

**PORT MANATEE CONNECTOR PD&E STUDY
PUBLIC INVOLVEMENT SUMMARY - POTENTIAL CORRIDORS**

A series of meetings was held in December 2008 to provide the public an opportunity to review and comment on the potential corridors developed for the project. Notification of the Corridor Public Workshop was distributed to all the individuals on the project mailing list including local officials, agencies, stakeholders, special interest groups and property owners within the study area. Exhibit A-1 summarizes the meeting participation and number of comments received.

Attendees at the Stakeholder Advisory Committee Meeting #2 and the Corridor Public Workshop were asked to complete a survey regarding the potential corridors developed for the project. Also, these surveys were provided on the project Web site for those unable to attend the meetings. The public was invited to provide comments on the potential corridors through a 10-day comment period following the meeting until December 22, 2008.

EXHIBIT A-1
Summary of Potential Corridors Meetings

Meeting	Meeting Format	Date	Meeting Notification Format				Number of Invitations Mailed	Attendees (excluding FDOT and project team members)	Number of Comments Received
			Invitation Letters	Posted on project Web site	Posted on FDOT Web site	Other			
Stakeholder Advisory Committee (SAC) Meeting #2	Presentation/ Discussion Groups	12/04/08	SAC members	✓	✓	Email notification	43	15	6
Corridor Public Workshop	Continuous Audio/Video Presentation, Project Displays	12/11/08	Project mailing list	✓	✓	Newspaper ads; Press Release	2,300	54	33

During the comment period, a total of 50 responses (including completed surveys, comment forms, and emails to the project Web site) related to the potential corridors were received. Comments related to the survey questions were included in the survey results, as applicable. The results from the responses received, as a result of the agency and public involvement on the potential corridors, are summarized below. It is important to note that not all respondents answered each question. Therefore, the survey results and corresponding percentages are based on the actual number of responses for each question. The surveys show a lack of support for Corridor 1 (due to impacts) and support for Corridor 2.

The survey results from the opportunities for input on the potential corridors are as follows:

- **Question 1: Do you think a new or improved roadway is needed to enhance the connection from Port Manatee to I-75?** Forty-one (41) responses were received to this question. Thirty-eight of the total respondents (93% of those responding) answered YES; a new or improved roadway is needed.
- **Question 2: Is this project needed in the next 10 years?** Forty-two (42) responses were received to this question. Thirty-four of the total respondents (81% of those responding) answered YES; this project is needed in the next 10 years.
- **Question 3: Are there any other constraints within the study area that you would like to identify?** Thirteen responses (13) were received to this question. These constraints were reviewed by the study team to determine applicability to corridor development and analysis.
- **Question 4: What do you think would be better for the Port Manatee Connector? A new roadway or improve an existing roadway?** Thirty-five (35) responses were received to this question. The majority of the respondents (63%) thought a new roadway would be better for the Port Manatee Connector while 37% of the respondents indicate improving an existing roadway would be better.
- **Question 5: Which of the potential corridors do you prefer and why?** Forty (48) responses were received to this question. Exhibit A-2 illustrates the results of this survey question. The majority of the responses (42%) indicated Corridor 2 was the preferred corridor. The reasons why the respondents specified a specific corridor was preferred are summarized in Exhibit A-3.
- **Question 6: Are there any other potential corridors not identified that you believe would better address the purpose and need for the project?** Two (2) responses were received to this question. One of these responses was related to possible access alternatives at North Dock Street. The second response indicated a preference for a limited-access facility. Neither of these responses indicated any other potential corridors that should be considered.

EXHIBIT A-2
Corridor Preference based on Agency and Public Input

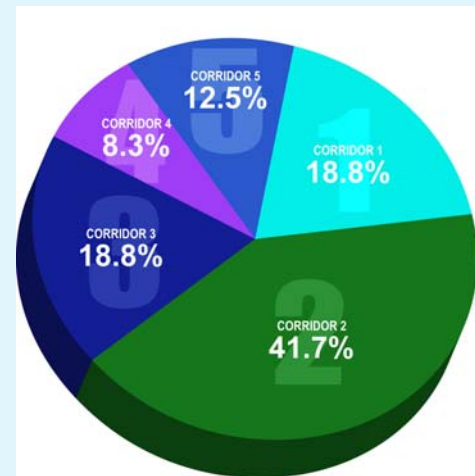


EXHIBIT A-3

Public and Agency Input: Reasons for Corridor Preference

Corridor	Advantages (Based on Public and Agency Comments)
Corridor 1 (Valroy Road)	Most economical
	Keeps traffic close to Port Manatee, airport, and development area; large trucks kept away from pedestrian and residential traffic
	Few homes/less environmental impact
	Opens Hillsborough County to more jobs
	Not as many homes and neighborhoods affected as I-275 or Moccasin Wallow Road
Corridor 2 (New)	Partial Right-of-way (ROW) reserved with Manatee County
	This is the only corridor that serves Port Manatee well
	Keeps traffic close to Port Manatee, airport, and development area; large trucks kept away from pedestrian and residential traffic
	Fewer ROW acquisitions that save time and money
Corridor 3 (Buckeye Road)	Less development presently on road
	Close to Port Manatee/direct route
	Less impact to environmentally sensitive lands
Corridor 4 (Moccasin Wallow Road)	Appears logical
Corridor 5 (I-275)	Redesign of U.S. 41 cheaper and completed quicker
	Uses existing ROW
	Directs traffic to St. Pete, Naples, Tampa interchange
	Least impact on residential areas
	Existing interchange
	Does not affect rural/agricultural lands

- Question 7: Are there any of the potential corridors you do not support?** Thirty-eight (38) responses were received to this question. However, because several responses indicated opposition to more than one corridor the total number of noted opinions (64) is greater than the total number of responses received. Exhibit A-4 illustrates the results of this survey question. The majority of the responses (41%) indicated opposition to Corridor 1. The reasons why the respondents opposed a specific corridor are summarized in Exhibit A-5.

EXHIBIT A-4

Corridor Opposition based on Agency and Public Input

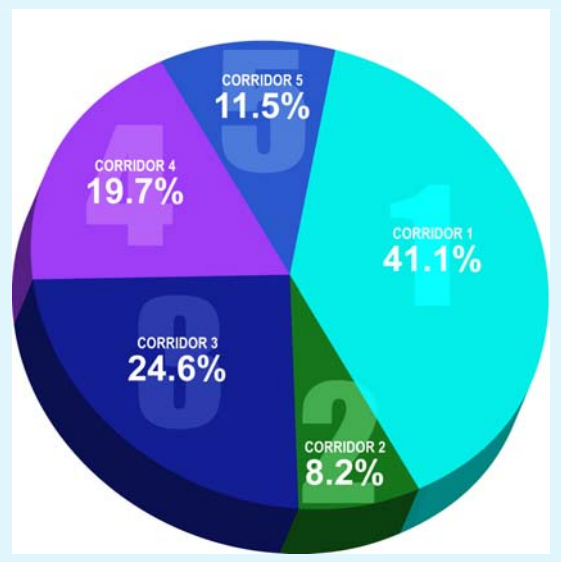


EXHIBIT A-5

Public and Agency Input: Reasons for Corridor Opposition

Corridor	Opposition (Based on Public and Agency Comments)
Corridor 1 (Valroy Road)	Not viable as limited access
	Existing residential areas
	Political
	ELAPP/ wetlands
	No through truck route from U.S. 41 to U.S. 301
	Natural resources and Rural/agricultural communities
	Contrary to Hillsborough County comprehensive plan
	Benefits Hillsborough County not Manatee County
Corridor 2 (New)	Existing residential areas
	Could not be developed as controlled access
	Safety and traffic control requirements on intersections with U.S. 41
	Close to Cockroach Creek Greenway
Corridor 3 (Buckeye Road)	Not viable as limited access
	Existing residential areas
	Potential and approved existing and residential development
	Length of time required to justify new interchange
	Safety and traffic control requirements on intersections with U.S. 41
	School bus stop at Grass Farm Road
	Lack of support from Manatee County Board of County Commissioners (BOCC) and Port Authority)
	Noise impact
Corridor 4 (Moccasin Wallow Road)	Existing residential areas (more homes than any other areas)
	Not viable as limited access
	Cost to obtain right-of-way
	Lack of support from Manatee County BOCC and Port Authority
Corridor 5 (I-275)	I-275 is too far away from the Port
	Increased congestion
	Lack of support from Manatee County BOCC and Port Authority