

Citrus County Board of County Commissioners CR491 Phase 1 Widening Project



Project Phase 1 Q & A:

Brief description of Phase One:

Phase I of the project began in August 2017 and includes a section of CR491 that is less than a mile from the future Suncoast 2 ramp on SR44 and is the third area to be widened by the County; the first section was from Grover Cleveland to SR44 and the second was from CR486 to Pine Ridge. This specific phase of 491 is from Laurel St to south of Audubon Park Path, approximately one mile in length. The roadway will be constructed with four travel lanes (convertible to six in the future) with a grass center median and (2)-two lane support roads (Line and Southern). The project also includes regional drainage, water and waste water improvements, a 12 foot wide Multi-Use Path along the west side of the road and a 5 foot wide sidewalk along the east. Anticipated date of project completion is December 2019.

1) Why do all the “work” at the same time?

Doing the road, utilities and storm water improvements at the same time saves money and cuts down on the time citizens are inconvenienced by multiple phases of construction. Looking at the total project while planning and implementing makes for a more cohesive finished project, i.e. access management, water, waste water, regional drainage and multi-purpose paths.

2) Project costs and funding sources?

The cost for road improvements and storm water will be \$14.5M (incl. 1 million contingency) – 50% of the project construction cost is being paid for by the Florida Department of Transportation (FDOT) through a Transportation of Regional Impact Grant and a County Incentive Grant. The remainder of the project is funded through County Impact Fees and Gas Tax. Water and waste water improvements will have a cost of \$3.3M and will be paid through Utility revenue.

3) What were the Traffic safety issues that led to the project?

- *SR44/CR491 intersection is second busiest in Citrus County and was operating at a level of service D (A being best) i.e.: increased volume, drivers comfort level decreased, minor incidents create delays.*
- *Several school buses stopping on CR491 Monday through Friday, in the am and pm, in front of the daycare on the southwest side of the intersection to load and unload children. This created an extremely unsafe situation for children and motorists who were backed up into the 44/491 intersection, often around the corner.*
- *The volume of traffic on 491 (two-lanes) makes it near impossible and at times dangerous for motorists to enter the road from businesses along the roadway.*

4) What properties are privately owned and why do we see county-made improvements to private property?

**Please refer to graphic maps of the project for additional information. The map differentiates private and county owned property. Improvements being made to private parcels are part of an agreement between the county and the property owner. The owners agreed to “swap”/convey property (front / rear of property) needed for the road project in exchange for fill, storm water treatment and retainage or other improvements. These construction improvements are partially paid for by FDOT.*

5) Which properties in the construction area are County owned and what will happen with those properties when the project is complete?

**Again, please refer to the graphic map that differentiates private and county. County owned lands will be used for roadway, Right of Way, shared and regional storm water treatment and retainage. The private property has been and will continue to be owned by the private entity.*

6) Why were so many trees taken down and will the trees be replaced?

The trees were removed for: road widening, filling and grading of private parcels, storm water treatment and retainage. Yes, the county will be planting three hundred trees around the storm water attenuation area prior to completion of the road project. The project landscaping is a partnership between Citrus County and the Key Training Center, which has been growing the trees for the past two years.

7) Was project debris recycled?

Thanks to project contractor Commercial Industrial Corporation (CIC) the project has become a “best practices” for construction debris repurposing. During demolition of the vacant Circle K at the corner of CR491 and SR44 all copper, aluminum and steel went to Inter-County Recycling (ICR) located at 1801 W. Gulf to Lakes Hwy, Lecanto for recycling. Concrete will be crushed at CIC's material processing site, located in Reddick, Fla (Northwest of Ocala) and used for construction entrance pads to help eliminate soil from construction sites from eroding and tracking onto roadways during construction. CIC is harvesting timber for logs going to make lumber, pulpwood for paper products, and mulch. Anything that does not meet the requirements for those products

will be chipped onsite and used as fuel wood at a facility in Brooksville. Asphalt millings from the existing roadway will be used as temporary driveways during the road construction project and will also be utilized by County crews for erosion control and road stabilization.

8) Why the shared Drainage Retention Area (DRA) and are tax dollars going to maintain the DRA for individual property owners' future use?

- *The owners agreed to "swap"/convey property (front / rear of property) needed for the road project in exchange for fill, storm water treatment and retainage or other improvements.*
- *Staff is currently working on a storm water maintenance ordinance, which will address connection as well as maintenance costs associated with the shared facilities. Maintenance costs are anticipated to be prorated based on the volume of storm water contributed to the system.*

9) What is the plan for the multi-purpose paths and trailhead?

A twelve-foot Multi-Use-Path (MUP) will be installed along the west side of CR491 and a sidewalk along east side. In the future staff would like to create a MUP around the storm water attenuation area and construct a trailhead along the newly constructed Southern Street.

10) Will the County complete the widening of CR491 to the CR486 intersection?

The Board of County Commissioners has directed staff to begin the analysis of the corridor for the next phase of the project.



For more information on this exciting project visit:
<http://www.citrusbocc.com/pubworks/engineering/engineering.htm>