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FLORIDA DEPARTMENT OF TRANSPORTATION - DISTRICT 6  
S.R. 5/U.S. 1 Restoration, Rehabilitation &  
Resurfacing Projects from Mile Marker 92 to Mile  
Marker 106 Five-Year Tentative Work Program

Public Information Meeting of the Florida  
Department of Transportation, District 6, held at  
Holiday Inn, Key Largo, Overseas Highway, Key  
Largo, Florida, on the 5th day of August, 2008,  
commencing at or about 5:30 p.m. - 8:00 p.m.,  
pursuant to Notice of Meeting.

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1       The Record of Proceedings had of a Public  
2       Information Meeting of the FDOT S.R. 5/U.S. 1  
3       Restoration, Rehabilitation and Resurfacing  
4       Projects from Mile Marker 92 to Mile Marker 106,  
5       at the Holiday Inn, Key Largo, Florida, on August  
6       5th, 2008, commencing at or about 5:30 p.m. to  
7       8:00 p.m.:

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1 Thereupon, the following meeting was had:

2 MS. RODRIGUEZ: Hello, everybody.

3 We are getting ready to start the meeting,  
4 so if you could please come towards the  
5 front of the room and take your seat.

6 You can't hear? Can you hear me now  
7 back there? Hello? Can you all hear me  
8 back there?

9 A little better. Okay. I will  
10 speak louder. Please, we are getting  
11 ready to start the meeting. We would  
12 appreciate it if you come to the front of  
13 the room and take your seat.

14 Okay. We are ready to start the  
15 meeting. Could you please come to the  
16 front of the room and take your seat.

17 Good evening and thank you for  
18 coming for this Public Information Meeting  
19 by the Florida Department of  
20 Transportation, District 6.

21 My name is Marta Rodriguez-Trudeau  
22 and I am a public information consultant.

23 The purpose of this meeting is to  
24 provide you with information about the  
25 roadway improvement project from Mile

1 Marker 92 to Mile Marker 106, in Key  
2 Largo.

3 Before we continue I would like to  
4 introduce to you the FDOT staff and  
5 consultants here tonight: Harold  
6 Desdunes, District Design Engineer.

7 MR. DESDUNES: Right here.

8 MS. RODRIGUEZ: Steven Craig James,  
9 District Landscape Architect.

10 MR. JAMES: Here.

11 MS. RODRIGUEZ: Gaspar Lobaina,  
12 Assistant District Design Engineer.

13 Erenia Nagid, Project manager.  
14 Adriana Manzanarez, Project Manager.  
15 Chris Tavella, Project Manager. Calvin  
16 Mason, Project Engineer. Brian Rick,  
17 Public Outreach and Media Specialist. And  
18 Rosita Black, Public Information  
19 Assistant.

20 The consulting engineers present  
21 tonight are: Joe Gomez and Edgar Ramirez  
22 from TYLIN, Sudhir Muppalla and Wendy  
23 Conforme, from Jacobs Engineering, Frank  
24 Pannelles from Sanchez-Zeinali and  
25 Associates.

1                   And on the Consulting Public  
2                   Information team, we are Talia Hebra,  
3                   Magali Abad and myself, From Bermello,  
4                   Ajamil and Partners.

5                   Before we continue, if there is any  
6                   elected official or any appointed  
7                   official, that are here tonight or any of  
8                   their representatives, could you please  
9                   stand up so we can acknowledge you. Are  
10                  there elected officials or  
11                  representatives?

12                  Can you state your name, sir,  
13                  please?

14                  MR. SAUNDERS: I am State  
15                  Representatives Ron Saunders. I represent  
16                  House District 120 from Key West to  
17                  Kendall.

18                  MS. RODRIGUEZ: Thank you very much.

19                  MR. SAUNDERS: And Elaine and Holly  
20                  are my staff officers.

21                  MS. RODRIGUEZ: Thank you for  
22                  coming.

23                  Any other elected official or  
24                  appointed official?

25                  Okay. Those of you who wish to

1 speak during the question and answer  
2 session, please complete a speaker card  
3 and return it to one of the ladies by of  
4 the door before the question and answer  
5 session period starts. We will be calling  
6 your name in the order that you submitted  
7 your speak card. And we ask you to speak  
8 one at a time.

9 When your name is called, please  
10 come to the front and speak clearly so  
11 that the court reporter here with us  
12 tonight can take your statement  
13 accurately.

14 And, another thing we wanted to tell  
15 you before we start the meeting is, that  
16 we have this room rented between 5:30 and  
17 7:30, so we have to be out of here 8:00  
18 o'clock. We want everybody to take their  
19 turn, giving their comments, and we ask  
20 for your cooperation so that we accomplish  
21 that task.

22 And now I leave you with Harold  
23 Desdunes, who is the District Design  
24 Engineer. Thank you.

25 MR. DESDUNES: Thank you, Marta.

1                   An observation: I have been to  
2                   three meetings down here in the Keys.  
3                   They were great. We had drinks. We had  
4                   cookies. One meeting we had ice tea, home  
5                   made ice tea. You know you are in a  
6                   government meeting when the only thing  
7                   they offer you is water and it has got to  
8                   be tap only. But, anyway, it is because  
9                   of budget cuts.

10                  Anyway, we are here to present five  
11                  projects, and this is probably a first.  
12                  Typically we go one at a time, one project  
13                  at a time. But we felt it was so  
14                  important to see the whole corridor as  
15                  one, and to have -- So everyone can have  
16                  an opportunity to see what is happening.  
17                  Five projects are -- The jobs are three R  
18                  jobs, which is typically milling,  
19                  resurfacing, shoulder work, safety  
20                  improvements, ADA.

21                  Let me see if this works here. All  
22                  right. Great. The five jobs, they start  
23                  from -- The job starts at MM 99 and goes  
24                  all they way to MM 106. And there are  
25                  five different segments. Some segments it

1 is northbound and southbound. Other  
2 segments are only southbound.

3 What I want to do is -- I told the  
4 managers and designers, I want them  
5 involved with this. Because I can come up  
6 here and explain the projects, but the  
7 detail is with the project manager and the  
8 designer who is actually on that  
9 particular project. So I thought that was  
10 very important to have them here.

11 Okay. So I will give you a little  
12 overview and these guys are going to come  
13 up and give the details.

14 Now, typically, from the milling and  
15 resurfacing project, as you can see here,  
16 this is the typical that is occurring from  
17 MM 92 to 106.

18 Southbound you have got 12-foot  
19 lanes. You go two-foot paved shoulder on  
20 the outside and a four-foot paved shoulder  
21 on the outside, but the total shoulder is  
22 ten feet. Six feet is unpaved.

23 On the northbound traffic you got  
24 two-foot paved shoulder on the inside,  
25 milling 12-foot lanes, and on the outside

1           we have ten-foot paved shoulder. That is  
2           what we are planning.

3           One item that we have added in this  
4           initially, this is what we planned but --  
5           Tish, where are you? Tish, we had a  
6           meeting with Tish and we felt it was  
7           important to come through here and get the  
8           job done at once.

9           We found out there was a separate  
10          project where they are doing the shared  
11          use path, where DP had a separate project  
12          to come in her and so some safety  
13          improvements on the bike path, or what I  
14          like to call it, shared use path.

15          So, we decided to incorporate --  
16          Well, while working together. I didn't  
17          twist or anything, right, Tish. Sorry.  
18          Trish. I didn't twist your arm or  
19          anything, right Trish?

20          Okay. So we decided to have -- to  
21          combine the improvement that Trish  
22          recommended, that she had in her plan,  
23          incorporated into our plans. And, as a  
24          matter of fact, we sort of enhanced what  
25          she had.

1           Initially, what she was proposing,  
2           is to widen the shared use path to eight  
3           feet.

4           What we are proposing is to widen  
5           the shared use path to ten feet. So we  
6           have provided an additional pavement in  
7           this area. So that is an additional even  
8           enhancement that initially wasn't going to  
9           be there.

10           Okay. The first job is from MM 92  
11           to 93, and the project manager's is Chris  
12           Davila. Chris.

13           MR. TAVELLA: Thank you, Harold.

14           The first project that I am  
15           responsible for is from MM 92 to MM 93.  
16           Of the five projects that we are going to  
17           discuss tonight this is the only project  
18           that is being designed in-house by FDOT  
19           employees.

20           Our lead project engineer, his is  
21           name is Calvin Mason. He is in the room  
22           here. And after the presentation he will  
23           be available to answer any questions that  
24           you have within these projects limits.

25           This project is located within

1           Tavernier, Monroe County, and runs from MM  
2           92 to MM 93, and it is approximately one  
3           mile long.

4           Our project only includes the  
5           southbound lanes. This is a particular  
6           location of the Overseas Highway where the  
7           southbound and northbound lanes are  
8           separated by more than 200 feet.

9           Because they are separated they are  
10          considered to be two separate sections of  
11          roadway. And because only the southbound  
12          lanes have deficient pavement, our project  
13          only includes resurfacing of the  
14          southbound lanes.

15          Our proposed improvements are to  
16          mill and resurface the existing pavement  
17          on the travel lanes. We will be  
18          constructing a two-foot paved inside  
19          shoulder and a five-foot paved outside  
20          shoulder.

21          We will also be making some drainage  
22          improvements along the swales to alleviate  
23          any drainage problems that have been  
24          located in the area.

25          Next slide. Our project schedule is

1 for the lane to begin in July, 2009, with  
2 construction starting three months later  
3 in October of 2009.

4 The total estimated construction  
5 days for the project is a 180 days.  
6 Currently we are at 20 percent in our  
7 design.

8 I will now pass the presentation  
9 over to Joe Gomez, who is the project  
10 manager for the second project.

11 MR. GOMEZ: Thank you, Chris. Good  
12 evening, ladies and gentlemen.

13 I guess not. The first project that  
14 our firm is working with the Florida  
15 Department of Transportation is at MM 93  
16 to 97. It is also within the Tavernier,  
17 Monroe County. And it is approximately  
18 from Camelot Drive, which is around MM 93  
19 to south of Ocean Drive, MM 97. It is  
20 approximately four miles so it is a pretty  
21 long stretch. And it include both the  
22 northbound and the southbound lanes,  
23 milling and resurfacing and other  
24 improvements.

25 We are going to mill and resurface

1 both sides of the roadway, both the  
2 northbound and the southbound travel lanes  
3 and improvements to the shoulder.

4 We are going to widen the exiting  
5 four foot paved outside shoulder adjacent  
6 to the northbound lanes with a ten-foot  
7 shoulder. So, at the fork you only have  
8 an existing four-foot shoulder northbound.  
9 We would add another additional six feet  
10 of pavement approximately, and that is for  
11 emergency use.

12 It also does include drainage  
13 improvements to accommodate for the  
14 addition pavement that we are adding, a  
15 swale areas along the limits of the  
16 project.

17 Obviously new signing and pavement  
18 marking. Whenever you do the pavement,  
19 when you completely change the  
20 configuration, you go in and put new  
21 markings. Also some of the signage we  
22 would improve.

23 And, the shared use path, obviously  
24 we are going to, as Harold mentioned,  
25 within the limits of the project we

1 will --

2 My first carries pretty good so I am  
3 just going to forgo this. I don't want to  
4 damage anybody's eardrum, including my  
5 own.

6 And we are also going to enhance in  
7 the shared use path, will be widened ten  
8 feet, will be improved thanks to the  
9 cooperation between FDOT and FDEP, and  
10 will include for the entire limits of the  
11 project.

12 Our schedules for -- You guys can't  
13 hear me. No? Okay. Sorry. I tried,  
14 folks.

15 We have a slight technical  
16 difficulty. All right. There we go.

17 Our schedule for -- Let's try that.  
18 Great. Okay. Excellent.

19 All right. Our schedule for this  
20 first project, the letting date is  
21 September of 2009. Construction typically  
22 starts, as Chris said, about three months  
23 later. And then we expect the  
24 construction to finish around March of  
25 2011. We have estimated the construction

1 time of this project because obviously --

2 Maybe it is me. I don't know what  
3 it is. But, anyway, the construction time  
4 is about 450 days and the current design  
5 status is about 50 percent complete.

6 With that I will turn it over to our  
7 next -- Sudhir, there you go.

8 Be careful with the mike.

9 MR. MUPPALLA: I am Sudhir Muppalla  
10 and our project limits are from MM 97 to  
11 100. Our projects limits are from 820  
12 feet northbound from north of the Hilton  
13 Resort to 235 feet south of Poinciana  
14 Drive. It is approximately three miles  
15 and it is only southbound construction.

16 Except north of Ocean Bay Drive we  
17 are doing a milling and resurfacing on  
18 northbound and southbound construction.

19 The scope of work is milling and  
20 resurfacing of existing traveling lanes.  
21 However, where we have of southbound  
22 shoulders less than four feet, we are  
23 contracting a new shoulder five-foot wide.

24 In the northbound direction we are  
25 proposing a ten-foot shoulder and we are

1 getting some access modification at Ocean  
2 Driver, Bay Drive and also at Sunset  
3 Boulevard.

4 We are doing some drainage  
5 improvements along the swales and some  
6 segment improvements where we are  
7 upgrading the span --

8 And our letting date is July, 2009.  
9 The construction will start in March,  
10 2010. And total construction days is 250  
11 days. And current design is at 60  
12 percent.

13 Next I will pass it on to Frank.

14 MR. PANELLES: All right. Good  
15 evening. My name is Panelles. I am the  
16 project manager for the third project.  
17 Actually, the fourth project.

18 My project is very similar to  
19 Sudhir's project. Basically we are going  
20 to be doing the northbound and the  
21 southbound direction. It goes from  
22 Hialeah Lane to south of Poinciana Drive.  
23 It is MM 100 to 103.

24 The scope of the work is going to be  
25 on milling and resurfacing of the

1 northbound. We are going to be widening  
2 the four feet paved shoulder in the  
3 northbound direction to ten feet. We are  
4 going to have drainage for the additional  
5 areas, including same for the markings as  
6 well.

7 We are also going to be addressing  
8 the bike path to the proposed ten feet.

9 Currently the letting date is  
10 January of 2010. The construction should  
11 start in early 2010, approximately in  
12 April. The construction days, 450. We  
13 are about 40 percent complete.

14 Now, Joe will continue with the next  
15 project. Be.

16 MR. GOMEZ: Must be me. It must be  
17 me. I am sorry. I apologize. I don't  
18 even want to go to that box because God  
19 know what will happen.

20 I work my way through this. Our  
21 last projects is at MM 103 to 106, Key  
22 Largo. It is from Hialeah Lane where  
23 Frank's project leaves off to  
24 approximately Lake Surprise Boulevard, MM  
25 106. This one is a little shorter than

1 the other project we have. It is  
2 approximately three miles. And again it  
3 includes both the northbound and the  
4 southbound lanes.

5 Again, we will mill and resurface  
6 the existing roadway, all the pavement.  
7 We will improve the shoulder, the  
8 four-foot paved outside shoulder in the  
9 northbound direction will be widened to an  
10 additional six feet to have the ten-foot  
11 shoulder for emergency use.

12 We are again going to be doing some  
13 drainage improvements along the swale to  
14 accommodate the additional pavement and  
15 signing and pavement markings.

16 And, again, we are going to be  
17 addressing the shared use path along the  
18 limits of the project, widening it to ten  
19 feet and repaving the entire shared use  
20 path.

21 Our schedule for this project, the  
22 letting date is scheduled for May of 2010.  
23 Construction approximately August of  
24 2010.

25 Again, they are of similar size and

1 scope, so we have estimating construction  
2 time about 450 days. We have an expect  
3 date complete by November of 2011.

4 And our current design status on  
5 this is a little more advanced. We are  
6 about 60 percent complete.

7 With that, Harold. You got lucky.  
8 You get to do this again.

9 MR. DESDUNES: Okay. I don't have  
10 that problem.

11 All right. In terms of the impacts,  
12 limited impact on existing traffic  
13 operations.

14 Typically, a resurfacing job, there  
15 is not too much of a change in length and  
16 configuration. The only case was with  
17 Muppalla. He had a signal upgrade issue.  
18 You won't see too much of an impact. Just  
19 the fact that it is going to -- to Nassau.

20 We will be performing phases to  
21 minimize impact to motorists and local  
22 businesses. So, typically a milling and  
23 resurfacing, it is moving operation. The  
24 contractors come in, he comes, in, he  
25 mills probably within an inch or and inch

1 and a half of the existing asphalt. And  
2 after that he comes back with another  
3 machine and resurfaces it.

4 The only case, right at the  
5 disruption, is in the area where we are  
6 doing the shoulders widening. That is  
7 going to take an additional amount of  
8 work. There is just not -- the milling  
9 and resurfacing. There we have to  
10 reconstruct the base to ensure that there  
11 is a uniform slope in the shoulder area.

12 Access? A temporary lane closures  
13 during off peak hours. Typically it is  
14 not during rush hour. I am not sure  
15 exactly what rush hour is down here but  
16 the contractor cannot work during rush  
17 hour. He has to open the road, the for  
18 traffic, and then when the off peak hours  
19 begin, start the work.

20 He also may request to do some night  
21 work in areas that are not residential.  
22 The business areas, maybe he will request  
23 some night work.

24 Access will always be maintained to  
25 all properties. At all times the

1 contractor is required to maintain access.  
2 So, there is no time your access will be  
3 blocked. He must provide you with access.

4 Business. No business parking  
5 outside of FDOT right-away is impacted.  
6 We are not taking any property. We are  
7 not buying any property. All this work is  
8 being done in FDOT right-away.

9 The existing shared use path, it is  
10 going to be widened. Initially, when we  
11 had this presentation, that item was  
12 pending, but we worked it up with FDEP and  
13 at this point we are coming up where we  
14 are doing the shared use path.

15 An, as a matter of fact, we are  
16 upgrading the shared use path because  
17 initially they were only calling for seven  
18 to eight feet. We are providing you with  
19 a ten-foot shared use path.

20 The only time that, that may change  
21 is in areas where in certain location you  
22 have the utility poles. In that area it  
23 may be a little bit tighter, but we are  
24 going to do our best to get the ten-foot  
25 shared use path out there. And, for those

1           who are bikers, they not that is extremely  
2           useful.

3                   Other items. All work -- As I  
4           mentioned before, all work will occur  
5           within an FDOT right-away.

6                   Results of the project. You get the  
7           new roadway pavement. After this, this  
8           pavement, after we are finished with it,  
9           it should last at least 20 years.  
10          Typically it will go 14 to 20, but  
11          typically about 20 years.

12                   So, after this is done, the  
13          resurfacing, after the shared use path,  
14          you are not going to see us. We are not  
15          going to come here and disrupt you  
16          anymore.

17                   New signage and paving markings.  
18          Re-sign and paving, paint markings to  
19          enhance safety. Those issues have come up  
20          with the shared use path. They needed to  
21          do improvements on the signage. We will  
22          be doing that.

23                   We are also going to improve signage  
24          on the main line. The shoulder,  
25          definitely an improvement. We are

1 providing northbound paved for emergency  
2 purposed only. We are providing a  
3 ten-foot northbound paved shoulder.

4 Okay. In summary, five projects,  
5 they all are three-year projects. In some  
6 cases we are doing only milling and  
7 resurfacing. In other cases we are doing  
8 a little bit more. We are doing the  
9 ten-foot paved shoulder.

10 And in cases where we were working  
11 on the north side, we are doing the shared  
12 use path also.

13 These five projects will definitely  
14 will enhance safety, improve traveling  
15 conditions for the motorists and  
16 pedestrians.

17 Now, at this point -- At this point,  
18 the next slide is about questions. But  
19 before I open the floor for questions, I  
20 don't want you to believe me. I want you  
21 to believe the engineers. I think a  
22 pictures is worth a thousand words. A  
23 picture with plans overlay, is worth two  
24 thousand words.

25 So, what I want you to do is go over

1           there, look at your property, where you're  
2           concern is -- it maybe your business. it  
3           maybe your home. It may be an answer  
4           you're concerned with. Take a look at the  
5           aerials.

6                     The engineers will be back there to  
7           answer your questions, to see what the  
8           impacts are.

9                     After that, about 14 minutes, we  
10          will come back here and open the floor for  
11          questions.

12                    So, please take a look at the area.

13                    MS. RODRIGUEZ: Yes. Before we  
14          break to see the plans, I just want to  
15          acknowledge Laura Muniz, who came here  
16          during the presentation and she is  
17          representing Senator Mel Martinez.

18                    And also two ladies from FDOT  
19          arrived related to the presentation,  
20          Aileen Boucle, who is the District  
21          Planning Project Development and  
22          Enviromental Administrator, Barbara  
23          Culhane and Catherine Owens, from  
24          Environmental Management. Thank you.

25

1                   (Whereupon, the meeting was in  
2 recess at 6:20 p.m.)

3                   MS. RODRIGUEZ: Please take your  
4 seats so we can proceed with the meeting  
5 and question and answer session.

6                   Please come back and take your seats  
7 so that we can start the question and  
8 answer session.

9                   Okay. The first speaker is Jack  
10 Hagopian.

11                  MR. HAGOPIAN: Well, my name is Jack  
12 Hagopian. I have been here for 30 years.  
13 I am very pleased to see all of you there  
14 and I hope you all came with good ideas,  
15 for the future of the Keys and certainly  
16 to benefit Key Largo.

17                  As you know, we screwed up and we  
18 only made a three-lane road up to Florida  
19 City. And nicest thing about it is you  
20 can on that bridge and see water on both  
21 sides and know that you are in the Florida  
22 Keys.

23                  There is no stopping on the bridge  
24 like we have had it for many, many years,  
25 and some of the so-called caring people

1 did not want to have traffic. Now, how do  
2 you feel when the slowdown and everything  
3 is changed? Prices have gone down. The  
4 economy is not as good as we had it. And  
5 we must stop and think about we have, the  
6 benefit of what we are going to get.

7 First of all, let me bring you back  
8 all the way down to Mile Marker Zero,  
9 which is Key West. Do you see what they  
10 have? That have curbs. They have  
11 sidewalks. They have streets. They have  
12 no dirt shoulders, nothing of that nature.  
13 Everything down there is made to improve  
14 the City.

15 Every time a big bus goes by here  
16 all it does is raise the dust and dirt and  
17 everybody gets full of dust and dirt,  
18 including their property.

19 Some of the people have taken  
20 advantage of the DOT right-away and are  
21 using it for parking. I don't think DOT  
22 intended for that to be used for parking.  
23 I am firmly trying for my own parking  
24 needs for three and a half year to lease  
25 five feet from DOT. And I have still not

1           accomplished that.

2                   But how now nice it is to come down  
3           the stretch, look over on both sides, and  
4           you see water and you know that you are in  
5           the Florida Keys. Up to now, you didn't  
6           know, but maybe all the way down  
7           Islamorada we knew we are in the Florida  
8           Keys.

9                   Now, some of the people that don't  
10          use the roads don't understand how nice it  
11          is that we don't have to stop for the  
12          bridge to let a boat go by. It is such a  
13          nice thing.

14                  I am on the road going to Miami at  
15          least three times a week. I am a hard  
16          worker. I go up there to help less  
17          fortunate people than myself. I belong to  
18          the Lion's organization. In fact,  
19          tomorrow morning I am going to a meeting.  
20          I enjoy that.

21                  The only thing that I am very, very  
22          questioning is why did we need the  
23          concrete barrier all the way almost,  
24          except for two breaks, because if we have  
25          an emergency or a back-up, where are you

1 going to go? You are stuck because the  
2 concrete will not let you turn around.  
3 These are things that DOT should have  
4 taken into consideration.

5 Now, when I asked them one time  
6 before, they said, "Well, they can come  
7 back and cut them in later." But that is  
8 after the fact and it cost more money. It  
9 is just like the fourth lane they are  
10 going to put in, whether you and I like  
11 it, or whether we are here, it will be  
12 done.

13 What is the wrong of that? Why are  
14 we so far against it? Maybe most of you  
15 are much richer than I am and you don't  
16 need the income that comes down. You  
17 don't need the benefit of the road to  
18 bring people safely down and safely back.

19 What you would rather have is the  
20 police being worked over for no reason  
21 except people cannot get in and out and  
22 accidents happening.

23 What I would like to do to remedy  
24 this, tell DOT, "The only way that you can  
25 save this problem." I don't have nobody

1 to fight with. I don't know what the  
2 argument is. But I am in favor of this  
3 anyway.

4 But what the problem is, is that  
5 Florida City is backed up during  
6 emergencies, evacuations. What you need  
7 to do is bring the Turnpike all the way  
8 town past Florida City, put it on the  
9 stretch, and then we can get in and get  
10 out.

11 You can't even get through Florida  
12 City when they have a race. Can you  
13 imagine what is going to be when you start  
14 worrying about extra lanes, which I have  
15 nothing against, but you are going to back  
16 them up all the way up to Florida City.

17 Take Dade County and get them to  
18 help us some. Let them be part of this  
19 community because 60 or 70 percent of the  
20 people that come down either live here or  
21 come down for recreation, which you took  
22 all the recreation away because there is  
23 no place to even put a boat no more.

24 They are not coming down like they  
25 did. We allowed all of these recreational

1 places to be sold to promoters who didn't  
2 make enough money and they are just  
3 sitting their idle. They are going to go  
4 through bankruptcy. We are going to have  
5 all kinds problems.

6 Now, I am a businessman. I own a  
7 some property. I don't know if you can  
8 call it a shopping center or not but I  
9 have 200 feet at Mile Marker 99.3. And I  
10 would like thought given to how we are  
11 going to evacuate. You bring everybody up  
12 the road and everybody stops and there is  
13 no place to go. They should have been  
14 brought the -- instead of building the  
15 bridge -- the road up there for the buses,  
16 they should have brought the train all the  
17 way down, if they wanted to.

18 Long range planning is what we need.  
19 I am 80-years old in September. I am in  
20 pretty good shape. I get occasionally  
21 sick, but I am in favor of everything and  
22 anything we need to do to help my  
23 community.

24 And one of the thing, I think, to  
25 help us, don't let the County

1           Commissioners decide for you. Don't let  
2           the people -- Make yourself available to  
3           improve this area for everyone.

4                     Why don't we have bridges and roads  
5           to nowhere? I mean, you go up in the  
6           middle of the state and you see bridges,  
7           it is going to nowhere. I am talking, but  
8           I like to talk. You put me on. That is  
9           the biggest mistake you can make.

10                    Anyway, since I used up my time,  
11           thank you so much.

12                    MS. RODRIGUEZ: Thank you very much.

13                    MR. HAGOPIAN: I had nothing  
14           written.

15                    MS. RODRIGUEZ: Thank you very much.

16                    We do have 23 speakers. So we have  
17           two minutes to present our statement so  
18           that everyone has a chance to speak.

19                    MR. HAGOPIAN: I am sorry.

20                    MS. RODRIGUEZ: That is all right.  
21           I am sorry. The second speaker is Ron  
22           Miller.

23                    MR. MILLER: Is it possible to use  
24           this. Mr. Hagopian mentioned the curbs  
25           and how nice it is how Islamorada is.

1 This shoulder will not have curbs and it  
2 will still have gravel and dust when  
3 vehicle drives off the side of the road on  
4 to the bike path. So, this is not  
5 providing us with any of the amenities  
6 that you spoke about, Mr. Hagopian.

7 There are so many things wrong with  
8 this project that it would take awhile to  
9 discuss them and I would be glad to  
10 discuss this project with anyone,  
11 anywhere.

12 Just for the moments, the Heritage  
13 Trail is a problem. I just went out today  
14 and measured the side of the road. And  
15 the measurements show if you do this, the  
16 separation we will have between the bike  
17 path and the shoulder will not meet the  
18 minimum standards. And here is the Master  
19 Plan for the Heritage Trail. There are  
20 absolutely no acceptable dimensions for  
21 this trail. The cross section is 21 feet.

22 There is ten feet from U.S. 1's  
23 shoulder clearance and an eight foot trail  
24 with and three for an ecological buffer.  
25 They are calling for the optimum width for

1           this trail to be 12 feet.

2                   So, the Department of Transportation  
3           isn't giving anything when they give us a  
4           ten-foot trail that is even closer to the  
5           shoulder. This shoulder is unnecessary.

6                   Key Largo already has a vision for  
7           the future and it has been incorporated  
8           into our Comprehensive Plan. It calls for  
9           pedestrian enhancements, landscaping; the  
10          things which are conducive to a quality  
11          community.

12                   And, by the way if you define the  
13          roadway, which I mentioned, the you  
14          protect the grass and the pedestrians.

15                   Road widening is not in the vision  
16          that this community supported. I urge you  
17          to support the vision, which this  
18          community supported and is part of our  
19          laws.

20                   And I would like to request time  
21          with the court reporter also to proffer  
22          some of my questions before he finishes  
23          today. Thank you very much.

24                   MS. RODRIGUEZ: The next speaker is  
25          Kay Thacker.

1 MS. THACKER: Can I hold my comment  
2 until a little bit later.

3 MS. RODRIGUEZ: Okay. Certainly.  
4 Pauline Klein.

5 MS. KLEIN: Thank you. I will  
6 encourage FDOT to go back and look at the  
7 plan. It is the Largo LCP plan and the  
8 Corridor Enhancement Plan, the CEP.

9 The citizens worked, only a few  
10 years ago, and accepted, voted to approve  
11 it, as the Master Plan for future  
12 development and for highway enhancement.

13 And FDOT was involved in that also  
14 at the time. The County spent millions of  
15 dollars, and I am sure FDOT did also.  
16 Where is those plans? What happened? Did  
17 it fall through the cracks. And it cost a  
18 lot of money and a lot of our time because  
19 we had a lot of meetings and a lot of  
20 input from everybody that lived in the  
21 Keys that cared.

22 And I think this new plan for a  
23 ten-foot shoulder going north is simply to  
24 allow more development in the Keys and for  
25 hurricane evacuation time.

1           There is too much money involved in  
2           this whole thing and 450 days timeframe to  
3           complete this job just through Key Largo.  
4           It is not very cost effective to have a  
5           manager for every two or three miles. I  
6           don't know. It just seems to me a  
7           financial moon dog. Thank you.

8           MS. RODRIGUEZ: Thank you. The next  
9           speaker, John.

10          MR. HAMMERSTROM: Thank you. Hi.  
11          Just to get a feeling for the community,  
12          if you would, if you are in favor of this.  
13          If you're in favor of this, would you  
14          please raise your hand?

15          Mr. Hagopian and all of FDOT. Okay.  
16          Thank you very much.

17          Okay. To be very clear, my  
18          position, and the position of many of the  
19          people who I have worked with on this  
20          project, do want the road to be  
21          resurfaced. There is very much a need of  
22          resurfacing and we do acknowledge that.

23          What we object to is the ten-foot  
24          wide -- Hi, Aileen, how are you? Talking  
25          to the County back there. I see that.

1           We don't object to the ten-foot wide  
2           shoulder on the northbound side. It is  
3           superfluous, it is not necessary, and I  
4           have some points that I would like to  
5           make.

6           Make no mistake, FDOT plans to add  
7           traffic capacity through Key Largo in the  
8           form of a wide shoulder that would  
9           function as a fifth lane during hurricane  
10          evacuation.

11          And I would like to read to you a  
12          quote from our Monroe County Comprehensive  
13          Plan: "The capacity of U.S. 1 in  
14          Unincorporated Monroe County shall not  
15          exceed four lanes." Any capacity greater  
16          than four lanes violates that principle.

17          The Department Of Highway Safety,  
18          that is the department in the State of  
19          Florida that is responsible for highway  
20          safety, and FDOT themselves, has said a  
21          wide shoulder is dangerous because it  
22          encourages people to pass on the right.

23          As a matter of fact, the Department  
24          of Highway Safety said this is one of the  
25          most dangerous things that can b a

1 available to somebody to drive. And now  
2 we are going be confronted with a wide  
3 shoulder and think about how that wide  
4 shoulder is going to function at  
5 intersections. Isn't that going to be  
6 fun?

7 Now, FDOT has told us, "Well, we  
8 don't have to worry about that because  
9 passing on the right is illegal."

10 Because nobody has seen anybody pass  
11 on the right, of course.

12 So, there is -- They haven't -- Here  
13 is another point. FDOT has made the claim  
14 that this road would be safer. The safety  
15 of this road would be enhanced. They have  
16 not provided any data to demonstrate that.

17 There is a concept called a  
18 collision cost savings calculation, where  
19 when you propose an improvement to a road,  
20 you calculate, and they have dollar values  
21 for everything from a fender bender to a  
22 fatality, where they calculate whether the  
23 road will be safer. And they can  
24 calculate the dollars before and the  
25 dollars after. They have not provided

1           that collision cost savings or any other  
2           data to prove to us that this road will be  
3           safer.

4                     If this is built, if all of these  
5           sections are built, the hurricane  
6           evacuation clearance time will improve 30  
7           minutes. That is right out of the Miller  
8           report, actual calculation or Excel  
9           spreadsheet that anybody can have access  
10          to and I will be glad to show that to you.

11                    Yes. Through the Island of Key  
12          Largo, the Department of Transportation,  
13          because it was stated in the Miller report  
14          uses -- and this gets a little involved --  
15          but they are reducing the number of  
16          vehicles that can pass through Key Largo  
17          because of the signal light intersections.

18                    Well, duh, the signal light  
19          intersection operate in the flashing  
20          yellow just like down here at the fire  
21          station, and it doesn't slow down traffic  
22          at all. But they refused to remove that  
23          error from their calculations.

24                    If they would do so, they would  
25          allow each of the two lanes that we have

1 right now to use the figure of 1,350  
2 vehicles per hour. You don't need to know  
3 that number. But if they would remove  
4 that error of thinking that the traffic  
5 light would operate like they normally do,  
6 with a red light, if they remove that  
7 error, we don't need the wide shoulder.  
8 It is just an error that they refuse to  
9 acknowledge and remove.

10 There is another factual error in  
11 their statements. They said they would  
12 remove no parking. Well, right in their  
13 PD and E statement for this project, it  
14 says "Through Tavernier the parking would  
15 be eliminated."

16 Now, I think they have nuanced this  
17 by saying there would be no business  
18 parking. Well, right through Tavernier,  
19 as you know, in front of the co-op and the  
20 hotels down there, there is parking on the  
21 street. That would be bye-bye.

22 And perhaps one of the most  
23 important factors that still remains to be  
24 true, that in their calculations for  
25 hurricane evacuation, there is no traffic

1 in Miami-Dade County shown to enter the  
2 evacuation flow. Zero.

3 We have to go through at least 40  
4 mile to get to the nearest shelter, at  
5 FIU, and yet the calculations that they  
6 use for evacuation do not show any traffic  
7 in Miami-Dade County entering the traffic  
8 flow.

9 There is what they call background  
10 traffic in that calculation, but  
11 background traffic is merely for people  
12 going and forth to fill up their cars, get  
13 some groceries, or just around town.  
14 There are not evacuating.

15 So, just to repeat this, there still  
16 is no recognition of the traffic in  
17 Miami-Dade County when it comes to  
18 calculating our evacuation clearance time.  
19 Thank you.

20 MS. RODRIGUEZ: Thank you. Bonnie  
21 Cole. Bonnie Cole.

22 Jerry Nussenblatt.

23 MR. NUSSENBLATT: Hi. I am sort of  
24 an anonymous member of the community as  
25 opposed to some of the prior speakers. I

1           have some vehement objections to certain  
2           parts of this plan.

3                     The first thing I want to say is  
4           that it appears to me that DOT sort of  
5           presenting this plan as a done deal, a  
6           fait de compli. And just kind of having  
7           these kinds of meetings so we can vent and  
8           get it off our chests and then we just go  
9           ahead and do what they want to do anyway,  
10          as is shown by the stretch. I am not  
11          talking about the Jewfish Creek Bridge. I  
12          am talking about the stretch, what they  
13          did on that.

14                    I refer to it as the rape of the  
15          stretch because of what they have done to the  
16          mangroves on there. It is horrendous.

17                    And we heard things about the  
18          barrier down the center and other things.  
19          So I am not going to talk about the  
20          stretch.

21                    Some of my objections, first of all,  
22          the bike path, making it ten feet to me is  
23          a colossal waste of money. I mean, I use  
24          the bike path between 93 and 97, for the  
25          purposes of walking frequently.

1                   And I have absolutely no trouble  
2 getting past bicycles and bicycles have no  
3 trouble getting past me or getting past  
4 other bicycles.

5                   I see no reason why that has to be  
6 widened. Of course, widening will take  
7 away some of the greenery.

8                   My other objection, next objection,  
9 which nobody mentioned, is the southbound  
10 side is going to have a shoulder between  
11 four to five feet, concrete. And for the  
12 life of me I can't understand why. It  
13 absolutely makes no sense.

14                   I mean, if traffic needs to pull  
15 off, they will pull off like they do now,  
16 on to the grass. Big deal. It doesn't  
17 happen all the time, every day. It  
18 happens occasionally. Sometimes the grass  
19 gets torn up; sometimes it doesn't. But  
20 the price to pay for that is to have a  
21 concrete strip five feet wide going for 13  
22 miles, whatever it is, whatever this thing  
23 runs for. For what?

24                   Look all of the money that you are  
25 going to have to spend to put that five

1 feet in there. It is asinine, I am sorry  
2 to say.

3 My other objection is this notion  
4 that somehow this shoulder during  
5 evacuations is going to speed up  
6 evacuations. No way. I don't think the  
7 people who have designed this have ever  
8 driven in heavy traffic in their lives.

9 I have been driving for 35 years,  
10 mostly up in the northeast, a lot of heavy  
11 traffic, and I know how traffic works when  
12 it is heavy.

13 Now, we are talking about a  
14 situation where the lane is not  
15 continuous, this evacuation lane. There  
16 is a break at least in Downtown Key Largo,  
17 at the traffic light. Then you have at  
18 least -- the next break I think can of --  
19 is at 106, where it is going to go through  
20 this so-called three lanes of evacuations  
21 into at least two of them, maybe one. I  
22 am not sure. Probably two.

23 And then you got to go up through  
24 the stretch somehow and get to -- When you  
25 get to Florida City, what is going to

1           happen there, at the point where the  
2           stretch joins up with civilization again,  
3           in Florida City.

4                     You're also have Card Sound Road  
5           entering over there. And there are going  
6           to be a lot of people using it because you  
7           can see the traffic on U.S. 1 and you have  
8           to go to Card Sound Road. They are going  
9           to have to somehow merge with this nasty  
10          humanity, all trying to get out of the  
11          Keys at the same time.

12                    And then, of course, finally there  
13          is a traffic light in Florida City, on  
14          Palm Road, 344th Street. What is going to  
15          happen at that traffic light?

16                    It seems to me that the best way to  
17          evacuate the Keys would be to have two  
18          lanes continuous, starting at Tavernier,  
19          and going directing up to the Florida  
20          Turnpike, with no brakes, with the traffic  
21          lights readjusted during a evacuation to  
22          be blinking yellow or 90 percent green or  
23          something like that, to allow occasional  
24          side traffic to cross.

25                    If you don't have those two lanes

1           being continuous with no brakes, every  
2           time you have a third lane going into the  
3           middle lane, it is going to back up for  
4           miles.

5                     And if you have been driving in  
6           heavy traffic for a long time, you know  
7           also the middle lanes tries to go over to  
8           the left lane to avoid that. So  
9           everything is going to back up for miles  
10          and miles and miles and there will be no  
11          increase in evacuation time.

12                    This is just commonsense, folks. If  
13          have be driving for years, you know this.  
14          Apparently the people who planned this  
15          live in some kind -- I don't know -- La La  
16          Land, where there is no heavy traffic,  
17          they don't have merging heavy traffic from  
18          one lane to the other, like when there is  
19          a big accident, or even if there is  
20          construction, and you have to merge from  
21          one lane to the next, it backs up  
22          terribly.

23                    And you know what is going to happen  
24          in an evacuation. We can have 20, 30, 40  
25          thousand people all trying to get out of

1 here at the same time and it is going to  
2 be -- excuse the expression -- a God awful  
3 mess.

4 And having this so-called  
5 evacuation, having people going into the  
6 lane and then having to come back into the  
7 third lane again, having to come back  
8 again. It is simply not going to work and  
9 it is going to be terrible, terrible waste  
10 of money to lay down ten feet of concrete.  
11 Thank you.

12 MS. RODRIGUEZ: Rob Stobon,  
13 S-t-o-b-o-n?

14 D. A. Aldridge.

15 MS. ALDRIDGE: Thank you. I am not  
16 here to vent. I am here to ask questions.  
17 I think the problem that goes on -- this  
18 is our third meeting, FDOT meeting. We  
19 heard the same thing. And FDOT is not  
20 responding to our questions.

21 And I am asking that FDOT respond to  
22 the questions I am going to read and post  
23 them either on their website or -- And we  
24 don't want a letter because normally it  
25 takes two months to receive -- or more --

1 to get a letter from you. We feel that  
2 you need to provide this certain  
3 information to us.

4 First of all, how are these proposed  
5 projects consistent with the Key Largo  
6 Livable Community Plan or the U.S. 1  
7 Corridor Enhancement Plan? We want an  
8 answer to that.

9 Secondly, is there an alternative  
10 feasibility study? If there is, we would  
11 like to receive a copy to it and it be  
12 placed in the Key Largo library. Or  
13 please, on your website identify, where we  
14 would call or write to get a copy of it.

15 Third, have you determined the  
16 consistency of these projects with the  
17 Florida Coastal Management Program? If  
18 you have we would like you to spell out to  
19 us how they are consistent.

20 Another question we are interested  
21 in: Have you determined a class of action  
22 for this project? Which means, does this  
23 project require an Environmental Impact  
24 Assessment or is it exempt? And if it is  
25 exempt, we want to know why and if an EIS

1 has been done, we want a copy of that.

2 Another question is: Has this  
3 project concept changed? In the Miller  
4 Report, they have recommended that there  
5 be -- that the turn lanes, the left turn  
6 lanes, be made continuous. And so that  
7 would eliminate the idea of expanding the  
8 shoulder to the other side. Why has that  
9 concept been ignored or followed up on?

10 And the last question I have is,  
11 will the public be able to view the budget  
12 control process on this project? And if  
13 it does, we would like to know how it is  
14 going to be done and where we will be able  
15 to see it. If it is, we expect to see it  
16 on the website. We are hoping this  
17 project will have a separate website so  
18 that those of us who live in this  
19 community can take a look and ask  
20 questions and have a dialogue with FDOT.  
21 Thank you.

22 MS. RODRIGUEZ: Fred.

23 MR. NICKERSON: Hello. Fred  
24 Nickerson. I go along with John's idea of  
25 having an improvement to the pavement on

1 U.S. 1. We need it.

2           However, let me give you a dream  
3 scenario. And I might be delusional, but  
4 I think that this five-year plan should be  
5 scraped. What we need -- What we need is  
6 the state of art bike trail, Heritage  
7 Trail. I am on the Heritage Trail  
8 Committee and it involves a 12-foot road,  
9 not a 10-foot road. It will connect  
10 Everglades National Park to Biscayne  
11 National Park and it will go all the way  
12 to Key West.

13           This would be a world class trail  
14 that people from all over the world would  
15 be coming to partake in. And it involves  
16 environmentally concerned people. They  
17 can smell the roses, go out in a canoe  
18 trip in Florida Bay, go in the underwater  
19 National Heritage Trail.

20           It would be a boom to a small mom  
21 and pop operations, for those that have a  
22 budget concern and it would be good for  
23 the larger hotels.

24           I don't think anybody in this room  
25 would object to this type of construction

1 for the Florida Keys. It would put us on  
2 the map and I think it would help  
3 economically. Thank you.

4 MS. RODRIGUEZ: Thank you. Next is  
5 Nancy Yanko.

6 MS. YANKO: I am also going to pass.  
7 I think the speakers are doing as good a  
8 job as I can.

9 MS. RODRIGUEZ: Thank you. Karen  
10 Kovarik.

11 MS. KOVARIK: Thank you. I live at  
12 MM 94 and I would just like to invite you  
13 fine folks from DOT to come over to my  
14 house and we will go for a boat ride. And  
15 there are 42 bridges that connect our  
16 islands together. I think if you start  
17 looking at some of those bridges you might  
18 be really shocked.

19 We need to suspend our money not on  
20 a shoulder. We have more critical needs  
21 than a shoulder. Thank you.

22 MS. RODRIGUEZ: Bob Hauber,  
23 H-a-u-b-e-r.

24 Laura Gail Collins. Laura Gail  
25 Collins. Here she comes.

1 MS. COLLINS: Thank you. I live at  
2 MM 94 and a half, the green belt, which is  
3 in the green belt; not the asphalt belt.

4 The road doesn't need to be widened  
5 as many people have said here.

6 I would just ask that in this  
7 particular case you prioritize. You  
8 should give priority to the bike path  
9 rather than the shoulders.

10 I also want to clarify our dizzy,  
11 our rush hour, is from Thanksgiving until  
12 Easter. I noticed that you can always  
13 tear up the road during tourist season.  
14 It is not hard to figure out.

15 And it is probably not changeable  
16 because it is due to budget years and  
17 stuff like that. But if you could  
18 actually do it during the summer, you  
19 would disrupt us a lot less.

20 MS. RODRIGUEZ: Thank you. Sue  
21 Heim.

22 MS. HEIM: I will try and this see  
23 if it is working. Thank you.

24 When you all go back to wherever you  
25 came from, are you going to have a

1           debriefing?

2                   When you all go back to where you  
3           came from, and so there is no debriefing  
4           meeting, who is going to be responsible  
5           for responding to us? Have you guys  
6           dedicated that person yet?

7                   Okay. That is going to be you.

8                   MR. DESDUNES: No. I am sorry.

9                   Martha.

10                   MS. HEIM: Okay. I don't speak for  
11           the Florida Coastal Management.

12                   MS. RODRIGUEZ: I am going to be the  
13           liaison.

14                   MS. HEIM: Okay. Because, like they  
15           said, we are interested in having this be  
16           a two-way conversation, even if you wanted  
17           to communicate. We will donate Ron's  
18           office, but even if you want to  
19           communicate through a source that we can  
20           then go to.

21                   All right. I don't speak for Monroe  
22           County Fire Rescue but I am part of Monroe  
23           County Fire Rescue. My concern is a  
24           little bit different. I am worried that  
25           your project, and a sewer project, is

1 going to collide. We are going to have  
2 too much construction going on in too  
3 short a timeframe and we are not going to  
4 get a fire truck around a corner the way  
5 we need to.

6 We have had two cases where Key  
7 Largo Fire had some difficulty getting  
8 around the corners because of the barrels  
9 up by the 106.

10 So, let's make sure that as you go  
11 through these projects, you talk to the  
12 different people during the sewer  
13 construction and you say, "By the way,  
14 when and where are you digging," so you  
15 make sure you are barricading whole roads  
16 and whole intersections.

17 The next one is: Have you -- okay.  
18 Have you coordinated -- Well as the people  
19 are saying, "coordinated". Keep in mind,  
20 when you are doing this work, we have four  
21 seasons, holidays. Three-day weekends  
22 down here are huge.

23 I personally would really like to  
24 speak whoever is responsible for me  
25 sitting in traffic for hours on Memorial

1 Day Weekend.

2 Some of you are smiling. It wasn't  
3 funny. And for those of you who have --  
4 Everybody in the community know what -- I  
5 have got people who will tell you, there  
6 is a rumor going around and we think you  
7 all did it intentionally just to justify  
8 needing another lane, so --

9 Okay. Sorry. I can't do this  
10 without these.

11 The State? Have you all heard from  
12 the State, the Florida Coastal Management,  
13 regarding the evacuation? Have they  
14 indicated to you that this is a need?  
15 Have they responded to any of your  
16 requests for details? That would be one  
17 of the questions that I would be  
18 interested in having answered.

19 If anybody know now, you can just  
20 speak right up.

21 MR. DESDUNES: No. We are still  
22 waiting.

23 MS. HEIM: We are still waiting.  
24 Okay.

25 MR. DESDUNES: DCA, actually the

1 Department of Community Affairs, we are  
2 awaiting for that.

3 MS. HEIM: All right. But DCA is  
4 not communicating with OEM, I don't  
5 believe. Are you saying that they are?

6 MR. DESDUNES: We sent the report to  
7 them to evaluate and to get back to us.

8 MS. HEIM: Okay. I am sorry. You  
9 sent the report to who?

10 MR. DESDUNES: To DCA.

11 MS. HEIM: To DCA.

12 MR. DESDUNES: The Florida  
13 Department --

14 MS. HEIM: All right. Has anybody  
15 in FDOT communicated with the State --

16 MR. DESDUNES: They probably did.  
17 We will respond officially.

18 MS. HEIM: Okay. You will be  
19 waiting for that; right?

20 All right. So then the last one  
21 is the -- Well, that has already been  
22 spoken to. Thank you so much.

23 MS. RODRIGUEZ: Ann Nickerson.

24 MS. NICKERSON: I don't see how we  
25 can maintain community character and widen

1 the road. Have you initiated any  
2 community impact assessment or commitment  
3 compliance program? You have an answer to  
4 that?

5 MR. DESDUNES: We will take that  
6 question and we will to answer that at  
7 another time.

8 MR. TAVELLA: You don't have an  
9 answer for it right now?

10 MR. DESDUNES: Not right now.

11 MS. NICKERSON: Okay. Do you have a  
12 community liaison -- Do you have a  
13 community liaison coordinator for the  
14 project?

15 This is you?

16 MS. RODRIGUEZ: (Nodding yes).

17 MS. NICKERSON: Has there been any  
18 coordination with Monroe County concerning  
19 the project, Monroe County government?  
20 Have we had communication with them?

21 MR. DESDUNES: Yes. They do CR  
22 plans.

23 MS. NICKERSON: Can you tell us --

24 MR. DESDUNES: Well, you can ask the  
25 questions and then I will do my best to

1 answer the questions. We had a lot of  
2 questions.

3 MS. NICKERSON: And how does the  
4 project affect the Heritage Trail. I am  
5 sure you have worked on that so you can  
6 give us an answer to that. Thank you.

7 MS. RODRIGUEZ: The next speaker is  
8 Charlie Hoefel.

9 MR. HOEFEL: My wife wanted me to  
10 ask -- First of all, how many of the  
11 people involved with the project actually  
12 live in Monroe County here?

13 MR. DESDUNES: Right now --

14 MR. TAVELLA: None. Okay. The  
15 other -- Most of my concerns have already  
16 been voiced. I wonder about the logic of  
17 having the Overseas Highway, which is one  
18 lane, basically up to the high school and  
19 all of a sudden we need three lanes for  
20 evacuation from that point out of the  
21 Keys. I don't understand how that makes  
22 sense.

23 I have been living in the Keys now  
24 for the last 14 years and have never had  
25 any trouble getting out of here. And

1 people leave when they are supposed,  
2 pretty much. If you are going to leave  
3 you can get out of here.

4 So I don't really think that, that  
5 is a good reason to have that third lane.  
6 It is going to be perilously close to the  
7 bike path, which I use every day, either  
8 walking or biking, sometimes both.

9 And in certain places there isn't  
10 enough room for the measurements that I  
11 have been quoted by the engineer that I  
12 was talking to even have this thing  
13 without that lane, let alone the 12-foot  
14 width that, that was saying it should be.

15 So, I got a lot of questions as to  
16 whether we need that 10-foot lane. I  
17 don't think we do. That is just my  
18 opinion.

19 MS. RODRIGUEZ: Is there anybody  
20 else that would like to make a statement  
21 at this time?

22 MR. MAJESKA: My name is Robbie  
23 Majeska and I own a business right along  
24 the highway, Keys Critters.

25 This project would be good for my

1           business. This would make the road nicer  
2           in front of my business and will keep me  
3           from having to do several things. But I  
4           am against this project.

5                     This is not good for our community.  
6           It might be good for my business but we  
7           don't have any other highway. We have no  
8           other way to get to work. We have no  
9           other way for our school buses to get.  
10          There are no other way to take bicycles.  
11          It is not like we have a separate highway  
12          we can go.

13                    This is our artery. There is the  
14          main lifeline of your community and we  
15          don't need a 10-foot extra lane on the  
16          side.

17                    I drive to Miami once a week, twice  
18          a week. I can go a little bit slower. It  
19          doesn't matter. I don't have to get there  
20          any faster.

21                    But when I am in Miami I do notice  
22          100 mile an hour is the normal speed. You  
23          know, here, we are only about 60, but that  
24          is still all right. But I am totally  
25          against this.

1                   And I noticed somewhere in the  
2 projects there is a five-foot shoulder.  
3 There are some area where it calls for a  
4 six-foot shoulder and some areas call for  
5 a 10-foot shoulder.

6                   I think we would alleviate a lot of  
7 concerns if we just stuck with a six-foot  
8 shoulder; no ten-foot shoulder. Six foot  
9 is enough for a car to pull over off to  
10 the side of the road. There is a lot of  
11 other improvements we need to do on our  
12 roads down here.

13                   It is very hard to turn from the  
14 northbound to the southbound lane. Nobody  
15 seems to know how to do that. I lived  
16 here for ten years and I still have a hard  
17 time doing that. That is where we need  
18 the help. We don't need an extra lane to  
19 evacuate. Thank you.

20                   MS. RODRIGUEZ: Ms. Thacker.

21                   MS. THACKER: Hi. My name is Kay  
22 Thacker. I know that our businesses here  
23 are hanging on by a thread and what is  
24 this road improvement going to do to the  
25 ones that are hanging on by a thread?

1                   I have got a couple of questions  
2                   that I would like to know if our questions  
3                   will have a tracking number attached to  
4                   them. I would like to request that.

5                   We already have the capacity for  
6                   hurricane evacuation in the form of a  
7                   four-lane highway. Why is contra flow not  
8                   been since it is being used elsewhere in  
9                   Florida. Thank you.

10                  MS. RODRIGUEZ: Thank you. Anybody  
11                  else would like to make a statement at  
12                  this time?

13                  MR. BROOKS: Charles Brooks, Key  
14                  Largo. My questions is, is this meeting  
15                  going to get some answers? Why are we  
16                  here? Are we just going to take the  
17                  questions, answer them later on?

18                  Does this meeting have fruitation to  
19                  where we do not get the extra lane? Can  
20                  we actually accomplish that? You have  
21                  your construction dates and also all of  
22                  the construction dates set. But when are  
23                  you going to change the design to  
24                  eliminate, and will you change the design,  
25                  to eliminate the extra lane?

1 MS. RODRIGUEZ: Thank you. If there  
2 are no further comments -- One more.

3 MR. HENNIGER: My name is Lee  
4 Henniger and I talked to a couple of  
5 engineers. My idea is this project is  
6 taking too long. It is 450 days to widen  
7 the road. We build a bridge in Miami in  
8 less time than that.

9 We have go to speed that up, no  
10 matter what construction we do, widening  
11 the road or putting better curbs and  
12 better drainage and resurfacing, it should  
13 not take the time. Some of these could be  
14 done in parallel. It is just reasonable  
15 length of time to tear up our roads for  
16 the people that live here.

17 And, the thing is, let's take this  
18 money and put it at Florida City, where  
19 that signal is, because no matter how fast  
20 we get out of here, we are stopped by a  
21 signal in Florida City. Thank you.

22 MS. RODRIGUEZ: Thank you.

23 UNIDENTIFIED PERSON: May I make a  
24 public service announcement?

25 MS. RODRIGUEZ: Okay.

1 UNIDENTIFIED PERSON: I would just  
2 like to make an announcement that  
3 August 20th, at the Board of County  
4 Commission meeting, in Marathon, there is  
5 a resolution to remove this project from  
6 the five-year work plan. Be there. Thank  
7 you.

8 MS. RODRIGUEZ: If no one else has  
9 any statements to make, Harold would like  
10 to address you.

11 One more, Harold. Excuse me.

12 UNIDENTIFIED PERSON: I have a  
13 suggestion and it has to do with the  
14 bridge. And it is a safety issue, I  
15 think. When you are going north, the  
16 business exit on the bridge, there is a  
17 turn lane, not to the first one but the  
18 second one, and it narrows down to  
19 nothing. And I almost got hit there  
20 because -- I had to pull back into the  
21 other lane. That lane ends before you can  
22 exit.

23 Check it out when you back north  
24 because it is a safety issue. Thank you.

25 MS. RODRIGUEZ: Thank you.

1                   MR. DESDUNES: Okay. I jotted down  
2                   some notes. I won't be able to answer all  
3                   of the questions but I guarantee you that  
4                   we will have the court reporter give us  
5                   the transcript and then we will respond to  
6                   all of the questions in detail.

7                   The things I did jot down here and  
8                   there: Ron, you mentioned the separation  
9                   not provided. We are providing the  
10                  separation. The requirement for  
11                  separation is five feet. We are providing  
12                  separation of five feet throughout the  
13                  areas of the shared use --

14                  UNIDENTIFIED PERSON: That is not  
15                  what the Master Plan says, Harold.

16                  MR. DESDUNES: Well, we have the  
17                  plans here and I welcome anyone to show me  
18                  otherwise.

19                  UNIDENTIFIED PERSON: I have them  
20                  here also.

21                  MR. DESDUNES: Another point, the  
22                  shared used path is not 12 feet. I think  
23                  the presentation we have shown you it was  
24                  ten feet.

25                  In cases where we have restrictions

1           due to utility poles, we are going down to  
2           eight feet. So, it varies from eight to  
3           ten feet.

4                     Well, I have my plans and the plans  
5           speak for themselves.

6                     I have my plans that show otherwise  
7           but we can discuss this further in detail.

8                     In terms of if DOT is listening, I  
9           would like to point something out. I  
10          recall -- I am a history buff. When DOT  
11          built I95, Downtown Miami it had to run  
12          through, there was a town called Overtown.

13                    And when they built that they didn't  
14          even have any public meetings. They just  
15          went in and designed the project, told  
16          these individuals they had to get out and  
17          just built the road.

18                    And this road went right through a  
19          community and totally destroyed the  
20          community.

21                    The DOT of today is different. The  
22          DOT of today gets involved with the  
23          community and we work with the community.

24                    If anyone would look at the traffic  
25          study, the Miller Home Study, it talked

1 about a lane, a lane -- It required a  
2 lane. I think the community raised an  
3 issue about the lane and DOT did then and  
4 made changes and it is placing the  
5 shoulder that is only going to be used for  
6 evacuation. That is a big difference. A  
7 lane and a shoulder, big difference.

8 I think initially -- I am happy to  
9 hear that Ron is calling it a shoulder now  
10 because the first time I met him he called  
11 it a lane. It is a shoulder.

12 The shoulder, the slope of the  
13 shoulder, is six percent. A lane is two  
14 percent. An individual who thinks they  
15 are going to be driving on the shoulder,  
16 it is not going to be a comfortable drive.

17 Also we are planning to provide  
18 treatments on the shoulder to discourage  
19 the use of people passing people over  
20 using the shoulder.

21 So, to all those, we are going to  
22 take that into consideration. And I  
23 guarantee, it is not going to stop it,  
24 because crazy drivers are crazy drivers.  
25 there are crazy drivers all over the

1 place. But I guarantee you it will  
2 discourage them from using it.

3 They had a question -- I jotted down  
4 a question in terms of waste of money. If  
5 we had to provide the shoulder, the  
6 ten-foot paved shoulder, as a separate  
7 project, think about it, we would come  
8 here first as a milling servicing project.  
9 That would be one project.

10 We would come back to provide you  
11 with a ten-foot shoulder. That would be  
12 another project. And, guess what, we  
13 would come back again and provide you with  
14 a shared use path. That is what is a  
15 waste of money.

16 What we are going in this case is we  
17 are combining all three aspects of what  
18 needs to be done in Key Largo as one  
19 project. Well, five projects, but doing  
20 it with every -- Every project we are  
21 doing would have those three items in  
22 their scope of work. That will save you  
23 time. And, like I said, as soon we get in  
24 and finish this, we are out and we not  
25 going to be coming back for another 20

1 years.

2 And the cost -- You mentioned the  
3 cost. The cost of this project, we  
4 estimated, is \$22 million dollars. The  
5 additional cost for the shared use path,  
6 what was budgeted was nine hundred  
7 thousand dollars.

8 We are able to save money by combing  
9 these -- by including the shared use pass  
10 with the resurfacing job.

11 And, what we are do doing, is that  
12 the additional savings that we are putting  
13 in the shared use path, we are widening  
14 the shared use path, because initially, if  
15 we have the plans, the shared use path  
16 varied from eight to seven feet.

17 Now, with that savings, we are  
18 providing you with a ten-foot shared use  
19 path. So, to me, I think that is spending  
20 money wisely.

21 They had a question about livable  
22 community, and Florida Coastal Management.  
23 That I cannot answer but I will get back  
24 to you on that and answer that question.

25 EIS? I heard also about EIS. That

1 I would have to get back to you.

2 The traffic study. I know, John, we  
3 have had a lot of discussions about the  
4 traffic study. The traffic study was  
5 based on set criteria that the -- As a  
6 matter of fact, they had a committee of  
7 emergency management, Monroe County, FDOT,  
8 FIU. It came up in the community.

9 They set the criteria that they are  
10 going to use for to see what the capacity  
11 is. And when they set that criteria, they  
12 didn't know what numbers they were going  
13 come up with.

14 As a matter of fact, I heard, Ron,  
15 you were involved, you participated. Or  
16 at least you were in the room. So they  
17 didn't know what the number were going to  
18 be. So, there was know insidious plan  
19 that this was going to happen.

20 After they set the criteria they ran  
21 the numbers and they came up with this  
22 requirement.

23 Now, I am a roadway engineer. I am  
24 not a traffic engineer, okay? Here is one  
25 thing I would say about traffic engineers.

1           You put ten in a room, they come in with  
2           ten different numbers. It is not an exact  
3           science.

4                     Now you put in the factor of  
5           emergency, those factors are even worse.  
6           Because emergency is not normal traffic.

7                     So, the fact that they took all of  
8           that into consideration and they submitted  
9           this report, we need to give these  
10          individuals the benefit of the doubt they  
11          did the right thing. These guys, they  
12          know their stuff.

13                    Now, this report has been sent to  
14          Tallahassee for review. I think that was  
15          one -- Ron, I mentioned it to you. I wish  
16          we had the answer today to see what DCA's  
17          response is but we don't. I am hoping  
18          that we have a response pretty soon.

19                    There was a mention about bridges,  
20          that we should be spending money on  
21          bridges. There is a program for bridges.  
22          They evaluate bridges. I don't know what  
23          the cycle is. There is a certain cycle  
24          where they come in and they evaluate  
25          bridges. And if there is a need to fix

1 the bridge, they do create separate  
2 projects.

3 At times they may do the fix with  
4 the resurface projects; other times they  
5 do a stand-alone bridge project.

6 Also I heard there was an issue  
7 about the tourist season. I got the  
8 tourist season. I got that information.  
9 And that is not a problem.

10 What we are going to do is we are  
11 going to have a special provision in our  
12 plans, technical special provisions, where  
13 we are going to tell the contractor during  
14 that period of time, that they will not be  
15 allowed to do any work.

16 I heard this today and I also heard  
17 it during the Chamber of Commerce meeting,  
18 where they had an issue with the  
19 construction time. We will address that  
20 and that will resolve that.

21 Another question that came out was  
22 the fact that we have five jobs and it is  
23 going to take over a year and multiple  
24 disruptions. That is something also we  
25 are working on.

1           What we are hoping to do is we may  
2           restring some of these jobs, try to  
3           advance them. Right now it is just I  
4           cannot give you an answer because we are  
5           still working on the project, the  
6           preliminary.

7           But when we get to about 90 percent  
8           plans, we will sit down with construction  
9           and fine tune the construction days.

10          Obviously a contractor is out here  
11          to make money. He wants to get in and  
12          then get out. If we say 300 days and he  
13          can do it in 150, guess what, he is going  
14          to do it in 150. So that should not be a  
15          problem.

16          How does the project affect the  
17          Heritage Trail? That is another question.

18          I think -- What we are doing here is  
19          we are improving the Heritage Trail. I  
20          wanted to do the Heritage Trail in here  
21          because I think if the Heritage Trail came  
22          as a separate project, it would be a  
23          greater impact.

24          They would go out there and do their  
25          project. Then we would come out there.

1           You know contractors, they are all over  
2           the place. They would tear up the  
3           Heritage Trail and we would be gone.

4                     And, guess what, you have a  
5           messed-up Heritage Trail and you have a  
6           resurfaced pavement and you have a  
7           ten-foot wide shoulder.

8                     So, when Trish -- I got your name  
9           this time -- When Trish mentioned, "Hey,  
10          why don't we do this together," I jumped  
11          on that opportunity. I think it is a  
12          great opportunity.

13                    And the fact that she is only doing  
14          seven to eight foot, and we are doing ten,  
15          I think it is an improvement. Some people  
16          say, "Well, ten feet is -- Why are you  
17          doing ten; why don't you do eight?" Guess  
18          what? The criteria of DOT is 12 feet. I  
19          am doing ten because that is the only  
20          width I am comfortable with to not to --  
21          not only provide you with ten-foot width  
22          but provide drainage and to ensure that  
23          there is horizontal clearance for the  
24          individual riding a bike, and they are not  
25          running into poles.

1           With the separation, like I said  
2 earlier, we have a five-foot separation.

3           And, by the way, if it is less than  
4 five, I have to sign off on it. And I am  
5 already telling the engineers right now, I  
6 am not signing off on less than five.

7           Hold on. Let me try to catch up,  
8 everybody. There was mention -- We talked  
9 about contra flow. I think contra flow is  
10 always an option. But I am thinking what  
11 is better. If you have the Sheriff -- If  
12 you have contra flow, you need to have  
13 manpower handling the -- controlling the  
14 traffic.

15           Which one would you rather have, to  
16 have the Sheriff protect your property or  
17 standing in traffic, directing traffic. I  
18 think with the ten-foot paved shoulder,  
19 there is no need to have the Sheriff out  
20 there controlling traffic and using the  
21 manpower wisely.

22           UNIDENTIFIED PERSON: -- our  
23 Sheriff, said we had the manpower to do  
24 that with no problem.

25           MR. DESDUNES: Okay. I think I

1 touched on everything that I wanted to  
2 touch on. The other questions, that I did  
3 not have a chance to respond, I will get  
4 back to you and send it to you.

5 How do we do the question and  
6 answer? Is that on the website or do we  
7 send a later?

8 MS. RODRIGUEZ: You mean, like  
9 from --

10 MR. DESDUNES: Yeah.

11 MS. RODRIGUEZ: Yes, we can put it  
12 together. Once we get the transcript we  
13 will put together all of the questions and  
14 answers and then we can put in the --

15 MR. DESDUNES: On the website?  
16 Okay. We will put it on the website.

17 UNIDENTIFIED PERSON: Is there is a  
18 timeframe on that?

19 MR. DESDUNES: Okay. I was asking  
20 her the question that, those questions --  
21 There were a lot of questions that was  
22 asked. I want to be able to answer all of  
23 them.

24 So, what we are going to do, when we  
25 get back to the office, we will get to all

1 of these questions, answer it, and then we  
2 will make it available on the website for  
3 everyone to see.

4 UNIDENTIFIED PERSON: Is there a  
5 timeframe?

6 MS. RODRIGUEZ: Well, how long will  
7 the transcript take?

8 THE COURT REPORTER: Two weeks.

9 MR. DESDUNES: The pressure is on.  
10 Two weeks. When is the Commission  
11 Meeting.

12 UNIDENTIFIED PERSON: The 20th.

13 MR. DESDUNES: Can you make it less.  
14 Can you make it a week?

15 THE COURT REPORTER: Maybe.

16 UNIDENTIFIED PERSON: Where on your  
17 website? It is a huge website.

18 MS. RODRIGUEZ: We will provide all  
19 that information. Obviously I don't have  
20 it. But a week, you will try. A week?  
21 He can't answer.

22 But we will try to speed it up so at  
23 least you have all these questions before  
24 the Commission meeting.

25 UNIDENTIFIED PERSON: You didn't

1 answer my question? Are you willing to at  
2 some point to scratch the fifth lane or  
3 the shoulder, whichever you wish to call  
4 it.

5 MR. DESDUNES: Okay. It is a  
6 shoulder.

7 UNIDENTIFIED PERSON: I can't hear  
8 the question. What is the question?

9 MR. DESDUNES: Now --

10 UNIDENTIFIED PERSON: My question  
11 is, we have gone through a lot of meetings  
12 with questions and a lot of community  
13 resistance to this fifth lane. People  
14 don't want it. Do they have to have it?

15 Is DOT at some point willing to  
16 scrap the shoulder or the fifth lane. We  
17 are going through this. They are taking  
18 the questions. They see the resistance to  
19 it. At some point, will we see  
20 realization that the fifth lane shoulder  
21 will not be part of the design?

22 MR. DESDUNES: Well, I will never  
23 say never working for the DOT. There are  
24 times we have changed plans at the last  
25 minutes, so I will never say never. But,

1 as of today, we are moving forward with  
2 this project.

3 You have -- This community is  
4 against it, obviously the individuals that  
5 are here. We also have been to other  
6 meetings, like the Chamber of Commerce,  
7 and they were for it.

8 Also, remember, U.S. 1 serves  
9 everyone from the Keys all the way to the  
10 County line. So, this is just a small  
11 segment. And this evacuation lane  
12 supports everyone from the Keys all the  
13 way north to the County.

14 So, there are different interests.  
15 And, like I mentioned before, the issue of  
16 compromise. I think initially, if you  
17 look at the study, you mentioned the lane.  
18 I think the fact that now it is just a  
19 shoulder, it is a great compromise. It is  
20 something that you can say you impacted in  
21 a positive manner.

22 Because the same way you are  
23 complaining about the shoulder, you don't  
24 want a ten-foot paved shoulder, you can  
25 have individuals in the Keys saying "You

1 know what, I don't want to drive on the  
2 shoulder. I want a full lane. How come I  
3 can't get a full lane."

4 So, you have to see that is a great  
5 compromise where it is not a lane. It is  
6 a shoulder that can be used as an  
7 evacuation.

8 UNIDENTIFIED PERSON: You are  
9 misrepresenting yourself here. You are  
10 misrepresenting what we are saying, okay?  
11 This is not a few individuals who don't  
12 want this shoulder, the fifth lane,  
13 whatever you want to call it. This is the  
14 entire community, the vast majority of the  
15 people who live here and are affected by  
16 this construction do not want it.

17 The DOT is coming here and in fact  
18 it is a fait de compli. They are saying,  
19 "We don't care what you say. We don't  
20 care what you feel about it. We don't  
21 care what the community has said they  
22 want, the people who live her want, we are  
23 going to do what we want to do, the same  
24 way we did it on the stretch."

25 We don't care. You call it

1           compromise; we call it semantics.

2                   MR. DESDUNES: I did mention, I said  
3           "community". And, again, as I stated  
4           before, today we are moving forward. But  
5           if there are other impacts that we are not  
6           aware of at any given time about the  
7           report or anything that comes up, based on  
8           what the DCA says, and there is matter of  
9           a change, it is not a big deal to change  
10          it.

11                   As a matter of fact, the difference  
12          between a ten-foot paved shoulder and a  
13          five-foot paved shoulder, it is just the  
14          black top. We are just talking about one  
15          inch.

16                   So, even at the last minute that can  
17          easily come off, but as of today we still  
18          have a paved shoulder in the plans.

19                   UNIDENTIFIED PERSON: I am one of  
20          the engineers and there are some -- I  
21          mean, because you are not engineers and  
22          you are saying commonsense, but what  
23          happens is that you are thinking is not  
24          going to work. It is not going to help  
25          but, let me tell you, it works more like.

1           Imagine it is like a pie full of water.  
2           In some points it is going to be more  
3           constrained than in others, but we will be  
4           helping the whole flow of traffic, like  
5           what Harold is saying.

6                   MS. RODRIGUEZ: Excuse me. The  
7           court reporter just came to me and said  
8           that if more than one person speaks at a  
9           time he cannot take the statement. So, it  
10          is okay that you speak, but please one at  
11          a time.

12                   MS. THACKER: My name is Kay  
13          Thacker, for the record.

14                   What about our LCP plan that we  
15          worked on months. It went before the  
16          planning Commission. They okayed it.

17                   It went before the Board of County  
18          Commissioners; they okayed it.

19                   It went up to DCA and they okayed it  
20          and it is in our comprehensive plan. This  
21          is against our comprehensive plan. We do  
22          not want to see more pavement. We are an  
23          island community.

24                   How many people in here raised their  
25          hand to see this? You said the Chamber

1           went in and blessed this? That is 12  
2           people compared to this amount.

3           MS. BOUCLE: Aileen Boucle with the  
4           Florida Department of Transportation.

5           We are very aware of what is in the  
6           Comp. plan. As a matter of fact, the 2001  
7           hurricane study, when it recommended a  
8           third outbound movement at a certain point  
9           in the Keys north, originally suggested a  
10          center lane through Key Largo.

11          When the engineering scoping report  
12          was done to evaluate that outbound  
13          movement, it was determined that it was  
14          against the additional lane and also had a  
15          lot more impacts, such as taking --  
16          impacting the center median and the  
17          landscaping, versus adding additional four  
18          to five feet on the shoulder, which would  
19          provide the third outbound movement and  
20          evacuation as a shoulder.

21          We are following a federal uniform  
22          access as far as striping and pavement  
23          design. Any tourist from any area of the  
24          nation that would be driving here would  
25          see the same striping as they would in

1           their state. There are federal uniform  
2           standards. If it is striped as a shoulder  
3           it is not a traveled lane. And it is  
4           not -- So it is not adding capacity but  
5           what it is doing it is distributing the  
6           evacuation capacity. Instead of  
7           evacuation in two lanes, it is evacuation  
8           in three, during the evacuation to  
9           increase the clearance time.

10           UNIDENTIFIED PERSON: You are  
11           passing on that. I have been past on the  
12           18-mile stretch, on the right-hand lane,  
13           and I have been down on -- Have been a  
14           passed. You are going to kill us.

15           MR. DESDUNES: One thing I would  
16           like to correct before we end this, is the  
17           issue about the report that is being sent  
18           to DCA. DCA wasn't sent a report; they  
19           were sent a model. Could you clarify  
20           that?

21           MS. BOUCLE: Well, DCA is the owner  
22           of the hurricane model and they are  
23           updating that right now. DCA is updating  
24           the hurricane model for the Keys, as is  
25           the County, Monroe County. No. Monroe

1 County itself. The County itself is  
2 actually looking at the model to update it  
3 and DCA is doing the same thing right now.  
4 That is what I am aware of as far as DCA's  
5 effort.

6 And the Department is aware of both  
7 efforts. So, in that update, should  
8 anything come in, result from that update,  
9 that would be contrary to the shoulder as  
10 far as requiring or needing a third  
11 outbound movement, then as Harold said, we  
12 could very easily remove that from our  
13 plans since construction is out in 2010  
14 and the update is going on right now.

15 Mr. Hammerstrom.

16 MR. HAMMERSTROM: Thank you. Just  
17 to clarify, we currently -- By FDOT's  
18 calculation, we now have two lanes through  
19 Key Largo, each worth 900 vehicles per  
20 hour. The wide shoulder would add another  
21 900 vehicles per hour. That is more  
22 capacity.

23 Our comprehensive plan says "Through  
24 Unincorporated Monroe County, the capacity  
25 of U.S. 1 shall not exceeded four lanes."

1                   Now, I would, with all due respect,  
2                   moving the pavement from the left side of  
3                   the road to the right side of the road,  
4                   changing how deep it is, and the angle of  
5                   it, is not viewed by the public as  
6                   removing your promise from 2003. And one  
7                   of the people who was at that meeting  
8                   where it was promised to the community,  
9                   that does not alleviate your promise to us  
10                  that you would not pave the fifth lane.

11                  That wide shoulder would function as  
12                  a lane, Harold, during an evacuation.

13                  MR. DESDUNES: John, with passion.  
14                  I like that. But I beg to differ. It is  
15                  a shoulder. I don't think any of the PEs  
16                  out here would cite it as a lane because  
17                  you know, your license, you know you would  
18                  lose your license.

19                  It is for evacuation only. It is  
20                  used as an evacuation lane. Evacuation  
21                  lane, but we are using the shoulder as  
22                  such, rather than having a full-blown  
23                  lane.

24                  MR. HAMMERSTROM: Harold -- Harold,  
25                  for semantic sake, what I am referring to

1 really is a third outbound movement during  
2 evacuation. The actual number, Mr.  
3 Hammerstrom, I am not a traffic engineer  
4 in traffic operation from the  
5 transportation planner, however I defer to  
6 the transportation engineer and the team  
7 that put together the 2001 Monroe County  
8 Hurricane Evacuation Study.

9 In that study, which was an open,  
10 uncolluded process, open to the public,  
11 multi-agency, with multiple engineers, and  
12 the public also involved. What I have  
13 heard in the responses to the comments  
14 that you just stated is that basically  
15 that there is an agreement to disagree  
16 from a professional perspective from the  
17 author of that study regarding those  
18 specific numbers.

19 What I have heard him say is that  
20 the capacity had been spread out over a  
21 third outbound movement, so you have three  
22 lanes moving traffic versus two during an  
23 evacuation, an outbound movement going  
24 north. So, adding capacity is not  
25 necessarily is -- While it sounds

1 counterintuitive that a third lane would  
2 add capacity. Actually, what it is doing  
3 is, in the evacuation is spreading the  
4 outbound movement over three lanes versus  
5 two.

6 So, what I have heard him say is he  
7 respectfully agrees to disagree regarding  
8 your view of how those numbers are  
9 operating during evacuation.

10 However, the bottom line is, that is  
11 being updated right now by DCA and Monroe  
12 County, the clearance number. So.

13 I think the prudent thing is to wait  
14 for that update because the questions that  
15 you gave me maybe about two months ago are  
16 valid as the statements received today.

17 Let's see what the update says on  
18 that model. It something would show that  
19 a third outbound movement suddenly is not  
20 appropriate, then that is something we can  
21 remove from the plans. We have plenty of  
22 time to do that between 2010. We are here  
23 stating this publicly.

24 Sometimes we have projects where  
25 issues come up very late in the design and

1           we have to make changes. That is  
2           something that would happen in this case.

3           However, based on the last and only,  
4           you know, for 2001 one hurricane study,  
5           the third outbound movement is required.

6           So, from a life safety perspective,  
7           the Department is responsible for moving  
8           forward, including that element in our  
9           projects.

10          MR. DESDUNES: And, I think what we  
11          will do, when we get the results from DCA,  
12          can we put that also on the website?

13          MS. BOUCLE: I don't see why not but  
14          I would have to --

15          UNIDENTIFIED PERSON: It has been  
16          two years in trying to get the results on  
17          that, I believe. Isn't that right, John,  
18          on that study that they have been talking  
19          about, the South Florida Regional --

20          MS. BOUCLE: No, no, no. I am  
21          referring to the Department of Community  
22          Affair.

23          UNIDENTIFIED PERSON: I am too.

24          MS. BOUCLE: I am not aware --

25          UNIDENTIFIED PERSON: They have been

1 almost two years, if not longer, getting  
2 these results.

3 MS. BOUCLE: I am not aware of that.  
4 Maybe after the meeting, if you would like  
5 to chat with me a little bit about that  
6 effort, if there is anything I can do to  
7 assist you, certainly I will try.

8 Yes, sir.

9 UNIDENTIFIED PERSON: Excuse me. I  
10 am an engineer. And I know I am not too  
11 smart, but I know you cannot put a square  
12 peg in a round hole. What you people are  
13 doing is making three lanes, six lanes,  
14 ten lanes. It doesn't matter. Once you  
15 are at the end of Key Largo, you have a  
16 road that has one lane. And no matter how  
17 many cars you put on the road in Key  
18 Largo, you can't get them off the island.

19 MS. BOUCLE: If you have three lanes  
20 there are --

21 UNIDENTIFIED PERSON: Where are you  
22 going to move the lane when you got no  
23 lanes.

24 MS. BOUCLE: You have one lane north  
25 on Card Sound Road and you have two lanes

1 on the 18-mile stretch.

2 UNIDENTIFIED PERSON: But it has  
3 been that way for 32 years since I have  
4 been here.

5 MS. BOUCLE: So you have three lanes  
6 north of you and three lanes south of you.

7 UNIDENTIFIED PERSON: You can have  
8 all the lanes you want in Key Largo, you  
9 have no more traffic moving off the island  
10 at any time once it gets to the end of  
11 this island.

12 MS. BOUCLE: So, what you are doing  
13 is you distributing that traffic in a  
14 consistent third bound outbound movement.

15 UNIDENTIFIED PERSON: How are you  
16 improving traffic?

17 MS. BOUCLE: -- third lane going out  
18 in Florida City all the way to the  
19 Turnpike, a third, three outbound  
20 movement, is consistent with the --

21 UNIDENTIFIED PERSON: -- get it past  
22 this one lane. You will have to excuse me  
23 for interrupting you. You cannot get past  
24 the traffic that has stopped.

25 MR. DESDUNES: What we are going is

1 DCA is looking at the model and, again, as  
2 Aileen mentioned, if they find a fatal  
3 flaw or there is something wrong it,  
4 obviously they are going to come back to  
5 us.

6 But let's wait for that report  
7 because today I wanted to focus on the  
8 plans. The report is up in the air, not  
9 until credit DCA reviews it.

10 So, as soon they have that model,  
11 then we could go into detail and have a  
12 discussion about the model. And, like I  
13 said, at the end of the day, while we are  
14 talk about the argument, is about one inch  
15 of asphalt. And up to the day the  
16 contractor is out there, that could be  
17 easily taken off if there is a problem.

18 So, let's just be patient and wait  
19 for the results. John, could you agree  
20 with that?

21 UNIDENTIFIED PERSON: I am not sure  
22 I trust DCA but --

23 MR. DESDUNES: Well, can I take  
24 you?

25 UNIDENTIFIED PERSON: Did Ms. Boucle

1           just call the shoulder going north on the  
2           stretch a lane?

3           MS. BOUCLE: Again, we are going  
4           back to semantics. I would prefer -- If  
5           you are going to give me the opportunity  
6           to respond, I certainly will, Mr. Miller.

7           I would prefer to address that as a  
8           third outbound movement. And the shoulder  
9           as one of the three movements in an  
10          evacuation.

11          UNIDENTIFIED PERSON: I just want to  
12          clarify. It is a question of semantics.

13          MS. BOUCLE: Referring to it as a  
14          lane is a disservice to the community. It  
15          is a shoulder. It is a shoulder.

16          MR. DESDUNES: John, shoulder or  
17          lane, what is it? I think you mentioned  
18          shoulder in your -- I don't know if I  
19          should give you this.

20          Just to clarify, if you ask anybody  
21          in this room to go out and look at ten feet  
22          of asphalt, they all know whether it is a  
23          lane or a shoulder. And moving it from  
24          the left to the right does not change the  
25          subject.

1                   There was a question concerning the  
2                   issue of discouraging individuals. I had  
3                   an idea in terms of how discourage  
4                   individuals. What I plan to do is provide  
5                   some rumble strips along the shoulder.  
6                   So, every time someone wants to pass over,  
7                   they are going to get a bumpy ride. That  
8                   would discourage the use.

9                   Another thing I am thinking that I  
10                  can do this -- There are other options  
11                  that I would look at but I do not want to  
12                  talk about it now. Because I have to look  
13                  at the standards and see what we can do.

14                 UNIDENTIFIED PERSON: Are you going  
15                 to come to the funeral who will get killed  
16                 from the jerks that want to pass from  
17                 the -- Are you going to come down fro  
18                 those funerals?

19                 MR. DESDUNES: That is not --

20                 UNIDENTIFIED PERSON: The road is  
21                 worthless.

22                 MR. DESDUNES: No.

23                 UNIDENTIFIED PERSON: What  
24                 difference does it make. The road is  
25                 worthless.

1 MR. TAVELLA: Go ahead.

2 UNIDENTIFIED PERSON: If we have  
3 three movement lanes, one on Card Sound --

4 UNIDENTIFIED PERSON: Yes. Don't  
5 listen to anybody down here.

6 UNIDENTIFIED PERSON: -- Card Sound  
7 touches, or comes together, with U.S. 1,  
8 we got two lanes from there to the signal  
9 at Florida City.

10 MR. DESDUNES: Okay.

11 UNIDENTIFIED PERSON: So all this  
12 evacuation is going to jam up right there  
13 at McDonald's.

14 MS. BOUCLE: We thank you for  
15 bringing that up. We have lanes currently  
16 in the process in our design build  
17 contract that was less already and that is  
18 going to be in place. It is going to be  
19 constructed. You are going to have a  
20 continuous three outbound movements all  
21 the way to the point of the Turnpike, all  
22 the way through Florida City, up to the  
23 point where the Turnpike and U.S. meet.

24 Yes, sir.

25 UNIDENTIFIED PERSON: What happens

1 at the Turnpike.

2 MS. BOUCLE: You have here choice of  
3 movements on U.S. 1 or the Turnpike, as  
4 you do today, but you are going to have  
5 that three outbound lanes going all the  
6 way there.

7 UNIDENTIFIED PERSON: It doesn't go  
8 anywhere. Don't give me this bullshit.

9 MS. BOUCLE: Sir, I would  
10 respectfully request --

11 UNIDENTIFIED PERSON: -- move it out  
12 of here. This is silly. He is trying to  
13 convince me that when all the cars are  
14 sitting on the road, because we have more  
15 capacity --

16 MS. BOUCLE: Sir, everyone here is  
17 being respectful, And I respectfully  
18 request that you, you know, conduct  
19 yourself in a professional manner.

20 UNIDENTIFIED PERSON: I am sorry. I  
21 can't help but -- Stupidity drives me  
22 nuts.

23 MS. BOUCLE: It is not fair to  
24 everyone that is here.

25 I wanted to address your issue,

1           which you brought up -- thank you --  
2           earlier regarding the 18-mile stretch and  
3           the shoulder there versus the Upper Keys.

4                     We have two travel lanes in the  
5           Upper Keys with the shoulder that we are  
6           planning. So, for passing purposes, we  
7           have two lanes, which is favorable than on  
8           the 18-mile stretch.

9                     You have a comment that all people  
10          are passing on the 18-mile stretch on the  
11          shoulder, which they should not be doing,  
12          so you can have it -- Right. Exactly.  
13          That is one lane.

14                    So, in the Upper Keys, you have two  
15          lanes. So, people would naturally tend to  
16          want to pass you when there is two lanes.  
17          However, not that I am saying -- You can't  
18          really stop some people from doing any  
19          illegal movement, but unfortunately that  
20          can happen anywhere, not just in the Key.

21                    But the difference is the  
22          configuration than the 18-mile stretch.  
23          Whereas on the 18-mile stretch you only  
24          have the one travel lane. When you have  
25          someone behind you that wants to perform

1           that illegal travel maneuver and do it, it  
2           is not the same configuration as in the  
3           Upper Keys. It have two lanes where you  
4           can perform and pass legally, you know.

5                     And notwithstanding that people  
6           would, you know -- There is just a  
7           difference in that configuration.

8                     UNIDENTIFIED PERSON: You still  
9           create the opportunity and they will do  
10          it.

11                    UNIDENTIFIED PERSON: I just want to  
12          reiterate one thing because -- I don't  
13          need the microphone.

14                    MS. THACKER: Take the microphone.  
15          You can't get heard.

16                    UNIDENTIFIED PERSON: So, if we are  
17          in the position where this is going  
18          forward, please communicate with Monroe  
19          County. Call Fire Rescue. Tell them what  
20          you are doing, where and when and how  
21          long. They can send that information all  
22          up and down the road for all of the  
23          emergency first responders.

24                    You have to know, when we turn a  
25          corner, whether there is going to be a

1 construction barrel or a barricade or a  
2 road shut down.

3 If you don't communicate your  
4 intention, like a month or whatever  
5 timetable it might be.

6 MR. DESDUNES: Okay.

7 UNIDENTIFIED PERSON: And, the other  
8 thing is, coordinate with TDC, Tourist  
9 Development people, they are having a  
10 bicycle tour coming down.

11 MR. DESDUNES: Okay.

12 UNIDENTIFIED PERSON: If you guys  
13 are in the middle of doing whatever, when  
14 they have that big bike race -- not  
15 motorcycle; bicycles --

16 MR. DESDUNES: Bicycles.

17 UNIDENTIFIED PERSON: Yes. There  
18 are a lot of special events that come down  
19 here. None of us want this to happen.  
20 But if it is going to happen, and it winds  
21 up being that we have to live with it, you  
22 have to work with the community and  
23 contact all the people that are involved.

24 MR. DESDUNES: I agree with you. We  
25 will be contacting Monroe County, I think.

1 Chris, you put a note to Fire Rescue  
2 and we will make sure that they have an  
3 idea what we are doing.

4 I think you also mentioned about  
5 utilities.

6 UNIDENTIFIED PERSON: Sewer.

7 MR. DESDUNES: The sewer line.

8 UNIDENTIFIED PERSON: Have you  
9 talked with the Village of Islamorada yet  
10 and tell them what you are doing?

11 MR. DESDUNES: Specifically we have  
12 a utility coordinator. His job right now  
13 is to coordinate to ensure that there  
14 aren't any conflicts and to ensure that  
15 the utility companies are not coming  
16 through here with another project and  
17 digging up right after us.

18 As a matter of fact, they are band  
19 from digging. They have a five years.  
20 There is a five-year moratorium until we  
21 finish our project. So they won't have  
22 the opportunity for five years.

23 So, typically we encourage them to  
24 go first, get their line out of the way  
25 and then we come back and surface the

1 road. So, that is already part of our  
2 process.

3 But we will make the additional  
4 efforts of checking with Fire Rescue and  
5 you mentioned --

6 UNIDENTIFIED PERSON: TDC.

7 MR. DESDUNES: TDC? What does TDC  
8 stand for?

9 UNIDENTIFIED PERSON: Office of  
10 Tourist Development. All of the Chambers  
11 of Commerce. Most of the Chambers of  
12 Commerce have on their website, for like a  
13 month, month and a half, all of the little  
14 local events going on. We get a lot of  
15 money from when all of these people come  
16 down on bicycles and their support vans.

17 MR. DESDUNES: Right. That is not a  
18 problem.

19 UNIDENTIFIED PERSON: And we are not  
20 happy with what happened because of the  
21 bridge construction.

22 MR. DESDUNES: Right. And that was  
23 a bigger-type of project, as I think I  
24 mentioned --

25 UNIDENTIFIED PERSON: Resurface.

1                   MR. DESDUNES: The resurfacing job  
2 is typically a little bit quicker and we  
3 will check that out to make sure that we  
4 push it, okay.

5                   Any other questions? I think you  
6 had a question.

7                   UNIDENTIFIED PERSON: I hear a lot  
8 of discussion about Key Largo doing a  
9 third removal area in the Key Largo area.  
10 How does this affect the other 90 miles  
11 south of us?

12                  MR. DESDUNES: Removal area?

13                  UNIDENTIFIED PERSON: All right.  
14 Your third lane, whatever you want to call  
15 it, how is it going to affect the people  
16 down in Key West and from there up to  
17 here? What do they get out of it? When  
18 do they get their share if ever?

19                  MR. DESDUNES: Okay. They get their  
20 share; okay. We do have a study and made  
21 several recommendations. And what we are  
22 trying to do, as I mentioned earlier,  
23 rather than have a project that does a  
24 paved shoulder as one project, and then  
25 come back out with another resurfacing job

1 to do the same area, what we are going to  
2 is whenever we have a surfacing project  
3 within any segment, and if it calls for  
4 providing a 10-foot paved shoulder, it is  
5 at that time we are going to do the  
6 10-foot paved shoulder.

7 So, at the end of the day, you are  
8 right. Maybe this piece right here, there  
9 is no connectivity, but eventually when we  
10 resurface the whole stretch, there will be  
11 the connectivity.

12 UNIDENTIFIED PERSON: Would you --  
13 What is the miles going from one lane to  
14 two lanes to three lanes, back to one,  
15 back to one.

16 MR. DESDUNES: Hold on. What is  
17 that?

18 UNIDENTIFIED PERSON: Just one  
19 minute, if you don't mind. What is the  
20 history? Who's idea was this. Somebody  
21 just woke up one morning and decided to do  
22 this?

23 MR. DESDUNES: I don't think so. I  
24 think -- I don't think so.

25 UNIDENTIFIED PERSON: Somebody in

1 Tallahassee --

2 MR. DESDUNES: They are spending a  
3 couple of million. I surely hope not. I  
4 don't know where the study comes from.

5 UNIDENTIFIED PERSON: Without using  
6 the word evacuation, let's but the  
7 developer word in there.

8 MS. BOUCLE: I can't discuss it  
9 without saying evacuation because that is  
10 what exactly it is. It is an evacuation  
11 study. And there are evacuation studies  
12 that preceded the 2001.

13 There are a few people in the room  
14 that are very familiar with how that  
15 process works.

16 The last hurricane study for  
17 planning was in 2001. And we were  
18 discussing earlier that the model is being  
19 updated by DPA and Monroe County, the  
20 actual hurricane model itself for the Keys  
21 is what is being updated.

22 So, the Department is going to wait  
23 to see what the results of that update is  
24 to see if it is consistent with what was  
25 in 2001 regarding the need for an outbound

1 movement.

2 UNIDENTIFIED PERSON: I heard you  
3 say that earlier. Thank you. That is  
4 directly contrary, it appears, to what you  
5 are saying about "We going to go ahead.  
6 It is a go."

7 MR. DESDUNES: I said, as of today  
8 it is still go. And if that is the model  
9 states otherwise, and it can be up to the  
10 point where we have the contractor out  
11 there, it is easy pull off and make a  
12 change.

13 MR. TAVELLA: What happens is we are  
14 in the plan design process. We are in the  
15 plan design process right now. So, in  
16 order to have the shoulder in place we  
17 need to be developing the design plan.  
18 And that is what we mean by moving forward  
19 with the design plans.

20 Should the model come back saying  
21 that it is contrary, or a right shoulder,  
22 that is what we will remove from the  
23 plans. It wouldn't be part of the  
24 constructions.

25 UNIDENTIFIED PERSON: He is shaking

1 his head, no.

2 MR. DESDUNES: No. I agree.

3 MS. BOUCLE: And what we mean by  
4 what we went forward with is the  
5 development of the design plans.

6 MR. DESDUNES: Actually, one more  
7 question and then I think we have to  
8 vacate, right?

9 MS. RODRIGUEZ: Right.

10 MR. DESDUNES: I know the state is  
11 on a tight budget. I don't want them  
12 to --

13 UNIDENTIFIED PERSON: -- take your  
14 water.

15 MR. DESDUNES: Yes.

16 UNIDENTIFIED PERSON: Is that the  
17 only thing that stopped this lane  
18 widening. If that plan says it is against  
19 the plan, is that the only way that this  
20 is going to get stopped. Are we wasting  
21 our time? Or there some other thing that  
22 can stop this lane widening?

23 MS. BOUCLE: I think that due to the  
24 fact that the northbound shoulder, the  
25 10-foot northbound shoulder, is primarily

1 to facilitate emergency use and  
2 evacuation, would be -- Right. It is a  
3 life safety issue. That is why we are  
4 moving forward with it now.

5 Should there be a model update that  
6 shows that, that is no longer needed, then  
7 there won't be a need to construct it.  
8 That is basically where we are at.

9 UNIDENTIFIED PERSON: The answer is,  
10 yes.

11 MS. BOUCLE: Given the fact that it  
12 a life safety issue.

13 UNIDENTIFIED PERSON: Is the answer,  
14 yes?

15 MS. BOUCLE: In other words, we are  
16 not talking about landscaping or other  
17 issues. We are talking about an issue  
18 related to life safety, so therefore,  
19 right.

20 UNIDENTIFIED PERSON: Yes. It is  
21 okay.

22 MS. BOUCLE: I am glad that we agree  
23 on that issue then.

24 UNIDENTIFIED PERSON: I just want an  
25 answer. The answer was, yes, right?

1                   MR. DESDUNES: Something that I  
2 would like to point out. I am not very  
3 much to the newsreels. But I read the  
4 news when the hurricane hit Louisiana,  
5 when everybody was stuck in traffic and  
6 things were going crazy.

7                   You know, today you are saying, it  
8 works. Everything works fine. But during  
9 an evacuation you have so many factors  
10 that occur. So, at the end of the day it  
11 is a good thing that the State is looking  
12 at this right now rather than having  
13 someone stuck in traffic and saying, "Why  
14 didn't DOT do this ten years ago."

15                  THE WITNESS: Floyd, Andrew -- Every  
16 hurricane we had we had been able to  
17 evacuate out.

18                  MR. DESDUNES: There has been  
19 actually no occasion where they have  
20 stopped traffic on the 905 --

21                  UNIDENTIFIED PERSON: Exactly.

22                  MR. DESDUNES: -- from the Florida  
23 Highway Patrol.

24                  MS. RODRIGUEZ: Okay. Well, thank  
25 you very much for coming and sharing your

1 points of view and your comments with us  
2 and the meeting is adjourned.

3 (Whereupon, the meeting was adjourned)

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C E R T I F I C A T E

STATE OF FLORIDA) SS.

COUNTY OF MIAMI DADE)

I, Alan J Levine, a court reporter and a Notary Public in and for the State of Florida at Large, do hereby certify that I was authorized to and did stenographically report the foregoing public hearing of the FDOT Public Information Meeting, SR5/US1 Restoration and Resurfacing Projects, MM92 to MM106, to the best of my ability at the time and place aforesaid, and that the foregoing pages, numbered one to 109, inclusive, constitute a true record of the proceedings thereof.

I further certify that I am not a relative, employee, attorney or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with this matter, nor am I financially interested in the outcome thereof.

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Dated at Miami-Dade County, this 12th day of August, 2009.

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Alan J. Levine, Court Reporter  
Notary Public State of Florida