

FLORIDA DEPARTMENT OF TRANSPORTATION

and

SEMINOLE COUNTY

STATE ROAD 46

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

From S.R. 415 to C.R. 426

Financial Project Management No. 240216-4-28-01

DATE TAKEN: Tuesday, November 14, 2017

TIME: 5:30 p.m.

PLACE: Sanford Civic Center
401 East Seminole Blvd.
Sanford, Florida

This cause came on to be heard at the time and place aforesaid, when and where the following proceedings were reported by: Mark E. King, RPR.

APPEARANCES

PRESENTER:

CHRIS RIZZOLO, P.E., Senior Project Engineer
AECOM
315 E. Robinson Street, Suite 245
Orlando, Florida 32801
chris.rizzolo@aecom.com

SPEAKERS:

RICHARD CREEDON
1172 Apache Drive
Geneva, Florida 32732
WILLIAM HOLMES
210 East State Road 46
Geneva, Florida 32732

TOM SHAFER
921 Harrison Road
Geneva, Florida 32732

FRED BOYER
2648 Shad Lane
Geneva, Florida 32732

DON MENZEL
270 East Bahama Road
Winter Springs, Florida 32708

TRACEY STEBBINS
611 East Main Street
Geneva, Florida 32732

1 Thereupon,

2 The following proceedings were had:

3 MR. RIZZOLO: If everybody could sit down
4 we'll get ready to get started on the presentation.
5 Good evening. We would like to welcome you to the
6 public hearing for the State Road 46 Project
7 Development and Environment or PD&E Study from
8 S.R. 415 to C.R. 426. My name is Chris Rizzolo of
9 AECOM, the consultant for this project. This
10 public hearing is for Financial Project Management
11 No. 240216-4-28-01.

12 The proposed improvements involve widening the
13 existing two-lane roadway to four lanes, including
14 a parallel bridge over Lake Jesup and the St. Johns
15 River, realigning Osceola Road to the east where it
16 intersects with S.R. 46, and intersection
17 improvements at County Road 426 in Geneva. This
18 public hearing is being held to provide you with an
19 opportunity to comment on the project.

20 Here with me tonight are Matt Hassan, Seminole
21 County Project Manager, and Brian Stanger, FDOT
22 Planning and Environmental Management
23 Administrator.

24 At this time we would like to recognize any
25 federal, state, county, or city officials who may

1 be present tonight. Are there any officials who
2 would like to be recognized?

3 We will now begin the presentation. There are
4 three primary components to tonight's hearing:

5 First, the open house, which occurred prior to
6 this presentation where you were invited to view
7 the project displays and to speak directly with the
8 project team and provide your comments in writing
9 or to the court reporter;

10 Second is this presentation, which will
11 explain the project purpose and need, study
12 alternatives, potential impacts, both beneficial
13 and adverse, and proposed mitigation for adverse
14 project impacts; and

15 Third, a formal comment period following this
16 presentation, where you will have the opportunity
17 to provide oral statements at this microphone or
18 you may continue to provide your comments to the
19 court reporter or in writing.

20 The purpose of this public hearing is to share
21 information with the general public about the
22 proposed improvements; its conceptual design; all
23 alternatives under study; and the potential
24 beneficial and adverse social, economic, and
25 environmental impacts upon the community. The

1 public hearing also serves as an official forum
2 providing an opportunity for the public to express
3 their opinions and concerns regarding the project.

4 Public participation at this hearing is
5 encouraged and solicited without regard to race,
6 color, national origin, age, sex, religion,
7 disability or family status. This information is
8 also provided in the project handout and on a sign
9 displayed outside at this hearing.

10 At the conclusion of this presentation you
11 will have an opportunity to make a statement. A
12 court reporter will record your statement and a
13 verbatim transcript will be made of all oral
14 proceedings at this hearing. If you do not wish to
15 speak at the microphone you may provide your
16 comments in writing or speak directly to the court
17 reporter at the comment table. Each method of
18 submitting a comment carries equal weight. All
19 comments received will be responded to in writing
20 at the end of the 10-day public comment period.

21 Persons wishing to express their concerns
22 about Title VI may do so by contacting either the
23 Florida Department of Transportation, District Five
24 Office, or the Tallahassee Office of the Florida
25 Department of Transportation. This contact

1 information is also provided in the project handout
2 and on a sign displayed at the hearing by the
3 registration table.

4 This public hearing was advertised consistent
5 with the federal and state requirements shown on
6 the slide.

7 The purpose of the meeting is to present to
8 the public the build alternatives analyzed as part
9 of the State Road 46 PD&E Study. In addition to
10 the build alternatives presented tonight, there are
11 two additional alternatives included in our
12 analysis; the No-Build Alternative, which does
13 nothing to State Road 46 except routine
14 maintenance, and the Transportation Systems
15 Management or TSM Alternative, which includes
16 operational improvements such as signalization,
17 turn lanes, and other low cost improvements, but
18 does not add lanes to State Road 46. Both of these
19 remain as viable alternatives throughout the study.

20 This project is consistent with the MetroPlan
21 Orlando Transportation Improvement Plan, MetroPlan
22 Orlando Long Range Transportation Plan, and the
23 State Transportation Improvement Plan.

24 The purpose of this project has three parts:
25 First, to improve linkages locally between State

1 Road 415 (East Lake Mary Boulevard) and County
2 Road 426, and regionally between US 441, I-4,
3 US 17-92, I-95, and US 1; second, to increase
4 roadway capacity to accommodate future projected
5 traffic volumes, and; third, to reduce crashes
6 along the corridor. The purpose of the public
7 hearing is to present the alternatives that have
8 been analyzed as part of the State Road 46 PD&E
9 Study, including the No-Build Alternative.

10 The State Road 46 PD&E Study limits are from
11 State Road 415 to County Road 426. The project
12 involves widening the existing two-lane roadway to
13 four lanes, includes a parallel bridge over Lake
14 Jesup and the St. Johns River, the realignment of
15 Osceola Road further to the east where it
16 intersects with State Road 46, and intersection
17 improvements at County Road 426 in Geneva.

18 This is the existing typical section of State
19 Road 46. There are two travel lanes, one in each
20 direction, and 4-foot paved shoulders. The roadway
21 is centered within 100 feet of right-of-way.

22 The existing and projected traffic volumes on
23 State Road 46 are shown here. Currently, State
24 Road 46 within the project limits operates at an
25 acceptable level of service. In 2016 the maximum

1 existing traffic volumes shown in blue were 12,000
2 vehicles daily. In 2045 State Road 46 traffic
3 volumes shown in green are projected to increase to
4 over 23,000 vehicles daily. These predicted
5 traffic volumes will result in an unacceptable
6 level of service for the existing roadway.

7 These graphics illustrate the crash history in
8 the corridor from January 2006 through May 2012.
9 There were a total of 235 crashes on State Road 46
10 between State Road 415 and County Road 426,
11 including six fatalities. These include crashes
12 occurring at the intersection of State Road 415 and
13 State Road 46, which is currently under
14 construction. 106 of the crashes were rear-end
15 crashes, which indicate drivers following too
16 closely and not stopping when people slow down or
17 stop to turn off of the facility.

18 State Road 46 has a substantially higher crash
19 rate when compared with similar two-lane facilities
20 statewide. The segment of State Road 46 between
21 State Road 415 and the bridge experiences nearly
22 five times the crashes as similar facilities, and
23 the segment between the bridge and County Road 426
24 experiences nearly double the crashes.

25 This evening we are presenting two

1 alternatives for State Road 46 within the project
2 limits; the recommended alternative and the
3 No-Build Alternative.

4 For the purposes of analysis, we have broken
5 up the study area into four segments: Segment 1 is
6 from State Road 415 to the west side of the bridge;
7 Segment 2 is the bridge itself; Segment 3 is from
8 the east side of the bridge to Hart Road; and
9 Segment 4 is from Hart Road to County Road 426.

10 The project team analyzed 19 typical sections
11 as part of the PD&E Study. For Segment 1 two build
12 alternatives were considered. Both are a suburban
13 typical section. This section provides two 12-foot
14 travel lanes in each direction with 4-foot inside
15 shoulders and 6 1/2-foot outside shoulders,
16 separated by a 30-foot median. A 5-foot sidewalk
17 is provided on the south side of the road and a
18 12-foot shared use path is provided on the north
19 side of the road. The design speed is 55 miles per
20 hour.

21 The first alternative under consideration
22 retains the existing pavement and widens the road
23 to the north, which requires the acquisition of
24 48 feet of right-of-way on the north side of the
25 roadway. This alternative impacts the conservation

1 areas on the north side of State Road 46 and
2 requires relocation of overhead electric poles.

3 The second alternative under consideration
4 widens the road to the south which requires the
5 acquisition of 48 feet of right-of-way on the south
6 side of the roadway. This alternative impacts land
7 associated with the Lake Jesup Conservation Area
8 south of State Road 46. The recommended alternative
9 widens the road to the south in Segment 1.

10 In Segment 2 the existing bridge over Lake
11 Jesup and the St. Johns River has one 12-foot lane
12 in each direction and 10-foot shoulders, shown here
13 on the right side.

14 One alternative uses the existing bridge for
15 the eastbound lanes. The new parallel bridge will
16 be constructed to the north and provide two 12-foot
17 lanes for westbound traffic. There is no separate
18 facility for pedestrians and bicycles with this
19 alternative.

20 The second alternative adds a 10-foot
21 multi-use path for bicyclists and pedestrians
22 barrier-separated from vehicular traffic. This is
23 the recommended alternative for Segment 2.

24 Here is a photograph of the existing bridge
25 over Lake Jesup and the St. Johns River. This is a

1 rendering of the proposed 4-lane bridge. Note that
2 there are no impacts to the existing boat ramp and
3 other facilities at Cameron Wight Park.

4 For Segment 3 from the east end of the bridge
5 to Hart Road two build alternatives are under
6 consideration. One is the same suburban typical
7 section proposed for Segment 1. Widening can be
8 either to the north or to the south, the same as in
9 Segment 1. This alternative requires 48 feet of
10 right-of-way acquisition.

11 The second build alternative is a rural
12 typical section. This alternative provides
13 two 12-foot travel lanes in each direction with
14 paved shoulders. The paved shoulders accommodate
15 bicycles, but no pedestrian facilities or sidewalks
16 are provided with the rural alternative. The
17 median width is 40 feet and the design speed is 60
18 miles per hour.

19 The rural typical section requires 188 feet of
20 right-of-way. The first option uses the existing
21 pavement and widens the road to the north, which
22 requires the acquisition of 76 feet of right-of-way
23 on the north side of the roadway and 12 feet of
24 right-of-way on the south side of the roadway.

25 The other option widens the road to the south,

1 which requires the acquisition of 76 feet of
2 right-of-way on the south side of the roadway and
3 12 feet of right-of-way on the north side of the
4 roadway.

5 The best fit alternative within Segment 3 for
6 both the suburban and rural typical sections vary
7 between widening north and south. The recommended
8 alternative for Segment 3 is the suburban typical
9 section.

10 Segment 3 also includes the relocation of
11 Osceola Road approximately one-half mile further
12 east. Osceola Road is the primary access to the
13 Seminole County Landfill. The relocated
14 intersection provides larger turn radii for large
15 trucks to turn into or out of Osceola Road without
16 running over the curb and gutter, like they do
17 today. They will remain within their own lanes and
18 not encroach on adjacent lanes. The existing
19 pavement on Osceola Road will be removed between
20 State Road 46 and Kimmy Kay Drive.

21 For Segment 4 one build alternative is under
22 consideration. It is an urban typical section with
23 two 11-foot travel lanes in each direction. A
24 7-foot bike lane and 6-foot sidewalks are provided
25 on both sides of the road. The median width is

1 19.5-feet and the design speed is 45 miles per
2 hour. This alternative does not retain the
3 existing pavement.

4 The urban typical section fits within the
5 existing right-of-way and does not require any
6 acquisition.

7 The intersection of State Road 46 and County
8 Road 426 will be improved as part of the project.
9 Due to the skew of the intersection, additional
10 pavement is required to accommodate
11 tractor-trailers turning onto and off of State Road
12 46. Right-of-way acquisition for these larger
13 turning radii is required. Right-of-way is also
14 required in the southwest quadrant of the
15 intersection for the right turn lane from eastbound
16 State Road 46 to southbound County Road 426.

17 To comply with the National Environmental
18 Policy Act or NEPA, we will consider the No-Build
19 Alternative as a valid alternative throughout this
20 study process. The No-Build Alternative assumes no
21 improvements to State Road 46 beyond the design
22 year of 2045, and limiting work in the project area
23 to routine maintenance.

24 Certain advantages are associated with the
25 No-Build Alternative, including: No new

1 construction, design, and right-of-way costs; no
2 disruption to existing land uses due to
3 construction activities; no disruption to traffic
4 due to construction activities; no right-of-way
5 acquisitions or relocations; and no disturbance to
6 the natural environment.

7 The disadvantages of the No-Build Alternative
8 include: Increased roadway maintenance costs;
9 increased roadway congestion; inconsistency with
10 the local transportation plan and the local
11 comprehensive plan; and postponement of the project
12 may jeopardize its future economic feasibility due
13 to the future increase in construction and
14 right-of-way costs.

15 With any roadway improvements access to
16 adjacent properties are analyzed. The improvements
17 proposed for State Road 46 include the addition of
18 a grassed median. The project will provide median
19 openings at specific locations to provide access to
20 adjacent properties. The spacing between median
21 openings and traffic signal locations are dictated
22 by the access management classification of the
23 roadway. The current access classification of
24 State Road 46 is 3 and this project does not
25 propose to change the classification. Between

1 State Road 415 and County Road 426 12 median
2 openings are proposed. Locations of these median
3 openings can be seen on the display boards
4 presented this evening.

5 Stormwater will be treated in offsite
6 stormwater management ponds. The two existing
7 ponds on either side of the bridge will be expanded
8 and eight new ponds will be required.

9 Additionally, two floodplain compensation
10 ponds are required. Right-of-way acquisition is
11 required for stormwater management and floodplain
12 compensation. Proposed locations of proposed
13 stormwater ponds are on the display boards
14 presented here this evening. A water quality
15 impact evaluation showed that the preliminary
16 stormwater treatment design will result in no
17 adverse effects to water quality.

18 Initial potential impacts and benefits of each
19 build alternative, including the No-Build
20 Alternative, were compared to determine which
21 alternative would be presented as the recommended
22 alternative.

23 Alternative A includes widen north in Segment
24 1, bridge with shared use path in Segment 2,
25 suburban typical section in Segment 3, and urban

1 typical section in Segment 4.

2 Alternative B includes widen south in Segment
3 1, bridge with shared use path in Segment 2,
4 suburban typical section in Segment 3, and urban
5 typical section in Segment 4.

6 Alternative C includes widen north in Segment
7 1, bridge without shared use path in Segment 2,
8 rural typical section in Segment 3, and urban
9 typical section in Segment 4.

10 Alternative D includes widen south in Segment
11 1, bridge without shared use path in Segment 2,
12 rural typical section in Segment 3, and urban
13 typical section in Segment 4.

14 Alternative B was chosen as the recommended
15 alternative and refined to calculate potential
16 environmental impacts and updated costs.

17 Environmental effects of the alternatives are
18 an important component of this study. Potential
19 effects of the recommended build alternative on the
20 social, cultural, natural and physical environment
21 are taken into consideration. The evaluations are
22 conducted in accordance with the National
23 Environmental Policy Act and other federal
24 requirements.

25 I will now outline the potential social,

1 economic, and environmental impacts of the
2 recommended alternative. These include potential
3 impacts to wildlife and habitat, wetlands, cultural
4 resources such as historic and archeological sites,
5 noise and air quality, potential contamination
6 sites, floodplains, Section 4(f) or public lands,
7 and relocations and right-of-way acquisition.

8 Threatened and endangered plant and animal
9 species are afforded special protection under the
10 Federal Endangered Species Act of 1973, as amended,
11 and Florida Statutes. The project team
12 corresponded with both federal and state agencies
13 during the PD&E study. The U.S. Fish and Wildlife
14 Service concurred with the finding that the
15 recommended alternative may affect but is not
16 likely to adversely affect the following listed
17 species: Florida manatee, crested caracara, bald
18 eagle, wood stork, and eastern indigo snake. No
19 effects are anticipated to any other listed
20 species.

21 As part of the coordination with both U.S.
22 Fish and Wildlife Service and Florida Fish and
23 Wildlife Conservation Commission, the FDOT will
24 implement various measures to minimize and mitigate
25 impacts to any federal or state protected species.

1 FDOT will continue to consult with environmental
2 agencies in future project phases to meet all
3 environmental permitting and construction
4 requirements.

5 In accordance with Executive Order 11990,
6 "Protection of Wetlands," the study team has
7 evaluated this project for wetlands involvement.
8 The recommended alternative has the potential to
9 directly impact 26.43 acres of wetlands. The
10 project team determined there is no practicable
11 alternative to proposed construction in wetlands
12 and that the recommended alternative includes all
13 practicable measures to minimize harm to wetlands.

14 Wetland impacts which will result from the
15 construction of this project will be mitigated
16 pursuant to Section 373.4137, Florida Statutes, to
17 satisfy all mitigation requirements or Part 4,
18 Chapter 373, Florida Statutes, and 22 US Code,
19 Section 1344.

20 In accordance with Executive Order 11988,
21 "Floodplain Management," the project has been
22 evaluated for potential floodplain involvement.
23 Even though portions of the project area are
24 located in the 100-year floodplain there is no
25 significant change in flood risk, nor is there

1 significant change in the potential for
2 interruption or termination of emergency services
3 or emergency evacuation routes due to flooding as a
4 result of construction of the proposed
5 improvements. Approximately 33 acre-feet of
6 floodplain compensation will be required for the
7 proposed improvements.

8 A cultural resource assessment survey was
9 conducted in accordance with the National Historic
10 Preservation Act of 1966 and Florida Statutes.
11 There are no historic or archeological sites listed
12 on or eligible for listing on the National Register
13 of Historic Places. Concurrence on these findings
14 from the state historical preservation officer was
15 received on April 22, 2014.

16 The study team evaluated effects of traffic
17 noise associated with the recommended build
18 alternative. Noise sensitive sites in areas along
19 the project corridor may hear traffic noise levels
20 that approach or exceed noise abatement criteria
21 established by the Federal Highway Administration.
22 Noise abatement measures were evaluated, including
23 traffic system management, alignment modifications,
24 property acquisition, land use controls, and noise
25 barriers.

1 With construction of the recommended build
2 alternative traffic noise levels are predicted to
3 approach, meet, or exceed the noise abatement
4 criteria at 20 locations. The results of the noise
5 analysis indicate that none of the noise abatement
6 measures considered are reasonable and feasible
7 methods of reducing predicted traffic noise impacts
8 for any of the eight impacted receptors.

9 Potential air quality effects of the proposed
10 improvements were evaluated. This project is
11 located in an attainment area for air quality
12 standards provided in the Clean Air Act and
13 subsequent amendments. Therefore, demonstration of
14 conformity with the State Implementation Plan is
15 not required for this project.

16 Construction of the proposed improvements may
17 cause minor short-term air quality effects like
18 dust from earthwork or unpaved roads and smoke from
19 open burning. These effects will be minimal, and
20 construction means and methods will adhere to all
21 state and local regulations and to the standard
22 specifications for road and bridge construction.

23 A hazardous materials and petroleum screening
24 analysis showed 20 sites with the potential for
25 medium contamination involvement. The potential

1 contamination risks will be evaluated during the
2 design phase of the project. Before construction
3 specially trained crews will address contamination
4 in these areas, as required.

5 The project team examined the project area for
6 properties that may be protected under Section 4(f)
7 of the Department of Transportation Act of 1966 for
8 public parks and recreation areas, wildlife and
9 waterfowl refuges and historic sites. There are no
10 impacts resulting from the construction of the
11 recommended alternatives to properties eligible for
12 Section 4(f) protection.

13 68 parcels, including 10 businesses, 20
14 residential and 38 unimproved parcels, will be
15 impacted by the construction of the recommended
16 alternative for a total estimated acquisition of
17 98.52 acres. Of the total, 30.09 acres are for
18 roadway improvements, 33.32 acres are for
19 stormwater management, and 35.11 acres are for
20 floodplain compensation.

21 One of the unavoidable consequences of the
22 project is the necessary relocation of residences
23 or businesses. On this project we anticipate the
24 relocation of one residence and one business. All
25 right-of-way acquisition will be conducted in

1 accordance with Florida Statute 339.09 and the
2 Federal Uniform Relocation Assistance and Real
3 Property Acquisition Policies Act of 1970, commonly
4 known as the Uniform Act. If you are required to
5 make any type of move as a result of a Department
6 of Transportation project you can expect to be
7 treated in a fair and helpful manner and in
8 compliance with the Uniform Relocation Assistance
9 Act.

10 If a move is required you will be contacted by
11 an appraiser who will inspect your property. We
12 encourage you to be present during the inspection
13 and provide information about the value of your
14 property. You may also be eligible for relocation
15 advisory services and payment benefits. If you are
16 being moved and you are unsatisfied with the
17 Department's determination of your eligibility for
18 payment or the amount of that payment, you may
19 appeal that determination. You will be promptly
20 furnished necessary forms and notified of the
21 procedures to be followed in making that appeal.

22 A special word of caution - if you move before
23 you receive notification of the relocation benefits
24 that you might be entitled to your benefits may be
25 jeopardized. The relocation specialists who are

1 supervising this program are Dana Wainwright,
2 Shannon Minchew and Becca Fox. They will be happy
3 to answer your questions and will also furnish you
4 with copies of relocation assistance brochures.
5 Dana, Shannon and Becca, who are standing in the
6 back, right there, raise your hands so that anyone
7 who is involved in relocation on this project will
8 know that they need to see you regarding their
9 property.

10 The estimated construction costs for the
11 recommended alternative from State Road 415 to
12 County Road 426 is \$82,000,000, which includes
13 design, maintenance of traffic, mobilization,
14 utility relocation and contingencies, and
15 \$8,000,000 for right-of-way for a total estimated
16 cost of \$90,000,000.

17 The Florida Department of Transportation's
18 adopted five-year work program includes funding for
19 the design of the 4-lane widening of State Road 46.
20 Currently it does not include funding for
21 right-of-way acquisition or construction of any
22 portion of State Road 46 within the project limits.

23 There have been various opportunities for the
24 public to provide input on this project. One
25 public meeting was held on August 29, 2012. We

1 welcome any oral or written comments you might have
2 that will help us make this important decision.

3 At the conclusion of this presentation our
4 personnel will distribute speaker cards to those in
5 the audience who have not received one and would
6 like to make a statement.

7 A court reporter will record your statement
8 and a verbatim transcript will be made of all oral
9 proceedings at this hearing. If you do not wish to
10 speak at the microphone you may provide your
11 comments in writing or speak directly to the court
12 reporter at the comment table. Each method of
13 submitting a comment carries equal weight.

14 Written comments received or postmarked no
15 later than 10 days following the date of this
16 public hearing will become a part of the public
17 record for this public hearing. All written
18 comments should be mailed to the address shown on
19 the slide or in your handout.

20 You may also submit comments through the
21 project website. The website is
22 www.SR46Geneva.com. The project website will be
23 updated as additional information becomes
24 available.

25 You may also contact the project team directly

1 at these addresses. Mr. Matt Hassan is the
2 Seminole County Project Manager. The Florida
3 Department of Transportation, which provides
4 oversight on the project as part of the local
5 agency program, can be contacted through Ms. Mary
6 McGehee.

7 Public testimony becomes part of the public
8 record and can be received in three ways; written
9 comments, which includes email, speak individually
10 to the court reporter, or speak after the
11 intermission. If you would like to speak, please
12 complete a speaker card and hand it to one of the
13 staff present. Speakers will be called in the
14 order received, and please limit your comments to 3
15 minutes per speaker. All comments will be
16 responded to in writing after the public comment
17 period closes on November 24th, 2017.

18 We will now pause for a 5-minute intermission
19 and collect speaker cards. Anyone desiring to make
20 a statement or present written views regarding the
21 location, conceptual design or social, economic,
22 and environmental effects of the improvements will
23 now have an opportunity to do so. If you are
24 holding a speaker's card please give it to a member
25 of the project team. Does anybody have a speaker's

1 card? If you have not received a speaker's card
2 and wish to speak, please raise your hand and we
3 will hand a card out to you. It's 7:01 and we will
4 resume at 7:06.

5 (Brief recess taken.)

6 MR. RIZZOLO: If everybody can make it back to
7 their seats we'll start the public comment portion
8 of the hearing. We will now call upon those who
9 have turned in speaker's cards.

10 Excuse me. Everybody else, come sit down.
11 We're ready for the public comment portion. We
12 will now call upon those who have turned in
13 speaker's cards.

14 UNIDENTIFIED VOICE: He's trying to get your
15 attention, folks.

16 MR. RIZZOLO: Thank you. When you come
17 forward, please state your name and address. If
18 you represent an organization, municipality, or
19 other public body, please provide that information
20 as well. We ask that you limit your input to 3
21 minutes. If you have additional comments, you may
22 continue after other people have had an opportunity
23 to comment. Please come to the microphone so the
24 court reporter will be able to get a complete
25 record of your comments.

1 So, right now I have five comment cards or
2 five speaker cards. Are there any other speaker
3 cards out there? I think the first speaker is
4 Richard Creedon; C-R-E-E-D-O-N.

5 MR. CREEDON: Can you hear me okay?

6 UNIDENTIFIED VOICE: Yeah.

7 MR. CREEDON: My name is Richard Creedon. I
8 am the president of the Geneva Citizens
9 Association. As most of you know, Geneva is not an
10 incorporated city, it is an unincorporated village,
11 and the Geneva Citizens Association is a voluntary
12 organization, been around since 1903, that's kind
13 of looked after the interests of the community with
14 respect to the county and state government and the
15 school board issues.

16 Ladies and gentlemen, this project is truly a
17 road to nowhere. It makes no sense to consider it
18 now because of a lack of traffic demand, plus the
19 lowest priority being given to it by the
20 neighboring counties of Brevard and Volusia through
21 which it must also be constructed.

22 The only thing that this proposed widening can
23 accomplish is to make it easier to consider
24 additional development density in what we consider
25 to be the Island and Village of Geneva. It would

1 be a make-work project for consultants and
2 engineers at the expense of our citizens. It could
3 only irrevocably harm the charter-protected Eastern
4 Seminole County Rural Area.

5 How about considering a better and more
6 logical way to effect a usable hurricane evacuation
7 route from the Atlantic coast by implementing the
8 following three suggestions:

9 No. 1, wait until the actual traffic counts
10 might suggest an objective NEED for a wider road,
11 as opposed to a selective want. Projections are
12 fine for discussion, but as Clara Peller once said,
13 "Show me the beef." The proof is in the pudding.

14 No. 2, only then, after that's taken care of,
15 enlist both Brevard and Volusia Counties to
16 prioritize their sections of a widened road over to
17 I-95 and US 1 in Brevard County so that the entire
18 road might be constructed within the same narrow
19 time frame. This would be then a real hurricane
20 evacuation route. All three counties must join
21 hands before any more dollars are wasted on any
22 more planning and studies for this project.

23 No. 3, eliminate most of the objections of the
24 citizens of Geneva by not effectively dead-ending a
25 four-lane highway in the center of our little

1 village, which would force-feed four lanes of
2 high-speed traffic into two much smaller roads for
3 many, many years to come.

4 There is a right way and a sensible way to
5 move forward. The Geneva Citizens Association
6 urges you to indefinitely table this project by
7 selecting the No-Build Alternative until and unless
8 the three above sections or suggestions are first
9 implemented. Thank you.

10 MR. RIZZOLO: The second speaker is Bill
11 Holmes; H-O-L-M-E-S.

12 MR. HOLMES: I'm William Holmes.

13 MR. RIZZOLO: Will you state your address?

14 MR. HOLMES: I live at 210 East State Road 46,
15 Geneva. The things that I have to say about the
16 project or the design, I have an engineering
17 background and I can't look at something and not
18 say, "Well, there's a simpler way to do it," but if
19 the traffic needs are established where you need
20 the four-lane project there's one alternative that
21 I didn't see up here, and that is the one of
22 putting in two additional lanes of traffic on the,
23 next to the existing road in the existing 100-foot
24 right-of-way.

25 There's no need for sidewalks and bike lanes

1 out in this area, there's not a shortage of that.
2 We haven't seen any, there's not a need. I know
3 that you have a template that the DOT or the State
4 directs you to use, but that is not one of the
5 alternatives I see in this project. I mean, the
6 one I see, that I would like to see is go ahead and
7 do an analysis on adding just the two lanes.

8 If this was done it would be less drainage
9 impact, much less impact on the adjacent lands,
10 residences and businesses, and I dare say it would
11 probably cost a third of what your cost is going to
12 be on this project. That's all I've got to say.

13 MR. RIZZOLO: Thank you. Next is Tom Shafer.
14 Please state your address.

15 MR. SHAFER: My name is Tom Shafer, 921
16 Harrison Road, Geneva, where I have lived for 30
17 years. And my objection to the road, beyond just
18 the increased traffic on this road itself, the
19 section that you are talking about, is that it
20 would almost demand 426 become four lanes, and that
21 would pretty much cut up the rural district.

22 I think that it's been shown that you build it
23 and they will come. And if you build four lanes, a
24 faster road, there will be more traffic. Rather
25 than decreasing congestion you may actually

1 increase it. Thank you.

2 MR. RIZZOLO: Next is Fred Boyer; B-O-Y-E-R.

3 MR. BOYER: Good evening. I'm with the Mullet
4 Lake Water Association, and nothing has been
5 mentioned from any of the meetings that I have
6 attended about what is to be done with the 6-inch
7 water line that runs from Cochran Road to Mullet
8 Lake Park Road down along Highway 46. They have
9 not contacted us in any way. That's all I have to
10 say.

11 MR. RIZZOLO: Don Menzel; M-E-N-Z-E-L.

12 MR. MENZEL: Good evening. My name is Don
13 Menzel. I live in Winter Springs at 270 East
14 Bahama Road, unfortunately, because I couldn't find
15 a house that fit what I was looking for out in
16 Geneva, but the goal is still to end up in Geneva
17 with hopefully about 10 acres, so get with me after
18 the meeting if you have any suggestions.

19 With that being said, I have really spent a
20 lot of time out with a lot of different citizens in
21 a capacity now of trying to hear really what my
22 neighbors, not only in Geneva, but across Seminole
23 County have come to me about the fear of more
24 development. And at the end of the day I think
25 with this project and that being said, five years

1 ago Geneva citizens stood up and said, "Hey, look,
2 this is," once again, not to take somebody else's
3 thunder, "a road to nowhere," and that's still the
4 belief from everybody I've spoke to. And then the
5 fear that comes with that is the potential
6 development that may come with that kind of a road
7 system being put in.

8 I totally agree with once we get every other
9 county on board, you know, even at that time,
10 hopefully years down the road, let's start it out
11 there and work our way in, because if this is for
12 true safety in the sense of, you know, helping with
13 a hurricane impact, you're going to want to build
14 out there first before you head this way. That's
15 my two cents. Thank you.

16 MR. RIZZOLO: Next is -- is it Tracey
17 Steddins?

18 MS. STEBBINS: Stebbins.

19 MR. RIZZOLO: S-T-E-D-D-I-N-S?

20 MS. STEBBINS: B-B.

21 MR. RIZZOLO: Stebbins.

22 MS. STEBBINS: Just a couple of thoughts. I
23 hadn't heard any mention. We worry significantly
24 about historical locations in our little area.
25 There's a lot of history in Geneva, and there's an

1 area called Indian Springs or Heath Springs
2 directly off 46 that was a very long-used water
3 hole for the whole community.

4 It was also one of the only significant black
5 community locations. Their school was there and an
6 awful lot of families in Geneva had their family
7 reunions there and all the rest, so we would really
8 like that considered.

9 It's an area that right now, 46, there's
10 almost a 20-foot drop to the pond. And for them to
11 do any widening on either side they will be filling
12 that in completely, even if it's just a breakdown
13 lane.

14 I had a question about floodplain when we talk
15 about replacing what we are filling in. I don't
16 know how that's done. I would be interested in
17 hearing you replace floodplain.

18 I have also heard an awful lot of people very
19 concerned about any kind of filling with the amount
20 of flooding that's going on in Geneva now from our
21 storms, and we are always concerned about
22 precedent. So if we start filling in here, then we
23 end up with other issues along the river and we are
24 closing in an area that soaks up water. It's an
25 issue for a lot of our citizens.

1 And the last thought was simply doing this
2 sooner than it needs to happen with the hundred
3 feet that we're talking about, trees taken down,
4 water area filled in, it's just removing more of
5 our environment where we don't need it, global
6 warming, all the rest.

7 We just need to keep what we have around us,
8 not least because people outside of Geneva come to
9 Geneva specifically for the purpose of less noise,
10 less traffic. The temperature is actually cooler
11 because we have less pavement.

12 So we would like to keep what we have got for
13 us and the rest of the people out there as long as
14 is possible, and because this is going to be done
15 to a point and then other counties are not
16 following up behind us, it doesn't make sense to
17 just dead-end, as Richard said, at 426 from four
18 down to two, for all those reasons and more, and my
19 address is 611 East Main Street.

20 MR. RIZZOLO: Thank you. Does anyone else
21 desire to speak?

22 Well, the verbatim transcript of this
23 hearing's oral proceedings, together with all the
24 written material received as part of the hearing
25 record, and all studies, displays and informational

1 material provided at the hearing will be made a
2 part of the project decision-making process and
3 will be available at the Seminole County Public
4 Library North Branch for public review upon request
5 through the end of the public comment period.

6 Thank you for attending this public hearing
7 and for providing your input into this project. It
8 is now 7:22. I hereby officially close the public
9 hearing for the State Road 46 PD&E Study. Thank
10 you again and have a good evening.

11 (Hearing ended at 7:22 p.m.)
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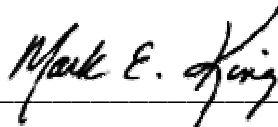
C E R T I F I C A T E

STATE OF FLORIDA:

COUNTY OF SEMINOLE:

I, MARK E. KING, being a Registered Professional Reporter and Notary Public, State of Florida at Large, do hereby certify that I was authorized to and did, in Stenotype shorthand, report the foregoing proceedings had at the time and place herein designated; and that my shorthand notes were thereafter reduced to typewriting, by me, through computer-aided transcription; and that the foregoing pages, numbered 3 through 35, constitute a true, complete and accurate transcription, to the best of my ability, of my said Stenotype notes taken therein.

Dated this 25th day of November, 2017, at
Longwood, Seminole County, Florida.



Mark E. King, RPR

Court Reporter

