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

Get Involved Today!

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

Non-Discrimination Laws & Regulations

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

Comuniquese Con Nosotros

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

Project Schedule

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

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

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

State Road 50 (US 98/Cortez Boulevard)

From the Brooksville Bypass to west of Interstate 75
Project Development & Environment Study

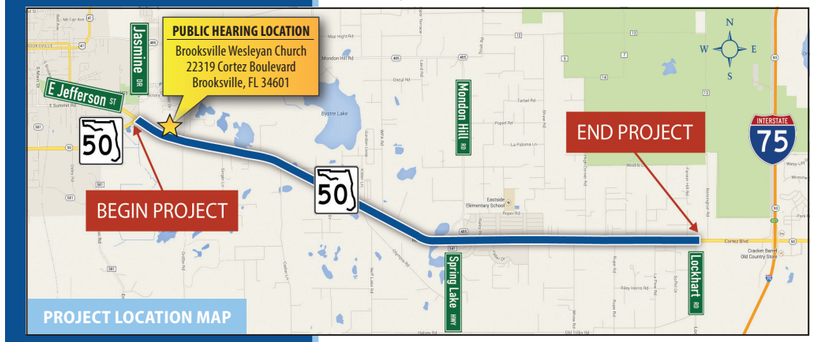
Hernando County | WPI Segment No. 430051-1 | **PROJECT NEWSLETTER: November 2019**

JOIN THE CONVERSATION!

We want your comments and suggestions throughout the study.

HAVE QUESTIONS?

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



PROJECT LOCATION MAP

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

— **Or** —

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



PUBLIC HEARING NOTICE: DECEMBER 10, 2019

Dear Property Owner and/or Interested Citizen:

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

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

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

PROJECT WEBSITE

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

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

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

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

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

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

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

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

Study Purpose

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

Existing Conditions

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

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

Traffic & Crash Data

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

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

Preferred Alternative

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

Evaluation Matrix

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

Table 1: Evaluation Matrix

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

Costs are shown to present day, 2019.

Project Funding

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

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

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

Right-of-Way Acquisition Procedure

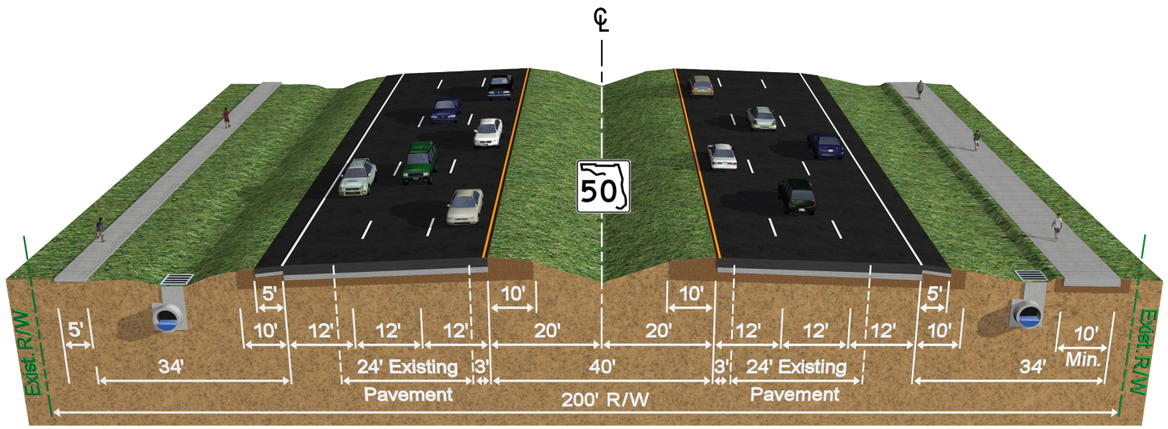


We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.

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

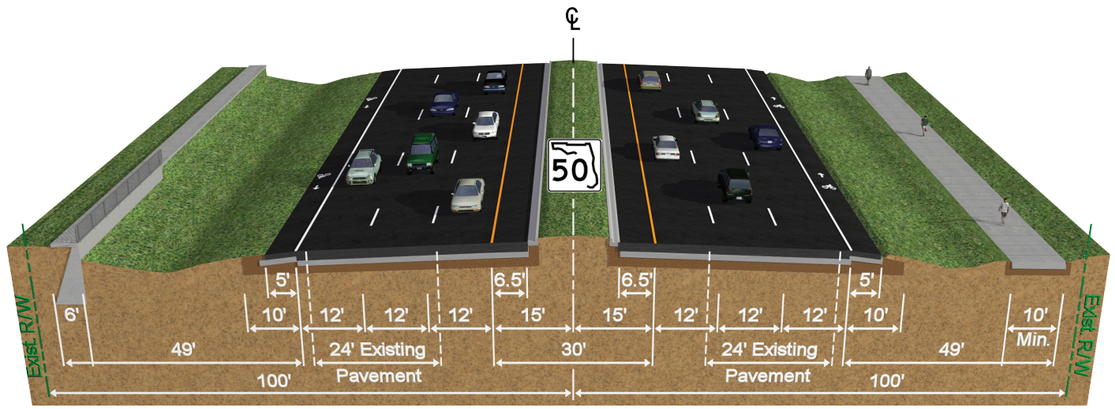
We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.

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



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

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



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