

## PUBLIC HEARING

US 41

STATE ROAD 45

## PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

DATE: Monday, March 30, 2009

TIME: 5:00 p.m. - 7:00 p.m.

PLACE: The Resort & Club at Little Harbor  
611 Destiny Drive  
Ruskin, Florida 33570

REPORTED BY: CATHY J. JOHNSON MESSINA, RMR  
REGISTERED MERIT REPORTER  
NOTARY PUBLIC

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# FORMAL PRESENTATION BY MING GAO

MR. GAO: Good evening. Welcome. My name is Ming Gao and I'm the Intermodal Systems Development Manager for District Seven of the FDOT. Welcome to the Public Hearing. This is the Public Hearing for U.S. 41 Project Development and Environment Study. This public hearing is for US 41 improvements on 12th Street to Kracker Avenue.

Today is Monday, March 30th, 2009, and it's about 6:00 p.m. We have gathered here at The Resort and Club at Little Harbor in Ruskin, Florida. This is your opportunity to receive information on the project and officially comment on the recommended "Build" Alternative and other documents available here tonight. The recommended "Build" Alternative is based on comprehensive environmental and engineering analyses completed to date, as well as on public comments that have been received.

The Project Development and Environment, or PD&E study, and public hearing are being conducted under applicable Federal and State laws. Those citations are listed on the board next to the sign-in table.

When you arrived this evening you should have received an information packet containing an informational newsletter and a comment form. If you weren't able to sign in or did not receive the information packet, please stop by our sign-in table before leaving tonight.

1                   You should have also had the opportunity to view the  
2 audio-visual presentation that is continuously running through  
3 this public hearing.

4                   Those who wish to provide comments during this  
5 portion of the public hearing should complete a speaker's card  
6 and submit it to the Department representative. If you did  
7 not receive a card, please raise your hand and a Department  
8 representative will be happy to provide you with one.

9                   In addition to making oral statements, you may also  
10 submit your comments to the District in writing. Comment  
11 forms may be placed in one of the comment boxes this evening,  
12 or you may complete the form at a later date and mail it to us  
13 at the pre-printed address located on the back of the sheet.  
14 Please keep in mind that written comments must be postmarked  
15 by Friday, April 10th, 2009, to be included in the official  
16 public hearing record.

17                   On this project, we anticipate the relocation of  
18 zero families and one business. This relocation is  
19 marked on the aerial displays.

20                   If you are required to make any type of move as a  
21 result of a Department of Transportation project, you can  
22 expect to be treated in a fair and helpful manner and in  
23 compliance with the uniform Relocation Assistance Act.

24                   You will be contacted by an appraiser who will  
25 inspect your property. We encourage you to be present

1                   during the inspection and provide information about the  
2                   value of your property.

3                   You may also be eligible for relocation advisory  
4                   services and payment benefits. If you are being moved  
5                   and you are unsatisfied with the Department's  
6                   determination of your eligibility for payment or the  
7                   amount of that payment, you may appeal that  
8                   determination.

9                   You will be promptly furnished necessary forms and  
10                  notified of the procedures to be followed in making that  
11                  appeal.

12                  Just a reminder: If you move, if you move before  
13                  you receive notification of the relocation benefits that  
14                  you might be entitled to, your benefits may be  
15                  jeopardized.

16                  The relocation specialists who are supervising this  
17                  project are Jim Futch, Zena Gallo, and Robert Hancock.  
18                  They will be happy to answer your questions and will also  
19                  furnish you with copies of relocation assistance  
20                  brochures.

21                  I guess y'all raise your hands. Those are the  
22                  gentlemen. Okay.

23                  Before I continue, I would like to recognize any  
24                  elected officials or their representatives who are here  
25                  tonight. I would like to ask them to please stand and

1 introduce themselves for the record. I don't see any.

2               Okay. At this time, we'll begin taking public  
3 comments. I will call each speaker in the order they  
4 requested to speak. In order to accomodate all requests  
5 to speak, we ask that each speaker keep their comments to  
6 three minutes. Those who wish to provide additional  
7 comments may return to the microphone following the last  
8 speaker, or you may present your additional comments  
9 directly to the court reporter at the end of tonight's  
10 hearing.

11               As I call your name, please step up to the  
12 microphone and state your name and address before making  
13 any comments. If you have questions, please see one of  
14 the Department representatives following the portion of  
15 the hearing.

16               John Paula.

17               MR. PAULA: I'm the first.

18               John Paula, Post Office Box 388, Ruskin. I've been  
19 to the Post Office and looked at your stuff, talked to  
20 your staff. They've been very helpful.

21               We very much want to do what's the right thing for  
22 Ruskin and Apollo Beach and Adamsville and the residents  
23 down here. I have mixed emotions about what I see. I've  
24 already asked the staff tonight and got some answers  
25 about the alternative that you have. And the main

1 question I asked was had you considered in your studies  
2 the existing roads that we have planned that are  
3 permitted, maybe not the word permitted, but are approved  
4 to be improved such as we've got two roads going through  
5 our corporate park out in Ruskin that parallels the  
6 interstate; that's 21st Street and 24th Street. That's  
7 partially built out now.

8 They both will eventually be four-lane roads and  
9 then they run off on across 19th Avenue and go into the  
10 new development of Waterset. And they've got -- in the  
11 DRI there is -- it's planned for roads all the way to  
12 Big Bend.

13 Again, new land has the already built-out part of  
14 that for the south corridor, the four-lane road, probably  
15 it would join up with 24th Street.

16 In addition, we have two east-west roads, Apollo  
17 Beach Boulevard to go across the railroad and tie into  
18 those two north-south roads, and then there's Adamsville  
19 and Waterset Drive that would build an overpass and go  
20 over the railroad and tie into these roads.

21 And my question was, has all of those roads been  
22 included in your study with how it will impact 41?

23 And I'm probably exceeding my three minutes, but let  
24 me add one other thing. I know we don't have the money  
25 and we're not going to get this done anytime soon, and I

1 know you only go to interchange -- or what's that, 12th  
2 or 14th Street and to up to Kracker Road, but then we  
3 have Ruskin to worry about. I think that's been kicked  
4 around. I've been through all kinds of studies with  
5 various people and our little community plan the County  
6 has approved. The people said they don't want six lanes  
7 in Ruskin, and I'm not sure we want six lanes that's  
8 going to run into a dead end in Ruskin. So I don't know  
9 how people feel about that.

10 And in all your alternatives you have three  
11 alternatives. The one alternative that I think I like,  
12 and I'm not a professional, your engineers are smarter  
13 than me, but looks to me like what we need is just put in  
14 the proper turn lanes, acceleration lanes, and improve  
15 the existing road. And I'm not sure we want a lot of  
16 truck traffic going through Ruskin. We want the truck  
17 traffic out on the interstate.

18 I could go on and on, but I hope you'd be able to  
19 answer some of that.

20 MR. GAO: Thank you, Mr. Paula.

21 Anyone else who would like to make a statement?  
22 Okay.

23 The public hearing transcript, written statements,  
24 exhibits and reference materials will be available for  
25 public inspection at the District Seven Office, 11201

1                   North McKinley Drive, Tampa, Florida, within three weeks.

2                   It's approximately 6:10. I hereby officially close  
3                   the formal portion of the public hearing for US 41 PD&E  
4                   Study. The Florida DOT appreciates you attending this  
5                   meeting.

6                   Thank you.

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## POWER POINT PRESENTATION

Welcome to the Public Hearing for the US 41 State Road 45 Project Development and Environment, or PD&E Study. At this hearing you will see information about the proposed improvements to the US 41 corridor between 12th Street and Kracker Avenue in southern Hillsborough County.

1                   The Hillsborough County Metropolitan Planning  
2                   Organization's 2025 Long-Range Transportation Plan was  
3                   adopted in November of 2004 and last amended in June of  
4                   2007. This plan identified a need for widening this  
5                   portion of US 41 to six lanes. However, these  
6                   improvements are not funded in the MPO's Cost-Affordable  
7                   Plan.

8                   The US 41 PD&E Study began in March of 2008. Prior  
9                   to the PD&E Study, a traffic study was conducted to  
10                  determine future traffic and level of service information  
11                  and identify possible roadway and intersection  
12                  improvements for the corridor.

13                  During the PD&E Study, the proposed build  
14                  improvements were refined, costs developed and potential  
15                  environmental effects were quantified. The purpose of  
16                  today's public hearing is to present the recommended  
17                  alternative and to receive comments for the record on the  
18                  proposed project and its expected effects.

19                  The existing US 41 facility is a four lane mostly  
20                  rural roadway with twelve foot wide travel lanes with  
21                  paved and lawn shoulders of varying widths. The existing  
22                  right-of-way width varies from approximately 182 feet to  
23                  227 feet. Along this segment, US 41 is designated as an  
24                  emergency evacuation route.

25                  The annual average daily traffic is the average

1       amount of traffic that crosses a given point in a 24-hour  
2       period. In 2007, the annual average daily traffic along  
3       this portion of US 41 was between about 21 thousand and  
4       27 thousand vehicles per day.

5           We have determined that traffic will double. By the  
6       year 2030, traffic on US 41 is expected to grow to  
7       between 42 thousand vehicles per day and almost 48  
8       thousand vehicles per day south of Big Bend Road. The  
9       existing four-lane roadway cannot handle these projected  
10      future traffic volumes without heavy traffic congestion.

11           Based on this future traffic, we have determined  
12      that widening US 41 to a six-lane divided highway will be  
13      needed. In general, the additional travel lane will be  
14      added to the outside of the roadway. At both the Apollo  
15      Beach Boulevard and Big Bend Road intersections, an  
16      additional lane called an auxiliary lane will carry  
17      additional US 41 traffic though the intersections.

18           The Recommended Alternative is a six-lane "suburban"  
19      cross section with 12-foot travel lanes, 5-foot outside  
20      paved shoulders and 4-foot paved inside shoulders. The  
21      roadway is proposed to retain the existing 40-foot  
22      median, and 5-foot sidewalks will be added in most areas  
23      where they do not exist.

24           Except for near the Apollo Beach and Big Bend  
25      intersections, in most areas no additional right-of-way

1 will be required for the roadway improvements.

2 Additional right-of-way will be needed for constructing  
3 off-site stormwater management facilities.

4 North of Big Bend Road to Pembroke Road, US 41  
5 is designated as a Strategic Intermodal System Connector  
6 route by the FDOT. This segment of US 41 connects I-75  
7 to the Port of Tampa facilities. The typical section  
8 varies slightly here with wider inside and outside paved  
9 shoulders.

10 The study team evaluated the engineering and  
11 environmental factors involved with the recommended  
12 alternative. This matrix compares the cost and potential  
13 environmental effects of the No-Build Alternative with  
14 the Recommended Alternative. You can find the matrix in  
15 your handout.

16 This table shows the preliminary cost estimates for  
17 the Recommended Alternative. The total estimated cost is  
18 approximately \$167 million.

19 There are advantages and disadvantages associated  
20 with the Recommended Alternative.

21 The advantages include: Improved regional  
22 connectivity; an increase in roadway capacity; improved  
23 safety with a decrease in future traffic congestion; and  
24 consistency with the needs component of the Hillsborough  
25 MPO Transportation Plan.

1                   The disadvantages of the Recommended Alternative  
2 include: Costs associated with the design, land  
3 acquisition and construction; acquisition of additional  
4 right-of-way; temporary traffic disruptions as a result  
5 of these improvements; and minimal environmental effects.

6                   The No-Build or No-Project Alternative is also  
7 considered a viable alternative and will remain so for  
8 the duration of the study. Under this alternative, no  
9 improvements would be made to US 41.

10                  Advantages of the No-Build Alternative include: No  
11 new construction costs; no disruption to traffic due to  
12 construction activities; no right-of-way acquisition; and  
13 no disturbance to natural resources.

14                  The disadvantages of the No-Build Alternative  
15 include: Increase in traffic congestion; increase in  
16 potential for traffic crashes due to increased  
17 congestion; and increase in roadway maintenance and user  
18 costs; an inconsistency with the needs component of the  
19 Hillsborough County long-range transportation plan.

20                  Today's Public Hearing is an opportunity for you to  
21 comment on this project. Project representatives are  
22 on-hand for anyone who wishes to ask questions.

23                  Department representatives are also available to address  
24 questions concerning right-of-way acquisition and access  
25 management.

1           There are several ways to make a comment as part of  
2 the public hearing record. You can speak directly to the  
3 court reporter who is on-hand at this hearing.

4           The court reporter will also record comments stated  
5 at the public forum that begins at 6:00 p.m. An FDOT  
6 representative will moderate this formal public comment  
7 session and speaking time may be limited.

8           If you are interested in speaking publicly, please  
9 complete a green speaker's card and drop it in the box at  
10 the sign-in table.

11           You can also complete a Comment Form provided in the  
12 brochure and drop it in one of the "Comment" boxes; or  
13 you can mail written comments to the address listed on  
14 the back of the form. All submittals must be postmarked  
15 by April 10th, 2009, to become part of the Public Hearing  
16 Record. All the comments received, regardless of how  
17 they are submitted, will be reviewed and considered.

18           Following this hearing, the Project Team will review  
19 all public input. They will then document the preferred  
20 alternative and finalize the PD&E documents. Since no  
21 federal funds are anticipated for this project, a State  
22 Environmental Impact report is being prepared. The PD&E  
23 Study is expected to be completed in the next few months.

24           Typically, the project would then proceed to the  
25 Design Engineering Phase, followed by Right-of-Way

1                   Acquisition, and Construction. Funding has not yet been  
2 identified for the recommended US 41 improvements.  
3                   Design for this project will move forward when funding is  
4 identified. It is possible that some of these  
5 improvements will be constructed in conjunction with  
6 adjacent future land developments.

7                   If you have any questions about the public hearing  
8 procedure, or the study in general, you may direct them  
9 to the Department staff members who are here today.

10                  This concludes today's presentation. The Florida  
11 Department of Transportation thanks you for participating  
12 in today's public hearing and for your interest in this  
13 project.

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## ORAL COMMENTS

2                   Mr. Robert Daugherty  
3                   5253 Brighton Shore Drive  
3                   Apollo Beach, Florida 33572

4               Okay. I've learned that developers have backed out  
5               of the portion of the funding that they were going to  
6               give to FDOT and Hillsborough County to complete this  
7               construction project.

8                   And candidly, and I understand that since the  
9                   building slump has occurred, but we're not going to see  
10                   the kinds of levels of traffic volume that FDOT has  
11                   predicted unless and until building starts again. And  
12                   when that does, then I think the County and FDOT could go  
13                   back to the developers and say cough up, fellows.

14 And for that reason, I don't think this project  
15 should be started until such time as development once  
16 again does pick up, because why should I, as a taxpayer  
17 and everyone else in this room as a taxpayer, have to  
18 fully fund this and later give the developers a free ride  
19 once FDOT has started it and the roads are built?

20                   Candidly, there's too much giving in our society  
21                   right now to big business and the load on the little guy,  
22                   the guy in the middle, is getting quite heavy. I think  
23                   FDOT needs to give some very, very serious thought to  
24                   that.

Again, I would recommend that the project not go

1 through, not be commenced until such time as development  
2 again picks up and developers again agree to pay a fair  
3 share of the expense of this project.

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1 STATE OF FLORIDA )  
2 COUNTY OF HILLSBOROUGH )  
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4 I, CATHY J. JOHNSON MESSINA, Registered Merit  
5 Reporter, Registered Florida Reporter, and Notary Public in  
6 and for the State of Florida at large, hereby certify that the  
7 Public Hearing was recorded in Stenotypy by me and that the  
8 foregoing pages constitute a true and correct transcription of  
9 my recordings thereof.

10  
11 WITNESS my hand and seal this 8th day of April,  
12 2009, at Tampa, Hillsborough County, Florida.

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15 Court Reporter  
16 My Commission Expires:  
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