



FLORIDA DEPARTMENT OF TRANSPORTATION

Public Hearing Information For:

S.R.44

**From S.R.45(U.S.41) to I-75
Citrus and Sumter Counties, Florida**

**STATE PROJECT NO. 02050-1536 ; 18070-1516
WORK PROGRAM NO. 5111610 ;5118392
FEDERAL AID NO. F- 8888(50)**

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SR 200 FROM SR 45 TO MARION
CO. LINE
(5111615)
TRANSCRIPT AND SUMMARY

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Hearing Date: 10/16/91

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3 FLORIDA DEPARTMENT OF TRANSPORTATION
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6 SUBJECT: STATE PROJECT NUMBERS
02050-1536 and 18070-1516
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8 WORK PROGRAM NUMBERS: 5111610 and 5118392

9 FEDERAL AID PROJECT NUMBER: F-8888 (50)

10 MULTILANE STUDY OF SR 44 FROM SR 45 (U.S.41) to I-75
CITRUS AND SUMTER COUNTIES, FLORIDA
11

12 PUBLIC HEARING

13 OCTOBER 16, 1991
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25 JONALYN BERRY COURT REPORTER
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10 MULTILANE STUDY OF SR 44 FROM SR 45 (U.S. 41) to I-75
11 CITRUS AND SUMTER COUNTIES, FLORIDA.

12 PUBLIC HEARING
13

14 TAKEN BEFORE: VIRGINIA DAY, COURT REPORTER
15 associated with
16 JONALYN BERRY, COURT REPORTER
17 NOTARY PUBLIC, STATE OF FLORIDA
18 AT LARGE.

19 DATE: October 16, 1991

20 PLACE: East Citrus Community Center
21 9907 East State Road 44
22 Inverness, Florida 32650

23 APPEARANCES: MR. FRED BIRNIE
24 MR. JOHN M. McALLISTER
25 MR. STEVE HOMAN
MR. JOAN CAMPBELL
MR. JERGENS BAILEY
MR. LOUIS REIS
MS. JANE HEIRS
MR. WILL SLOOP

PROCEEDINGS

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MR. BIRNIE: I want to welcome everybody here tonight. It's about seven o'clock and we'll go ahead and begin the public hearing. Our public hearing tonight covers State Road 44, from U. S. 41 to I-75, Citrus and Sumter County.

My name is Fred Birnie. I'm the District Five Project Development Environment Engineer from the Deland District Office of the Department of Transportation. I'm in charge of the PDE, Project Development Environment Group.

We do this type of work along with environmental permitting. This type of work is what we call basically preliminary engineering on environmental impact type work. This is a preliminary conceptual stage that we put together in, in anticipation of submitting this concept to the Federal Highway Administration, Tallahassee, for their approval. That gives us the authority to move on into the design stage using basically their money.

Once we go through the environmental engineering impact analysis, once we go through the preliminaries in this phase, the Federal Highway will approve it, hopefully, and then we'll move on with our work program, into the design, right-of-way acquisition and the construction phases.

What we've done now is put together the preliminary engineering and put together the environmental analysis for submittal to the Florida Highway Administration.

1
2 Let me introduce some of the people that are here this
3 evening from the DOT. Mr. Steve Homan is our public
4 information officer. Ms. Joan Campbell is our environmental
5 specialist. She's worked on this job, looking at the
6 environmental aspects for the entire length of the job. Mr.
7 Jergen, Jergens Bailey is here this evening from our
8 right-of-way department. He can handle any relocation
9 questions on your right-of-way acquisition questions.

10 We also have some of my other project managers here.
11 Louis Reis, Jane Heirs and Will Sloop are here to answer
12 questions on anything that you see up here this evening.

13 Our project manager on this job is Mr. John McAllister.
14 John is the engineer that spearheaded this whole effort.
15 He's the one that has taken a look at all the different
16 concepts. He and Joan together have put this whole display
17 together along with our graphics people and John now, let me
18 introduce John. John will go through the, the alignment
19 with you.

20 MR. McALLISTER: Thank you, Brend. Good evening. At
21 this time I would like to ask any elected officials present
22 in the audience to please stand and introduce themselves.

23 MR. ADKINS: Bernard Adkins, City Council of Inverness.

24 MR. McALLISTER: Thank you. If there are any appointed
25 officials present, please stand and introduce yourself.

MR. CHINAULT: Chris Chinault, County Administrator of

1 Citrus County.

2 MR. McALLISTER: If there are any representatives other
3 than, representatives of other state and county agencies,
4 please stand and introduce yourself.

5 (No response)

6 MR. McALLISTER: Before I begin the presentation I
7 would like to ask that you please hold any comments or
8 questions until after the presentation. At that time we
9 will take a fifteen minute break so that you may review the
10 exhibits and ask questions of me or any of the staff here
11 this evening. We will reconvene at that time to allow you
12 to make a statement or ask questions for the record.

13 Referring to the hand-out that you received coming into
14 the meeting tonight, you will note that it has our address
15 if you wish to correspond with the Department regarding this
16 project. Please use the project number to reference your
17 correspondence. Written statements received by October 28,
18 1991, will be documented as part of tonight's hearing
19 transcript.

20 This hearing is being recorded and is being done so that
21 you can have a, so that we can have a transcript of tonight's
22 proceedings.

23 If you did not register when you came in, please do so at
24 the break so that we may document your attendance and have
25 your name and address if we need to correspond with you.

1 This public hearing concerns the proposed reconstruction
2 of State Road 44, from just past State Road 45, U. S. 41, in
3 Citrus County, to just west of the State Road 44, I-75
4 Interchange in Sumter County. A distance of fifteen miles.
5

6 It is being conducted by the Florida Department of
7 Transportation to give all interested persons the
8 opportunity to provide input and express their views
9 concerning the social, environmental and the economic
10 effects of this project.

11 The Florida Department of Transportation 1988 Strategic
12 Transportation Plan indicates that the multi-laning of State
13 Road 44, from coast to coast will enhance the state arterial
14 system. State Road 44, is identified as a controlled access
15 link in the Floridas Intrastate Highway System.

16 Both the Citrus and Sumter County Comprehensive Plans
17 indicate the need to multi-lane State Road 44. A project
18 development and environment study must be performed to
19 qualify for Federal funding. A project development and
20 environmental study evaluates social, economic,
21 environmental, conceptual design and location requirements
22 of the proposed improvement and then makes a recommendation
23 which best satisfies the area's needs.

24 In compliance with Executive Order 11990, the proposed
25 project was surveyed for flood plain and woodland
involvement. It is not possible to four lane State Road 44,

1 without flood plain encroachment.

2 All drainage structures will be modified or replaced so
3 that they will perform hydraulically in a manner equal to or
4 greater than the existing structures and therefore, will not
5 result in any significant adverse impacts on the natural and
6 beneficial flood plain values or any significant change in
7 flood plain risks or damage.

8 The project does not involve any regulatory floodway and
9 it will not support incompatible flood plain development.
10 Approximately twenty-three acres of woodlands will be
11 impacted.

12 Outstanding Florida Water Designation has been given to
13 Lake Tsala Apopka, Withlacoochee River, Rutland Creek,
14 Little Jones Creek and Big Jones Creek. As Outstanding
15 Florida Waters, they are afforded the highest protection
16 against water quality degradation and at this, and this
17 project is being designed to insure compliance with all
18 State and Federal water quality regulations.

19 The Air Quality Analysis indicates the project will not
20 violate air quality standards. The Noise Impact Analysis
21 indicates that noise will not substantially increase along
22 the corridor as a result of the project.

23 The Hazardous Material survey indicated the project will
24 not involve any known significant hazardous material sites.
25 The project will not effect any prime or unique farmland.

1 In compliance with section 106 of the National Historic
2 Preservation Act, a Cultural Resource Assessment was
3 conducted for this project. Historic structures and
4 archaeological sites were evaluated. Six archaeological
5 sites are eligible for listing in the National Register of
6 Historic Places based on their potential for yielding new
7 information important to the prehistory of the region and
8 state.

9 Prior to starting construction the portions of these six
10 sites within existing right-of-way will be excavated and
11 documented in accordance with State and Federal
12 requirements.

13 A common misconception is that when there's a public
14 hearing, construction is eminent. The project development
15 and environment phase is followed by three phases. Its'
16 design, right-of-way acquisition and finally construction.

17 The Department of Transportation's Five Year Work
18 Program only includes the design phase for this project.
19 The design phase is scheduled as follows:

20 The design of State Road 44, from State Road 45, U. S.
21 41, to County Road 470, in Citrus County is scheduled for
22 fiscal year 1995.

23 The design of State Road 44, from County Road 470, in
24 Citrus County to the Sumter County line in fiscal year 1996.

25 The design of State Road 44, from Citrus County

1 line to the County Road 470, in Sumter County in the fiscal
2 year 1996.

3 The design of State Road 44, from the County Road 470,
4 in Sumter County to I-75 Interchange in fiscal year 1995.

5 The right-of-way acquisition and construction phases are
6 not in the five year work program. Therefore, it is
7 unknown, at this time, when the final two phases will take
8 place.

9 During the course of the PD and E Study numerous
10 alternative alignments were explored. Eight viable
11 alignments were studied in depth. Recommended of the
12 alignment consists of three typical roadway sections.

13 At this point, I'd like to explain the entire project to
14 you. Starting at U. S. 41 in Inverness. From U. S. 41,
15 over on this display right here, which is, right here.
16 (Indicating) The urban typical section will run from U. S.
17 41, to approximately eight-tenths of a mile east of Gospel
18 Island Road. This is Gospel Island Road right here. The
19 urban typical section will run to just past Shad Terrace.
20 The urban typical section is a divided four lane roadway
21 that consists of twenty-two foot grass raised median with
22 curb and gutter, two twelve foot inside lanes, two fourteen
23 foot outside lanes and five foot sidewalks. This urban
24 typical will be built within existing one hundred foot of
25 right-of-way for this portion of the project.

1 Okay, the next portion of the project runs from just
2 east of Shad Terrace all the way around to just west of I-75
3 Interchange. That portion of the project consists of a
4 rural typical section. The rural typical section is
5 displayed right here. It's a divided four lane roadway with
6 a depressed forty-six foot wide median. There'll be two
7 twelve foot lanes in each direction. The inside shoulders
8 will be eight foot with partially, partially paved eight
9 foot shoulders. The outside shoulders will be twelve foot
10 partially paved. The drainage system will be an open
11 drainage system to the, a water retention area. Water
12 retention areas are indicated in green throughout the
13 project, you can see right here.

14 The next typical section is, it involves just prior to
15 I-75. The rural typical section will transition into an
16 urban section that is proposed for State Road 44, through
17 the Interchange, which is currently under design at this
18 moment. So we will transition from the rural typical
19 section that requires two hundred feet of road right-of-way
20 down to one hundred feet of right-of-way.

21 This typical section will consist of five lanes. The
22 center will be a fourteen foot center bi-directional turning
23 lane, two inside twelve foot lanes and two outside fourteen
24 foot lanes. There'll be curb and gutter sections here and
25 the sidewalks.

1 Whenever you have a curb and gutter section, you have a
2 closed drainage system which means there'll be storm sewer
3 inlets and piping underneath the pavement to retention
4 areas. That will occur both in this typical section and the
5 first typical section that I pointed out to you.

6 In the rural section of this project, I want to note we
7 will utilize the existing right-of-way wherever possible and
8 that we can use one hundred feet of right-of-way and we will
9 require an additional one hundred feet. The existing
10 roadways we will also utilize wherever possible. In some
11 cases the existing roadway will be used as the westbound
12 lanes; other cases it will be used as an eastbound lane.

13 What we did, in order to minimize social and
14 environmental impacts, we varied the alignment from either
15 the north side or the south side of 44, in order to reduce
16 those impacts. As seen here in this particular location,
17 we're south of 44, and over there we are north of 44.

18 Okay, also on this project we will construct three
19 bridges. They will occur at, first of all the Withlacoochee
20 Bridge. We will utilize the existing bridge as the
21 westbound pier. We will construct a, almost identical bridge
22 parallel to the south of the existing bridge which will have
23 the same navigational clearances as the existing bridge.

24 At the Henderson Canal in Inverness, located back here,
25 we will remove this bridge and replace the Henderson Canal

1 Bridge with a bridge that will have a, will match the
2 typical section through the area and it will also have the
3 same navigational clearances as the existing bridge has.
4 Also, at the D. and R. Rails of Trails Crossing, which is at
5 the abandoned railroad, we will construct a bridge that will
6 have twelve foot vertical clearance and thirty-four foot
7 horizontal clearance that will accommodate the multi-use
8 trail that is planned for there by D. and R.

9 This will approximately reduce the height of that bridge
10 out there right now by half.

11 UNIDENTIFIED PERSON: What about the bridge past that
12 bridge up--?

13 MR. McALLISTER: That's off this project, this project
14 ends right at U. S. 41.

15 UNIDENTIFIED PERSON: Talking about the Henderson.

16 MR. McALLISTER: Oh, the Henderson Bridge. That'll be
17 replaced and it will, the new bridge will accommodate the
18 four lanes and will have the same navigational clearances so
19 as to allow the boats to go through.

20 AUDIENCE: (Talking simultaneously and inaudibly)

21 COURT REPORTER: I can't hear everyone.

22 MR. McALLISTER: Will everyone please just hold their
23 questions.

24 This alignment that I showed you here tonight has the
25 least social and environmental impacts and is the most cost

1 effective.

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2 The Rutland Park and Boatramp is impacted by this
3 project. That's located just east of the Withlacoochee
4 Bridge, it's right here. The Rutland Park and Boatramp is
5 proposed to be relocated to the southeast of its present
6 location. Almost exactly where it is; we'll just move across
7 that little canal.

8 One of the unavoidable consequences of a modern
9 transportation facility is the necessary displacement of a
10 comparatively small percentage of the population. The
11 recommended alignment displaces four residences. Our
12 conceptual relocation plan indicates that four families will
13 be displaced. It is the policy of the Department of
14 Transportation that persons displaced as a result of the
15 Department's program, shall receive fair and humane
16 treatment and shall not suffer unnecessarily as a result of
17 the program's design for the benefit of the public.

18 If you are required to move as a result of this
19 Department of Transportation project, you may be eligible
20 for relocation advisory services and payment benefits. If a
21 displacee indicates dissatisfaction with the Department's
22 determination of their eligibility for a payment or the
23 amount of that payment, such determination may be appealed.
24 The displacee will be promptly furnished the necessary forms
25 and notified of the procedures to be followed in making an

1 appeal.

2 The relocation agent who will supervise the relocation
3 assistance on this project is Jergen Bailey. Mr. Bailey may
4 be contacted at the Department of Transportation, Fifth
5 District office in Deland.

6 Mr. Bailey is here with us tonight and he will be happy
7 to answer any questions you have regarding the Relocation
8 Assistance Program for this project. He will also furnish
9 you copies of the Relocation Systems Brochure for your
10 families. Jergen, I ask you to please stand again and
11 identify yourself.

12 This concludes the presentation. We will take a fifteen
13 minute break and reconvene for questions. Thank you.

14 (THEREUPON, there was a fifteen minute break in the
15 proceedings.)

16 MR. McALLISTER: Okay, we're going to start the comment
17 period right now. I'd like to ask Mr. Mark Foley to please
18 come up and ask his question or make a statement.

19 MR. FOLEY: My name is Mark Foley and I wish this had
20 been done about twenty years ago and I'm glad to see that
21 you've started on it. Hope you get it done soon. That's
22 it. Thank you.

23 MR. McALLISTER: Is there anybody else out there that
24 would like to make a statement?

25 MR. ADKINS: I'm Bernard Adkins, City Council of

1 Inverness and we wanted to put this letter in the record.
2 Let me just read from the first sentence.

3 'It's with great interest and enthusiasm that the--,
4 we support DOT's plan to improve State Road 44, from the
5 intersection of 45, State Road 45 easterly to I-75
6 Interchange.' So, we do support this program.

7 MR. McALLISTER: Thank you very much. We're going to
8 repeat what Mr. Adkins said because the mic wasn't on.

9 Basically what Mr. Adkins said was that the City of
10 Inverness supports this project.

11 Is there anyone else out there that would like to come
12 up and make a statement?

13 MR. LINCOLN: Yes, sir.

14 MR. McALLISTER: Please state your name and address.

15 MR. LINCOLN: My name is Judson D. Lincoln. I live at
16 7470 East Gulf to Lake Highway, about a quarter of a mile
17 from Bud Andrews. My home has a circular drive and I was
18 discussing with the gentleman, also yourself, and it looks
19 like if that particular line is correct, it will be right,
20 about eight or nine feet from my front door.

21 Now, I was asking the question about decimals of sound
22 and I was, I was advised that uh-- the sounds of these
23 trucks and so on that go by, motorcycles and what have you,
24 would be appraised and they would make all kinds of studies
25 concerning it. Well, all you have to do right now is go in

1 my guest room and the front room and you'll know that my
2 guests don't come too often any more.

3 I built a bedroom on the back-- this is a lake, so that
4 I don't hear the traffic as much as I would have. You know,
5 there's no barrier, sound barrier provided for people who
6 are going to be facing that traffic like you see in other
7 places throughout the United States where they provide sound
8 barriers to prevent these trucks from either running into
9 your place or where the deafening noise would be a health
10 hazard. That's my point. That's why I'm against it.

11 I'm also against it because of the scenic aspect of that
12 area of Lake Henderson and lakes in the back, and the
13 beautiful area, the blue herons and all the wildlife there
14 will be disturbed, let me tell you that.

15 So all I am-- I appreciate what you've done here with
16 this beautiful design and engineering situation you have
17 painted here. I have no, no interest in commercializing the
18 highway like some people have, I'm sure. I have no problem
19 with traffic in Inverness. I don't see any such need to
20 widen that area.

21 I don't know why people are so upset about the little
22 bit of traffic that is imposed upon them from time to time.
23 I'm saying this out of my heart, that I have no political
24 views in life except, for my own and some other people
25 who'll have the same problem that I'm going to have. Thank

1 you very much.

2 MR. McALLISTER: I appreciate your comments. Is there
3 anyone else who would like to make a statement?

4 (No response)

5 MR. McALLISTER: Okay. Thank you very much for
6 attending this public hearing.

7 MR. CARUTHERS: My name is Mike Caruthers. I live at
8 7845 East Gulf to Lake Highway and I would like to have a
9 little bit more understanding on the bridge across the Rails
10 to Trails. Can you explain that to me again?

11 MR. McALLISTER: Sure. The Rails to Trails is a D. and
12 R. project. They now own, they have purchased the railroad
13 right-of-way. We have coordinated with them and their
14 minimum requirement is, for clearance is thirty-four feet
15 horizontal and twelve foot of vertical clearance.

16 MR. CARUTHERS: My question concerns the width of the
17 bridge you're going to construct there.

18 MR. McALLISTER: Okay. The width of the bridge will,
19 will be compatible with the roadway.

20 MR. CARUTHERS: So that'll be urban all the way into
21 Inverness? Across that bridge will still be urban--.

22 MR. McALLISTER: Yes, the urban section goes from State
23 Road 45, U. S. 41, all the way out to about eight-tenths of
24 a mile--.

25 MR. CARUTHERS: A little bit of misunderstanding when

1 you said-- I misunderstood, because the urban section
2 carries the sidewalks and--

3 MR. McALLISTER: The sidewalks will be carried right
4 through that bridge.

5 MR. CARUTHERS: Right, right all the way into town?

6 MR. McALLISTER: Yes, sir.

7 MR. CARUTHERS: That answers the question. Thank you.

8 MR. McALLISTER: Thank you.

9 MS. HAND: Do I have to come up there?

10 MR. McALLISTER: Yes, Ma'am.

11 MS. HAND: I'm Eleanor Hand. I live at 1826 Moonbeam
12 Way. The back of our property butts up against Highway 44.
13 We're on a high hill that overlooks the lake. It's a
14 beautiful setting but I think we're going to need a
15 retaining wall because our property is so high. Can we be
16 assured that we'll get this retaining wall?

17 MR. McALLISTER: That will be looked into when we get
18 into the design phase. We haven't done a survey, but we
19 will survey the right-of-way and I did notice that there are
20 some elevation problems there that may have to-- I'm not
21 sure exactly where your house is located but we would blend
22 in from the right-of-way into your property. It may need
23 to have a retaining wall. They will look into that.

24 MS. HAND: And another thing is uh-- in Tsala Gardens,
25 we have a terrible time getting out on 44. I don't know

1 exactly how many houses there are there, at least a hundred,
2 and we only have two roads that lead in, Cove Walk and
3 Westlake.

4 There's a big curve there and it's very hard for us to
5 merge into traffic on Highway 44, in fact, there's been a
6 lot of accidents. I would like to say that I really think
7 that we need a traffic light to get in and out of our
8 subdivision.

9 MR. McALLISTER: Here again, that will be studied as
10 part of the design phase also. But your ingress and egress
11 will be enhanced by the additional lane, you know, the
12 additional-- are you on the north side of 44?

13 MS. HAND: South.

14 MR. McALLISTER: South side. By the eastbound lanes
15 there, you'll be able to pull into the two lanes of traffic
16 so you should have a much easier time of doing that.

17 MS. HAND: Thank you.

18 MR. McALLISTER: Thank you. Any other questions or
19 statements?

20 MR. SASSER: My name is Paul Sasser. 7365 East Gulf to
21 Lake. What I'd like to know is uh-- the gentleman over here
22 asked a while ago, asked about the noise level. Is
23 anything going to be done about the noise level? It's going
24 to be very, very noisy; it already is now. That's my
25 problem. Once this highway goes through, it's going to be

1 running right through the living room.

2 MR. McALLISTER: Well, what we do, uh-- when we do these
3 studies we do a noise impact report. In this area, one of
4 the first things you try to do is avoid residences in order
5 to minimize noise impact. But in this area of State Road
6 44, there's no way to do that. The social impact and
7 environmental impact would be too great so that was ruled
8 out right of way. We have to stay on the existing
9 alignment.

10 Now this is a free access roadway and generally it's
11 been found that on a free access roadway abutment means,
12 such as a wall are really not very effective, okay. The
13 reason being is because there are numerous openings in those
14 walls for driveways, for roadways so they virtually become
15 uh-- in an urban section like this, ineffective.

16 So basically what I'm telling you is that to try to put
17 abutment measures there right now, it really wouldn't help
18 much. We did do a noise study and if you would like us to
19 look at yours-- talk to us about your specific site because
20 really, noise is site specific, you know, how far your house
21 is located off the travelway.

22 We will be glad to show you what our results were, but
23 in this area, the noise will increase. We've looked at it
24 and it's pretty much unavoidable. There's not much we can
25 do to resolve it.

1 MR. SASSER: Well, I want to know too, was there a study -21
2 made for a bypass on this 44 and leaving it alone? Was
3 there a study across from Floral City somewhere to 75?
4 Seems like 75 is a big issue here.

5 MR. McALLISTER: No, there was not a study to bypass
6 this road.

7 MR. SASSER: Why do we have to go 44 then?

8 MR. McALLISTER: This, this roadway is an arterial
9 roadway on the intrastate system. This roadway is a main
10 artery from I-75 to Inverness and to the east coast,
11 actually.

12 MR. SASSER: Are we trying to bring everything to
13 downtown Inverness? Is that what the idea is?

14 MR. McALLISTER: No, no, this handles through traffic,
15 long distance travel.

16 MR. SASSER: So if I want to make a study or you say you
17 have made a study about the sound barriers and everything,
18 right?

19 MR. McALLISTER: Yes, we have.

20 MR. SASSER: Is there anything further that's going to
21 be done about this?

22 MR. McALLISTER: Well, we've looked into all aspects
23 that can be looked into and our analysis is that noise
24 barriers would not be effective in this area.

25 MR. SASSER: Okay. Thank you.

1 MR. McALLISTER: Thank you. Any other questions? Thank
2 you very much for coming to the public-

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3 MR. SNOWDEM: -my name is Joyce Snowdem. We have six
4 separate pieces of property on this highway.

5 First of all, I want to say we are very much in favor of
6 it. It is going to hurt our property; it is not going to
7 help it. We're going to lose some right-of-way which we
8 have houses on that's going to put it at the front door.
9 But I feel like that by the time Florida gets around to
10 building a roadway, we're twenty years too late so I'm all
11 for the project.

12 I was born and raised in Florida. I've seen it grow and
13 I've seen all the pros and the cons and-- I've been here
14 when this was a fishing village so I know it's not-- you
15 can't make everybody happy, there's no way.

16 I have a question though. Will you notify each
17 individual homeowner as to what you plan to do with their
18 particular piece of property?

19 MR. McALLISTER: No, we don't notify each individual
20 homeowner. There was over five hundred individual
21 homeowners that were contacted. Yes, Steve?

22 MR. HOMAN: Correct me if I'm wrong, but I believe what
23 we intend to do with it, if we are impacting on someone's
24 property, yes, all those individuals will be notified at the
25 time of the initiation of the right-of-way process.

1 MR. McALLISTER: Is that what you're asking?

2 MS. SNOWDEM: Yes. At the time?

3 MR. HOMAN: When they begin the right-of-way process, in
4 this state, property has to be acquired.

5 What happens is the state appraises the property, that's
6 the beginning of the process and we do that. Our own people
7 or we hire somebody to do it. But the property owner also
8 has the option of getting an independent appraisal, which we
9 also pay for, by the way.

10 When that process has begun, the right-of-way
11 acquisition process has begun. At that point everybody will
12 be notified. We'll have forms like this, and it will be my
13 job to keep the media in this area advised of developments
14 in this process.

15 John mentioned that at the moment, it's only in the
16 design phase, like in '94, '95, a couple of sections and in
17 '95, '96, a couple of other sections.

18 The next phase would be right-of-way. The right-of-way
19 acquisition phase. Well, next month we start the process of
20 writing a new work program and adding an out year. If
21 right-of-way shows up in that out year, in '96, '97, I'll
22 let the Citrus County Chronicle and the Ocala Star Banner
23 and all those folks know that we'll have public hearings in
24 the work program every year in the area and I'll make sure
25 they know about it and you'll have the opportunity to read

1 about it.

2 Anybody that has any individual questions of the status
3 of it at any time, you get in touch with me. I'll leave
4 some business cards out here on the podium, except for one,
5 and I can answer your questions at any time or get the
6 answer for you.

7 MS. SNOWDEM: That's the main thing I wanted to know
8 about. What we were trying to figure out was, we have no
9 way of judging how many feet of the property it's going to
10 take, 'cause we don't know where yours' starts.

11 MR. McALLISTER: We would do a survey and show you
12 exactly.

13 MS. SNOWDEM: So there would be survey stakes or
14 something there so we'll know how close to our house it is
15 or how-- this kind of thing?

16 MR. McALLISTER: Yes, and if you want to, right after
17 the meeting here, if you show me where you live, I can give
18 you a pretty good idea. Then you could measure out
19 yourself. When it comes to right-of-way acquisition, we
20 would stake that out for you.

21 MS. SNOWDEM: Okay. Thank you.

22 MR. McALLISTER: Okay, you're welcome. Any other
23 questions or statements?

24 (No Response)

25 MR. McALLISTER: Thank you very much for coming here

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tonight, we appreciate it.

THAT ENDED THE PROCEEDINGS at eight o'clock P.M. on the
16th day of October 1991, in Inverness, Citrus County,
Florida.

CERTIFICATE

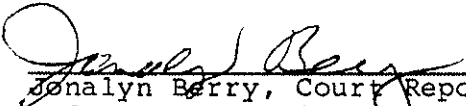
-26

STATE OF FLORIDA
COUNTY OF SUMTER

I, Jonalyn Berry, Court Reporter and Notary Public, State of Florida at Large, hereby certify that in the absence of my associate, Virginia Day, Court Reporter and Notary Public, State of Florida at Large, who was present at the time and did report stenographically the testimony and proceedings in the foregoing cause and that the above and foregoing represents a true and correct transcript of said proceedings, prepared by me from the notes and tapes of Virginia Day.

I further certify that I am neither of counsel for nor related to the parties involved, nor interested in the event of the cause.

Witness my hand and official seal this 13th day of November 1991.


Jonalyn Berry, Court Reporter
and Notary Public, State of
Florida at Large.

My Commission Expires: 5/12/94

APPENDIX

I certify at the time and place specified above, I presided over a public hearing for the State Road 44 Multilane Study which was conducted relative to the economic and social effects of the proposed project's location and design, and its impacts on the environment, and that a transcript was made, and that same has been transcribed. I further certify that the attached is a full, true and complete transcript of what was said at the hearing.


John M. McAllister, P.E.
Project Manager

SUMMARY AND RECOMMENDATIONS

Approximately forty six (46) persons attended the public hearing, seven (7) of which made comments. Three (3) letters were received and responded to in writing and one (1) statement was received during the public testimony period and are included in the Appendix to this transcript.

The majority of those in attendance at the public hearing were in favor of the project. Concerns about the environment, quality of life for residents near SR 44, "Rails to Trails" crossing, roadway design accommodation of bicyclists and pedestrians and the crossing of the Withlacoochee River have been addressed in the letters provided in the Appendix. The Department believes that the comments and questions raised at the hearing have been adequately addressed.

This project is supported by Citrus County, Sumter County, and the City of Inverness. The Department, therefore, recommends that the location and conceptual designs for the project be accepted by the Federal Highway Administration as proposed. This will allow the Florida Department of Transportation to proceed to the design phase.



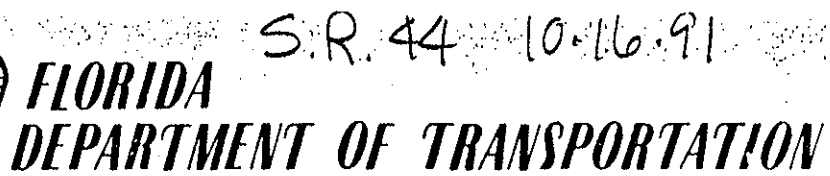
PLEASE PRINT

NAME	ADDRESS	STATE	ZIP
Angel M. Davila	2908 S. Melissa Rd,	Inverness, FL	32650
Malcolm F. Mick	P.O. Box 954	ODESSA, FL.	33556
H. V. Thacker	Branford Fla		
Martha Cravitt	1022 S. Marlene Pt	Inverness, FL	32650
Dennis S. Matlowe	1206 Cypress Cove Ct.,	INVERNESS	32650
D.E. Motkow	" " "	" "	" "
M/M Delmar Montgomery	1845 Moonbeam Way,	Inverness, FL	32650
Bennie Bedenbaugh -	P.O. Box 520	Bushnell, FL	33513
David C. Hanson	P.O. Box 520,	Bushnell, FL	33513
ABBE CHARLES	10008 E. Gulf To LAKE Hwy.		
MAURICE H. WISE	8322 E. GULF TO LAKE HWY,		
MARY A. WISE	"		
MARK FOLEY	8869 "		
Joe PRIVE	932 S. Bunting Way	Inverness, FL	
John Prive'	9432 Fernwood PL	FIA, 32650	
MARIAN Bolinda	1588 S. CANARY Terr.	Inverness, FL.	
ALBERT BREEDEN	7850 E. GULF TO LAKE	INVERNESS FL	
Lee Pitre	1300 S. Lecanto Hwy,	Lecanto, FL.	
PETER KRESCI	1320 S. STARLING DR.		
PAUL & LAVEA JASSER	7365 E GULF TO LAKE		
DON WARREN	339 N LITTLE JOHN AV		
CHEIS CHINAUC	110N Apopka Ave Close	Inverness	32650
BERNARD ADKINS	115 N. SEMINOLE /AVK	TURKEYS,	32612
Herbert Ingram	7500 E. GULF TO Lake Hwy,	Inverness	
Walter Jean Thrasher	10027 E. Gulf to Lake Hwy	Inverness	
A2	1 of 3		



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PLEASE PRINT

[illegible]

October 23, 1991

John M. McAllister, P.E.
Project Development and Environment
Florida Department of Transportation
719 South Woodland Blvd
Deland, FL 32720

Re: State Project No: 02050-1536;18070-1516
Work Program No: 5111610;5118392
Federal Aid No: F-8888(50)

Dear Sir:

I am writing about the multilane study of SR 44 from US 41 to I75. My husband and I attended your meeting here in Inverness on October 16, reviewed the aerial photos and spoke with several DOT representatives. After considering the information we obtained that night and since, I want to express my opposition to the plan. I want this letter to be made part of the official transcript.

I have two main concerns: one for the environment and another for the families who currently live along SR 44.

There are miles of environmentally sensitive land that will be adversely affected by this project, including riverfront, lake front and wetlands. These lands are home to many species of native wildlife which are already struggling to survive, not only due to destruction of habitat but also due to vehicular destruction. Not a week passes that I don't see dead animals on the highway - woodpeckers, raccoons and turtles, for example.

We heard that a storm drainage system would be provided to carry polluted run-off water to retention ponds. What happens to this polluted water? Does it percolate into the ground water? And what about the air pollution from the increased traffic you are expecting?

At the meeting, we heard that 23 acres of wetlands would be destroyed by this project. Also, that the wetlands would be replaced by man-made wetlands - a process called "mitigation". I am enclosing a copy of an article from the 10/16 Citrus Chronicle. This article makes me believe that mitigation is an unproven practice. Please, let me know what percentage of DOT created wetlands have been inspected by DER and what percent of those were considered successful.

The quality of life for people living close to SR 44 will also suffer if this plan is implemented. SR 44 is a free access highway providing a route to town for a large number of local

residents. The increased volume of traffic you are planning for will make ingress to and egress from the highway more dangerous and could result in a higher number of accidents. The increased noise level can be described at best as an unpleasant prospect. The highway will be more dangerous for children and pets living in residences near the road.

I am not against planning for future traffic conditions. I am against damaging the environment and people's lives only for the sake of expediency. It was pointed out that SR 44 is part of the intrastate highway system connecting the east coast to the west coast. It is more convenient to plan the traffic flow along this road; but poor planning in the past does not justify poor planning for the future. The land should have been better protected long ago.

I am in favor of planning highways which flow around, not through, environmentally sensitive areas and people's homes. I would like to see the turnpike extended northward and traffic to Inverness routed down SR 200 and US 41. Also, I would like to see access from I75 to US 41 south of Floral City. These two routes should provide a sufficient alternative to making SR 44 a major traffic artery.

I also agree that SR 44 needs improvement, but the improvements should minimize the negative impacts. SR 44 needs a run-off drainage system, left turn lanes in some areas, traffic lights at difficult intersections, and a sidewalk on one side of the road would be safer than walking into town on the edge of the highway.

I don't think that this letter will make any difference, but I had to at least try. It seems that, too often, apathy and avarice prevail over concern and conservation. Wouldn't it be nice if this time our government cared enough to take the more difficult path for the long term benefit of the environment and the people? We have taken our environment for granted too long. Let's try to preserve it before it is too late.

Please send me the address of the appropriate DER official so that I can send them a copy of this letter. I will also send a copy to the Inverness City Council and Citrus County Commission.

Thank you for your consideration.

RECEIVED

CITRUS COUNTY

FLORIDA

Yours truly,



Donna S. Motlow
1206 Cypress Cove Ct
Inverness, FL 32650

Wetlands violators go unpunished

Associated Press

TALLAHASSEE — Lack of money is one reason the state's environmental regulation agency has let developers destroy wetlands without creating replacements as required, officials say.

"You've got to live in the real world. There's just not much money available," said Department of Environmental Regulation spokesman Jim Lewis.

The DER inspector general, in a report released Monday, found that the agency failed to inspect half of the man-made marshes for which it issued permits, and 40 percent of those inspected failed to meet state standards.

The report recommended that more inspectors be hired to boost

"If you've got to live in the real world. There's just not much money available."

DER spokesman Jim Lewis.

dozens of marshes or swampland if they compensate by building man-made ones — a process known as mitigation.

Based on the information we have, we still can't be sure mitigation works. There are so few that have been successful," DER Inspector General Kelly Starnio said Monday.

The report also found:

- Fewer than half of the man-made wetlands examined meet DER standards, and one in seven never was built.

of Permit requirements on almost half of the projects were so vague that inspectors could not enforce them.

- None of the man-made wetlands in tidal areas has survived. Auditors found that eight of 28 artificial marshes they inspected were dead. The remaining projects still are too new to make a judgment on the condition.

The report recommended requiring all applicants for a wetlands mitigation permit to post cash, a bond or letter of credit to assure that the man-made wetland will be built properly.

"I don't think we'd be opposed to something like that," said Doug Buck, spokesman for the Florida Home Builders Association. "We just feel mitigation has to be part of the process. It has to be an option."

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

BEN G. WATTS
SECRETARY

719 South Woodland Boulevard
DeLand, Florida 32720

November 6, 1991

Mrs. Donna S. Motlow
1206 Cypress Cove Court
Inverness, Florida 32656

Subject: SR 44 Multilane Study
From SR 45 (US 41) to I-75
Work Program Nos.: 5111610 and 5118392
State Project Nos.: 02050-1536 and 18070-1516
Federal Aid No.: F-8888(50)
Citrus and Sumter Counties

Letter dated October 23, 1991

Dear Mrs. Motlow:

The Florida Department of Transportation (F.D.O.T.) is in receipt of your letter dated October 23, 1991 and appreciate your interest in the SR 44 Multilane project.

I believe your property is located in the City of Inverness where a divided four lane urban roadway is proposed to be constructed within the existing 100 foot right of way. The closed storm sewer system will convey the roadway stormwater runoff to water retention areas (WRA). The amount of stormwater required to be treated must be retained in the WRA for a specified time to insure treatment. WRA generally treat stormwater by nutrient and metal uptake by plants and settlement. The treated water either evaporates or percolates into the groundwater.

F.D.O.T. will coordinate with the Southwest Florida Water Management District and the Florida Department of Environmental Regulation to insure the design of a stormwater treatment system which minimizes impacts on water quality in accordance with state water quality regulations.

The air quality analysis indicates the project will not violate air quality standards.

Mrs. Donna Motlow
November 6, 1991
Page -2-

The type of wetland mitigation under consideration by F.D.O.T. include:

1. Enhancement of existing wetlands (possible sites on publicly owned lands in the area).
2. Creation of wetlands.
3. Acquisition of environmentally sensitive or endangered lands for preservation.

Wetland mitigation measures to be taken will be determined on a site by site basis during the permitting stage in final design.

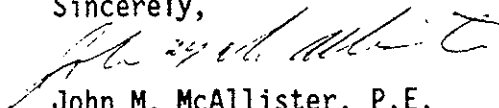
The appropriate Florida Department of Environmental Regulation Office for the City of Inverness is:

Florida Department of Environmental Regulation
Southwest District
4520 Oak Fair Boulevard
Tampa, Florida 33610-7347

The recommended alignment which was displayed at the public hearing has the least social and environmental impacts and is the most cost effective. The project will enhance safety and will accommodate the inevitable increase in traffic.

Should you have any further questions or concerns please contact me at 904/736-5437.

Sincerely,



John M. McAllister, P.E.
Project Manager

JMM:mg
cc: Joan Campbell
File



October 7, 1991

Florida Department of Transportation
Post Office Box 47
DeLand, Florida 32720

*RECEIVED AT PUBLIC HEARING
JAN 14 1992*

Gentlemen:

It is with great interest and enthusiasm that we support DOT's plan to improve SR 44 from its intersection of SR 45 easterly to the I-75 interchange. It is our understanding that by increasing this roadway to four lanes, that it will have the capability of moving larger volumes of traffic in a safe and efficient manner. Obviously the two-lane width has served its purpose. However, as our City, County, and State continues to grow, it is rapidly outliving its usefulness.

Admittedly, the majority of this improvement will not be within the City of Inverness. However, we recognize that the overall betterment of the roadway will also increase the safety of the motorists and citizens within our City. As you are well aware, plans are being finalized to improve SR 44 through the City of Inverness and this would make a logical extension of that improvement. Understanding that you are in the initial stages of planning and design, we encourage you to keep this on your calendar of improvements and move it forward as expeditiously as possible. One final comment - I am certain that you recognize that the abandonment of the railroad and subsequent acquisition by the State for a railtrail occurs along SR 44 on the eastern edge of our City. It would not seem unreasonable for the State to closely review this old concrete culvert and seriously consider reducing its height and, thereby, changing the elevation of the road which would make it safer for motorists.

Again, we support and encourage this project and hope that it will proceed at your earliest possible convenience.

Sincerely,

Vincent J. Scheer, Sr.
City Council President

VJS:mjc



719 South Woodland Boulevard
DeLand, Florida 32720

October 18, 1991

Honorable Vincent J. Scheer, Sr., Chairman
Inverness City Commission
212 West Main Street
Inverness, Florida 32650-4801

Subject: SR 44 Multilane Study
From SR 45 (US 41) to I-75
Work Program Nos.: 5111610 and 5118392
State Project Nos.: 02050-1536 and 18070-1516
Your letter dated October 7, 1991

Dear Commissioner Scheer:

I want to thank the City of Inverness and yourself for supporting the above referenced project.

The SR 44 bridge over the Department of Natural Resources "Rails to Trails" property has been addressed conceptually in the Study. Enclosed please find a copy of the bridge typical section and a sketch of the conceptual bridge profile. The existing vertical under clearance is approximately 22 feet. The new bridge proposed vertical under clearance will be 12 feet (minimum). The actual vertical under clearance will be determined during the design phase of the project. The height of the proposed bridge will be substantially less than the height of the existing structure.

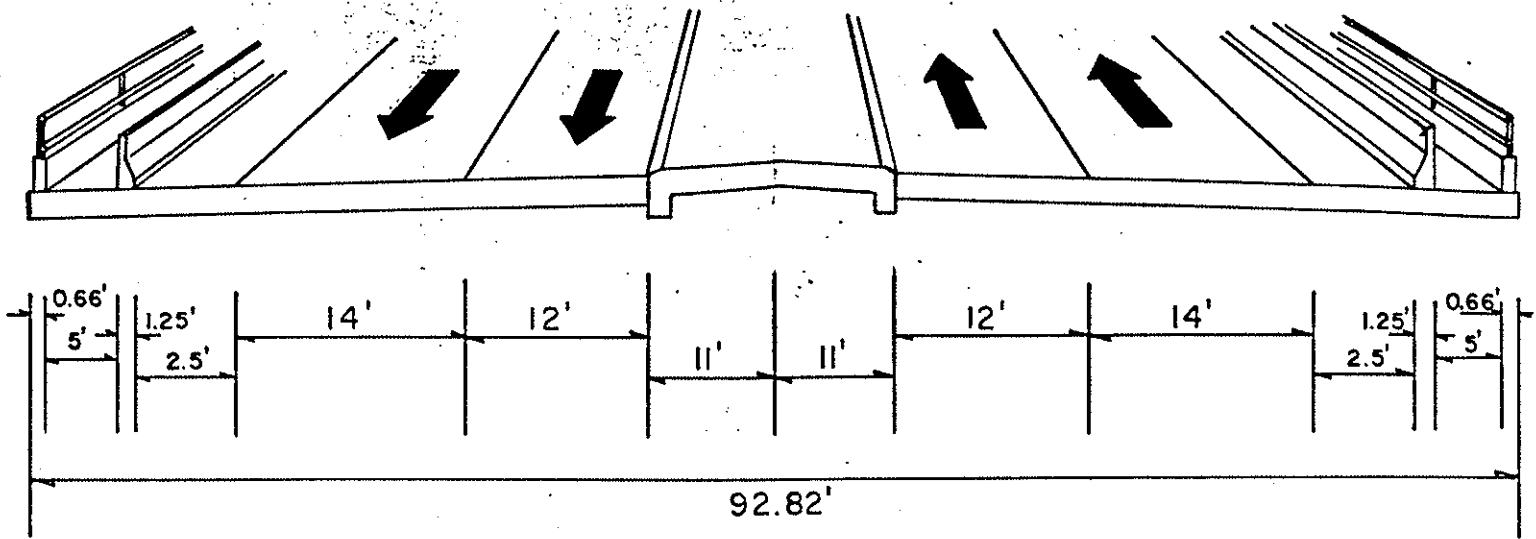
Should you have any questions, please contact me at 904/736-5437.

Sincerely,

John M. McAllister, P.E.
Project Manager

JMM:mg
Enclosure
cc: Joan Campbell
File

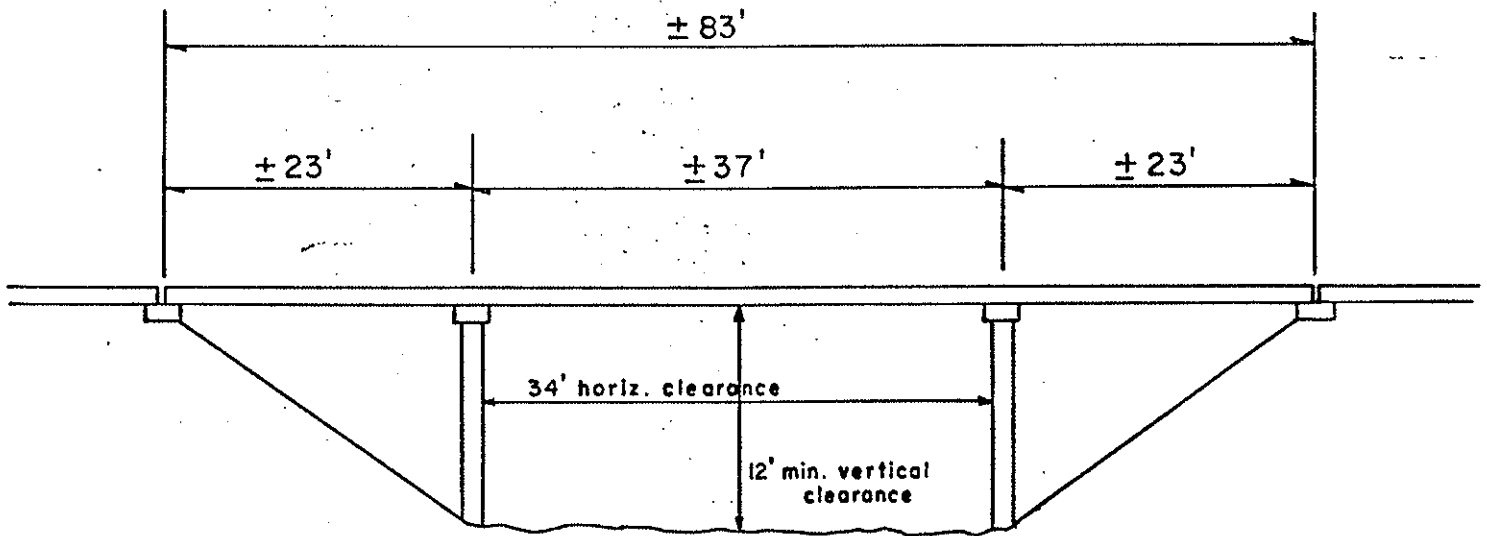
Figure 7



Proposed S.R. 44/Rails to Trails Bridge Typical Section

Station 18+90

(Not to Scale)



Proposed S.R. 44/Rails to Trails Bridge Profile

(Not to Scale)



Tom Gardner, Executive Director

FLORIDA DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399

Lawton Chiles
Governor
Jim Smith
Secretary of State
Bob Butterworth
Attorney General
Gerald Lewis
State Comptroller
Tom Gallagher
State Treasurer
Bob Crawford
Commissioner of Agriculture
Betty Castor
Commissioner of Education

October 21, 1991

Mr. Frederick R. Birnie, P.E.
District Project Development
and Environment Engineer
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Subject: State Road (SR) 44 Crossing of the Withlacoochee State Trail (Dunnellon-Inverness-Trilby Rails-to-Trails Project) and the Withlacoochee River Canoe Trail.

Dear Mr. Birnie:

We are writing in response to your request for comments on the Multilane Study of SR 44 from SR 45 (US 41) to I-75. Since this project crosses both the Withlacoochee State Trail (a rail-trail) and the Withlacoochee River State Canoe Trail, our concerns are the project not impact these recreational trails managed by the Department of Natural Resources, Division of Recreation and Parks.

We have been in contact with Mr. John McAllister regarding the proposed design of the bridge over the rail-trail in Inverness. It's my understanding that he is submitting a request for an easement to the Division of State Lands, which we will then review for approval by the Division of Recreation and Parks. The conceptual design at this time includes bridging the road over the trail with a three span bridge and minimum 34 feet horizontal clearance across the trail. This should still allow for a twelve foot wide pedestrian/bicycling trail and an eight foot wide equestrian trail.

In regards to new construction over the Withlacoochee River, please keep in mind that it is heavily used by recreational boaters. Any new structures should not create an impairment to their being able to safely enjoy the river. Enclosed is a brochure of our state designated canoe trail and guide for the Withlacoochee River for your information. I would be happy to review a conceptual design for you.

RECEIVED

OCT 24 1991

Mr. J. McAllister
P.O. Box

Mr. Frederick R. Birnie
October 21, 1991
Page Two

My final concern relates to how bicycles and pedestrians will be accommodated in the roadway design. We expect many of the rail-trail users to travel to it by non-motorized means, especially in the Inverness area. Sidewalks and designated bicycle lanes should be provided within and one mile beyond the urban areas. Paved shoulders in the rural areas would also be helpful.

Thank you for your cooperation on this project. Please feel free to contact me at the letterhead address, Mail Station 585, or by phone at (904) 487-4784, Suncom 277-4784 if you have any questions.

Sincerely,

Mary Anne Koos

Mary Anne Koos
State Trails Coordinator
Bureau of Local Recreational Services
Division of Recreation and Parks

MAK/ks

Enclosures

cc: Catherine Daniels
Albert Gregory
Torrey Johnson
Bob Seifer
Steve Yoczik
B. J. White

FLORIDA

LAWTON CHILES
GOVERNOR



DEPARTMENT OF TRANSPORTATION

BEN G. WATTS
SECRETARY

719 South Woodland Boulevard
DeLand, Florida 32720

November 1, 1991

Ms. Mary Anne Koos
State Trails Coordinator
Florida Department of Natural Resources
Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399

Subject: SR 44 Multilane Study
from SR 45 (US 41) to I-75
State Project Nos.: 02050-1536 and 18070-1516
Federal Aid No.: F-8888(50)
F.D.N.R. letter dated October 21, 1991
Citrus and Sumter Counties

Dear Ms. Koos:

The Florida Department of Transportation (F.D.O.T.) is in receipt of the above referenced letter dated October 21, 1991 from F.D.N.R. and appreciate your comments concerning the above referenced study.

Enclosed please find one (1) copy of the F.D.N.R. letter dated August 19, 1991 from Mr. Daniel T. Crabb, Chief Bureau of Lane Management Services, Division of State Lands indicating that an easement for the bridge over the rail-trail is not required.

Enclosed please find one (1) copy of a project handout which includes a Location Map, Typical Sections and typical section descriptions. The urban typical sections have fourteen (14) foot outside lanes which provide for experienced bicyclists. The rural typical section has a four (4) foot paved outside shoulder which will accommodate experienced bicyclists. The urban typical sections include five(5) foot sidewalks on each side of the roadway.

The existing Withlacoochee River bridge will be utilized for the two westbound lanes of the rural typical section. A new bridge will be constructed south of and parallel to the existing Withlacoochee River bridge. The new bridge will be for the two eastbound lanes of the rural typical section. The new bridge will have the same navigational clearances as the existing Withlacoochee River bridge. Enclosed is a copy of the proposed bridge typical section at the Withlacoochee River.

I trust that all your concerns have been satisfactorily addressed. Should you have any further questions, please contact me at 904/736-5437.

Sincerely,

John M. McAllister, P.E.
Project Manager

JMM:mg

Enclosure

cc: Fred Birnie
Joan Campbell
File

PUBLIC INVOLVEMENT
STATEMENT FORM

RECEIVED

OCT 25 1991

FED. OF HIGHWAYS
P.D. & E.

COMMENTS AND/OR QUESTIONS:

Reference is made to Project
Development's Environment - Widening
E-44. I protest the following points:
1) The sidewalk is not necessary and
only add to taking more environmental
area - especially - take Henderson - appears
to be a new kind of sidewalk - that
not - we have the new walk - like
area on Rte 44 for Trucks - the sidewalk
only, white concrete - like the sidewalk would
be a very small strip that does
not widening only increase the amount
of pavement - the project - even worse
the benefits! It cost to the taxpayers - and we need the
"Port Bridge" road

Name: JUDSON & BARBARA LINCOLN

Address: 7476 F. COFFEE TR. LAKE HAVY INTERNOB
FLA 32652

Organization: member of Highway Safety Council
TOWN GARDENS ASSN.

Telephone No.: 726-5670

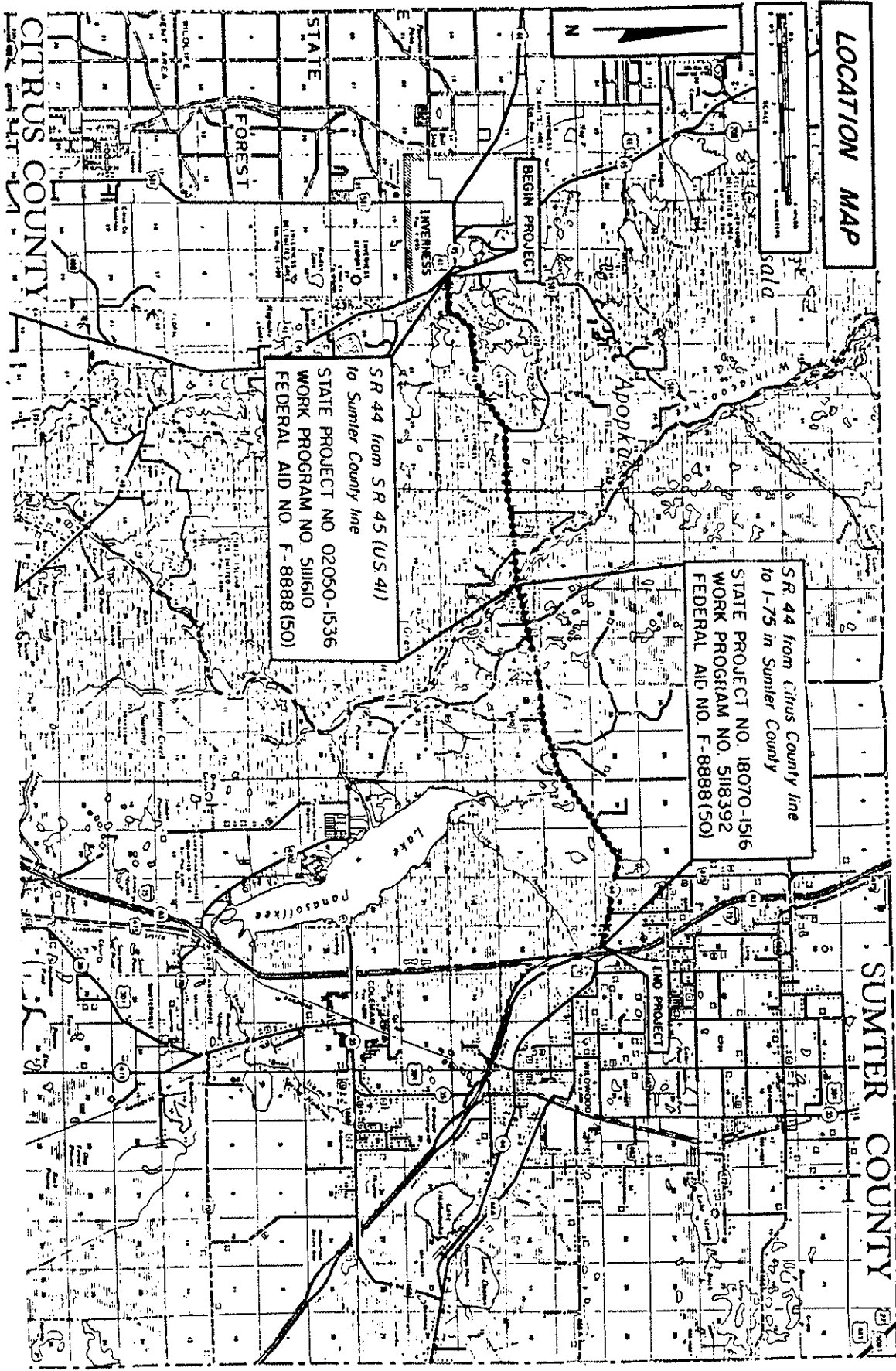
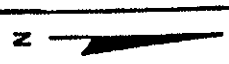
Date: 10/23/91

Return form to meeting official, or mail to:

John M. McAllister, P.E.

Project Development and Environment
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720
Phone (904) 736-5437

LOCATION MAP



SR 44 from Citrus County line
to I-75 in Sumter County

STATE PROJECT NO. 18070-1516
WORK PROGRAM NO. 5118392
FEDERAL AID NO. F-8888(50)

SR 44 from SR 45 (US 41)
to Sumter County line

STATE PROJECT NO. 02050-1536
WORK PROGRAM NO. 5118610
FEDERAL AID NO. F-8888(50)

BEGIN PROJECT

LINEBESS

FOREST

STATE

CITRUS COUNTY

SUMTER COUNTY