

IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

	<u>YES / NO</u>		<u>COMMENTS</u>
A. SOCIAL IMPACTS			
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Relocation Potential	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
4. Churches and Schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
5. Title VI Considerations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Railroads and Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A
B. CULTURAL IMPACTS			
1. Section 4(f) lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
C. NATURAL ENVIRONMENT			
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Wild/Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Coastal Barrier Island	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
10. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
11. Visual / Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
D. PHYSICAL IMPACTS			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

The original study's recommended build alternative consisted of widening to a divided 4-lane roadway, with roadway ditches for storm water attenuation and treatment. An exception was the portion along the Brooksville Bypass, which was recommended to be designed so that the 4-lane section could be further widened to an urban 6-lane section in the future. This portion was also recommended to contain off-site ponds designed and constructed to accommodate the future 6-lane section.

The traffic analysis of the reevaluation determined that the entire corridor needed to be widened to six lanes instead of four lanes. The roadside ditches thus need to be replaced by off-site ponds in the build alternative for the portion of S.R. 50 from U.S. 19 to the west S.R. 50/S.R. 50A intersection. The S.R. 50 Reevaluation project corridor was divided into four segments for analysis purposes based on existing land use, projected traffic volumes, and roadway characteristics. Refer to Figure 1.

Typical Sections

- **6-Lane Rural Typical Section: From U.S. 19 (S.R. 55) to west of the western intersection of S.R. 50/S.R. 50A**

The recommended typical section for this portion of S.R. 50 is a 6-lane rural section (65 mph design speed) with 12-foot lanes, 10-foot shoulders (5-foot paved), and 40-foot depressed median within 200 feet of existing right-of-way. It also includes a 12-foot shared use path and a 5-foot sidewalk on the south and north sides of the roadway, respectively.

- **6-Lane Urban Typical Section: From west of the western intersection of S.R. 50/S.R. 50A to east of the western intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass] and west of Candlelight Boulevard to east of Ray Browning Road [along the Brooksville Bypass]**

A 6-lane urban typical section (50 mph design speed) is recommended for these sections of S.R. 50 with 12-foot lanes, 4-foot bicycle lanes, 5-foot sidewalks and a 22-foot raised median that requires a minimum of 126 feet of proposed right-of-way. The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

- **6-Lane Modified Urban Typical Section: From east of the western intersection of S.R. 50/S.R. 50A to west of Candlelight Boulevard [along the Brooksville Bypass] and east of Ray Browning Road to the eastern intersection of S.R. 50/S.R. 50A [along the Brooksville Bypass]**

The recommended typical section for these sections S.R. 50 is a 6-lane modified urban typical section (50 mph design speed) with 12-foot lanes, 10-foot shoulders (5-foot paved), 5-foot sidewalks and 22-foot raised median within the existing right-of-way. The placement of the bicycle lanes will be further evaluated during the design phase and a shared use path may be considered at that time.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

The original study did not contain any specifically stated commitments in a separate section.

VII. PERMITS STATUS

Permits from the Southwest Florida Water Management District, the U.S. Army Corp. of Engineers, and the Florida Department of Environmental Protection (FDEP) must be obtained prior to the widening of S.R. 50 to a six-lane divided typical section. Applications will be submitted during the design phase of the project. It should be noted that FDEP was recently authorized to issue NPDES construction permits for the EPA.

ATTACHMENT A

SOCIAL IMPACTS

Relocation Potential

The Type II Categorical Exclusion for the original PD&E Study indicated that there would be no business or residential relocations between U.S. 19 (S.R. 55) and the west S.R. 50/S.R. 50A intersection. However, one business (Ranch Hand Farm, Inc., General Mercantile Store) and a City of Brooksville sewage treatment lift station would be displaced for the portion of the study from the west S.R. 50/S.R. 50A intersection to the east S.R. 50/S.R. 50A intersection [along the Brooksville Bypass].

Based on the initial evaluation, this project will potentially require 10 relocations (1 business and 9 residential) within Segment 1, no relocations within Segment 2, 5 relocations (2 businesses, 1 non-profit organization (church) and 2 residential) within Segment 3, and 1 relocation (1 business) within Segment 4. Please refer to the Project Location Map (Figure 1) for the segment locations.

Churches and Schools

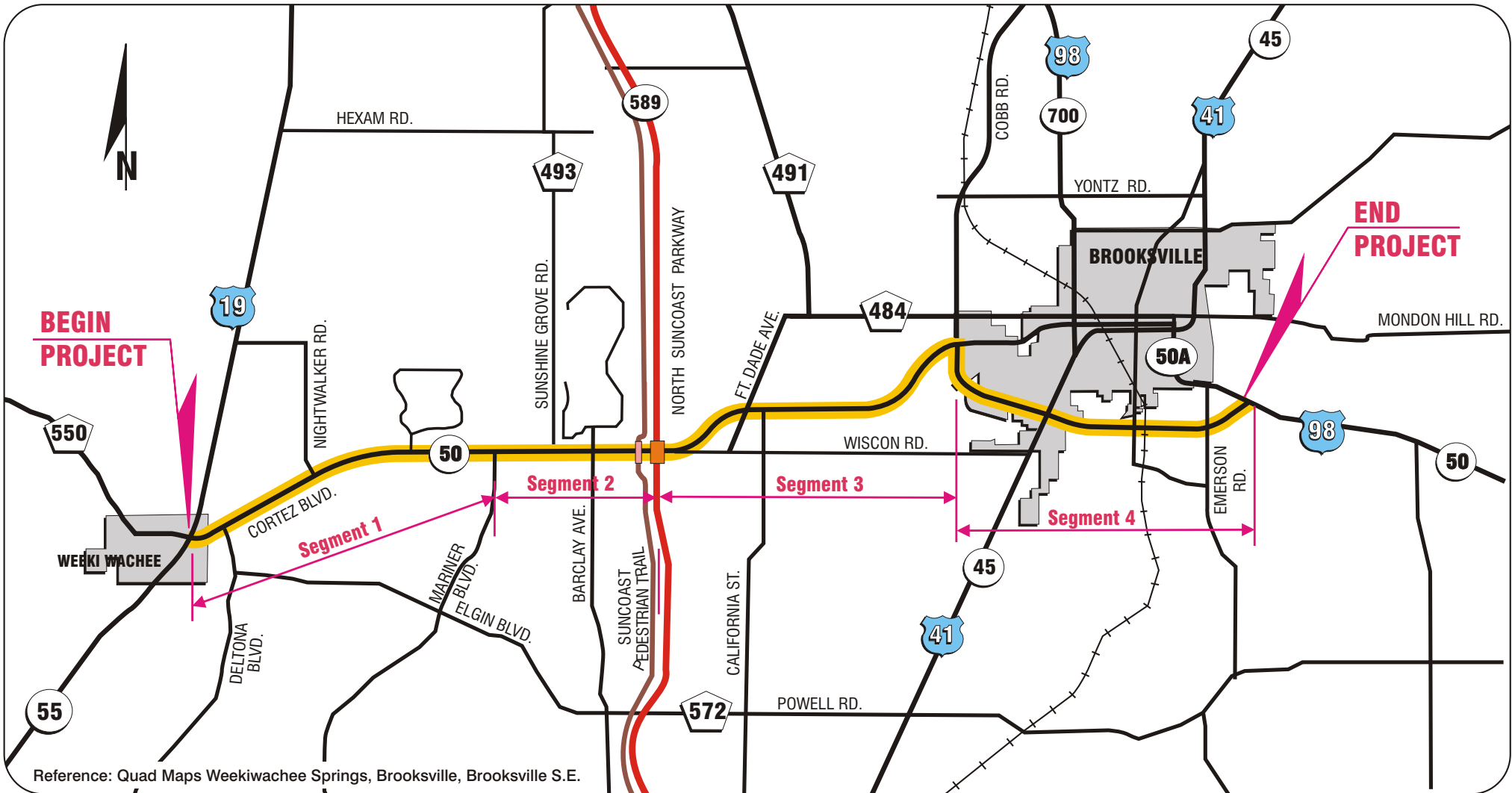
Based on the Type II Categorical Exclusion for the original PD&E Study, there will be no substantial impacts to any churches or schools.

This project will potentially require the relocation of one church, Iglesia/Cristiana/Arca Evangelica, which is located west of Fort Dade Avenue.

Railroads and Utilities

The Type II Categorical Exclusion for the original PD&E Study indicated that portions of the following utilities would require relocation: Southern Bell, Florida Power Corporation, City of Brooksville (Water/Sewer) and the City of Brooksville Sewage Treatment Plant Lift Station. In addition, this study involved the construction and maintenance of the only railroad crossing within the project corridor, S.R. 50 [along the Brooksville Bypass] east of Mitchell Road/Main Street.

Based on the information provided by the utility companies, it is anticipated that this project could potentially involve the relocation of portions of the following utility companies: Florida Power and Light Corporation (Distribution), Florida Water Services and TECO (Peoples Gas). Although the potential widening on S.R. 50 [along the Brooksville Bypass] will occur to the inside, the railroad crossing east of Mitchell Road/Main Street would still need to be maintained and altered to accommodate the additional two lanes.



Reference: Quad Maps Weekiwachee Springs, Brooksville, Brooksville S.E.

LEGEND

-  Project Study Limits
-  Major Interchange
-  Railroad

FLORIDA DEPARTMENT OF TRANSPORTATION

**S.R. 50 (CORTEZ BLVD.)
PD&E STUDY REEVALUATION**

From U.S. 19 (S.R. 55) to the East Intersection of
S.R. 50 / 50A [along the Brooksville Bypass]
Hernando County, Florida

PROJECT LOCATION MAP



WPI SEG. NO: 407951 1
FAP NO: 300 - 1 (7)

FIGURE 1