SWFWMD recommends that the FDOT quantify floodplain, floodway and historic impacts based on existing or special basin hydrologic studies. For the proposed bridge widening at the Withlacoochee River, an updated conveyance analysis and bridge hydraulics report should be prepared and submitted with the Environmental Resource Permit application. Roadway widening improvements may also affect existing cross drainage facilities along all four (4) segments of this project. Additional bridge hydraulics reports should be prepared (if applicable) and submitted with the Environmental Resource Permit application.

Coordinator Feedback: None

☐ No review submitted from the FL Department of Environmental Protection
☐ No review submitted from the Federal Highway Administration

Infrastructure

Coordinator Summary

3 Summary Degree of Effect

Infrastructure Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
SWFWMD DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that railroad is within the 100 -foot buffer distance, Hernando County Fire Rescue Station 22 is within the 200-foot buffer distance, and one Federal Aviation Administration (FAA) Tower is within the 500-foot buffer distance.

The SWFWMD noted that there are no SWFWMD owned/controlled lands within two miles of the proposed alignment. There is a surface water data collection point on the south side of eastbound SR 50 Bridge over the Withlacoochee River. There is a potential need for increased coordination or effort associated with SWFWMD's proprietary or regulatory interests and obligations. Coordination is expected to be non-routine for the existing surface water data collection point, but straightforward. SWFWMD needs one to three months advance notification to adjust sampling locations and relocate SWFWMD equipment. SWFWMD requests that the remaining data collection facilities be avoided.

The FDOT recommends that the implementing agency assess potential impacts to existing infrastructure and to take measures to minimize any project related impacts to this facility.

ETAT Reviews for Infrastructure

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Infrastructure Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
From the SWFWMD's Graphical Information System (GIS), there are no District owned / controlled lands within two (2) miles of the proposed alignment.

The following information (regarding SWFWMD owned / controlled data collection sites) was obtained from the SWFWMD's GIS system, and was analyzed for information within 500 feet of this project:

SITE_ID SITE_NAME SITE_EQUIPMENT SITE_STATUS LAT LONG

23555 WITHLACOOCHEE Water Quality Active 28 31 07.88 82 12 34.25
RIVER AT HWY 50 Only - No
Equipment

SPECIAL NOTE: This is an access point only for data collection activities by the SWFWMD and / or the USGS [no physical gage is present on (or near) the south side of the eastbound bridge]. However, during bridge widening activities, FDOT is encouraged to coordinate on-going data collection activities with the District's Hydrologic Data Section in Brooksville.

670209 WITHLACOOCHEE Staff Gauge_USGS Active 28 31 15.98 82 12 33.31
RIVER AT RITAL
This surface water site is also listed as USGS site 02312300

23524 JAMES L OSBORN Water Quality Inactive 28 31 27.98 82 15 57.31
(HRS) FLDN Only

23560 ROMP 99X HTRN Well Active 28 30 36.90 82 10 55.30
AS MONITOR
This Ground Water/Geologic site is also listed as USGS site 283036082105504

761230 Lithologic Log - W-16253 Abandoned Abandoned 28 30 33.99 82 10 51.90
Well

23561 RIDGE MANOR 2 FLDN Inactive Well Inactive 28 30 36.71 82 10 54.67
This Ground Water/Geologic site is also listed as USGS site 283036082105502

761214 Lithologic Log - W-8140 Abandoned Well Abandoned 28 31 28.99 82 13 49.00

23559 ROMP 99X SURF Well Active 28 30 36.50 82 10 54.60
AQ MONITOR
This Ground Water/Geologic site is also listed as USGS site 283036082105505

23558 ROMP 99X U FLDN Well Active 28 30 36.80 82 10 54.50
AQ MONITOR
This Ground Water/Geologic site is also listed as USGS site 283035082105500

761238 Lithologic Log - W-18679 Abandoned Well Abandoned 28 30 36.00 82 10 54.00

23557 RIDGE MANOR NORTH Atmospheric Inactive - No 28 30 29.98 82 11 36.30
Equipment

The SWFWMD has cooperative programs with NGS, FDEP and other local agencies to establish and maintain benchmarks throughout the District. The following NGS NAVD88 Benchmarks are located near this proposed project:

http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AA5120
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6998
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6997
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6996
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6994
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH7016
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6995
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AI7320
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AI7321
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH7002
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH7001
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AA5115
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH7000
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=DH6999
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL6838
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL6839
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL6840
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL7004
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL7005
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AL8178

Comments on Effects to Resources:
Construction activities related to the project and associated surface water management facilities have the potential to damage the District's data collection stations or to impair their collection functions. Of heightened concern is the surface water data collection point on the south side of the eastbound SR-50 Bridge over the Withlacoochee River.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "moderate" was assigned to this issue due to the present belief that future coordination is expected to be non-routine for the existing surface water data collection point located on the south side of the eastbound Withlacoochee River Bridge. However, it is expected that the coordination effort by FDOT should be straightforward, and a normal effort is expected on the part of the SWFWMD's Operations staff. Typically, staff needs from 1 - 3 months advance notification to adjust sampling locations and relocate District equipment.

SWFWMD requests that FDOT avoid the remaining data collection facilities. Coordination with the District's Hydrologic Data Section in Brooksville will be helpful in protecting these sites.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Navigation

Coordinator Summary

3 Summary Degree of Effect

Navigation Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Moderate.

This project crosses the Withlacoochee River.

The FDOT recommends that the implementing agency coordinate with the USCG during the Project Development and Environment (PD&E) Study and develop a permit as required.

ETAT Reviews for Navigation

No reviews found for the Navigation Issue.
- ☐ No review submitted from the Federal Highway Administration
- ☐ No review submitted from the US Army Corps of Engineers
- ☐ No review submitted from the US Coast Guard

Special Designations

Coordinator Summary

3 Summary Degree of Effect

Special Designations Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
SWFWMD DOE: Substantial
USEPA DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect (DOE) of Moderate. The FDOT discussed the project resources with SWFWMD on December 27, 2011, but the FDOT feels that although there are resources along the project area, a Moderate DOE is appropriate since the improvements are within the right-of-way. Also, permits will be submitted to the appropriate agencies which will ensure there is no adverse impact to these resources.

A review of the Geographic Information Systems (GIS) analysis data indicates that Other Outstanding Florida Waters (OFW) Withlacoochee River System, Cypress Lakes Preserve, Withlacoochee State Forest, and Withlacoochee State Trail are within the 100-foot buffer distance. Also, please see Special Flood Hazard Areas information in the Floodplain DOEs.

The USEPA noted that any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. Coordination with FDEP and SWFWMD will be needed regarding specific permitting requirements relating to this OFW.

The SWFWMD noted that The Cypress Lakes Preserve is a backwater area of the Withlacoochee River. The preserve was purchased by Hernando County as part of its Environmentally Sensitive Lands Program with support from Florida Communities Trust Fund. The preserve is owned by Hernando County and is included in the OFW designation. This project is located one mile south of the Chassahowitzka National Wildlife Refuge. The FDOT agreed to conservation easements associated with a previous project along SR 50. The SWFWMD noted that if changes occur to the footprint of the Withlacoochee River Bridge Crossing, then a change in public easement associated with Sovereign Submerged Lands (SSL) may be required. It is probable that state owned SSL will be involved with this project. The SWFWMD recommended a review of existing easements with special emphasis placed on the easement(s) granted by the FDEP for previous projects located along SR 50.

The FDOT recommends that the implementing agency evaluate direct, indirect, and cumulative impacts to special designation features. Opportunities to avoid or minimize impacts and fragmentation to these types of resources should be evaluated and considered to the greatest extent practicable.

No comments were received from the Florida Department of Agriculture and Consumer Services.

ETAT Reviews for Special Designations

3 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)
Special Designations Effect: Moderate

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Features classified as Special Designations - Special Flood Hazard Areas
Public Land, Outstanding Florida Waters

Level of Importance: These special designation features are of a high level of importance in the State of Florida and in the project area. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #3391, SR 50 (Cortez Boulevard) from Lockhart Road to US 301).

Comments on Effects to Resources:
A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

Special Flood Hazard Areas - See Comments under Floodplains issue regarding potential floodplain impacts.

Public Lands - See Comments under Recreation Areas issue regarding potential impacts to public lands and sensitive recreational/natural resource areas.

Outstanding Florida Waters - Withlacoochee River System
The Withlacoochee River System is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP and the Water Management District regarding specific permitting requirements relating to this OFW.

EPA is assigning a moderate degree of effect to this issue due to the fact that there are sensitive environmental and natural resource areas located in the project area. These areas could be impacted by the project. Also, substantial development in the area would have significant indirect and cumulative impacts on these types of resources.

FDOT should evaluate direct, indirect, and cumulative impacts to special designation features such as the ones listed above. Opportunities to avoid and or minimize impacts and fragmentation to these types of resources should be evaluated and considered to the greatest extent practicable.

Coordinator Feedback: None

4 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Special Designations Effect: Substantial

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The Withlacoochee River is designated as an Outstanding Florida Water (OFW). The Cypress Lakes Preserve is a backwater area of the Withlacoochee River and is adjacent to the north R/W line of Segment S-002 between Cedric Street and Ridge Manor Blvd. This Preserve is owned by Hernando County, and is included in the OFW designation.

From the SWFWMD's Graphical Information System (GIS), the eastern of Segment S-001 is located approximately mile south of the Chassahowitzka National Wildlife Refuge.

From the EST, the Withlacoochee State Trail crosses Segment S-002 just east of Croom Rital Road. In addition, the Withlacoochee State Forest is adjacent to the north R/W line of Segment S-002 between the Withlacoochee State Trail and Amelia Lane.

From the SWFWMD's Graphical Information System (GIS), the eastern terminus of proposed Segment S-002 (SR-50) and the northern terminus of proposed Segment S-004 (US-301) lie within a Sensitive Karst Area (KSA).

The proposed project alignment may also be in a Karst area according to the District publication: "Development of Proposed Environmental Resource Permit Criteria for Sensitive Karst Areas," SWRF, LLC, September 2007, available at:
http://www.dep.state.fl.us/water/wetlands/erp/rules/stormwater/issue_work_groups.htm
http://publicfiles.dep.state.fl.us/dwrm/stormwater/stormwater_rule_development/docs/ska_rpt_swfr_09-07.pdf

Comments on Effects to Resources:
This roadway widening project proposes roadway widening activities in an area of SOFW designation. The FDOT agreed to conservation easements associated with a previous project along SR-50 (SR-50 Withlacoochee River, ERP #4404720.003). Activities not granted by this easement may require additional coordination with the SWFWMD. Limited activities may include construction, modification, and/or access to the easement area. If changes occur to the footprint of the Withlacoochee River Bridge crossing, then a change in the public easement associated with SSL may be required.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Substantial" was assigned to this issue due to the OFW and State owned Sovereign Submerged Lands (SSL) concerns at the Withlacoochee River. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMD's permitting staff.

In those portions of the project that directly discharge into OFWs, additional water quality treatment will be required. Proposed wetland impacts associated with the OFW designation will also be of concern to the SWFWMD.

It is probable that State owned Sovereign Submerged Lands (SSL) will be involved with this project. It is recommended that the FDOT review existing easements with special emphasis placed on the easement(s) granted by the FDEP for previous projects along SR-50.

As this proposed alignment is located within or near karst topography, it is recommended that the stormwater facilities be designed as shallow as practical and that geotechnical evaluations of specific pond sites be conducted to determine the potential for sinkhole development and direct entry of runoff to the Floridan Aquifer. A Drainage or Pond Siting Report, incorporating area-specific geotechnical information on the basin, is recommended. Direct discharges to active sinkholes (if applicable) are strongly discouraged due to the potential for groundwater contamination.

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:
http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm
http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm
http://www.dep.state.fl.us/swapp/documents/Florida Aquifer Vulnerability Assessment.pdf
http://suwanneeho.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf

Coordinator Feedback: None

☐ No review submitted from the FL Department of Agriculture and Consumer Services
☐ No review submitted from the Federal Highway Administration

Water Quality and Quantity

Coordinator Summary

3 Summary Degree of Effect

Water Quality and Quantity Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USEPA DOE: Moderate
FDEP DOE: Moderate
SWFWMD DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that two USEPA Water Quality Data Monitoring Stations are within the 100-foot buffer distance and two additional USEPA Water Quality Data Monitoring Stations are within the 500-foot buffer distance.

Principal Aquifers of the State of Florida Floridan Aquifer System is 100%, Recharge Areas of the Floridan Aquifer Recharge/1 to 10 is 69.84%, and Recharge/Greater Than 10 is 30.16% within the 100-foot buffer distance.

The USEPA noted that the project area is within the Withlacoochee River System Watershed/Basin. The Withlacoochee River is an impaired water for failure to meet water quality standards for mercury. Water quality in the watershed as reported in the Clean Water Act Section 305(b) report, is listed as "Fair" and "Good". The USEPA recommended that the PD&E Study include a review of water quality standards in the listed water bodies, sources of water quality impairments, and any associated TDML requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

The SWFWMD recommended coordination with SWFWMD to keep apprised of possible acceleration of rule -making for the Middle Withlacoochee River where this project crosses the river. The SWFWMD noted that no well construction permits are within the 500-foot buffer distance. The SWFWMD requested that there will not be adverse water quantity/quality impacts to receiving waters and off site properties. The SWFWMD also requested cooperation with ongoing watershed studies. The SWFWMD recommended specific field investigations to determine whether sinkholes will be a factor in the drainage design of this project and the preparation of a Pond Siting Report.

The FDEP recommends that the PD&E Study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities.

ETAT Reviews for Water Quality and Quantity

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (11/04/2011)

Water Quality and Quantity Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The recreational, ecological, and commercial impacts of the Withlacoochee Riverine System Outstanding Florida Waters (OFW) makes it a regionally significant environmental resource. Presently, the watershed within the project area is deemed primarily good. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of adjacent surface waters.

Comments on Effects to Resources:
Every effort should be made to maximize the treatment of stormwater runoff from the proposed project, as stormwater discharges to the designated OFW. Additionally, pursuant to section 373.414(1), F.S., direct impacts to OFW waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process. We recommend that the project include an evaluation of existing area stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to

demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications.

Coordinator Feedback: None

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Water Quality and Quantity Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
According to the SWFWMD's GIS system (and the FDOT's Environmental Screening Tool - EST) this proposed alignment traverses the following watersheds:

Upper Withlacoochee, Group 4 - Withlacoochee
- Withlacoochee River, Class 3F, Watershed Basin Identifier (WBID) 1329F

Upper Withlacoochee, Group 4 - Withlacoochee River
- Lake Elizabeth Outlet, Class 3F, Watershed Basin Identifier (WBID) 1390

Upper Withlacoochee, Group 4 - Withlacoochee River
- Lake Geneva, Class 3F, Watershed Basin Identifier (WBID) 1390A

Upper Withlacoochee, Group 4 - Withlacoochee River
- Long Lake Outlet, Class 3F, Watershed Basin Identifier (WBID) 1388

Classifications of surface waters are in accordance with Rule 62-302.400, F.A.C (Surface Water Quality Standards), available at:
https://www.flrules.org/gateway/ChapterHome.asp?Chapter=62-302

As of October, 2011, the following information was obtained from the FDEP regarding Verified Impaired Waters along this project's alignment:

1. Withlacoochee River, Class 3F, (WBID 1329F) - Verified impairments (as of 11/02/10) include Mercury (in fish tissue). No Basin Management Action Plan (BMPAP) was available from the following FDEP web site:
http://www.dep.state.fl.us/water/watersheds/bmap.htm

2. Lake Elizabeth Outlet, Class 3F, (WBID #1390) - Verified impairments cannot be confirmed due to incomplete data.

3. Lake Geneva, Class 3F, (WBID #1390A) - Verified impairments cannot be confirmed due to insufficient data as of 11/02/2010.

4. Long Lake Outlet, Class 3F, (WBID #1388) - Verified impairments cannot be confirmed due to insufficient data as of 11/02/2010.

The above impaired waters information was obtained from the "Permits" tab of the FDEP's TMDL

Tracker, accessible at:
http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=dashboard#

Design considerations for this project will be addressed by the selection of whether to widen the proposed facility to the outside or the inside of the existing roadway. This decision will govern how the runoff from the existing facility can be accommodated and determine the final design of the stormwater management systems for treatment and flood attenuation.

This alignment traverses the Withlacoochee River, which has been designated an Outstanding Florida Water (OFW). The project is immediately adjacent to the Cypress Lakes Preserve, which is essentially a backwater area of the Withlacoochee River. This Preserve was purchased by Hernando County as part of its Environmentally Sensitive Lands Program with support from the Florida Communities Trust Fund. The Preserve has several areas of open water and deep swamp, and is included in the OFW designation.

The District has tentatively scheduled the Middle Withlacoochee River reach (Trilby to Holder) for rule-making under its Minimum Flows and Levels Program during 2010-2017. The Program goals are to protect streams and lakes from significant harm due to surface and ground water withdrawals. It is recommended that FDOT coordinate with the District to keep apprised of possible acceleration of rule-making for the Middle Withlacoochee River where this project crosses the River. Three (3) DRAFT peer review reports relating to the MFL Program on the Withlacoochee River are available at:
http://www.swfwmd.state.fl.us/projects/mfl/mfl_reports.php.

Utilizing the SWFWMD's GIS system during September, 2011, District staff identified twenty-seven (27) previously issued Environmental Resource Permits (ERPs), Exemptions or Stormwater Permits within 200 feet of this proposed alignment. A listing of these projects is as follows:

Segment S-001:

71136 (Permit Exemption) GALLO PROPERTY - (William Boatwright S R Benchmark Inc.)
17107.000 MITRISIN WAREHOUSES - (Michael A Mitrisin)
4306.001 FDOT-STATE ROAD 50, C.R. 41 TO LOCKHART - (Florida Department of Transportation, District VII)
34426.000 NATURE COAST CROSSING - INTERSECTION IMP - (Hr Hernando Llp)
34426.001 NATURE COAST CROSSING - INTERSECTION IMP - (Hr Hernando Llp)
22110.000 SR 50 FAMILY STOP - (Jack Melton Family Inc.)

Segment S-002:

4720.000 and 001: FDOT-SR 50/US 98(RITAL CROOM/CYRIL) - (Florida Department of Transportation, District VII)
4243.000 SUN RISE PLAZA - (Lakeland Equities Develop. Corp.)
4243.001 WALGREENS #12341 @ SUNRISE COMMONS COMM - (Beth & Wendy Corp.)
35604.000 Dollar General - Sherman Hills - (DG Brooksville LLC)
8975.000 HERNANDO CO.-KETTERING ROAD - (Hernando County Airport, Robert L. Mills, Airport Supervisor)
34976.001 HERNANDO - CROOM RITAL OFFSITE RDWY IMP - (Hernando Co Engineering Dept.)
4720.002 - 004 DOT-SR 50-WITHLACOOCHEE RIVER#08070-3502 - (Florida Department of Transportation, District VII)
16141.000 HERNANDO CO.-FIRE STATION NO. 22 - (Hernando County Airport, Robert L. Mills, Airport Supervisor)
10866.000 HERNANDO CO.-SOLID WASTE CONVENIENCE STA - (Hernando Co Bocc-Utilities Dept.)
12499.000 SPARKY'S CONVENIENCE STORE-CORTEZ BLVD. - (Fkr Partnership C/O Sparkys Oil Co Inc.)

6429.000 RIDGE MANOR COMMUNITY CENTER - (Community Ctr Of Ridge Manor Inc.)
23899.000 ANCHOR OF THE SOULS MINISTRIES CHURCH - (Anchor of Our Soul Ministries)
70860 (Permit Exemption) ANCHOR CHURCH - RIDGE MANOR - (Anchor of Our Soul Ministries)
649149 (Permit Exemption) Community Center of Ridge Manor - Stockpile - (Community Center of Ridge Manor Inc.)
4253.000 RIDGE MANOR APARTMENTS - (Frederick Construction Inc.)
19972.000 HERNANDO CO-FORCE MAIN PROJ'T US301/SR50 - (Hernando Co Utilities Dept.)
21399.000 SUGAR BEAR DAY CARE - (James & Patricia Holleran)
18520.000 MOBIL SERVICE STATION - (Maverick Management Inc.)
28507.000 HORNE PROPERTY - (Horne Properties)

Segment S-003:

No additional ERPs within this segment were noted from the SWFWMD's GIS system.

Segment S-004:

18481.001 STOCKPILES SELF-STORAGE ANNEX - (Keith Frederick Construction)
35030.000 FDOT-US 301-PASCO-HERNANDO-HERNANDO-SUMT - (Florida Department of Transportation - District Seven)

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management or stormwater treatment. Filling within any flood plain or historic basin storage area may decrease floodplain storage which could increase flooding depth and duration.

In regard to stormwater quantity issues, it appears from the USGS topographic maps (and SWFWMD's one and two foot LiDAR contours) that several portions of this project flow into "closed" drainage basis.

Utilizing the SWFWMD's GIS system during September, 2011, District staff identified five (5) previously issued Water Use Permits (WUPs) within 500 feet of this proposed alignment. A listing of these WUPs is as follows:

Segment S-001:

5157.001 Historical WUP, Blue Key Growers, Inc., Predominate Use: INDUSTRIAL AND COMMERCIAL, 12 inch diameter casing, Latitude 28 31 18.52, Longitude 82 15 06.01

Segment S-002:

5789.006 Hernando Co Utilities Dept, Hernando Co Utilities Dept, Predominate Use: PUBLIC SUPPLY, 2 inch diameter casing, Latitude 28 30 50.70, Longitude 82 12 15.64
5789.006 Hernando Co Utilities Dept, Hernando Co Utilities Dept, Predominate Use: PUBLIC SUPPLY, 2 inch diameter casing, Latitude 28 30 50.64, Longitude 82 12 15.64
5789.006 Hernando Co Utilities Dept, Hernando Co Utilities Dept, Predominate Use: PUBLIC SUPPLY, 8 inch diameter casing, Latitude 28 30 30.20, Longitude 82 11 40.40
5789.006 Hernando Co Utilities Dept, Hernando Co Utilities Dept, Predominate Use: PUBLIC SUPPLY, 8 inch diameter casing, Latitude 28 30 29.90, Longitude 82 11 40.00

Segment S-003:

No additional WUPs within this segment per the SWFWMD's GIS system.

Segment S-004:

No additional WUPs within this segment per the SWFWMD's GIS system.

Utilizing the SWFWMD's GIS system during September, 2011, District staff identified twenty-one (21) previously issued Well Construction Permits within 500 feet of this proposed alignment. A listing of these smaller wells is as follows:

Segment S-001:

505198 Owner: John Petrucci, Well Driller: QUALITY PUMP & WELL SERVICE, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 4 inches, Well location Street Name: 6448 THISTLEBROOK LN, Latitude 28 31 26.69, Longitude 82 15 10.72
620846 Owner: Exxon Corp, Well Driller: SB DRILLING, Well Type: Ground Water/Geologic, Well use type description: MONITOR, Well Casing Diameter: 2 inches, Well location Street Name: 30435 CORTEZ BLVD, Latitude 28 31 23.71, Longitude 82 15 01.36

Segment S-002:

776334 Owner: Hernando County Fire Dept No 22, Well Driller: GEOLOGIC & ENVIRONMENTAL TESTING, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: N/A, Well location Street Name: 32406 CORTEZ BLVD, Latitude 28 31 09.58, Longitude 82 12 39.04
710016 Owner: Demetra Flood, Well Driller: SPRING HILL WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: N/A, Well location Street Name: 32310 RIDGE MANOR BLVD, Latitude 28 31 05.21, Longitude 82 12 33.61
709467 Owner: Demetra Flood, Well Driller: SPRING HILL WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 4 inches, Well location Street Name: 32310 RIDGE MANOR BLVD, Latitude 28 31 06.14, Longitude 82 12 31.72
583253 Owner: Roy Chaffin, Well Driller: WEST COAST WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 4 inches, Well location Street Name: 32399 RIDGE MANOR BLVD, Latitude 28 31 02.60, Longitude 82 12 29.41
682123 Owner: Robert Rekhman, Well Driller: AL'S WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 4 inches, Well location Street Name: 32430 RIDGE MANOR BLVD, Latitude 28 31 01.30, Longitude 82 12 28.59
585941 Owner: Clark Jones, Well Driller: ALBERT WOOTENS WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 4 inches, Well location Street Name: 32440 RIDGE MANOR BLVD, Latitude 28 31 00.90, Longitude 82 12 28.33
563046 Owner: Fkr Partnership, Well Driller: CENTRAL STATE WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: 3 inches, Well location Street Name: 33191 CORTEZ BLVD, Latitude 28 30 28.56, Longitude 82 11 47.00
350652 Owner: Hernando Co Bocc, Well Driller: MARSHALL E. CRUM, Well Type: Ground Water/Geologic, Well use type description: PUBLIC SUPPLY, Well Casing Diameter: 8 inches, Well location Street Name: N.E. corner of SR 50 & US 98, Latitude 28 30 30.20, Longitude 82 11 40.40
349325 Owner: Hernando County, Well Driller: MARSHALL E. CRUM, Well Type: Ground Water/Geologic, Well use type description: PUBLIC SUPPLY, Well Casing Diameter: 8 inches, Well location Street Name: N.E. corner of SR 50 & US 98, Latitude 28 30 29.90, Longitude 82 11 40.00
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 31.20, Longitude 82 10 11.44
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 32.45, Longitude 82 10 09.88
762237 Owner: Rj Cs2 LLC, Well Driller: PREFERRED DRILLING SOLUTION INC, Well Type: Ground Water/Geologic, Well use type description: MONITOR, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30

31.44, Longitude 82 10 09.12
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 30.66, Longitude 82 10 08.42
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 29.62, Longitude 82 10 08.35
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 29.86, Longitude 82 10 08.06
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 30.29, Longitude 82 10 07.78
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 29.64, Longitude 82 10 07.67
814643 Owner: Rj Cs2 LLC, Well Driller: Not available from the SWFWMD's GIS system, Well Type: Ground Water/Geologic, Well use type description: PLUGGED, Well Casing Diameter: Not available from the SWFWMD's GIS system, Well location Street Name: 35075 CORTEZ BLVD, Latitude 28 30 30.54, Longitude 82 10 07.33

Segment S-003:

366009 Owner: Richard Thornton, Well Driller: ALBERT WOOTENS WELL DRILLING, Well Type: Ground Water/Geologic, Well use type description: DOMESTIC, Well Casing Diameter: 3 inches, Well location Street Name: 98 NORTH OF RIVER OF LAKE, Latitude 28 30 02.00, Longitude 82 11 43.55

Segment S-004:

No Well Construction Permits are noted on the SWFWMD's GIS system within 500 feet of this proposed segment.

Comments on Effects to Resources:
Untreated or under-treated runoff generated by the project could impact the four (4) major watersheds noted above, one of which (the Withlacoochee River System) is classified as an Outstanding Florida Water (OFW).

Currently, untreated stormwater enters the Withlacoochee River from scuppers on the north and south sides of the westbound span of the SR-50 Bridge. During October, 2011, severe scouring / erosion was observed by SWFWMD staff along the east embankment under the westbound bridge. On the eastbound span, stormwater appears to flow to the east and west sides of the bridge into grassed areas, then down the both embankments into the river.

Portions of SR-50 (under this programming screen) received permits from the SWFWMD as noted in the previous section above. For these previously permitted segments, it appears that stormwater treatment & flood attenuation is being handled by several Storm Water Management Systems (SWMs) consisting of ponds, swales with ditch blocks, median drains, cross drains and side drains (built in the late1990's). However, it does not appear that these SWMs were designed to accommodate this roadway widening project.

Bridge and cross drain expansions have the potential for creating backwater impacts in streams and artificial water bodies.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations. For this project, a DOE of "moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for potential storm water discharges onto the Withlacoochee River and the Cypress Lake Preserve (Outstanding Florida Waters), conveyance analysis of the proposed Withlacoochee River Bridge widening(s), and analysis of discharges (rates and volumes) within the closed drainage basins associated with this project. However, the expected permitting effort by FDOT should be straightforward and a normal effort is expected on the part of SWFWMD's regulatory staff.

FDOT must provide reasonable assurance that the various segments will not cause adverse water quantity / quantity impacts to receiving waters and off-site properties. The drainage systems associated with this project must be compatible with existing and previously permitted stormwater management systems. The SWFWMD also requests that FDOT cooperate with ongoing watershed studies by the District's Engineering & Watershed Management Department in Brooksville.

Details regarding Karst topography and potential sinkholes were previously addressed in the "Contaminated Sites" and "Special Designations" portions of this Direct Effects report. It is recommended that FDOT perform specific field investigations to determine whether sinkholes will be a factor in the drainage design of this project. Treatment pond design also will be influenced by the presence of sinkholes, and the District recommends that ponds be as shallow as practicable. A Drainage or Pond Siting Report (incorporating area-specific geotechnical information on the basin) is recommended. Direct discharges from stormwater management systems to active sinkholes are strongly discouraged due to the potential for groundwater contamination.

The SWFWMD will require that stormwater management systems that discharge directly into Outstanding Florida Waters (OFWs) provide treatment for a volume 50 percent more than required for this project's selected treatment systems (Reference: Section 5.2.e of the District's Basis of Review, available at http://www.swfwmd.state.fl.us/permits/rules/). Of particular interest will be the proposed sediment & erosion controls adjacent to the Withlacoochee River and Cypress Lake (refer to Section 2.8.3 of the District's Basis of Review). If applicable, reductions in pollutant loading from stormwater treatment facilities or other BMPs will be required if FDEP finalizes & adopts a Total Maximum Daily Load (TMDL) for the Withlacoochee River and Cypress Lake.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:
1. The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system,
2. The pollution source and loading characteristics are reasonably equivalent, and
3. The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.

It is recommended that the FDOT carefully consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater water management, bridge and roadway widening components of this project.

Specific studies that contain useful water quality and hydrologic information have been done by FDEP, SWFWMD and the USGS. These reports can be accessed through the District's Library at http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm. Type in the water body of interest, click on "Submit query" then click on the pull-down menu in the upper left and select "Record Display - Web."

In regard to stormwater quantity issues, the District's Basis of Review document (available at http://www.swfwmd.state.fl.us/permits/rules/) describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values." The District recommends that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District's Basis of Review. This includes the following typical issues:

(a) Pre- and post-development peak discharge rate matches (and as applicable, volume matches into closed basins) for each sub-basin along the SR-50 corridor that discharges from the right-of-way - refer to Section 4.2 of the District's Basis of Review. Hydraulic routing through surface water storage areas (using appropriate tailwater information) will also be necessary.

(b) Making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 4.8 of the District's Basis of Review).

For those improvements that may affect the existing cross drainage facilities, a bridge hydraulics report should be prepared and submitted with the ERP application.

There have been flooding issues in the Ridge Manor / Lake Geneva neighborhood. Roadway design in this area must address historic basin storage and conveyance capacity to provide reasonable assurance that adjacent properties are not adversely impacted.

SWFWMD Compliance Tracking (CT) records (CT No. 41791) indicate flooding occurred along the Withlacoochee River and adjacent low lying areas in early 1998. This flooding affected properties along the north and south side of SR-50 in Segment S-002, On the north side of SR-50, these flooded areas included the Sherman Hills Subdivision, and other neighborhoods along Ridge Manor Boulevard, Pennsylvania Avenue, Madison Avenue, Little Green Lane, Woodland Circle, and Sunridge Drive, On the south side of SR-50, these areas included neighborhoods adjacent to Lake Geneva, Lake Elizabeth, and Lake Francis.

SWFWMD WUP records indicate WUP No. 2688.003 will regulate water levels in Lake Geneva, Lake Elizabeth and Lake Frances located south of SR-50 in Segment S-002. This 10-year permit was issued on December 30, 2009 to Hallmark Land Trust and Ridge Manor POA, Inc., and authorized the renewal of an existing recreation-aesthetic permit for surface water withdrawal from the Withlacoochee River into the three lake system. The permit authorizes the operation of a lake supply pump station/stormwater discharge facility located at the southern end of Lake Elizabeth. The operations manual for this facility requires withdrawals from the Withlacoochee River only when the water level in the river is at or above an elevation of 53.0 feet NGVD 1929 at the U.S. Highway 301 stream gauging station at Trilby, and only when the water level in the lake system is below an elevation of 58.5 feet NGVD 1929. The lake supply pump station/stormwater discharge facility also includes a slide gate structure for flood control purposes. The operations manual requires the slide gate structure to be closed under normal conditions, but may be opened when the elevation of the lake system is above 59.5 feet NGVD 1929 and the elevation of the river is below 59.0 feet NGVD 1929.

If applicable, FDOT should coordinate with the District's Resource Regulation staff and with the Ecologic Evaluation staff to determine the requirements for compliance with the District's adopted Minimum Flows and Levels on the Withlacoochee River.

SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information. The SWFWMD recommends that the FDOT utilize data from these recent flood studies in preference to generalized information on flows and stages. FDOT should coordinate with the District's Engineering & Watershed Department in Brooksville regarding the status / data availability of these Watershed Management Models. Proposed stormwater management systems may necessitate updates to the current or proposed Watershed Management Models. SWFWMD flood studies that may be helpful in the PD&E and design phase of SR-50 include the following:

Old Project #M105 - Croom: SWFWMD contact - Mr. Gene Altman
Old Project #L175 - Eastern Hernando Withlacoochee River: SWFWMD contact - Mr. Gene Altman
Old Project #LZ520 - Geneva / Elizabeth / Francis (area included in the Eastern Hernando Withlacoochee River watershed): SWFWMD contact - Mr. Gene Altman

The above referenced flood studies in Hernando County were updated as part of Project # B-305 - "Maintenance of Watershed Parameters and Models in Hernando County". In addition, the new FEMA DFIRMs (Project #M105) will become effective on February 02, 2012. Additional information can be obtained from Mr. Gene Altman.

For this proposed roadway widening project, the following information on known flooding issues was provided by the SWFWMD's Regulatory and Resource Projects staff:

As part of the new FEMA DFIRM Project M105 (noted above), a protest was received from a local resident in the area. The text from the site visit summary is as follows:

M105: Hernando County Map Modernization - Cavall Protest
Site Visit Summary

Location: Eastern Hernando Withlacoochee River Watershed - Ridge Manor
Date: March 16, 2011
Attendees: John Burnett - Hernando County, Larry Fluty - Cardno TBE, Gene Altman - SWFWMD, Mark Fulkerson - SWFWMD, Bruce Cavall - citizen

A formal protest to FEMA regarding the Hernando County Map Modernization was filed by Mr. Bruce Cavall in the form of a letter to Hernando County on March 01, 2011. In the letter Mr. Cavall claimed that floodplain elevations and flow directions were incorrect near his home at 34041 Madison Ave, Ridge Manor. Proposed floodplain elevations north of SR 50, between Westwood Dr and Emerald Dr in Ridge Manor are the result of local rainfall and high water from the Withlacoochee River and Lake Geneva, flowing under S.R. 50 east of Emerald Drive, and cascading through several sub-basins in a westward journey to lower elevations including the pond behind Mr. Cavall's house. In response to this protest, a site visit was conducted on March 16, 2011 by staff from Hernando County, the Southwest Florida Water Management District (SWFWMD) and the engineering firm revising the floodplain maps.

Field measurements were collected to verify floodplain model accuracy at two locations that targeted critical "pop-off" elevations where flood flows would cascade into and out of the subject area. At the first location, northwest of the intersection of Emerald Dr and SR 50, ground elevations were measured to identify the critical elevation for flows coming from Lake Geneva under SR 50 to enter the subject area. The measured elevation of 66.1 feet compared well with the Digital Elevation Model (DEM) elevation of 66.4 feet, which was developed from the 2007 LiDAR information. The second location, just east of the intersection of Westwood Dr and Ohio Ave, represented the critical elevation for flows cascading out of the subject area. The measured elevation of 64.4 feet at this location also compared well the DEM elevation of 64.3 feet.

The two most recent flood events in this area occurred in 1998 and 2004. The proposed floodplain

model was verified using 2004 data and results suggest that high water in this sub-basin reached 57.44 feet during that period. High water marks were collected near the corner of Madison Ave and Woodland Cir with elevations ranging from 60.28 and 60.36 feet (see photos 1 and 2 below). Discussions with several property owners in the neighborhood suggest that the high water marks may indicate 1998 high water levels, which exceeded 2004 flood levels at this location. Photos from the 1998 flood event were provided by Mr. Cavall for the subject area (see photos 3 and 4 below). During the event Mr. Cavall claims he pumped water from the north side of Madison Ave south to the roadside swale on the north side of SR 50, just east of Little Green Ln, to ease flooding in the neighborhood.

Note: All elevations provided are in the North American Vertical Datum of 1988 (NAVD88).

Photos 1 and 2 (noted above) could not be uploaded to the EST as part of this Programming Screen review by the SWFWMD. Upon request, they can be made available by contacting Mr. Gene Altman or Mr. Hank Higginbotham at the SWFWMD.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ETDM #3391, the District has assigned a pre-application file (PA# 3467) for the purpose of tracking its participation in the ETDM review of this project. File PA# 3467 is maintained at the Brooksville Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Coordinator Feedback: None

3 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Water Quality and Quantity Effect: Moderate

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Surface water, ground water

Level of Importance: These resources are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #3391, SR 50 (Cortez Boulevard) from Lockhart Road to US 301).

Comments on Effects to Resources:
The project area is within the Withlacoochee River System Watershed/Basin. The Withlacoochee River is an impaired water for failure to meet water quality standards for mercury. Water quality in the watershed, as reported in the Clean Water Act Section 305(b) report, is listed as "Fair" and "Good".

The Withlacoochee River System is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges

must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP and the Water Management District regarding specific permitting requirements relating to this OFW.

The PD&E study should include a review of water quality standards in the above listed water bodies, sources of water quality impairments, and any associated TDML requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

Potential pollutant sources to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance systems. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

Increase in traffic volumes as a result of the roadway project could potentially have both direct and indirect impacts to water quality in surface water bodies, including the Withlacoochee River.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Wetlands

Coordinator Summary

3 Summary Degree of Effect

Wetlands Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USACE DOE: Moderate
SWFWMD DOE: Moderate
USEPA DOE: Minimal
FDEP DOE: Minimal
USFWS DOE: Minimal
NMFS DOE: Minimal
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Army Corps of Engineers (USACE), the Southwest Florida Water Management District (SWFWMD), the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), the US Fish and Wildlife Service (USFWS), and the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that the National Wetlands

Inventory (NWI) lists 0.1 acres (0.08%) of palustrine wetlands and 0.4 acres (0.23%) of riverine wetlands within the 100-foot buffer distance, 3.1 acres (0.88%) of palustrine wetlands and 0.8 acres (0.23%) of riverine wetlands within the 200-foot buffer distance, and 2.6 acres (0.29%) of lacustrine wetlands, 19.5 acres (2.21%) of palustrine wetlands, and 2.3 acres (0.26%) of riverine wetlands within the 500-foot buffer distance.

The USACE recommended a synopsis of all waters within the affected area of the project including ditches, canals, wetlands or other aquatic resources. Appropriate compensatory mitigation is required to offset the loss of any functional loss of aquatic resources. The USACE recommended purchasing mitigation bank credits from a USFWS approved bank whose service area overlaps the project. The USACE also recommended identifying any permitted/authorized compensatory mitigation sites within the project area and identifying the presence of any conservation lands.

The SWFWMD noted that the creation of additional lanes over the Withlacoochee River will require modification to the existing easement from the State of Florida Board of Trustees. The decision to widen the roadway to the inside or outside of existing lanes will affect the degree of wetland impact and the mitigation requirements associated with the project. An assessment of the anticipated wetland impacts should be conducted using the Uniform Mitigation Assessment Method (UMAM).

The USEPA noted that any studies for this project should focus on identifying wetland areas to be potentially impacted by the project. The USEPA recommended a delineation of wetlands, functional analysis of wetlands to determine their value and function, an evaluation of stormwater pond sites, avoidance and minimization strategies, and mitigation plans to compensate for adverse impacts.

The FDEP noted that after avoidance and minimization, mitigation must be proposed to offset the adverse impacts of the project to existing wetland function and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.

The USFWS noted that isolated wetlands in sandhill habitats should be avoided.

The FDOT recommends that the implementing agency assess potential impacts to any existing wetlands and to take measures to minimize any project related impacts to these areas. The FDOT also recommends that the implementing agency prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing natural habitats within the project area. This report should then be coordinated with the USFWS and FFWCC.

ETAT Reviews for Wetlands

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Wetlands Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:
Resources: Wetlands, wetlands habitat, water quality

Level of Importance: These resources are of a high level of importance in the State of Florida and within the project area. A minimal degree of effect is being assigned to this issue for the proposed project.

Comments on Effects to Resources:
A review of GIS analysis data (National Wetlands Inventory) in the EST for wetlands indicates that

there are palustrine wetlands present along the proposed roadway project. There are approximately 25 acres of primarily palustrine wetlands within the 500-foot buffer distance.

The degree of direct wetlands impacts associated with the project will be dependent upon how much right-of-way will be needed in addition to stormwater treatment ponds and/or areas. Potential impacts include, but are not limited to, loss of wetlands function, loss of wildlife habitat, degradation of water quality in wetlands, and reduction in flood storage and capacity. Another issue of concern is increased stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the project and other point and nonpoint sources.

The PD&E study should focus on identifying wetlands areas to be potentially impacted by the project. The PD&E study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. It is recommended that wetlands be avoided when designing the roadway widening project and stormwater treatment areas.

Indirect and cumulative effects on wetlands should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (wetlands) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

Coordinator Feedback: None

3 ETAT Review by Garett Lips, US Army Corps of Engineers (09/27/2011)

Wetlands Effect: Moderate

Coordination Document:PD&E Support Document As Per PD&E Manual

Dispute Information:N/A

Identified Resources and Level of Importance:
Based on a EST GIS analysis, less than 10 acres of palustrine wetlands are within 200 feet of the proposed project. The EST did not, however, identify other potentially jurisdictional waters of the United States.

Comments on Effects to Resources:
The Corps recommends a synopsis of all waters within the affected area of the proposed project including ditches, canals, wetlands, or other aquatic resources in order to obtain a thorough understanding of all the aquatic resources and the potential effects. The Corps recommends avoidance of all wetlands and waters. If avoidance is not practicable, the Corps would support implementation of the most current design standards to minimize impacts. Appropriate compensatory mitigation is required to offset the loss of any functional loss of aquatic resources. The Corps recommends purchasing mitigation bank credits from a FWS approved bank whose service area overlaps the project. The Corps also recommends FDOT to identify any permitted/authorized compensatory mitigation sites within the project area. Please also identify the presence of any conservation lands within the affected environment of the project.

CLC Commitments and Recommendations:

Coordinator Feedback: None

2 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (11/04/2011)
Wetlands Effect: Minimal

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The National Wetlands Inventory GIS report indicates that a total of 24.5 acres of wetlands occur within the 500-ft. project buffer zone: 19.5 acres of palustrine, 2.6 acres of lacustrine and 2.3 acres of riverine wetlands. Moreover, the project will traverse the Withlacoochee Riverine System, designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C.

Comments on Effects to Resources:
An Environmental Resource Permit (ERP) will be required from the Southwest Florida Water Management District - the ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of highway construction to the greatest extent practicable:
- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Coordinator Feedback: None

2 ETAT Review by Jane Monaghan, US Fish and Wildlife Service (10/25/2011)
Wetlands Effect: Minimal

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Fish and Wildlife Resources: Wetlands provide important habitat for fish and wildlife.

Comments on Effects to Resources:
According to the Environmental Screening Tool, approximately 25 acres of wetlands (SWFWMD, 2009) are found within the project area. The project will involve widening the road across the Withlacoochee River. Best Management Practices should be followed to avoid increased sedimentation from construction sites. If feasible, DOT should consider restoring the vegetation and alleviating the ongoing erosion and sedimentation at this river crossing and preventing future erosion as a result of the road widening project. Staging areas should not impact wetlands but should be

located on previously disturbed land. Isolated wetlands in sandhill habitats should be avoided. The striped newt (Notopthalmus perstriatus) has recently been designated as a federal Candidate species and could be listed in the future once funding becomes available. If impacts to wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of wetland function and value.

Coordinator Feedback: None

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Wetlands Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Along the length of the project, there are several wetland systems, both forested and herbaceous. Analysis of the SWFWMD Wetlands 2009 report, from the EST GIS Report run on August 22, 2011, indicates approximately 5.0 acres of wetlands and surface waters lie within a 200 foot buffer of the proposed alignment (~2% of project corridor). The majority of the wetlands and surface water occur within the western side of Segment 002 of the proposed route.

The Withlacoochee River and its associated floodplain wetlands are the major wetland features related to the proposed roadway modification. As mentioned earlier the Withlacoochee River is a listed as a Special Outstanding Florida Water (SOFW) and possibly a Sovereign Submerged Land (SSL). Currently the river is crossed by two spans of SR-50. During a site inspection by District staff it was noted the slopes below the bridges are very steep without much significant vegetation and a high amount of erosion. Along the western bank of the river, south of the existing roadway bridge, there is a cypress and red maple swamp, which is hydrologically connected with the river along with receiving water from the surrounding areas. The edges of this system have been historically disturbed as a result of rip rap installed along the roadway bridge for SR-50.

Cypress Lakes Preserve is located along the northern boundary of SR-50 in the vicinity of the Withlacoochee River. This system is a 331-acre preservation area set aside by Hernando County as part of the Environmentally Sensitive Lands (ESL) Program and is a publically owned and managed area. According to the ESL program there are 8 natural plant communities with 5 designated as imperiled by the Florida Natural Areas Inventory (FNAI). The edge of Cypress Lakes Preserve is directly adjacent to the Right Of Way (ROW) for SR-50, with the edge of the existing fill related to the super elevated west bound section of the roadway. In its current state, Cypress Lakes Preserve receives treated water from the existing stormwater pond "D" along the south side of the SR-50 and has a hydrological connection; receiving water from land south of SR-50 via Structure S-17 (a 24" RCP cross drain).

Lake Elizabeth / Geneva are located approximately a half mile from the eastern terminus of the proposed route near US-301. Review of the historical aerials shows this lake has a severe fluctuation of the surface water elevation directly related to the rainfall received in the area. During the periods of low water levels the area exhibits vegetation characteristic of a basin marsh.

Comments on Effects to Resources:
The widening of SR-50 has the possibility of wetland and surface water impacts depending on decision to create the new lanes inside or outside of the existing lanes. Forested and herbaceous

wetlands are located along the proposed route for SR-50. Impacts to wetlands include: the elimination of the wetland system and loss of wetland function relating to wildlife habitat, the impairment of wetland water quality, and the loss of flood storage/attenuation capacity. Habitat function will be lost and or degraded through by the disturbance caused by the alteration of site conditions which may permit the entry of exotic, invasive plant species such as air potato (Dioscorea bulbifera), skunk vine, (Paederia foetida), Brazilian pepper (Schinus teribinthifolius), etc. Depending on the constructed depth of the stormwater ponds, the construction of stormwater facilities adjacent to wetland, particularly forested wetland, could intercept groundwater and surface water that historically has maintained wetland hydroperiods. Such wetlands may be dewatered and alterations to wetland vegetation communities, habitat, and wildlife populations. Stormwater runoff has the potential to introduce pollution into wetlands, causing further degradation. Wetlands may also be adversely affected as a result of erosion and sediment transport to these sensitive areas. Construction activity could degrade water quality in the nearby wetland systems and may result in unintended direct damage to wetland vegetation.

The creation of additional lanes over the Withlacoochee River will require modification to the existing easement from the State of Florida Board of Trustees. The interior slopes of the bridge have existing rip rap stabilizing the steep grade so the natural vegetation appears to have already been impacted by previous construction projects. Lake Geneva is located outside of the 200 foot EST buffer utilized during the Programming Screen analysis; however, the expansion of SR-50 bordering this system may further hydrologically impact the lake

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations. For this project, a DOE of "moderate" was assigned to this issue due to: (1) The potential wetland impacts associated with the widening of SR-50, (2) District approval of the wetland delineation, (3) alteration to the existing State approved easement for the bridge over the Withlacoochee River and (4) cooperation with Hernando County concerning the Cypress Lakes Preserve. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. ERP 44004720.002 appears to have delineated the wetlands associated with the widening of SR-50 from Amelia Lane to US-98. This delineation should be utilized in conjunction with an additional delineation, utilizing Chapter 62-340, F.A.C., for the other wetland systems located within the project boundaries. During the review of the proposed expansion it was noted there is an existing SSL Easement [No. 25269(2433-27), No. 26030(2986-27)] associated with the bridge over the Withlacoochee River. This lease will need to be revised as part of the review process during the permitting stage of design.

The decision to widen the roadway to the inside or to the outside of existing lanes will affect the degree of wetland impact and the mitigation requirements associated with the project. Wetland impact reduction or elimination, both along existing lanes and at intersections, may be possible by electing to widen to the inside of the existing roadway, wherever feasible.

Since this project is proposed as a capacity improvement along an existing roadway alignment, depending on the final design selection, there could be significant impacts to native habitats including wetlands and surface waters. As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland impacts should be conducted utilizing the state's Uniform Mitigation Assessment Method (UMAM).

The District will require the applicant to address elimination and reduction of wetlands impacts (BOR Subsection 3.2.1) where applicable, including design alternative where feasible. Design modifications to reduce or eliminate adverse impacts should be explored as detailed in SWFWMD's

Basis of Review (BOR) Subsection 3.2.1.1, available at http://www/permits/rules. It is also recommended that newly designed stormwater ponds be strategically placed in areas near the roadway where wetland impacts can be avoided or minimized to the greatest feasible extent.

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.) requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. In 2004, the SWFWMD acquired property adjacent to the Withlacoochee River. The District has commenced evaluation of an opportunity to restore hydrologic conditions involving several hundred acres of wetland currently being drained from a large canal. Since the majority of anticipated wetland impacts will be within proximity of the Witchlacoochee River, these restoration activities may be nominated to provide mitigation for unavoidable wetland impacts associated with the proposed SR-50 project. The District requests FDOT to provide anticipated wetland impacts to the District as the roadway project progresses through the design phase.

For ETDM #3391, the District has assigned pre-application file number PA# 3467 for the purpose of tracking their participation in the ETDM review of this project. File PA is maintained at the Brooksville Service Office of the SWFWMD. Please refer to PA# 3467 whenever contacting District regulatory staff regarding this project.

Coordinator Feedback: None

2 ETAT Review by David A. Rydene, National Marine Fisheries Service (09/23/2011)
Wetlands Effect: Minimal

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
The mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 3391. The Florida Department of Transportation District Seven proposes widening SR 50 (Cortez Boulevard) from Lockhart Road to US 301 in Hernando County, Florida.

NMFS staff conducted a site inspection of the project area on September 22, 2011, to assess potential concerns related to living marine resources within the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. The lands adjacent to the proposed project are principally palustrine wetlands, and agricultural, commercial, and residential properties. It does not appear that the project will directly impact any NMFS trust resources. However, the road crosses the Withlacoochee River which empties to estuarine habitats at the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. These systems contain estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Increased

use of the road could result in an increase in the amount of sediment, oil and grease, metals, and other pollutants reaching downstream estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within the mouth of the Withlacoochee River, Withlacoochee Bay and the Gulf of Mexico. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Wildlife and Habitat

Coordinator Summary

3 Summary Degree of Effect

Wildlife and Habitat Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USFWS DOE: Moderate
FFWCC DOE: Moderate
SWFWMD DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from, the US Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FFWCC), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that Withlacoochee River Ecosystem Management Area and Scrub Jay Consultation Area is 100% within the 100-foot buffer distance. Scrub Jay Service Area is 84.98% within the 100-foot buffer distance. One occurrence of Rare and Imperiled Fish and three Woodstork Core Foraging Areas are within the 100-foot buffer distance. The Red-Cockaded Woodpecker Consultation Area is 94.1% within the 100-foot buffer distance. Two Red-Cockaded Woodpecker active and inactive occurrences, one threatened or endangered species, and one additional Woodstork Core Foraging Area are within the 5,280-foot buffer distance. Richloam Wildlife Management Area (WMA) and Croom WMA are located within the 5,280-foot buffer distance. Please see the GIS Summary for additional information.

The USFWS noted that the loss of wetlands within a wood stork CFA due an action could result in the loss of foraging habitat for the wood stork. The USFWS recommended that impacts to suitable foraging habitat be avoided. The USFWS recommended roadside surveys for three federally endangered plants and should be done at the appropriate time of the year: Britton's Beargrass, Brooksville Bellflower, and Cooleys Water Willow. Surveys for Eastern indigo snake and gopher tortoise should be conducted. The gopher tortoise has recently been listed as a federal candidate species and could be listed in the future once funding becomes available. The USFWS recommended coordination with Withlacoochee State Forest and FFWCC to investigate the presence of nesting or foraging habitat for Red-cockaded woodpecker within the footprint of the project area.

The FFWCC noted that the project area is both rural and urban. The following species may occur along the

project area: gopher tortoise, gopher frog, Eastern indigo snake, Florida pine snake, short-tailed snake, Suwannee cooter, Sherman's Fox Squirrel, Florida mouse, little blue heron, tricolored heron, white ibis, wood stork, limpkin, Florida scrub jay, Florida burrowing owl, and the Florida Sandhill crane. The following species are additionally located within and adjacent to the project area: Southern hognose snake, striped newt, Eastern diamondback rattlesnake, bald eagle, short-tailed hawk, common ground dove, hairy woodpecker, American swallow-tailed kite, red-headed woodpecker, brown-headed nuthatch, striped skunk, Florida box turtle, river otter, and the Eastern cottontail.

The SWFWMD noted the wetlands at the Preserve are known to have supported several Federally or state listed species, including Eastern indigo snake, American alligator, and several species of wetland dependent bird species. Hernando County completed an update of the Cypress Lakes Preserve Management Plan in 2004, which contains more current wildlife and habitat information. The SWFWMD recommended using this information in developing project design. The SWFWMD also noted that excessive habitat damage can be eliminated by strictly limiting equipment to ROW and staging areas. A land cover map and a habitat quality assessment should be generated by means of an onsite survey which will assist during project design.

The FDOT recommends that the implementing agency prepare a Wetland Evaluation / Biological Assessment Report (WEBAR) which identifies and assesses any existing natural habitats within the project area. This report should then be coordinated with the USFWS and FFWCC.

ETAT Reviews for Wildlife and Habitat

3 ETAT Review by Jane Monaghan, US Fish and Wildlife Service (10/25/2011)

Wildlife and Habitat Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Federally listed species and the ecosystems upon which they depend.

Comments on Effects to Resources:
Wood Stork Mycteria americana
The project passes through the Core Foraging Areas (CFA) for at least four active nesting colonies (Little Gator Creek, Devils Creek, Croom and #611305) of the federally endangered wood stork. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. Please refer to the North Florida Field Office website for WOST colony locations and the definition of suitable foraging habitat.

Federally listed Plants
Roadside surveys should include surveys for three federally endangered plants and should be done at the appropriate time of year: Britton's Beargrass (Nolina brittonia), Brooksville Bellflower (Campanula robinsiae) and Cooleys Water Willow (Justicia cooleyi).

Eastern Indigo Snake Drymarchon corais couperi
This species can be found in a wide variety of habitats, including urban settings. It appears that most of the action area is suitable habitat, especially the areas adjacent to the Withlacoochee State Forest and the rural lands to the East. Recent sightings have been documented for the Croom tract in the Withlacoochee State Forest, Cypress Lake Preserve, several locations East of Rock Lake, including one near the Rock Lake Lodge office, and at least a dozen other locations in Hernando

County. Although SR 50 already exists as a two lane highway on the eastern portion of the action area, widening the road will make it more deadly for this species as well as other reptiles and amphibians attempting to cross it, especially near public lands and rural areas.
Surveys for indigo snakes as well as for the gopher tortoise (gopherus polyphemus) should be conducted. The gopher tortoise has recently been listed as a federal candidate species and could be listed in the future once funding becomes available. Protection guidelines should also be implemented during construction. Nylon netting should not be used for erosion control due the risk of entrapment and death for many species of snakes.

Red-cockaded Woodpecker Picoides borealis
This species requires mature pine trees for nesting and large areas of pine forest for foraging. The environmental screening tool indicates that this species may occur within one mile of the action area (FWC, 2005). Further coordination with the Withlacoochee State Forest and FFWCC will be needed to investigate the presence of nesting or foraging habitat within the footprint of the road widening area.

Coordinator Feedback: None

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Wildlife and Habitat Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. The majority of this project corridor has been classified by The Nature Conservancy as a Priority Ecological Resource Conservation Area. There are FFWCC Biodiversity Hotspots in the project area believed to support 7 or more focal species. Approximately 23 acres of "hot spots" were located within a 500-foot buffer of the project corridor, indicating the need for specific wildlife surveys on the project.

The wetlands on the Preserve are known to have supported several Federally or State Listed Species, including Eastern indigo snake, American alligator, and several species of wetland-dependent bird species. Five species of Listed Plants have been documented on the Preserve, and an additional nine species have a high potential for being there. The FWCC reports the project area as having supported from 3-4 to greater than 18 focal species. The County completed an update of the Cypress Lakes Preserve Management Plan in 2004, which contains more current wildlife and habitat information. It is recommended that FDOT utilize that information in developing project design.

The project traverses areas of high quality upland habitat, including xeric communities such as sandhill and xeric hammock (scrub), situated on rolling Candler fine sands. These communities are prevalent along the project except in the Withlacoochee River - Cypress Lakes Preserve area. These communities have the potential to harbor several endangered plants, some of which have been reported as probable in the small acreage of xeric habitat located within Cypress Lakes Preserve. Some of the former upland habitat has been modified or eliminated by land development practices. Because of the importance of scrub communities to the biodiversity of the State, it is recommended that a survey of xeric habitat be done in the project area to identify the potential for scrub-associated Listed Species.

Comments on Effects to Resources:
The project will have both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the Withlacoochee River and the lakes in the Cypress Lakes Preserve.

It should be noted that the Florida Fish and Wildlife Conservation Commission revised rules for listing imperiled species. The biological status reviews on these species are now completed. The existing legal status of species is as listed in the May 2011 publication entitled "Florida's Endangered and Threatened Species." FDOT is encouraged to coordinate with the FFWCC on the status of the following species: woodstork, Southern bald eagle, eastern indigo snake, gopher tortoise, Florida sandhill crane, Florida scrub jay, and gopher frog.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on their opinion of the potential of this project to result in increased coordination or effort associated with the SWFWMD's regulatory interests and obligations. For this project, a DOE of "moderate" was assigned to this issue due to: (1) the vicinity of the Cypress Lakes Preserve as a protected wildlife habitat for listed threatened and endangered species and (2) the increased potential for wildlife fatalities associated with the potential retaining wall if SR-50 is widened towards Cypress Lakes Preserve. However, the expected permitting effort by FDOT should be straightforward and a normal effort is expected on the part of SWFWMD's regulatory staff.

To reduce potential impacts to the Cypress Lakes Preserve, FDOT should consider widening SR-50 in the median (if feasible), or on the south side of the roadway, adjacent to stormwater pond "D".

Excessive habitat damage can be eliminated by strictly limiting equipment to ROW and staging areas. Turbidity will be addressed in the ERP, and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved.

The County completed an update of the Cypress Lakes Preserve Management Plan in 2004 which contains more current wildlife and habitat information. It is recommended that FDOT utilize that information in developing project design.

A land cover map and a habitat quality assessment should be generated by means of an on-site survey. That information will assist in project design.

For a project to meet permit criteria, please note that impacts to OFWs must be clearly in the public interest. Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

Coordinator Feedback: None

3 ETAT Review by Scott Sanders, FL Fish and Wildlife Conservation Commission (10/26/2011)
Wildlife and Habitat Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The Conservation Planning Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #3391, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that the Florida Department of Transportation (FDOT) District 7 is conducting a Corridor Study and Project Development and Environment (PD&E) Study for SR 50 in Hernando County. The study will evaluate expanding SR 50 from a four-lane to a six-lane divided arterial facility along SR 50 from Lockhart Road to US 98, and from a two-lane to a six-lane divided facility from US 98 to US 301. The objective of the Corridor Study is to evaluate existing needs and recommend Alternatives which will be studied during the PD&E Phase and included in a State Environmental Impact Report (SEIR). The project limits are from Lockhart Road to US 301, a total distance of about 6.5 miles; and the project area begins about 6.3 miles east of the City of Brooksville. Additional work includes expanding US 98 from two to four lanes, a distance of 3,100 feet south of SR 50, and widening US 301 from two to four lanes, a distance of 2,500 feet both north and south of SR-50. Other modifications within the project area which are not included within this current review include future work by Hernando County to establish frontage roads from Lockhart to Kettering Road, and the modification of the I-75/SR 50 Interchange, which is also part of another study.

The project area was evaluated by GIS analysis for potential fish, wildlife, and habitat resources within 500 feet on either side of the proposed alignment. Our assessment shows that portions of the project area pass through both rural and urban landscapes. Plant community types along the Alignment include uplands that are characterized by dry prairie (2.0 acres), upland hardwood forests (47.9 acres), mixed hardwood-pine forests (77.0 acres), pinelands (27.7 acres), sandhill (104.3 acres), and shrub and brushland (49.7 acres). Wetlands are represented by cypress swamp (2.2 acres), freshwater marsh and wet prairie (2.4 acres), hardwood swamp (3.3 acres), mixed wetland forest (5.6 acres), open water (4.4 acres), and shrub swamp (7.6 acres).

Based on range and known habitat preference, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: gopher tortoise (ST), gopher frog (SSC), Eastern indigo snake (FT), Florida pine snake (SSC), short-tailed snake (ST), Suwannee cooter (SSC), Sherman's fox squirrel (SSC), Florida mouse (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), limpkin (SSC), Florida scrub-jay (FT), Florida burrowing owl (SSC), and the Florida sandhill crane (ST).

In addition, the following wildlife species, which are considered by our agency as Species of Greatest Conservation Need, are potentially found in and adjacent to the project area: Southern hognose snake, striped newt, Eastern diamondback rattlesnake, bald eagle, short-tailed hawk, common ground dove, hairy woodpecker, American swallow-tailed kite, red-headed woodpecker, brown-headed nuthatch, striped skunk, Florida box turtle, river otter, and the Eastern cottontail.

Other information from the assessment provides an indication of the potential quality of wildlife habitat along the project area. The project area is immediately adjacent to the Cypress Lakes Preserve and Withlacoochee State Forest, and is within one mile of both the Richloam and Croom Wildlife Management Areas managed by our agency. Strategic Habitat Conservation Areas have also been established by FWC within 500 feet of the project area for the following species: Florida black bear, Cooper's hawk, Florida mouse, striped newt, Florida burrowing owl, and the American swallow-tailed kite. Furthermore, through GIS analysis, our agency ranks approximately 46.0 percent of the plant community types within 500 feet of the project area as medium or moderately high in terms of Potential Habitat Richness, and about 56.0 percent as High, Moderately High, or

Medium quality according to the Integrated Wildlife Habitat Ranking System classification. Also, according to FWC's Rare and Imperiled Fish database, the ironcolored shiner has been documented to occur within the Withlacoochee River in the assessment area; and the Florida Greenways Ecological Priority Linkages database ranks the land immediately adjacent to the project area out to one mile as critical or very high. The project area is also within the Florida scrub-jay, and red-cockaded woodpecker Consultation Areas, and within four wood stork Core Foraging Areas (611305, Croom, Devil's Creek, Little Gator Creek) as established by the U.S. Fish and Wildlife Service. Finally, two site location records from the Red-cockaded Woodpecker - Active and Inactive Occurrences in Florida (2005) data base are indicated within one mile of the project area.

Comments on Effects to Resources:
Direct impacts of the project may be moderate. Fish and wildlife issues on the project include habitat loss from direct impacts involving clearing for road expansion and the construction of Drainage Retention Areas (DRAs) for the capture of stormwater due to the proposed lane expansions. Some additional ponds could be needed since a retrofit for compliance may be required along these historical roads where no stormwater systems may have previously existed. Habitat loss will occur along the project area for roadway expansion, which could include sandhills and dry pinelands that support many species listed by our agency, such as the gopher tortoise, Eastern indigo snake, Florida pine snake, burrowing owl, and many other species which have historically declined in the state due to the historical loss of xeric upland plant communities as a result of land development and agriculture. Public conservation lands occur adjacent to the roadway and could be lost or adversely affected due to road construction. Furthermore, wetlands within the project area support four rookeries for the endangered wood stork, and loss or degradation of these systems could adversely impact these species. The project description states that a planned future Hernando County project will result in the addition of frontage roads along SR 50 from Lockhart Road to Kettering Road within the current project area. However, the direct impacts of this future action in terms of habitat loss and adverse effects on listed species cannot be estimated at this time.

Indirect impacts of the project could be moderate. Public conservation lands could be indirectly impacted from the project by the modification to a six-lane roadway that creates a wider barrier and high traffic levels and vehicle speeds, resulting in increased roadkills for many species. Affected species could include listed reptiles, amphibians and mammals such as the gopher tortoise, Eastern indigo snake, short-tailed snake, Sherman's fox squirrel, and many other species. The expanded roadway could effectively create a barrier to animal movement, and further fragment the landscape. The expansion of impervious roadway surface will increase stormwater runoff that contains oils, greases, and sediment during major storm events, which could further degrade area wetlands and the Withlacoochee River.
Additionally, controlled burning is essential in managing sandhills and natural pinelands and a necessary and important tool in maintaining this plant community type and achieving high habitat values. This project, which will greatly expand traffic levels and vehicle speeds, could make the use of prescribed fire by public land managers more difficult and problematic.

Additional Comments (optional):
The following recommendations are offered for consideration in order to address wildlife and habitat resource issues during the future PD&E Study:

1. A vegetative cover map and accounting by acreage for each plant community type should be made for the affected project area. Compensatory mitigation for all upland and wetland habitat loss should be accomplished. If wetlands are mitigated under the provisions of Chapter 373.4137, F.S., the proposed mitigation sites should be located within the immediate drainage basin or same regional area; be functionally equivalent; equal to or of higher functional value; and as or more productive as the affected wetlands. We recommend land acquisition and restoration of appropriate tracts adjacent to existing public lands such as the Withlacoochee State Forest, or tracts placed under conservation easement and located adjacent to large areas of jurisdictional wetlands that currently serve as regional core habitat areas. An important focus of the selection process for

mitigation lands for this project should include a strong consideration of, and habitat replacement for, the birds, mammals, amphibians, and reptiles which are discussed above as potentially occurring in the project area.

2. Surveys for listed species should be accomplished within and adjacent to the Right-of-way (ROW) and sites proposed for DRAs. The methodology for these surveys should be coordinated with FWC early in the PD&E Study and follow appropriate survey techniques or guidelines to determine presence, absence, or probability of occurrence of various species, and to assess habitat quality. These study methods should be designed considering the listed species discussed above. Please note that some species are known to use atypical habitat types and transitional habitat areas; therefore, due diligence and thorough coverage during field investigations are a key to adequately determining presence or absence of all species.

3. Based on the survey results, a plan should be developed to address direct and indirect effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Closure on the proposed mitigation plan, as it pertains to listed species, should be coordinated with our agency during the Wetlands and Listed Species Evaluation Report stage.

4. The PD&E Study should include an assessment of habitat connectivity needs along portions of the project area, especially along the zone which borders public conservation lands, and include possibly longer bridges over the Withlacoochee River and floodplain, and oversized box culverts where the roadway crosses wetland areas, along with the strategic use of exclusionary fencing to minimize roadkills.

5. As in other past roadway projects managed by FDOT District 7 which are adjacent to public conservation lands, close cooperation and coordination with public land managers along the ROW in the area of the Withlacoochee State Forest should be an important issue during the future PD&E Study. Prescribed burning on this public land is essential to maintaining the health, quality and wildlife support value of important natural pinelands and longleaf pine - turkey oak sandhill community types. Smoke drift to the roadway along the future six-lane SR 50 with increased levels of traffic and vehicle speed will be an important consideration, which underscores the need for development of a future plan by the District, in cooperation with the public lands managers, so that this conservation land can be properly managed and public safety can be maintained during scheduled controlled burns and possible wildfires.

6. We recommend that FDOT develop and implement customized Best Management Practices (BMPs) especially formulated for this project as they pertain to dredging and filling, control of siltation and turbidity, and the nutrient loading associated with discharge of roadside runoff, to reduce effects within freshwater basin wetlands and riparian systems. These BMPs should be implemented only after all efforts to avoid and minimize effects are completed. Furthermore, use of the median and roadway swales for water storage and treatment could reduce the need for offsite DRAs, possibly resulting in significant reductions in habitat loss and impacts to listed species.

7. Construction equipment staging areas; storage of oils, greases, and fuel; fill and roadbed material; and equipment maintenance activities should be sited in previously disturbed areas far removed from streams, wetlands, or surface water bodies. Staging areas, along with borrow areas for fill, should also be surveyed for listed species.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email terry_gilbert@urscorp.com to initiate the process for further overall coordination on this project.

Coordinator Feedback: None

- ☐ No review submitted from the Federal Highway Administration
- ☐ No review submitted from the US Forest Service

ETAT Reviews: Cultural

Historic and Archaeological Sites

Coordinator Summary

3 Summary Degree of Effect

Historic and Archaeological Sites Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
SHPO DOE: Moderate
Seminole Tribe of Florida DOE: Moderate
SWFWMD DOE: None
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of State (SHPO), the Seminole Tribe of Florida, and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that the Florida Site File (FSF) Archaeological and Historic Sites lists 12 sites within the 100-foot buffer distance, one additional site within the 200-foot buffer distance, two additional sites within the 500-foot buffer distance, and six additional sites within the 5,280-foot buffer distance. There is one resource group S-Line Richloam is located within the 1,320-foot buffer distance. There is one FSF historic cemetery Kalon Cemetery is located within the 5,280-foot buffer distance and one FSF Historic Standing Structures is located within the 5,280-foot buffer distance.

The SHPO and Seminole Tribe of Florida recommended that a Cultural Resource Assessment Survey (CRAS) will need to be conducted to identify and evaluate any resources that may be eligible for listing in the NRHP.

The SHPO also noted that rural farms in close proximity to the project have probably been there over 50 years and should be considered historic resources and the project's proximity to the Withlacoochee River may mean a higher probability for the presence of archaeological sites.

The SWFWMD noted that there are no SWFWMD owned/controlled lands within two miles of the project. The SWFWMD also noted that impacts to all historical and archaeological sites shall be considered in the evaluation of the application for the Environmental Resource Permit (ERP).

The Seminole Tribe of Florida noted that the Tribal Historic Preservation Officer (THPO) would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

The FDOT recommends that the implementing agency prepare a CRAS. It should reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE which includes the bridge, project corridor, and stormwater management facilities. If applicable, Section 106 Consultation should be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

ETAT Reviews for Historic and Archaeological Sites

3 ETAT Review by Elliott York, Seminole Tribe of Florida (10/10/2011)

Historic and Archaeological Sites Effect: Moderate

Confidential: Review will not be displayed on Public Access website

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Due to the presence of multiple sites and absence of a systematic Cultural Resources Assessment Survey for the project corridor, the STOF-THPO would like to request a CRAS be conducted in order to determine effects, if any, to archaeological sites within the project area.

Comments on Effects to Resources:
The STOF-THPO would like to review a CRAS before commenting on possible effects to archaeological sites in the project area.

Coordinator Feedback: None

0 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Historic and Archaeological Sites Effect: None

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
SWFWMD's responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. From the SWFWMD's Graphical Information System (GIS), there are no District owned / controlled lands within two (2) miles of the proposed alignment. It should be noted, however, that impacts to all historical and archaeological sites shall be considered in evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:
None

Additional Comments (optional):
None

Coordinator Feedback: None

3 ETAT Review by Alyssa McManus, FL Department of State (11/09/2011)

Historic and Archaeological Sites Effect: Moderate

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:
While there are no KNOWN National Register or National Register-eligible sites identified within the 500 ft buffer of the project segment corridors, there are numerous sites nearby that were identified in previous surveys nearby that have not been evaluated by the SHPO. Also, there is no systematic survey that has been conducted specific to this project's activities and area of potential effect. There are some rural farms in close proximity to this project that have probably been there for over 50 years and should be considered as historic resources.

Comments on Effects to Resources:
At this time, this office requests that a CRAS be done to specifically identify those historic properties within 500 ft of the project segments. After these have been identified and evaluated, this office will be better able to discuss the effects to those resources. The project's proximity to the Withlacoochee River as well as it's associated recreational and conservation areas means there is a higher probability for the presence of archaeological sites. Also, the lack of identified historic structures may not mean there are none. This should be investigated further.

Additional Comments (optional):
As this project is developed, further consultation is needed with this office to minimize the effects to historic resources.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration
☐ No review submitted from the Miccosukee Tribe of Indians of Florida

Recreation Areas

Coordinator Summary

3 Summary Degree of Effect

Recreation Areas Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
USEPA DOE: Moderate
FDEP DOE: Moderate
SWFWMD DOE: None
NPS DOE: N/A/No Involvement
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), the Southwest Florida Water Management District (SWFWMD), and the National Park Service (NPS) and recommends a Degree of Effect (DOE) of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that the Florida Trail, Florida Trail Connector, SR 50, US 301 Withlacoochee River (South) State Recreational Canoe Trail, Withlacoochee State Trail, six Office of Greenways and Trails (OGT) Hiking Trails Priorities, one high OGT Multi-Use Trail Priority, one high OGT Paddling Trail Priority, Ridge Manor Campground, and one school are located within the 100-foot buffer distance, Withlacoochee Trail State Park is located within the 500-foot buffer distance, and one school is located within the 5,280-foot buffer distance.

The FDEP noted that the project crosses under the Withlacoochee State Trail and it will be important that the bridge overpass be left intact and not impacted by the project. Depending on the underlying ownership of the construction staging area, a temporary easement from the Board of Trustees of the Internal Improvement Trust Fund may be required. Any impacts to the Withlacoochee State Forest would be to be negotiated through the Florida Department of Agriculture and Consumer Services (FDACS) Florida Forest Service.

The SWFWMD noted that there are no SWFWMD owned/controlled lands within two miles of the project. The SWFWMD also noted that impacts to all recreation areas shall be considered in the evaluation of the application for the Environmental Resource Permit (ERP).

The FDOT recommends that the implementing agency evaluate direct, indirect, and cumulative impacts to recreation areas features such as those listed and any other public or private parks in the vicinity of the project. The FDOT also recommends that the implementing agency take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources and considered to the greatest extent practicable.

ETAT Reviews for Recreation Areas

3 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Recreation Areas Effect: Moderate

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Resources: Recreation Areas - recreational trails, Florida Managed Areas, Parks, etc.

Level of Importance: These recreational areas are of a high level of importance in the State of Florida. A moderate degree of effect is being assigned to this issue for the proposed project (ETDM #3391, SR 50 (Cortez Boulevard) from Lockhart Road to US 301).

Comments on Effects to Resources:
The following recreation areas are within close proximity to the proposed project and could be directly and indirectly impacted by the roadway widening project:

Recreational Trails (6)

Florida Managed Areas:
Withlacoochee State Trail
Withlacoochee State Forest
Cypress Lakes Preserve

Parks, Campgrounds

The Withlacoochee River System, also located within the project area, is listed as an Outstanding Florida Water (OFW).

EPA is assigning a moderate degree of effect to this issue due to the fact that there are sensitive environmental and natural resource areas located directly adjacent to the project. Also, substantial development in the area would have significant indirect and cumulative impacts on these resources. FDOT should evaluate direct, indirect, and cumulative impacts to recreation areas features such as the ones listed and any other public or private parks within the vicinity. The PD&E study should include a survey of the area to identify if any recreation areas which would require a Section 4(f) review are present in the project area. Opportunities to avoid and or minimize impacts and fragmentation to recreational resources should be evaluated and considered to the greatest extent practicable.

Coordinator Feedback: None

0 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Recreation Areas Effect: None

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
SWFWMD's responsibility in the ETDM review process is to identify only those recreation areas located on District owned/controlled lands. From the SWFWMD's Graphical Information System (GIS), there are no District owned / controlled lands within two (2) miles of the proposed alignment. It should be noted, however, that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:
None

Additional Comments (optional):
None

Coordinator Feedback: None

3 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (11/04/2011)

Recreation Areas Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The proposed highway widening project is located adjacent to a portion of the Withlacoochee State

Forest and Cypress Lakes Preserve, and crosses the Withlacoochee State Trail.

Comments on Effects to Resources:
The Department's Office of Greenways and Trails (OGT) noted that the project area crosses under the Withlacoochee State Trail (WST). As such, it will be important that the WST bridge overpass be left intact and not impacted by the expansion of the road. Depending on the underlying ownership of the construction staging area, a temporary easement from the Board of Trustees of the Internal Improvement Trust Fund may be required. The project is also adjacent to the Withlacoochee State Forest, and any impacts to the Forest would need to be negotiated through the FDACS Florida Forest Service.

OGT recommends that a 12-ft. wide paved trail adjacent to SR 50 be constructed as part of the project to lay the ground work for connections between three nationally and regionally significant trails - the 42-mile Withlacoochee State Trail, the 29.2-mile General James A. Van Fleet State Trail, and the 42-mile Suncoast Trail. These trail connections are part of the West Central Florida Long Range Transportation Plan and the State's vision for an interconnected system of Greenways and Trails. An adjacent paved trail will be included in the widening of SR 50 from US 19 to the Suncoast Trail, which is scheduled for next year.

Additional Comments (optional):
Please be advised that under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed highway construction activities necessitate right-of-way expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

Coordinator Feedback: None

N/A ETAT Review by Anita Barnett, National Park Service (10/20/2011)

Recreation Areas Effect: N/A / No Involvement

Coordination Document: No Involvement

Dispute Information:N/A

Identified Resources and Level of Importance:
None found.

Comments on Effects to Resources:
None found.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration

Section 4(f) Potential

Coordinator Summary

N/A Summary Degree of Effect

Section 4(f) Potential Summary Degree of Effect: N/A / No Involvement

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
FDOT Recommended DOE: N/A / No Involvement

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of N/A / No Involvement.

A State Environmental Impact Report (SEIR) is anticipated for this project; Section 4(f) does not apply.

ETAT Reviews for Section 4(f) Potential

No reviews found for the Section 4(f) Potential Issue.
☐ No review submitted from the Federal Highway Administration

ETAT Reviews: Community

Aesthetics

Coordinator Summary

2 Summary Degree of Effect

Aesthetics Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Future Land Use lists 314.0 acres (35.63%) of medium density and 171.5 acres (19.46%) of low density residential use within the 500-foot buffer distance.

The FDOT recognizes the potential impact of the proposed project on these residents. In order to preserve community values and provide a safe and operationally efficient transportation improvement, the FDOT requested that the implementing agency consider alternatives during project development that are "context sensitive".

ETAT Reviews for Aesthetics

No reviews found for the Aesthetics Issue.
- No review submitted from the Federal Highway Administration
- No review submitted from the Hernando County MPO

Economic

Coordinator Summary

3 Summary Degree of Effect

Economic Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that there are no census blockgroups with a median income of less than $25,000 and two census blockgroups 120530401004009 and 120530403001000 with a minority population greater than 40% within the 100-foot buffer distance. The Sunrise Development of Regional Impact (DRI) is located within the 200-foot buffer distance. Two Mobile Home and RV Parks are located within the 500-foot buffer distance.

Access to intermodal facilities is an important consideration in the development of the Hernando County transportation system. SR 50 is a designated truck route that accesses one of the County's primary industrial areas. The Walmart Peninsular Florida Distribution Center accesses SR 50 at Kettering Road. The countywide truck routing system provides a continuous network of arterial roadways designed to handle the through movement of heavy trucks. This system must also provide a high level of accessibility to all parts of the county. Provision of the frontage roads and widening from four to six lanes within the SR 50 corridor should enhance truck access to the business community. This is due to enhanced traffic flow on the adjacent SIS facility and improved level of service that results from an effective frontage road and collector-distributor system.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT recommends that the implementing agency conduct public outreach to residents and businesses in the corridor area to solicit input on the project.

ETAT Reviews for Economic

No reviews found for the Economic Issue.
- No review submitted from the Federal Highway Administration
- No review submitted from the Hernando County MPO

Land Use

Coordinator Summary

2 Summary Degree of Effect

Land Use Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
DEO DOE: None
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Economic Opportunity (DEO) (formerly Florida Department of Community Affairs) and recommends a Degree of Effect of Minimal.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Future Land Use lists 314.0 acres (35.63%) of medium density and 171.5 acres (19.46%) of low density residential use within the 500-foot buffer distance.

SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road is included in the Florida Department of Transportation's (FDOT's) Fiscal Year 2010/2011 to 2014/2015 Strategic Intermodal System (SIS) Funding Strategy First Five Year Plan, District 7 SIS Non-Interstate Plan (July 2010).

The SR 50 (Cortez Boulevard) PD&E/EMO Study between Lockhart Road and US 301 (Treiman Boulevard) is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012 to 2015/2016 (Item No. 416732-2) in 2012. SR 50 (Cortez Boulevard) Add Lanes and Reconstruction from Lockhart Road to Kettering Road is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012/ to 2015/2016 (Item No. 416732-1) in 2015. No other project implementation phases are programmed at this time.

The following improvements are included in the Hernando County MPO's 2035 Cost Affordable LRTP adopted in December 2009 and amended in June 2010: SR 50 (Cortez Boulevard) from Lockhart Road to I-75 4-lane divided to 6-lane divided, SR 50 (Cortez Boulevard) from I-75 to Kettering Road 4-lane divided to 6-lane divided, and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) 2-lane undivided to 4-lane divided. The project limits from Kettering Road to US 98 (McKethan Road) are not currently included in the LRTP.

The Transportation Element of the Hernando County Comprehensive Plan last amended in October 2010 includes SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road) as an 8-lane divided facility and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 6-lane divided facility.

The Hernando County MPO Transportation Improvement Program (TIP) Fiscal Years 2011/2012 to 2015/2016 adopted June 28, 2011, Priority List of Projects includes the widening of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road from 4-lanes to 6-lanes. SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 2-lane to 4-lane improvement in the 2035 Needs Plan, but not the Cost Affordable LRTP. The SR 50 (Cortez Boulevard) project from Kettering Road to US 98 (McKethan Road) is not currently included in the TIP.

This project is widening SR 50 to a six-lane divided arterial, facility. Frontage roads may be constructed in the future by others. Hernando County Frontage Road Ordinance Chapter 24 Roads and Bridges, Article 1, Sec. 24-2 (c) states that developers of properties adjacent to the major arterial highway grid must provide at the developer's expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the county.

Regarding development pressure within the corridor, existing and planned high intensity commercial development around the I-75/SR 50 interchange, within the limits of this project, is accelerating. Sunrise is a large approved Development of Regional Impact (DRI) within the project area that is proposed to include

mixed use residential, retail commercial, and office. The I-75/SR 50 Planned Development District is also within the project area and is identified in the Hernando County Comprehensive Plan, Map G Regional Attractors and Regional Activity Centers.

The DEO summarized the projects consistency with the County plans making references to specific sections, maps, and policies.

The FDOT recommends that the implementing agency continue to coordinate with Hernando County to make all segments of the project consistent with County plans.

ETAT Reviews for Land Use

0 ETAT Review by Amie Longstreet, FL Department of Community Affairs (10/10/2011)

Land Use Effect: None

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Hernando County Comprehensive Plan

Comments on Effects to Resources:
Comment:
The project borders Rural, Residential, Commercial and Conservation land uses. The project is consistent with 1.07B of the Hernando County Comprehensive Plan Land Use Element which states "efficiently utilize the commercial/industrial value of the I-75 corridor, through master planning of land uses, roadway network, infrastructure and aesthetics." Additionally, though the SR 50/I-75 Interchange area was evaluated as part of the I-75 PD&E Study, separate from this ETDM review, the project is also consistent with Policy 1.07B(1) of the plan which states "Establish a Planned-Development Land Use Category on the Future Land Use Map which allows for a mixture of the following land uses: commercial, industrial, residential, multi-family, recreation and public facilities. The Planned Development Land Use Category shall extend between the County's existing (SR 50) I -75 interchange and where Lockhart Road crosses I-75 and from Lockhart Road to the abandoned railroad right-of-way."

Comment:
The ETDM projects number of lanes is depicted on Map C: 2035 Highway Network- Hernando County, FL Future Transportation Map. The ETDM project identifies intersection improvements with US 98 and US 301, which are not identified on the Future Transportation Map. However the intersection improvements are not required to be shown on a Future Transportation Map and these intersection improvements are less than a mile long each so would be too small to be seen on the Future Transportation Map, given its scale.

Comment:
Per the ETDM Project Description, the 2035 No Build planning and operational level analyses indicates that all of the segments and intersections along SR 50 (Cortez Boulevard) between Lockhart Road and US 301 (Treiman Boulevard) will operate at failing LOS conditions (LOS F). However, the proposed improvement of SR 50 (Cortez Boulevard) to a six lane arterial will make the entire study area operate at acceptable LOS conditions. Policy 2.04A (2) of the Hernando County Comprehensive Plan Transportation Element states that "For roadway facilities on the Strategic Intermodal System, the Florida Interstate Highway System, and roadway facilities funded in accordance with the level of service standard shall be in accordance with the level of service standard established by the Florida Department of Transportation by rule. For all other roads on the

State Highway System, the level of service standard shall be LOS "D" peak hour".

Comment:
Policy 6.01A(1) of the Hernando County Comprehensive Plan Conservation Element states that "The County shall continue to map by separate designation the prime habitat areas of species of special concern, threatened species and endangered species. The Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Area shall serve as the basis for mapping the prime habitat areas of species of special concern, threatened species and endangered species." The Hernando County Comprehensive Plan does not specifically identify natural resource areas adjacent to the project. However, County planning staff has identified the Cypress Lakes Preserve as environmentally sensitive land managed by the County located on the north side of SR 50 between Kettering Road and Ridge Manor Boulevard. The management plan addresses habitat management and recreation issues, thus the project is consistent with Cypress Lakes Preserve.

Coordinator Feedback: None

- ☐ No review submitted from the FL Department of Economic Opportunity
- ☐ No review submitted from the Federal Highway Administration
- ☐ No review submitted from the Hernando County MPO

Mobility

Coordinator Summary

1 Summary Degree of Effect

Mobility Summary Degree of Effect: Enhanced

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
Hernando County MPO DOE: Moderate
FDEP DOE: Enhanced
FDOT Recommended DOE: Enhanced

The Florida Department of Transportation (FDOT) has evaluated comments from the Hernando County Metropolitan Planning Organization (MPO) and the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of Enhanced. The FDOT discussed the project with Hernando County on December 28, 2011, but the FDOT feels an Enhanced DOE is appropriate since the project will enhance mobility in the area. The FDOT will coordinate pedestrian and bicycle facilities further with Hernando County during the PD&E Study.

A review of the Geographic Information Systems (GIS) analysis data indicates that there is railroad located within the 100-foot buffer distance and one group care facility located within the 500-foot buffer distance.

SR 50 is designated as an emergency evacuation route from west of US 19 and Sumter County Line and is shown on the Florida Division of Emergency Management's evacuation route network.

Currently there is no fixed route bus service within the corridor. The West Central Florida MPO CCC Regional Cost Affordable Transit Facilities and Services 2010-2025 identifies no planned transit facilities and services along this portion of SR 50 (Cortez Boulevard). The Hernando County MPO's 2035 LRTP Transit Needs Plan Local Transit Route Needs identifies proposed local Route 90 along a portion of the

project limits from SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road). The Hernando County MPO's 2035 LRTP Needs Assessment Transit Networks identifies a proposed express bus route along SR 50 (Cortez Boulevard) west of I-75.

Hernando County has a cooperative effort, called THE Bus, which consists of the Hernando County Board of County Commissioners, Hernando County MPO, City of Brooksville, FDOT, Federal Transit Administration and McDonald Transit Associates, Inc. This cooperative effort provides service to Hernando County. No current routes of the bus travel on SR 50 within the limits of this project, but other study initiatives of the Tampa Bay Area Regional Transit Authority (TBARTA) may extend service to within the subject corridor in the future. TBARTA and FDOT are currently conducting a study to explore transit connections from Hillsborough County to the south and northerly to Citrus County. The limits of this SR 50 corridor are included within the limits of that transit evaluation study.

The existing rural cross-section design incorporates open swales with no sidewalks. Paved shoulders functioning as 'undesignated' bike lanes provide some utility for bicyclists.

The Hernando County MPO's 2035 Cost Affordable LRTP 2035 Future Planned Bicycle Facilities identifies this portion of SR 50 as having existing bicycle facilities, paved shoulder/bike lane and identifies a multi-use trail (the Withlacoochee State Trail) and two trailheads, one on SR 50 at Kettering Road and SR 50 east of Kettering Road.

Integration of non-motorized transportation is an important component of a balanced transportation system within an urbanized area. The proposed improvements should safely accommodate bicycles and pedestrians to the greatest extent possible. Typically the frontage roads have low volumes and operating speeds, and provide more direct access to commercial areas than will an SIS roadway such as SR 50.

The proposed cross section will include 5 foot wide sidewalks. The future SR 50 travel lanes will continue to be twelve feet in width. Bicycles will be accommodated on paved shoulders or bike lanes. Any pedestrian and bicycle features along SR 50 should also provide a direct connection to the Withlacoochee State Trail, which crosses over SR 50 on structure near Kettering Road. There is also a trailhead on Kettering Road approximately 400 feet south of SR 50.

The FDEP recommends that a 12-foot wide paved trail adjacent to SR 50 be constructed as part of the project to lay the groundwork for connections between three nationally and regionally significant trails, the Withlacoochee State Trail, General James A. Van Fleet State Trail, and Suncoast Trail.

The Hernando County MPO requested that a separate multi-use path be constructed within the ROW along this segment of SR 50. This would be consistent with the road widening plans for the western segment of SR 50 from US 19 to the Suncoast Parkway that includes a 12-foot wide multi-use path on the south side of SR 50.

The FDOT recommends that the implementing agency coordinate with the FDEP and Hernando County MPO for pedestrian and bicycle connectivity.

ETAT Reviews for Mobility

3 ETAT Review by Steve Diez, Hernando County MPO (10/26/2011)

Mobility Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information: N/A

Identified Resources and Level of Importance:

Mobility issues for bike/ped.

Comments on Effects to Resources:
For additional review.

Additional Comments (optional):
The MPO would request that a separate multi-use path be constructed within the ROW along this segment of SR 50. This would be consistent with the road-widening plans for the western segment of SR 50 from US 19 to the Suncoast Parkway that include a 12-foot wide multi-use path on the south side of SR 50.
The rationale was initially provided by FDOT that a separate path was needed on this section due to high traffic volume, high truck traffic, and to provide connectivity to the Suncoast Trail. The MPO asks that this same rationale be applied on this project. Additionally, on this eastern segment, connectivity would be greatly enhanced to the Withlacoochee State Trail, which is another nationally recogized recreational trail and part of the West Central Flroida Chair's Coordinating Commmittee Regional Multi-Use Trail system.
With the recent update to the 5-year Tentative Work Program, the Good Neighbor Trail is fully funded for construction in FY 2015/16. This will expand the Regional Multi-Use Trail network and help to provide east/west connectivity in the County.
For all these reasons, we would request that a separate multi-use trail be considered for inclusion into this project.

Coordinator Feedback: None

1 ETAT Review by Lauren P. Milligan, FL Department of Environmental Protection (11/04/2011)
Mobility Effect: Enhanced

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
The Department's Office of Greenways and Trails (OGT) noted that the project area crosses under the Withlacoochee State Trail (WST). As such, it will be important that the WST bridge overpass be left intact and not impacted by the expansion of the road.

Comments on Effects to Resources:
OGT recommends that a 12-ft. wide paved trail adjacent to SR 50 be constructed as part of the project to lay the ground work for connections between three nationally and regionally significant trails - the 42-mile Withlacoochee State Trail, the 29.2-mile General James A. Van Fleet State Trail, and the 42-mile Suncoast Trail. These trail connections are part of the West Central Florida Long Range Transportation Plan and the State's vision for an interconnected system of Greenways and Trails. An adjacent paved trail will be included in the widening of SR 50 from US 19 to the Suncoast Trail, which is scheduled for next year.

Coordinator Feedback: None

☐ No review submitted from the Federal Highway Administration
☐ No review submitted from the Federal Transit Administration

Relocation

Coordinator Summary

3 Summary Degree of Effect

Relocation Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that 2008 Future Land Use lists 28.5 acres (16.61%) of commercial, office, tourism, and marina and 89.3 acres (51.98%) of residential within the 100-foot buffer distance.

Should residents or businesses require relocation, a ROW and relocation program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17) will need to be carried out.

The FDOT recommends that the implementing agency consider impacts to these land uses and to develop alternatives to avoid or minimize relocations during project development. Any relocation should be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. The FDOT recommends that the implementing agency prepare a Conceptual Stage Relocation Program Report for this project.

ETAT Reviews for Relocation

No reviews found for the Relocation Issue.
- ☐ No review submitted from the Federal Highway Administration
- ☐ No review submitted from the Hernando County MPO

Social

Coordinator Summary

2 Summary Degree of Effect

Social Summary Degree of Effect: Minimal

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
Hernando County MPO DOE: Moderate
USEPA DOE: Minimal
DEO DOE: None
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Hernando County Metropolitan Planning Organization (MPO), the US Environmental Protection Agency (USEPA), and the Florida Department of Economic Opportunity (DEO) (formerly Florida Department of Community Affairs and recommends a Degree of Effect (DOE) of Minimal. The FDOT discussed the project with Hernando County

on December 28, 2011, but the FDOT feels a Minimal DOE is appropriate since the improvements will be within the right-of-way and the project does not divide a neighborhood or public or private services. The FDOT will coordinate pedestrian and bicycle facilities further with Hernando County during the PD&E Study.

A review of the Geographic Information Systems (GIS) analysis data indicates that one government building, one healthcare facility, and one religious center are located within the 100-foot buffer distance, the Hernando County Fire Rescue Station 22 and one community center are located within the 200-foot buffer distance, and the Hernando County Sheriff's Department Eastside Substation, one group care facility and two additional religious centers are located within the 500-foot buffer.

Other social resources associated with Infrastructure, Special Designations, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological are identified in their respective Degree of Effects.

The Hernando County MPO requested that a separate multi-use path be constructed within the ROW along this segment of SR 50. This would be consistent with the road widening plans for the western segment of SR 50 from US 19 to the Suncoast Parkway that includes a 12-foot wide multi-use path on the south side of SR 50.

The USEPA recommended that public involvement be part of the PD&E Study, especially in relation to business owners or residents who could be directly affected. Additional consideration should be given to low income populations and elderly or special needs populations along the project corridor. Other concerns include noise, rerouting of traffic during construction, ingress and egress from businesses during construction, and additional traffic volumes as a result of the project. There are also recreation areas and managed environmental lands in the area which could be impacted.

The DEO noted that the project does not include impacts to Social issues in the Hernando County Comprehensive Plan that may be associated with this project.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionably adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT recommends that the implementing agency consider impacts to these land uses and resources, and develop alternatives to avoid or minimize harm to these resources during the project's design phase. The FDOT recommends that the implementing agency prepare a Noise Study Report (NSR).

ETAT Reviews for Social

2 ETAT Review by Madolyn Dominy, US Environmental Protection Agency (11/04/2011)

Social Effect: Minimal

Coordination Document: No Selection

Dispute Information: N/A

Identified Resources and Level of Importance:
Resources: Residential communities and properties, commercial businesses and properties, industrial facilities, social service facilities, religious facilities or centers, schools, healthcare facilities, etc.

Level of Importance: These resources are of a high level of importance.

Comments on Effects to Resources:
EPA is assigning a minimal degree of effect to the Social issue. Although the proposed roadway widening project will provide the public with congestion relief, the project could potentially have a direct impact on social features, including, but not limited to businesses, residences, and public recreational areas. EPA recommends that public involvement be a part of the PD&E phase of the project, especially in relation to business owners or residents who could be directly affected. Additional consideration should also be given to low income populations and elderly or special needs populations along the project corridor.

Other concerns include noise, rerouting of traffic during construction, ingress and egress from businesses during construction, and additional traffic volumes as a result of the project. In addition, there are recreational areas, managed environmental lands, etc. in the area which could be impacted.

Coordinator Feedback: None

3 ETAT Review by Steve Diez, Hernando County MPO (10/26/2011)
Social Effect: Moderate

Coordination Document: To Be Determined: Further Coordination Required

Dispute Information:N/A

Identified Resources and Level of Importance:
Mobility issues for bike/ped.

Comments on Effects to Resources:
For additional review.

Additional Comments (optional):
The MPO would request that a separate multi-use path be constructed within the ROW along this segment of SR 50. This would be consistent with the road-widening plans for the western segment of SR 50 from US 19 to the Suncoast Parkway that include a 12-foot wide multi-use path on the south side of SR 50.
The rationale was initially provided by FDOT that a separate path was needed on this section due to high traffic volume, high truck traffic, and to provide connectivity to the Suncoast Trail. The MPO asks that this same rationale be applied on this project. Additionally, on this eastern segment, connectivity would be greatly enhanced to the Withlacoochee State Trail, which is another nationally recogized recreational trail and part of the West Central Flroida Chair's Coordinating Commmittee Regional Multi-Use Trail system.
With the recent update to the 5-year Tentative Work Program, the Good Neighbor Trail is fully funded for construction in FY 2015/16. This will expand the Regional Multi-Use Trail network and help to provide east/west connectivity in the County.
For all these reasons, we would request that a separate multi-use trail be considered for inclusion into this project.

Coordinator Feedback: None

0 ETAT Review by Amie Longstreet, FL Department of Community Affairs (10/07/2011)

Social Effect: None

Coordination Document: No Selection

Dispute Information:N/A

Identified Resources and Level of Importance:
Hernando County Comprehensive Plan

Comments on Effects to Resources:
The proposed project does not include impacts to Social issues in the Hernando County Comprehensive Plan that may be associated with this project.

Coordinator Feedback: None

☐ No review submitted from the FL Department of Economic Opportunity
☐ No review submitted from the Federal Highway Administration

ETAT Reviews: Secondary and Cumulative

Secondary and Cumulative Effects

Coordinator Summary

3 Summary Degree of Effect

Secondary and Cumulative Effects Summary Degree of Effect: Moderate

Reviewed By:
FDOT District 7 (1/06/2012)
Comments:
SWFWMD DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

The FDOT in conjunction with the Federal Highway Administration (FHWA) is currently facilitating a task force to evaluate and provide guidance on Indirect (Secondary) and Cumulative Effects. This task force consists of representatives from the FHWA, the FDOT, various agencies, regional planning councils, and Metropolitan Planning Organizations (MPOs). The output of this task force will be guidance in the form of a White Paper along with possible revisions to the Environmental Screening Tool (EST) to facilitate Indirect and Cumulative Effects Analysis. The FDOT recommends that the implementing agency consider this issue further when these necessary tools and guidance are in place.

ETAT Reviews for Secondary and Cumulative Effects

3 ETAT Review by Hank Higginbotham, Southwest Florida Water Management District (11/03/2011)

Secondary and Cumulative Effects Effect: Moderate

Coordination Document: Permit Required

Dispute Information:N/A

At-Risk Resource: Wildlife and Habitat

Comments on Effects:
The project's potential impacts on wildlife and habitat include the elimination and/or disturbance of breeding and foraging areas for Listed Species and the fragmentation of remaining uplands. In addition, the wildlife corridors that are currently available may be rendered ineffective as a result of the fragmentation.

The expansion of SR 50 has the potential to place lanes of traffic directly adjacent to the property line associated with Cypress Lakes Preserve. There are several forested wetlands located along the south side of the existing SR 50, which provides habitat for local wildlife. Due to the super elevated section of SR 50, south of Cypress Lakes Preserve, there is a steep change in elevation from the fill to the natural elevation of the preserve. Expansion of the roadway may result in a drastic elevation drop or retaining wall requiring a fence for public safety. This potential fence would prevent wildlife from safely crossing SR 50 between the natural systems on each side of the roadway.

Recommended Avoidance, Minimization, and Mitigation Measures:
Expansion of the SR 50 utilizing the existing median and to the south, in the area of the Cypress Lakes Preserve, may prevent the installation of a retaining wall to maintain the fill associated with construction. If this is not possible the use of approved wildlife crossings, as determined through the Florida Department of Transportation Wildlife Crossing Guidelines, may reduce the amount of wildlife fatalities.

Excessive habitat damage to remaining quality upland habitats can be eliminated by restricting construction equipment to other, disturbed areas. The restoration and/or enhancement of upland habitats that have been adversely affect by existing rail facilities would assist in reducing overall wildlife impacts of the project. Reduction of impacts to Florida scrub jay and crested caracara, where presence is likely can be accomplished by avoiding disturbance to xeric nesting habitat for scrub jays and cabbage palms known to be used for nesting by caracara.

Recommended Actions to Improve At-Risk Resources:
The setting aside in permanent conservation status of other upland habitat in the vicinity of the project would assist in reducing overall wildlife impacts of the project. Furthermore, ensuring the wildlife travel corridor function of floodplain wetlands remains intact would significantly reduce wildlife impacts.

At-Risk Resource: Water Quality and Quantity

Comments on Effects:
This is a capacity improvement project. In the absence of stormwater treatment & attenuation for the facilities impervious areas, the project has the potential to contribute to water quality & quantity impacts to down-gradient receiving systems.

Recommended Avoidance, Minimization, and Mitigation Measures:
Compliance with existing permit requirements, the successful use of erosion and sediment control BMPs, and compliance with applicable TMDL and MFL requirements will help assure that minimum water quality standards are met. Water quantity concerns will also be addressed during the ERP process. In general, limiting or otherwise offsetting encroachment on the ditches, channels, and floodplains in the area can reduce quantity concerns. For groundwater resources, ensure that spillages of petroleum products and other chemicals do not occur during construction, and that stormwater treatment ponds do not intrude into the limerock or penetrate confining material of the aquifer system, either directly or by sinkhole formation. Low impact development strategies may help with water quality treatment as well as water quantity management.

Recommended Actions to Improve At-Risk Resources:
For surface water resources, reduce pollutant loads to the drainage features in the project area by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by limiting activities in surface water, by protecting surface water from the introduction of oils, greases and fuel spillage from equipment, and by considering restoration strategies at construction sites. Low impact development strategies may help to limit secondary and cumulative impacts.

At-Risk Resource: Wetlands

Comments on Effects:
If applicable, expansion of SR 50 to the north will result in the roadway being directly adjacent to the Cypress Lakes Preserve and the expansion of the bridge over the Withlacoochee River, which may result in secondary impacts to these protected ecosystems. The expanded roadway and stabilized shoulder will allow for the introduction of sediment and debris from both the vehicular and pedestrian traffic, during and after construction.

Recommended Avoidance, Minimization, and Mitigation Measures:
Secondary impacts to habitat functions of wetlands associated with adjacent upland activities will not be considered adverse if buffers, with a minimum undisturbed width of 15' and an average undisturbed width of 25' are provided abutting those wetlands that will remain under the permitted

design, unless additional measures are needed for protection of wetlands used by listed species for nesting, denning, or critically important feeding habitat. Since the Withlacoochee River is an OFW, additional buffers will be required as part of the permitting design. Please show the designated buffer areas on the construction plans or provide reasonable assurance that secondary impacts to the water resources will not occur as required by the District's Basis of Review Subsection 3.2.7., available at http://www/swfwmd.state.fl.us/permits/rules.

Wetland impacts can be eliminated or reduced by implementing strict controls over sediment transport off site during construction and by restricting the staging area and the movement of vehicles and equipment to non-wetland areas. The wildlife corridor function of floodplain wetlands should remain intact.

Recommended Actions to Improve At-Risk Resources:
Secondary wetland impacts can be reduced or eliminated by (1) observing the 25 foot wetland setback around existing wetlands, and (2) utilizing the best management practices for erosion control and turbidity barriers, where needed. If an average 25 foot wetland buffer cannot be maintained, the installation of buffer shrubs, such as wax myrtles and viburnum (Walter's viburnum or sweet viburnum), can be utilized to offset the secondary impacts in these circumstances.

Coordinator Feedback: None

General Project Commitments

Date	Description
8/17/2004	SR 50 Frontage Roads from Lockhart Road to Kettering Road Hernando County Response to FHWA: Based on FDOT s recent discussions with the Federal Highway Administration (FHWA), we offer the following in response to comments received during the ETAT review: The proposed frontage roads are not subject to a typical needs evaluation as would be a capacity improvement on an arterial such as SR 50. The authority for enactment and application of these frontage roads is found in the Hernando County Frontage Road Ordinance, which was adopted in 1986. The language contained in the County s ordinance under General Requirements reads Developers of properties adjacent to the major arterial highway grid must provide at the developer s expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the County . The need and demand, therefore, has already been determined by Hernando County. There are segments of frontage roads currently in place along corridors which are experiencing substantial growth and development activities, such as is the case on SR 50. The County s intent, however, is to provide a system of continuous frontage roads where practical so that the adjacent arterial roadway can operate at maximum efficiency and access to adjacent land uses is safe and convenient. Since the entire frontage road system does not currently exist within the proposed project limits, there is no existing level of service information to provide. FDOT will provide level of service information and accident data for SR 50, within the proposed project limits, to the County as they pursue project development. In regard to future demand and future level of service, the Hernando MPO estimated the two-lane two-way frontage roads could carry 8,000 AADT by the year 2025. As an access management technique, these frontage roads will serve development that is currently in place and/or approved adjacent to SR 50 within the project limits. Another potential benefit provided by the proposed frontage roads is the segregation of through and local traffic, thereby protecting the through travel lanes from encroachment, conflicts and delays, while also reducing the frequency and severity of accidents. Since SR 50 in this area is designated as part of the Florida Intrastate Highway System (FIHS), these considerations are very important. Even though frontage roads do not increase capacity on the arterial roadway per se, we can conclude that the operation and carrying capacity on the arterial is maximized by removing friction/conflict points as stated above. A continuous system of fully developed frontage roads, similar to what is envisioned by Hernando County, can provide local traffic circulation adjacent to developments and not on SR 50, thereby enhancing safety and accessibility. Another benefit that may be realized from implementation of the proposed frontage roads is they should safely accommodate bicycles and pedestrians. This provides another choice to integrate the non-motorized component into the overall transportation system and improve mobility in general. The estimated project cost and funding source, as indicated in the Hernando MPO s 2025 Cost Feasible Long Range Transportation Plan, will be added to the Project Description and Purpose and Need Statement. The proposed frontage roads will be funded by developers/County. The funding source was not included when proposed projects were entered into the Planning Screen; however, FDOT did not intend to indicate the project was an unfunded need. This additional information will eliminate the apparent inaccuracy and inconsistency identified by FHWA. Future maintenance costs for the proposed frontage roads are also addressed in the Frontage Road Ordinance, and will be accomplished by the developer/property owner subject to County maintenance standards. According to the Ordinance the property owner, upon whose property the frontage road is constructed, has the option to contract with the County to provide for maintenance or dedicate the roadway and right-of-way to the County for inclusion into the County s roadway maintenance system. Your agency also submitted comments regarding project alternatives/secondary and cumulative effects. Transportation improvement needs are identified in the Long Range Transportation Plan (LRTP) and in response to the development allowed in the local government Comprehensive Plans, of which, the Future Land Use Plan is an element. This project is identified in the Hernando County MPO s LRTP. Therefore, the proposed project would appear to have little influence, if any, on the rate of development in the area. The current and future development will continue to occur, if it is financially viable and consistent with the approved development thresholds in the local Comprehensive Plan and applicable federal and state laws. As a result, indirect, secondary, and cumulative impacts associated with the project implementation are recognized when developing Future Land Use Plans. Given the projected future growth and land use designations, the implementation of the proposed SR 50 project is not expected to substantially alter development patterns along the project.

Permits

Permit Name	Type	Review Org	Review Date
FDEP NPDES General Permit	Other	FDOT District 2	08/22/11

Dredge and Fill Permit	USACE	FDOT District 2	08/22/11
Environmental Resource Permit	State	FDOT District 7	08/22/11

Technical Studies

Technical Study Name	Type	Review Org	Review Date
Noise Study Report	ENVIRONMENTAL	FDOT District 7	08/22/11
Contamination Screening Evaluation Report	ENVIRONMENTAL	FDOT District 7	08/22/11
Wetlands Evaluation Report	ENVIRONMENTAL	FDOT District 7	08/22/11
Traffic Analysis	ENGINEERING	FDOT District 7	08/22/11
State Environmental Impact Report (SEIR)	ENVIRONMENTAL	FDOT District 7	08/22/11
Project Development Summary Report (PDSR)	ENGINEERING	FDOT District 7	09/12/11
Endangered Species Biological Assessment Technical Memorandum	ENVIRONMENTAL	FDOT District 7	08/22/11
Cultural Resource Assessment Survey	ENVIRONMENTAL	FDOT District 7	08/22/11

Class of Action

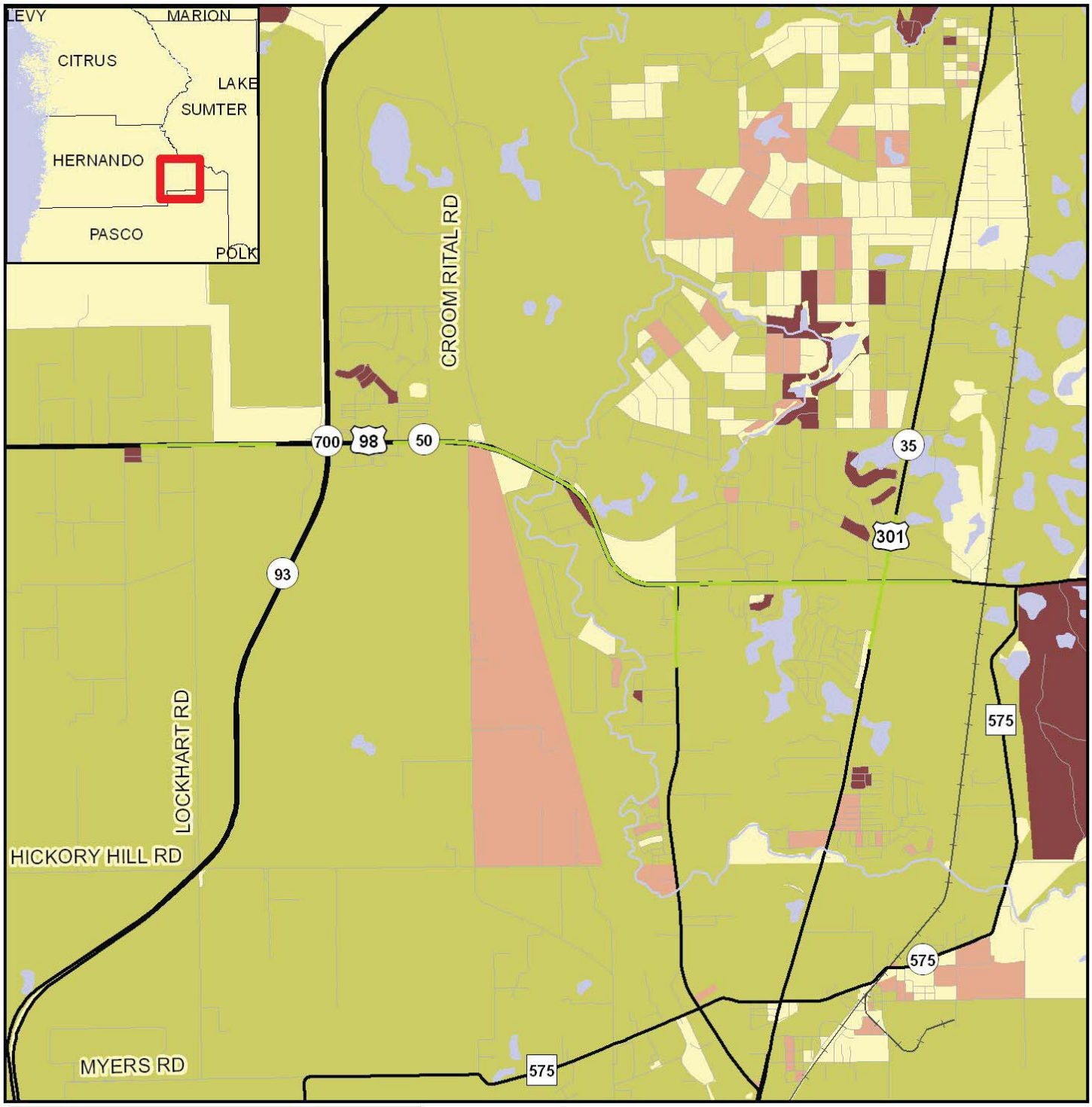
No Class of Action Defined Yet.

Dispute Resolution Activity Log

No Dispute Actions Found.

Hardcopy Maps: Alternative #1

3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 3 Miles

Population Age Distribution Map

N W E S

ETDM Alternative Point
ETDM Alternative Terminus
ETDM Alternative Segment
ETDM Alternative Polygon

Major Road
Local Road or Trail
Railroad
River, Stream or Canal
Water Body

Median Age
0 - 18
18 - 30
30 - 65
> 65

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2000)

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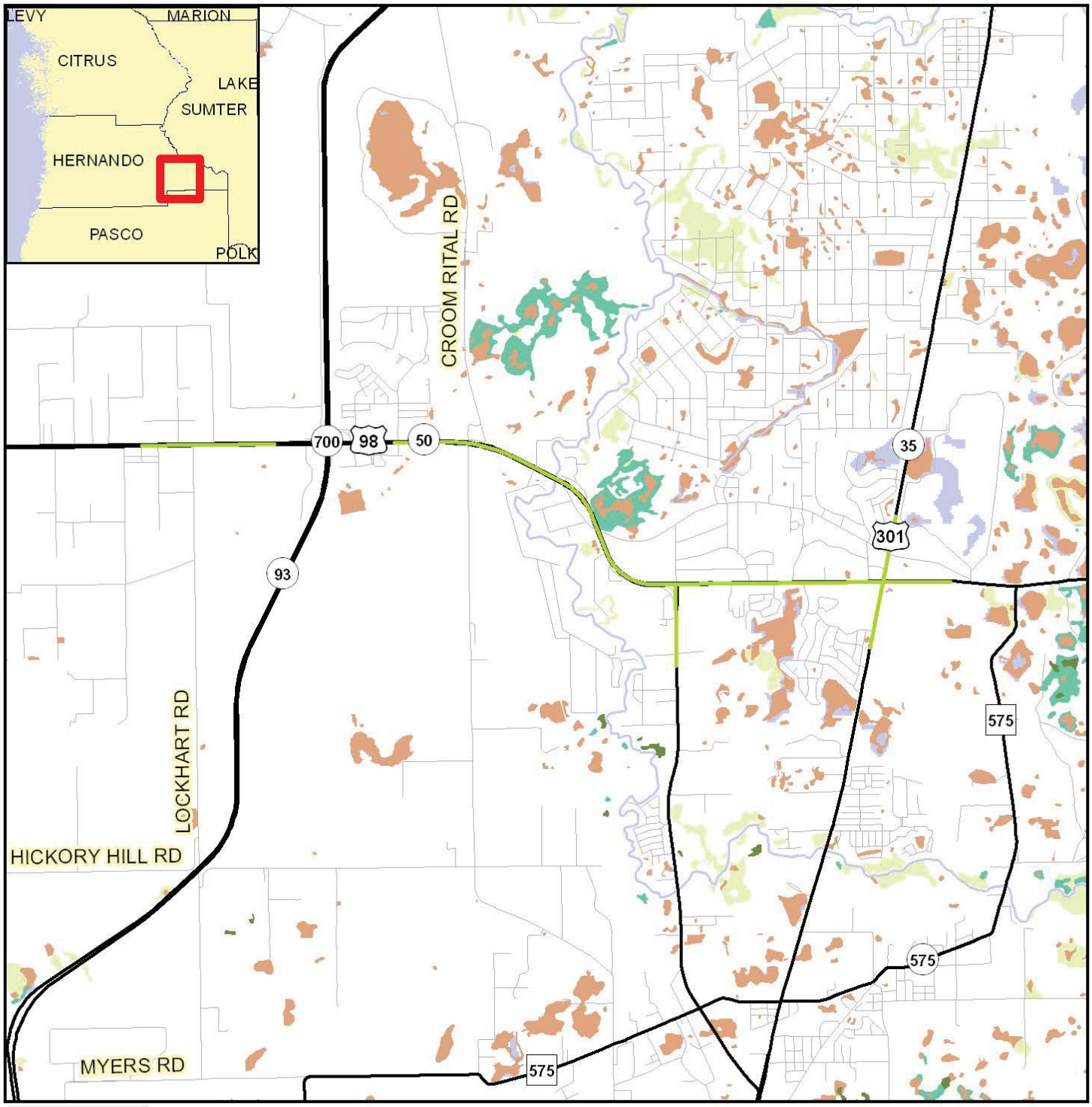
3391 SR 50 (Cortez Boulevard), Alternative #1

Lockhart Road to US 301



0 1 Miles

N W E S

Coastal and Marine Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Aquatic Preserve
- Navigable Water Way
- Continuous Seagrass
- Discontinuous Seagrass
- Coastal Barrier Resource Area
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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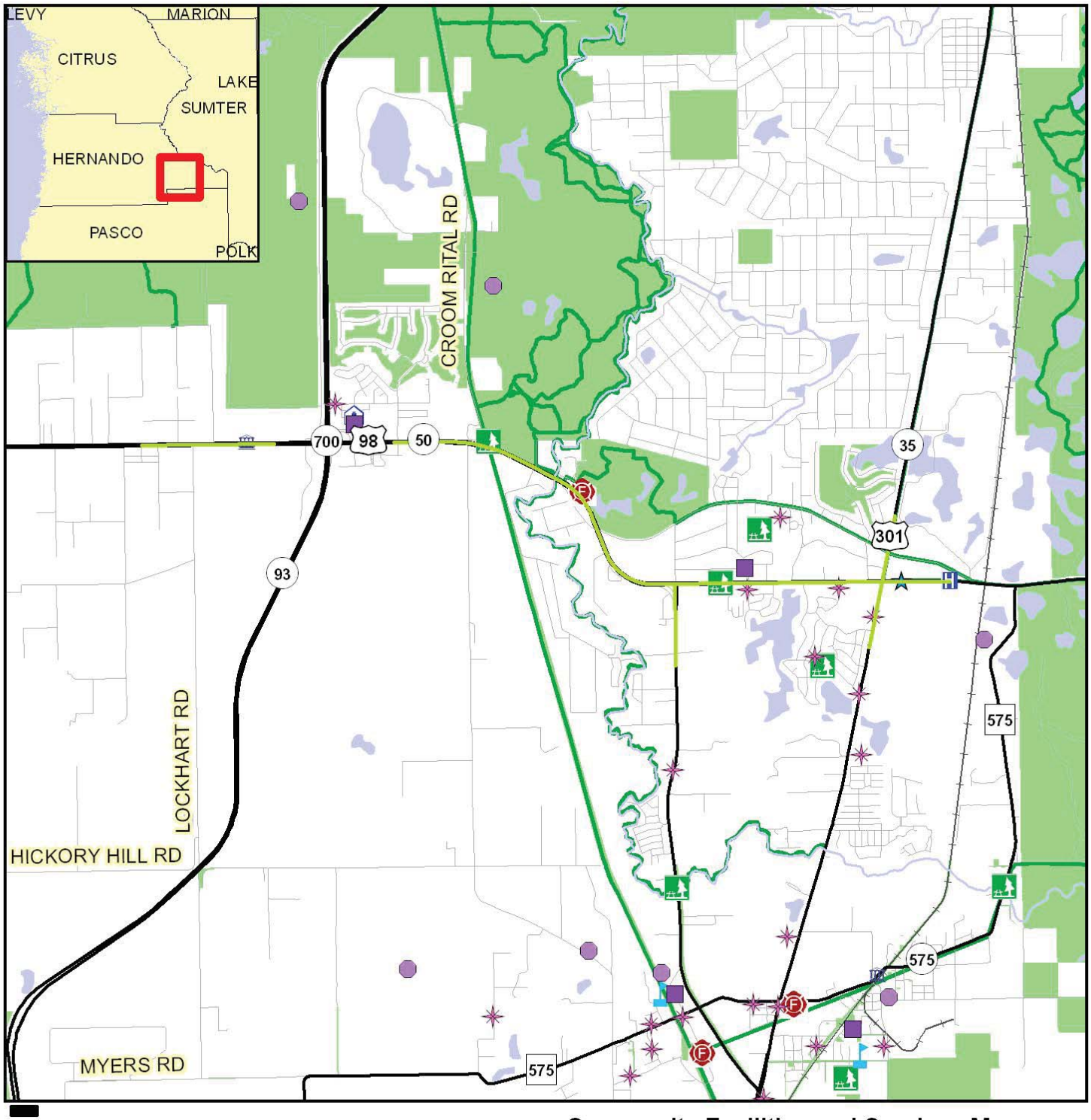
Lockhart Road to US 301



0 0.2 Miles

Community Facilities and Services Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Government
- Civic Center
- Cemetery
- Social Service
- Community Center
- Law Enforcement
- Place of Worship
- Cultural Center
- Fire Station
- Health Care
- School
- Park
- River, Stream or Canal
- Recreational Trail
- Railroad
- Community Boundary
- Water Body
- Conservation or Recreation Area

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

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Map Generated on: 8/22/2011 Printed on: 1/11/2012

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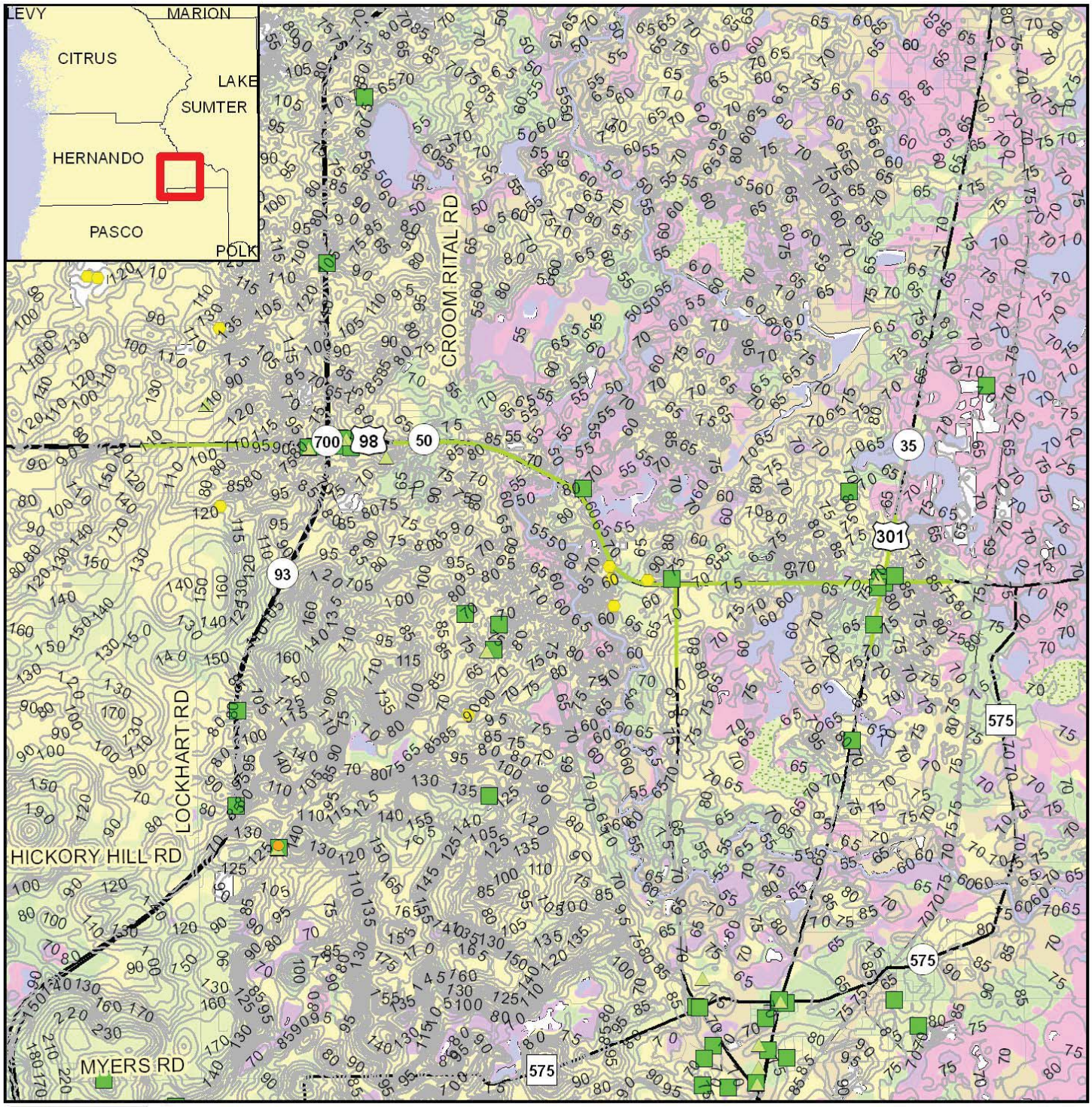
3391 SR 50 (Cortez Boulevard), Alternative #1

Lockhart Road to US 301



0 1 Miles

N W E S

Potential Contamination Assessment Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Toxic Release Inventory
- Dry Cleaning Facility
- Solid Waste Facility
- NPL Remediation Site
- Hazardous Material Site
- Power Plant
- Superfund Site
- Nuclear Site
- FDEP Tanks
- Brownfield Area
- 5 FT Contour
- Water Body
- Swamp/Marsh

Data Sources:
NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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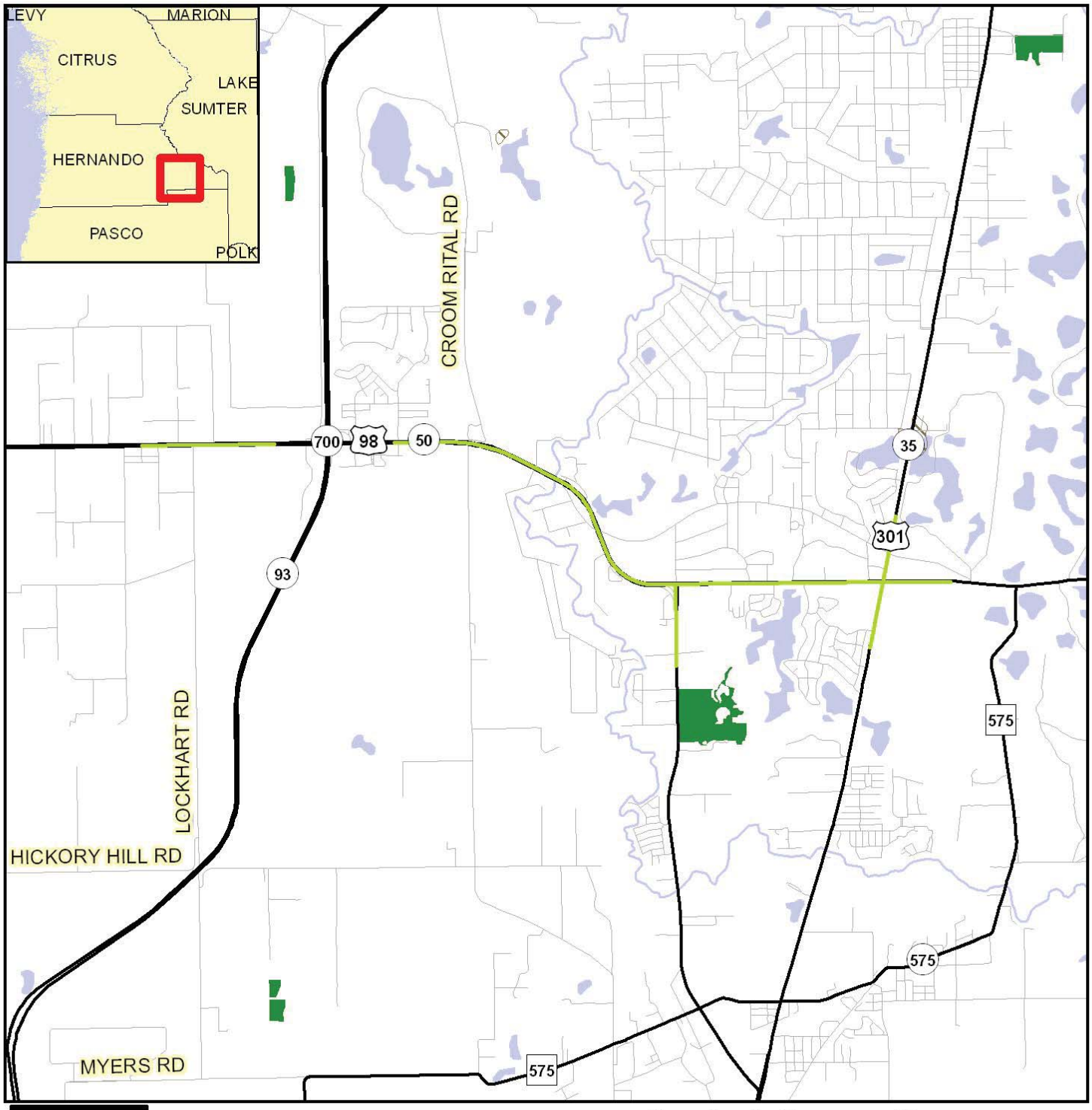
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



Farmlands Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

N W E S

Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conseration Services

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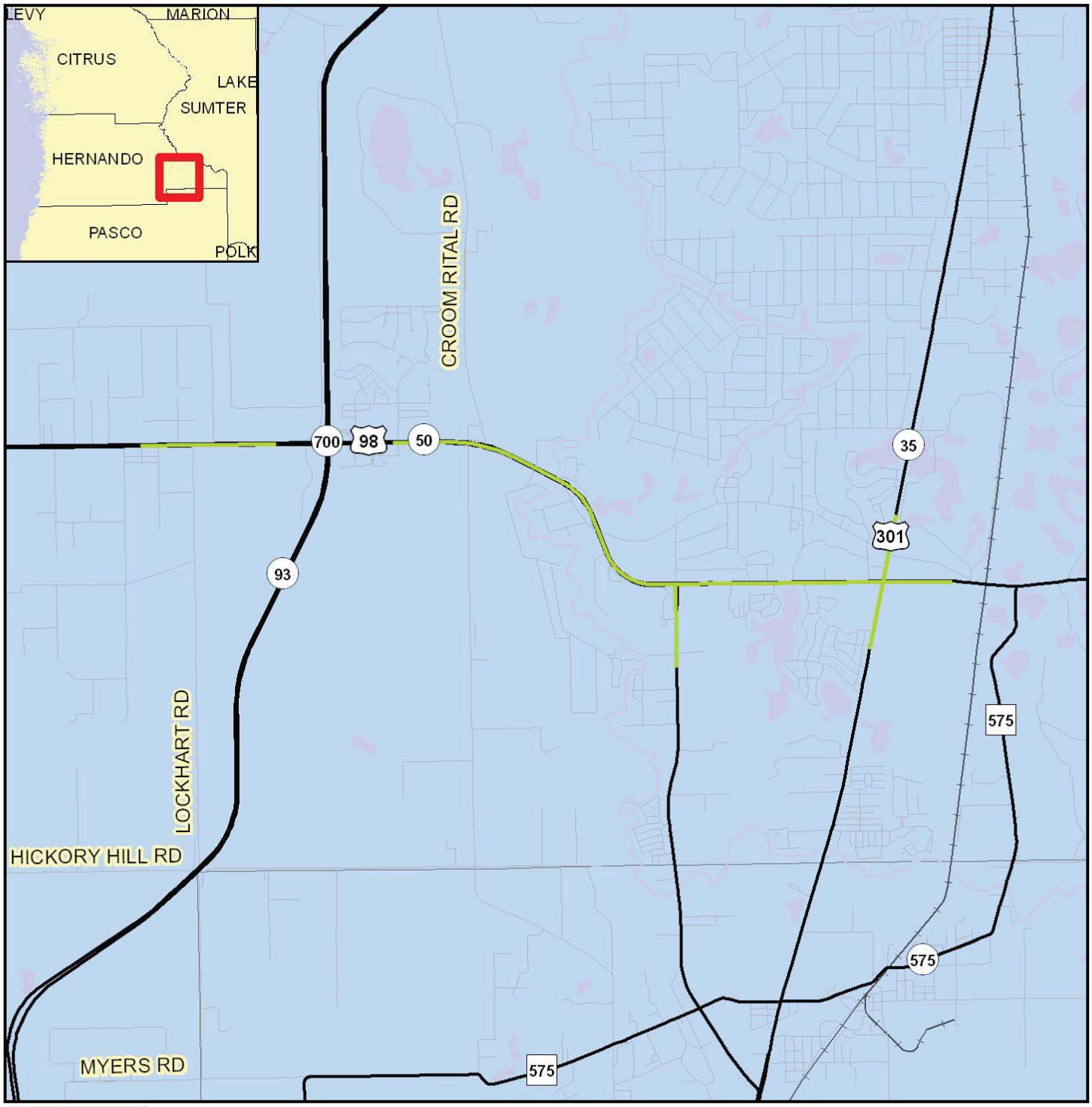
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 1 Miles

N W E S

Floodplain Resource Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Special Flood Hazard Area

Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

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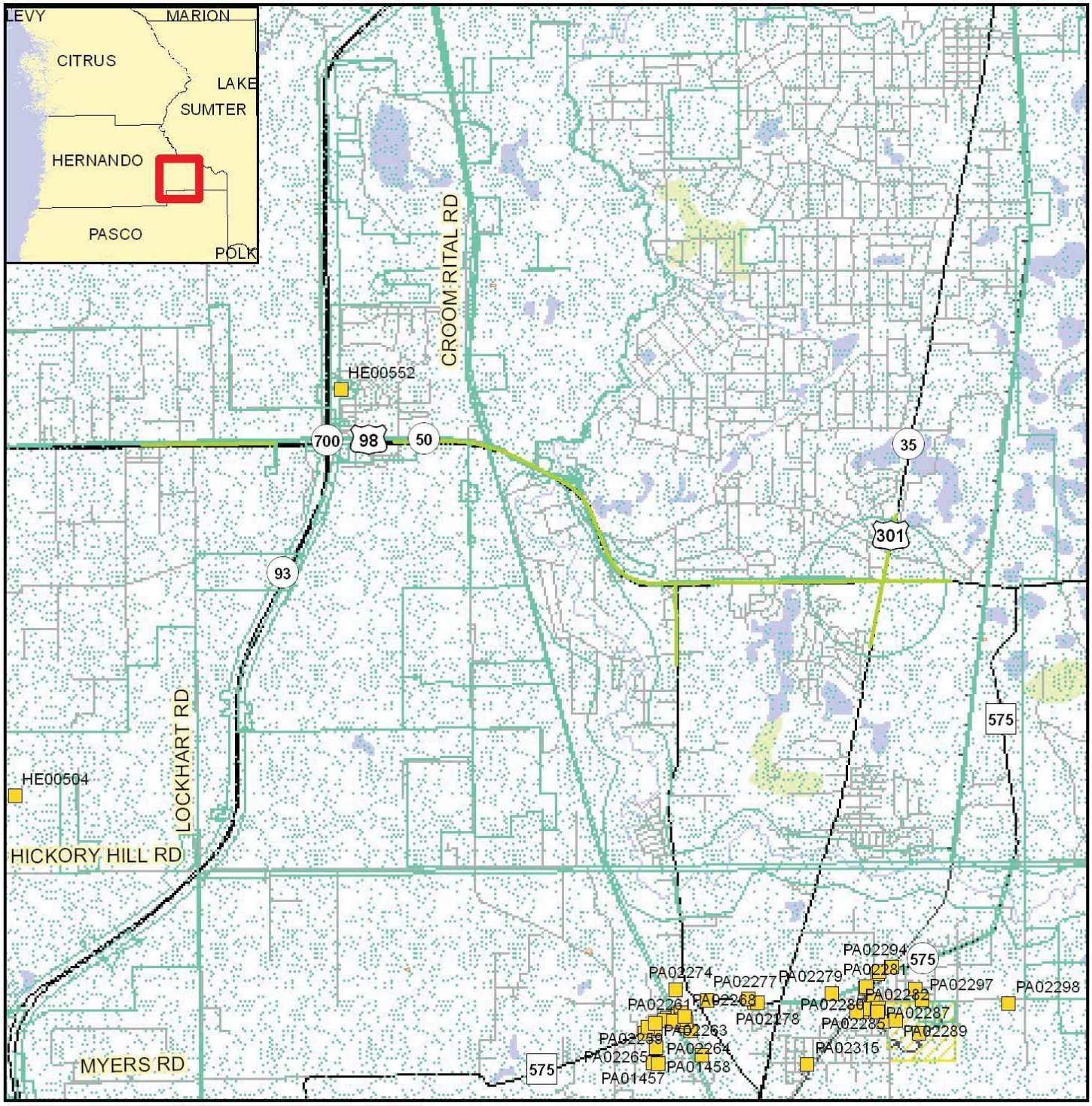
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 3 Miles

Historic Resources Map

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Railroad
- Historic Structure
- Historic Cemetery
- Historic Bridge
- Historic Resource Group
- Cultural Resource Field Survey Area
- State Historic Highway

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

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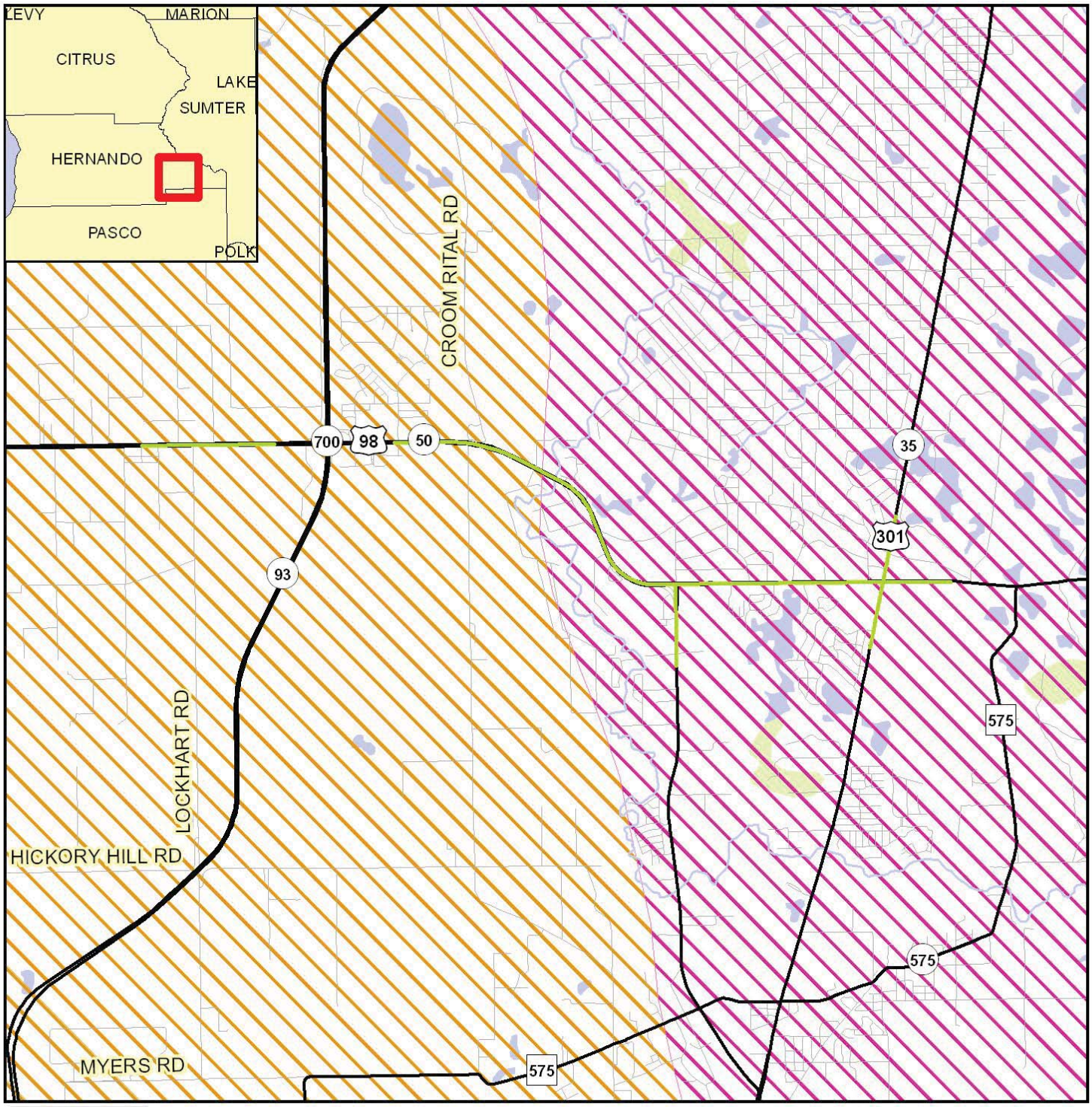
Lockhart Road to US 301



0 1 Miles

Hydrogeology Resource Map

N W E S

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh

Recharge Areas of the Floridan Aquifer

- Discharge 1 TO 5
- Discharge > 5
- Disharge < 1
- Recharge 1 TO 10
- Recharge > 10
- Recharge < 1

Geological Epoch

- Eocene
- Holocene
- Miocene
- Miocene/Pliocene
- Oligocene
- Oligocene/Miocene
- Pleistocene
- Pleistocene & Holocene
- Pliocene
- Pliocene/Pleistocene

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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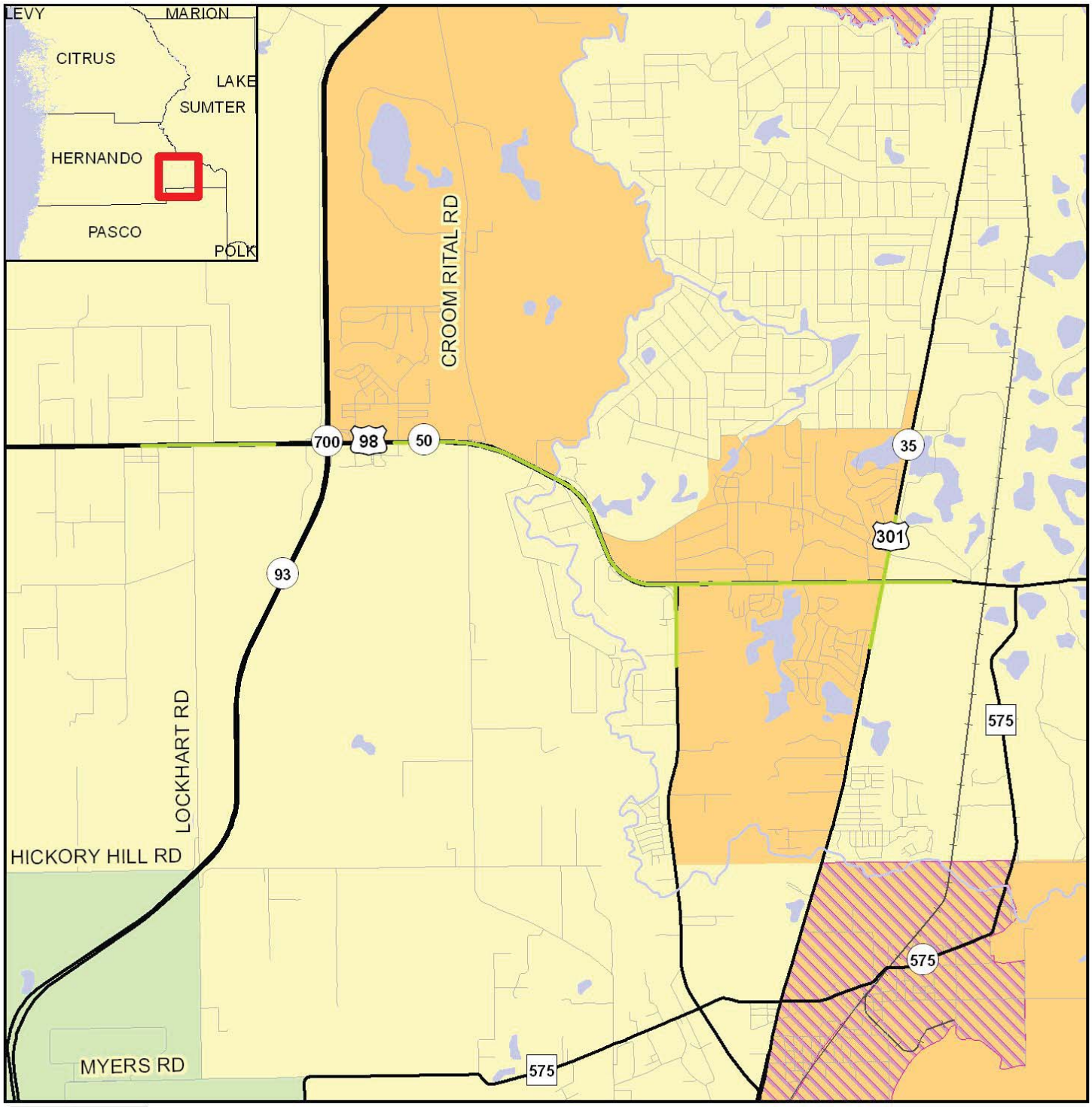

0 1 Miles

N W E S

Income Distribution Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body

Median Household Income

0 - 10000
10001 - 29999
30000 - 49999
50000 - 79999
80000 - 125000
> 125000

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2000)

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3391 SR 50 (Cortez Boulevard), Alternative #1
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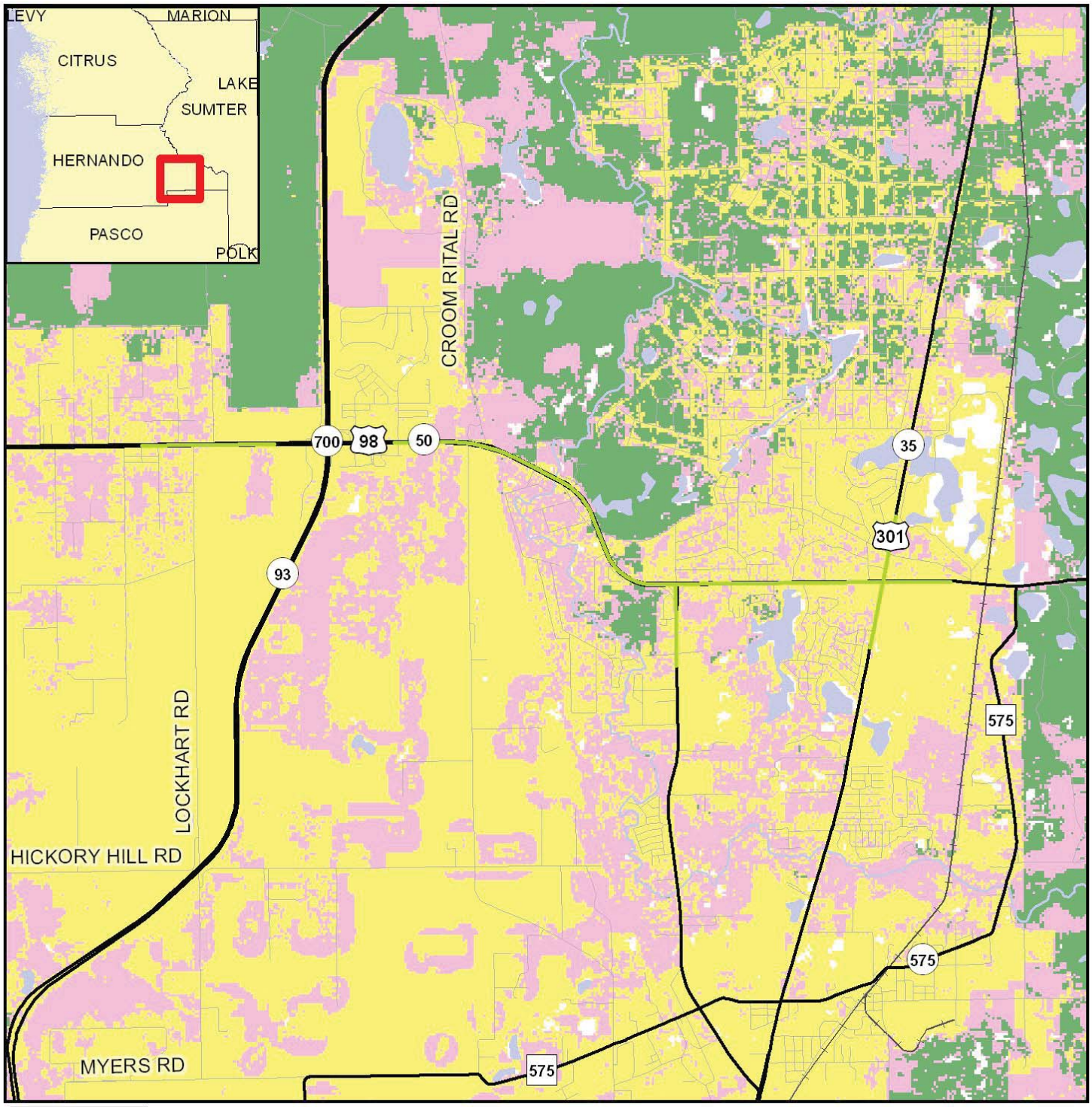

0 1 Miles

N W E S

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

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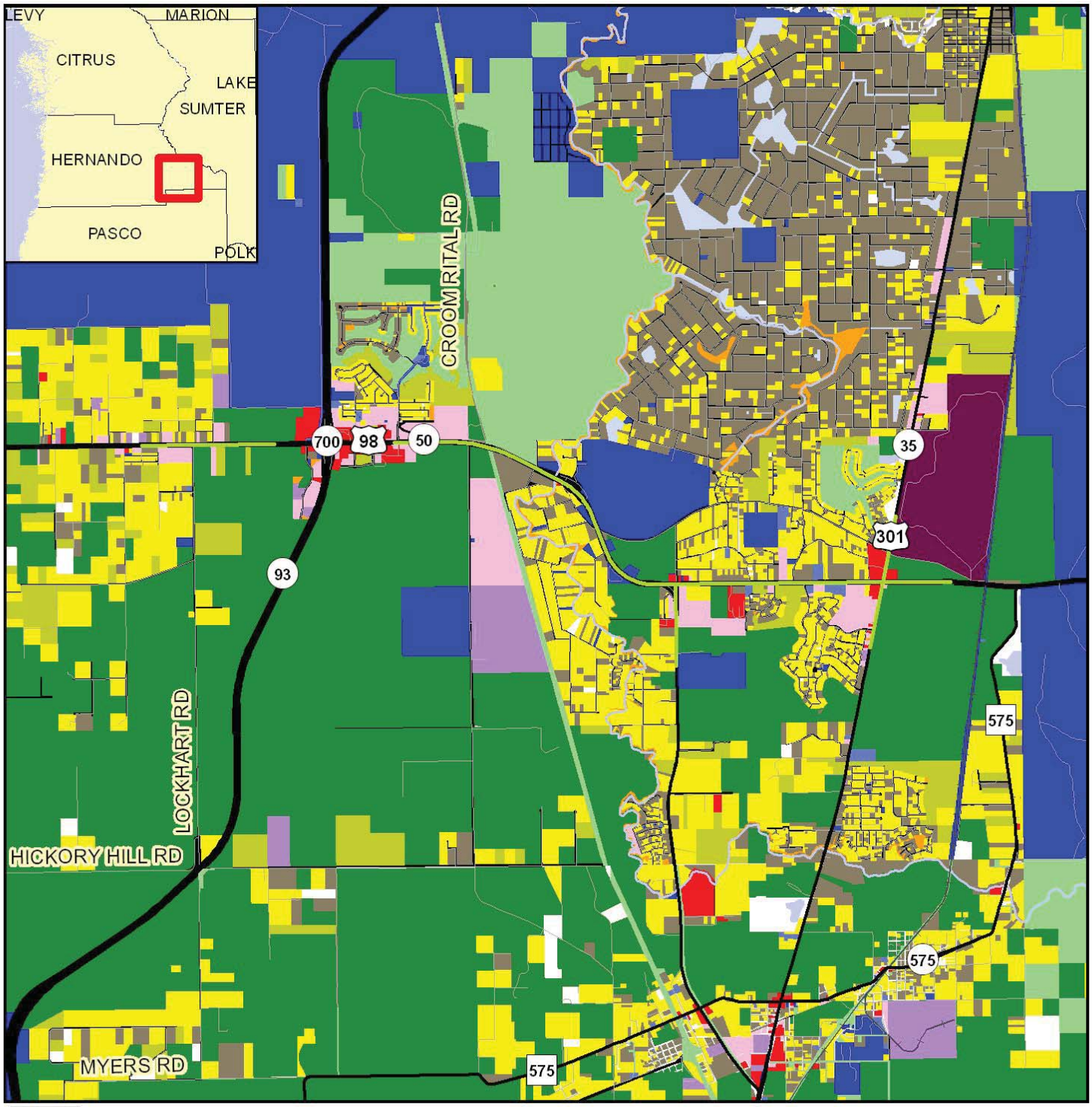
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 0.5 Miles

N W E S

Land Use Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Agricultural
- Industrial
- Institutional
- Mining
- Open (Not Agricultural)
- Other
- Public
- Right-of-Way
- Recreational
- Residential
- Retail/Office
- Vacant (Residential)
- Vacant (Nonresidential)
- Water
- No Data

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

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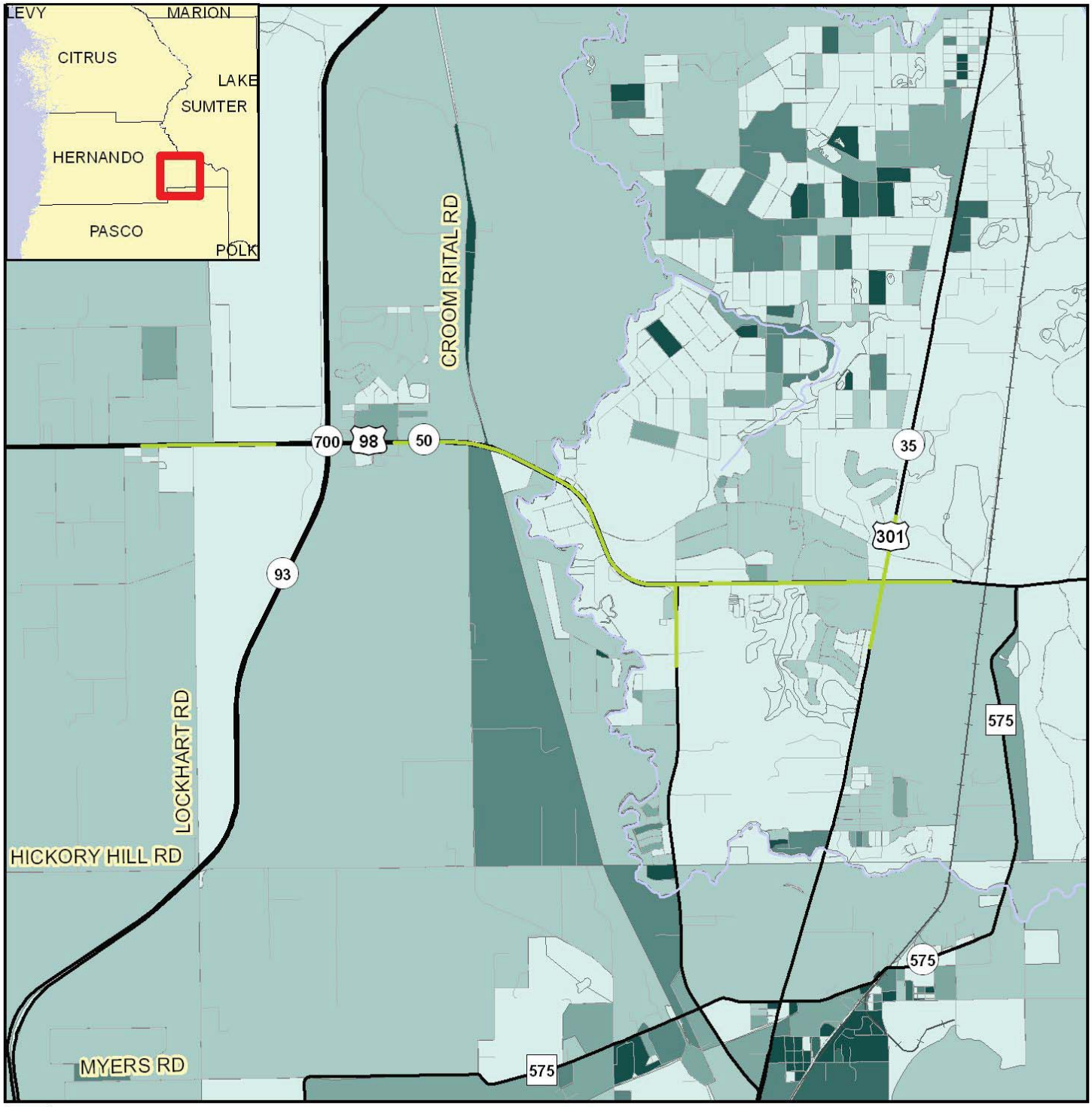
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 0.3 Miles

N W E S

Minority Population Distribution Map

ETDM Alternative Point
ETDM Alternative Terminus
ETDM Alternative Segment
ETDM Alternative Polygon

Major Road
Local Road or Trail
Railroad
River, Stream or Canal
Water Body

Percent Minority Population (2010)

0 - 6 | 7 - 20 | 21 - 40 | 41 - 60 | 61 - 85 | 86 - 100

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

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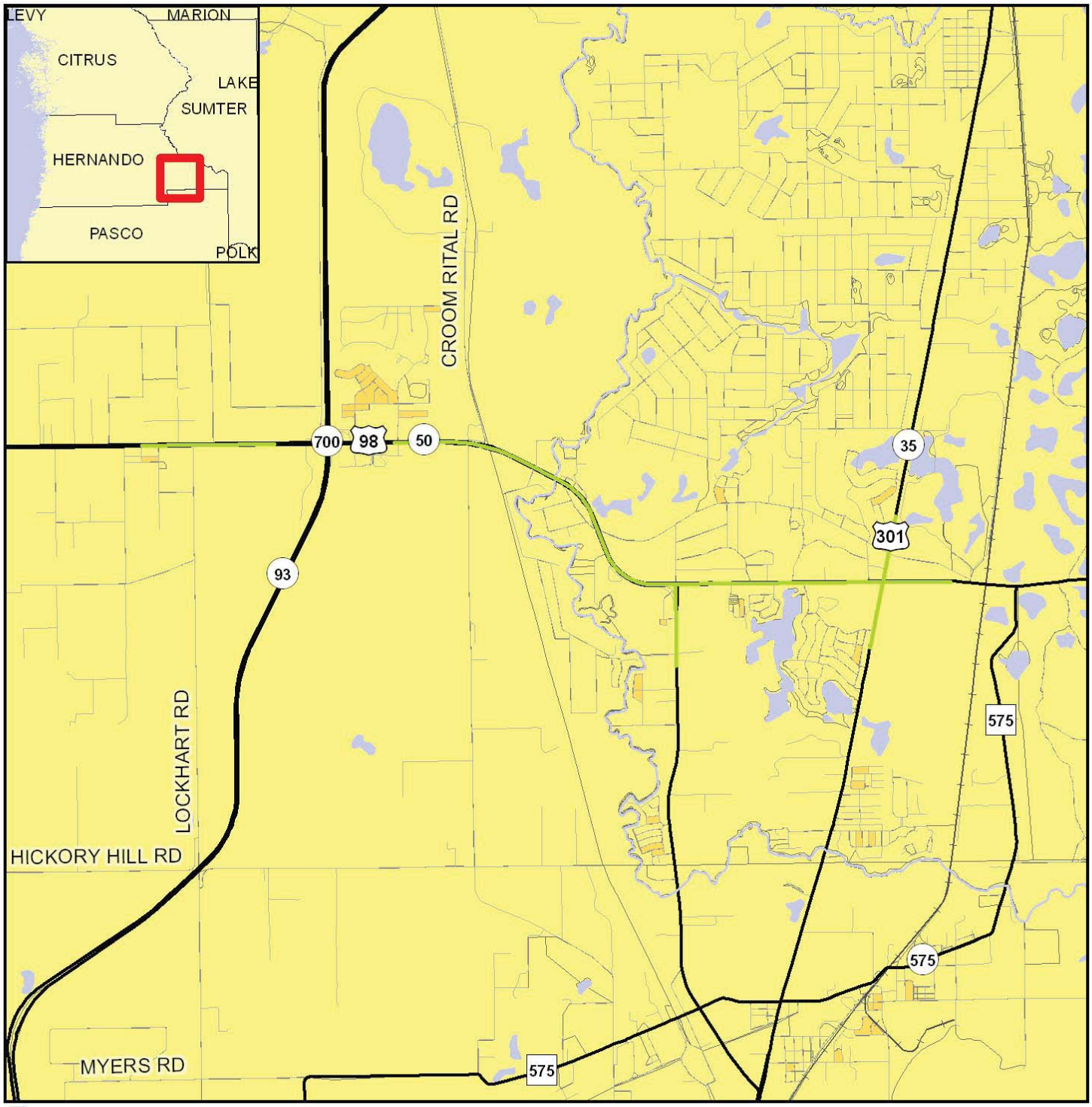
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



00.1 Miles

N
W E
S

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

Population Density Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Population per Acre (2010)

0 - 4.9 | 5 - 29.9 | 30 - 99.9 | 100 - 349.9 | 350 - 800 | > 800

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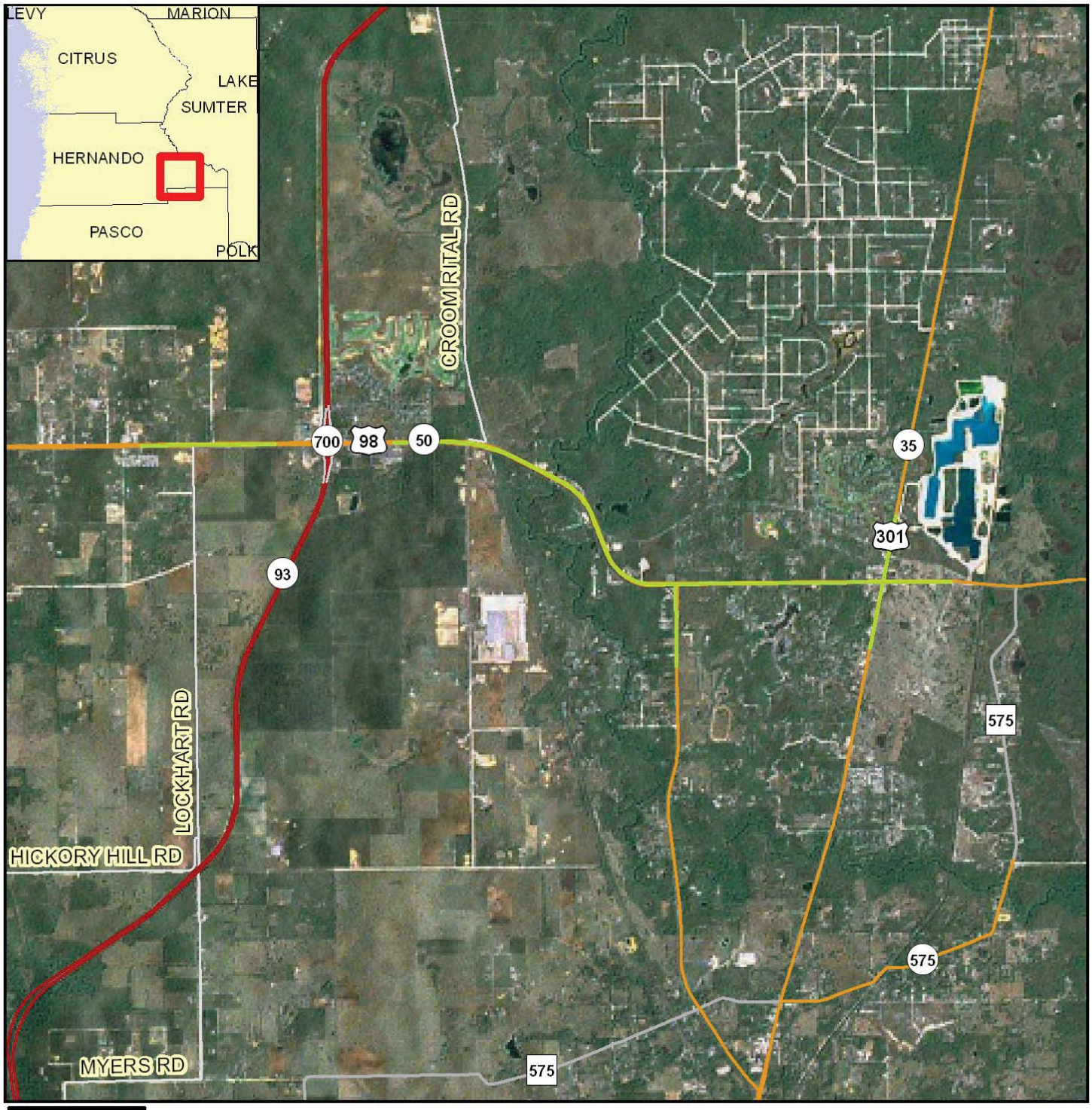
3391 SR 50 (Cortez Boulevard), Alternative #1
Lockhart Road to US 301



0 1 Miles

Project Aerial Map

N W E S

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

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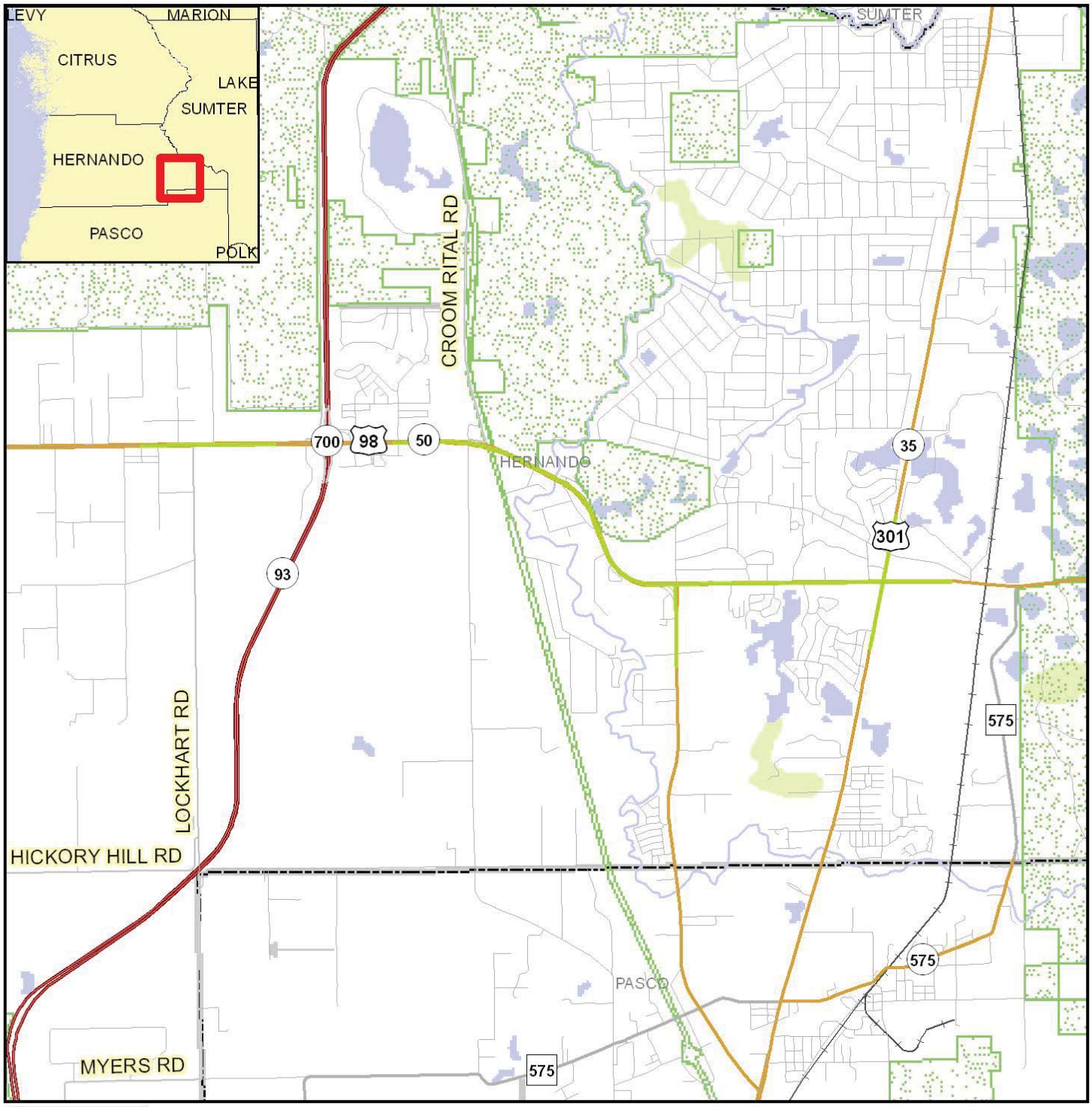

0 1 Miles

Project Location Map

N W E S

Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

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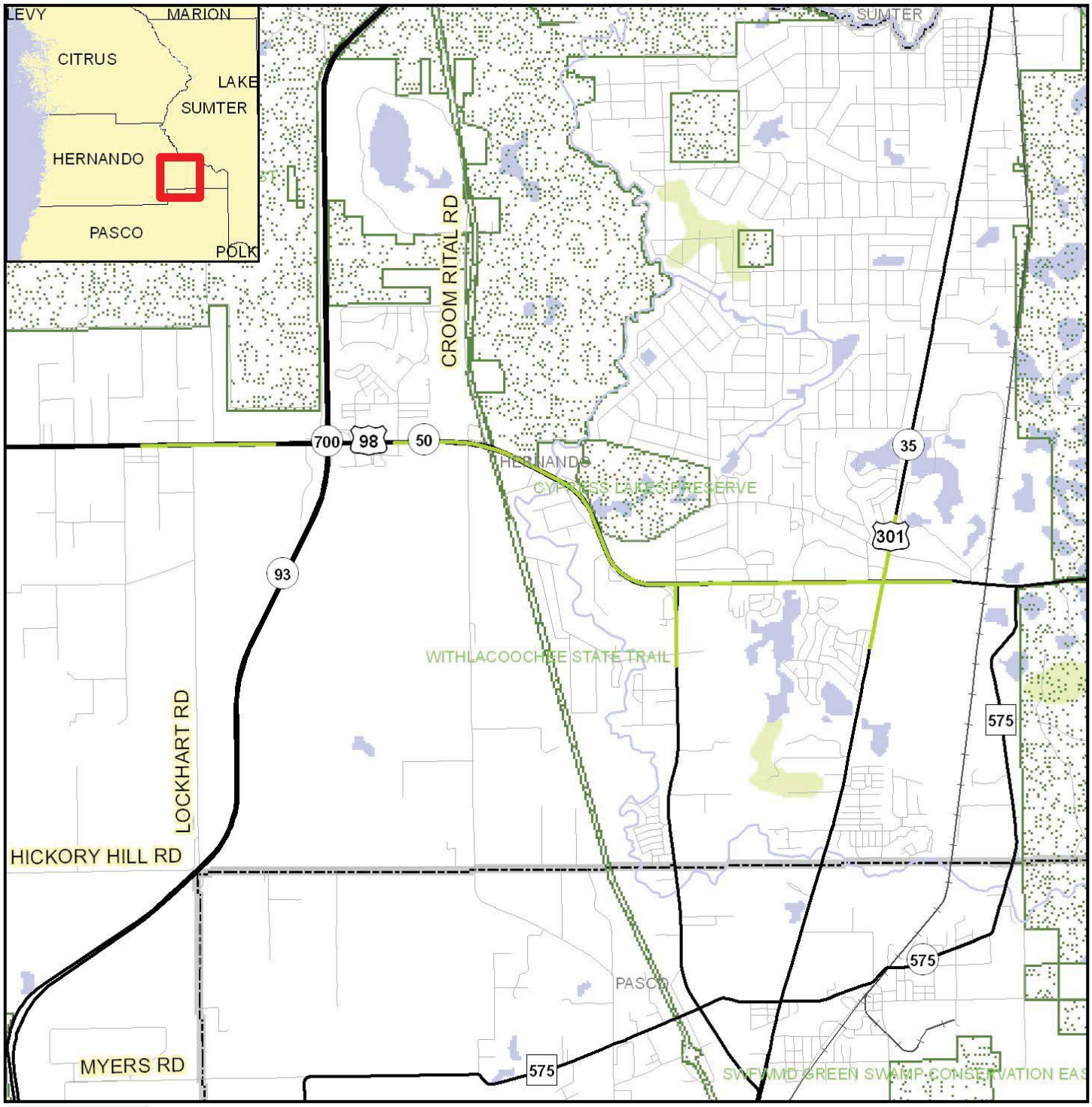

0 1 Miles

Conservation and Recreation Area Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary

Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

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3391 SR 50 (Cortez Boulevard), Alternative #1

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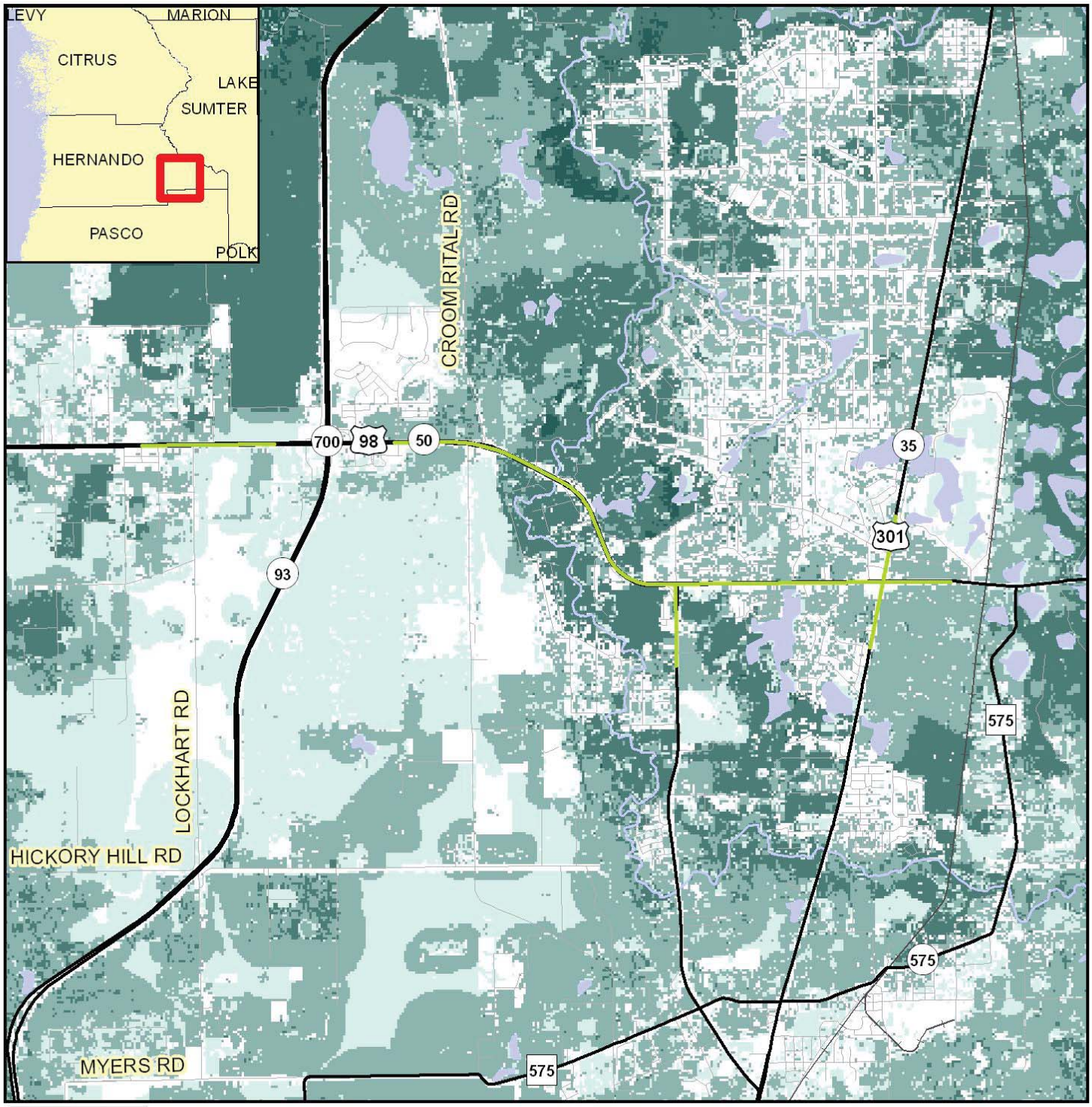

0 1 Miles

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

Species Potential Habitat Model Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Potential Habitat Richness

- 1 - 2 Species
- 3 - 5 Species
- 6 - 8 Species
- 9 - 10 Species
- 11 - 13 Species

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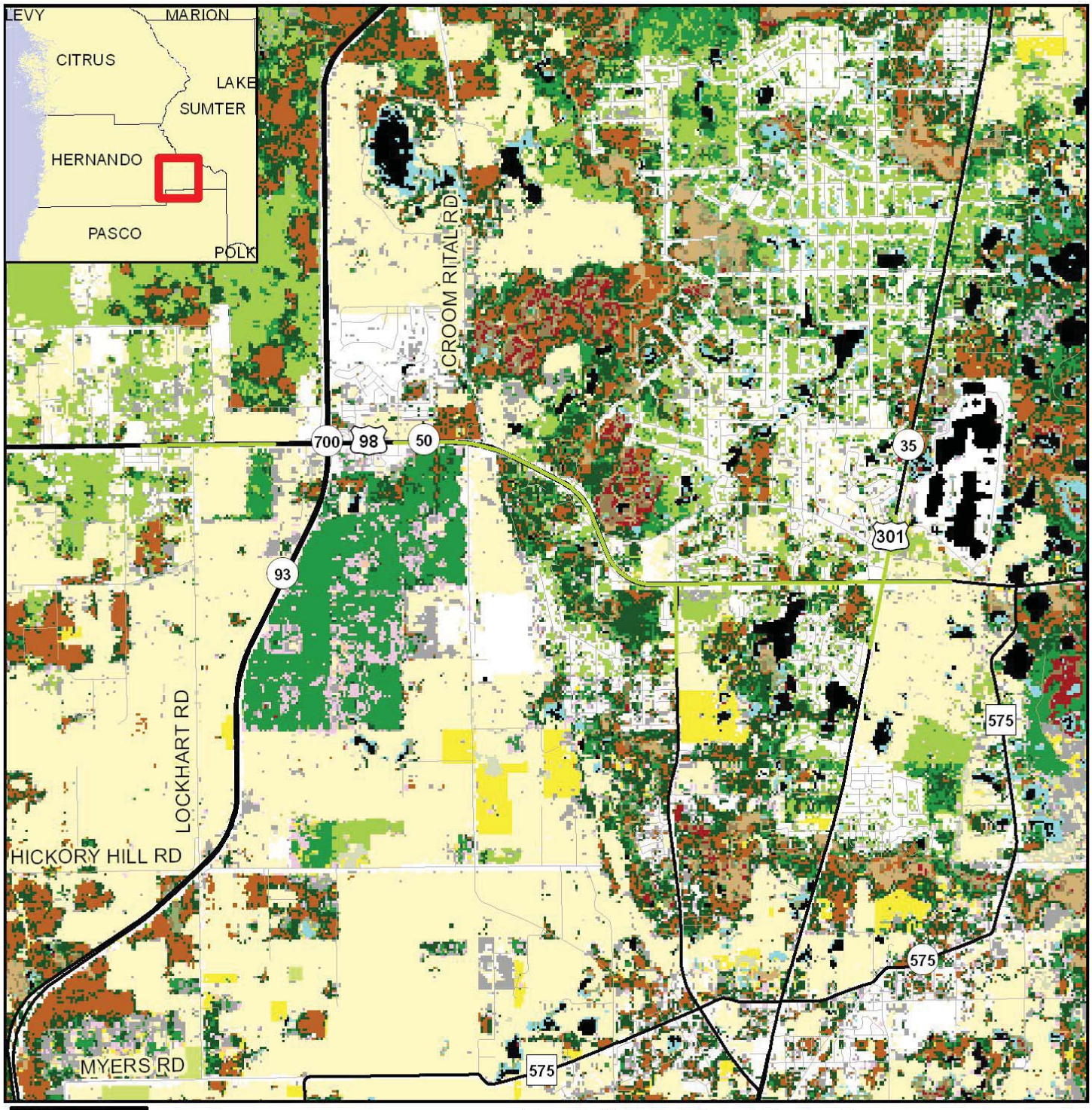

0 1 Miles

Vegetation and Land Cover Map

ETDM Alternative Polygon
ETDM Alternative Segment
ETDM Alternative Terminus
ETDM Alternative Point
Major Road
Local Road or Trail

Not Classified
Coastal Strand
Sand/Beach
Xeric Oak Scrub
Sand Pine Scrub
Sandhill
Dry Prairie
Mixed Hardwood-pine Forest
Hardwood Hammocks and Forests
Pinelands
Cabbage Palm-live Oak Hammock
Tropical Hardwood Hammock
Freshwater Marsh and Wet Prairie
Sawgrass Marsh
Cattail Marsh
Shrub Swamp
Bay Swamp
Cypress Swamp
Cypress/Pine/Cabbage Palm
Mixed Wetland Forest
Hardwood Swamp
Hydric Hammock
Bottomland Hardwood Forest
Salt Marsh
Mangrove Swamp
Scrub Mangrove
Tidal Flats
Open Water
Shrub and Brushland
Grassland
Bare Soil/Clearcut
Improved Pasture
Unimproved Pasture
Sugarcane
Citrus
Row and Field Crops
Other Agriculture
Exotic Plants
Australian Pine
Melaleuca
Brazilian Pepper
High Impact Urban
Low Impact Urban
Extractive

Data Sources:
NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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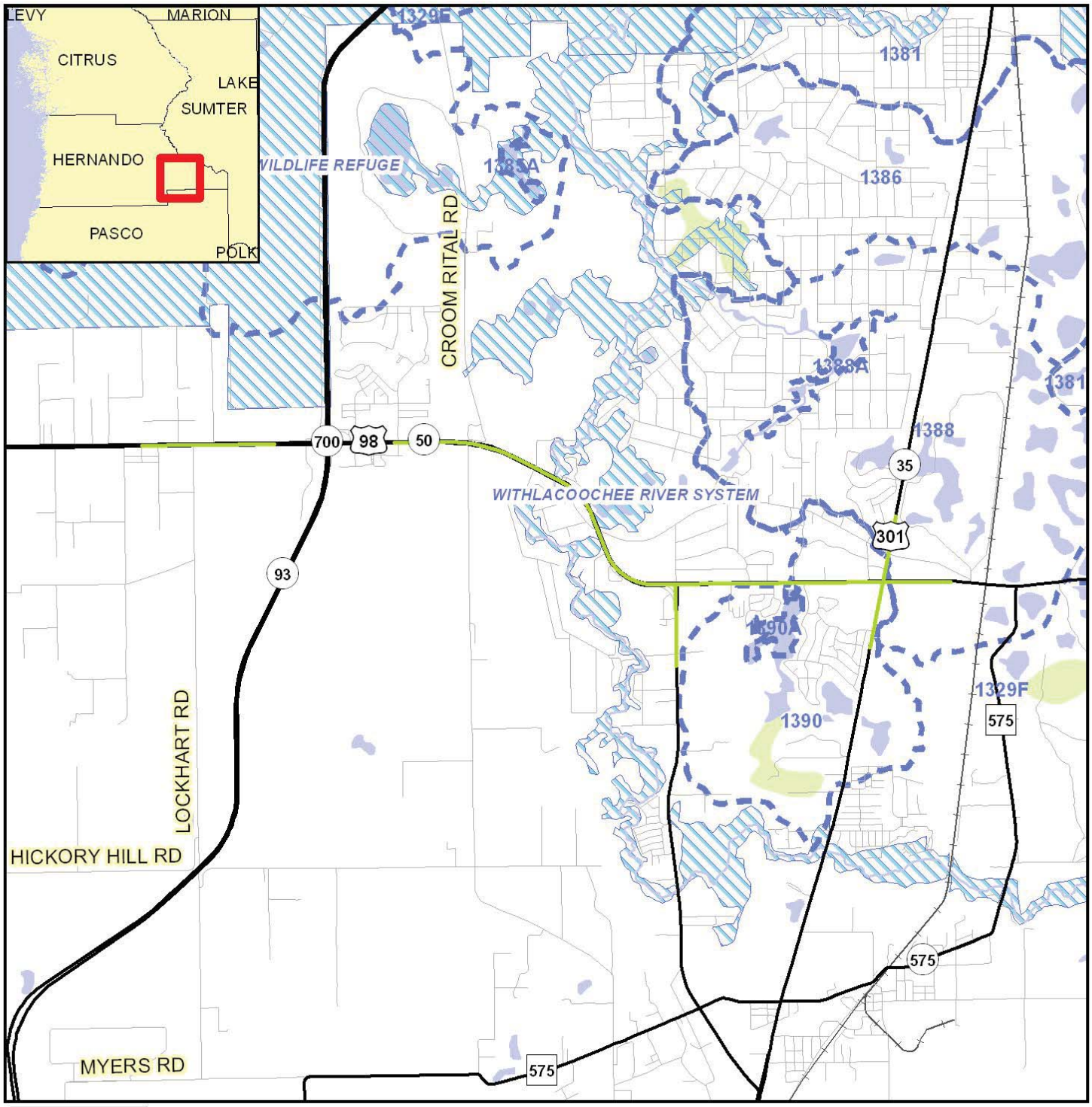

0 1 Miles

N W E S

ETDM Alternative Point
ETDM Alternative Terminus
ETDM Alternative Segment
ETDM Alternative Polygon
Major Road
Local Road or Trail
Railroad
1st Magnitude Spring
River, Stream or Canal
Navigable Water Way
Drainage Basin
Outstanding Florida Water

Water Resources Map

Surface Water Class I
Surface Water Class II
Water Body
Swamp/Marsh

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of Environmental Protection
Florida Geological Survey
US Bureau of Transportation Statistics

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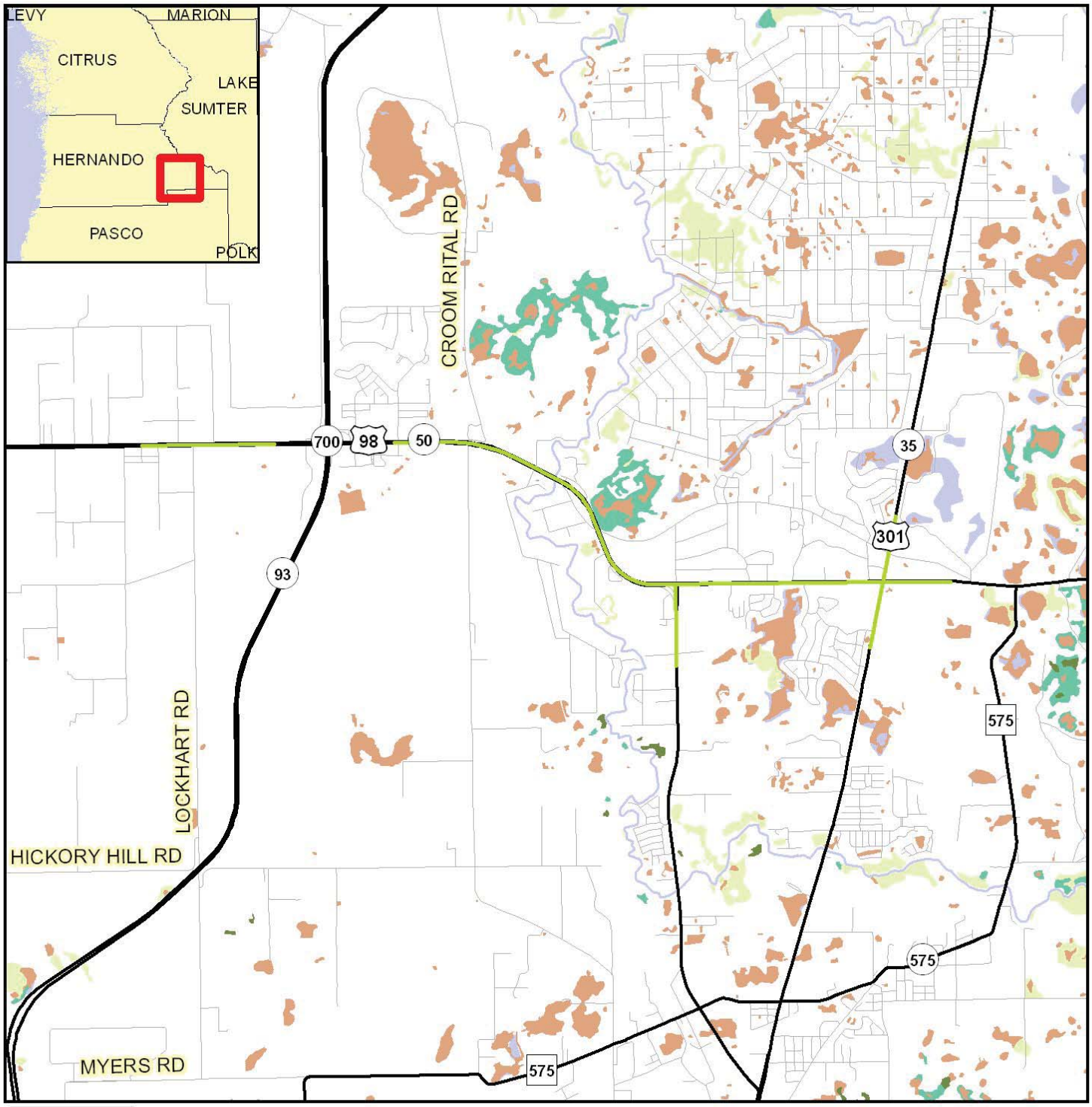

0 0.9 Miles

Wetland Resource Map

N W E S

- ETDM Alternative Polygon
- ETDM Alternative Segment
- ETDM Alternative Terminus
- ETDM Alternative Point
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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etdm Efficient Transportation Decision Making

Environmental Screening Tool est

Map Generated on: 8/22/2011

Printed on: 1/11/2012

Appendicies

Legend			
Color Code	**Meaning**	**ETAT**	**Public Involvement**
0	None	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal to None	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Dispute Resolution	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Supporting Documents

Date	Type	Size	Link	Name / Description
9/12/2011	Photo	4.14 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11518	SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
9/12/2011	Photo	2.69 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11517	SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
9/12/2011	Photo	4.16 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11516	SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
9/12/2011	Photo	3.84 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11515	SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
8/22/2011	Ancillary Project Documentation	363 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11382	SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project

				Location Map

Appendix C

Advance Notification Package

Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.
SECRETARY

September 19, 2011

Ms. Lauren Milligan
Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

Dear Ms. Milligan:

SUBJECT: Advance Notification
SR 50 (Cortez Boulevard) PD&E Study from Lockhart Road to US 301
ETDM #3391
Financial Project ID Number: 416732-1-22-01
Hernando County, Florida

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) study for the widening of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 in Hernando County, Florida.

We are sending this Advance Notification (AN) Package to your office for distribution to state agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential **Executive Order 12372**. We are also distributing the AN Package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as **ETDM #3391 – SR 50 (Cortez Boulevard) from Lockhart Road to US 301**. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM Website. Non-ETAT agencies can review this project at the public access Website located at: http://etdmpub.fla-etat.org/est.

This is a non-federal action and FDOT District Seven will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments from other agencies. A consistency review for this project is not required by **15 CFR 930** because no federal funds are involved.

In addition, please review the project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with **Chapter 163 of the Florida Statutes**.

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60-day comment period.

Your comments should be addressed to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation
District Seven
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/rr/wgl
Attachment

ADVANCE NOTIFICATION MAILING LIST

cc:
Federal Highway Administration – Division Administrator
Federal Highway Administration – **ETAT Representative**
Federal Emergency Management Agency, Mitigation Division – Chief
Federal Railroad Administration
Federal Transit Administrator – **ETAT Representative**
U.S. Department of the Interior, Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development – Regional Environmental Officer
U.S. Department of the Interior, U.S. Geological Survey – Chief
U.S. Environmental Protection Agency – **ETAT Representative**
U.S. Department of Interior, U.S. Fish and Wildlife Service – **ETAT Representative**
U.S. Army Corps of Engineers, Regulatory Branch – **ETAT Representative**
U.S. Department of Commerce, National Marine Fisheries Service, Southeast
U.S. Department of Commerce, National Marine Fisheries Service, Southeast Regional Superintendent Conservation Division – **ETAT Representative**
U.S. Department of Agriculture, Southern Region
U.S. Department of Interior, National Park Service, Southeast Regional Office – **ETAT Representative**
Federal Aviation Administration, Airports District Office
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior, Bureau of Indian Affairs, Office of Trust Responsibilities
U.S. Coast Guard, Seventh District, Commander (OAN) – **ETAT Representative**
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Mississippi Band of Choctaw Indians
Florida Fish and Wildlife Conservation Commission – **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Florida Department of Environmental Protection – **ETAT Representative**
Florida Department of Environmental Protection – **State Clearinghouse**
Florida Department of State – **ETAT Representative**
Florida Department of Community Affairs – **ETAT Representative**
Florida Department of Agriculture and Consumer Services – **ETAT Representative**
Federal Transit Administrator – **ETAT Representative**
Southwest Florida Water Management District – **ETAT Representative**
FDOT Environmental Management Office – Engineer/Manager
Hernando County Metropolitan Planning Organization

Project #3391 - SR 50 (Cortez Boulevard) from Lockhart Road to US 301
Programming Screen - Published on 09/20/2011
Printed on: 9/20/2011

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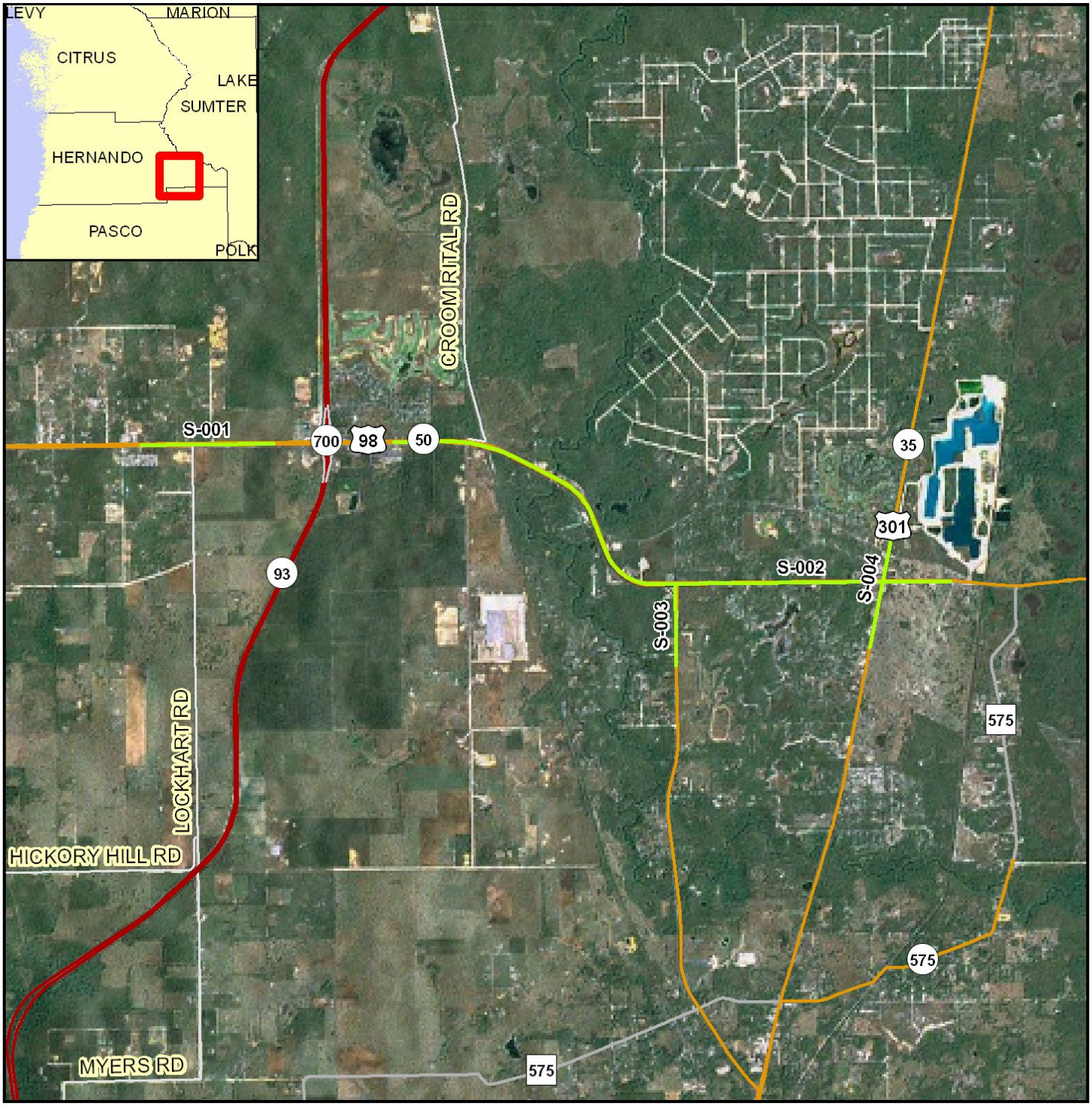
Location Maps

3391 SR 50 (Cortez Boulevard)
Lockhart Road to US 301



0 1 Miles

Project Aerial Map

N W E S

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

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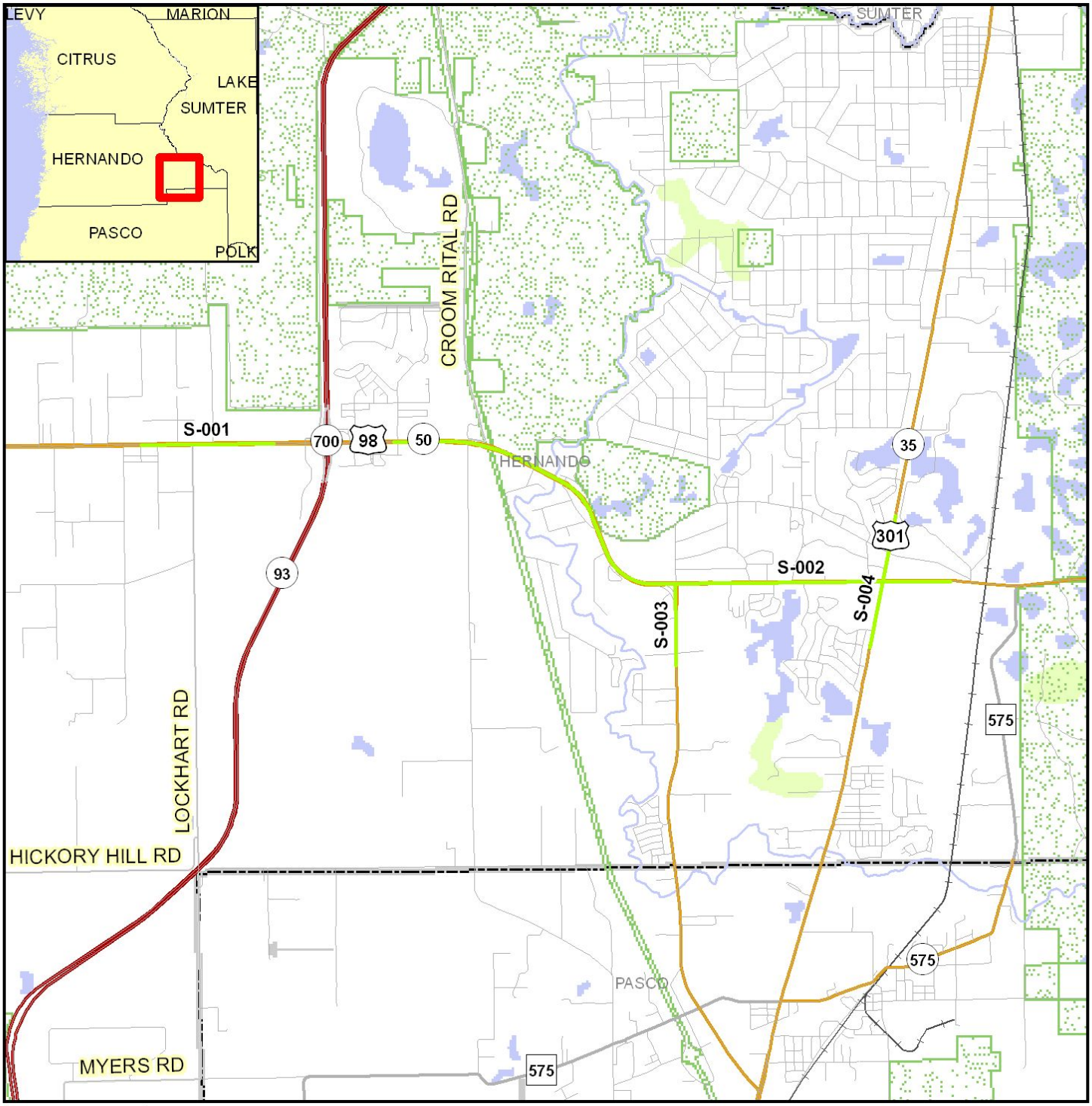
etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 8/22/2011

3391 SR 50 (Cortez Boulevard)
Lockhart Road to US 301



0 1 Miles

Project Location Map

N W E S

Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

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etdm Efficient Transportation Decision Making — Environmental Screening Tool est

Map Generated on: 8/22/2011

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at http://etdmpub.fla-etat.org

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #3391 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Project Description

Project Description Data

Description Statement

The Florida Department of Transportation (FDOT) District 7 is conducting a Corridor Study and Project Development and Environment (PD&E) Study for SR 50 (Cortez Boulevard) in Hernando County. The purpose of the Corridor Study is to evaluate a six-lane divided arterial facility along SR 50 (Cortez Boulevard). Frontage roads from Lockhart Road to Kettering Road are planned to be implemented by Hernando County as local development occurs along this section of SR 50 (Cortez Boulevard). The purpose of the PD&E Study is to evaluate and document the environmental affects due to implementing a six-lane divided arterial. The PD&E Study will not consider and document the environmental impacts due to providing the frontage roads. The objective of the Corridor Study is to evaluate the existing conditions, deficiencies and needs along the corridor. The objective of the PD&E Study will be to evaluate alternatives and recommend a preferred alternative in a State Environmental Impact Report (SEIR).

The limits of the Corridor and PD&E Studies are from Lockhart Road [milepost (MP) 3.031] west of Interstate 75 (I-75), easterly to US 301 (Treiman Boulevard) (MP 8.543). The SR 50/I-75 interchange area is exempted out of these studies since the interchange area improvements were evaluated as part of the I-75 PD&E Study, Work Program Item Segment Number (WPISN): 411014-1 and are being designed as part of the I-75 Final Design project, WPISN: 411011-2. The total length of the Studies is approximately 6.5 miles (mi). Construction will begin approximately 2,000 ft west of Lockhart Road. Six-lanes will need to be carried through the Lockhart Road intersection for traffic. Construction will end approximately 2,300 ft east of US 301 to transition to 4-lane divided, then tie back into 2-lane undivided. Also proposed is approximately 3,100 ft of widening from 2 to 4-lanes on US 98 (McKethan Road) south of SR 50 (Cortez Boulevard) and approximately 5,000 ft of widening on US 301 (Treiman Boulevard) (approximately 2,500 ft to the north, and approximately 2,500 ft to the south) to accommodate the widening of SR 50 (Cortez Boulevard). The total cost of the project is $19,500,000.

ETDM #3391 was a Planning Screen publication prepared by Hernando County. This publication addressed the County's intent to implement SR 50 Frontage Roads from Lockhart Road to Kettering Road. ETDM #5171 was a Planning Screen publication prepared by Hernando County. This publication covered a portion of the project limits from Kettering Road to US 98 (MeKethan Road). This publication addressed the proposed six laning of SR 50. The section of SR 50 from US 98 (McKethan Road) to US 301(Treiman Boulevard) has not been published in any prior screening event.

Purpose and Need Statement

The purpose of this project is to widen SR 50 (Cortez Boulevard) from a four to six lane divided facility from Lockhart Road to US 98 (McKethan Road) and from a two lane undivided to a six lane divided facility from US 98 (McKethan Road) to US 301 (Treiman Boulevard) in Hernando County, a distance of approximately 6.5 miles (mi). The widening will accommodate increases in traffic due to growth along the project corridor and the surrounding areas.

Regional Connectivity

SR 50 is a major east-west arterial that crosses central Florida from the state's west coast to its east coast. SR 50 across Hernando County provides connections to several regional and national north-south routes including US 19, Suncoast Parkway, US 41, I-75 and US 301 (Treiman Boulevard). SR 50 is designated as a truck route and provides excellent access to distribution centers in the Tampa Bay region, including the major Wal-Mart distribution center located south of SR 50 between Lockhart Road and Kettering Road. SR 50, from US 19 to I-75, is designated as a part of the highway component of the Strategic Intermodal System (SIS). The SIS is a statewide transportation network that provides for high speed and high volume traffic movements within the state. The primary function of the system is to service interstate and regional commerce and long distance trips. The segment of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard) is not on the SIS. SR 50 (Cortez Boulevard) is part of the Regional Roadway Network designated by the West Central Florida Metropolitan Planning Organization (MPO) Chairs' Coordinating Committee (CCC) and it is included in the Regional Roadway Network.

The project will expand SR 50 from its current two- or four-lane divided rural typical section to a six-lane divided facility utilizing suburban or rural typical sections. Recent studies indicate the need to provide 6-lanes for segments of the highway. This project will also help alleviate heavy congestion, improve safety and thereby reduce high accident rates, and provide for enhanced emergency response times and emergency evacuation.

Plan Consistency

SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road is included in the Florida Department of Transportation's (FDOT's) Fiscal Year 2010/2011 to 2014/2015 Strategic Intermodal System (SIS) Funding Strategy First Five Year Plan, District 7 SIS Non-Interstate Plan (July 2010).

The SR 50 (Cortez Boulevard) PD&E/EMO Study between Lockhart Road and US 301 (Treiman Boulevard) is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012 to 2015/2016 (Item No. 416732-2) in 2012. SR 50 (Cortez Boulevard) Add Lanes and Reconstruction from Lockhart Road to Kettering Road is included in the FDOT's Adopted Five Year Work Program for Fiscal Years 2011/2012/ to 2015/2016 (Item No. 416732-1) in 2015. No other project implementation phases are programmed at this time.

The following improvements are included in the Hernando County MPO's 2035 Cost Affordable LRTP adopted in December 2009 and amended in June 2010: SR 50 (Cortez Boulevard) from Lockhart Road to I-75 4-lane divided to 6-lane divided, SR 50 (Cortez Boulevard) from I-75 to Kettering

Road 4-lane divided to 6-lane divided, and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) 2-lane undivided to 4-lane divided. The project limits from Kettering Road to US 98 (McKethan Road) are not currently included in the LRTP.

The Transportation Element of the Hernando County Comprehensive Plan last amended in October 2010 includes SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road) as an 8-lane divided facility and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 6-lane divided facility.

The Hernando County MPO Transportation Improvement Program (TIP) Fiscal Years 2011/2012 to 2015/2016 adopted June 28, 2011, Priority List of Projects includes the widening of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road from 4-lanes to 6-lanes. SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) is identified as 2-lane to 4-lane improvement in the 2035 Needs Plan, but not the Cost Affordable LRTP. The SR 50 (Cortez Boulevard) project from Kettering Road to US 98 (McKethan Road) is not currently included in the TIP.

This project is widening SR 50 to a six-lane divided arterial, facility. Frontage roads may be constructed in the future by others. Hernando County Frontage Road Ordinance Chapter 24 Roads and Bridges, Article 1, Sec. 24-2 (c) states that developers of properties adjacent to the major arterial highway grid must provide at the developer's expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the county.

Regarding development pressure within the corridor, existing and planned high intensity commercial development around the I-75/SR 50 interchange, within the limits of this project, is accelerating. Sunrise is a large approved Development of Regional Impact (DRI) within the project area that is proposed to include mixed use residential, retail commercial, and office. The I-75/SR 50 Planned Development District is also within the project area and is identified in the Hernando County Comprehensive Plan, Map G Regional Attractors and Regional Activity Centers.

Emergency Evacuation

SR 50 is designated as an emergency evacuation route from west of US 19 and Sumter County Line and is shown on the Florida Division of Emergency Management's evacuation route network.

Future Population and Employment Growth

SR 50 (Cortez Boulevard) serves as a regional roadway and one of only three east-west major roadways in Hernando County. Employment Estimates for Hernando County from 2006 to 2035 is expected to grow from 55,900 to 121,576 (an increase of 54.0%). Population is also expected to increase from 154,245 to 308,584 (an increase of 50.0%) from 2006 to 2035.

Existing Traffic

Under existing conditions, SR 50 (Cortez Boulevard) is a four-lane divided arterial facility from Lockhart Road to east of US 98 (McKethan Road) and a two-lane undivided arterial from east of US 98 (McKethan Road) to US 301 (Treiman Boulevard). Existing traffic count data for 2011 which was collected for the purpose of this study indicates the following:
The segment of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road carries average annual daily traffic (AADT) volumes that range from 13,700 to 20,200
The segment of SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) carries an AADT volume of 13,400 and
The segment of SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) carries an AADT volume of 7,300.

A planning level segment analysis indicates that SR 50 (Cortez Boulevard) from Lockhart Road to east of US 98 (McKethan Road) operates at LOS A and SR 50 from east of US 98 (McKethan Road) to US 301 (Treiman Boulevard) operates at LOS B.

Future Traffic

The Hernando County MPO's 2035 Cost Affordable Long Range Transportation Plan (Adopted in December 2009 and Amended in June 2010) indicates the following:
SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road will be improved to a six-lane divided arterial facility between 2015 and 2025. Further improvements will be made to the same section of the roadway between 2026 and 2035 where a two-lane bi-directional frontage road will be added on each side of mainline SR 50 (Cortez Boulevard).
SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) will continue to operate as a four-lane arterial facility.
SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) will be improved to a four-lane arterial facility between 2026 and 2035.

The Tampa Bay Regional Planning Model (TBRPM) - 2035 Cost Affordable Model, which is the basis for the Hernando MPO's adopted 2035 LRTP, indicates the following:
The segment of SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road carries AADT volumes that range from 63,600 to 79,100. The frontage roads that parallel SR 50 from Lockhart Road to Kettering Road carry AADT volumes that range from 6,900 to 15,100
The segment of SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) carries an AADT volume of 52,300 and
The segment of SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) carries an AADT volume of 24,700.

Under the above improved conditions for 2035, SR 50 (Cortez Boulevard) from Lockhart Road to Kettering Road will operate at LOS B - LOS C. SR 50 (Cortez Boulevard) from Kettering Road to US 98 (McKethan Road) will operate at LOS F and SR 50 (Cortez Boulevard) from US 98 (McKethan Road) to US 301 (Treiman Boulevard) will operate at LOS A. However, the proposed improvement of SR 50 (Cortez Boulevard) to six-lane arterial will make the entire study corridor operate at acceptable LOS conditions.

The 2035 No-Build planning and operational level analyses conducted for the purpose of these studies indicate that all of the segments and intersections along SR 50 (Cortez Boulevard) between Lockhart Road and US 301 (Treiman Boulevard) will operate at failing LOS conditions (LOS F)

Safety

Safety within the SR 50 corridor will be enhanced due to the implementation of bi-directional two-lane frontage roads on either side of this facility and widening of the SR 50 mainline from four to six lanes. Congestion will be reduced on SR 50 by separating the local trips accessing land uses along this regional roadway. Also, limiting access along SR 50 to only frontage road connections will significantly reduce side friction and therefore, the potential for conflicts with other vehicles.

Average safety ratios for years 2005-2009 for the intersections along SR 50 within the study area indicate that SR 50 crash rates are higher than the statewide averages at most of the major intersections along the corridor. Also, the segment of SR 50 from east of Bronson Boulevard to west of Kettering Road has a crash rate higher than the statewide average. The average safety ratios for intersections and segments are listed below.

SR 50 at Bronson Boulevard/Windmere Road intersection has a safety ratio of 1.796. SR 50 at Kettering Road/Croom Rital Road intersection has a safety ratio of 0.946. SR 50 at US 98/SR 700/McKethan Road/Olancha Road intersection has a safety ratio of 2.565. SR 50 at US 301/SR 35/ Treiman Boulevard intersection has a safety ratio of 1.329.

SR 50 from Lockhart Road to west of I-75 segment has a safety ratio of 0.490. SR 50 east of Bronson Boulevard to west of Kettering Road segment has a safety ratio of 1.494. SR 50 from Kettering Road to US 98 segment has a safety ratio of 0.473. SR 50 from US 98 (McKethan Road) to US 301 (Treiman Boulevard) segment has a safety ratio of 0.367.

Transit

Currently there is no fixed route bus service within the corridor. The West Central Florida MPO CCC Regional Cost Affordable Transit Facilities and Services 2010-2025 identifies no planned transit facilities and services along this portion of SR 50 (Cortez Boulevard). The Hernando County MPO's 2035 LRTP Transit Needs Plan Local Transit Route Needs identifies proposed local Route 90 along a portion of the project limits from SR 50 (Cortez Boulevard) from Lockhart Road to US 98 (McKethan Road). The Hernando County MPO's 2035 LRTP Needs Assessment Transit Networks identifies a proposed express bus route along SR 50 (Cortez Boulevard) west of I-75.

Hernando County has a cooperative effort, called THE Bus, which consists of the Hernando County Board of County Commissioners, Hernando County MPO, City of Brooksville, FDOT, Federal Transit Administration and McDonald Transit Associates, Inc. This cooperative effort provides serve to Hernando County. No current routes of the bus travel on SR 50 within the limits of this project, but other study initiatives of the Tampa Bay Area Regional Transit Authority (TBARTA) may extend service to within the subject corridor in the future. TBARTA and FDOT are currently conducting a study to explore transit connections from Hillsborough County to the south northerly to Citrus County. The limits of this SR 50 corridor are included within the limits of that transit evaluation study.

Access to Intermodal Facilities and Freight Activity Centers

Access to intermodal facilities is an important consideration in the development of the Hernando County transportation system. SR 50 is a designated truck route that accesses one of the County's primary industrial areas. The Walmart Peninsular Florida Distribution Center accesses SR 50 at Kettering Road. The countywide truck routing system provides a continuous network of arterial roadways designed to handle the through movement of heavy trucks. This system must also provide a high level of accessibility to all parts of the county. Provision of the frontage roads and widening from four to six lanes within the SR 50 corridor should enhance truck access to the business community. This is due to enhanced traffic flow on the adjacent SIS facility and improved level of service that results from an effective frontage road and collector-distributor system.

Relief to Parallel Facilities

The closest parallel facility is SR 52, approximately 10 miles to the south. As with SR 50, SR 52 connects US 19 to I-75 and US 301 (Treiman Boulevard). Therefore, widening SR 50 will provide an improved link in the regional network that could provide relief for those trips between US 19, I-75 and US 301 (Treiman Boulevard) that would otherwise use SR 52.

Bikeways and Sidewalks

The existing rural cross-section design incorporates open swales with no sidewalks. Paved shoulders functioning as 'undesignated' bike lanes provide some utility for bicyclists.

The Hernando County MPO's 2035 Cost Affordable LRTP 2035 Future Planned Bicycle Facilities identifies this portion of SR 50 as having existing bicycle facilities, paved shoulder/bike lane and identifies a multi-use trail (the Withlacoochee State Trail) and two trailheads, one on SR 50 at Kettering Road and SR 50 east of Kettering Road.

Integration of non-motorized transportation is an important component of a balanced transportation system within an urbanized area. The proposed improvements should safely accommodate bicycles and pedestrians to the greatest extent possible. Typically the frontage roads have low volumes and operating speeds, and provide more direct access to commercial areas than will an SIS roadway such as SR 50. The proposed cross section will include 5 foot wide sidewalks. The future SR 50 travel lanes will continue to be twelve feet in width. Bicycles will be accommodated on paved shoulders or bike lanes. Any pedestrian and bicycle features along SR 50 should also provide a direct connection to the Withlacoochee State Trail, which crosses over SR 50 on structure near Kettering Road. There is also a trailhead on Kettering Road approximately 400 feet south of SR 50.

Summary of Public Comments not available at this time

Justification:
There are no Public Comments available at this time. A Public Hearing will be held as part of the PD&E Study.

Consistency

- Consistent with Air Quality Conformity.
- Consistency information for Coastal Zone Management Program is not available.
- Not consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Potential Lead Agencies

- FL Department of Transportation

Exempted Agencies

Agency Name	Justification	Date
National Park Service	No NPS resources are present.	08/22/2011
Federal Rail Administration	No railroads are located within this project.	08/22/2011
Federal Highway Administration	I-75 interchange is exempted out of this project.	08/22/2011
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	08/22/2011
US Forest Service	No USFS resources present.	08/22/2011

Project Attachments

Date	Type	Size	Link / Description
09/12/2011	Photo	4.14 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11518 SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
09/12/2011	Photo	2.69 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11517 SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
09/12/2011	Photo	4.16 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11516 SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
09/12/2011	Photo	3.84 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11515 SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Area Photo
08/22/2011	Ancillary Project Documentation	363 KB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11382 SR 50 (Cortez Boulevard) from Lockhart Road to US 301: Project Location Map

Alternative #1

Alternative Description

From:	Lockhart Road	**To:**	US 301
Type:	Widening	**Status:**	ETDM QA/QC
Total Length:	7.02 mi.	**Cost:**	$19,500,000.00
Modes:	Roadway Bicycle Pedestrian	**SIS:**	N

Segment Description(s)

Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	SR 50 (Cortez Boulevard)	Lockhart Road	West of I-75	0.97			
S-002	SR 50 (Cortez Boulevard)	East of I-75	US 301	4.51			
S-003	US 98	SR 50	South of SR 50	0.58			
S-004	US 301	South of SR 50	North of SR 50	0.96			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
S-001	FDOT	Out	RURAL: Principal Arterial - Other
S-002	FDOT	Out	RURAL: Principal Arterial - Other
S-003	FDOT	Out	RURAL: Principal Arterial - Other
S-004	FDOT	Out	RURAL: Principal Arterial - Other

Base Conditions

Segment No.	Year	AADT	Lanes	Config
S-001	2011		4	Lanes Undivided
S-002	2011		4	Lanes Divided
S-003	2011		2	Lanes Undivided
S-004	2011		2	Lanes Undivided

Interim Plan

Segment No.	Year	AADT	Lanes	Config
S-001				
S-002				
S-003				
S-004				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
S-001	2035		6	Lanes Divided
S-002	2035		6	Lanes Divided
S-003	2035		4	Lanes Divided
S-004	2035		4	Lanes Divided

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
S-001	2035			
S-002	2035			
S-003	2035			
S-004	2035			

Funding Sources

Segment No.	FDOT	Unknown
S-001	$2,335,285.00	
S-002	$2,335,285.00	
S-003	$2,335,285.00	
S-004	$2,335,285.00	

Eliminated Alternatives

No eliminated alternatives present.

Community-Desired Features

No Data Available

Purpose and Need Reviews

FL Department of Environmental Protection

Acknowledgment:	Understood
Review Date:	05/25/2004
Comments:	No purpose and need comments were found.

FL Department of State

Acknowledgment:	Understood
Review Date:	05/24/2004
Comments:	No purpose and need comments were found.

Federal Highway Administration

Acknowledgment:	Not Accepted
Review Date:	05/18/2004
Comments:	Purpose and Need - The purpose and need for frontage roads on what is planned as a six-lane divided arterial in a rural area is not supported by information related to capacity needs existing and future levels of service and safety crash data or turn conflicts. This information should be included in the Project Description Report to support the need for the project in this location. The area appears to be mostly undeveloped with a small amount of commercial and industrial use near I-75. It is not clear why frontage roads costing several million dollars not including future maintenance costs are preferable to access management techniques particularly if the area is intended to be developed as a Planned Development as indicated on the Future Land Use Map of the Comprehensive Plan. Project Description/Purpose & Need - The information provided in the Project Description Report is not sufficient and appears to include inaccurate or inconsistent information. The estimated cost and funding source for the project is not identified. Cost is an important consideration if this project is to be included as part of the Cost Feasible Long Range Transportation Plan. Although the Hernando LRTP appears to include this project with funding provided by the County 1.5 million this information is not included in the Project Description Report. Instead the Project Description Report says the project is consistent with the Hernando LRTP but then in the last two sections identifies it as an unfounded project in the Needs Plan. Project Alternatives/Secondary & Cumulative Effects - This road section is also included in the LRTP as two State projects for an additional two lanes on SR50 with a project cost totaling almost 6 million. The cumulative effects of these two projects should be assessed to determine the extent of excess capacity created beyond capacity needs for the planning timeframe from these two projects and the overall impact of the two improvements. Project alternatives should be included in the scope for both projects to assess a range of build/no build scenarios using various land use and access management strategies.
Dispute Support:	**Dispute Information:** *"Dispute Support" options were not available at the time of the review.*

Federal Transit Administration	
Acknowledgment:	Accepted
Review Date:	05/10/2004
Comments:	No purpose and need comments were found.

US Fish and Wildlife Service	
Acknowledgment:	Understood
Review Date:	05/19/2004
Comments:	No purpose and need comments were found.

Missing Agency Purpose and Need Reviews

- Not Available. Contact the ETDM Help Desk for assistance.

Environmental Information

The following tables show results of standard data analyses that compare the locations of the project alternatives with locations of various environmental resources, as recorded in the ETDM Geographic Information System database. This report provides results for various resources within 500 feet from the center of the planned corridor. Results for additional types of resources and buffer distances may be viewed on the ETDM Environmental Screening Tool web site, or may be requested from the project contact as indicated on the Advance Notification cover letter. Public access to the ETDM Environmental Screening Tool is provided by the Florida Department of Transportation at the following web address: http://etdmpub.fla-etat.org

Coastal Zone Consistency Review Is Required?

NO

Potential Navigable Waterway Crossing Features Found?

NO

Alternative #1 Summary

		0 ft.	*500 ft.*		*1320 ft.*	
Analysis Type	**Date Run**	**Count**	**Count**	**Acres**	**Count**	**Acres**
Land Uses						
District 7 Generalized Landuse	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Wetlands						
National Wetlands Inventory	08/22/2011	Not Analyzed	13	24.33	Not Analyzed	
SWFWMD Wetlands 2008	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
SWFWMD Wetlands 2009	08/22/2011	Not Analyzed	14	25.13	Not Analyzed	
Floodplains						
DFIRM Flood Hazard Zones	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
FEMA Flood Insurance Rate Maps 1996	08/22/2011	Not Analyzed	17	881.25	Not Analyzed	
Wildlife and Habitat						
2003 FFWCC Habitat and Landcover GRID	08/22/2011	Not Analyzed	N/A	881.25	Not Analyzed	
2008 SWFWMD FL Land Use and Land Cover	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
2009 SWFWMD FL Land Use and Land Cover	08/22/2011	Not Analyzed	74	881.25	Not Analyzed	
Florida Managed Areas	08/22/2011	Not Analyzed	3	39.51	Not Analyzed	
Florida Natural Areas Inventory Managed Lands	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Strategic Habitat and Conservation Areas 2000	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Outstanding Florida Waters						
Other Outstanding Florida Waters	08/22/2011	Not Analyzed	1	26.34	Not Analyzed	
Aquatic Preserves						
List of Aquatic Preserves	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Cultural Resources						
Field Survey Project Boundaries	08/22/2011	Not Analyzed	12	1270.1	Not Analyzed	
Florida Site File Cemeteries	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Bridges	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Standing Structures	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Resource Groups	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Coastal Barrier Resources						
Coastal Barrier Resource System	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	

Contamination						
Brownfield Location Boundaries	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
FDEP Off Site Contamination Notices	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
National Priority List Sites	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Solid Waste Facilities	08/22/2011	Not Analyzed	4	0.0	Not Analyzed	
Superfund Hazardous Waste Sites	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Toxic Release Inventory Sites	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Sole Source Aquifer						
Sole Source Aquifers	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Noise Sensitive Facilities						
Geocoded Health Care Facilities	08/22/2011	Not Analyzed	1	0.0	Not Analyzed	
Geocoded Laser Facilities	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Geocoded Schools	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Essential Fish Habitat Potential						
Environmentally Sensitive Shorelines	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Artificial Reefs	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Reef Locations and Names	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Sea Grass Bed Scar Damage	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Mangroves	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Seagrass Beds (Showing Continuous/Discontinuous)	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Submerged Lands Act	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Farmlands						
Generalized Agricultural Land Use	08/22/2011	Not Analyzed	12	206.11	Not Analyzed	
Prime Farm Land	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Communities						
2000 Census Block Data	08/22/2011	Not Analyzed	48	881.25	Not Analyzed	
2000 Census data Block Groups - Indicators	08/22/2011	Not Analyzed	7	881.25	Not Analyzed	
County Demographics - 2000 Census	08/22/2011	Not Analyzed	1	881.25	Not Analyzed	
Recreation Areas						
Existing Recreational Trails 2005	08/22/2011	Not Analyzed	7	0.0	Not Analyzed	
Florida State Parks	08/22/2011	Not Analyzed	0	0.0	Not Analyzed	
Geocoded Parks	08/22/2011	Not Analyzed	2	0.0	Not Analyzed	
Parcel Derived Parks	08/22/2011	Not Analyzed	4	20.33	Not Analyzed	
Wild and Scenic Rivers						
Wild and Scenic Rivers	08/22/2011	Not Analyzed	Not Analyzed		0	0.0
Navigable Waterway Crossing?						
Potential Navigable Waterway Crossings	08/22/2011	0	Not Analyzed		Not Analyzed	

National Wetlands Inventory metadata

Wetland areas from the National Wetlands Inventory summarized by wetland system type.

Alternative #1, analyzed on 8/22/2011. summary

	100 Ft.		200 Ft.		500 Ft.	
System	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
LACUSTRINE	0	0	0	0	2.6	0.29%
PALUSTRINE	0.1	0.08%	3.1	0.88%	19.5	2.21%
RIVERINE	0.4	0.23%	0.8	0.23%	2.3	0.26%

FEMA Flood Insurance Rate Maps 1996 metadata

FEMA Flood Insurance Rate Maps 1996 summarized by zone. See metadata for descriptions of zones.

Alternative #1, analyzed on 8/22/2011. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Zone	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
A	8.8	5.11%	28.5	8.23%	89.9	10.2%	1620.2	14.29%
AE	2.3	1.36%	10.1	2.92%	55.1	6.25%	1229.5	10.84%
X	154.6	90.02%	291.0	84.18%	686.7	77.92%	8038.8	70.88%
X500	6.0	3.5%	16.2	4.68%	49.6	5.63%	452.7	3.99%

2003 FFWCC Habitat and Landcover GRID metadata

2003 Habitat and Landcover Grid from the Florida Fish and Wildlife Conservation Commission summarized by type. Data is currently not displayed in maps.

Alternative #1, analyzed on 8/22/2011. summary

	100 Ft.		200 Ft.		500 Ft.		5280 Ft.	
Description	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
BARE SOIL - CLEARCUT	3.5	2.05%	8.4	2.43%	14.9	1.69%	117.2	1.03%
CITRUS	0.4	0.26%	0.7	0.19%	2.0	0.23%	6.7	0.06%
CYPRESS SWAMP	0	0	0	0	2.2	0.25%	88.7	0.78%
DRY PRAIRIES	0.7	0.38%	1.6	0.45%	11.1	1.26%	217.0	1.91%
FRESHWATER MARSH AND WET PRAIRIE	0.2	0.13%	0.7	0.19%	2.4	0.28%	117.6	1.04%
GRASSLAND	0	0	1.6	0.45%	1.6	0.18%	3.3	0.03%
HARDWOOD HAMMOCKS AND FORESTS	0	0	6.4	1.85%	47.9	5.44%	567.0	5.00%
HARDWOOD SWAMP	0	0	0	0	3.3	0.38%	92.1	0.81%
HIGH IMPACT URBAN	142.3	82.84%	216.1	62.49%	331.8	37.65%	2322.9	20.48%
IMPROVED PASTURE	5.7	3.33%	37.3	10.80%	164.4	18.66%	2256.8	19.90%
LOW IMPACT URBAN	4.4	2.56%	8.4	2.43%	16.2	1.84%	341.8	3.01%
MIXED HARDWOOD-PINE FORESTS	0.7	0.38%	11.9	3.45%	77.0	8.74%	1243.5	10.96%
MIXED WETLAND FOREST	0	0	0	0	5.6	0.63%	167.0	1.47%
OPEN WATER	0	0	0.2	0.06%	4.4	0.50%	497.0	4.38%
OTHER AGRICULTURE	0	0	0.4	0.13%	1.3	0.15%	106.7	0.94%
PINELANDS	0.2	0.13%	3.3	0.96%	27.7	3.15%	935.1	8.24%
ROW - FIELD CROPS	0.4	0.26%	1.6	0.45%	3.1	0.35%	29.8	0.26%
SANDHILL	7.0	4.10%	29.6	8.56%	104.3	11.84%	1419.4	12.52%
SHRUB AND BRUSHLAND	5.9	3.46%	15.9	4.60%	49.7	5.64%	640.4	5.65%
SHRUB SWAMP	0.2	0.13%	1.1	0.32%	7.6	0.86%	150.1	1.32%
UNIMPROVED - WOODLAND PASTURE	0	0	0.7	0.19%	2.7	0.30%	21.1	0.19%

2009 SWFWMD FL Land Use and Land Cover metadata

Alternative #1, analyzed on 8/22/2011. summary

	100 Ft.		200 Ft.		500 Ft.		1320 Ft.	
Land Use Classification	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**	**Acr**	**Pct**
COMMERCIAL AND SERVICES	10.6	6.18%	22.3	6.45%	49.1	5.57%	90.2	3.68%
CROPLAND AND PASTURELAND	21.8	12.69%	59.9	17.32%	186.6	21.18%	547.8	22.37%
CYPRESS	0.1	0.04%	2.5	0.72%	8.8	0.99%	32.5	1.33%
DISTURBED LAND	0	0	0	0	2.3	0.27%	3.3	0.13%
EMERGENT AQUATIC VEGETATION	0	0	0	0	5.7	0.65%	15.7	0.64%
FRESHWATER MARSHES	0.0	0.02%	0.8	0.22%	4.6	0.52%	20.4	0.83%
GOLF COURSES	2.7	1.59%	5.7	1.65%	10.7	1.21%	21.7	0.89%
HARDWOOD CONIFER MIXED	7.5	4.39%	31.6	9.13%	113.9	12.92%	323.4	13.21%
INDUSTRIAL	7.6	4.44%	14.5	4.19%	28.6	3.25%	44.4	1.81%
INSTITUTIONAL	0.9	0.52%	1.6	0.45%	2.4	0.28%	2.4	0.1%
INTERMITTENT PONDS	0	0	1.6	0.47%	4.5	0.51%	4.5	0.18%
LONGLEAF PINE - XERIC OAK	1.5	0.89%	4.3	1.23%	13.4	1.52%	66.9	2.73%
OPEN LAND	4.0	2.3%	13.7	3.97%	37.8	4.29%	46.7	1.91%
OTHER OPEN LANDS (RURAL)	6.5	3.77%	26.7	7.72%	93.7	10.63%	276.8	11.31%
RESERVOIRS	0	0	0.0	0%	2.8	0.32%	8.1	0.33%
RESIDENTIAL HIGH DENSITY	1.0	0.58%	1.9	0.55%	15.3	1.74%	56.7	2.32%
RESIDENTIAL LOW DENSITY (LESS THAN 2 DWELLING UNITS)	17.9	10.41%	48.6	14.05%	163.2	18.52%	561.4	22.93%
RESIDENTIAL MED DENSITY (2-5 DWELLING UNITS)	0	0	0	0	8.0	0.91%	82.3	3.36%
STREAM AND LAKE SWAMPS (BOTTOMLAND)	0	0	0	0	1.1	0.12%	9.1	0.37%
STREAMS AND WATERWAYS	0.7	0.39%	1.3	0.39%	2.8	0.31%	12.9	0.53%
TRANSPORTATION	88.9	51.79%	106.2	30.7%	114.4	12.98%	124.9	5.1%
TREE PLANTATIONS	0	0	2.7	0.77%	11.1	1.26%	63.4	2.59%
WET PRAIRIES	0	0	0.0	0.01%	0.5	0.06%	4.5	0.18%

Florida Managed Areas metadata

Alternative #1, analyzed on 8/22/2011. summary

Name	**100 Ft.**	**200 Ft.**	**500 Ft.**	**5280 Ft.**
WITHLACOOCHEE STATE TRAIL	✔	✔	✔	✔
CYPRESS LAKES PRESERVE	✔	✔	✔	✔
WITHLACOOCHEE STATE FOREST	✔	✔	✔	✔

Other Outstanding Florida Waters metadata

Alternative #1, analyzed on 8/22/2011. summary

Name	100 Ft.	200 Ft.	500 Ft.	5280 Ft.
WITHLACOOCHEE RIVER SYSTEM	✔	✔	✔	✔

Field Survey Project Boundaries metadata

Alternative #1, analyzed on 8/22/2011. summary

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
CULTURAL RESOURCE RECONNAISSANCE SURVEY OF THE WITHLACOOCHEE AND VAN FLEET STATE TRAILS	1994	4068	✔	✔	✔	✔	✔
CULTURAL RESOURCE ASSESSMENT SURVEY OF 12 PROPOSED POND SITES, SR 50 (US 98) FROM CROOM ROAD TO EAST OF SR 70 IN HERNANDO COUNTY; SPN 08070-1502; WPA 7112126	1995	4103	✔	✔	✔	✔	✔
EXCERPTS FROM THE HERNANDO COUNTY COMPREHENSIVE PLAN, HISTORICAL AND ARCHAEOLOGICAL ELEMENT	1990	2785	✔	✔	✔	✔	✔
ARCHAEOLOGICAL ASSESSMENT OF SR 50/50A IN HERNANDO COUNTY INCLUDING NATIONAL REGISTER OF HISTORIC PLACES DETERMINATION OF ELIGIBILITY FOR 8HE00241, THE COLORADO SITE.	1989	1928	✔	✔	✔	✔	✔
AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE PROPOSED HOFFLAND RIDGE MANOR TOWER LOCATION IN HERNANDO COUNTY, FLORIDA	2001	8084	✔	✔	✔	✔	✔
GARI FIELD STUDY, WITHLACOOCHEE STATE FOREST, ARCHAEOLOGICAL MODELING STUDY FOR CITRUS, HERNANDO, SUMTER, AND PASCO COUNTIES	1998	6547	✔	✔	✔	✔	✔
ARCHAEOLOGICAL AND HISTORICAL INVESTIGATIONS WITHIN THE P.K. SMITH TRACT OF THE WITHLACOOCHEE STATE FOREST, HERNANDO COUNTY, FLORIDA	2002	8456	✔	✔	✔	✔	✔
A CULTURAL RESOURCE ASSESSMENT OF THE	2002	8825	✔	✔	✔	✔	✔

Field Survey Project Boundaries metadata

Alternative #1, analyzed on 8/22/2011. summary

Title	Publication Date	Manuscript Number	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
PROPOSED DEADHEAD LOGGING OPPERATION OF A SECTION OF THE WITHLACOOCHEE RIVER, PASCO AND HERNANDO COUNTIES, FLORIDA							
AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE SUNRISE DRI PROJECT AREA IN HERNANDO COUNTY, FLORIDA	2005	11170	✔	✔	✔	✔	✔
CULTURAL RESOURCES SURVEY OF THE PROPOSED ONE HERNANDO CENTER DEVELOPMENT, HERNANDO COUNTY, FLORIDA	2007	13876	✔	✔	✔	✔	✔
PHASE I CULTURAL RESOURCES ASSESSMENT SURVEY OF THE CYPRESS LAKES PRESERVE TRAILHEAD, HERNANDO COUNTY, FLORIDA	2009	16806			✔	✔	✔
CULTURAL RESOURCE ASSESSMENT SURVEY TECHNICAL MEMORANDUM STORMWATER MANAGEMENT (SMF) ALTERNATIVES, I-75 (SR 93) FROM THE PASCO/HERNANDO COUNTY LINE TO NORTH OF SR 50, HERNANDO COUNTY, FLORIDA	2010	18009	✔	✔	✔	✔	✔

Solid Waste Facilities metadata

Alternative #1, analyzed on 8/22/2011. summary

Facility Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
EAST HERNANDO TRANSFER STATION		✔	✔	✔	✔
EAST HERNANDO TRANSFER STATION			✔	✔	✔
RIDGE MANOR DISPOSAL SERVICE LF		✔	✔	✔	✔
RIDGE MANOR DISPOSAL SERVICE LF		✔	✔	✔	✔

Geocoded Health Care Facilities metadata

Alternative #1, analyzed on 8/22/2011. summary

Type	Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
MEDICAL DOCTOR	RIDGE MANOR MEDICAL CLINIC	✔	✔	✔	✔	✔

2000 Census Block Data metadata

2000 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Alternative #1, analyzed on 8/22/2011. summary

	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Males	Females	Native Hawaiian and Other Pacific Islander Alone
Totals	2497	1077	2413	26	20	3	82	18	1221	1276	0

2000 Census data Block Groups - Indicators metadata

Alternative #1, analyzed on 8/22/2011. summary

	Speak English "Not At All"	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 vehicles Available	Housing Units With 5 or More Vehicles Available
Totals	8	166	1511	1610	478	103	90

County Demographics - 2000 Census metadata

2000 Census General Demographic Profile by County.

Alternative #1, analyzed on 8/22/2011. summary

Description	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	Total Number of Households	Average Household Size	500 Ft.	1320 Ft.	5280 Ft.
130802	62130	68672	49.5	121453	5330	391	840	29	1285	6587	55425	2.32	✔	✔	✔

Existing Recreational Trails 2005 metadata

Alternative #1, analyzed on 8/22/2011. summary

Trail Name	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
FLORIDA TRAIL	717.853	1676.9408	2793.5454	4941.2763	11695.0555
FLORIDA TRAIL CONNECTOR	207.748	414.7626	1573.0869	5327.2989	12795.2478
SR 50	2694.4835	2798.2565	3100.6942	3921.3168	7897.3797
US 301	2598.2306	2698.5509	2998.5089	3818.3146	7778.9221
WITHLACOOCHEE RIVER (SOUTH) STATE RECREATIONAL CANOE TRAIL	207.1964	421.2344	1035.411	5459.7132	30700.1161
WITHLACOOCHEE STATE TRAIL	236.1475	472.2351	1182.9612	3168.3744	17967.1706

Geocoded Parks metadata

Alternative #1, analyzed on 8/22/2011. summary

Name	Description	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
WITHLACOOCHEE TRAIL STATE PARK	WITHLACOOCHEE TRAIL STATE PARK			✔	✔	✔
RIDGE MANOR CAMPGROUND	RIDGE MANOR CAMPGROUND	✔	✔	✔	✔	✔

Parcel Derived Parks metadata

Alternative #1, analyzed on 8/22/2011. summary

Name	Use type	100 Ft.	200 Ft.	500 Ft.	1320 Ft.	5280 Ft.
TIITF/DEPT REC & PARKS	FOREST, PARK, AND RECREATIONAL AREAS	✔	✔	✔	✔	✔
TIITF/FORESTRY/PK RANCH #2,	FOREST, PARK, AND RECREATIONAL AREAS			✔	✔	✔
TIITF/FORESTRY	FOREST, PARK, AND RECREATIONAL AREAS		✔	✔	✔	✔
TIITF/DEPT REC & PARKS	FOREST, PARK, AND RECREATIONAL AREAS		✔	✔	✔	✔

Permits Required

Permit Name	Type	Review Date
FDEP NPDES General Permit	Other	08/22/11
Dredge and Fill Permit	USACE	08/22/11
Environmental Resource Permit	State	08/22/11

Technical Studies Required

Technical Study Name	Type	Review Date
Noise Study Report	ENVIRONMENTAL	08/22/11
Contamination Screening Evaluation Report	ENVIRONMENTAL	08/22/11
Wetlands Evaluation Report	ENVIRONMENTAL	08/22/11
Traffic Analysis	ENGINEERING	08/22/11
State Environmental Impact Report (SEIR)	ENVIRONMENTAL	08/22/11
Project Development Summary Report (PDSR)	ENGINEERING	09/12/11
Endangered Species Biological Assessment Technical Memorandum	ENVIRONMENTAL	08/22/11
Cultural Resource Assessment Survey	ENVIRONMENTAL	08/22/11

General Project Commitments

Date	Description
08/17/2004	SR 50 Frontage Roads from Lockhart Road to Kettering Road Hernando County Response to FHWA: Based on FDOT s recent discussions with the Federal Highway Administration (FHWA), we offer the following in response to comments received during the ETAT review: The proposed frontage roads are not subject to a typical needs evaluation as would be a capacity improvement on an arterial such as SR 50. The authority for enactment and application of these frontage roads is found in the Hernando County Frontage Road Ordinance, which was adopted in 1986. The language contained in the County s ordinance under General Requirements reads Developers of properties adjacent to the major arterial highway grid must provide at the developer s expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the County . The need and demand, therefore, has already been determined by Hernando County. There are segments of frontage roads currently in place along corridors which are experiencing substantial growth and development activities, such as is the case on SR 50. The County s intent, however, is to provide a system of continuous frontage roads where practical so that the adjacent arterial roadway can operate at maximum efficiency and access to adjacent land uses is safe and convenient. Since the entire frontage road system does not currently exist within the proposed project limits, there is no existing level of service information to provide. FDOT will provide level of service information and accident data for SR 50, within the proposed project limits, to the County as they pursue project development. In regard to future demand and future level of service, the Hernando MPO estimated the two-lane two-way frontage roads could carry 8,000 AADT by the year 2025. As an access management technique, these frontage roads will serve development that is currently in place and/or approved adjacent to SR 50 within the project limits. Another potential benefit provided by the proposed frontage roads is the segregation of through and local traffic, thereby protecting the through travel lanes from encroachment, conflicts and delays, while also reducing the frequency and severity of accidents. Since SR 50 in this area is designated as part of the Florida Intrastate Highway System (FIHS), these considerations are very important. Even though frontage roads do not increase capacity on the arterial roadway per se, we can conclude that the operation and carrying capacity on the arterial is maximized by removing friction/conflict points as stated above. A continuous system of fully developed frontage roads, similar to what is envisioned by Hernando County, can provide local traffic circulation adjacent to developments and not on SR 50, thereby enhancing safety and accessibility. Another benefit that may be realized from implementation of the proposed frontage roads is they should safely accommodate bicycles and pedestrians. This provides another choice to integrate the non-motorized component into the overall transportation system and improve mobility in general. The estimated project cost and funding source, as indicated in the Hernando MPO s 2025 Cost Feasible Long Range Transportation Plan, will be added to the Project Description and Purpose and Need Statement. The proposed frontage roads will be funded by developers/County. The funding source was not included when proposed projects were entered into the Planning Screen; however, FDOT did not intend to indicate the project was an unfunded need. This additional information will eliminate the apparent inaccuracy and inconsistency identified by FHWA. Future maintenance costs for the proposed frontage roads are also addressed in the Frontage Road Ordinance, and will be accomplished by the developer/property owner subject to County maintenance standards. According to the Ordinance the property owner, upon whose property the frontage road is constructed, has the option to contract with the County to provide for maintenance or dedicate the roadway and right-of-way to the County for inclusion into the County s roadway maintenance system. Your agency also submitted comments regarding project alternatives/secondary and cumulative effects. Transportation improvement needs are identified in the Long Range Transportation Plan (LRTP) and in response to the development allowed in the local government Comprehensive Plans, of which, the Future Land Use Plan is an element. This project is identified in the Hernando County MPO s LRTP. Therefore, the proposed project would appear to have little influence, if any, on the rate of development in the area. The current and future development will continue to occur, if it is financially viable and consistent with the approved development thresholds in the local Comprehensive Plan and applicable federal and state laws. As a result, indirect, secondary, and cumulative impacts associated with the project implementation are recognized when developing Future Land Use Plans. Given the projected future growth and land use designations, the implementation of the proposed SR 50 project is not expected to substantially alter development patterns along the project.

Screening Summary Overview

Legend

- N/A — N/A / No Involvement
- 1 — Enhanced
- 2 — Minimal to None (before 12/5/2005)
- 3 — Moderate
- 4 — Substantial
- 5 — Potential Dispute (Planning)

	Evaluation of Direct Effects																				
	Natural											Cultural			Community						
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
ETAT Review Period: 03/26/2004 - 05/25/2004. Published: 06/23/2005																					
Alternative #1 From Lockart Road to Kettering Road	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	3	2

Agency Comments and Summary Degrees of Effect

Detailed Information on the Public Access Website: http://etdmpub.fla-etat.org/est/index.jsp?startPageId=487&milestoneId=472

Alternative #1 - Project Effects Overview

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	No reviews recorded.		
Coastal and Marine	No reviews recorded.		
Contaminated Sites	No reviews recorded.		
Farmlands	No reviews recorded.		
Floodplains	No reviews recorded.		
Infrastructure	No reviews recorded.		
Navigation	No reviews recorded.		
Special Designations	No reviews recorded.		
Water Quality and Quantity	2 Minimal to None	FL Department of Environmental Protection	05/25/2004
Water Quality and Quantity	2 Minimal to None	Federal Highway Administration	05/18/2004
Wetlands	2 Minimal to None	National Marine Fisheries Service	08/09/2004
Wetlands	2 Minimal to None	US Fish and Wildlife Service	05/19/2004
Wildlife and Habitat	2 Minimal to None	FL Department of Transportation	05/25/2004
Wildlife and Habitat	2 Minimal to None	US Fish and Wildlife Service	05/19/2004
Cultural			
Historic and Archaeological Sites	2 Minimal to None	FL Department of State	05/24/2004
Recreation Areas	No reviews recorded.		
Section 4(f) Potential	2 Minimal to None	FL Department of Environmental Protection	05/25/2004
Community			
Aesthetics	No reviews recorded.		
Economic	No reviews recorded.		
Land Use	2 Minimal to None	FL Department of Community Affairs	05/25/2004
Mobility	2 Minimal to None	Federal Transit Administration	05/10/2004
Relocation	No reviews recorded.		
Social	2 Minimal to None	Federal Highway Administration	05/18/2004
Secondary and Cumulative			
Secondary and Cumulative Effects	No reviews recorded.		

Natural

Coordinator Summary: Air Quality Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The project is located in an area that has been designated as attainment for all air quality standards under the criteria provided in the Clean Air Act Amendments of 1990. Based on this designation, compliance with the Transportation Conformity Rule (40 CFR Part 93, Subpart T) does not apply to this project. Therefore, FDOT recommends a Degree of Effect of Minimal to None for Air Quality.

Coordinator Summary: Coastal and Marine Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is no coastal and marine involvement with this project; therefore, the FDOT recommends a Degree of Effect of Minimal to None. The FDOT did not receive comments from the Florida Department of Environmental Protection (DEP), but expects comments from the DEP in project development concerning Coastal Zone Consistency Compliance.

Coordinator Summary: Contaminated Sites Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is one potential hazardous waste site within the 100-ft. project buffer area. The FDOT recommends the County evaluate potential

soil contamination issues in project development. Therefore, FDOT recommends a Degree of Effect of Minimal to None for Contamination.

Coordinator Summary: Farmlands Issue

3 *Moderate* assigned 12/16/2004 by FDOT District 7

Comments: The U.S. Department of Agriculture did not provide comments. The existing land is 21.3% agricultural area within the 200-ft. buffer area of the project. There are no prime and unique farmlands. According to the Farmland Protection Policy Act of 1984, a farmland evaluation will need to be conducted and Form AD-1006 will need to be submitted to the Natural Resources Conservation Service (NRCS) when evaluating the Class of Action Determination for this project. Due to the large amount of farmland area, the FDOT recommends a Degree of Effect of Moderate for Farmlands.

Coordinator Summary: Floodplains Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is no potential impact to floodplains; therefore, FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Infrastructure Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is one potential hazardous waste site within the 100-ft. project buffer area. The FDOT recommends the County evaluate potential soil contamination issues in project development. The Florida Geographic Data Library (FGDL) does not identify any infrastructure facilities in this corridor; therefore, the FDOT recommends a Degree of Effect of Minimal to None for infrastructure. The FDOT, however, recommends the County research any other facilities (i.e. utilities) that might be considered as infrastructure in project development.

Coordinator Summary: Navigation Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There are no navigational waterways, crossings, or structures within the proposed project area. The FDOT recommends a Degree of Effect of Minimal to None for Navigation.

Coordinator Summary: Special Designations Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There are no special designations within the immediate proposed project area. The FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Water Quality and Quantity Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: Because the constructed project will provide stormwater treatment for the new impervious surface, the FDOT concurs with Federal Highway Administration and Federal Department of Environmental Protection on a Degree of Effect of Minimal to None. Potential impacts to focal species in upland areas along the project corridor should be identified by the County in project development.

Coordinator Summary: Wetlands Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is no potential impact to wetland areas; therefore, FDOT concurs with the US Fish and Wildlife Service and recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Wildlife and Habitat Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT concurs with comments from U.S. Fish and Wildlife Service and the Degree of Effect of Minimal to None. The FDOT recommends revisiting the effects of the project on the Federally threatened and endangered species and their support habitats during project development. If it is determined that a technical report is needed, the FDOT recommends the report be completed prior to commencing project development. If significant time elapses between Planning and project development, the FDOT recognizes additional site surveys may be required.

Cultural

Coordinator Summary: Historic and Archaeological Sites Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: Historic and archeological site HE00295 (Mill of unspecified function) will be further evaluated to determine if the proposed project may affect the site, and if the site is a potentially eligible resource. The FDOT concurs with comments from Florida Department of State and the Degree of Effect of Minimal to None.

Coordinator Summary: Recreation Areas Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: There is no potential impact to recreation areas; therefore, FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Section 4(f) Potential Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT concurs with the Department of Environmental Protection on the Degree of Effect of Minimal to None. The Withlacoochee State Trail and Withlacoochee River State Recreational Canoe Trail are outside of the project area, but within the one mile buffer area. The FDOT recommends the County develop avoidance alternatives and/or measures to minimize harm to access points and entrances if impacted.

Historic and archeological site HE00295 (Mill of unspecified function) will be further evaluated to determine if the proposed project may affect the site, and if the site is a potentially eligible resource. If eligible, a Section 106 Consultation may need to be conducted to assess the impacts to this resource.

Community

Coordinator Summary: Aesthetics Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT recognizes the SR 50 transportation corridor is experiencing growth; however, a large portion of the existing land is currently undeveloped. Among these largely undeveloped areas, there are small communities that exist throughout the SR 50 corridor. In order to preserve community values and provide a safe and operationally efficient transportation improvement, the FDOT recommends the County consider design alternatives during project development that are context sensitive , in order to implement a project that is in harmony with the community and preserves and/or enhances the natural, environmental, scenic, and aesthetic values of the area. In consideration of these factors, the FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Economic Issue

3 *Moderate* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT recognizes there is a large minority population (greater than 40%) and low-income households, which are located in certain areas within the proposed transportation corridor that potentially may be impacted by the proposed improvements. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately or adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The FDOT recommends the County consider design alternatives that are consistent with the desires of the communities and Executive Order 12898 in developing the proposed project. Due to the large percentage of minority populations, the County may want to examine the need for special public involvement/public outreach requirements during development of the proposed project. In consideration of these factors, the FDOT recommends a Degree of Effect of Moderate.

Coordinator Summary: Land Use Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT concurs with Florida Department of Community Affairs and recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Mobility Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT concurs with Federal Transit Administration and Federal Highway Administration and recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Relocation Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: The FDOT recognizes the US 19 transportation corridor is experiencing substantial growth; however, a large portion of the existing land is currently transportation, open land, and agricultural use. There are neighborhoods that make up 2.1% of the area within the 200-ft. buffer. The FDOT recommends the County considers impacts to these communities during project development and develops alternatives to avoid or minimize relocations to any residential, commercial, business, and community center land uses. In consideration of these factors, the FDOT recommends a Degree of Effect of Minimal to None.

Coordinator Summary: Social Issue

3 *Moderate* assigned 12/16/2004 by FDOT District 7

Comments: There are a number of social issues associated with the project. Facilities within 100 feet of the project include two government buildings and one petroleum tank. Potential impacts and access issues concerning these government buildings and potential soil contamination issues should be evaluated by the County during project development.

The FDOT recognizes there is a large minority population (greater than 40%) and low-income households, which are located in certain areas within the proposed transportation corridor that potentially may be impacted by the proposed improvements. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately or adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The FDOT recommends the County consider design alternatives that are consistent with the desires of the communities and Executive Order 12898 in developing the proposed project. Due to the large percentage of minority populations, the County may want to examine the need for special public involvement/public outreach requirements during development of the proposed project. In consideration of these factors, the FDOT recommends a Degree of Effect of Moderate.

Secondary and Cumulative

Coordinator Summary: Secondary and Cumulative Effects Issue

2 *Minimal to None* assigned 12/16/2004 by FDOT District 7

Comments: Transportation improvement needs are identified in the Long Range Transportation Plan (LRTP) and in response to the development allowed in the local government Comprehensive Plans, of which, the Future Land Use Plan is an element.
This project is identified in the Hernando County MPO s LRTP. Therefore, the proposed project would appear to have little influence, if any, on the rate of development in the area. The current and future development will continue to occur, if it is financially viable and consistent with the approved development thresholds in the local Comprehensive Plan and applicable federal and state laws. As a result, indirect, secondary, and cumulative impacts associated with the project implementation are recognized when developing Future Land Use Plans.
Given the projected future growth and land use designations, the implementation of the proposed SR 50 project is not expected to substantially alter development patterns along the project. In consideration of these factors, the FDOT recommends at Minimal to None as the Degree of Effect.

Resource Maps

A hardcopy map series for this project is available on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view a listing of the hardcopy maps available for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=3391&startPageName=Hardcopy%20Maps

Special Note: Please be sure that when the Hardcopy Maps page loads, the **Project Milestone Date** corresponding to this Advance Notification is selected. Hardcopy map snapshots have been taken for Project #3391 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Class of Action

No Data Available

Dispute Resolution Activity Log

No Data Available

Ancillary Documentation

No Data Available

Transmittal List

Official Transmittal List

	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	FDOT District 7	Andrews, James
3.	FDOT District 7	Gonzalez, Roberto
4.	Federal Aviation Administration	* Airports District Office
5.	Federal Highway Administration	Anderson, Linda
6.	Federal Highway Administration	Kendall, Cathy
7.	Federal Highway Administration	Sullivan, Joseph
8.	Federal Highway Administration	Williams, Marvin L.
9.	Federal Transit Administration	Smart, Brian C.
10.	FIHS Central Office	Powell, Dusty
11.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
12.	FL Department of Agriculture and Consumer Services	Morris, Vince
13.	FL Department of Community Affairs	Donaldson, Gary
14.	FL Department of Community Affairs	Longstreet, Amie
15.	FL Department of Environmental Protection	Milligan, Lauren P.
16.	FL Department of Environmental Protection	Schatzman, Jillian

17.	FL Department of Environmental Protection	Stahl, Chris
18.	FL Department of State	Jones, Ginny L.
19.	FL Department of State	Kammerer, Laura
20.	FL Department of State	McClarnon, Daniel
21.	FL Department of State	McManus, Alyssa
22.	FL Department of Transportation	Bixby, Marjorie
23.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
24.	Florida Inland Navigation District	* Mr. David Roach
25.	Hernando County MPO	Dix, Dennis
26.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Colley Billie, Chairman
27.	Mississippi Band of Choctaw Indians	* The Honorable Miko Mr. Beasley Denson
28.	Muscogee (Creek) Nation	* The Honorable Mr. A.D. Ellis, Principal Chief
29.	National Marine Fisheries Service	Rydene, David A.
30.	National Marine Fisheries Service	Sramek, Mark
31.	National Park Service	Barnett, Anita
32.	Natural Resources Conservation Service	Robbins, Rick A.
33.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
34.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
35.	Seminole Tribe of Florida	Steele, Willard S.
36.	Seminole Tribe of Florida	* The Honorable Mr. James E. Billie, Chairman
37.	Seminole Tribe of Florida	York, Elliott
38.	Southwest Florida Water Management District	Higginbotham, Hank
39.	Southwest Florida Water Management District	O'Neil, Paul W.
40.	US Army Corps of Engineers	Barron, Robert B.
41.	US Army Corps of Engineers	Fellows, John
42.	US Army Corps of Engineers	Lips, Garett
43.	US Coast Guard	Overton, Randy
44.	US Coast Guard	Stratton, Gene
45.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
46.	US Department of Housing and Urban Development	* Regional Environmental Officer
47.	US Department of Interior	* Bureau of Land Management, Eastern States Office
48.	US Department of Interior	Director, USGS-FISC
49.	US Environmental Protection Agency	Dominy, Madolyn
50.	US Fish and Wildlife Service	Monaghan, Jane
51.	Withlacoochee Regional Planning Council	Connolly, David
52.	Withlacoochee Regional Planning Council	Whittier, Vivian

* Hardcopy recipient

Appendix D

Public Hearing Materials

SR 50 (Cortez Boulevard)

From Lockhart Road to US 301 (SR 35/Treiman Boulevard)

PUBLIC HEARING

FPID No. 416732-2

Sign In

EDTM No. 3391

Ridge Manor Community Center
34240 Cortez Boulevard, Dade City

Thursday, September 27, 2012

	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	PAUL BROWNLEE	✓						TBROWNLEE@TAMPA.BAY.RR.COM
2	JOANN SOGGS	✓						
3	THERESA FLETCHER	✓						
4	Mariane VanBroekhoven	✓					✓	mvb813@aol.com
5	Lynn L. Gruber-White	✓						lyngruber@tampabay.rr.com
6	Daniel A. Cuffari	✓						32435 Marchmont C.R.
7	Andrew Dietz	✓						5201 W. Cypress St. Tampa
8	Ollie J. Colvin	✓						31043 Park Ridge Dr
9	Aldean Drooger	✓						5239 Olivet Dr.
10	John Shoppel	✓						5471 LAKEWOOD DR

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Robin Rhinesmith, Project Manager at (813) 975-6496 or 800-226-7220 at least 7 working days in advance of the Public Hearing.

SR 50 (Cortez Boulevard)

From Lockhart Road to US 301 (SR 35/Treiman Boulevard)

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	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	LYNN PARKER	X						lynprkr@yahoo.com
2	Carol DeFilippo	X						crdream@tampabay.rr.com
3	Jack Mellor	X						
4	Louise Gerhauser	X						louger@.rr.TampaBay.c
5	STEVE DIAZ				X			STEVEN@HORNLAW.US
6	Keith Baker							
7	Maureen Blanton	X						g-ma-maureen@hotmail.com
8	Helen Brotherton	X						blakeb47@centurylink.net
9	Joyce Whitehurst							
10	Harry + Susan Phillips	X						

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	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	RICK FITZGERALD	PROPERTY OWNER						RICKJANETF@AOL.COM
2	Nate N. Patel							
3	Madhu N. Patel							
4	Barbara Taylor	Property owner						
5	Judy Strickland							
6	Marjorie Griffin							
7	Steve M. Hill							
8	Helga Ungerer							
9	Mary McCoy Wilson	Property owner						
10	Laurie Olsen							

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SR 50 (Cortez Boulevard)

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Ridge Manor Community Center
34240 Cortez Boulevard, Dade City

Thursday, September 27, 2012

	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	JOSEPH Cannon	✓						33499 OHIO AVE
2	BEVERLY TRAUB	✓						34496 CORTEZ BLVD. 33523
3	Norbert Wieland	✓						P.O. BOX 5186 SPRING HILL FL 34611
4	RON BOLAND							QQXT@HOTMAIL.COM
5	Alfred VAN BROCKHOVE	✓						AVANB@MSN.COM
6	Dave FRECHETTE	✓						—
7								
8								
9								
10								

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SR 50 (Cortez Boulevard)

From Lockhart Road to US 301 (SR 35/Treiman Boulevard)

PUBLIC HEARING

FPID No. 416732-2

Sign In

EDTM No. 3391

Ridge Manor Community Center
34240 Cortez Boulevard, Dade City

Thursday, September 27, 2012

	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	ANN BANNON	✓						ANNSTORY@IGLIDE.NET
2								
3								
4								
5								
6								
7								
8								
9								
10								

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SR 50 (Cortez Boulevard) STAFF

From Lockhart Road to US 301 (SR 35/Treiman Boulevard)

PUBLIC HEARING

FPID No. 416732-2

STAFF SIGN-IN

ETDM No. 3391

Ridge Manor Community Center
34240 Cortez Boulevard, Dade City

Thursday, September 27, 2012

	NAME (Please Print)	Representing	E-mail or Mailing Address (Please Print)
1	Alice Price	Atkins	
2	Andrew Nappi	FDOT R/W	813 975 6715
3	Daniel Doebler	Atkins	813 281-8306
4	Doug Reed	Atkins	Doug.Reed@atkinsglobal.com
5	Paul Staes	KCA	pstaes@kccaeng.com
6	Joe Severson	FDOT	Joseph.Severson@dot.state.fl.us
7	Lori Marable	FDOT	
8	Robin Rhinesmith	FDOT	
9	Jim Scott	FDOT	Jim.Scott@dot.state.fl.us
10	Kirk Bogen	FDOT	

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SR 50 (Cortez Boulevard)

From Lockhart Road to US 301 (SR 35/Treiman Boulevard)

PUBLIC HEARING

FPID No. 416732-2

Sign In

EDTM No. 3391

Ridge Manor Community Center
34240 Cortez Boulevard, Dade City

Thursday, September 27, 2012

	NAME (Please Print)	Please Select One: Area Resident or Visitor	Elected Official	Federal / State	Regional / Local	Private Sector	Other	E-mail or Mailing Address (Please Print)
1	Amy NEIDRINGHAUS							FDOT
2	Kris Carson							FDOT
3	Kristin Oliver							kristin.oliver@atkinsglobal.com
4	Hongyan Guo							Atkins
5	Rosemary Woods							ATKINS
6	Menna Yassin							FDOT
7	Jim Beverly							FDOT
8								
9								
10								

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Florida Department of Transportation
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

Your Comments are Important to Us

We encourage your participation in this PD&E study as we are very interested in hearing your concerns and answering your questions. We also encourage you to speak with the Department Project Manager at your convenience.

Written comments may be sent to:
Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456

If you wish to discuss any issues related to this project, schedule a group meeting, or add your name to the mailing list, please contact: Robin Rhinesmith, Project Manager, by calling: (800) 226-7220 or (813) 975-6496 or by email to: robin.rhinesmith@dot.state.fl.us

Right-of-Way Acquisition (ROW) Procedure

We understand when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the Department has created real estate acquisition and relocation brochures. These brochures and other educational materials will be available at the public hearing. Copies of the brochures may also be found on our website:
www.dot.state.fl.us/rightofway/Documents.shtm

Non-Discrimination Laws

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact: Robin Rhinesmith, Project Manager, at (800) 226-7220 or (813) 975-6496 or by email at: *robin.rhinesmith@dot.state.fl.us* at least seven (7) days prior to the meeting.

Para Preguntas y Informacion en Español

Valoramos la opinion del publico sobre este proyecto. Si usted tiene preguntas o comentarios o si simplemente desea mas informacion en Español, favor ponerse en contacto con el ingeniero a cargo de este proyecto, el senor Manuel Santos, EI, al telefono (813) 975-6173 o correo electronico *manuel.santos@dot.state.fl.us.*

FDOT Project Contact Information

Project Manager
Robin Rhinesmith, Project Manager
Environmental Management
(813) 975-6496; (800) 226-7220
Email: *robin.rhinesmith@dot.state.fl.us*

ROW Representative
Ronald Crew, Assistant ROW Manager
Acquisition & Relocation
(800) 226-7220; (813) 975-6533
Email: *ronald.crew@dot.state.fl.us*

Project Development and Environment (PD&E) Study

SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2
ETDM Number: 3391

September 2012

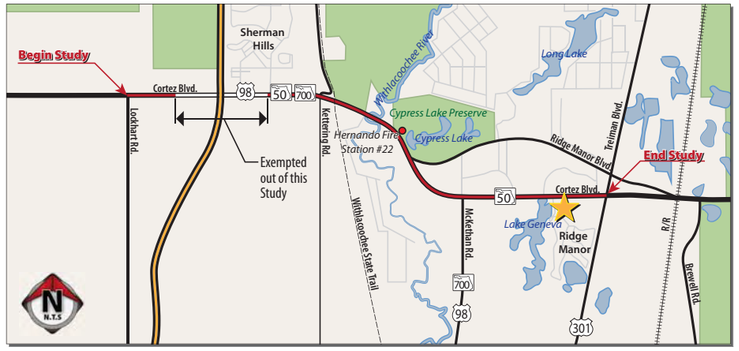
Dear Property Owner or Interested Citizen:

You are invited to attend and participate in a public hearing held by the Florida Department of Transportation (FDOT), District Seven, regarding the proposed improvements to SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (SR 35/Treiman Boulevard) in Hernando County. This hearing is an opportunity for you to provide comments concerning the location and conceptual design of the proposed improvements to SR 50 (Cortez Boulevard) within the project limits. In accordance with Section 335.188, Florida Statutes, this public hearing is also being held to provide the opportunity for public comment on the proposed access management reclassification for SR 50 (Cortez Boulevard) from Kettering Road to east of US 301 (SR 35/Treiman Boulevard) from Access Class 4 to Access Class 3 due to proposed changes from a non-restrictive to a restrictive median. Proposed improvements include widening SR 50 (Cortez Boulevard) from the existing two and four-lane rural roadway to a four and six-lane divided arterial with pedestrian and bicycle facilities on both sides of the road.

PUBLIC HEARING

Thursday, September 27, 2012
5:00 pm – 7:00 pm

Ridge Manor Community Center
34240 Cortez Boulevard
Dade City, FL 33523



PUBLIC HEARING FORMAT:

Informal Session 5:00 pm - 6:00 pm: Beginning at 5:00 pm, Department representatives will be available to answer questions and discuss the project informally. Exhibits showing the proposed improvements and other project related materials will be on display. A court reporter will be available to receive your comments in a one-on-one setting.

Formal Session 6:00 pm: At 6:00 pm, Department representatives will begin the formal portion of the hearing, which will provide an opportunity to make formal oral public comments.

Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 pm. You may also mail your comments to the address preprinted on the back of the comment form. All comments must be postmarked by **Monday, October 8, 2012,** to become part of the official public hearing record.

This newsletter serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within 300 feet of the centerline of the Recommended Build Alternative. However, this does not mean that all properties will be directly affected.

Maps, drawings, and other related information describing the project's recommended alignment and proposed improvements will be available for public review from Thursday, September 6, 2012, to Monday, October 8, 2012, at the following locations:

East Hernando Branch Library
6457 Windmere Road
Brooksville, FL 34602
Hours of Operation:
Tuesday to Thursday: 10:00 am - 7:00 pm
Friday & Saturday: 10:00 am - 5:00 pm

Florida Department of Transportation, District Seven
Intermodal Systems Development
11201 N. McKinley Drive
Tampa, FL 33612-6456
Hours of Operation:
Monday to Friday: 8:00 am - 5:00 pm

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Sincerely,

Ming Gao, P.E.
Intermodal Systems Development Manager

Project Development and Environment (PD&E) Study

SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2
ETDM Number: 3391

What is a Project Development and Environment (PD&E) Study?

A PD&E study is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. This analysis enables the Department to reach a decision on the type, location and conceptual design of the improvements along SR 50 (Cortez Boulevard) to accommodate future traffic demand in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs. The PD&E study efforts are accomplished by working in cooperation with other state/federal agencies and local governments. This coordination allows the Department to better determine the effects a transportation project will have on the natural and human environment. A State Environmental Impact Report (SEIR) is being prepared which contains the results of analyses of potential effects to the social, cultural, natural and physical environment.

Project Description and Need

Within the referenced project limits, SR 50 (Cortez Boulevard) is proposed to be widened from the existing two and four-lane rural roadway to a four and six-lane divided arterial with pedestrian and bicycle facilities on both sides of the road. The purpose of this PD&E study is to evaluate the proposed improvements to the segment of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (SR 35/Treiman Boulevard) in Hernando County. The existing two bridges carrying SR 50 (Cortez Boulevard) over the Withlacoochee River are also proposed to be widened. The portion of SR 50 between the I-75 ramps is exempt from this study because these improvements were analyzed under the I-75 PD&E study, FPID No. 411014-1.

The need for improvements to SR 50 (Cortez Boulevard) in the study area is based on several factors including regional connectivity, future population and employment growth, projected travel demands, and consistency with Hernando County's Comprehensive Plan and the Hernando County Metropolitan Planning Organization (MPO)'s Long Range Transportation Plan. The portion of SR 50 (Cortez Boulevard) west of I-75 is included in the state's Strategic Intermodal System (SIS) for economic and mobility enhancement. Additionally, SR 50 (Cortez Boulevard) is also an evacuation route.

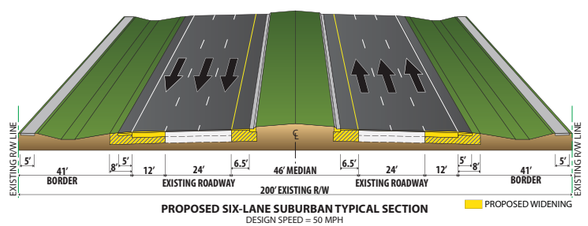
No-Build Alternative

A No-Build Alternative assumes the existing conditions would remain for SR 50 (Cortez Boulevard) within the project limits and only routine maintenance activities and safety improvements would occur as required. A No-Build Alternative is considered to be a viable alternative and will remain so for the duration of the PD&E study process.

Recommended Build Alternatives

Lockhart Road to Kettering Road

The Recommended Build Alternative from Lockhart Road to Kettering Road is a six-lane divided suburban roadway with a 46-foot median. Each direction provides three 12-foot travel lanes with 6.5-foot paved inside shoulders and 8-foot flush outside shoulders, 5 feet of which are paved. Pedestrians will be accommodated by a continuous 5-foot sidewalk provided at the ROW line in each direction. The outside 5-foot paved shoulder in each direction will accommodate bicyclists.

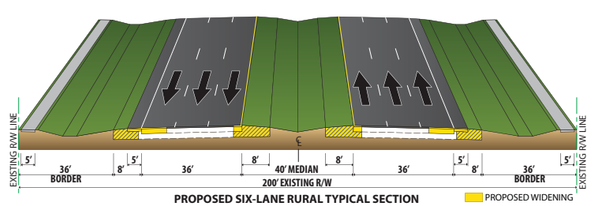


PROPOSED SIX-LANE SUBURBAN TYPICAL SECTION
DESIGN SPEED = 50 MPH

SR 50 FROM LOCKHART ROAD TO KETTERING ROAD

Kettering Road to US 98

The Recommended Build Alternative from Kettering Road to US 98 is a six-lane divided rural roadway with three 12-foot travel lanes and an 8-foot, unpaved inside shoulder, and an 8-foot outside shoulder, 5 feet of which are paved, in each direction separated by a 40-foot depressed median. Pedestrians will be accommodated by a continuous 5-foot sidewalk provided at the ROW line in each direction. The outside 5-foot paved shoulder in each direction will accommodate bicyclists.

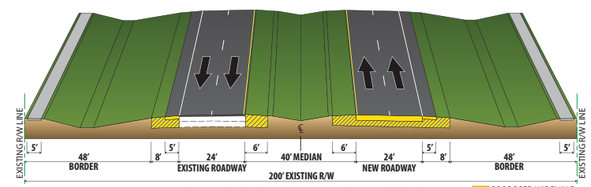


PROPOSED SIX-LANE RURAL TYPICAL SECTION
DESIGN SPEED = 65 MPH

SR 50 FROM KETTERING ROAD TO US 98

US 98 to US 301

The Recommended Build Alternative from US 98 to US 301(SR 35/Treiman Blvd.), is a four-lane divided rural roadway with two 12-foot travel lanes, 6-foot unpaved inside shoulders, and 8-foot outside shoulders 5 feet of which are paved, in each direction separated by a 40-foot depressed median. Pedestrians will be accommodated by a continuous 5-foot sidewalk provided at the ROW line in each direction. The outside 5-foot paved shoulder in each direction will accommodate bicyclists.

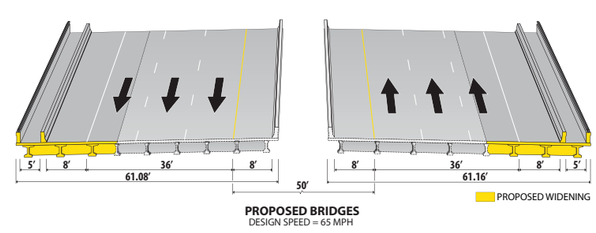


PROPOSED FOUR-LANE RURAL TYPICAL SECTION
DESIGN SPEED = 65 MPH

SR 50 FROM US 98 TO US 301

Withlacoochee River Bridge

The Recommended Build Alternative proposes widening the two existing bridges over the Withlacoochee River. Each bridge will have three 12-foot travel lanes, 8-foot inside and outside shoulders, and 5-foot sidewalks in each direction, separated by a barrier from the travel lanes. The 8-foot outside shoulder will accommodate bicyclists.



PROPOSED BRIDGES
DESIGN SPEED = 65 MPH

SR 50 BRIDGES OVER THE WITHLACOOCHEE RIVER

Evaluation Matrix

Evaluation Factors	No-Build Alternative	Recommended Build Alternative
Right-of-Way (ROW) Impacts		
Number of Parcels Affected	0	12
ROW Acquisition – US 98 and US 301 Roadway (acres [ac])	0	20.417
ROW Acquisition – Stormwater Management Facilities and Floodplain Compensation Sites - (ac)	0	20.700
Business Relocations	0	0
Residential Relocations	0	0
Natural, Environmental and Physical Effects		
Species/Habitat (Potential Effects)	None	Low
Potential Contamination Sites (Medium and High risk)	0	5
Wetlands within Proposed ROW (ac)	0	3.64
Noise Sensitive Sites (within 66 dB(A) isopleths)	0	18
Community Facilities (schools, police, fire, medical, etc.)	0	0
Historic/Archaeological Sites	0	0
Estimated Costs (2011 Dollars)	($ in Millions)	
Design (12 percent of Construction)	$0	$2.6
Roadway Right of Way	$0	$4.8
Pond Right of Way	$0	$1.5
Construction*	$0	$21.8
CEI (12 percent of Construction)	$0	$2.6
Total Cost (Present Day Cost)	**$0**	**$33.3**

* Includes roadway, earthwork, shoulder, median, drainage, bridge widening, signing, signalization, maintenance of traffic, mobilization, unknowns/contingency
Does not include exempted area

FDOT Adopted 5-Year Work Program

(Fiscal Years 2012/2013 - 2016/2017)

Segment	Lockhart Road to Kettering Road (416732-1)	Kettering Road to US 301 (416732-2)
Design	2013/2014	Not Currently Funded
Right-of-Way	Not Currently Funded	Not Currently Funded
Construction	Not Currently Funded	Not Currently Funded

Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: _____

ADDRESS: _____

_____

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by Monday, October 8, 2012. All comments are part of the project record and are available for viewing by the public and the media.

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact Robin Rhinesmith, Project Manager at (813) 975-6496 or 800-226-7220 at least 7 working days in advance of the Public Hearing.

Fold *Fold*

Place
Stamp
Here

Ming Gao, P.E., Intermodal Systems Development Manager
Florida Department of Transportation – District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Fold *Fold*

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date:_____

Name:_____

Address:_____

_____
City State Zip Code

Organization (if applicable): _____

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
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Project Development and Environment (PD&E) Study

SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

ETDM Number: 3391

WELCOME

PUBLIC HEARING

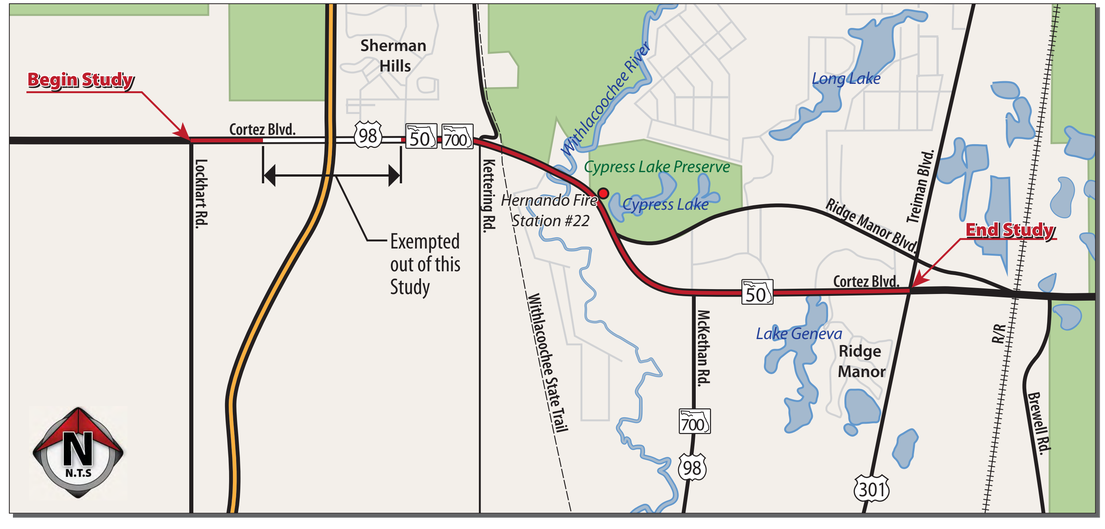
Thursday, September 27, 2012

5:00 pm – 7:00 pm

Ridge Manor Community Center

34240 Cortez Boulevard

Dade City, FL 33523



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Project Development and Environment (PD&E) Study

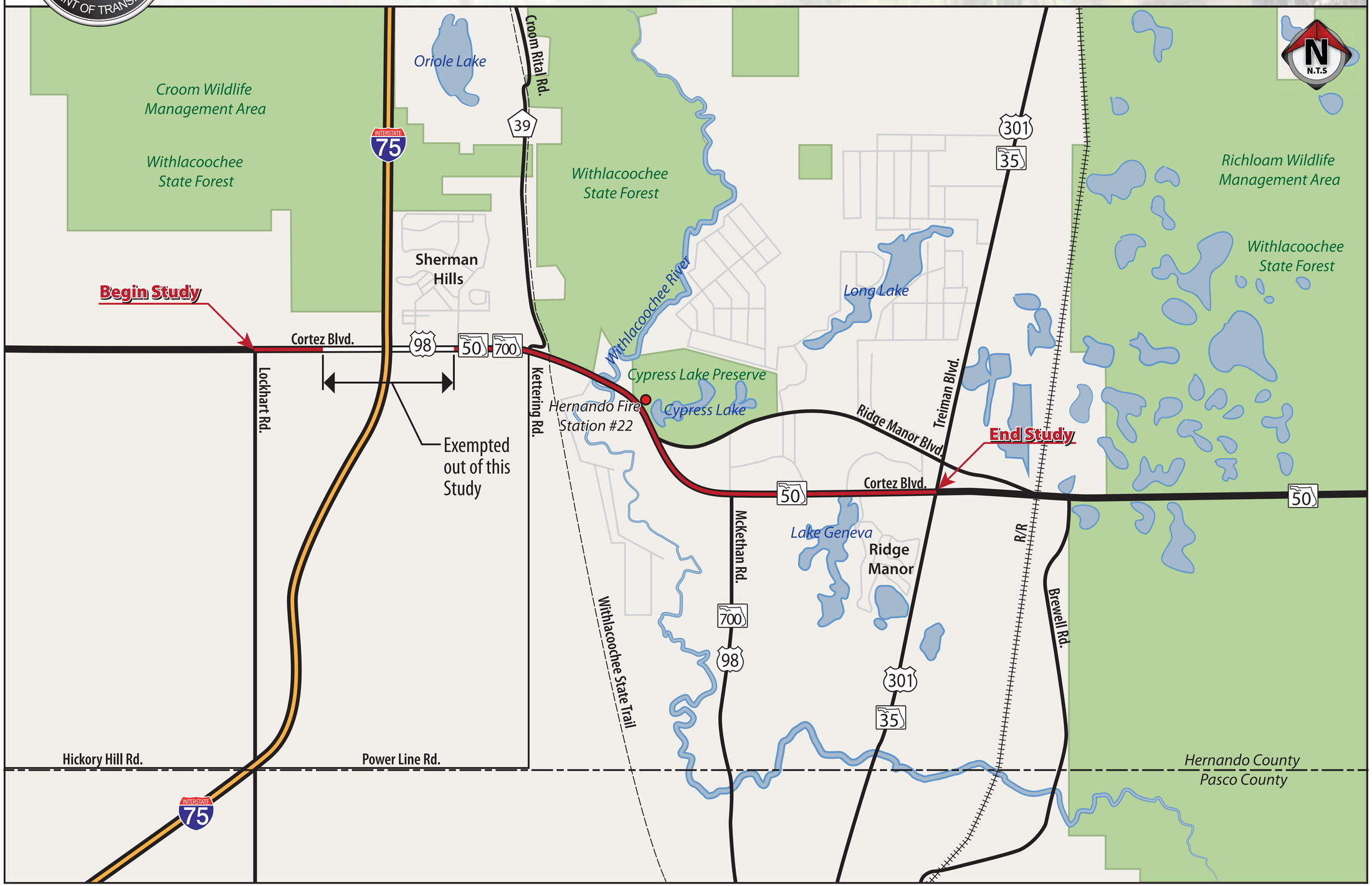
SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

ETDM Number: 3391

Project Location Map



Project Development and Environment (PD&E) Study

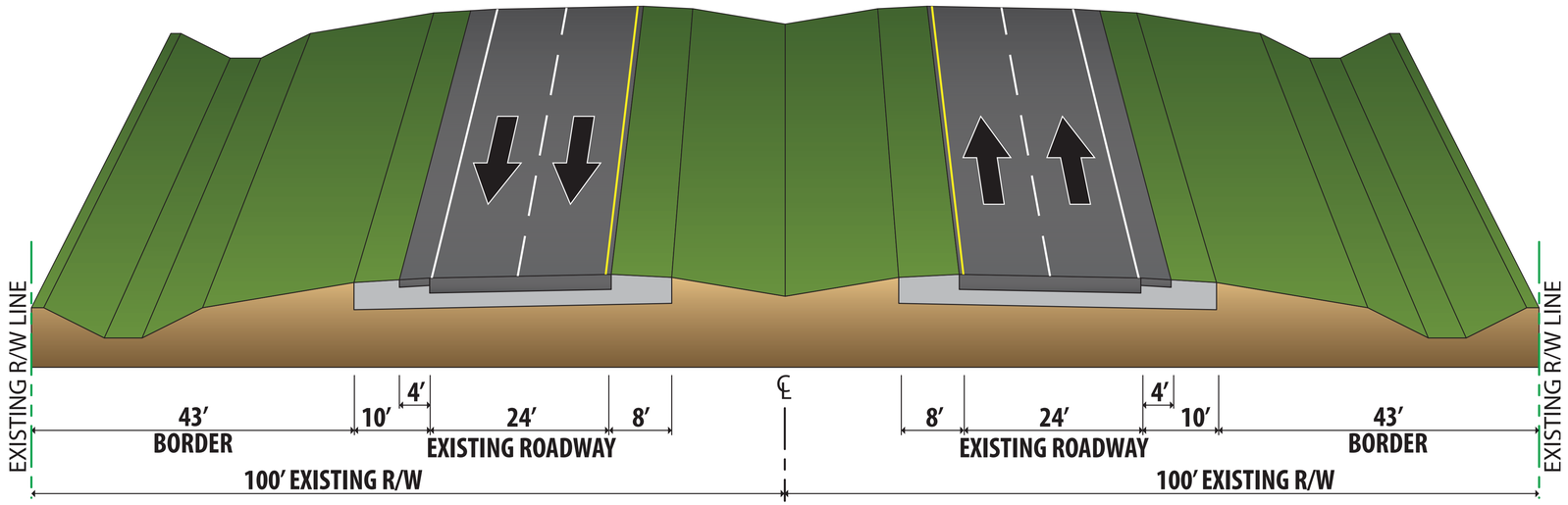
SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

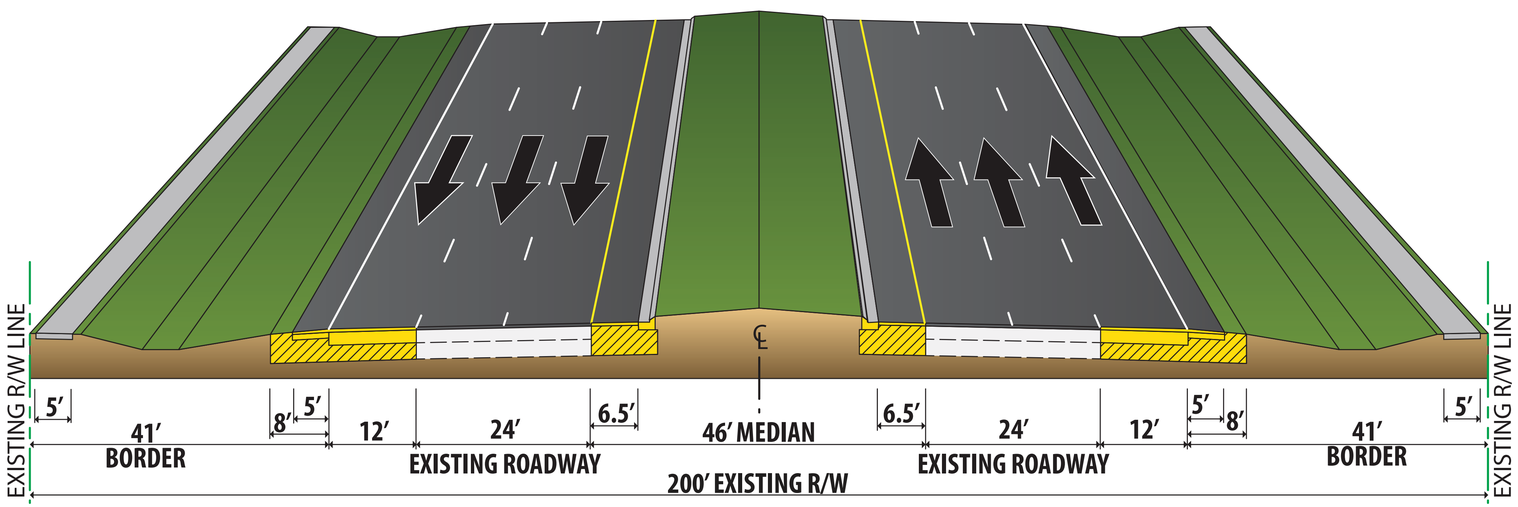
ETDM Number: 3391

Existing & Proposed Roadway Typical Sections



EXISTING TYPICAL SECTION

DESIGN SPEED = 65 MPH



PROPOSED SIX-LANE SUBURBAN TYPICAL SECTION

DESIGN SPEED = 50 MPH

SR 50 FROM LOCKHART ROAD TO KETTERING ROAD

Project Development and Environment (PD&E) Study

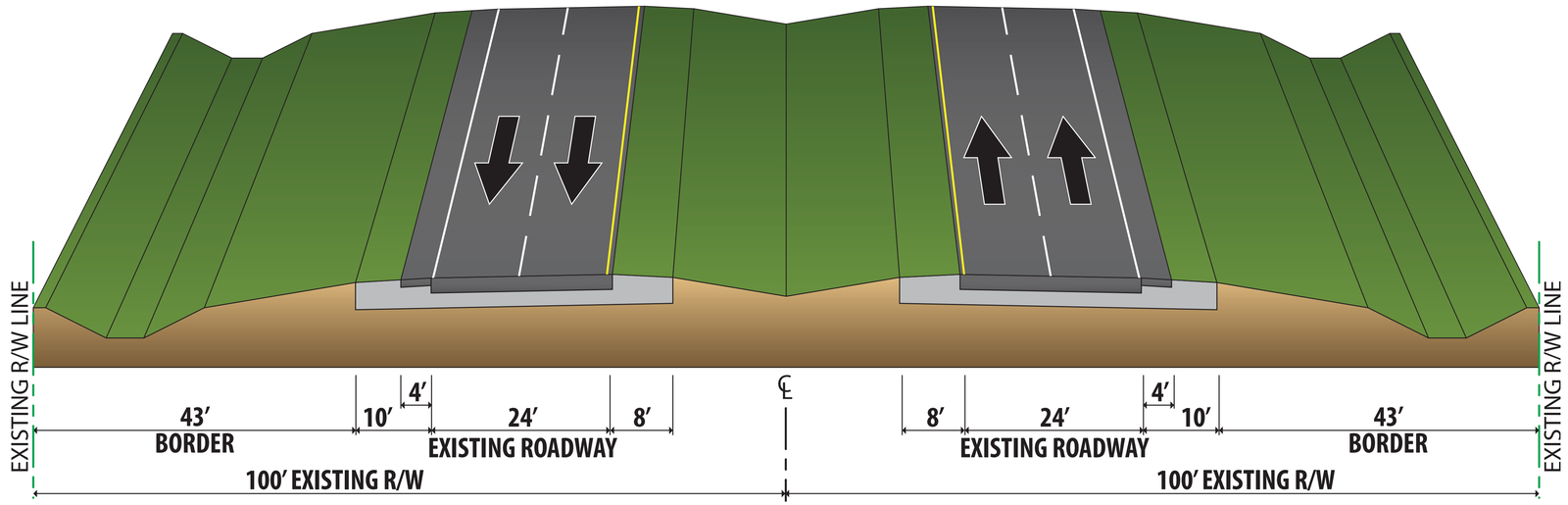
SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

ETDM Number: 3391

Existing & Proposed Roadway Typical Sections



EXISTING TYPICAL SECTION

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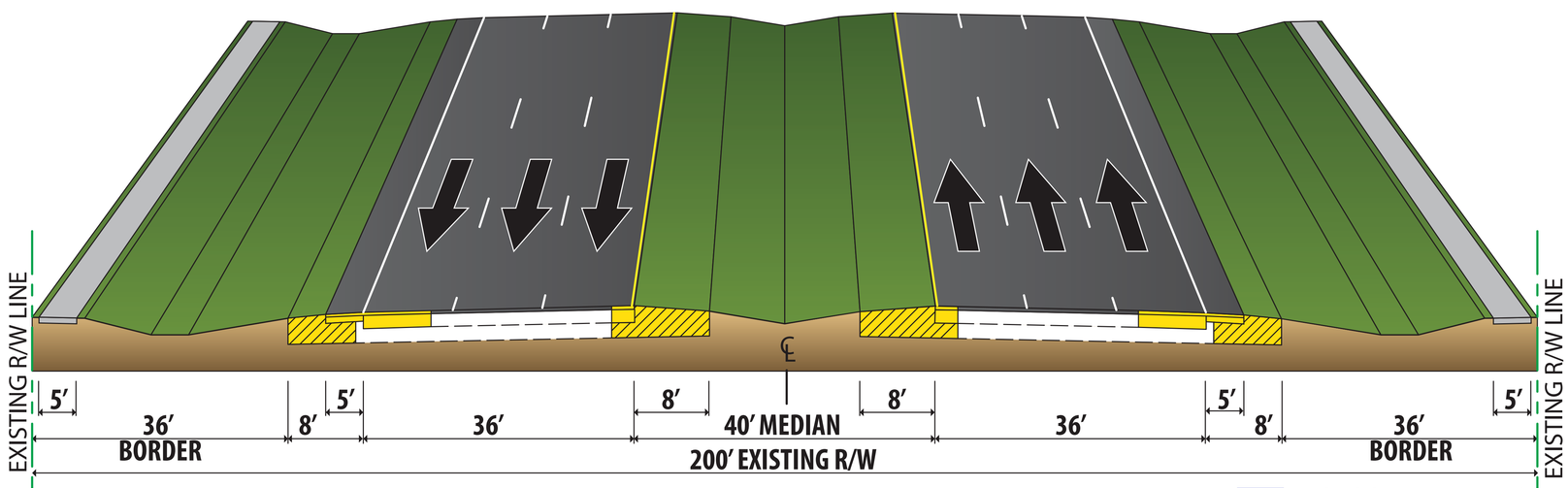


PROPOSED SIX-LANE RURAL TYPICAL SECTION

DESIGN SPEED = 65 MPH

PROPOSED WIDENING

SR 50 FROM KETTERING ROAD TO US 98

Project Development and Environment (PD&E) Study

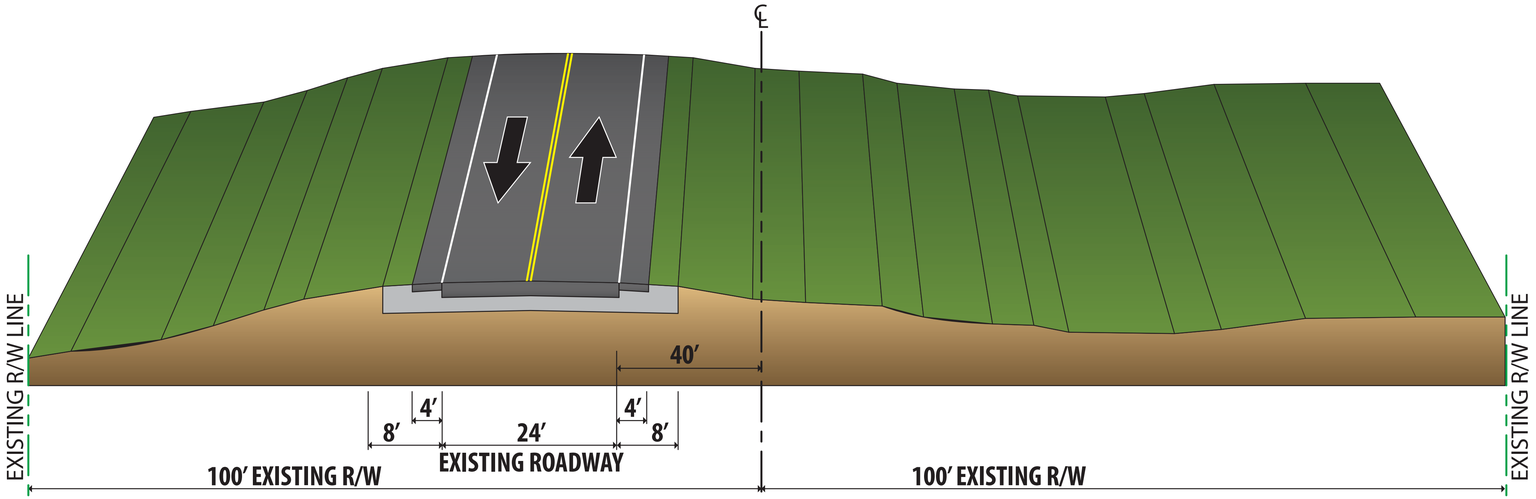
SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

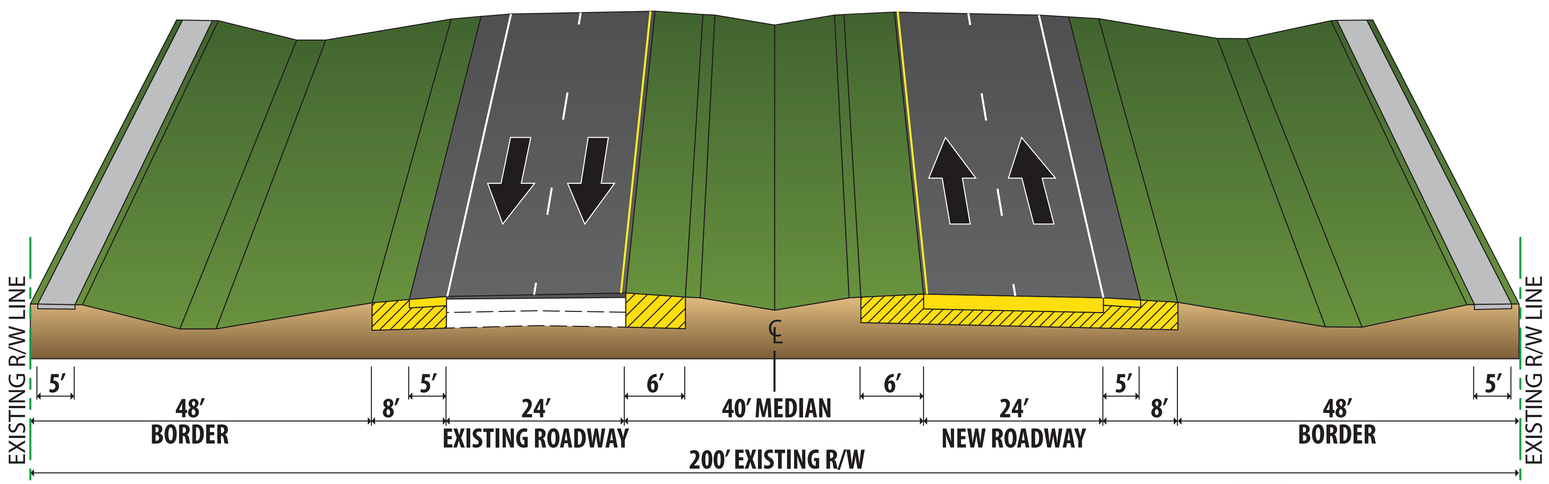
ETDM Number: 3391

Existing & Proposed Roadway Typical Sections



EXISTING TYPICAL SECTION

DESIGN SPEED = 65 MPH



PROPOSED FOUR-LANE RURAL TYPICAL SECTION

DESIGN SPEED = 65 MPH

SR 50 FROM US 98 TO US 301

Project Development and Environment (PD&E) Study

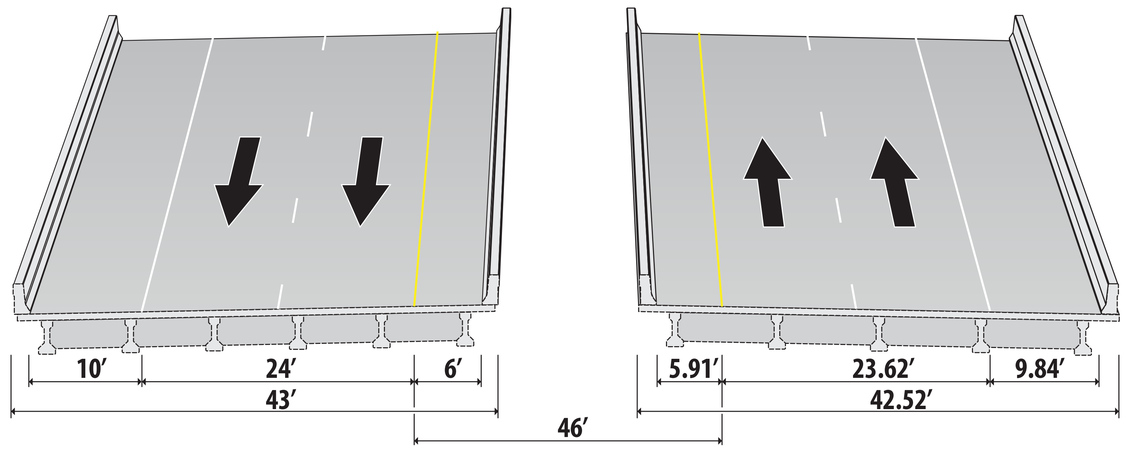
SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (SR 35/Treiman Boulevard)

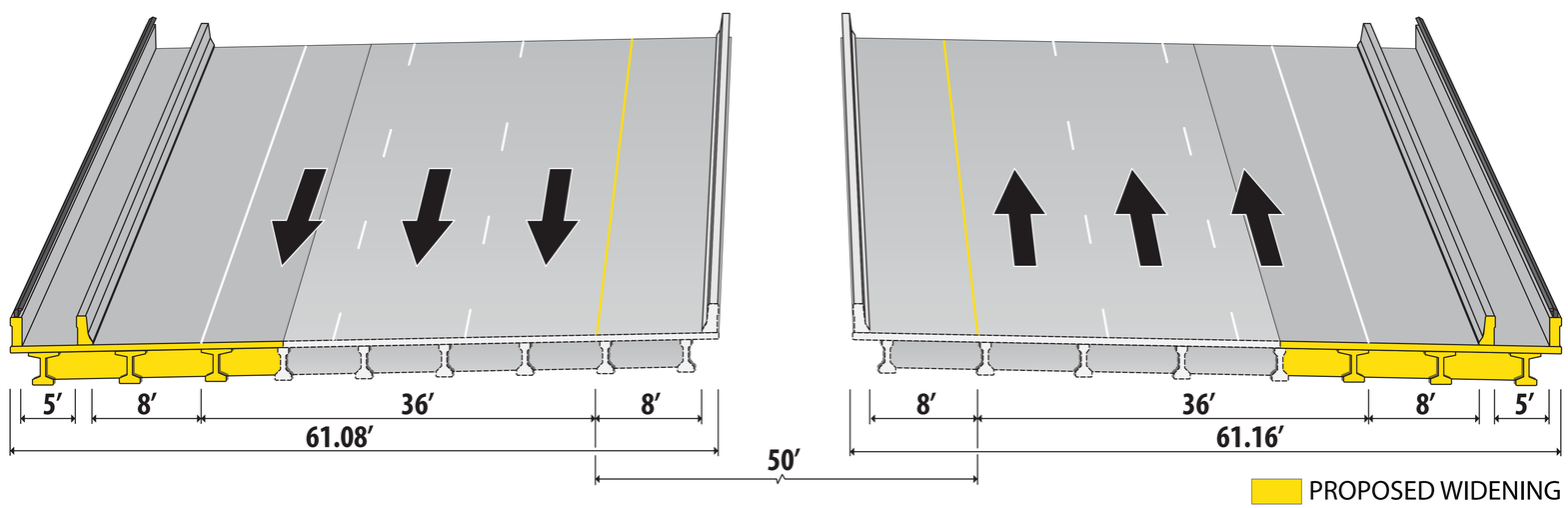
Financial Project Identification (FPID) Number: 416732-2

ETDM Number: 3391

Existing & Proposed Bridges Typical Sections



EXISTING BRIDGES
DESIGN SPEED = 65 MPH



PROPOSED BRIDGES
DESIGN SPEED = 65 MPH

SR 50 BRIDGES OVER THE WITHLACOOCHEE RIVER

Evaluation Matrix

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Right-of-Way (ROW) Impacts		
Number of Parcels Affected	0	12
ROW Acquisition – US 98 and US 301 Roadway (acres [ac])	0	20.417
ROW Acquisition – Stormwater Management Facilities and Floodplain Compensation Sites - (ac)	0	20.700
Business Relocations	0	0
Residential Relocations	0	0
Natural, Environmental and Physical Effects		
Species/Habitat (Potential Effects)	None	Low
Potential Contamination Sites (Medium and High risk)	0	5
Wetlands within Proposed ROW (ac)	0	3.64
Noise Sensitive Sites (within 66 dB(A) isopleths)	0	18
Community Facilities (schools, police, fire, medical, etc.)	0	0
Historic/Archaeological Sites	0	0
Estimated Costs (2011 Dollars)	($ in Millions)	
Design (12 percent of Construction)	$0	$2.6
Roadway Right of Way	$0	$4.8
Pond Right of Way	$0	$1.5
Construction*	$0	$21.8
CEI (12 percent of Construction)	$0	$2.6
Total Cost (Present Day Cost)	**$0**	**$33.3**

* Includes roadway, earthwork, shoulder, median, drainage, bridge widening, signing, signalization, maintenance of traffic, mobilization, unknowns/contingency
Does not include exempted area

FDOT Adopted 5-Year Work Program

(Fiscal Years 2012/2013 - 2016/2017)

Segment	Lockhart Road to Kettering Road (416732-1)	Kettering Road to US 301 (416732-2)
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Right-of-Way	Not Currently Funded	Not Currently Funded
Construction	Not Currently Funded	Not Currently Funded

SR 50 (Cortez Boulevard)

from Lockhart Road
to US 301 (SR 35/Treiman Boulevard)

FPID: 416732-2

PRELIMINARY

0 100 200 300
Feet

Aerial Flight Date: 2009

WITHLACOOCHEE STATE FOREST

I-75 Design
FPID 4110111-2
Exempted out of this study

I-75 Design
FPID 4110111-2
Exempted out of this study

BEGIN CONSTRUCTION

BEGIN STUDY

Future Signal (When Warranted)

Frontage Road Improvements By Others

Lockhart Rd/ Frontage Road Improvements By Others

Frontage Road Improvements By Others

Frontage Road Improvements By Others

HICKORY HILL (DRI)

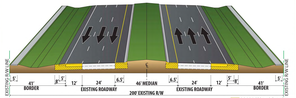
SUNRISE (DRI)

SUNRISE (DRI)

LEGEND

- CENTERLINE OF CONSTRUCTION
- EXISTING L.A. ROW
- EXISTING ROW
- EXISTING EASEMENT
- PARCEL BOUNDARY
- COUNTY-OWNED LAND
- WETLAND
- CONSERVATION LAND
- WITHLACOOCHEE STATE FOREST
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROW
- PROPOSED WIDENING
- PROPOSED SIDEWALK
- PROPOSED TRAFFIC SIGNAL
- PROPOSED L.A. ROW (BY OTHERS)
- PROPOSED ROW (BY OTHERS)
- PROPOSED EASEMENT (BY OTHERS)
- PROPOSED TRAFFIC SIGNAL (BY OTHERS)

PROPOSED TYPICAL SECTION



PROPOSED SIX-LANE SUBURBAN TYPICAL SECTION
DESIGN SPEED = 50 MPH

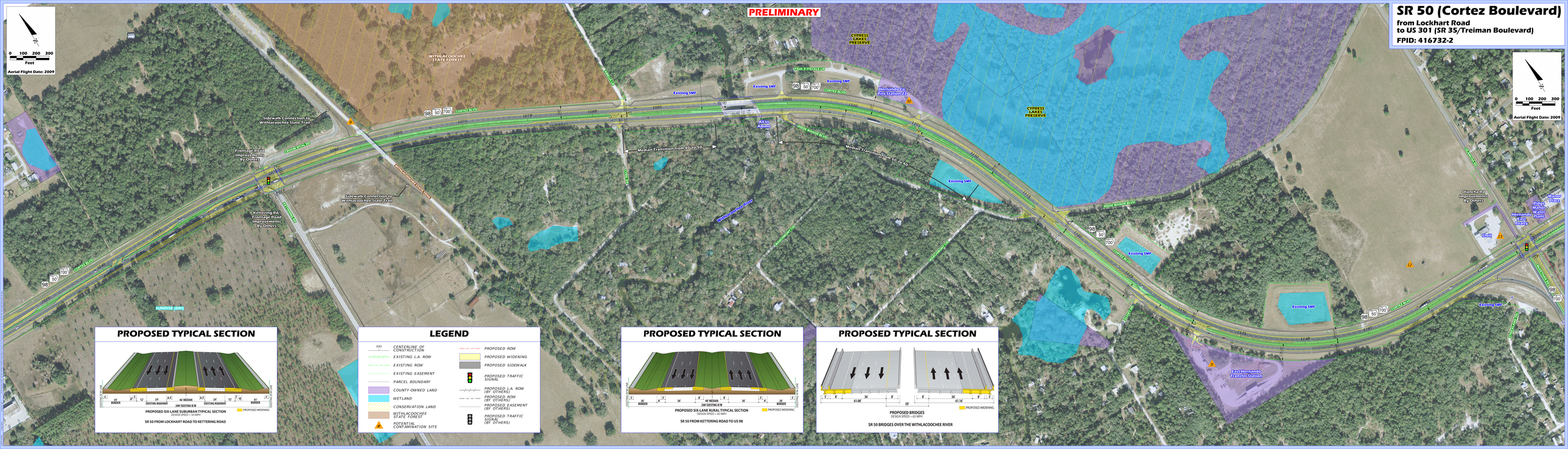
SR 50 FROM LOCKHART ROAD TO KETTERING ROAD

SR 50 (Cortez Boulevard)

from Lockhart Road
to US 301 (SR 35/Treiman Boulevard)

FPID: 416732-2

PRELIMINARY



PROPOSED TYPICAL SECTION

PROPOSED SIX-LANE SUBURBAN TYPICAL SECTION
DESIGN SPEED = 50 MPH

SR 50 FROM LOCKHART ROAD TO KETTERING ROAD

LEGEND

- 990 CENTERLINE OF CONSTRUCTION
- EXISTING L.A. ROW
- EXISTING ROW
- EXISTING EASEMENT
- PARCEL BOUNDARY
- COUNTY-OWNED LAND
- WETLAND
- CONSERVATION LAND
- WITHLACOOCHEE STATE FOREST
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROW
- PROPOSED WIDENING
- PROPOSED SIDEWALK
- PROPOSED TRAFFIC SIGNAL
- PROPOSED L.A. ROW (BY OTHERS)
- PROPOSED ROW (BY OTHERS)
- PROPOSED EASEMENT (BY OTHERS)
- PROPOSED TRAFFIC SIGNAL (BY OTHERS)

PROPOSED TYPICAL SECTION

PROPOSED SIX-LANE RURAL TYPICAL SECTION
DESIGN SPEED = 60 MPH

SR 50 FROM KETTERING ROAD TO US 98

PROPOSED TYPICAL SECTION

PROPOSED BRIDGES
DESIGN SPEED = 60 MPH

SR 50 BRIDGES OVER THE WITHLACOOCHEE RIVER

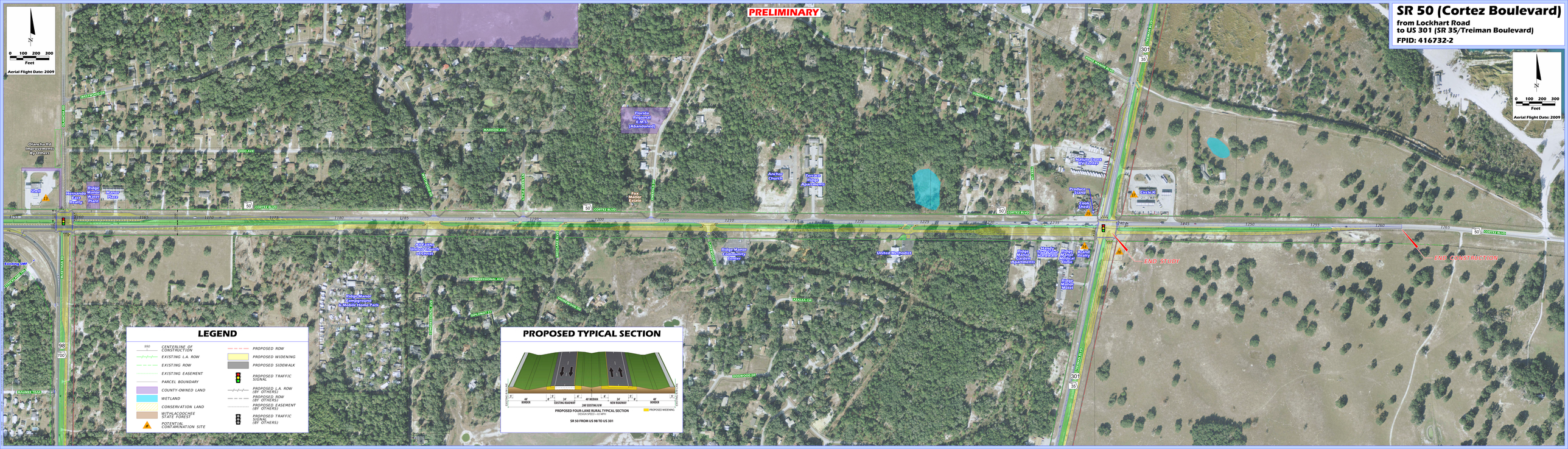
SR 50 (Cortez Boulevard)

from Lockhart Road
to US 301 (SR 35/Treiman Boulevard)

FPID: 416732-2

PRELIMINARY

0 100 200 300
Feet
Aerial Flight Date: 2009

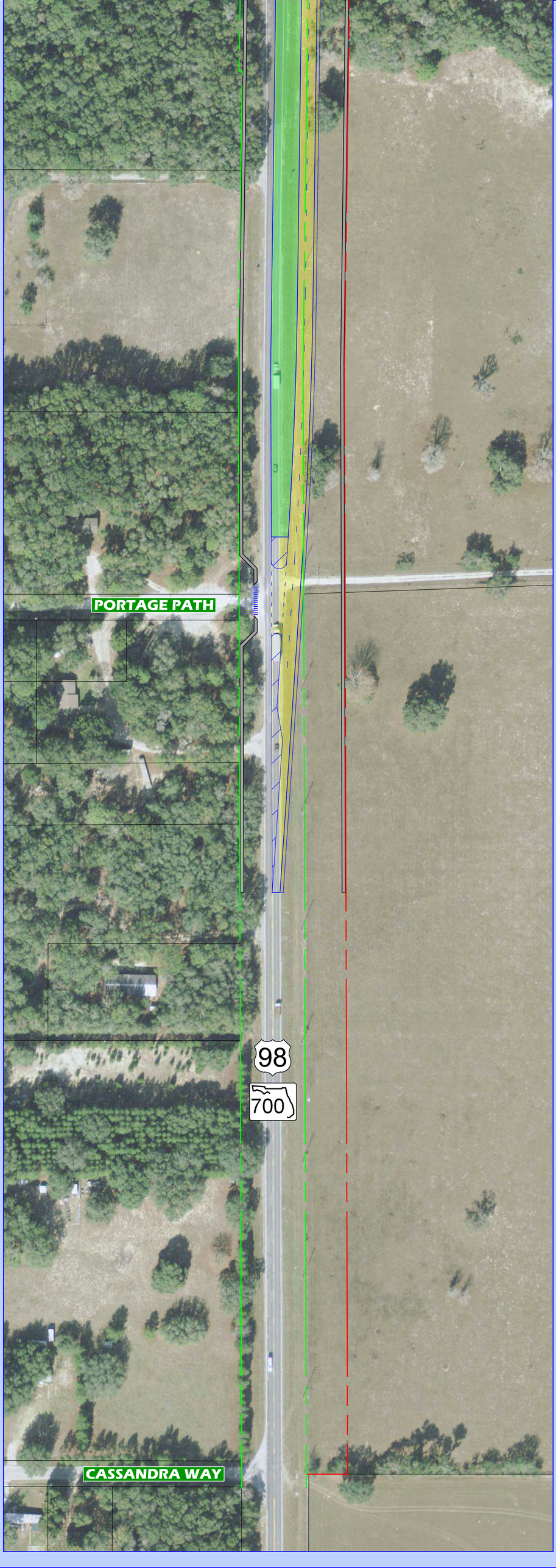


LEGEND

- CENTERLINE OF CONSTRUCTION
- EXISTING L.A. ROW
- EXISTING ROW
- EXISTING EASEMENT
- PARCEL BOUNDARY
- COUNTY-OWNED LAND
- WETLAND
- CONSERVATION LAND
- WITHLACOOCHEE STATE FOREST
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROW
- PROPOSED WIDENING
- PROPOSED SIDEWALK
- PROPOSED TRAFFIC SIGNAL
- PROPOSED L.A. ROW (BY OTHERS)
- PROPOSED ROW (BY OTHERS)
- PROPOSED EASEMENT (BY OTHERS)
- PROPOSED TRAFFIC SIGNAL (BY OTHERS)

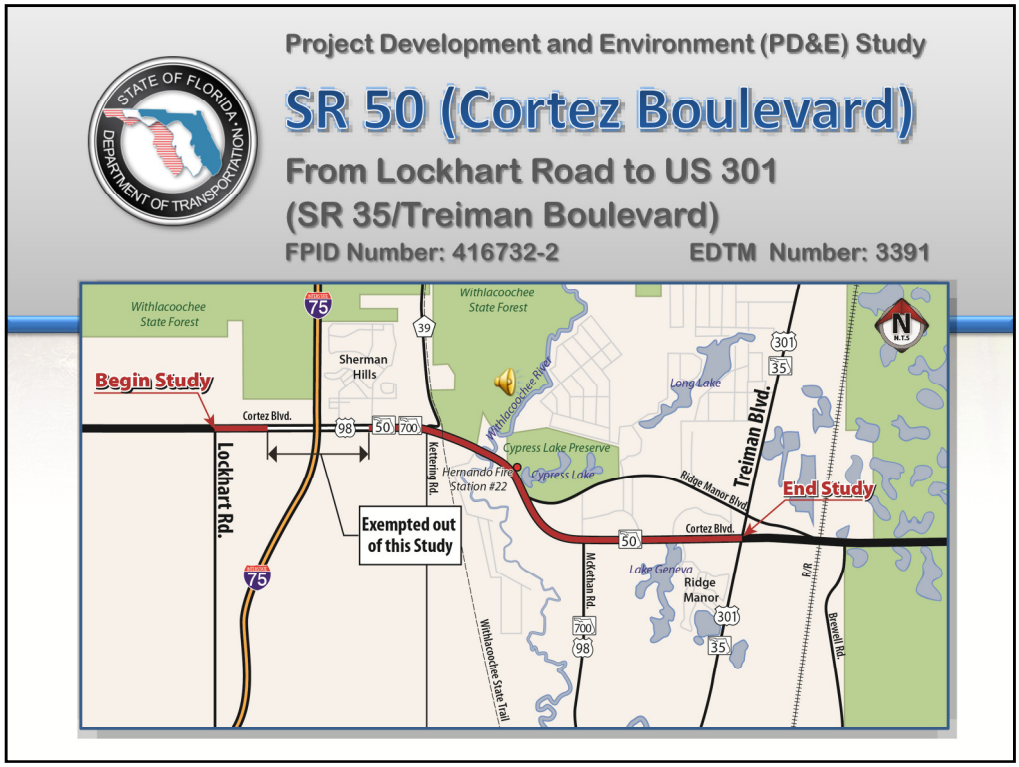
PROPOSED TYPICAL SECTION

SR 50 FROM US 98 TO US 301

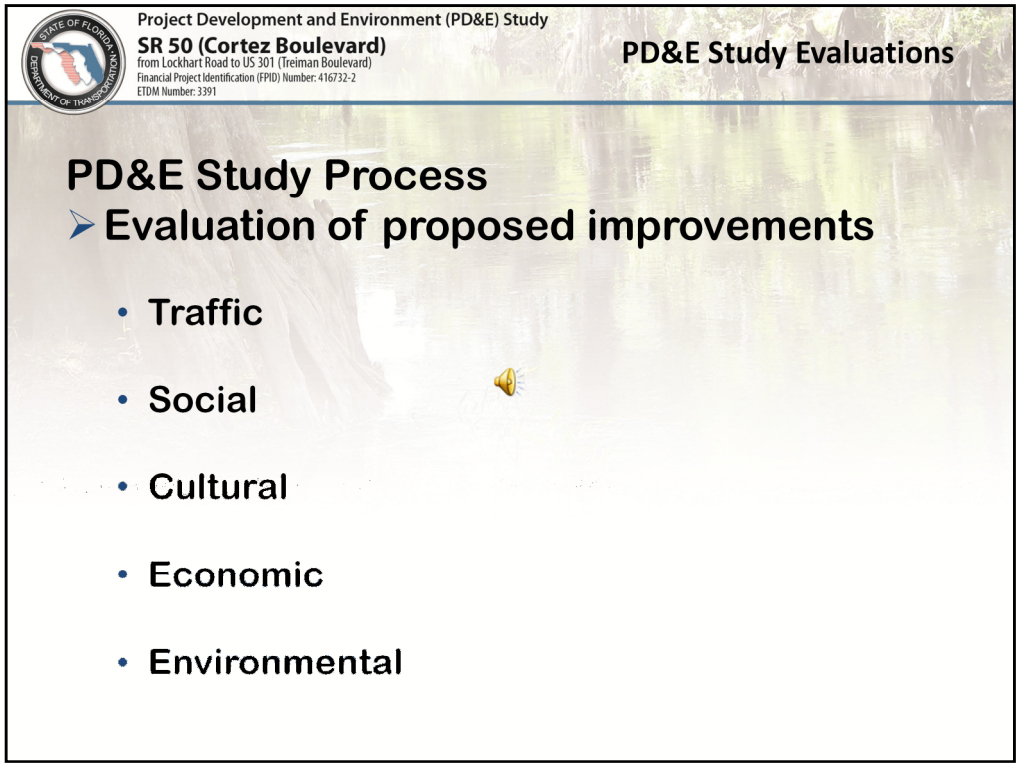

PORTAGE PATH
98
700
CASSANDRA WAY

WHISPERING OAKS BLVD

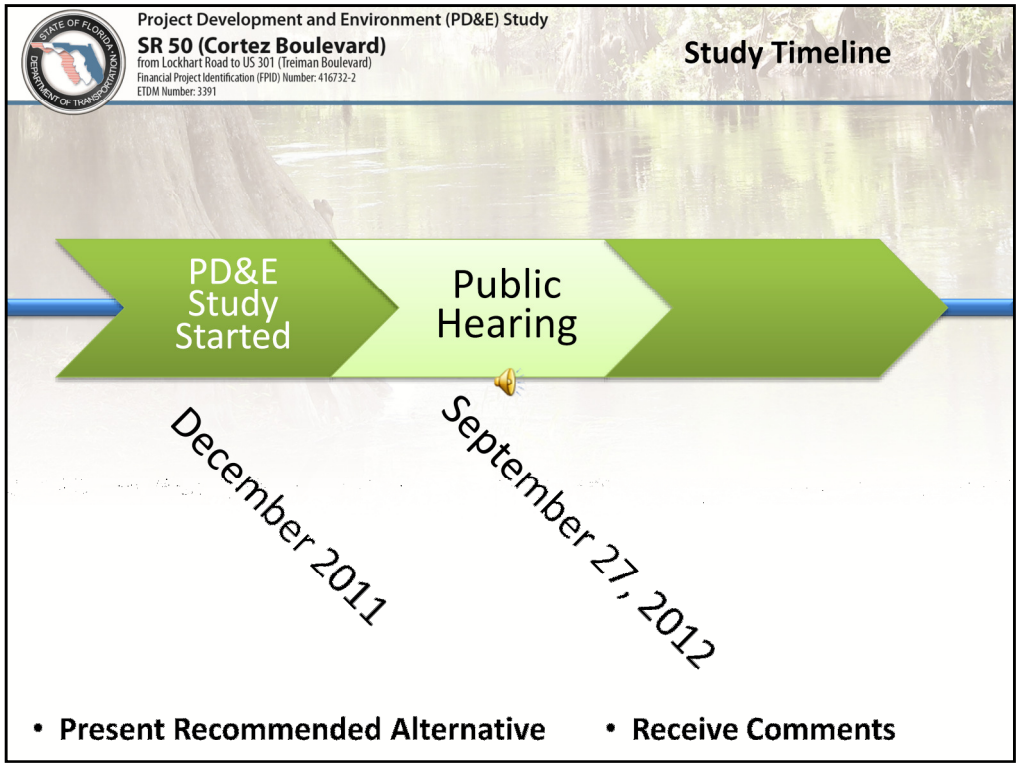
GARDENIA WAY
BOBWHITE CT
DOGWOOD DR



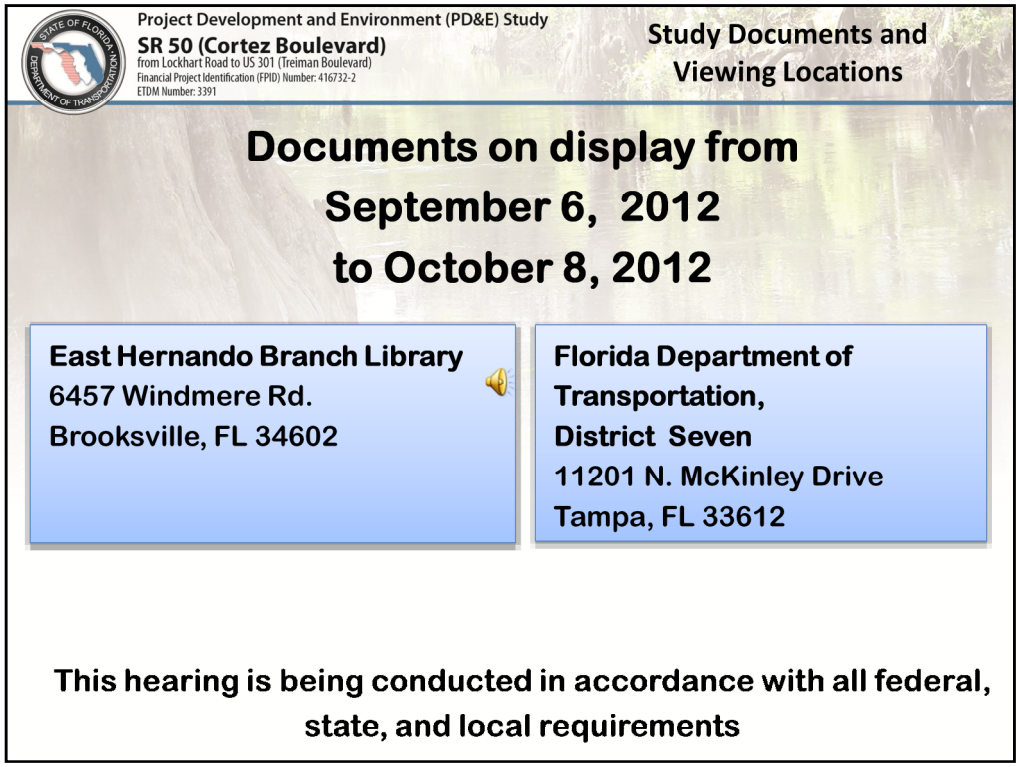
The Florida Department of Transportation , or the FDOT, District Seven, welcomes you to the public hearing for the SR 50 (Cortez Boulevard) Project Development and Environment or PD&E Study. The limits for this 6.3 mile study are from Lockhart Road to US 301 (SR 35/Treiman Boulevard), in Hernando County. The portion of SR 50 approaching and between the I-75 ramps is exempted from this study because the improvements were analyzed under the I-75 PD&E study, FPID No. 411014-1.



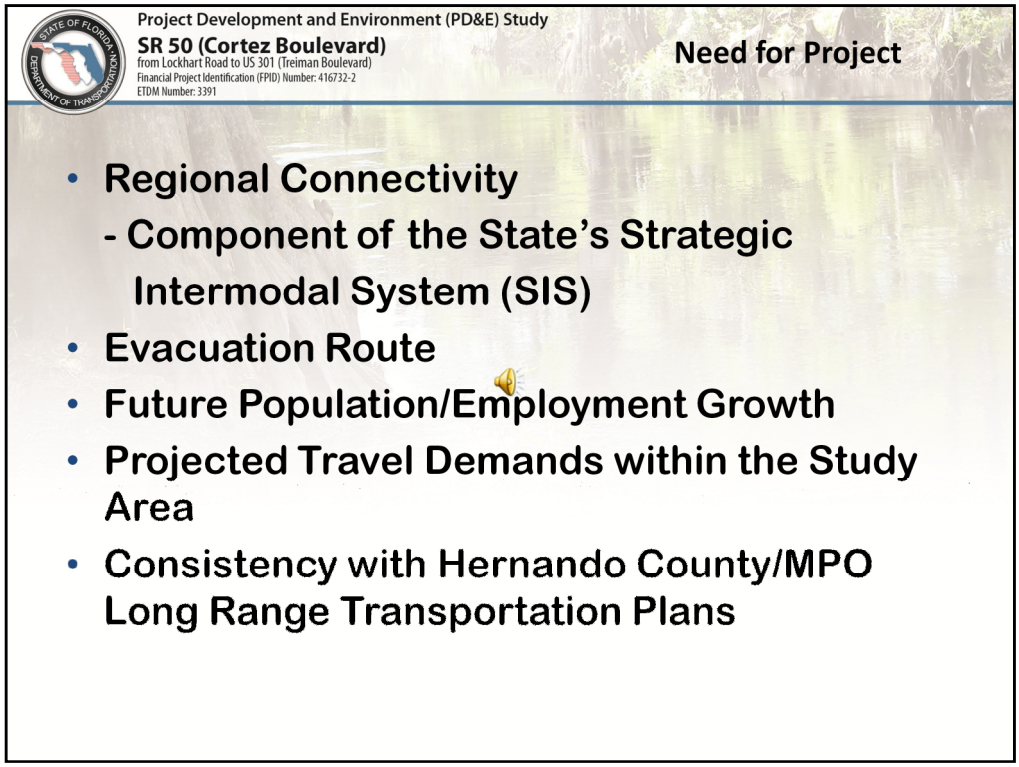
The PD&E study process includes a comprehensive evaluation of the proposed improvements shown in the engineering concepts presented tonight. The concepts have been evaluated for potential social, cultural, economic, and environmental effects in the project area. This includes consideration of possible effects on the community and the quality of life of its citizens.



The FDOT started this PD&E study in December 2011. The purpose of tonight's hearing is to present the recommended build alternative and to provide interested persons the opportunity to review and comment on the proposed improvements and associated effects.



This hearing is being conducted in accordance with all federal, state, and local requirements. These regulations are listed on a Citations board near the Sign-In table. All draft reports regarding this study are available for review at this hearing and have been on public display at the East Hernando Branch library, and the FDOT, District Seven Headquarters. The display period began on Thursday, September 6, 2012 and will continue until Monday, October 8, 2012. Please refer to tonight's handout for information regarding the location and hours of operation to view these documents.



The need for improvements to SR 50 in the study area is based on:

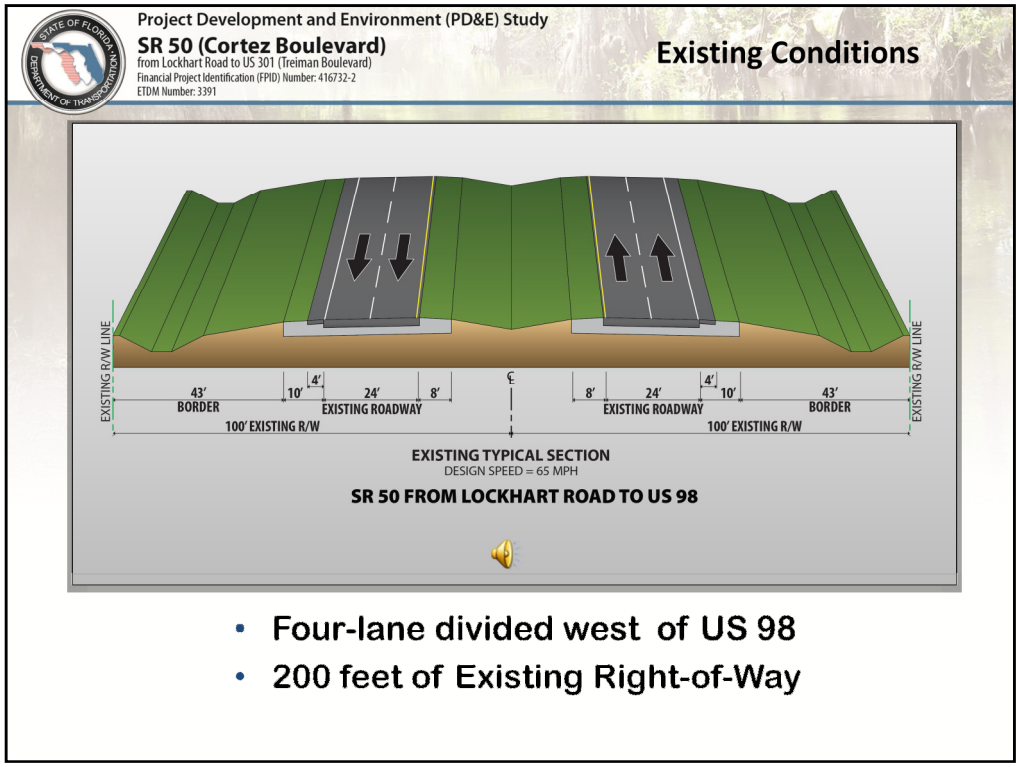
• The inclusion of a portion of SR 50 in the state's Strategic Intermodal System, or SIS, for economic and mobility enhancement

• SR 50 is an evacuation route

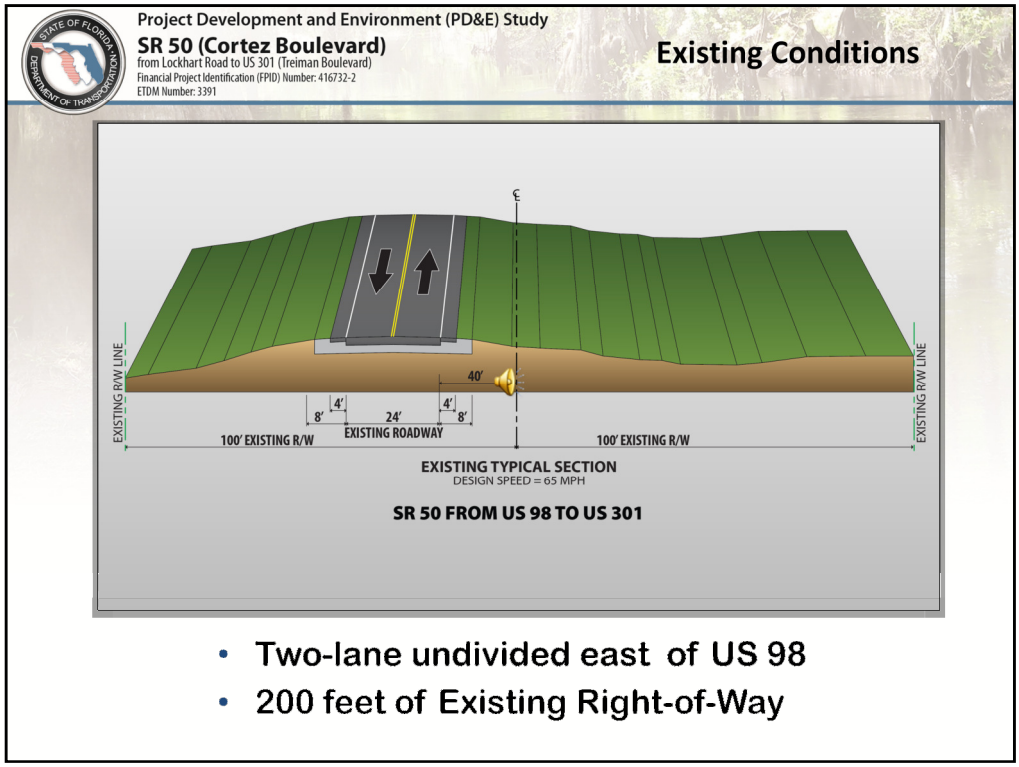
• Future population and employment growth

• Projected travel demands within the study area

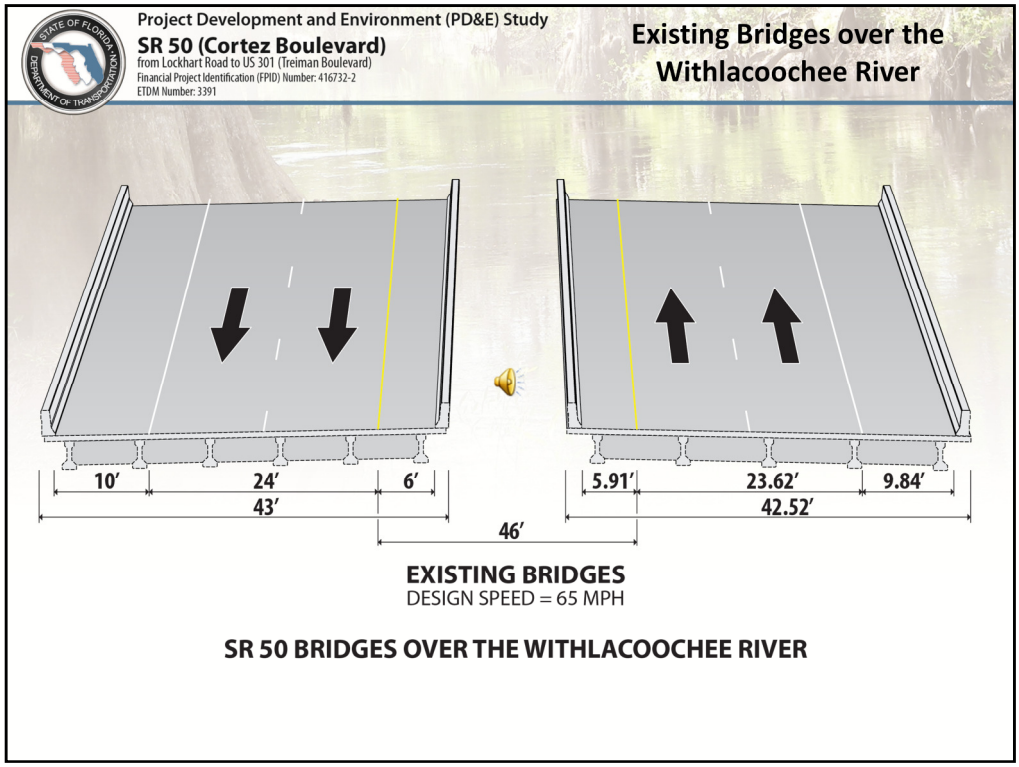
• Consistency with Hernando County's Comprehensive Plan and the MPO's Long Range Transportation Plan



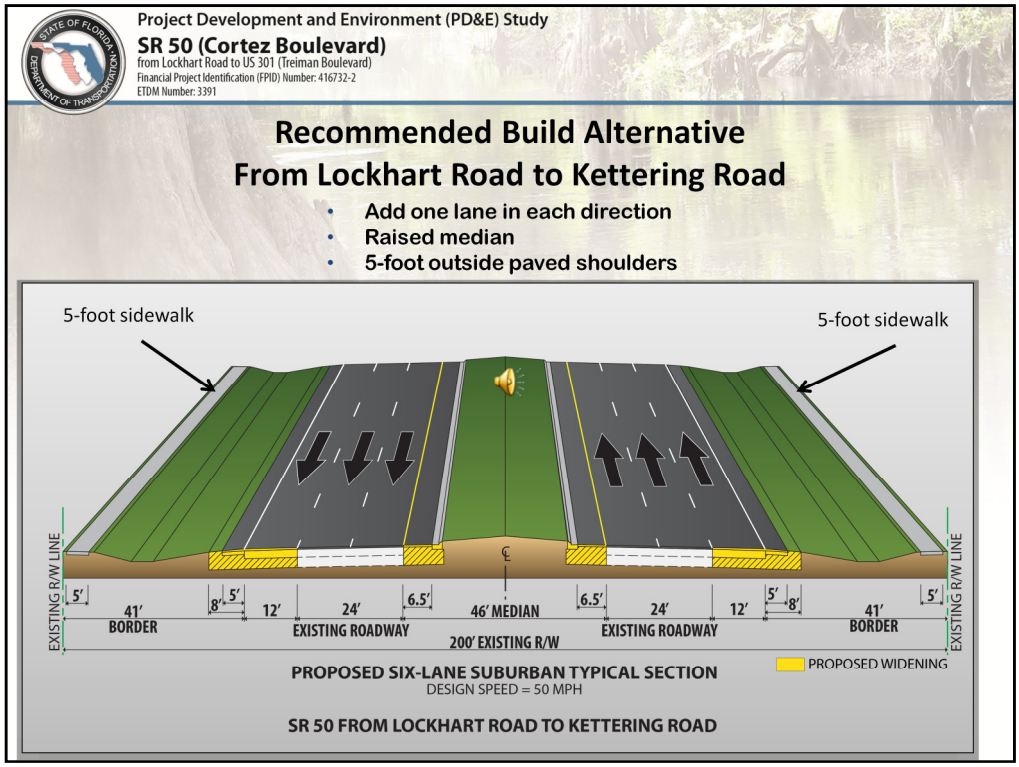
Within the project limits, SR 50 from Lockhart Road to US 98 is currently a 4-lane divided rural roadway with two 12 foot travel lanes and a 10 foot outside shoulder (4 ft paved) in each direction, separated by a 46 foot grassed median. There are no sidewalks on either side of the roadway.



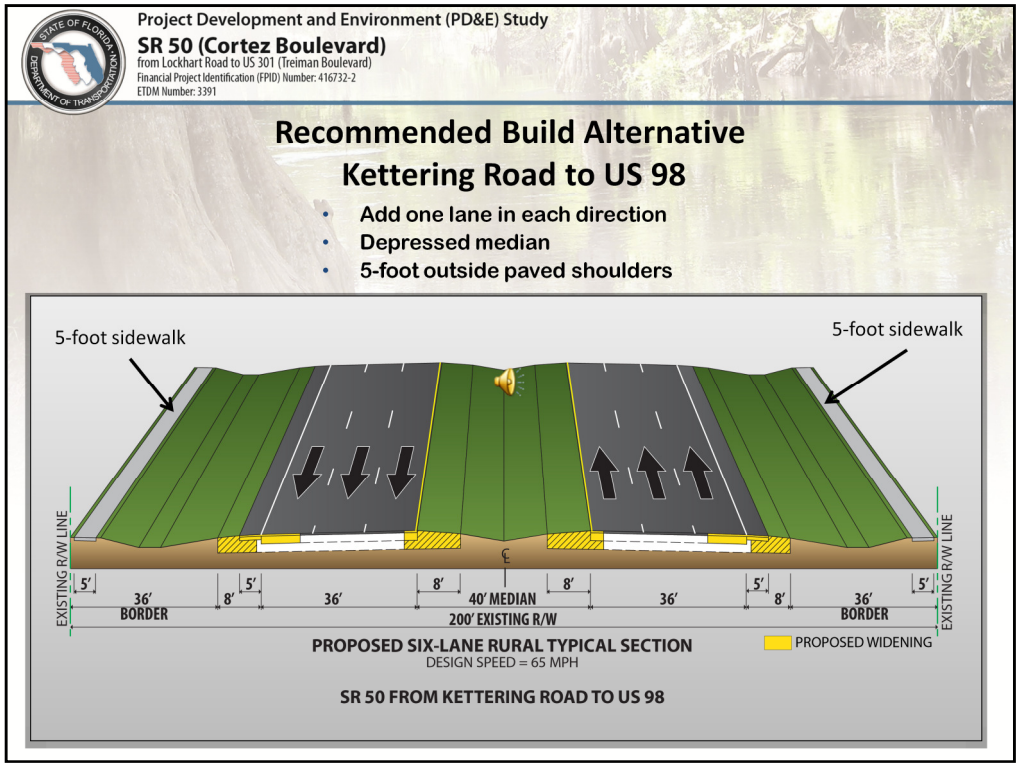
From US 98 to US 301, SR 50 is currently a two-lane undivided rural roadway with one 12 foot travel lane and an 8 foot outside shoulder (4 ft paved) in each direction. There are no sidewalks on either side of the roadway.



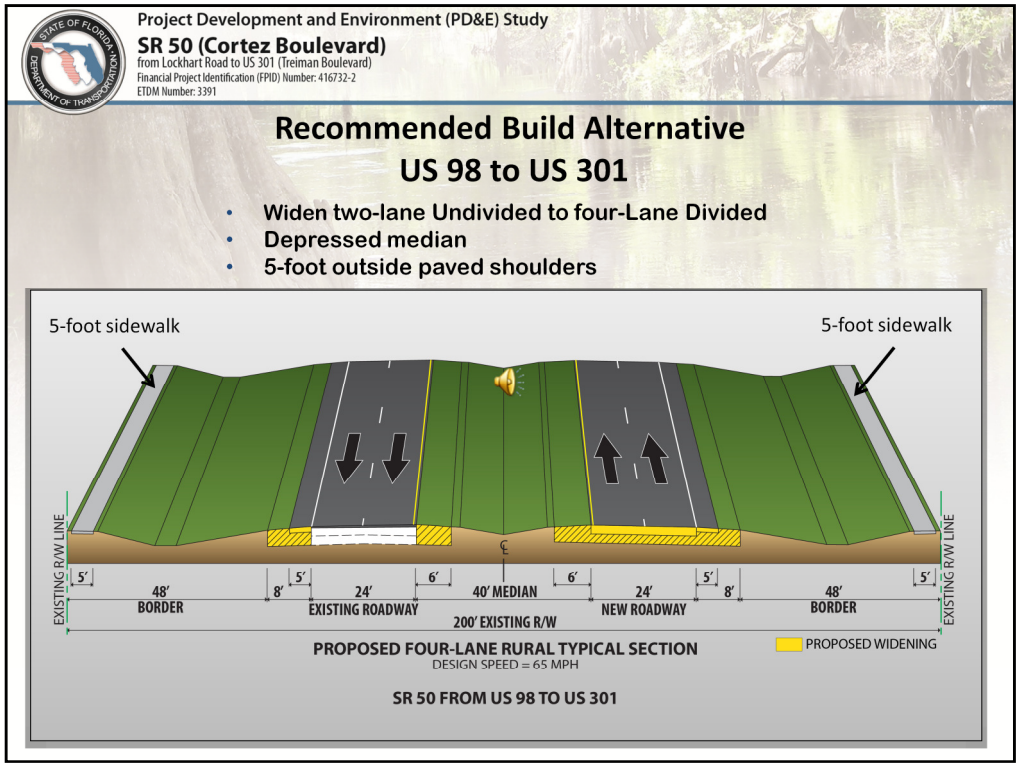
Two bridges, an eastbound and a westbound, carry SR 50 over the Withlacoochee River. Each bridge has two 12 foot travel lanes, and 6 foot inside and 10 foot outside shoulders.



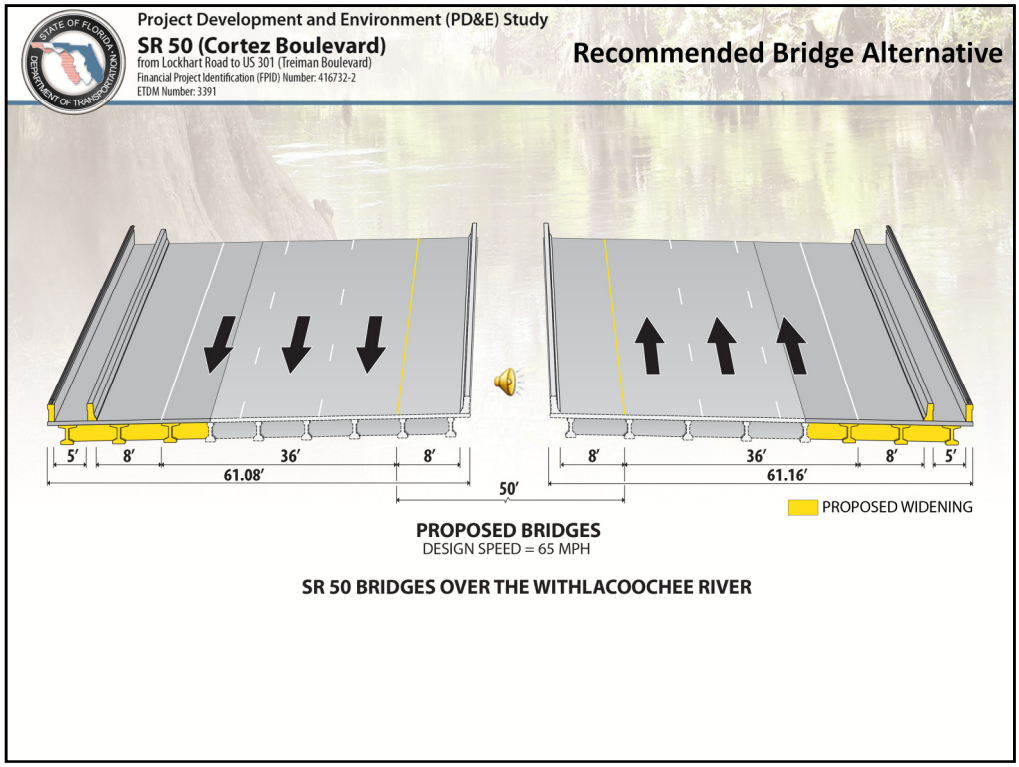
The recommended build alternative from Lockhart Road to Kettering Road is a six-lane divided suburban roadway with a 46-foot median. Each direction provides three twelve foot travel lanes with 6.5-ft inside shoulders and 8-ft flush outside shoulders, 5-ft of which are paved. A five foot sidewalk at the ROW line is provided in each direction to accommodate pedestrians.



The recommended build alternative from Kettering Road to US 98 is a 6 lane divided rural roadway with three 12 foot travel lanes, an 8 foot unpaved inside shoulder, and a 5 foot paved outside shoulder in each direction separated by a 40 foot depressed median. To accommodate pedestrian traffic, five foot sidewalks are provided in each direction at the ROW line.

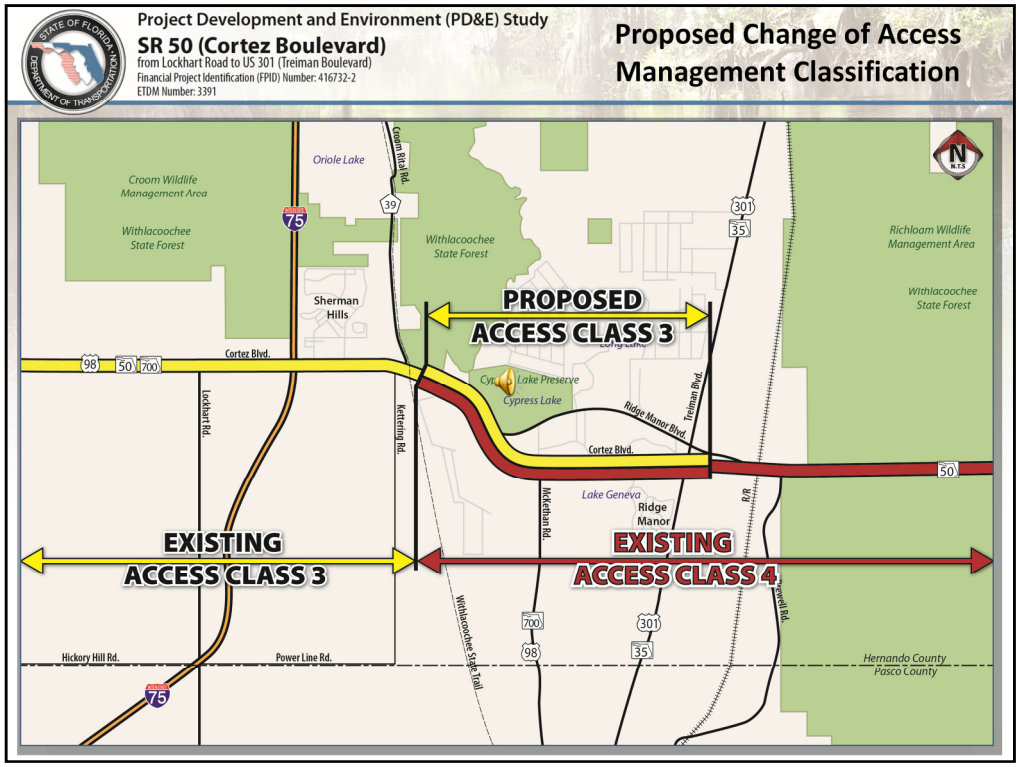


The recommended build alternative from US 98 to US 301 (SR 35/Treiman Blvd.), is a four-lane divided rural roadway with two 12 foot travel lanes, 6 foot unpaved inside shoulders, and 8 foot outside shoulders (5 ft. of which are paved) in each direction separated by a 40 foot depressed median. To accommodate pedestrians, this portion of SR 50 will have 5 foot sidewalks at the ROW line.



The recommended build alternative proposes widening the two existing bridges over the Withlacoochee River. Each bridge will have three 12 foot travel lanes, 8 foot inside and outside shoulders, and 5 foot sidewalks in each direction separated by a barrier from the travel lanes.

The recommended build alternative proposes sidewalk connections to the Withlacoochee State Trail and a new traffic signal at Lockhart Road. Existing traffic signals will remain at their respective locations.



In accordance with Section 335.188, Florida Statutes, and Rule 14-97, Florida Administrative Code, the section of SR 50 from Kettering Road to east of US 301 is proposed to be reclassified from existing Access Class 4 to Access Class 3 due to proposed changes from a non-restrictive to a restrictive median. However, access control will also be improved by modifying, closing, or moving some median openings throughout the project corridor

Project Development and Environment (PD&E) Study

SR 50 (Cortez Boulevard)

from Lockhart Road to US 301 (Treiman Boulevard)

Financial Project Identification (FPID) Number: 416732-2

ETDM Number: 3391

Evaluation Matrix

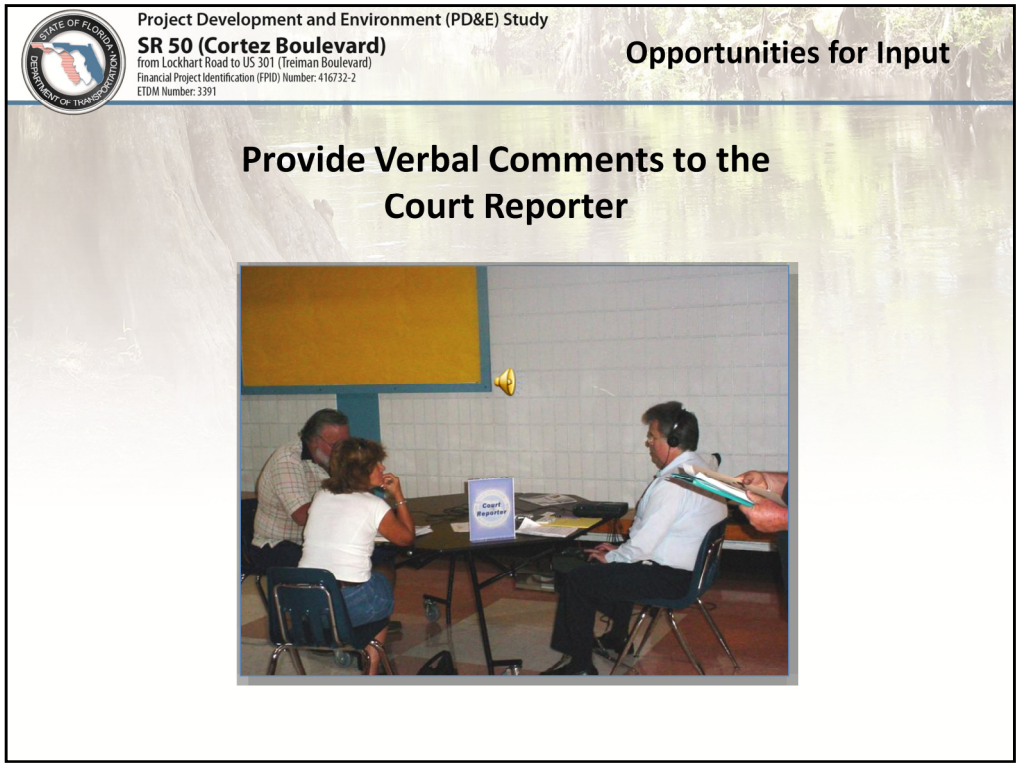
Evaluation Factors	No-Build Alternative	Recommended Build Alternative
Right-of-Way (ROW) Impacts		
Number of Parcels Affected	0	12
ROW Acquisition – US 98 and US 301 Roadway (acres [ac])	0	20.417
ROW Acquisition – Stormwater Management Facilities and Floodplain Compensation Sites - (ac)	0	20.700
Business Relocations	0	0
Residential Relocations	0	0
Natural, Environmental and Physical Effects		
Species/Habitat (Potential Effects)	None	Low
Potential Contamination Sites (Medium and High risk)	0	5
Wetlands within Proposed ROW (ac)	0	3.64
Noise Sensitive Sites (within 66 dB(A) isopleths)	0	18
Community Facilities (schools, police, fire, medical, etc.)	0	0
Historic/Archaeological Sites	0	0
Estimated Costs (2011 Dollars)	($ in Millions)	
Design (12 percent of Construction)	$0	$2.6
Roadway Right of Way	$0	$4.8
Pond Right of Way	$0	$1.5
Construction*	$0	$21.8
CEI (12 percent of Construction)	$0	$2.6
Total Cost (Present Day Cost)	**$0**	**$33.3**

* Includes roadway, earthwork, shoulder, median, drainage, bridge widening, signing, signalization, maintenance of traffic, mobilization, unknowns/contingency

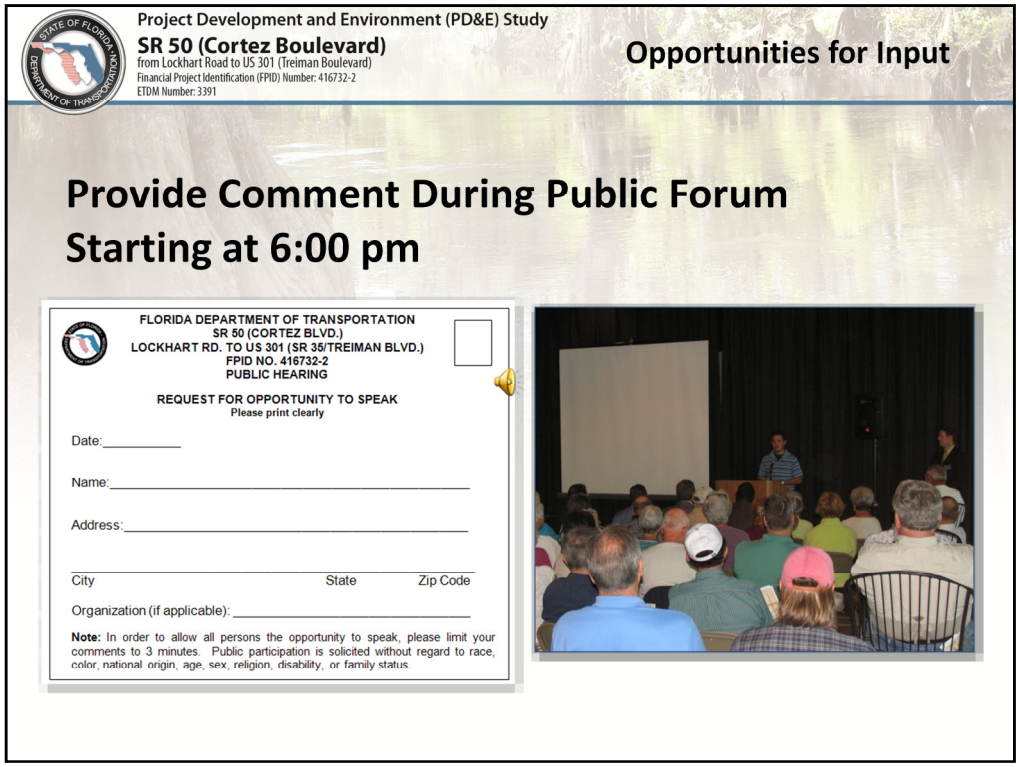
Does not include exempted area

The evaluation, or comparison, matrix shown is also included in your handout. It provides a detailed comparison of the recommended build alternative and the no-build alternative. The no-build alternative, or do-nothing alternative, does not provide for any improvements to this portion of SR 50. Although this is not consistent with local transportation plans, the no-build alternative is considered a viable alternative and will remain so for the duration of this study. In addition to identifying preliminary costs, the matrix shows the comparison between each alternative's potential effects to the social and natural environments and cultural resources.

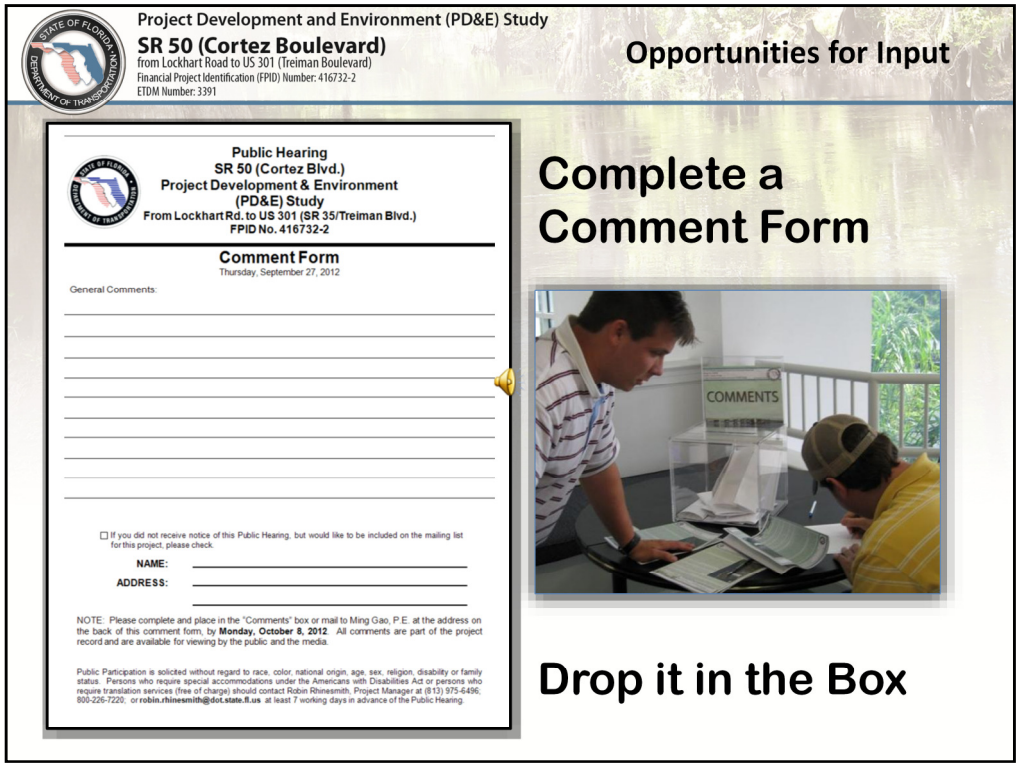
Tonight's hearing is an opportunity for you to ask questions and offer comments on this project. Project representatives are available to address questions concerning the recommended build alternative and its potential effects. In addition, FDOT representatives are here to address questions related to traffic, access management, right-of-way acquisition, and environmental effects.



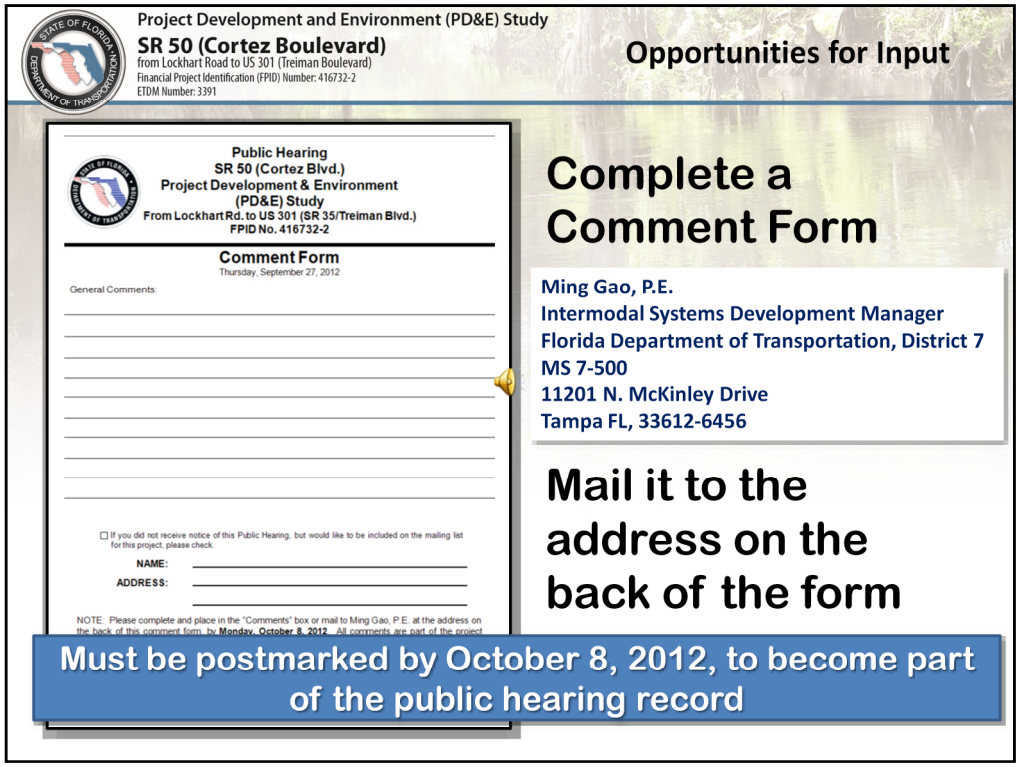
There are several ways to make a comment as part of the public hearing record. During the informal portion of the hearing, you can speak directly to the court reporter who is on-hand this evening.



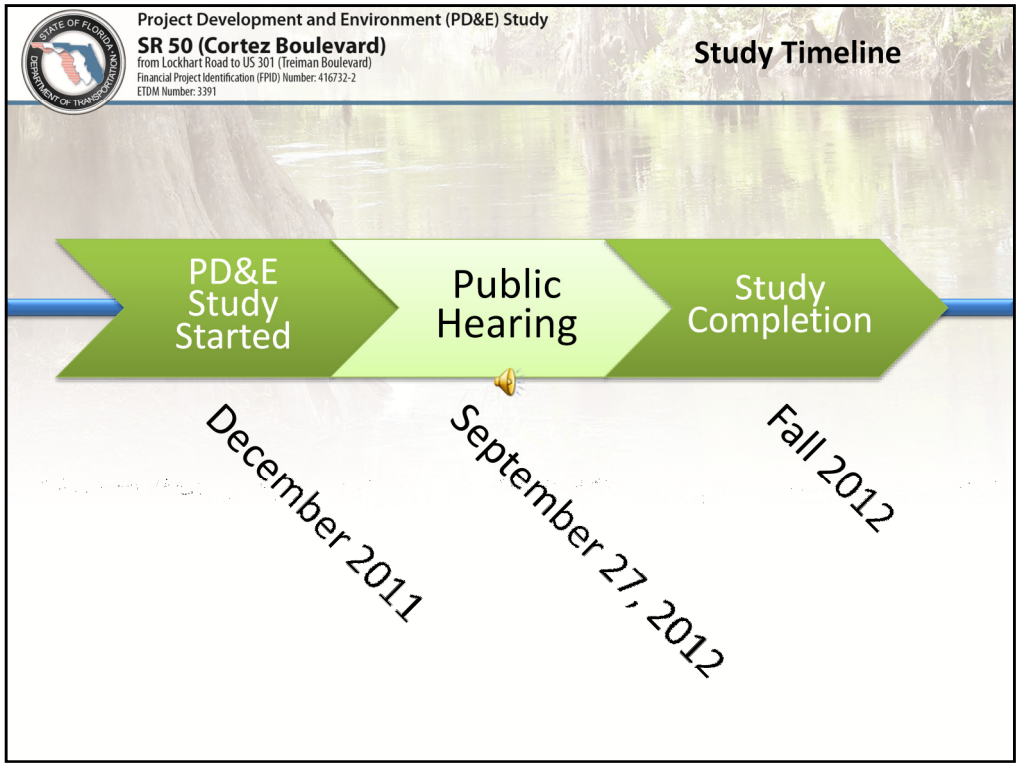
The court reporter will also record comments stated during the formal portion of the hearing that begins at 6:00 pm. The FDOT will moderate this formal public comment session. If you wish to speak publicly, please complete a speaker's card and hand it to an FDOT representative at the sign-in table.



You can complete the Comment Form provided in the brochure and drop it in one of the "Comment" boxes tonight; or



You can mail written comments to the address listed on the back of the form. All comments received, regardless of how they are submitted, will be reviewed and considered in the study analysis. We ask that you return this form postmarked by **Monday, October 8, 2012** so your comments can become part of the official public hearing record.



Following the hearing, the project team will review all public input. The recommended alternative will then be documented, the study documents finalized and the PD&E study completed. The project can then move forward into the next phase when it becomes funded.

This concludes our presentation. We, at the Florida Department of Transportation, thank you for participating in tonight's public hearing and for your interest in this project. Please continue to view the displays and talk with our staff. Buckle up and drive safely!

THE NEXT PRESENTATION WILL BEGIN IN APPROXIMATELY 3 MINUTES

Appendix E

Public Hearing Transcript, Comment Forms, and Speaker Cards

In The Matter Of:

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

Public Hearing for SR 50 (Cortez Boulevard)

Hearing

September 27, 2012

Executive Reporting Service

Clearwater, Florida 33762

Phone: (727)823-4155/ (800)337-7740

Fax: (800)621-9077

www.executivereporting.com

Christina M Walsh

2012.10.11 15:33:38

Signer:

CN=Christina M Walsh

O=VeriSign, Inc.

E=christina@executivereporting.com

Min-U-Script®

ORIGINAL

1
2
3 ----------
4
5 FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)
Public Hearing for SR 50 (Cortez Boulevard)
6 Project Development & Environment (PD&E) Study
7
8 ----------
9
10 DATE: Thursday, September 27, 2012
11 TIME: Commencing at 5:00 - 7:00 p.m.
12 PLACE: Ridge Manor Community Center
34240 Cortez Boulevard
13 Dade City, Florida 33523
14
15
16
17
Public Hearing Taken By:
18
Christina M. Walsh, RPR
19 Executive Reporting Service
Ulmerton Business Center
20 13555 Automobile Blvd., Suite 100
Clearwater, Florida 33762
21
22
23
24
25

APPEARANCES:

Kirk Bogen, Environmental Management Engineer
FDOT - District 7
11201 N. McKinley Drive
Tampa, Florida 33612

I N D E X

	PAGE
Comments to the Court Reporter	3
Presentation by Mr. Bogen	4
Comments by the Audience	10
Certificate Of Court Reporter	18

E X H I B I T S

(None)

1 P R O C E E D I N G S
2 (Comments by audience members before
3 presentation:)
4 MR. FITZGERALD: My name is Richard
5 Fitzgerald. I'm the owner of Terrace Ridge
6 Apartments. And my comment here is that we have a
7 turn in, turn out egress that turns into a swamp,
8 and it's all very low and can never be developed.
9 Why wouldn't they move the turn in, turn out
10 closer to the church and the apartments to give
11 them better access to the highway than have to make
12 U-turns? There's no one ever going to develop that
13 property that's over there on the north -- north
14 side of 50.
15 (Next audience speaker.)
16 MS. TRAUB: I'm No. 14 on the maps. Manor
17 Buildings.
18 THE COURT REPORTER: And do you want to say
19 your name?
20 MS. TRAUB: Beverly Traub, T-r-a-u-b. And my
21 concern is the exiting and entering into -- into
22 this property so traffic does not have to go to 301
23 and turn -- make a U-turn to get back to go west.
24 You have to go out the driveways from the
25 property, cross four lanes to make a left turn at

1 the light. There needs to be something -- some
2 relief, and there's some other people over there
3 concerned for the same thing. The churches and
4 stuff are all concerned.
5 Everything is going to have to go to 301 and
6 50 to make a U-turn back to the west. I'm going to
7 tell the church people, too, because they're
8 concerned. They gave them a lane to come in, but
9 the people can't go back. When they come out of
10 church, they have to go all the way down. So I'm
11 going to tell them to come over and see you. Thank
12 you.
13 (End of speakers.)
14 MR. BOGEN: Good evening. My name is Kirk
15 Bogen, and I'm the environmental management
16 engineer for District 7 of the Florida Department
17 of Transportation.
18 Welcome to the public hearing for the State
19 Road 54 (sic) Cortez Boulevard Project Development
20 and Environment or PD&E study. This public hearing
21 concerns proposed improvements on State Road 50
22 from Lockhart Road to U.S. 301 (State Road
23 35/Treiman Boulevard) in Hernando County.
24 The Financial Project Identification, or
25 FPID, number is 416732-2. Additionally, in

1 accordance with Section 335.188, Florida Statutes,
2 and Florida Rule 14-97 Florida Administrative Code,
3 this public hearing is also being held to provide
4 the opportunity for public comment on the proposed
5 access management reclassification for State Road
6 50 (Cortez Boulevard) from Kettering Road to east
7 of U.S. 301 from Access Class 4 to Access Class 3
8 due to proposed changes from a nonrestrictive to a
9 restrictive median.
10 Today is Thursday, September the 27th, 2012.
11 And it is approximately 6:01 p.m., and we are
12 assembled at the Ridge Manor Community Center at
13 34240 Cortez Boulevard in Dade City, Florida.
14 This is your opportunity to receive
15 information on the project and officially comment
16 on the Recommended Build Alternative and other
17 documents available here tonight. The Recommended
18 Build Alternative is based on comprehensive,
19 environmental, and engineering analysis completed
20 to date, as well as on public comments that have
21 been received.
22 State Road 50 is proposed to be widened from
23 the existing two- and four-lane rural roadway to a
24 four-lane and six-lane divided arterial with
25 pedestrian and bicycle facilities on both sides of

1 the road.
2 The purpose of this PD&E study is to evaluate
3 the proposed improvements to the segment of State
4 Road 50 (Cortez Boulevard) from Lockhart to U.S.
5 301. This PD&E study and public hearing are being
6 conducted on applicable, federal, and state laws.
7 Those citations are listed on the board next to the
8 sign-in table as you came in tonight.
9 When you arrived this evening, you should
10 have received an information packet containing an
11 informational newsletter and a comment form. If
12 you weren't able to sign in or did not receive an
13 informational packet, please stop by our sign-in
14 table before leaving this evening.
15 You should also have had the opportunity to
16 view the audio-visual presentation that is
17 continuously running throughout this public
18 hearing.
19 Those who wish to provide comments during
20 this formal portion of the public hearing should
21 complete a speaker's card and submit it to a
22 department representative. If you did not receive
23 a card and would like to make a public comment,
24 please raise your hand and a department
25 representative will be happy to provide you with

one.

In addition to making an oral statement during this portion of the hearing, you may also make a comment after this presentation to the court reporter that is here tonight.

You may also submit your comments to the department in writing. Comment forms may be placed in one of the comment boxes this evening, or you may complete the form -- the form at a later date and mail it to us at the preprinted address on the back of the sheet.

Please keep in mind, written comments must be postmarked by Monday, October 8th, 2012, to be included in the official public hearing record.

One of the unavoidable consequences on a transportation project such as this is the necessary acquisition of privately owned land and the subsequent relocation of families or businesses displaced by such acquisition.

On this project, we anticipate the acquisition of 12 parcels, including easements. We anticipate the relocation of 0 residents and 0 businesses.

If all or part of your property is being acquired, you will be provided a written

1 explanation of your legal rights in eminent domain.
2 You'll be contacted by an appraiser who will
3 inspect your property to become familiar with its
4 unique characteristics. We encourage you to be
5 present during the inspection and provide
6 information about your property, which would be
7 helpful in determining its value.
8 After the appraisal is complete, a
9 right-of-way specialist will meet with you to
10 negotiate in good faith and to serve as a point of
11 contact throughout the process.
12 If you are required to move as a result of a
13 Department of Transportation project, you will be
14 treated in a fair and helpful manner and in
15 compliance with the Uniform Relocation Assistance
16 Act.
17 You will be eligible for relocation advisory
18 services, and you may be eligible for relocation
19 payments, including moving expenses, replacement
20 housing costs, or business reestablishment --
21 reestablishment expenses. A relocation specialist
22 will be assigned to assist you throughout the
23 relocation process.
24 If you are not satisfied with the
25 Department's determination of your eligibility for

1 payment or the amount of your payment, you may
2 appeal that determination. You will be furnished
3 any necessary forms and notified of the procedure
4 to follow in making that appeal.
5 A special word of caution. If you move
6 before the property you occupy is acquired or
7 before you receive notification of the relocation
8 benefits that you might be entitled to, your
9 benefits may be jeopardized.
10 The right-of-way specialists who are familiar
11 with this process are available this evening and
12 will be happy to answer your questions. They will
13 also provide you copies of the acquisition and
14 relocation assistance brochures.
15 Jim Beverly and Andrew Nappi, if you would
16 just raise your hand, the gentlemen in the back.
17 These are the gentlemen who, if your property is
18 affected, or if you are a displaced family or
19 business, they will know who to see -- they're the
20 ones to see regarding these types of issues that
21 you might have.
22 Before I continue, I would like to recognize
23 any elected officials or their representatives who
24 are here tonight. Please stand and introduce
25 yourselves for the record.

1 Seeing none, at this time we will begin
2 taking public comment. I will call each speaker in
3 the order in which their request was received. In
4 an effort to accommodate all requests to speak, we
5 ask that each speaker keep their comments to three
6 minutes.
7 Those who wish to provide additional comments
8 may return to the microphone following the last
9 speaker or you may present your additional comments
10 directly to the court reporter at the end of
11 tonight's hearing.
12 As I call your name, please step to the
13 microphone in front of me and state your name and
14 the -- and your address before making your comment.
15 If you have questions, please see one of the
16 department representatives following this portion
17 of the hearing. The first speaker is Rick
18 Fitzgerald.
19 MR. FITZGERALD: Good evening. My name Rick
20 Fitzgerald. I'm the property owner of Terrace
21 Ridge Apartments, 34301 Cortez Boulevard.
22 In reference to the egress and access to some
23 of the commercial properties here, I would request
24 that -- as I've spoken with some of the people here
25 involved in the project -- that you evaluate where

1 this turn-in is here.
2 It seems to be turning and making it easy to
3 turn into the swamp area there. As far as I know,
4 it'll never be developed, and that the other
5 commercial properties along this way are going to
6 be required to make U-turns.
7 I believe that if we could work with some of
8 the -- the property owners, we can come up with a
9 little bit better solution that would serve all of
10 the property -- both the churches, the apartments,
11 and the communities in here.
12 So it just seems like this has been all
13 devised in Tampa without ever coming out here and
14 looking at the actual property, and I would request
15 that maybe some work is done with the -- with the
16 local residents here and the property owners to be
17 a little bit better solution.
18 MR. BOGEN: Thank you, Mr. Fitzgerald. Our
19 next speaker is Lynn Gruber-White.
20 MS. GRUBER-WHITE: My name is Lynn
21 Gruber-White. I'm vice president of the Ridge
22 Manor Property Owners Association. My address is
23 34463 Orchid Parkway, Ridge Manor, Florida.
24 My comment has to do with turning lanes at
25 West Lake and Lakewood. We need right-hand turn

1 lanes; otherwise, it is a danger to the residents
2 who live in these areas to have to make that
3 right-hand turn with traffic moving at between 55
4 and 60 miles an hour behind them.
5 MR. BOGEN: Thank you. Our next speaker is
6 Carol Defilippo.
7 MS. DEFILIPPO: Close. My name is Carol
8 Defilippo, and I am president of Ridge Manor
9 Property Owners Association, 34558 Orchid Parkway
10 in Ridge Manor.
11 I am just concerned, first off, as to what
12 the speed limit is going to be in this area right
13 here, because right now we have a neighborhood
14 community lifestyle, and we will not be able to
15 carry it on from here with this kind of speeds
16 going on.
17 We had discussed -- tried to discuss with the
18 county about getting a frontage road so that we
19 could continue our lifestyle going from right here
20 down to the hardware store, to the churches or
21 whatever, and never having to worry about making
22 all these turns back and forth.
23 All it takes is one frontage road, and we
24 would be willing to work with you on that,
25 financial and otherwise. But I am just -- would

like to make sure we keep our lifestyle going and you-all take that into consideration. Thank you.

MR. BOGEN: Okay. Thank you for your comment. Our next speaker is Daniel Chaffin.

MR. CHAFFIN: I could talk in this microphone pretty good. Hello. My name is Daniel Chaffin. I live 32435 Marchmont Circle in Dade City.

My coming in here tonight is, if they take that traffic light out by McDonald's and put it up by the Dollar Store in by the intersection, don't you think that's going to be right to -- to take that out and put lights down on -- heading on Lockhart Road coming down the overpass, but they do need six lanes and sidewalks on both sides. Thank you.

MR. BOGEN: Thank you for your comment. Our next speaker is Joseph Cannon.

MR. CANNON: My name is Joseph Cannon. I live at 3349 Ohio Avenue. I guess a lot has been said through some of my colleagues here about out here in front of the Community Center from 98 to 301 here.

All these left-hand turns, speed limit. Making a right-hand turn. We need some kind of lane or something there because I understand where

1 it's going. Goes to post speeds 65 or whatever. I
2 don't know what the speed limit is, but I know the
3 reality out here of the type of traffic that's out
4 there.
5 There's not only a lot of vehicles; it's made
6 to prove fair for tractor-trailers, a lot of them;
7 and 55 to 60 to 65, whatever it is, right now, it's
8 bad. And even though you do split it up where they
9 have another lane, if you decide to get into the
10 other lane, it don't mean they're going to get over
11 there when you've got a lot of traffic at one time.
12 And -- and leaving the hardware store down
13 here, I feel coming out of the hardware store, if I
14 got to come back and go west -- right now I only
15 got to go across one lane of traffic to get in the
16 far lane.
17 Now, when you do this right here, we're going
18 to have to sit there and go against the right-hand
19 turn lane, two through fare lanes to get into
20 another one or two lanes to do a U-turn.
21 I think we need to re-look at that, and I
22 understand what's going on here at the major
23 intersection, but it's not needed right now. We
24 don't need the headache, and that's more unsafe to
25 me than having all that stuff there, what you say

1 is to protect the light, which may be safe.
2 But I need you-all to re-look at that. I
3 understand you do studies, but reality is reality.
4 And that's what we're living out here right now.
5 And, you know, we got some protected turn lanes and
6 some that ain't protected.
7 But the lanes and intersection right there,
8 how you're going to accommodate those businesses --
9 and the vast majority of the people that are here
10 live that way. And for them to come down to -- to
11 support their local agency to keep them in
12 business, they have to go through a lot of headache
13 to buy a $0.10 screw. They got to spend, you know,
14 15, 20 dollars just to go around about and go back
15 home.
16 It's uneconomical, and it's unfair to the
17 people to pay to have that stuff down out there,
18 and that's what we need to look at. Thank you.
19 MR. BOGEN: Thank you for your comment. Our
20 next speaker is Beverly Traub.
21 MS. TRAUB: That's correct. My name is
22 Beverly Traub. I live at 33 -- 34496 Cortez
23 Boulevard. Our -- I'm a property owner of the
24 businesses at the intersection of 301 and 50 on the
25 southwest corner.

1 Our driveway's currently are probably only,
2 roughly, 100 feet from 301 and 150 feet from 301.
3 And those people -- everybody that gets talked
4 about here, which I won't repeat the information,
5 they're going to have to make a right-hand turn to
6 get across to the center left lane to make the
7 U-turn to go west.
8 I have seen that corner. We have been here
9 50, 60 years, and I can tell you all the things
10 that have happened on that corner in those years.
11 I think the most disastrous thing that happened
12 back in the '60s before the traffic light was
13 installed, they changed the speed. The DOT changed
14 the stop signs from Highway 50 to Highway 301.
15 Now, you talk about something that was kind
16 of stupid. Because it had been the other way
17 around for many, many years. Trucks do not read
18 the signs necessarily. They didn't last long.
19 So I'm assuming that somebody has not looked
20 at this whole thing as studiously as they should
21 have. Thank you.
22 MR. BOGEN: Thank you for your comment.
23 That's the last card I have. Is there anyone else
24 who would like to make a statement? Seeing none,
25 the public hearing transcript, written statements,

1 exhibits, and reference materials will be available
2 for public inspection at District 7 Office, 11201
3 North McKinley Drive, Tampa, Florida 33617 within
4 three weeks.
5 It is approximately 6:17. I hereby
6 officially close the formal portion of the public
7 hearing for State Road 50 (Cortez Boulevard) PD&E
8 study. The Florida Department of Transportation
9 thanks you for attending. Buckle up and drive
10 safely. Good night.
11 (Public hearing concluded at 6:18 p.m.)
12 (Comments adjourned at 7:00 p.m.)
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1 CERTIFICATE OF COURT REPORTER

2

3 STATE OF FLORIDA)

4

COUNTY OF PASCO)

5

6 I, Christina M. Walsh, RPR, Court Reporter, certify that I was authorized to and did
7 stenographically report the FDOT District 7 Public Hearing, and that the transcript, pages 1 through 17,
8 is a true and correct record of my stenographic notes.

9 I FURTHER CERTIFY that I am not a relative, employee, attorney, or counsel of the parties, nor am I
10 a relative or employee of any of the parties' attorneys or counsel connected with the action, nor am I
11 financially interested in the action.

12 DATED this 11th day of October, 2012.

13

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Christina M. Walsh, RPR

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Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

WE OWN THE RIDGE MANOR GARDEN APTS @ 34472 CORTEZ - MY CONCERN WILL BE "WAKE UP STRIPS" - IF ANY SO CHOSE TO MY APTS.

~~I WOULD LIKE~~

☒ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: PAUL BROWN LEE

ADDRESS: 35098 WHISPERING OAKS BLVD.
DADE CITY FL 33523

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by **Monday, October 8, 2012**. All comments are part of the project record and are available for viewing by the public and the media.

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Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

1. I feel you should keep the traffic light at the corner of Hwy #50 & Bronson Rd. (where you turn to go to McDonalds & Racetrack). It is always a very busy intersection with numerous trucks going in & out. If that light is removed it will result in many accidents.
2. I also think there should be a right turn only lane at every road!

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: Aldean Drooger

ADDRESS: 5239 Olivet Rd.
Ridge Manor, FL 33523

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Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

We have no Objection to the Construction on Hwy 50, However we would like to see a "No Engine Breaking" sign before the Red light at intersection 50 + 98

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: Russell + Patsy Byrd

ADDRESS: 33297 Cortez Blvd
Ridge Manor, Fl 33523

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Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

RECEIVED
PLANNING UNIT
2012 SEP 27 PM 2:00

Comment Form

Thursday, September 27, 2012

General Comments:

I am the owner of 34472 Cortez Blvd on Rte 50. It consists of 2 Buildings - 8 apartments. The last time the road was re-constructed, rumble strips were put in and for weeks no one could sleep because of all the trucks going over them all night. I had to contact federal agencies before I could have them smoothed out so people could sleep and get up for work! I am requesting no rumble strips at 301 + 50 and to widen the road away from these apartments so everyone can just live in peace. Most of the wal-mart trucks from the distribution center go by this address and they shouldn't be running so close to the buildings.

Thank you
781-294-8274

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: Annette MacDonald

ADDRESS: 2 Eighth ave
Halifax, MA. 02338

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Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

See ATTACHed

1. Request for West Bound Left TURN LANE @ STATION 1180
2. Possible ELEVATION Difficulty Between STATION 1180-1185 South side of ROW
3. Typical Design Sugestion for CONSIDERATION

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: ALFRED VAN BROEKHOVEN

ADDRESS: 1524 LIVINGSTON RD

LUTZ FL 33559 AVANB@MSN.COM

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by **Monday, October 8, 2012**. All comments are part of the project record and are available for viewing by the public and the media.

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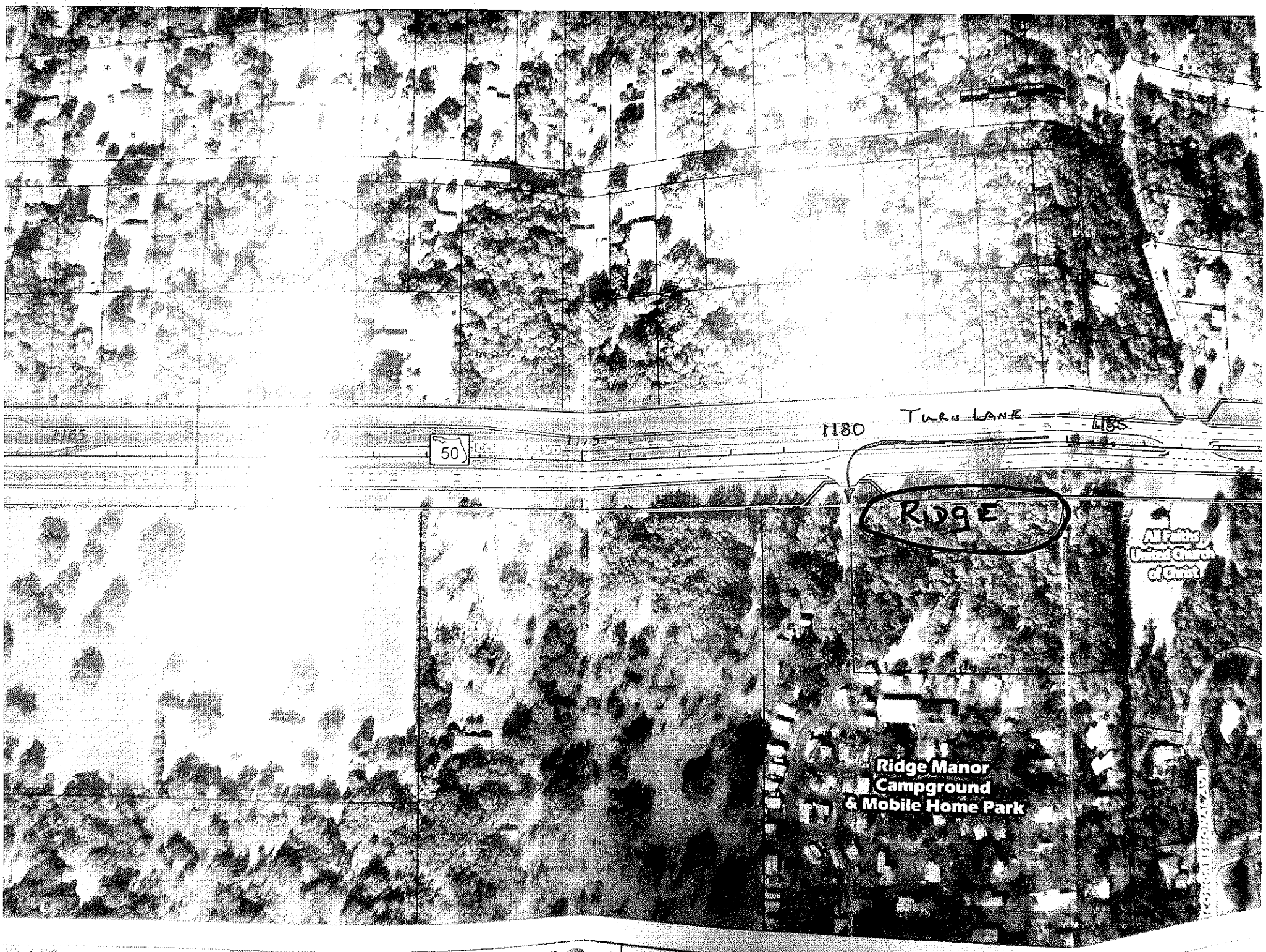
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TURN LANE
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RIDGE
All Faiths United Church of Christ
Ridge Manor Campground & Mobile Home Park
ATKINS
STATE OF FLORIDA
DEPARTMENT OF

Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

Comment Form

Thursday, September 27, 2012

General Comments:

Please see attached comment sheet

RECEIVED PLANNING DIV. 2012 OCT 10 AM 2:35

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: Beverly J. Traub (Manor Buildings, Inc.)

ADDRESS: 34496 Cortez Blvd.
Ridge Manor, FL 33523

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by **Monday, October 8, 2012**. All comments are part of the project record and are available for viewing by the public and the media.

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October 2, 2012

ATTACHMENT TO THE COMMENT FORM FOR PUBLIC HEARING 0N
September 27, 2012 in Ridge Manor, Florida

The proposed four laning of SR 50 east of US 301 does not appear to propose any cross-overs for approximately 2/3 of a mile (the SR 50/US 301 intersection west to Lakewood Drive), with just a few restricted turns within this distance.

This undoubtedly will create several hazardous situations since within this area there are several commercial businesses, 2 apartment complexes, 3 churches (one with a school), the county utilities lift station, a side road into a residential area, and a community center. Any traffic doing business with any of the above will need to travel to the next cross-over when either entering or exiting any of the above (the Methodist Church traffic only has a restricted left turn). If the proposed redesign is made, there will be multiple U-turns at this SR 50/US 301 intersection, where a large number of trucks, especially on SR 50, "coast" through the red light.

I have been a resident of Ridge Manor for over 50 years and have been a business building owner since 1960 and have seen the area and traffic grow. My concern is for the safety of the local residents, as well as for the safety of those who travel these highways to go to work, the tourists, and emergency services. I am also concerned about the impact the redesign will have on the local businesses which depend on the local citizens for their survival.

Thus, I ask you to reconsider the design of this section of SR 50 to include a full cross-over at, or near, the Tree Lane intersection and to change the restricted turn to a full cross-over. at the Methodist Church.

Sincerely,

Beverly J. Traub

Beverly J. Traub
Manor Buildings, Inc.
34496 Cortez Blvd.
Ridge Manor, FL 33523

Please contact me if you would like to discuss with me any aspect of the above.
352-583-3834 or cell 352-848-6324 email bevtraub @live.com

My compliments to the staff members who prepared and presented the materials at this Public Hearing — A Job Well Done.

Public Hearing
SR 50 (Cortez Blvd.)
Project Development & Environment (PD&E) Study
From Lockhart Rd. to US 301 (SR 35/Treiman Blvd.)
FPID No. 416732-2

RECEIVED
PLANNING DIST
2012 SEP 24 PM 2:03

Comment Form

Thursday, September 27, 2012

General Comments:

Sirs:

Upon review of the preliminary PD&E #416732-2, I noticed there is no left turn lane traveling west into Ridge Manor Campground. We are a community of 90 homesites. This would require residents to travel past the park entrance, make a u-turn at the light at Hwy 98 & SR. 50 to access their residence. This creates an undue hardship for my senior citizens & a road hazard as well.

Sincerely, Marianne Van Brockhoven

☐ If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: Marianne Van Brockhoven

ADDRESS: 33456 Cortez Blvd (Ridge Manor Campground)
Dade City, FL. 33523

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by **Monday, October 8, 2012.** All comments are part of the project record and are available for viewing by the public and the media.

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FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

5

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: Sept 27-2012

Name: Joseph Cannon

Address: 33499 Ohio Ave.

Ridge Manor FL 33523
City State Zip Code

Organization (if applicable): R.M. Methodist Church

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

6

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: 9/27/12

Name: BEVERLY TRAUB
DBA MANOR BUILDING, INC

Address: 34496 CORTEZ BLVD

RIDGE MANOR FL 33523
City State Zip Code

Organization (if applicable):

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

1

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: 27 SEP 2012

Name: RICK FITZGERALD

Address:

City State Zip Code

Organization (if applicable): PROPERTY OWNER

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID N0. 416732-2
PUBLIC HEARING

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Does not want to speak

Date: 9/27/12

Name: IN ATU IN PATEL

Address: 9726 ROLLING CIRCLE

SAN ANTONIO FL 33576
City State Zip Code

Organization (if applicable): _____

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

2

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: 09/27/2012

Name: Lynn L. Gruber-White

Address: 34463 Orchid Pkwy

Ridge Manor FL 33523
City State Zip Code

Organization (if applicable): Ridge Manor Property Owner Assoc

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

3

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: 9/27/12

Name: Carol Defilippo

Address: 34558 Orchid Pkwy

Ridge Manor, FL 33523
City State Zip Code

Organization (if applicable): RMPOA President

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

FLORIDA DEPARTMENT OF TRANSPORTATION
SR 50 (CORTEZ BLVD.)
LOCKHART RD. TO US 301 (SR 35/TREIMAN BLVD.)
FPID NO. 416732-2
PUBLIC HEARING

4

REQUEST FOR OPPORTUNITY TO SPEAK
Please print clearly

Date: 9-27-12 Daniel Chaffin

Name: Daniel P Chaffin

Address: 32435 March mart c.R.

DADE city FL 33527-9229
City State Zip Code

Organization (if applicable):

Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.