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**STATE ROAD 45 (U.S. 41)/STATE ROAD 700 (U.S. 98)
PROJECT DEVELOPMENT
AND
ENVIRONMENTAL STUDIES**

**PASCO AND HERNANDO COUNTIES, FLORIDA
State Project Nos. 14010-1514, 08010-1519
& 08010-1509
W.P. Nos. 7115924, 7112085 & 7112086
Federal Aid No. F-8888(27)**

**PUBLIC INVOLVEMENT
REPORT**

**S.R. 52 in Pasco County
to C.R. 485B in Hernando County**

**Submitted To:
THE FLORIDA DEPARTMENT OF TRANSPORTATION**

**Submitted By:
GREINER, INC.
Tampa, Florida**

APRIL 1990

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INTRODUCTION

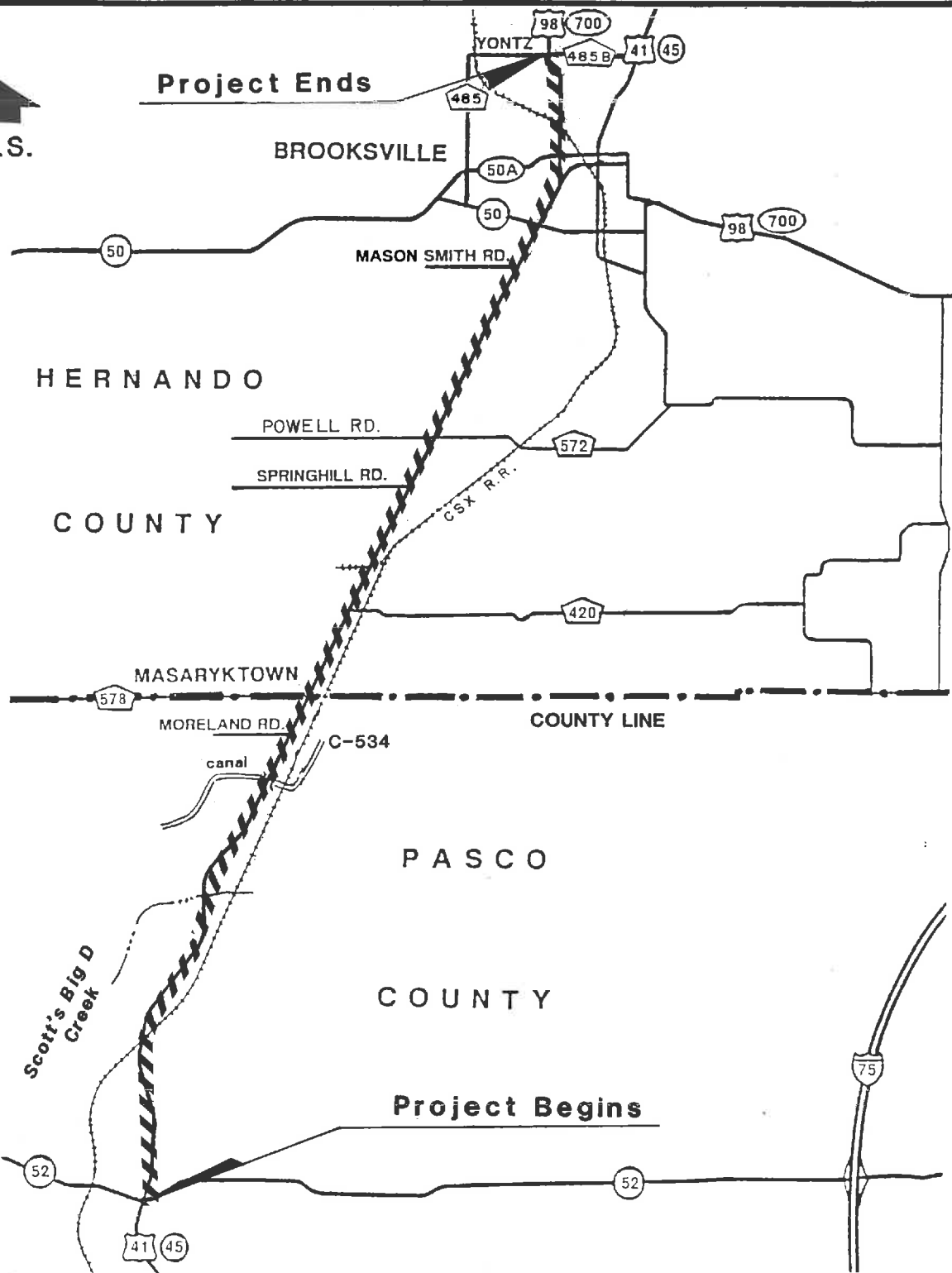
The Florida Department of Transportation (FDOT) has conducted a study which investigated the feasibility of improving S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) from the vicinity of S.R. 52 in Pasco County to C.R. 485B in Hernando County (Exhibit 1). This document summarizes the public involvement program which was implemented as a part of the study and responds to comments received as a result of the program. The purpose of the public involvement program was to establish and maintain communication with the public at large, individuals, and agencies interested in the project and its potential impacts.

Existing Facility

Within the study area, existing S.R. 45 and S.R. 700 are two-lane roadways. S.R. 45 presently has 28 feet of pavement with 6-foot grassed shoulders. The existing right-of-way in rural areas of S.R. 45 varies in width from 100 to 250 feet, while existing right-of-way in urban areas is approximately 128 feet wide. S.R. 700 has 24 feet of pavement with 8-foot grassed shoulders and right-of-way widths of 50 to 190 feet. There are two bridge structures within the project limits.

Proposed Improvements

This project involves upgrading the existing S.R. 45 and S.R. 700 two-lane facilities to multi-lane divided facilities. S.R. 45 from S.R. 52 to Moreland Road is proposed to be improved to a rural four-lane divided section with provisions for future expansion to a six-lane divided section. From Moreland Road to 1,400 feet north of Springhill Road, the facility is to be improved to an urban six-lane divided section. A rural six-



Greiner, Inc.

LEGEND

//// Project Area

FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC INVOLVEMENT REPORT
S.R. 45 (U.S. 41) / S.R. 700 (U.S. 98)

From S.R. 52 to C.R. 485B
 Pasco and Hernando Counties, Florida

VICINITY MAP

lane divided section is proposed from 1,400 feet north of Springhill Road to 1,400 feet south of Mason Smith Road. From 1,400 feet south of Mason Smith Road to S.R. 700, the facility is to be improved to an urban six-lane divided section. S.R. 700 from S.R. 45 to C.R. 485B is proposed to be improved to an urban four-lane facility with a two-way, left-turn median. Typical sections of the proposed improvements are provided on Item B-8 of Appendix B. The existing bridge structure located at Scotts Big 'D' Creek is recommended for replacement. The existing bridge at Canal C-534 is recommended for improvement without replacement and a new parallel bridge structure added to accommodate the additional lanes. Further details regarding the proposed improvements are provided in the Preliminary Engineering Report.

PUBLIC INVOLVEMENT PROGRAM

The public involvement program was accomplished by notifying interested and affected parties of the proposed improvements and by conducting a Public Information Workshop and a Public Hearing.

Public Information Workshop

A Public Information Workshop was conducted on January 26, 1988. The meeting was held in an open format style in which interested citizens could discuss the project directly with representatives from the FDOT. Preliminary conceptual plans of the proposed improvements were displayed for public inspection. An informational handout was provided to each participant (see Appendix A).

Public Hearing

A Public Hearing was conducted for this project on June 6, 1989. Written notification of the Public Hearing was sent to adjacent property owners, interested parties, and elected and appointed officials. All property owners within 300 feet of the centerline of the proposed improvements, as well as other interested parties, were mailed the written notification of the meeting (Appendix B, page B-2). Elected and appointed officials with jurisdiction in the study area were mailed a personal notification (Appendix B, page B-4). All mailings were postmarked at least 21 days prior to the Public Hearing.

A press release which described the proposed improvements and provided notice of the Public Hearing was provided to various news media (Appendix B, page B-6). The types of media notified included television stations (WTOG, WTSP, WTVT and WFLA), radio stations (WFLA, WDAE, WWJB, WGUL, and WWRM), and newspapers (Daily Sun Journal, Tampa-Hernando Tribune, Pasco Times, Tampa Tribune, and Pasco News).

Two different advertisements announcing the public hearing were placed in the Pasco Edition of the Tampa Tribune prior to the Public Hearing. A one-quarter page display advertisement was published on June 4, 1989 (Appendix B, page B-8). Another advertisement was placed in the legal section of the classifieds on May 16 and June 3, 1989 (Appendix B, page B-10).

A notification of the Public Hearing was published in the Florida Administrative Weekly on May 19, 1989 in compliance with Section 120.53 and 120.54(1) of Chapter 120 of the Florida Statutes (Appendix B, page B-12).

Information about the project was made available to the public at the Lykes Memorial Public Library several weeks before the hearing. Materials provided to the library included: conceptual design plans, Preliminary Engineering Report, Environmental Analysis Report, Noise Report, Location Hydraulic Report, Hazardous Materials Report, and Air Quality Report.

An informal format was utilized during the Public Hearing which was held between the hours of 4:00 p.m. and 7:00 p.m. Materials available at the meeting included conceptual design plans, board-mounted exhibits, Preliminary Engineering Report, Environmental Analysis Report, Noise Report, Location Hydraulic Report, Hazardous Materials Report, and Air Quality Report.

The Public Hearing was staffed by representatives of the FDOT and their consultant, Greiner Inc. Staff members included the project managers and specialists in the areas of traffic, roadway design, public involvement, right-of-way/relocation assistance, and environmental impact.

The public were invited to comment in any of three ways: First, oral statements were taken by a court reporter present at the meeting; second, the Public Hearing handout (Appendix B, page B-20) provided to each participant included blank statement forms which were later collected at the meeting; and third, the public was informed in the handout that they may submit their comments by mail to the FDOT District 7 office within ten calendar days of the meeting.

Eighty-one people signed in at the reception desk at the hearing (Appendix B, page B-14). This represented a total of 96 people. Seventeen comments from 16 people were

received (Appendix B, page B-32). This included 5 oral comments taken by the court reporter, 6 written comments submitted at the hearing, and 6 comments received by mail. One person submitted both an oral and written comment. Some comments endorsed the proposed improvements. The primary reason for their endorsement was the need to relieve the traffic congestion on the existing roadway. Other less frequent comments were related to medians, access, right-of-way, safety, and business damages.

A summary of the comments received and responses to these comments are contained in the following section. Appendix B contains materials relevant to the Public Hearing process.

U.S. 41/U.S. 98 (S.R. 45/S.R. 700)

PUBLIC HEARING COMMENTS AND RESPONSES

COMMENT SUMMARIES AND RESPONSES

1. Comment: The owner of Route 41 Manufacturing, Inc. feels that traffic safety at the railroad crossing was not considered with the proposed improvements. He is also concerned that 40 percent of his manufacturing space will be taken with right-of-way acquisition.

Response: Regarding the safety of the proposed railroad crossing: The Department should investigate the feasibility of a grade separated crossing. If a grade separated crossing is not warranted, then the proposed at-grade crossing and the approach roadways should be designed to provide advance warning sufficient to protect queued vehicles.

Regarding the taking of right-of-way: It is unfortunate that some residences and businesses will be affected by significant right-of-way takings. The FDOT Relocation Assistance Program is designed to help the relocatee find new residential or business locations and to defray, to the greatest extent possible, the reasonable and necessary costs incurred by those required to move.

2. Comment: The owner of the Masaryktown Restaurant is requesting that a curb cut be provided so that patrons can park on the north side of his building.

Response: Driveways and curb cuts will be provided in accordance with the FDOT Policy and Guidelines for Vehicular Connections to Roads on the State Highway System.

3. Comment: One Masaryktown resident is concerned that the six-laning will increase the noise at her home and she would like to know if there will be any compensation for this increase in the noise level.

Response: The proposed improvements will cause increased noise levels along the project corridor. Projected noise levels will exceed federal criteria at some sensitive locations but cannot feasibly be mitigated and is an unavoidable consequence of the project. There is no program that compensates occupants of private single-family dwellings for noise impacts.

4. Comment: Some residents indicated that they are in favor of the project because of the need to relieve traffic congestion.

Response: The proposed project will reduce traffic congestion.

5. Comment: Several people commented that the existing right-of-way lines shown on the plan set were not accurate.

Response: There have historically been inconsistencies in the public record with respect to the property lines in some portions of the corridor. The final design effort will include verification of existing right-of-way lines and property lines of parcels involved in right-of-way acquisitions.

6. Comment: One Brooksville business owner claims that her business will be taken with the right-of-way acquisition but her residence, located directly behind the business, will not be taken. If the business is gone she no longer wants to live in this home. She would like to know how she will be financially compensated.

Response: Owners of property acquired by the Department will be compensated for the amount of land the Department acquires.

7. Comment: The owners of the Pizza Hut in Brooksville feel that the median should be a painted median as opposed to a raised median for easier access to their restaurant.

Response: The Department will consider implementing a flush median alternative for U.S. 41 from S.R. 50 to S.R. 700. FHWA design approval is required.

8. Comment: Several business owners are requesting median openings to allow for traffic to exit their businesses in the southbound direction.

Response: Median openings will be provided in accordance with the FDOT District VII Median Opening Policy.

9. Comment: One Brooksville property owner is concerned because the proposed roadway will require removing her water well and the property may be too small to relocate this well.

Response: The Department's right-of-way acquisition appraisal effort will assess any damages, resulting from right-of-way acquisition, imposed on the remaining portions of parcels from which right-of-way is acquired.

10. Comment: Some residents are concerned that their residences are within the proposed right-of-way.

Response: Although the relocation of residents was minimized to the greatest extent feasible, the acquisition of some homes will be necessary to build the proposed project. All acquisitions and relocations will be performed in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

11. Comment: One citizen that was unable to attend the public hearing had questions concerning lanage, median and right-of-way acquisition.

Response: The proposed roadway will include a rural four-lane divided section with provisions for future expansion to an ultimate six-lane divided section in some areas and an urban six-lane divided section in others. Medians will be provided along the project corridor, and median openings will be provided in accordance with the FDOT District VII Median Opening Policy.

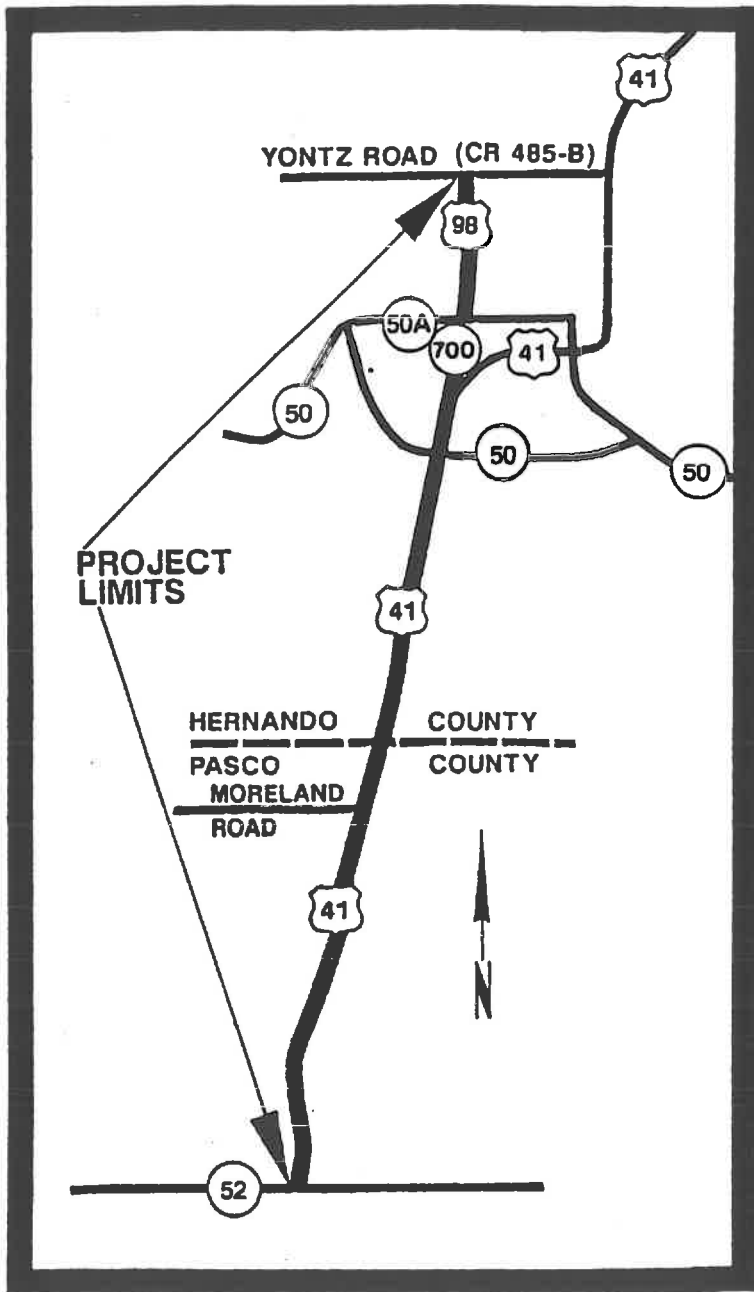
All owners of property acquired by the Department will be compensated for the amount of land the Department acquires.

APPENDIX A
PUBLIC INFORMATION WORKSHOP HANDOUT

U.S. 41, SR 700/U.S. 98 State Road 52 to Yontz Road

PUBLIC INFORMATION WORKSHOP

State Project Numbers: 14010-1514, 08010-1519, 08080-1509
Work Program Item Numbers: 7115924, 7112085, 7112086
Federal Aid Project Number: F-8888(27)



This information workshop concerns proposed improvements to U.S. 41 from State Road 52 in Pasco County to State Road 700 in Brooksville and S.R. 700/U.S. 98 from U.S. 41 in Brooksville to Yontz Road (C.R. 485 B) in Hernando County, a distance of 19.4 miles.

The study limits for the proposed project are shown on the map to the left. The project involves improving the existing two-lane roadway to a multi-lane facility as follows:

- *U.S. 41 - Four lanes from State Road 52 to Moreland Road
- *U.S. 41 - Six lanes from Moreland Road to State Road 700
- *S.R. 700/U.S. 98 - Four lanes from US 41 to Yontz Road (CR 485 B)

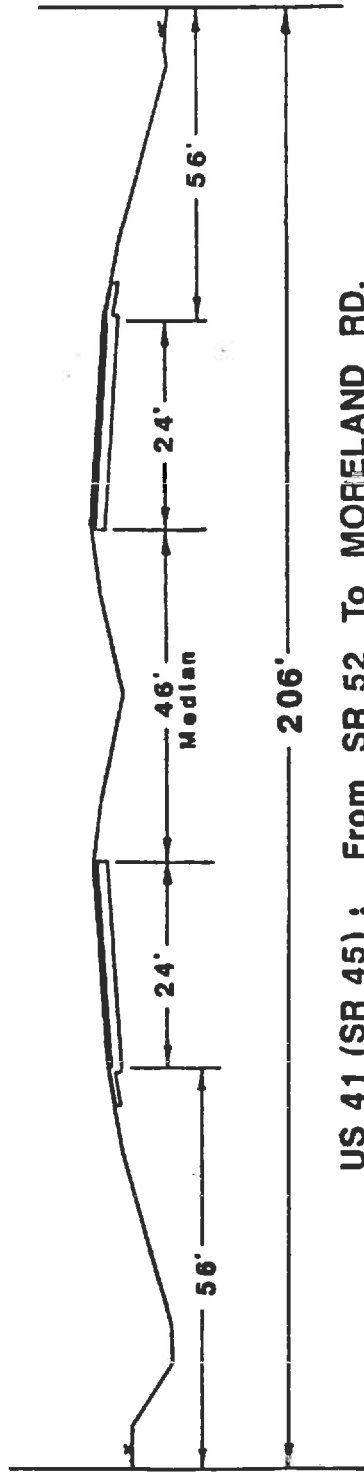
Typical cross sections of the proposed roadway are illustrated on posters displayed in the auditorium.

Aerial photographs with the proposed roadway alignment drawn in yellow, the existing right of way lines in green and the proposed right of way lines in red are available for viewing on the wall and at display tables. Information posters are also available. The proposed alignment shown on the aerials is considered preliminary and subject to change based on additional input received at this workshop and at a subsequent public hearing. It is after the public hearing that final recommendations will be made.

The estimated costs (1987 dollars) of the roadway improvements include \$4.9

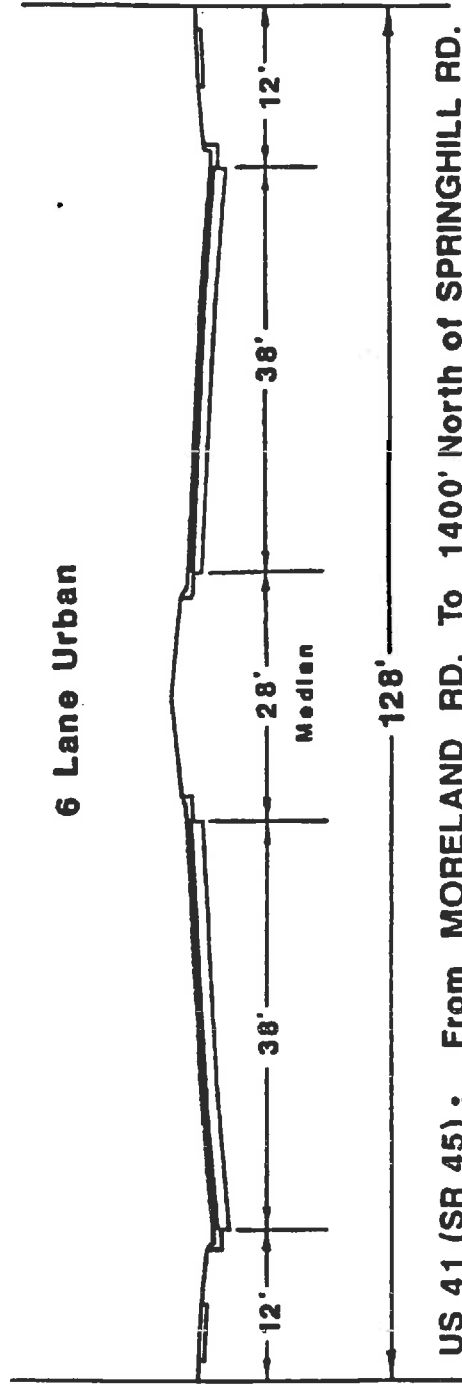
PROPOSED TYPICAL SECTIONS

4 Lane Rural



US 41 (SR 45) : From SR 52 To MORELAND RD.

6 Lane Urban



US 41 (SR 45) : From MORELAND RD. To 1400' North of SPRINGHILL RD.

US 41 (SR 45) : From MASON SMITH RD. To SR 700

APPENDIX B
PUBLIC HEARING MATERIALS

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NOTICE TO PROPERTY OWNERS



May 12, 1989

RE: S.R. 45 (U.S. 41)/S.R. 700 (U.S. 98)**Work Program Item Numbers:**

7115924, 7112085, 7112086

State Project Numbers:

14010-1514, 08010-1519, 08080-1509

Federal Aid Project Number:

F-8888(27)

Pasco and Hernando Counties, Florida**Dear Property Owner or Interested Party:**

This is to inform you that the Florida Department of Transportation will conduct a public hearing concerning the above referenced transportation improvements. The hearing will be held on Tuesday, June 6, 1989 from 4:00 p.m. to 7:00 p.m. at the Southwest Water Management District Board Room, 2379 Broad Street, Brooksville, Florida.

The proposed action involves the upgrading of S.R. 45 (U.S. 41)/S.R. 700 (U.S. 98) to a multi-lane divided highway with a grassed median in rural areas and a multi-lane divided highway with a raised or painted median in urban areas, and the recording of maps of reservation of rights-of-way, pursuant to Section 337.241(1), Florida Statutes. Parties affected by any such map may have certain appeal rights under Ch. 120, Florida Statutes.

Aerial photographs depicting the project's location and the design concepts developed by the Department of Transportation are currently available for public viewing at the Lykes Memorial Library, 238 Howell Avenue, Brooksville, Florida.

An "open format" public hearing will be utilized at which persons may attend and give formal testimony at any time during the scheduled hours. Comments may be made in any of three ways: 1) orally to the court reporters in a one-to-one setting; 2) written statements on forms provided and submitted to the court reporter; or 3) written comments submitted to me, District Secretary, James G. Kennedy, following the hearing. These comments must be received by June 16, 1989. Comments submitted in any of the three ways will be included in the official transcript of the public hearing proceedings.

Department of Transportation representatives will be available beginning at 4:00 p.m. on the day of the hearing to answer questions and discuss the project. All persons will be afforded full opportunity to express their views and furnish specific data on matters pertinent to the project, including technical, economic, ecological and environmental material.

We invite and encourage you to attend and participate in this public hearing.

Sincerely,


James G. KennedyDistrict Secretary, District Seven
Florida Department of Transportation
4950 West Kennedy Blvd., Suite 500
Tampa, Florida 33609

NOTICE TO ELECTED AND APPOINTED OFFICIALS



May 9, 1989

Honorable Bob Graham
United States Senator, State of Florida
241 Dirksen Senate Office Building
Washington, D.C. 20510

SUBJECT: Public Hearing for Proposed Improvements to S.R. 45 (U.S. 41)/S.R. 700 (U.S 98) - State Project Numbers: 14010-1514, 08010-1519, 08080-1509

Dear Senator Graham:

This letter is to advise you that the Florida Department of Transportation has scheduled a public hearing on the above referenced project. The date, time, and place of the hearing appear below.

The proposed action involves the improvement of S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) from a two lane roadway to a multi-lane divided highway with a grassed median in rural areas and a multi-lane divided highway with a raised or painted median in urban areas.

Aerial photographs depicting the project's location and the design concepts developed by the Department of Transportation are currently available for public viewing at the Lykes Memorial Library, 238 Howell Avenue, Brooksville, Florida.

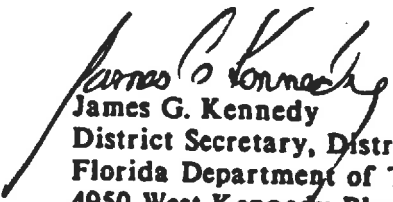
Department of Transportation representatives will be available beginning at 4:00 p.m. on the day of the hearing to answer questions and discuss the project. All persons will be afforded full opportunity to express their views and furnish specific data on matters pertinent to the project, including technical, economic, ecological, and environmental material.

We invite and encourage you to attend and participate in this public hearing.

PUBLIC HEARING

DATE: June 6, 1989
TIME: 4:00 p.m. to 7:00 p.m.
PLACE: Southwest Florida Water Management
District Board Room
2379 Broad Street (U.S. 41)
Brooksville, Florida

Sincerely,


James G. Kennedy
District Secretary, District Seven
Florida Department of Transportation
4950 West Kennedy Blvd., Suite 500
Tampa, Florida 33609

PRESS RELEASE



FLORIDA DEPARTMENT OF TRANSPORTATION

For Immediate Release: May 26, 1989

Contact Person: Marian Flanary
4950 W. Kennedy Boulevard
Suite 500
Tampa, Florida 33609
(813)871-7220

PUBLIC HEARING ANNOUNCED FOR U.S. 41 AND U.S. 98 IMPROVEMENTS

The Florida Department of Transportation will hold a public hearing June 6 on proposed improvements to U.S. 41 (S.R. 45) and U.S. 98 (S.R. 700). The hearing will be from 4 to 7 P.M. at the Southwest Florida Water Management District Board Room, 2379 Broad Street, Brooksville, Florida.

The project involves the upgrading of U.S. 41 and U.S. 98 to a multi-lane divided highway with a grassed median in rural areas and a multi-lane divided highway with a raised or painted median in urban areas.

The public may attend the "open format" public hearing at any time during the scheduled hours. Comments may be received three ways: orally to a court reporter in a one-to-one setting; written statements on forms provided and submitted to the court reporter; or written comments submitted to District Seven Secretary James G. Kennedy (4950 W. Kennedy Boulevard, Suite 500, Tampa, FL 33609) by June 16. In each case, they will be included in the transcript of the public hearing proceedings.

Materials to be displayed for public inspection will include design concepts on aerial photography and various technical reports. In addition, brochures will be available to the public about the project and right-of-way assistance.

The proposed improvements are a result of several months of engineering and environmental study.

QUARTER PAGE ADVERTISEMENT

PUBLIC HEARING

S.R. 45 (U.S. 41) AND S.R. 700 (U.S. 98) PROPOSED IMPROVEMENTS FROM S.R. 52 IN PASCO COUNTY TO C.R. 485B (YONTZ ROAD) IN HERNANDO COUNTY, FLORIDA

STATE PROJECT NUMBERS: 14010-1514, 08010-1519, 08080-1509

Date: June 6, 1989
Time: 4:00 p.m. to 7:00 p.m.
Place: Southwest Florida Water
Management District Boardroom
2378 Broad Street (U.S. 41)
Brooksville, Florida

The hearing will be held in an open format style. Interested parties may attend anytime between 4:00 p.m. and 7:00 p.m. Representatives from the Florida Department of Transportation will be available to answer any questions throughout the hearing. Oral or written comments may be submitted to court reporters at the meeting or in writing no later than June 16, 1989.

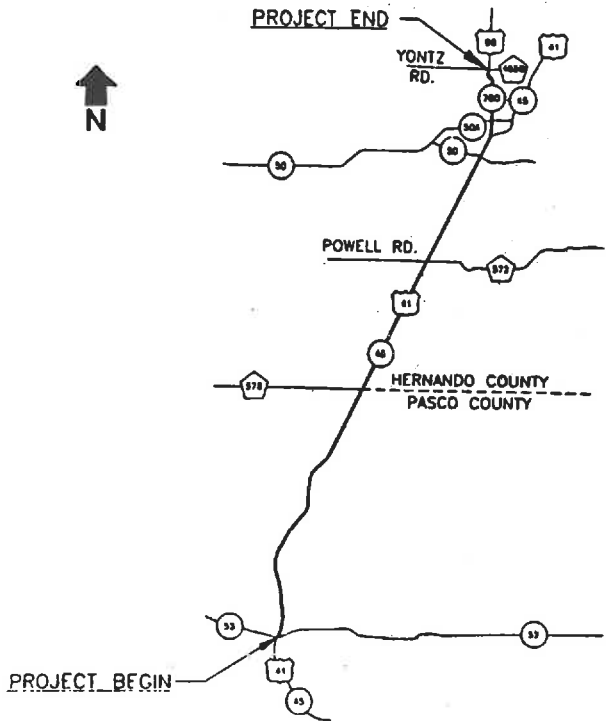
PROJECT DESCRIPTION

The proposed action involves the upgrading of S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) from a two-lane roadway to a multi-lane divided roadway. The improvements would provide a grassed median in rural areas and a raised or painted median in urban areas. The project has been developed in accordance with Executive Orders 11990 and 11988.

Information regarding the project is available for inspection at the Lykes Memorial Library, 238 Howell Avenue, Brooksville, Florida.

Please send any written comments by June 16, 1989 to:

Mr. James G. Kennedy,
District Secretary, District 7
Florida Department of
Transportation
4950 W. Kennedy Boulevard,
Suite 500
Tampa, Florida 33609



AFFIDAVIT OF PUBLICATION

STATE OF FLORIDA
COUNTY OF HERNANDO

On this day personally appeared before me Rhonda Pearson, to me well-known, who by me being first duly sworn, deposes and says that she is the Business Manager of the Sun-Journal, Spring Hill Sun and Hernando Free Press, published in the City of Brooksville, the County of Hernando, and the State of Florida; and that this advertisement was published on

6-3, 6-4 FP

Rhonda Pearson
Rhonda Pearson, Business Manager, The Sun-Journal, Spring Hill Sun and Hernando Free Press.

Sworn to and subscribed before me this 4th day of June 1989 A.D.

My Commission Expires Mar. 2, 1992
BY: *Christa Frausel*

Notary Public

ATTENDANCE SHEETS



PUBLIC HEARING ATTENDANCE

June 6, 1989

**PROPOSED S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) IMPROVEMENTS
from S.R. 52 in Pasco County to C.R. 485B in Hernando County**

**PLEASE SIGN IN
(PRINT CLEARLY)**

Name

Address

<u>Mr & Mrs M.J. Fielder</u>	<u>4370 Broad</u>
<u>B. O'Leary</u>	<u>3252 Commercial Way . Spring Hill</u>
<u>Deshae Eugene Gentrychart</u>	<u>43 Mineral Dr Spring Hill 34602</u>
<u>Sherril Pisona</u>	<u>6107 Broad Brooksville 34601</u>
<u>Mary Carozza</u>	<u>6117 Broad St. US418. 34601</u>
<u>Mr & Mrs John Bucciara</u>	<u>3399 Broad St. Brooksville 34609</u>
<u>Alvin M. Miller</u>	<u>Rt 5 Box 786N Spring Hill 34610</u>
<u>Flora E. Elder</u>	<u>6216 Broad St.</u>
<u>BILL SETMAN</u>	<u>SWEWMA Broad St, BROOKVILLE</u>
<u>Fernna Valoorn</u>	<u>Rt 5 Box 788N - Spring Hill</u>
<u>David M. Myers</u>	<u>451 Howell Ave Brookville, FL.</u>
<u>Frank Oth.</u>	<u>100 So State Road 700 Brooks Vlk 34601</u>
<u>Alex & Nancy Pate</u>	<u>8503 N Paddock St Tampa FL 33614</u>
<u>Bill Reize</u>	<u>City of Brooksville</u>
<u>James R. White</u>	<u>Brooksville, Fla</u>
<u>Mr & Mrs Kofeltt</u>	<u>Brooksville, Fla</u>
<u>Sandra Legier</u>	<u>Rt 5 Box 860 Brooksville FL, 34610</u>
<u>Clare L. Clark</u>	<u>Rt 5 Box 781 F Spring Hill 34610</u>
<u>Mr & Mrs Josephine Vance</u>	<u>18054 Spangler Ave. Brooksville 34609</u>
<u>Mr. FUMAS</u>	<u>Hen CEC De</u>



PUBLIC HEARING ATTENDANCE

June 6, 1989

PROPOSED S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) IMPROVEMENTS
from S.R. 52 in Pasco County to C.R. 485B in Hernando County

PLEASE SIGN IN
(PRINT CLEARLY)

Name

Address

NICHOLAS R. MACALUSO	18046 STROMBERG AVE & U.S. 41
Chryde Smith	20 th 174 S'O'g Fla. 34639
Yolanda Panch	4245 Broad St
Joe Panch	315 Howell Ave - Brookville
ENJO	16425 Watter Frst Dr.
James & Evelyn Moore	U.S. 41 #25 - Box 834 Brookville
Margie Justinis	416 Broad St. U.S. 41 - Marytown 34609
Edwin	207 Broad Marytown 34609
Dick Manning	1046 Broad Marytown 34609
James & Mary Ann Knight	1540 Broad St. Brookville 34609
Nelund. Martin	6247 Broad St. Brookville 34601
Frank & Mable Jones	Rt 10 Box 202 Brookville 34610
ROY BRIDGES	P.O. Box 576 Brookville 34601
Buddy Scott	P.O. Box 955 Brookville, FL 34601
CERRA L. Coward	245 Sunset Ave. TAHOE, FL. 33639
Evelyn St. Roman	Rt 5 Box 837D, Brookville, 34610
Walter Stein	Rt 5 Box 848, Brookville, FL 34610
Allen J. Scott	6260 Broad St. Brookville 34601
John A. Scott	6260 Broad St Brookville FL 34601
Rayce Powell	Rt 10 Box 178 " 34610



PUBLIC HEARING ATTENDANCE

June 6, 1989

PROPOSED S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) IMPROVEMENTS
from S.R. 52 in Pasco County to C.R. 485B in Hernando County

PLEASE SIGN IN
(PRINT CLEARLY)

Name

Address

Charles Mixson	201 Summit Rd - B-ville
Ray RUDYSH	PO Box 5480 SH 34607 SE COR AYRES RD
David [unclear]	PO Box 392 Brookville 34605-0392
Garret J. Juel	RT 5 Box 718 Spring Hill FL 34610
Sarah L. Jeffrey	4061 Broad Brks 34609
TERRY SUREAN	RT 41 MF6 T-2 25 S Box 870 Brooksville FL 34610
ALAN KRASERANN	24191 Svetter Dr Brooksville 34601
Bill & Donald [unclear]	4057 Broad St 34609
Allan & Jean Brumley	RT 5 Box 944 Brookville 34610
Ray & Naomi Brumley	R.S. Box 877 Brookville 34610
Alfa [unclear]	398 BROAD ST MASARYKTOWN FLA. 34609
Norman & Sherry McJure	P.O. Box 801 Brookville FLA 34605
Ethel [unclear]	RT 10 Box 799 Spring Hill Fla. 34610
Russ Thompson	RT 10 Box 709 Spring Hill Fla. 34610
Leety [unclear]	414 Annie Dr. Plant Ct, Fla 33529



PUBLIC HEARING ATTENDANCE

June 6, 1989

**PROPOSED S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98) IMPROVEMENTS
from S.R. 52 in Pasco County to C.R. 485B in Hernando County**

**PLEASE SIGN IN
(PRINT CLEARLY)**

Name

Address

Eugene F. Beil	13806 Judy Ave Hudson FL 34667
R Andrybowski	43 Moreland drive 42606
DAVID GROUNDS	4350 PALANCIA DR. #197 TAMPA, FL 33618
Pat Wilbark	Temp Rd Box 7885 Spring Hill Bk
J. E. H. Floyd Beck	5130 Broad St. Brooksville
Raymond T. Kushi	13 Catbird Lane Hilton Head, S.C. 29926
George G. Hardin	1135 Victoria Dr. Ducein FL 34698
Henry L. Hardin	116 Lake Shore Dr. E., Palen Harbor, FL 34684
Fluence A. Mullen	815 Summit Rd Brooksville FL 34600
Belle Joyce Wright	793 Highway 41 Spring Hill Fla 34610
Jay Wells	950 Walling Dr Brooksville FL 34611
Malcolm	26 So. Brooksville Av. Bksv.
Pat Tucker	Rt. 5, Box 958 Brooksville, FL 34610
Tom Dargie	18446 LAKE WINDSEY RD., BROOKSVILLE, FL 34601
James Gublo	11639 Linden Dr.
CHARIOT MOTORS	132 U.S. 41
FUAN MACHLER	RV # BOX 781A Springhill
Stella M. Lacy	16334 Hedza St., Brooksville Fla.
Eric Woelner	2489 Broad St Bksv. FL 34609
Willie Mahood	Rt 5 Box 7664 Spring Hill, FL 34610

PUBLIC HEARING HANDOUT

PUBLIC HEARING

**STATE ROAD 45 (U.S. 41) AND
STATE ROAD 700 (U.S. 98)**

**FROM STATE ROAD 52 IN
PASCO COUNTY, FLORIDA TO
COUNTY ROAD 485B (YONTZ ROAD) IN
HERNANDO COUNTY, FLORIDA**

STATE PROJECT NUMBERS: 14010-1514, 08010-1519, & 08080-1509

Tuesday, June 6, 1989
4:00 p.m. to 7:00 p.m.
Southwest Florida Water Management District Boardroom
2379 Broad Street (U.S. 41)
Brooksville, Florida 34609

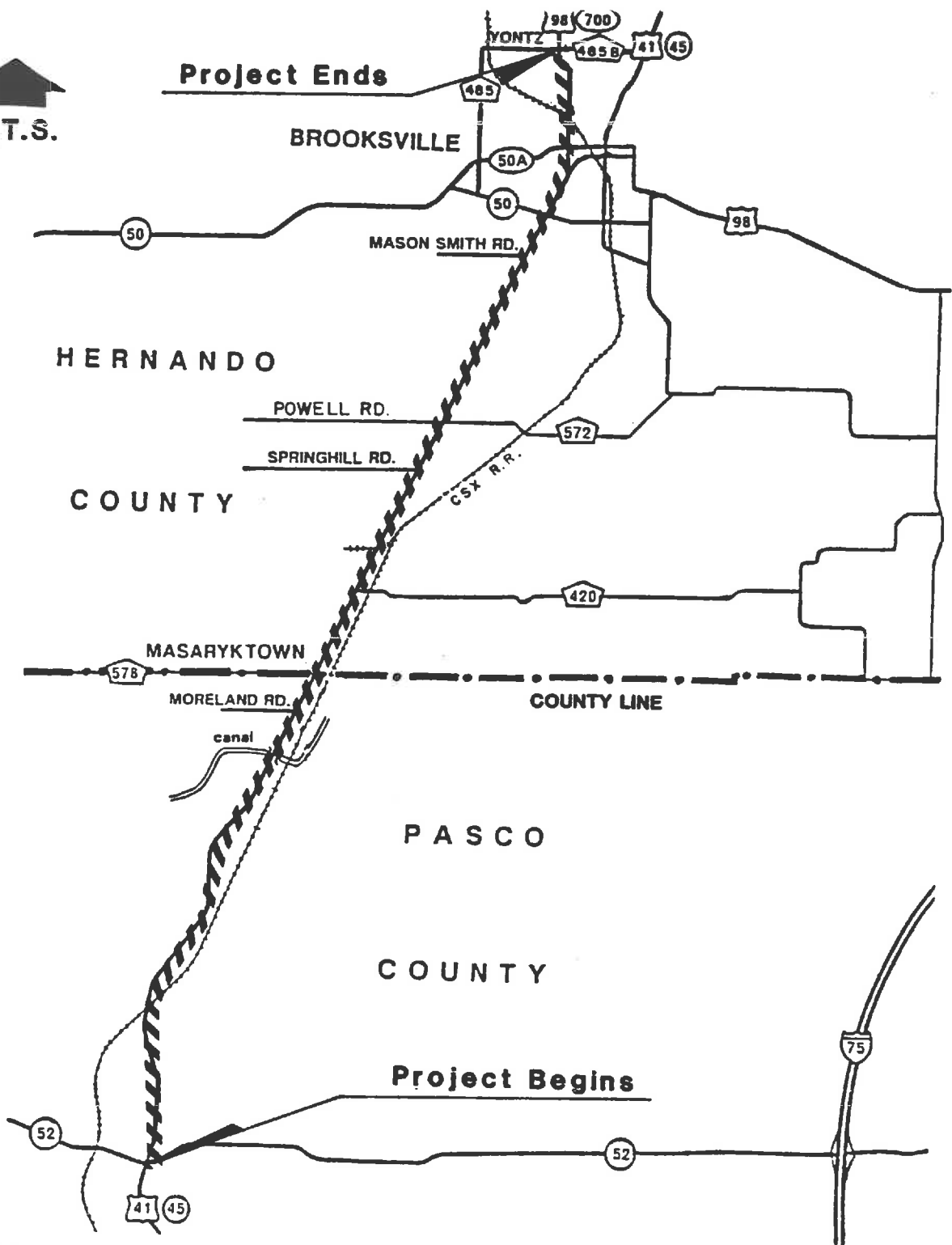
FLORIDA

**BOB MARTINEZ
GOVERNOR**



DEPARTMENT OF TRANSPORTATION

**KAYE R. HENDERSON
SECRETARY**



Greiner, Inc.

LEGEND

 Project Area

FLORIDA DEPARTMENT OF TRANSPORTATION

HAZARDOUS MATERIAL REPORT

S.R. 45 (U.S. 41) / S.R. 700 (U.S. 98)

From S.R. 52 to C.R. 485B

Pasco and Hernando Counties, Florida

VICINITY MAP

WELCOME

Welcome to the public hearing for the proposed improvements to S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98). During the public hearing, we are seeking comments from the public concerning the proposals for improving S.R. 45 and S.R. 700. We encourage your input into this phase of the planning process.

This hearing is being held over a three-hour period to receive comments and to explain to interested persons the proposed improvements to S.R. 45 and S.R. 700. There are three methods by which you can present your comments to the Department:

First, you may make an oral statement to the court reporter present. The reporter will also accept any exhibits you may wish to become part of the public record of this project.

Second, you may fill out one of the statement forms provided at the end of this handout or located at the comment table. The completed forms should be placed in the boxes marked "Drop Box". Please note that these statements will become part of the public record.

Third, the public hearing will remain open for 10 days. If you would prefer to write a letter or send in a completed statement form, they will become part of the official transcript of the public hearing proceedings. These comments must be mailed to Mr. James G. Kennedy, P.E., District Secretary, District 7, 4950 West Kennedy Boulevard, Suite 500, Tampa, Florida, 33609 - Attention: Mr. David A. Twiddy, Jr., P.E. All comments must be postmarked by June 16, 1989, to be included in the official transcript.

The complete official transcript will be available for public inspection and copying in approximately two weeks at the FDOT District Seven Office. The mailing address is the same as mentioned earlier.

We hope that you will take time to study the proposals for improving S.R. 45 and S.R. 700. If you have any comments concerning the project, please take advantage of any of the methods for commenting. Thank you for attending this public hearing. If you have any questions or wish additional information, please contact the District Seven Public Information Office at (813) 871-7220.

David A. Twiddy, Jr., P.E.
District Project Development and
Environmental Administrator

AGENDA

The meeting will begin at 4:00 p.m. and end at 7:00 p.m. Maps, plans, and aerial photographs are displayed for public viewing. Representatives from the Florida Department of Transportation are available to discuss the project and answer questions. A court reporter is available to receive and record oral and written comments. These comments will become part of the official hearing transcript. Written comments may also be sent to the Department following the hearing. Comments must be postmarked by June 16, 1989.

PROJECT DISCUSSION

The project development and environmental study for S.R. 45 and S.R. 700 has entailed an examination of the deficiencies of the existing roadway, projection of future traffic demand, the development of improvement alternatives, and the evaluation of the environmental impacts of the preferred alternative. Public involvement has been an integral part of the study. This study and the proposed improvements are consistent with the transportation plans of both Pasco and Hernando counties.

Existing Roadway - S.R. 45 is the primary highway route between the cities of Tampa and Brooksville and serves as the main thoroughfare through the towns of Garden Grove and Masaryktown. S.R. 700 serves as a bypass route around the City of Brooksville between U.S. 41 and Yontz Road. S.R. 45 has 28 feet of pavement with 6-foot grassed shoulders. The right-of-way on S.R. 45 varies in width from 100 to 250 feet. S.R. 700 has 24 feet of pavement with 8-foot grassed shoulders and right-of-way widths of 50 to 190 feet.

Projected Traffic - An examination of future traffic characteristics indicates that in the year 2010, the existing S.R. 45 and S.R. 700 will operate at an unacceptable level-of-service. Along the busiest segment, on S.R. 45 between S.R. 50 and S.R. 700, traffic is projected to increase from 22,000 vehicles per day in 1987 to 43,400 vehicles per day in 2010. The attached table compares 1987 traffic levels with 2010 projected traffic levels.

Alternatives Evaluated - Alternatives which were examined to meet the future traffic demand included other modes of transportation, transportation system management, improvements on a new corridor, and improvements to the existing roadway. Of these, improvements to the existing roadway was found to be the most feasible alternative. It was determined that the roadway would have to be widened to four or six lanes, depending on traffic demand, and would require the acquisition of additional right-of-way from one side or the other for much of the project length.

Within the existing corridor, several alignment alternatives were investigated which considered various parameters including right-of-way acquisition, relocations, recreational and historic sites, and wetland impacts. Following a comparative analysis of the alignment alternatives, the preferred alignment was selected. This selection was made primarily due to lower right-of-way and relocation costs.

Proposed Improvements - Proposed improvements to S.R. 45 and S.R. 700 include primarily the construction of additional travel lanes and intersection improvements. The S.R. 45 and S.R. 700 improvements begin on S.R. 45 from S.R. 52 to Moreland Road and would include a rural four-lane divided section with provisions for future expansion to an ultimate six-lane divided section. From Moreland Road to 1,400 feet north of Springhill Road, S.R. 45 is to be improved to an urban six-lane divided section. A rural six-lane section is proposed from 1,400 feet north of Springhill Road to 1,400 feet south of Mason Smith Road. From 1,400 feet south of Mason Smith Road to S.R. 700, S.R. 45 is to be improved to an urban six-lane divided section. The improvements to S.R. 700 from S.R. 45 to C.R. 485B would provide an urban four-lane divided section. The bridge structure located at Scotts Big 'D' Creek is recommended for replacement. The bridge at Canal C-534 is recommended for improvement without replacement. The right-of-way requirements for the proposed improvements are estimated to be 112 acres. This will result in the displacement of 36 homes and 15 businesses.

Environmental Analysis - The potential of the project to impact the environment was evaluated. The proposed improvements are not expected to substantially affect land use, water quality, endangered and threatened species, churches, or schools. The improvements are expected to improve air quality by relieving traffic congestion. The improvements will not affect any known archaeological or historic sites. Right-of-way acquisition required at the Bud McKethan Park will not substantially affect the facilities. The acquisition of right-of-way is estimated to involve three gas stations where fuels are stored in underground storage tanks. Upgrading the roadway will result in some encroachment into the 100-year floodplain and adjacent wetlands. The impacts to floodplains and wetlands will be minimized to the greatest extent possible and will be mitigated for in accordance with state and federal requirements.

The increased traffic associated with the proposed improvements is estimated to result in an increase in the number of noise sensitive areas which would receive levels over recommended criteria. Noise sensitive sites within the study area primarily include single family homes and mobile homes. Noise levels are projected to increase by 1 to 8 dBA in some noise sensitive areas. Because noise levels exceeded recommended criteria, a variety of noise abatement measures were examined. It was determined that no feasible or prudent alternatives are available to reduce the noise impacts of the project. Noise barriers, in particular, could not be constructed to effectively reduce noise levels due to the frequent driveways and cross streets along the corridor. Therefore, the projected increase in noise is an unavoidable consequence of the proposed improvements.

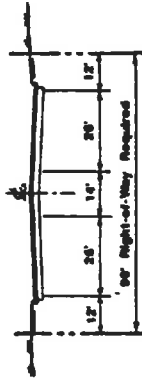
Cost Estimates - The proposed improvements are estimated to cost approximately \$62.85 million. This includes \$4.91 million for engineering, \$37.79 million for construction, and \$20.15 million for right-of-way and relocation.

Project Schedule - Portions of the proposed project are currently funded for design and right-of-way acquisition. No portions are funded for construction at this time.

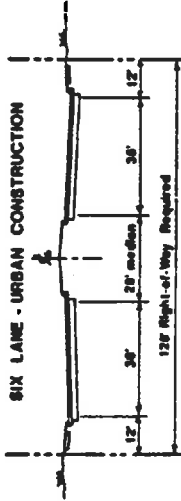
AVERAGE DAILY TRAFFIC PROJECTIONS

<u>S.R. 45 (U.S. 41) SEGMENT</u>	<u>1987</u>	<u>2010</u>
S.R. 52 TO C.R. 578 (COUNTY LINE ROAD)	9,200	21,300
C.R. 578 (COUNTY LINE ROAD) TO SPRINGHILL ROAD	11,600	28,000
SPRINGHILL ROAD TO S.R. 50	16,600	37,600
S.R. 50 TO S.R. 700	22,000	43,400
 <u>S.R. 700 (U.S. 98) SEGMENT</u>		
S.R. 45 (U.S. 41) TO S.R. 50A	12,400	20,600
S.R. 50A TO NORTH AVENUE	13,600	23,200
NORTH AVENUE TO C.R. 485B (YONTZ ROAD)	11,000	18,200

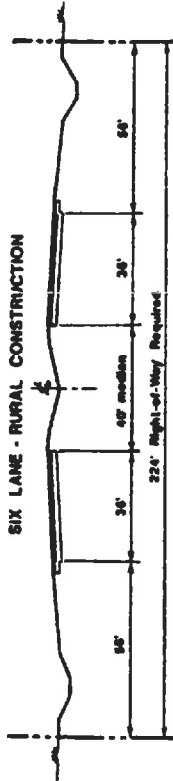
③ FOUR LANE - URBAN CONSTRUCTION



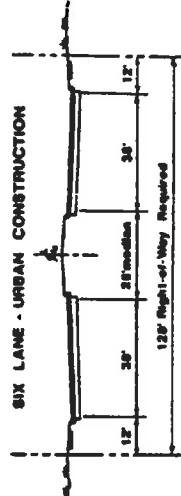
④ SIX LANE - URBAN CONSTRUCTION



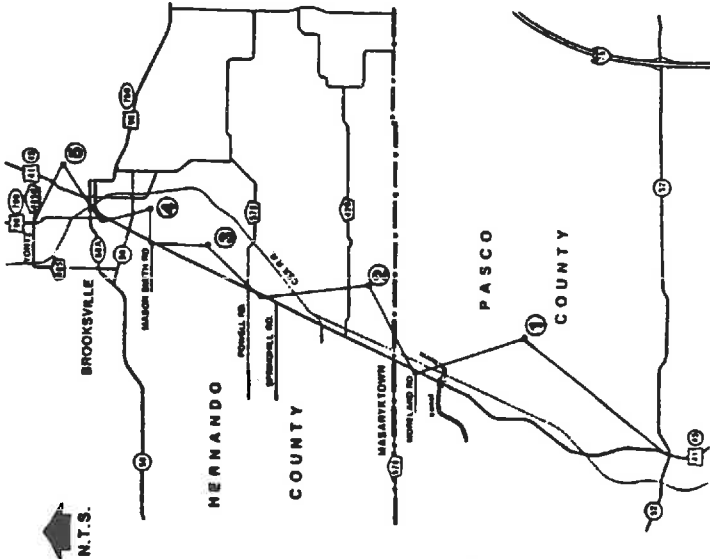
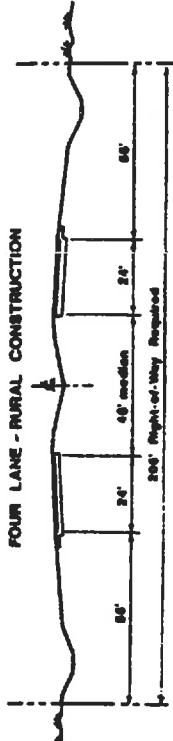
③ SIX LANE - RURAL CONSTRUCTION



② SIX LANE - URBAN CONSTRUCTION



① FOUR LANE - RURAL CONSTRUCTION



FLORIDA DEPARTMENT OF TRANSPORTATION
S.R. 45 (U.S. 41) / S.R. 70D (U.S. 90)
 From S.R. 52 to C.R. 4068
 Pasco and Hernando Counties, Florida
PROPOSED TYPICAL SECTIONS

FEDERAL-STATE PARTNERSHIP IN HIGHWAYS

Since 1916, much of the highway construction in the various states has been done under a very successful federal-state partnership, a pooling of funds and technical know-how that exemplifies the cooperation possible between two levels of government.

Although the system has changed and expanded from time-to-time to meet new conditions, the basic principle has remained the same: the state proposes; the federal government consults and reviews.

The Federal Highway Administration (of the U.S. Department of Transportation) represents the interest of the federal government in each individual state's highway program. In Florida, the State Department of Transportation is the principal highway agency.

The improvements of interstate and other federal aid highways is financed from the proceeds of federal motor fuel and other highway user excise taxes deposited in the Federal Highway Trust Fund. Grant-in-aid funds for use in highway improvements are then allotted to the states in accordance with formulas that give weight to population, area, and postal route mileage. Allotments for the interstate system are based on the relative costs to complete the system.

Well in advance of a fiscal year, the states are informed of the amount of federal aid they will be receiving. Hence, they are able to schedule their preliminary engineering, right-of-way purchases, and construction accordingly.

The amount of funds contributed by each partner varies according to the type of highway on which they are expended. On primary, secondary and urban routes, the federal share is roughly 75 percent. (The actual percentage varies from state to state according to the acreage of federal land within the state boundaries.) On interstate highways the shares are approximately 90 percent federal, 10 percent state.

In the use of federal aid for highway construction, the states determine the systems to be improved, the projects to be built, and the design and construction standards to be used. The states are responsible for the planning and design of facilities. They let the contracts and supervise the construction. When completed, the roads remain under the administrative control of the states, which are then responsible for operation and maintenance of the roads. At appropriate stages, the states consult with regional and local agencies and officials and obtain their approvals as necessary. Similarly, at specified steps, the states must consult with and obtain the approval of the Federal Highway Administration, which acts for the Federal Government.

Federal aid procedures provide for two public hearings during planning and design of a project. The "corridor" hearing allows a medium for free and open discussion of alternative general corridor locations. The "design" hearing allows a medium for discussing specific alternative alignments and major design features. These procedures also provide for holding a single combined corridor location and design hearing when it is felt that this type of hearing would be in the best public interest.

In Florida, the State Department of Transportation is responsible for highway development for routes designated by the State Legislature.

ACQUISITION AND RELOCATION ASSISTANCE PROGRAM

On all Federal-aid projects, the Department of Transportation Relocation Assistance Program follows guidelines established in the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

Primarily, this program is designed to help the relocatee find a new place to live or a new business location and to defray, to the greatest extent possible, the reasonable and necessary costs incurred by those required to move. This is done without regard to race, color, religion, sex or national origin. This minimizes personal hardships and helps avoid unnecessary delays to the highway program.

Relocation services and payments are available to individuals, families, businesses, farm operations and non-profit organizations that are to be displaced by right-of-way acquisition.

All services and payments are administered by the right-of-way staff of the Florida Department of Transportation. They will be explained in detail to the person to be relocated early enough to assure an orderly and timely move.

Right-of-way specialists are prepared to assist the relocatee in finding adequate replacement housing, contacting lending agencies, locating competent moving firms, and in processing claims for payment. All relocatees are advised to consult with the specialist before making any commitments.

The specialist will assist the relocatee in any way, within the law and his capability, to relocate with a minimum of disruption to family or business routine. Advisory services are available to persons affected by highway construction, even though they are not displaced.

It is the policy of the Department of Transportation that no persons shall be displaced from his dwelling unless a comparable dwelling is available or provided for the initial occupant or the subsequent occupant. All replacement housing offered will meet decent, safe, and sanitary standards. It also will be within the financial means of the persons being displaced.

Relocatees are entitled to payment for actual, reasonable moving expenses for a distance of not more than 50 miles, in most cases. However, they must meet eligibility requirements for "initial" or "subsequent" occupant and the property must be acquired by the Department.

Under certain circumstances, a displaced owner-occupant of a dwelling for 180 days or more may be entitled to a replacement housing payment up to, but not exceeding \$22,500 for purchase of a replacement dwelling.

Under certain circumstances, a displaced owner-occupant of less than 180 days but at least 90 days or more, and a displaced tenant-occupant of 90 days or more, may be entitled to a rent supplement or down payment of an amount not to exceed \$5,250. A subsequent occupant may also, under certain conditions, be entitled to a replacement housing payment to rent comparable replacement housing. This payment may not exceed \$5,250.

An owner-occupant of 180 days or more may be compensated for additional expenses encountered due to higher interest rates on new mortgages. An eligible relocatee who purchases a replacement dwelling may be entitled to reimbursement of closing costs.

All relocatees will be given a written guarantee that they will not have to vacate their dwelling for at least 90 days from the guarantee date or until adequate replacement housing is ready for occupancy.

A 30-day Notice to Vacate is also given to all relocatees at such time as the Department has control of the property acquired. The phrase "control of the property" means the day after the date of closing, or, in litigated cases, the date the monies are deposited in the Registry of the Court and made available to the principals of the parcel.

You are cautioned that you may jeopardize your eligibility for benefits by moving prior to the initiation of negotiations for your property.

Remember, in cases where relocatees are dissatisfied with the ruling of their eligibility for a relocation payment or for the amount of the payment, they have the right to appeal.

Brochures which are available at this meeting contain statements of policy, definitions, and details pertaining to the Relocation Assistance and Right-of-Way Acquisition program. We suggest that you read these brochures thoroughly if you have any questions concerning policies or procedures.

Right-of-way and Relocation agents are available at this hearing to answer any particular questions you might have concerning your property. For more information, please contact the District Seven Right-of-Way Office at (813) 871-7220.

PUBLIC INVOLVEMENT

It is the intention of FDOT to maximize citizen participation throughout the course of this study. Members of the public are encouraged to express their concerns this evening regarding the proposed improvements to S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98).

Persons wishing not to comment at this meeting, yet wanting to express an opinion, can mail the attached statement form to the following address:

Mr. James G. Kennedy
District Secretary, District 7
Florida Department of Transportation
4950 W. Kennedy Blvd., Suite 500
Tampa, Florida 33609
Attention: David A. Twiddy, Jr., P.E.

The letter must be postmarked by June 16, 1989.

**FLORIDA DEPARTMENT OF TRANSPORTATION
STATEMENT FORM**

**Public Hearing for Proposed Improvements to
S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98)
from S.R. 52 in Pasco County to C.R. 485B (Yontz Road) in Hernando County
State Project Nos. 14010-1514, 08010-1519 & 08080-1509**

(More space on other side)

NAME (Please Print) _____

ADDRESS _____

SIGNATURE _____

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy, District Secretary, District Seven, Florida Department of Transportation, 4950 W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A. Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

PUBLIC COMMENTS

FLORIDA DEPARTMENT OF TRANSPORTATION
STATEMENT FORM

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A THE PROPOSED ROUTE PROVIDES NO THOUGHT
FOR THE FOLLOWING:

1. You are not considering SAFETY AT THE
R.R. CROSSING. EVEN THOUGH IT WILL BE
ONE WAY NORTH ON THE EXISTING, FROM
WHAT WE SEE HAPPEN, REAR ENDERS WILL
HAPPEN.

2. TAKING THE WEST SIDE WILL ELIMINATE
APPROXIMATELY 40% OF THE TRUSS PLANTS
MANUFACTURING SPACE.

3. SERIOUS DAMAGE TO THE BUSINESS WILL
SURELY HAPPEN.

4. OUR RT OF WAY ON OUR TITLES SHOW
THAT THE STATE HAS ONLY 50' FROM THE
C/L OF THE HWY (EXISTING)

(More space on other side)

NAME (Please Print)

RT 41 MFG INC

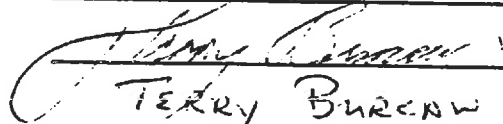
ADDRESS

RT 5 BOX 870

(2 mi north 52 on 41)

BROOKSVILLE FL 34610

SIGNATURE


TERRY BUREN Pres.

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy,
District Secretary, District Seven, Florida Department of Transportation, 4950
W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A.
Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

1 Mr. Terry Burcaw
2 Rural Route 5 Box 870
3 Brooksville, Florida 34610

4 My comment is that the proposed
5 duplication strictly to the west side in no way
6 has considered any safety corrections associated
7 with the existing highway. At the Seaboard
8 Railroad we presently occupy the west side of the
9 highway. We have seen and experienced on numerous
10 occasions over the past five years that when
11 traffic must stop for a train coming the sharp
12 bend of the road to the right as you're heading
13 north causes an extremely long backup of vehicles
14 at the railroad crossing. Then we've seen many
15 rock trucks heading in the same direction.
16 Luckily the left-hand lane is, you know, clear
17 because the railroad has the southbound traffic
18 stopped. And they have been lucky that they're
19 able to at least not rear end the traffic that's
20 stopped.

21 Now, even though you convert that to a
22 one-way situation, both lanes, traffic will
23 increase when it stops. Chances are both lanes
24 will be full of traffic that's at a standstill and
25 northbound traffic heading too fast, with the
visibility that presently exists, there will be a

JOHNSON & ASSOCIATES

Tampa: (813)223-4960 St. Petersburg: (813)577-6089

1 serious accident. That's one comment.

2 The other comment is we're a major
3 manufacturer and by moving to the west side of the
4 highway they're going to take approximately 40
5 percent of our manufacturing space. We require
6 all of our open land for manufacturing, because
7 when they make roof trusses they are big, large
8 items and we need space to store a stack, load
9 trucks and et cetera.

10 As a result, serious damage is going
11 to happen to our business and we feel that we are
12 one of the if not the major economic factors in
13 the local area for the employment of, you know, a
14 lot of young people that normally, you know, don't
15 have college degrees, but they do, you know,
16 perform a manufacturing function.

17 So, I think that the engineering
18 aspect -- there are two specific areas that I
19 notice on the highway where they could very
20 definitely straighten out the bends in the road
21 and some serious problems. Thank you.

22
23
24
25

JOHNSON & ASSOCIATES

Tampa: (813)223-4960 St. Petersburg: (813)577-6089

FLORIDA DEPARTMENT OF TRANSPORTATION
STATEMENT FORM

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I hereby request a curb cut
at 398 BROAD ST., MASARYKTOWN RESTAURANT
PATRONS PARK ON THE NORTH SIDE
OF BUILDING AND NEED ACCESS FROM
US 41.

NAME (Please Print) MASARYKTOWN RESTAURANT (More space on other side)
ALAN VONBERG
ADDRESS 398 BROAD ST.
MASARYKTOWN FLA. 34609
SIGNATURE Alan Vonberg
Managing Partner

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy,
District Secretary, District Seven, Florida Department of Transportation, 4950
W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A.
Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

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I am concerned about noise. ~~It~~ I live on
the corner of U.S. 41 & Hodza St. in Massanutten,
this lane will be approx. 20' from my bedroom
window. The noise is just too much now in
the summer because I do not have air conditioning.
If this action goes thru, I will have to put in
an air conditioner to be able to talk on the phone,
or watch T.V. I would like to know if there is
any kind of compensation for noise.

(More space on other side)

NAME (Please Print) STella M. Lacy
ADDRESS 16334 Hodza ST
Brooksville, Fla. 34609
SIGNATURE Stella M. Lacy

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy,
District Secretary, District Seven, Florida Department of Transportation, 4950
W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A.
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The existing road right of way is not correct
According to your green L.N.E. Please Recheck.

The 4 lane road is needed.

(More space on other side)

NAME (Please Print) Patricia Tucker
ADDRESS Rt 5 Box 958
Brooksville, FL 34610
SIGNATURE Patricia G. Tucker

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy, District Secretary, District Seven, Florida Department of Transportation, 4950 W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A. Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

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The existing road right way is not
correct according to your green line.
Please recheck your records.

(More space on other side)

NAME (Please Print)

Sandra Biggie

ADDRESS

Rt 5 Box 860
Brooksville Fl. 34610

SIGNATURE

Sandra Biggie

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy, District Secretary, District Seven, Florida Department of Transportation, 4950 W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A. Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

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The EXISTING ROAD RIGHT AWAY
IS NOT CORRECT ACCORDING TO
YOUR GREEN LINE. The ~~STAT~~
PLEASE RECHECK.

(More space on other side)

NAME (Please Print) Marlene Padgett
ADDRESS RT 5 Box 930
Brooksville Fla.
SIGNATURE Marlene Padgett

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy, District Secretary, District Seven, Florida Department of Transportation, 4950 W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A. Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

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1/2 mile on Highway 41 - 1/4 mi. north of
52 on the East side of the Highway.

I don't believe the state owns 125 ft.
in front of my property.

We have owned this property since 1957.
and have lived on the property since 1971.
We have had this property surveyed twice
since 1971. Nothing in the Deed or
surveying shows that the state owns this
property. 125 ft. in front of our property.
on the East side of the Highway.

(More space on other side)

NAME (Please Print) ELBER L. BOOHER

ADDRESS RT. 5 - Box 898
BROOKSVILLE, FL. 34610

SIGNATURE Elbert L. Booher

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy,
District Secretary, District Seven, Florida Department of Transportation, 4950
W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A.
Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

1 Mr. Royce Howell
2 Howell's Used Cars
3 Route 10 Box 178
4 Brooksville, Florida 34610

4 We were reviewing the existing
5 right-of-way and the proposed right-of-way. The
6 existing right-of-way appears to be approximately
7 20 feet more than what -- my deed shows 20 feet
8 inside my existing property line that I have and I
9 have a commercial piece of property zoned C-2. I
10 requested and received a permit from dot for a
11 driveway. They approved the driveway. They
12 apparently approved the existing property lines.
13 So, what I'm expressing concern is what this DOT
14 is showing that they have 20 foot more
15 right-of-way than what I show on my deed. That's
16 my concern.

17 Oh, one more concern, we are
18 approximately 800 feet south of Orange Avenue and
19 I am requesting a crossover, because I do have
20 commercial property zoned C-2. I have three
21 businesses on the property and I am requesting a
22 crossover where people traveling south would have
23 access to my business.

24
25

JOHNSON & ASSOCIATES

Tampa: (813)223-4960

St. Petersburg: (813)577-6089

**FLORIDA DEPARTMENT OF TRANSPORTATION
STATEMENT FORM**

**Public Hearing for Proposed Improvements to
S.R. 45 (U.S. 41) and S.R. 700 (U.S. 98)
from S.R. 52 in Pasco County to C.R. 485B (Yontz Road) in Hernando County
State Project Nos. 14010-1514, 08010-1519 & 08080-1509**

I am for the improvements of R.S. 45 (US 41).

But I believe your aerial photographs that shows the existing
right ways are in error.

Attached is the latest copy of my survey.

Multiple horizontal lines for additional text input.

(More space on other side)

NAME (Please Print) William C. Badgett

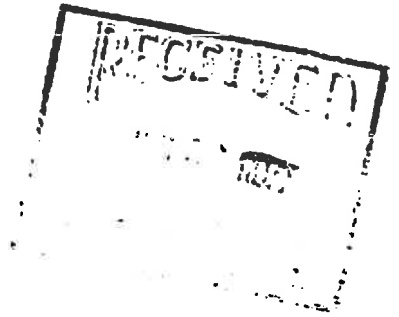
ADDRESS RT. 5 Box 930

Brookesville FL. 34610

SIGNATURE 

NOTE: Please sign and place in the "Drop Box" or mail to Mr. James G. Kennedy, District Secretary, District Seven, Florida Department of Transportation, 4950 W. Kennedy Blvd., Suite 500, Tampa, Florida, 33609 - Attention: David A. Twiddy, Jr., P.E. The letters must be postmarked by June 16, 1989.

June 6, 1989



Mr. James G. Kennedy, District Secretary
Florida Department of Transportation, District 7
4950 West Kennedy Blvd., suite 500
Tampa, Florida 33609

Dear Mr. Kennedy,

I have received your letter regarding the widening of U.S. 41. I own the property at 6216 Broad Street, Brooksville, Florida 34601. I also live at this address and have since 1978.

Directly in front of my home is commercial property that my husband used for his business. My husband and I worked very hard for years to be certain this property was free and clear so that I would always have the security of my home and income producing property.

I am now widowed and depend on the income I receive from the business property for my livelihood. This is also my estate that I have planned to leave to my children.

From what I have seen on the map, I believe the widening of U.S. 41 will completely take my business building and also result in my home being right on the road. This property is all I have to depend on for the rest of my life. I am now 70 years old and would have an extremely difficult time starting over. Through careful planning and hard work I thought I would not have to worry about the security of my home and future income. I object to the loss of this security and I am very concerned about the personal and financial impact this may have on my life.

I will be anxiously waiting to be informed about the results of these meetings and the future plans for my property.

Sincerely,

Florra P. Wilder

Florra P. Wilder
6216 Broad Street
Brooksville, Florida 34601
Phone 799-6125

1 6216 Broad Street
2 Brooksville, Florida 34601

3 Well, we had written this letter and
4 we didn't know if we wanted to mail it or if we
5 had rather talk to you about it. She does own
6 this property at 6216 Broad Street and she's lived
7 at this address since 1977 or '78. Directly in
8 the front of her home is commercial property that
9 her husband used for his business. She and her
10 husband worked very hard for many years to be
11 certain that this property was free and clear so
12 that she would always have the security of her
13 home and income-producing property.

14 We understand from what we see on the
15 map that the right-of-way will completely take
16 away the income-producing property business
17 building and will come very close to her home.
18 She's seventy years old and she's very concerned
19 about how this is going to impact her financial
20 situation in the future. If she will be losing
21 from this proposition then she objects to it and
22 actually can't make a firm decision as to how she
23 feels about it until she knows more financially
24 how this is going to impact her. And she'll be
25 very interested to find out, you know, what the

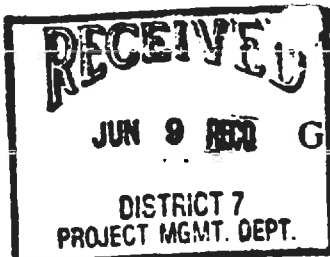
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1 next step is to take here. That's it.

2 If her business -- since her business
3 building will be completely removed, she would not
4 want to continue to live there. In fact, the
5 value of the property to her is the fact that she
6 can live right behind where she operates her
7 business. So, once the business is gone then
8 actually where she's living she would probably
9 rather relocate. In fact, I'm positive she would
10 rather relocate, and I don't know if we can
11 negotiate the whole little -- it's a small piece
12 of property -- the whole thing or not.

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GREEN AND SIMMONS, P. A.

ATTORNEYS AT LAW

125 N. E. FIRST AVENUE, SUITE 1
POST OFFICE BOX 3310

OCALA, FLORIDA 32678-3310

(904) 732-8121

FAX (904) 368-2183
June 7, 1989

JOHN MARSHALL GREEN
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BRUCE R. KASTER
ROBERT D. WILSON
DANIEL A. AMAT
RALPH J. McMURPHY
TIM HAINES
CAROL A. FALVEY

Honorable James D. Kennedy
District Secretary
Florida Department of Transportation
4950 West Kennedy, Ste. 500
Tampa, Florida 33609

Re: Multi-laning of State Road 45 (U.S. 41)
Hernando County, Florida

Dear Mr. Kennedy:

We represent the owners of the Pizza Hut located at 1170 South U.S. Highway 41 in Brooksville, Florida, who received your Notice dated May 12, 1989, and we are making this comment on its behalf to be made a part of the official transcript of the public hearing proceedings held on Tuesday, June 6, 1989 in Brooksville.

We were advised that the proposed plans for multi-laning the highway in front of the Pizza Hut involve a raised median. If there is one thing we have learned from experience in constructing multi-lane highways in urban areas with raised medians, it is that within a very short period of time we have to go back, destroy the raised median, install additional traffic lanes and utilize a painted median. Innumerable examples could be cited, but perhaps the most pertinent one is State Road 200 West of Ocala. Almost before the road was four laned with a raised median, the Department was back letting contracts to have the raised median eliminated.

I believe that U.S. 41 through Brooksville will prove to be the same situation. I sincerely believe that if plans proceed with a raised median, within two years the Department will be back seeking additional bids to remove the raised median and install a painted median.

I therefore urge you to reconsider the improvement plans and install a painted median. Experience demonstrates that this improves traffic flow and avoids a costly retroactive curative program.

Incidentally, when the Deland District Office first drew its plans for widening of State Road 44 West of Inverness, it went through exactly the same process of first proposing a raised median, then later recognized that a painted median made much

Honorable James D. Kennedy
June 7, 1989
Page 2

more sense under the circumstances. That act by the Department to a large extent removed the objections of property owners who were impacted by the raised median and enabled settlement of a number of parcels that otherwise would have had to go through a full-fledged eminent domain proceedings.

I believe if the construction plans are changed and if your appraisal of the portion of my client's property to be taken is within reason, the installation of a painted median on U.S. 41 in Brooksville would have the same beneficial effect.

Very truly yours,


Young J. Simmons
For the Firm

YJS/ma
cc: Mr. Albert J. Kirk

Project Development Di 17 MAY 19 1989

May 15/89

Dear Sir:

I received a letter concerning the project, road widening of U.S. 41. The letter does not explain much., I am unable to attend the meeting concerning this project in Brookville so I would appreciate more information., will 41 be 4 lane - 2 on each side of the median?

How much frontage will be taken off of the properties involved?

Will the property owners be paid for the land taken? any information concerning the questions above will be appreciated. some of the lots on Hwy 41 are not too deep so if too much frontage is lost the property would not be usable

Peep
Doris Young
RT 1 Box 463 H
Fort White, Fla
32038

1 Brooksville, Florida 34601-0189

2 Well, first I need to describe the
3 property in question. I've got -- that's a legal
4 description. I represent Mary Ann Becker, the
5 owner of the property we're talking about.

6 It is our concern that -- we are a
7 trucking company and have been at that location
8 since 1969. According to the plans or the aerial
9 photographs and projected path of the extension
10 project there is no cut or break in the median
11 strip to allow our trucks to leave the yard and go
12 in a southbound direction. We would have to leave
13 in a northbound lane and make a U-turn to go south
14 and we want to request the inclusion of a break in
15 the median strip. We are willing to relocate our
16 gate, but somewhere along that frontage on 41 we
17 need a break in the median strip.

18 While we're on the subject, the
19 property is listed on the aerial photographs as
20 Mason's Concrete and the property we are talking
21 about is, indeed, owned by Floyd Beck and we lease
22 a portion of that property to Mason's Concrete.
23 That should do it.

24
25 Ms. Sandra Smith
Ms. Flora Wilder

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