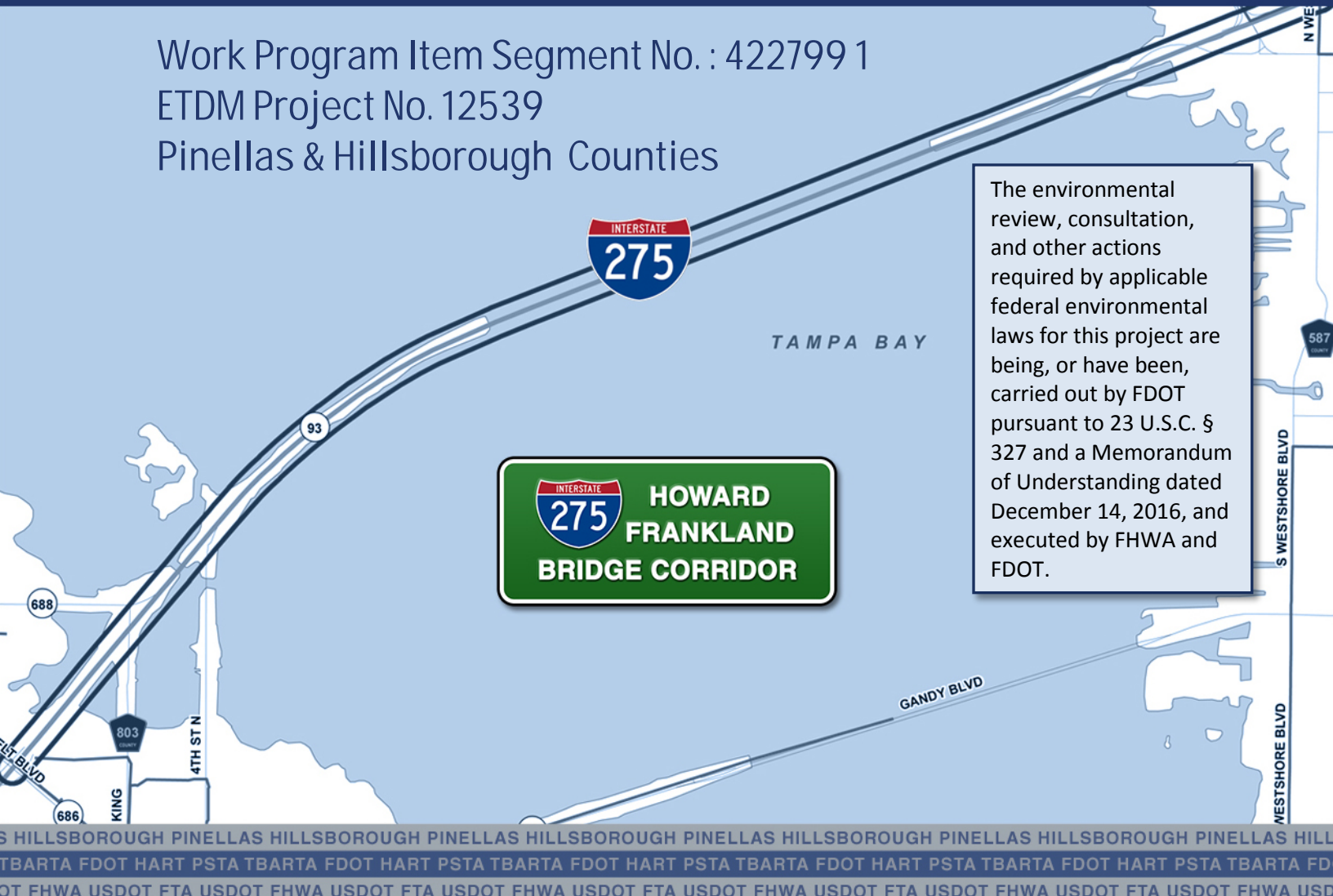


Project Development & Environment (PD&E) Study for Replacement of the Northbound Howard Frankland Bridge (I-275/SR 93)

Final Comments and Coordination Report

Work Program Item Segment No. : 422799 1
ETDM Project No. 12539
Pinellas & Hillsborough Counties



March 2018



Project Development & Environment (PD&E) Study for
Replacement of the Northbound Howard Frankland
Bridge
(I-275/SR 93)

Final Comments and Coordination Report

Work Program Item Segment No. 422799-1
ETDM Project No. 12539
Pinellas & Hillsborough Counties

Prepared for:

**Florida Department of Transportation
District Seven**



Prepared by:

**American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Boulevard, Suite 200
Wesley Chapel, FL 33544**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

**Kirk Bogen, P.E.
FDOT Project Manager**

March 2018

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) study to evaluate alternatives for the replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) on Interstate 275 (I-275/SR 93) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the PD&E study extend approximately one-mile south of the three-mile bridge to one-half mile north of the bridge to include portions of the existing causeway. The study was designed to reach a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound bridge. A simultaneous Regional Transit Corridor Evaluation was conducted to evaluate premium transit alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County. This PD&E study also evaluated options for inclusion of a future exclusive transit envelope within the Howard Frankland Bridge corridor in addition to accommodations for future express lanes.

Location alternatives for constructing the new bridge included the west side of the southbound bridge, between the two existing bridges, or east of the existing northbound bridge. The 2013 Recommended Alternative included constructing the new bridge between the two existing bridges, utilizing stage construction and a temporary bridge near the bridge ends. The 2017 Recommended Alternative consists of replacing the existing northbound bridge with a wider 8-lane bridge (4 southbound general use lanes plus 2 tolled express lanes in each direction) with a bike-pedestrian trail that will be constructed to the west of the existing bridges. Demolition of the existing northbound bridge was included as part of the Preferred Alternative. The future transit envelope could add two lanes on the new northbound bridge and converting 2 express lanes to fix guideway transit. In addition to the Build Alternative, the No-Build or Rehabilitation option was also considered as part of the study process. Based on a life-cycle cost analysis conducted by FDOT in September 2011, it was determined that over an 80-year analysis period, replacing the existing bridge rather than rehabilitating and maintaining it would cost approximately 25 percent less, based on a present-worth analysis, with a present-worth savings of approximately \$65 million in today's dollars. The 2017 Recommended Alternative was selected as the Preferred Alternative after the public hearing sessions held in 2017.

This Final Comments and Coordination Report has been prepared as part of this PD&E study in accordance with the FHWA's Technical Advisory 26640.8a, dated October 30, 1987, and the FDOT's *PD&E Manual*, Part 2, Chapter 31 (revised May 18, 2010). The FHWA has determined that this project qualifies as a Type 2 Categorical Exclusion (CE).

In compliance with state and federal rules, regulations, and policies, a Public Involvement Plan (PIP) was developed in March 2011 and followed throughout the duration of the Howard Frankland Bridge PD&E study. Public involvement was conducted during the PD&E study to keep appropriate agencies, public officials, property owners, and other interested parties informed and to solicit

feedback to ensure project compliance with local and regional transportation plans. The FDOT has conducted an interagency coordination and consultation effort, and public participation process.

This report is one of several documents that have been prepared as part of this PD&E study and documents the PIP, agency coordination efforts, public involvement activities, and comments received.

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SECTION 1 INTRODUCTION

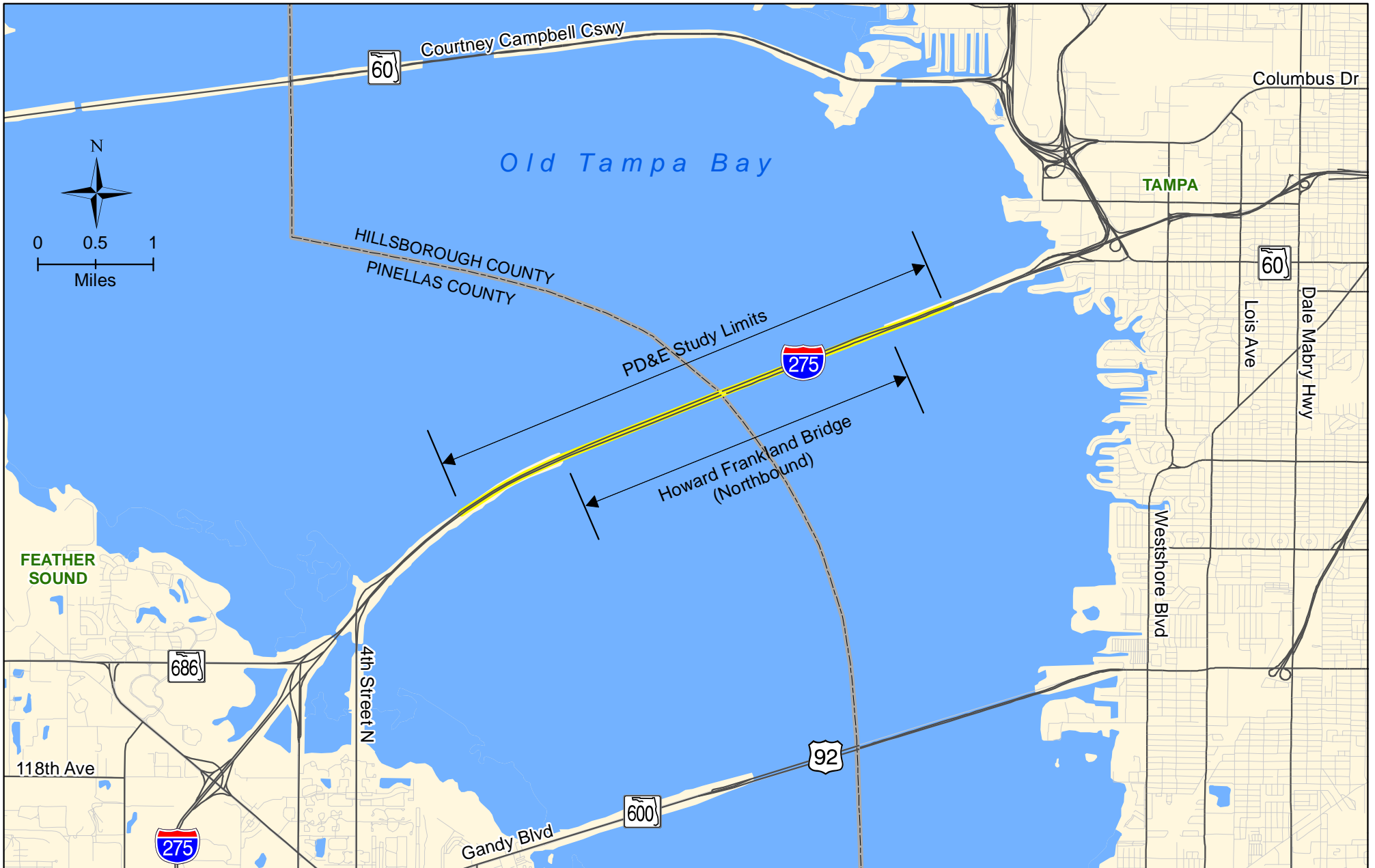
1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) study was to assist the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound Howard Frankland Bridge on Interstate 275 (I-275/SR 93). This bridge opened to traffic in 1960 and is nearing the end of its serviceable life. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development. A simultaneous Regional Transit Corridor Evaluation was conducted to evaluate premium transit alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County. This PD&E study evaluated options for accommodating a future multimodal premium transit envelope within the Howard Frankland Bridge study limits. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

This project was evaluated through the FDOT's Efficient Transportation Decision Making (ETDM) system. Based on the Environmental Technical Advisory Team's (ETAT) review comments, the FHWA determined that this project qualifies as a Type 2 Categorical Exclusion (CE).

1.2 PROJECT DESCRIPTION

The proposed project involves the replacement of the four-lane northbound I-275 Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the PD&E study extend approximately one mile south of the three mile bridge to one-half mile north of the bridge to include portions of the existing causeway. In addition to the planned bridge replacement, this study also considered reserving space for a future transit envelope within the existing I-275 right of way (ROW). The proposed transit improvements will be consistent with the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted in May 2009, and were evaluated in conjunction with local premium transit initiatives, namely the Pinellas Alternatives Analysis which evaluated premium transit service between Clearwater and St. Petersburg with an extension across Tampa Bay to Tampa across the I-275 corridor. A project location map is shown in **Figure 1-1**. The project limits fall within Township 29S, Range 17E, and Sections 32-33; Township 29S, Range 18E, and Section 19; and Township 31S, Range 19E and Section 21. The replacement bridge would also include provisions for future express lanes.



**Northbound Howard Frankland Bridge
(I-275/SR 93) Replacement PD&E Study**
 WPI Segment No. 422799 1
 Pinellas & Hillsborough Counties

Project Study Area Map

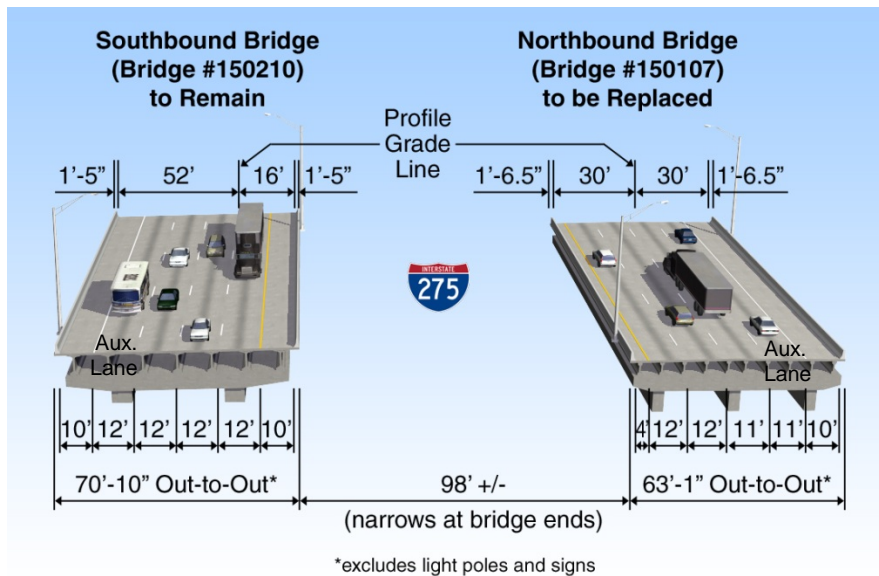
Figure 1-1

Source:FGDL

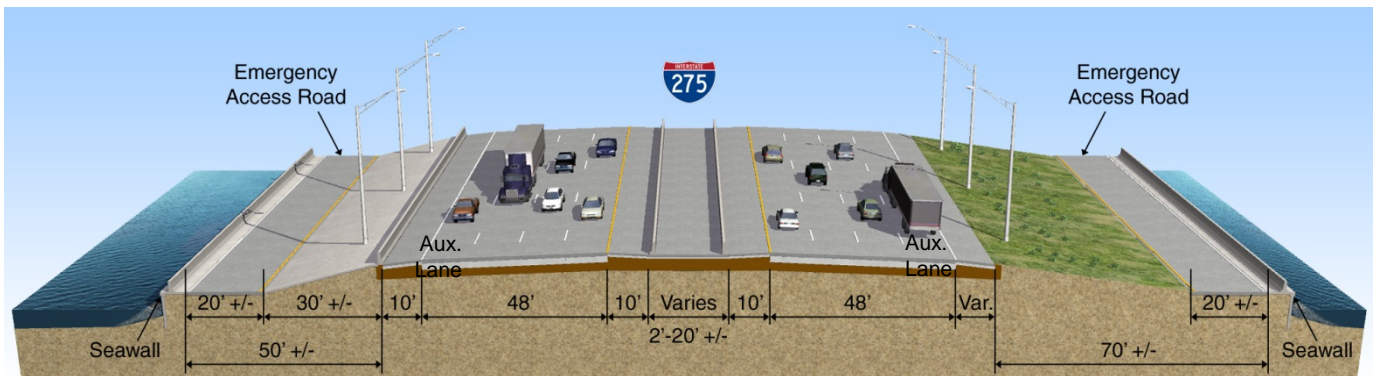
Existing Bridge Structure – The existing northbound span of the Howard Frankland Bridge (Bridge No. 150107) is a mostly low-level, pre-stressed concrete stringer/girder structure. The bridge is 3.01 miles long and 62.3 feet wide, with a maximum (center) span of 98.1 feet. The existing bridge typical section **Figure 1-2** is four lanes with the older (1959) structure serving northbound traffic and the newer (1991) bridge serving southbound traffic. The existing northbound bridge carried two-way traffic until the southbound bridge was built and the northbound bridge was retrofitted to carry only one-way traffic. The navigational clearances for the northbound bridge are 42.9 feet vertical and 72.1 feet horizontal. The existing limited access (LA) ROW is 800 feet wide in most areas. The northbound bridge includes both 11 and 12-foot lane widths (as shown in the figure) in addition to a 4-foot inside shoulder and a 10-foot outside shoulder.

Roadway Approaches – The roadway approaches include four 12-foot lanes, 10-foot paved inside and outside shoulders, and concrete barrier walls within the 22-foot median. One of the travel lanes serves as an auxiliary lane that begins at the I-275 interchange with SR 686 (Roosevelt Boulevard) in Pinellas County and ends at the SR 60 interchange in Hillsborough County. The causeways near the bridge ends include seawalls/barrier walls located approximately 40 feet from the outside edge of pavement. The existing roadway approach typical sections are illustrated in **Figure 1-2**. Both causeway ends include emergency access roadways which run underneath the bridge ends.

Proposed Improvements – The Preferred Alternative consists of replacing the existing northbound bridge with a wider 8-lane bridge (4 southbound general use lanes, 2 tolled express lanes in each direction and a 12-foot shared used path [“trail”] on the west side) that will be constructed to the west of the existing bridges, as shown in **Figure 1-3 and 1-4**. Construction of the new bridge will not impact existing traffic flow. This is critical at either end where the existing separation between the two existing bridges is much narrower than the 98 feet typical across the rest of the bridge. Demolition of the existing northbound bridge is included as part of the bridge construction. An envelope for potential future transit within the existing I-275 ROW is also included as part of the new Howard Frankland Bridge. The new bridge will be constructed approximately 8 feet higher than the existing southbound bridge. This will minimize the chance of damage from waves during an extreme weather event. The proposed new bridge will include a 12-foot shared use path (“bike-ped trail”) on the west side of the bridge. Once the new bridge is constructed, the older existing northbound structure will be removed. In addition to the Build Alternative, the No-Build or Rehabilitation option was also considered as part of the study process.

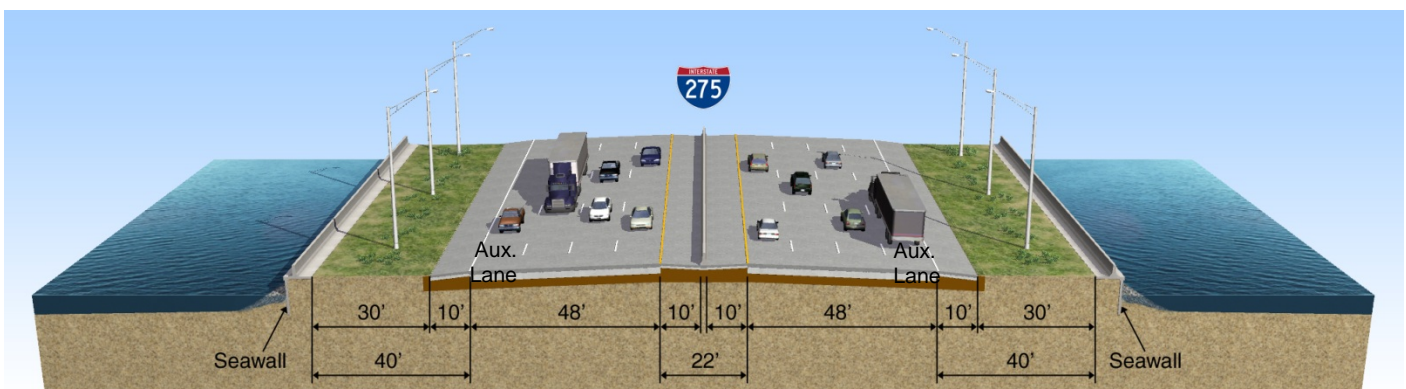


Existing Howard Frankland Bridges over Old Tampa Bay



Roadway Approaches Near Bridge Ends (Looking North)

(Applies for about 1400 ft near the south bridge end and a maximum of 1500 ft +/- near the north bridge end)



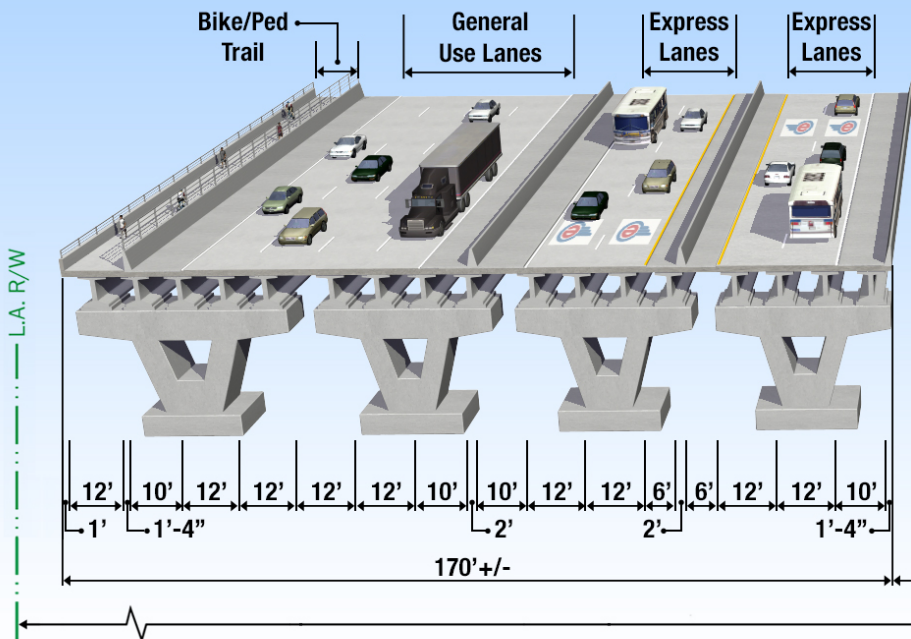
Roadway Approaches on the Causeway (Looking North)

(The existing right of way on the causeway and bridge is 2,000 feet wide)

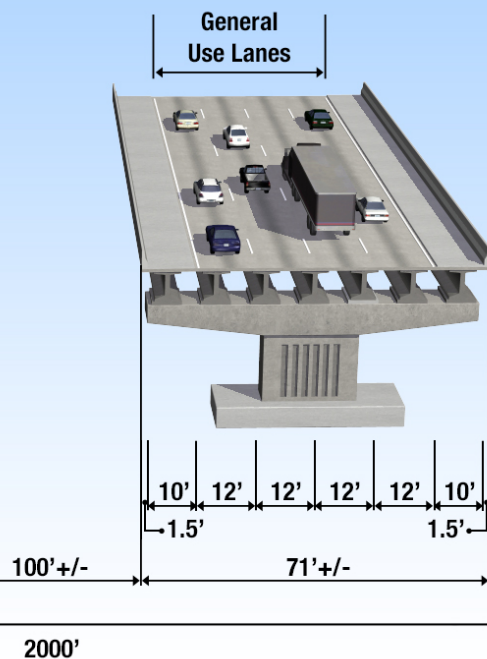
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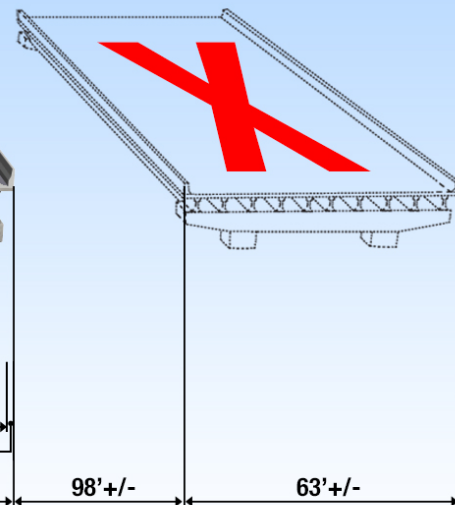
NEW BRIDGE WITH BIKE/PED ON THE OUTSIDE AND
2 EXPRESS LANES IN EACH DIRECTION



EXISTING SOUTHBOUND CONVERTS
TO NORTHBOUND



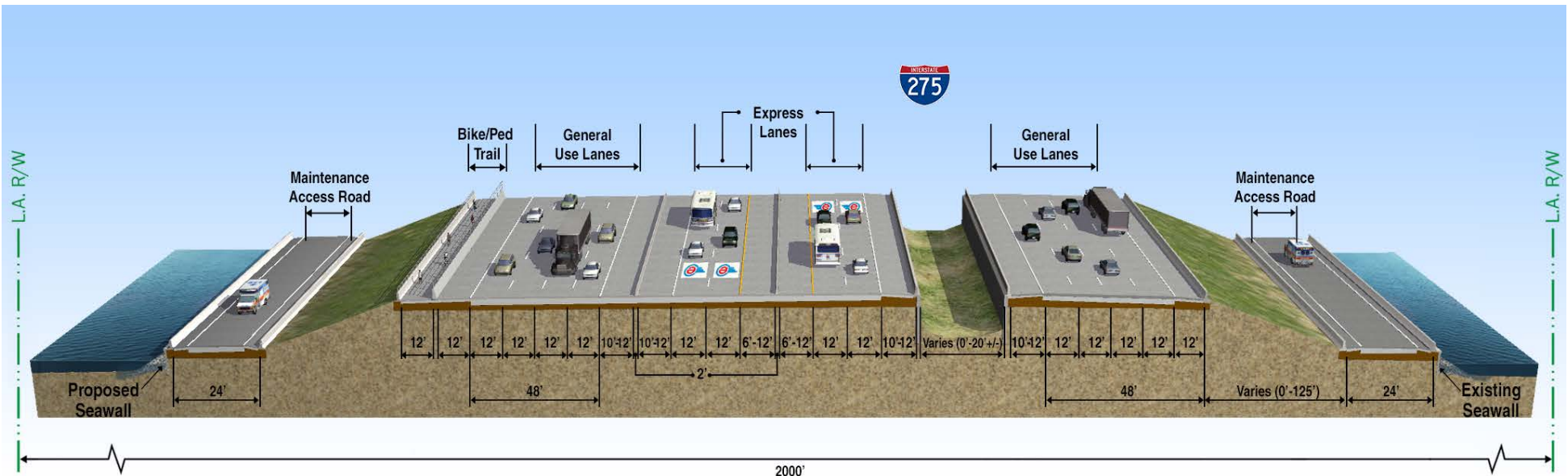
EXISTING NORTHBOUND
BRIDGE REMOVED



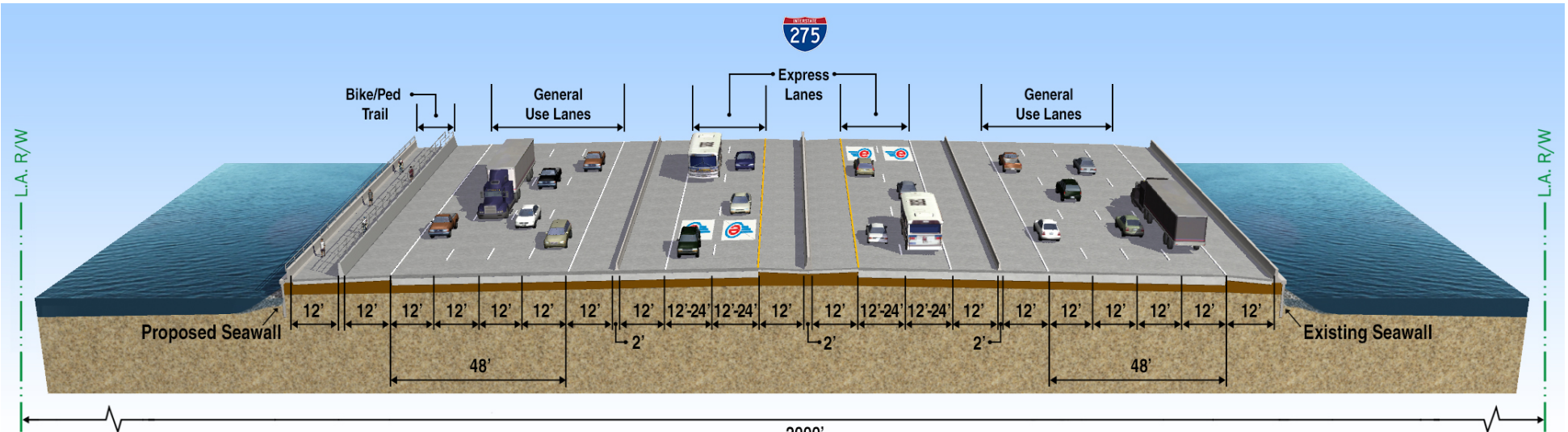
Northbound Howard Frankland Bridge
(I-275/SR 93) Replacement PD&E Study
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Pinellas & Hillsborough Counties

Preferred Alternative Bridge
Typical Section

Figure 1-3



South Approach Near Bridge End



Causeway Approach South of the Bridge

Rev. 1/8/18



Northbound Howard Frankland Bridge
 (I-275/SR 93) Replacement PD&E Study
 WPI Segment No. 422799 1
 Pinellas & Hillsborough Counties

Preferred Alternative
 Bridge Roadway Approaches

Figure 1-4

1.3 PROJECT PURPOSE AND NEED

There are two primary purposes for this project. One is to replace the northbound span of the HFB due to the existing structure nearing the end of its useful life. Second is to provide additional traffic capacity by adding express lanes to the bridge corridor to enable a future connection on I-275 on either side of Old Tampa Bay. The need for the planned project is explained below.

Structural Condition - An inspection conducted on the existing HFB in September 2010 resulted in a sufficiency rating of 61.8 classifying the bridge as *structurally deficient*. The FDOT performed repairs that improved the sufficiency rating to 80.0 in the October 2013 inspection, and then a sufficiency rating to 79.8 in the September 2016 inspection. The existing northbound HFB is not presently classified as structurally deficient. In the 1950's, when this bridge was originally designed, normal practice was to design bridges for a 50-year life span. While that duration has now been exceeded and the bridge is located in a harsh saltwater environment, major past rehabilitation projects have helped to extend the life of the structure.

System Linkage and Regional Connectivity - I-275 at the HFB is a vital link in the local and regional transportation network and one of only three crossings between Pinellas and Hillsborough Counties over Old Tampa Bay and the crossing which carries the most traffic. In addition to being an Interstate highway and part of the National Highway System, I-275 is part of the Strategic Intermodal System (SIS) that provides for the high-speed movement of people and goods. The SIS is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

Consistency with Transportation Plans – FDOT has designated the proposed project as a “Pinellas County project” for work program purposes since bridge projects are not stopped on the structure regardless of the county line location. The proposed bridge replacement is included in the Pinellas County MPO's (now called Forward Pinellas) Transportation Improvement Program (TIP) as a design-build project for FY 2020 (FPN 422904-2). The companion segment within Hillsborough County is designated as FPN 422904-4.

The proposed transit envelope within the HFB corridor is included in the Forward Pinellas MPO's Cost Feasible (2020-2040) Long Range Transportation Plan (LRTP) as an unfunded project. The transit envelope is also consistent with the TBARTA's Regional Transit Projects Map which shows both regional commuter and premium transit in the I-275 HFB Corridor **Figure 1-5**. Long-Term Regional Network (2050) shows “short distance rail” in the bridge corridor.

Emergency Evacuation and Safety - The HFB is a critical evacuation route for portions of Forward Pinellas and is shown on the Florida Division of Emergency Management's evacuation route network. I-275 is also designated as an emergency evacuation route by the Hillsborough County Emergency Management Office and the Forward Pinellas Emergency Management Office.

For the 5-year period 2011 through 2015, a total of 404 crashes were reported for the northbound direction (3-mile bridge plus a mile on either end) involving 1 fatality and 256 injuries. The resulting

economic loss associated with these crashes is estimated to be approximately \$ 46.8 million, based on 2015 National Safety Council unit costs. For just the 3-mile bridge limits, 163 crashes were reported on the northbound bridge compared to 93 crashes on the southbound bridge for this same time period. The crash rate was estimated to be about 75 percent higher on the northbound bridge compared to the newer southbound bridge. The vertical alignment on the existing northbound bridge does not meet current design standards for an Interstate highway. Based on the as-built plans, the estimated design speed is between 50 and 55 miles per hour (mph), while the bridge is posted with 65 mph speed limit signs (current standards require 70 mph design speed). This lower design speed results in shorter stopping sight distances for motorists travelling over the “hump” near the center of the bridge, which could be a contributing factor in some of the reported rear-end collisions on the bridge. In addition, the left 4-foot shoulder is less than the 10-foot standard, and two of the lanes are 11-feet wide which do not meet current Interstate design standards.

Transportation Demand – The existing HFB bridges include a total of six through lanes and two auxiliary lanes which provide room for weaving between the interchanges at SR 686 in St. Petersburg and the SR 60/Memorial Highway interchange in Tampa. The 2016 annual average daily traffic (AADT) on the bridge was 157,000 vehicles per day (VPD) based on the FDOT’s 2016 Florida Traffic Online, with approximately half of the traffic in each direction. Based on the existing daily traffic volume, the existing level of service (LOS) is “E” based on the 2013 FDOT Quality/Level of Service Handbook. The Tampa Bay Regional Transit Model for Managed Lanes indicated that the total AADT in 2040 is expected to increase to 229,800 VPD. This is based on the revised traffic projection to be consistent with adjacent Tampa Bay Next project. The projected 2040 two-way AADT of 229,800 VPD would result in LOS “F” traffic conditions without any additional traffic lanes being added to the bridge.

Transit & Multimodal Accommodations - The Pinellas Suncoast Transit Authority (PSTA) operates one express bus route which utilizes the HFB in providing service between Pinellas and Hillsborough Counties. Route 300X provides a connection between the Ulmerton Road Park-N-Ride in Largo and downtown Tampa, with service primarily in the peak periods and with limited intermediate stops. The Hillsborough Area Regional Transit Authority (HART) does not currently operate any buses on the HFB. Various motorcoach services use HFB/I-275 as part of their regional network; for example, Amtrak’s Thruway motorcoach service connects Tampa’s Union Station to Pinellas Park-St. Petersburg, Bradenton, Sarasota, Port Charlotte, and Ft. Myers. The planned tolled express lanes will accommodate express buses and bus rapid transit (BRT) vehicles if local governments implement BRT in the future. In addition, an envelope for a future light rail transit (or other technology) system will be provided on the west side of the to-be-constructed new bridge should local governments implement such a system in the longer-range future.

I-275 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, the St. Petersburg-Clearwater International Airport, several general aviation airports, MacDill Air Force Base, the Port of Tampa, Hookers Point, the Port of St. Petersburg, transit stations, cruise ship terminals and major CSX intermodal rail facilities. As noted

earlier, I-275 is part of the SIS and is also part of TBARTA's regional freight network, which is considered the backbone of the goods movement system for the TBARTA region. Improvements to the HFB/I-275 within the project limits will maintain access to freight activity centers in the area and facilitate the movement of freight in the greater Tampa Bay region.

This PD&E study only evaluated the replacement of the existing northbound bridge with a new bridge to carry four-lanes of highway traffic in addition to two tolled express lanes in each direction. This study did not consider the environmental impacts of the future ultimate buildout which could include widening the existing southbound bridge to accommodate rail or other transit technology on the new bridge. A future PD&E study or reevaluation of this study would be needed to determine the impacts of these potential longer-range improvements.



1.4 PREMIUM TRANSIT ACCOMMODATION

The provision for additional transportation transit capacity along I-275 within the Howard Frankland Bridge corridor was considered. Decisions on actual implementation of the premium transit accommodations will be made outside the realm of this PD&E study by the FDOT in association with other local, state and federal agencies.

If fixed Light Rail Transit (LRT) guideway moves forward, the new reconfigured northbound bridge could be widened two-lanes to the east, shifting the northbound express lanes to that bridge, leaving space on the new bridge for LRT. Structural enhancements are included in this project to accommodate LRT loads in the new bridge. A future PD&E study or reevaluation of this study would be needed to determine other impacts of those potential longer-range improvements related to future premium transit.

1.5 SELECTION OF THE PREFERRED ALTERNATIVE

The Recommended Build Alternative was selected as the Preferred Alternative following the Public Hearing Sessions based on:

- improving mobility for motorists and existing transit buses between Pinellas and Hillsborough Counties through expansion of the roadway capacity with the addition of express lanes,
- replacing an aging, functionally obsolete bridge structure that is projected to become structurally deficient again in several years,
- accommodating future premium transit by providing structural enhancements on the new bridge,
- improving safety by providing standard 10' shoulder widths and 12' lane widths for both directions of traffic,
- raising the bridge profile above future projected wave/storm surge elevations,
- enhancing pedestrian/bicyclist opportunities for users on both sides of Tampa Bay with the addition of a multi-use trail on the bridge and along the roadway approaches, and
- maintaining consistency with local government plans.

1.6 REPORT PURPOSE

This Final Comments and Coordination Report is one of several documents that have been prepared as part of this PD&E study and documents the Public Involvement Plan (PIP), agency coordination efforts, public involvement activities, and comments received during the study.

SECTION 2 PUBLIC INVOLVEMENT PLAN

In accordance with Part 1, Chapter 11 of the *FDOT PD&E Manual*, a comprehensive Public Involvement Plan (PIP), was approved in March 2011. Then another Public Involvement Plan (PIP) was prepared for this study in April 2011 and updated in August 2017.

The purpose of this plan was to describe the program that FDOT would implement to inform and solicit responses from interested parties, including local residents, public officials and agencies, and business owners. The plan included early agency coordination through the ETDM programming screen and the Advance Notification (AN) process; small group meetings with local residents and business owners; agency stakeholder meetings, and two public hearings to date. The results of the program will be summarized in the Final Comments and Coordination Report. A brief summary of the program's activities follows. The PIP helped to identify stakeholders and affected communities and included the following:

- Project background;
- Project goals;
- Outreach activities; and,
- Evaluation of public involvement for the project.

The program included various techniques on how to notify the public of the proposed transportation improvements such as legal display newspaper advertisements, news releases to local media and invitational newsletters. The program included five newsletters; the kick-off newsletter, public hearing newsletters, and a final newsletter will be published when FDOT issues Location and Design Concept Acceptance (LDCA) for the project. See **Section 6** for more information regarding the project newsletters.

The PIP served as a guidance document of planned public involvement activities. These activities included coordination meetings with local officials, a stakeholders workshops, two public hearing sessions, presentations to agency partner and business groups, unscheduled meetings and coordination with adjacent projects.

SECTION 3 PROTECTED SPECIES AND HABITAT

As part of the FDOT's Efficient Transportation Decision Making (ETDM) process, this project was evaluated by agencies in the Programming Screen. Agency comments from the Programming Screen are provided in **Appendix A**. The FDOT initiated project coordination on February 7, 2012 by distribution of an Advance Notification (AN) Package **Appendix B** to the Florida State Clearinghouse, Office of the Governor, Tallahassee, Florida, in accordance with Executive Order 83-150. The FDOT received notification that the Clearinghouse received the AN package and forwarded it to the appropriate agencies.

3.1 AGENCIES THAT RECEIVED ADVANCE NOTIFICATION

The following federal, state, regional agencies and Native American Tribal Nations were identified with an involvement with this project due to jurisdictional review or expressed interest. These agencies were contacted either directly by the FDOT through the Advance Notification (AN) process at the outset of the project, in accordance with Part 1, Chapter 3 of the FDOT *PD&E Manual* or through the ETDM process.

Federal:

- Federal Aviation Administration (FAA) – Airports District Office
- Federal Transit Administration (FTA) – Environmental Protection Specialist
- U.S. Department of Transportation – Federal Highway Administration (FHWA) – District Transportation Engineer
- U.S. Department of Housing and Urban Development (HUD) – Regional Environmental Officer
- U.S. Department of Health and Human Services – National Center for Environmental Health & Injury Prevention & Control - Director
- U.S. Department of Interior – Fish and Wildlife Service (FWS) – Biologist
- U.S. Department of Interior – Bureau of Land Management, Eastern States Office – Associate State Director
- U.S. Department of Interior – Bureau of Indian Affairs – Director
- U.S. Department of Interior – U.S. Geological Survey (USGS) – Florida Integrated Science Center
- U.S. Department of Interior – National Parks Service (NPS)- Southeast Regional Office
- U.S. Environmental Protection Agency (USEPA) - EPA Regional Administrator
- U.S. Army Corps of Engineers (USACE) - Biologist
- U.S. Coast Guard (USCG) – Commander Office of Aids to Navigation – Seventh District
- U.S. Department of Commerce – NOAA National Marine Fisheries (NMFS) – Fishery Biologist
- U.S. Department of Commerce – NOAA National Marine Fisheries (NMFS) – S.E. Regional Administrator
- U.S. Department of Agriculture – Forest Service, Forest Supervisor
- U.S. Department of Homeland Security – Federal Emergency Management Agency (FEMA) – Community Mitigation Programs Branch, Chief
- Natural Resources Conservation Service (NRCS)

State:

- Florida Department of Environmental Protection (FDEP) – Environmental Manager
- Florida State Clearinghouse; FDEP Office of Intergovernmental Program (OIP)
- Florida Department of State, Division of Historical Resources, State Historic Preservation Officer (SHPO)
- Florida Department of State – Architectural Historian
- Florida Fish and Wildlife Conservation Commission (FWCC)
- Florida Department of Community Affairs (DCA)
- Florida Department of Transportation – Environmental Management Office
- Florida Department of Agriculture and Consumer Services
- Florida Inland Navigation District – Atlantic Intracoastal Waterway

Regional:

- Tampa Bay Regional Planning Council (TBRPC), District ETAT Representative
- Southwest Florida Water Management District (SWFWMD), District ETAT Representative
- Hillsborough County MPO, Executive Director
- Forward Pinellas MPO, (Formally Pinellas County MPO), Executive Director
- Environmental Protection Commission of Hillsborough County, Executive Director

Native American Tribal Officials:

- Miccosukee Tribe of Indians of Florida, Chairman
- Miccosukee Tribe of Indians of Florida, Land Resource Manager
- Muskogee (Creek) Nation of Oklahoma, Principal Chief
- Muskogee (Creek) Nation of Oklahoma, Historic Preservation Manager
- Poarch Band of Creek Indians, Chairman
- Poarch Band of Creek Indians, Tribal Historic Preservation Officer
- Seminole Nation of Oklahoma, Principal Chief
- Seminole Nation of Oklahoma, Historic Preservation Officer
- Seminole Tribe of Florida, Chairman
- Seminole Tribe of Florida, Tribal Historic Preservation Office
- Mississippi Band of Choctaw Indians, Chief

Mississippi Band of Choctaw Indians, Tribal Historic Preservation Officer

SECTION 4 COORDINATION EFFORTS

The FDOT coordinated with numerous federal, state and local agencies throughout the study process. This section summarizes the results of these coordination efforts.

4.1 AGENCY COORDINATION

Throughout the course of the study, agency coordination was conducted early as part of the ETDM final programming screen and Advance Notification review processes initiated in February 2012. The ETDM process was used to become aware of any issues noted by the commenting agencies. ETDM coordination was conducted with the USFWS, NMFS, FWC, and SWFWMD, amongst other agencies. Much of the coordination for potential species occurrence was conducted electronically utilizing databases from USFWS, FWC, SWFWMD and FNAI. In addition to comments received as part of the ETDM process, agency comments were received based on the initial findings provided in the Draft Wetlands Evaluation and Biological Assessment Report (WEBAR) (now known as the Natural Resources Evaluation (NRE)) and coordination was conducted throughout the PD&E study process. Comments were received for the 2013 Recommended Build Alternative from NMFS on October 11, 2013, USFWS on December 16, 2013, and FWC on October 30, 2013. Additional concurrence letters approving Draft WEBAR updates were received from USFWS and NMFS on September 30, 2015, and November 3, 2015, respectively. Following the 2017 Public Hearing, concurrence letters were received from USFWS on November 30, 2017, from USCG on December 4, 2017, from FFWCC on December 12, 2017 and pending from NMFS. An agency coordination meeting took place at FDOT on August 1, 2017 to coordinate with staff from Hillsborough County, Hillsborough MPO, Forward Pinellas, City of St. Petersburg, PSTA, the Public Hearing which took place in November 2017.

The following is a list of the federal, state and regional agencies the FDOT coordinated with:

- National Marine Fisheries (NMFS)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Coast Guard (USCG)
- Florida Fish and Wildlife Conservation Commission (FFWCC)
- Florida Department of State, Division of Historical Resources, State Historic Preservation Officer (SHPO)
- Forward Pinellas MPO (Formally Pinellas County Metropolitan Planning Organization (MPO))
- Pinellas Suncoast Transit Authority (PSTA)
- Advisory Committee for Pinellas Transportation
- Hillsborough County Metropolitan Planning Organization (MPO)
- Hillsborough Area Regional Transit (HART)
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- St. Petersburg Chamber of Commerce
- Westshore Alliance
- Tampa Bay Partnership
- Tampa Bay Applications Group (TBAG)

- Tampa Bay Regional Planning Model Technical Review Team (TRT)

After further evaluation in late 2015/early 2016, it was determined that the west alignment Option B was preferred since it would decrease complexity of construction, reduce construction time and reduce potential lane closures associated with maintenance of traffic compared to the previously proposed alignment. Option B was also chosen due to lower seagrass quality located on the west side of the HFB within Old Tampa Bay. The acreage of seagrass impacts was about the same for Option B and Option C (approximately 3 acres). An updated Draft WEBAR was sent to agencies for review through ETDM on September 13, 2016. Correspondence/concurrence for this document update was received from USFWS, NMFS and FWC on October 13, 2016, September 22, 2016, and October 3, 2016, respectively.

Based on public response and comments in October 2016, the FDOT decided to reevaluate the proposed bridge replacement concept. The January 2017 Recommended Build Alternative would include four 12-foot general use lanes (same as the existing bridges) and one 12-foot tolled express lane in each direction. The overall width of the bridge was to be 131 feet. Demolition of the existing northbound bridge was included as part of the bridge construction. A coordination meeting was held with NMFS on June 19, 2017, and with USFWS on August 9, 2017, to discuss this proposed bridge alternative and typical section.

In October 2017, the FDOT revised the bridge again, as a result of coordination with agencies and continued public outreach, to provide an additional express lane in each direction as well as the addition of a shared use path, generally located within the project area. Demolition of the existing northbound bridge is included as part of the bridge construction. A coordination meeting was held with NMFS on October 3, 2017, to discuss this proposed bridge alternative and typical section. As a result of the meeting, two additional commitments have been added to the project: provide low-noise travel corridors and make sure pile driving is conducted using a ramp-up procedure. It was noted that impacts to seagrass are still proposed to be mitigated utilizing the Upper Tampa Bay Water Quality Improvement Project.

The ETDM Final PSSR excerpt, all letters from agencies, agency correspondence and information from agency databases can be found in **Appendix A**, and a summary of the agency findings during the PD&E study process is provided below:

4.1.1 National Marine Fisheries

During the ETDM screening, the NMFS staff acknowledged that the project could impact seagrasses and/or mangroves. NMFS recommended that FDOT staff conduct a seagrass/benthic resource survey during the prime growing season (June-September). Although it was not indicated within the ETDM 500-foot buffer, NMFS staff observed mangroves along the shorelines of the bridge's causeways. NMFS noted certain estuarine habitats within the project area are designated as EFH as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, postlarval/juvenile, subadult and adult red drum (*Sciaenops ocellatus*), juvenile and adult

schoolmaster and mutton snapper (*Lutjanus apodus and analis*), juvenile gag grouper (*Mycteroperca microlepis*), goliath grouper (*Epinephelus itajara*), red grouper (*Epinephelus morio*), black grouper (*Mycteroperca bonaci*), yellowfin grouper (*Mycteroperca venenosa*), Nassau grouper (*Epinephelus striatus*), lane snapper (*Lutjanus synagris*), dog snapper (*Lutjanus jocu*), yellowtail snapper (*Ocyurus chrysurus*), cubera snapper (*Lutjanus cyanopterus*), and hogfish (*Lachnolaimus maximus*). Mangroves have been identified as EFH for postlarval/juvenile, subadult, and adult red drum and gray snapper (*Lutjanus griseus*), juvenile schoolmaster, cubera snapper, mutton snapper, lane snapper, yellowtail snapper, dog snapper, and goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. The NMFS recommended that an Endangered Species Act reference in Section 7 of the Natural Resources Evaluation, consultation be conducted for Gulf sturgeon, smalltooth sawfish (*Pristis pectinata*), and swimming sea turtles even though the project does not lie within designated critical habitat of these species.

NMFS originally agreed with the selection of Option A as the Recommended Build Alternative (2013). NMFS did not concur with the initial no effect determination for the smalltooth sawfish, and recommended an effect determination of may affect, but not likely to adversely affect. The NMFS principal concern for sawfish is the potential effects of noise in the water column associated with pile driving may have on the species. These pile driving noise effects may include injury or behavioral modifications. NMFS also requested that monitoring to determine the noise levels due to pile driving be conducted at the test pile driving stage or at the beginning of actual bridge construction. A meeting was held with NMFS on November 7, 2013, to discuss the potential options for hydroacoustic analysis and the potential impacts on swimming sea turtles and the smalltooth sawfish. A commitment was previously added to this report to continue coordination for hydroacoustic analysis for pile driving during future project phases; however, this commitment has been removed since the Department has conducted hydroacoustic analyses and the findings have been coordinated with the appropriate agencies. Email coordination from October/December 2013 and a letter from November 2015 are provided in **Appendix B**.

Follow-up coordination was conducted with NMFS at FDOT District 7 office on June 28, 2016. It was explained that the starter project would involve replacing the Northbound Howard Frankland Bridge to the west of the existing southbound bridge. This was identified as Option B, the early 2016 Recommended Build Alternative. It was discussed that Option B would result in approximately 2.3 acres of seagrass impacts. The Master Plan, including the proposed express lanes and the Master Plan with Future Premium Transit were also described to NMFS. It was discussed that the Master Plan would result in approximately 7.0 acres of seagrass impacts (including starter project) and the Master Plan with Future Premium Transit would result in approximately 6.5 acres of additional seagrass impact. The NMFS requested that a commitment be included to address potential projects being considered for mitigation of anticipated seagrass impacts associated with the Master Plan and Future Premium Transit options. At the time of the meeting, it was not certain which alternative would receive approval as part of the PD&E process; however, after the meeting, it had been determined that the PD&E study would seek approval for the starter project. The updated Draft WEBAR was sent to NMFS through ETDM on September 13, 2016, and further coordination from

NMFS was received on September 22, 2016, and is documented in **Appendix B**. The principal EFH issue for NMFS was the identification and verification of appropriate and adequate compensatory mitigation for the loss of 2.3 acres of seagrass.

A coordination meeting was held with NMFS on June 19, 2017, to discuss the January 2017 Recommended Build Alternative and the updated typical section based on public comments and outreach. It was noted that the bridge width had changed from 75 feet to 131 feet. There were no major changes to the project with the exception of the bridge width to address public comments regarding the previous typical section. It was explained to NMFS that seagrass impacts will increase based on the wider bridge; however, the intent was to utilize the Upper Tampa Bay Water Quality Improvement Project as mitigation for seagrass impacts. At the time of the meeting it was discussed that seagrass impacts were estimated at approximately eight acres. Since the meeting with NMFS, the impact acreage had been refined based on the September 2016 seagrass surveys and was approximately 4.6 acres.

A coordination meeting was held with NMFS on October 3, 2017, at the FDOT District 7 office to discuss the October 2017 Recommended Build Alternative. The proposed bridge will include four 12-foot general use lanes (same as the existing bridges), two 12-foot tolled express lanes in each direction and a 12-foot shared use path, generally located within the project area. It was noted that the project would impact approximately 8.8 (less than 9) acres of seagrasses but would be updated once the concepts were finalized, and mitigation would be provided utilizing the Old Tampa Bay Water Quality Improvement Project. Since the time of the meeting, it has been determined that the project will impact approximately 9.5 acres based on the proposed concept plans. Commitments were also discussed and recommendations made to add additional commitments. The potential hydroacoustic impacts were discussed based on the studies the Department has conducted on similar project within the area. It was determined that a cumulative 4,000 feet of quiet space/corridor is required at all times across the bay, with a minimum individual quiet corridor not to be less than 1,000 feet. Commitments have been added for the project based on the meeting. All coordination and correspondence with NMFS is documented in **Appendix B**.

4.1.2 U.S. Fish and Wildlife Service

During the ETDM screening, the USFWS identified three potential species within the project area: West Indian (Florida) manatee (*Trichechus manatus latirostris*), wood stork (*Mycteria americana*), and piping plover (*Charadrius melodus*). In-water construction will follow the standard in-water construction conditions and at least two dedicated, experienced, manatee observers will be present at all times. No nighttime in-water work will be done in areas with high manatee use. A current sea grass survey, conducted during the growing season (June-September), and estimate of impacts to submerged aquatic vegetation should be submitted within two years before the construction start date. If blasting is required, formal consultation will be required with USFWS for the manatee. The project is located within the Core Foraging Area (CFA) of several active nesting colonies of the endangered wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, USFWS recommended that impacts to suitable foraging habitat be avoided. The

USFWS did not anticipate impacts to suitable foraging habitat at the time of the ETDM screening. The piping plover can be seen foraging in Florida almost ten months out of the year. No Critical Habitat has been designated for this species within the footprint of the project but critical habitat has been identified in Tampa Bay. Unless onshore foraging habitat is modified in some way, this project is not likely to adversely affect piping plovers.

USFWS provided comments on the Draft WEBAR for the 2013 Recommended Build Alternative specific to the Florida manatee, wood stork, piping plover and Gulf Sturgeon (*Acipenser oxyrinchus desotoi*). The USFWS concurred with a finding of may affect, but not likely to adversely affect for the manatee as long as special conditions are implemented. The conditions are included as commitments in **Section 6.4** of the Natural Resources Evaluation (NRE) document. It is also identified that the eastern portion of the project, in Hillsborough County, falls within an Important Manatee Area (IMA). No critical habitat has been designated within Old Tampa Bay. The USFWS did not concur with the initial finding of no effect for the wood stork, piping plover and Gulf Sturgeon; however, the USFWS did concur with a finding of may affect, but not likely to adversely affect for these species as long as the conditions outlined in this report are followed during future phases of this project. Early coordination letters from USFWS from December 2013 and September 2015 are included in **Appendix B**.

Follow-up coordination was conducted with USFWS via teleconference on July 11, 2016. It was explained that the starter project would involve replacing the Northbound Howard Frankland Bridge to the west of the existing southbound bridge. This was identified as Option B, the 2016 Recommended Build Alternative, which included the approximately 75-foot wide bridge. It was discussed that this bridge replacement option would result in approximately 2.3 acres of seagrass impacts. The Master Plan, that includes the proposed express lanes, and the Master Plan with Future Premium Transit were also described to USFWS. It was discussed that the Master Plan would result in approximately 7.0 acres of seagrass impacts (including starter project) and the Master Plan with Future Premium Transit would result in approximately 6.5 acres of additional seagrass impact. The USFWS requested that commitments be included to address anticipated seagrass impacts associated with the Master Plan and Future Premium Transit options, as well as the in-water commitments already included. USFWS also requested that all known manatee data be updated and included in the documents. At the time of the meeting, it was not certain if the starter project or Master Plan would receive approval as part of the PD&E process; however, since that time, it was determined that the PD&E study would seek approval for the starter project. The updated Draft WEBAR was sent to USFWS through ETDM on September 13, 2016, and concurrence from USFWS was received on October 13, 2016, and is documented in **Appendix B**.

A coordination teleconference was held with USFWS on August 9, 2017, to discuss the January 2017 Recommended Build Alternative and the updated typical section based on public comments and outreach. It was noted that the bridge width had changed from 75 feet to 131 feet. There are no major changes to the project with the exception of the bridge width to address public comments regarding the previous typical section. It was explained to USFWS that seagrass impacts would

increase based on the wider bridge; however, the intent is to utilize the Upper Tampa Bay Water Quality Improvement Project for mitigation to seagrass impacts. At the time of the meeting it was discussed that seagrass impacts were estimated at approximately five acres based on the seagrass surveys conducted in September 2016. Since the meeting with USFWS, the impact acreage was refined based on the September 2016 surveys and was approximately 4.6 acres.

A coordination phone call was held between FDOT staff and USFWS on October 19, 2017, to discuss the October 2017 Recommended Build Alternative. It was stated that the proposed Recommended Build Alternative would result in approximately 9.5 acres of seagrass impacts. USFWS wanted to make sure that coordination was also ongoing with NMFS regarding the proposed updates, and it was noted that a meeting was held with NMFS at the District office. All coordination and correspondence with USFWS is documented in **Appendix B**.

4.1.3 U.S. Coast Guard

The U.S. Coast Guard (USCG) accepted the role as Cooperating Agency in a letter dated September 23, 2016. A copy of the Categorical Exclusion was sent to the USCG on July, 14, 2015, and an updated Categorical Exclusion 'Navigation' section was sent on August 11, 2015, based on email correspondence. On August 24, 2015, the USCG approved the changes and stated the following "If the navigation clearance of the new structure meet or exceed the existing clearances the reasonable needs of navigation should be satisfied for this section of the waterway. I do not anticipate objections from the Coast Guard based on impacts to navigation." This statement was included in an email dated August 5, 2015. Concurrence of navigational clearance was also received on December 4, 2017. The emails are included in **Appendix B**.

4.1.4 Florida Fish and Wildlife Conservation Commission

During the ETDM screening, the FWC identified two land cover types within the project area: High Impact Urban for the bridge and the adjacent narrow causeway, and the open water of Tampa Bay. They identified numerous federal- and state-endangered and threatened species as well as species of special concern that may exist within the project corridor. FWC noted the project site is within USFWS Consultation Areas for the West Indian manatee and piping plover, and within the CFA for three wood stork colonies. The greatest potential for adverse impacts is associated with in-water work required for bridge demolition and reconstruction. It will be important to avoid and minimize effects on the Florida manatee and sea turtles during removal of the old bridge structure and construction of the new bridge. Possible manatee protection measures that may be required by the FWC include *Standard Manatee Conditions for In-Water Work*, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. If blasting is to be considered as a method used in construction, it is important to perform the blasting during specific times of the year, if possible and an extensive blast plan and marine species watch plan would need to be developed and submitted to the FWC for approval as early as possible.

The FWC commented on Option A, the 2013 Recommended Build Alternative, in October 2013. The FWC favors bridge lights that meet dark sky standards to minimize visibility from marine turtle nesting beaches as well as contribution to cumulative sky glow. The FWC also encouraged FDOT to include artificial reefing as one of the selected options for materials associated with demolition of the existing northbound bridge. The FWC supports an offsite compensatory mitigation plan for improvement of water quality in Old Tampa Bay and staff biologists will be available to provide technical assistance and work on an inter-agency team to address potential stormwater runoff. A coordination letter from October 2013 is provided in **Appendix B**.

As explained above, in late 2015/early 2016 it was determined that the west alignment (Option B) was preferred. The updated Draft WEBAR was sent to FWC through ETDM on September 13, 2016, and further coordination from FWC was received on October 3, 2016. The FWC agreed with the species affect determinations and supported the project commitments. This coordination is documented in **Appendix B**.

In October 2017, the FDOT revised the bridge again, based on coordination with agencies and continued public outreach, to provide an additional express lane in each direction as well as the addition of a shared-use trail. The NRE was submitted to the agencies via ETDM in November 2017, and FWC provided continued support of the project commitments related to species and habitat on December 12, 2017. This coordination is documented in **Appendix B**.

4.1.5 Florida Department of State, Division of Historic Resources

The Cultural Resource Assessment Survey (CRAS) was reviewed by the Division of Historic Resources in August/September 2012. The historic resources field survey resulted in identification and evaluation of the Northbound Howard Frankland Bridge (No. 150107; FMSF Nos. 8PI12006 and 8HI11663). The bridge was neither distinguished by its significant historical associations nor its engineering or architectural design. The Division of Historic Resources concurred with FHWA findings on October 4, 2012. This letter is attached in **Appendix B**.

4.1.6 Southwest Florida Water Management District

During the ETDM screening, the SWFWMD identified the following potential species that may be located within the project area: smalltooth sawfish, Gulf sturgeon, bald eagle (*Haliaeetus leucocephalus*) and the West Indian manatee. They also stated that there are seagrass beds within Old Tampa Bay along the causeways associated with the east and west boundaries of the bridge. These seagrass beds are particularly vulnerable to increased turbidity and sedimentation. Impacts to seagrasses will need to be mitigated in a manner which would offset the habitat loss. The West Indian Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the Environmental Resource Permit (ERP) outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. SWFWMD advised that stormwater outfall pipes and structures extending below the Mean High Water Line

(MHWL), exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped.

4.2 LOCAL GOVERNMENT COORDINATION

*Advertised public meeting

4.2.1 Hillsborough County Metropolitan Planning Organization (MPO)

The project was presented to the MPO on the following dates listed below, to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation. General project support was conveyed, though no formal motions were discussed.

- December 14, 2011 – Technical Advisory and Citizens Advisory Committees
- January 3, 2012 – MPO Board
- August 13, 2012 – MPO Board and HART Board Joint Meeting
- July 15, 2013 – Technical Advisory Committee
- September 6, 2016 – MPO Board
- August 1, 2017 – MPO Board
- August 9, 2017 – MPO Citizen’s Advisory Committee
- August 21, 2017 – Technical Advisory Committee
- September 18, 2017 – MPO Board
- September 18, 2017 – Technical Advisory Committee
- October 3, 2017 – MPO Board
- October 11, 2017 – MPO Citizen’s Advisory Committee
- October 11, 2017 – BPAC
- October 12, 2017 – ITS
- October 16, 2017 – Technical Advisory Committee
- October 18, 2017 – LRC
- October 23, 2017* – Technical Advisory Committee
- October 25, 2017 – STWG
- October 27, 2017 – TDB
- October 31, 2017 – Policy
- November 7, 2017 – MPO Board
- November 8, 2017 – MPO Citizen’s Advisory Committee
- November 13, 2017 – Technical Advisory Committee
- December 8, 2017 – MPO Board/DTWP Document and Board Action

4.2.2 Forward Pinellas (Formally Pinellas County) Metropolitan Planning Organization

The project was presented to the MPO on the following dates to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation. General project support was conveyed, though no formal motions were discussed.

- March 9, 2011 – MPO Board

- July 10, 2013 – MPO Board
- October 23, 2013 – Technical Coordinating Committee
- October 24, 2013 – Citizens Advisory Committee
- October 24, 2013 – Citizens Advisory Committee
- November 13, 2013 – MPO Board
- August 23, 2017 – Technical Coordinating Committee
- August 24, 2017 – Citizens Advisory Committee
- September 13, 2017 – MPO Board
- September 27, 2017 – Technical Coordinating Committee
- September 28, 2017 – Citizens Advisory Committee
- October 11, 2017 – MPO Board
- October 16, 2017 – BPAC
- October 25, 2017* – Technical Coordinating Committee/On-site accepting public comments
- October 26, 2017 – Citizens Advisory Committee in Clearwater
- November 8, 2017 – MPO Board/DTWP Document and Board Action

4.2.3 Hillsborough Area Regional Transit (HART)

August 13, 2012 - The project was presented at a joint staff meeting of the Hillsborough MPO and HART to discuss the study process and proposed recommended improvements. General project support was conveyed, though no formal motions were discussed.

- August 7, 2017 – HART Board Meeting
- September 11, 2017 – HART Board Meeting
- September 25, 2017 – HART Board Meeting
- November 6, 2017 – HART Board Meeting

4.2.4 Pinellas Suncoast Transit Authority (PSTA)

August 22, 2012 - The project was presented to the PSTA Board to discuss the study process and proposed recommended improvements. General project support was conveyed, though no formal motions were discussed.

- August 23, 2017 – PSTA Board
- September 27, 2017 – PSTA Board

4.2.5 Tampa Bay Area Regional Transit Authority (TBARTA)

Factsheets were developed and updated as needed for TBARTA to update Board members and the general public. Additional project information was presented on the following dates:

- September 21, 2011 – TBARTA Citizens Advisory Committee
- September 30, 2011 – TBARTA Board
- August 25, 2011 – TBARTA Board
- September 22, 2011 – TBARTA Board

- October 13, 2017 – Highlights presentation at FDOT D7
- October 27, 2011 – TBARTA Board/DTWP Document at FDOT D7
- Fact sheets as needed

4.2.6 Pasco County

- October 24, 2017* – Bicycle/Pedestrian Advisory Committee (BPAC) On-site accepted public comments
- November 1, 2017 – Citizens Advisory Committee Highlights
- November 6, 2017 – Technical Coordinating Committee Highlights
- November 9, 2017 – MPO Board DTWP Document and Board Action

4.2.7 Hernando/Citrus County

- October 26, 2017* – Citizens Advisory Committee On-site accepted public comments
- October 26, 2017 – Technical Coordinating Committee Highlights
- October 26, 2017 – BPAC Highlights
- October 31, 2017 – MPO Board DTWP Document and Board Action

4.3 MISCELLANEOUS COORDINATION WITH LOCAL GROUPS

Throughout the course of the study, coordination was conducted with various local and community groups which would be involved with this project. The following is a list of local and community groups with which the FDOT coordinated.

4.3.1 Advisory Committee for Pinellas Transportation (ACPT)

(The ACPT evolved from the Pinellas AA Project Advisory Committee – PAC.)

The project, study process and proposed recommended improvements were presented on the following dates:

- October 11, 2010 - Project Advisory Committee
- April 11, 2011 - Project Advisory Committee
- June 13, 2011 - Project Advisory Committee
- July 11, 2011 - Project Advisory Committee
- September 12, 2011 - Project Advisory Committee
- May 14, 2012 – Advisory Committee for Pinellas Transportation
- April 8, 2013 - Advisory Committee for Pinellas Transportation
- November 4, 2013 - Advisory Committee for Pinellas Transportation

4.3.2 St. Petersburg Chamber of Commerce

July 18, 2012 - The project was presented to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation. General project support was conveyed.

4.3.3 Westshore Alliance Transportation Committee

November 16, 2011 and September 19, 2012 - The project was presented to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation. General project support was conveyed by the committee, though no formal motions were discussed.

June 10, 2013 - The project was presented at a joint meeting of the Westshore Alliance and Tampa International Airport to discuss the study process and proposed recommended improvements.

4.3.4 Tampa Bay Applications Group (TBAG)

May 24, 2012 - The project was presented to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation. General project support was conveyed by the group.

4.3.5 Tampa Bay Regional Planning Model Technical Review Team (TRT)

March 15, 2012 - The project was presented to discuss the study process and proposed recommended improvements. Members were shown a PowerPoint presentation and general project support was conveyed.

4.3.6 Tampa Bay Partnership

August 19, 2011 - The project was presented to discuss the study process and proposed recommended improvements. A PowerPoint presentation was shown and general project support was conveyed.

4.3.7 St. Petersburg Planning and Vision Commission

October 11, 2011 - The project was presented to discuss the study process and proposed recommended improvements. A PowerPoint presentation was shown and general project support was conveyed.

4.3.8 Pinellas Alternative Analysis Stakeholder Meetings

May 2011, August 2011, September 2011 and December 2011 - The project team participated in stakeholder meetings being conducted for the Pinellas Alternatives Analysis.

4.3.9 Howard Frankland Bridge PD&E Study Stakeholder Meetings

May 7, 2013 and May 9, 2013 - Two stakeholder meetings were conducted in May 2013. These meetings were held to help the Department collect information and gain consensus on issues related to the replacement of northbound HFB, including the importance of the bridge in municipal transportation plans, the location of the replacement bridge in relation to the existing structure, and the inclusion of a transit envelope.

SECTION 5 MAILING LIST

A mailing list was developed for this project. The mailing list was updated throughout the duration of the project and contained:

- Those whose property lies, in whole or part, within 500 feet on either side of the centerline of each project alternative. *Florida Statutes Section 339.155* states property owners within 300 feet of the centerline of each alternative shall be notified about the project. The mailing list was based on information obtained from the property appraiser's database in both Pinellas and Hillsborough Counties.
- Elected and appointed public officials.
- Individuals or groups who requested to be placed on the project mailing list.
- Public and private groups, organizations, agencies, and businesses and individuals that have an interest in the project.

In 2013 the property owner mailing list included over 248 owners. The official, agency, and interested party mailing list contained approximately 85 people.

In 2016 the public hearing was scheduled, but then postponed, and then took place in 2017. The property owner mailing list included over 312 owners. The official, agency, and interested party mailing list contained approximately 134 people.

The mailing list was used to disseminate project information and announce the public hearing. Newsletters in Section 6 were mailed to all those on the mailing list.

SECTION 6 NEWSLETTERS

Newsletters were mailed to those on the project mailing list as noted in **Section 5**. Newsletters were used to announce the project kick off and the public hearing. When the FDOT issues project Location and Design Concept Acceptance an additional newsletter will be distributed. Copies of the newsletters are provided in **Appendix C**.

A kick off newsletter was distributed in October 2011. The newsletter described the PD&E study process, discussed the project purpose, and provided a project schedule with the next steps in the study. The newsletter also included contact information and instructions for those needing special assistance or language support.

A public hearing newsletter was distributed in September 2013 for the first public hearing, and then in 2016 for another public hearing that was postponed. In October 2017, a newsletter was sent out to promote the public hearing and to encourage participation and comment. The newsletter presented the recommended build alternative and corresponding typical sections as well as a flyer detailing the Regional Transit Corridor Evaluation being conducted concurrently. Contact information and instructions for those needing special assistance or language support were also provided.

The final newsletter will be published once the FDOT issues Location and Design Concept Acceptance for the project.

SECTION 7 WEBSITE

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of public needs and preferences. In an effort to engage and inform the public throughout the study process, a project website was developed (**Figure 7-1**).

The project website was used as an educational tool for the general public; explaining what a PD&E study evaluates and why, listing contact information for comments and questions, and providing links to other sites and projects.

In addition, the website was used as an information sharing tool. Site visitors could read about project details, review past and current newsletters, follow the project schedule, and peruse available project documents, information sheets, and FAQ's. The site was also one of several methods used to notify the public about stakeholder meetings and the public hearing.

Successful public participation is a continuous process that not only informs the public but also obtains meaningful input. As of December 2013, one project-related comment had been submitted and 11 people had joined the mailing list.

As of December 2017, no comments have been submitted and 16 people have joined the mailing list.

PROJECT OVERVIEW
WHAT IS A PD&E STUDY?
WHAT IS A TRANSIT CORRIDOR EVALUATION?
PROJECT DETAILS
PUBLIC INVOLVEMENT
>> PROJECT FACT SHEET
>> NEWSLETTERS
>> STAKEHOLDER MEETINGS
>> PUBLIC HEARING
PROJECT SCHEDULE
PROJECT DOCUMENTS
FAQ / GLOSSARY
CONTACT INFORMATION
SEND US YOUR COMMENTS

Return to www.mytbi.com
www.tbarta.com

Join our Mailing List
Email:

Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Transit Corridor Evaluation
Work Program Item Segment No.: 422799 1
Pinellas & Hillsborough Counties

The Public Hearing for the Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Transit Corridor Evaluation was held on November 14, 2017 at the Tampa Marriott Westshore and on November 16, 2017 at the Hilton St. Petersburg Carillon Park.

Please click here for more information

LATEST NEWS

- Public Hearing Newsletter (October 2017): Click here to view newsletter.
- Breaking News: Tampa Bay Next Project Click here for more information.
- Public Hearing Session 1 - Hillsborough County: 11/14/2017 - click here for meeting information.
- Public Hearing Session 2 - Pinellas County: 11/16/2017 - click here for meeting information.

TWO STUDIES – ONE BRIDGE CROSSING
Project Overview

The Florida Department of Transportation (FDOT) has plans in motion to replace the aging northbound/eastbound portion of the Howard Frankland Bridge, which is approaching the end of its' serviceable life. A Project Development and Environment (PD&E) Study is currently underway to identify the best replacement options and document how the replacement will affect the surrounding environment. In addition to the bridge replacement study, a key element of the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan is to develop a transit connection across the Howard Frankland Bridge that will link Pinellas and Hillsborough counties via transit stations. The linkage provided between Pinellas County's proposed Gateway Station and Hillsborough County's Westshore Regional Multimodal Center will allow uninterrupted transit movements along the bridge. For this to be possible, however, the corridor must be capable of accommodating the appropriate transit provisions. Therefore, we will also conduct a Transit Corridor Evaluation Study to determine opportunities and constraints of providing a potential transit envelope in conjunction with bridge replacement.

Figure 7-1 Howard Frankland Bridge PD&E Study Website

SECTION 8 PUBLIC HEARING

8.1 2013 PUBLIC HEARING

The first session was held in Pinellas County at the Pinellas Suncoast Transit Authority (PSTA), 3201 Scherer Drive, St. Petersburg, Florida 33716 on Tuesday, October 8, 2013. The second session was held in Hillsborough County at the Tampa Marriott Westshore, 1001 N. Westshore Boulevard, Tampa, Florida 33607 on Thursday, October 10, 2013.

The hearing was held to inform citizens and interested parties about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements (see **Figure 8-1**). During both sessions, the hearing consisted of an open house from 5:00 p.m. to 6:00 p.m. and a formal presentation and public comment period beginning at 6:00 p.m. After the public comment period, the open house resumed until 7:00 p.m.

The study's supporting documents for the 2013 public hearing were available for public review from September 4, 2013 through October 21, 2013 on the project website as well as during normal operating hours at the following locations (**Table 8.1**).

Table 8-1 Locations the Study Documents were Available for Public Review

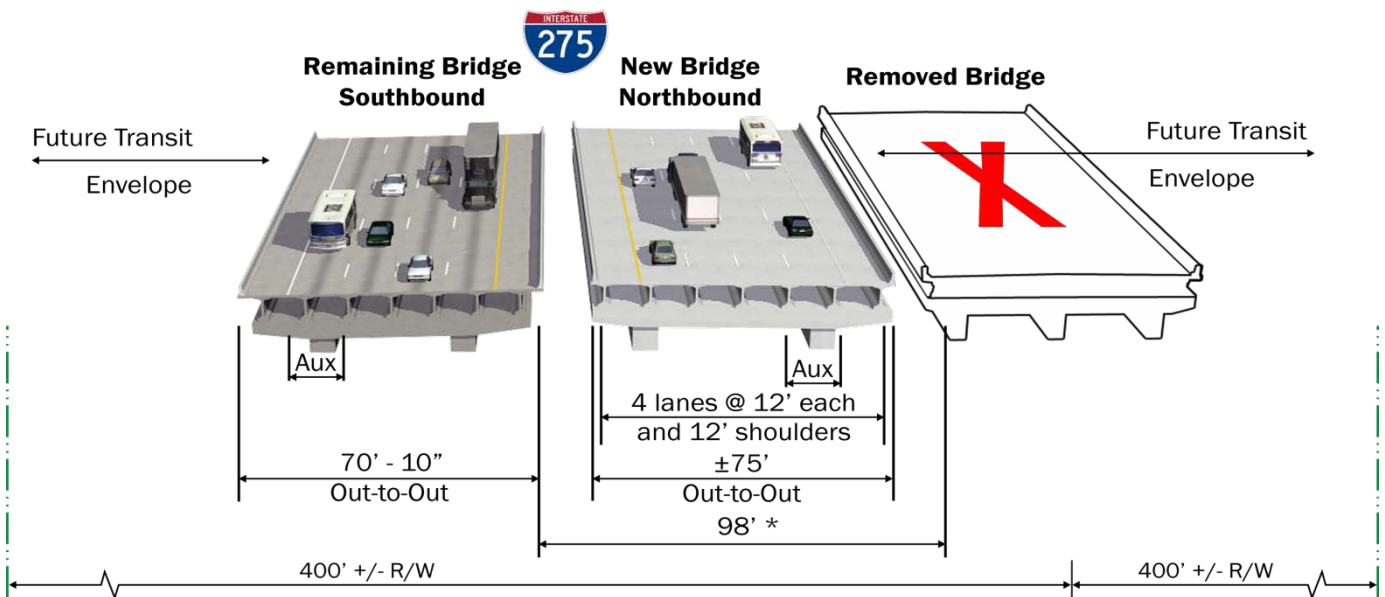
Location	FDOT District 7	Pinellas Park Library	West Tampa Library
Address	11201 N. McKinley Dr. Tampa, FL 33612	7770 52nd Street Pinellas Park, FL 33781	2312 W. Union Street Tampa, FL 33607

In 2013, newsletters announced the public hearing (Section 7) and were sent via electronic mail to public officials and via direct mail to property owners within 500 feet of the project, as well as current tenants, agencies, and interested parties. A legal display notice advertising the public hearing sessions was published in the Tampa Bay Times on September 21, 2013 and October 21, 2013. An advertisement was also placed on the project website on September 21, 2013 as well as in the Florida Administrative Register on October 1, 2013. Copies of these advertisements are shown in the Public Hearing Scrapbook.

In 2013, the Display boards were also available for review and consisted of:

PD&E Study:

- Aerial Plot of the bridge and the causeways on both sides of the Bay showing recommended improvements
- Existing Bridge and Roadway Typical Sections
- Recommended Bridge and Roadway Typical Sections
- Evaluation Matrix
- Project Schedule
- Welcome and List of Citations

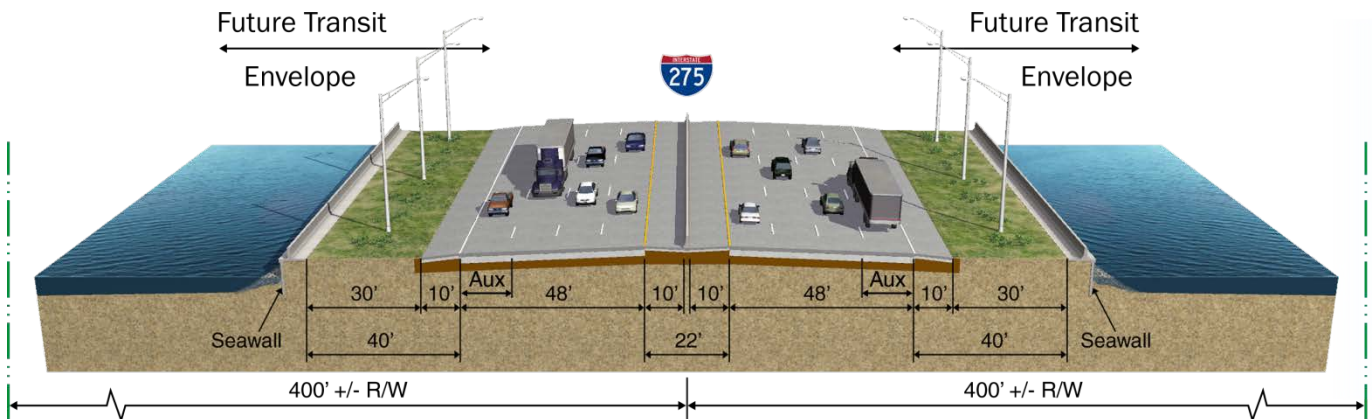


Recommended Alternative

Howard Frankland Bridge Northbound Replacement Bridge

*Distance between existing bridges narrows at bridge ends and excludes light poles and signs.

Configuration shown include four lanes in each direction (three general through lanes and one auxiliary lane). When an express lane system is implemented for I-275, the auxiliary lane would be converted to an express lane and presumed to be situated as the inside lane. The 12' shoulders on the bridge would be reduced to the standard 10' widths and a 4' buffer area added separating the express lane and general lanes.



Recommended Alternative

Causeway Approaches to/from Howard Frankland Bridge Northbound Replacement

Rev. 4/7/14



Regional Transit Corridor Evaluation:

- Transit Screening Evaluation Summary
- Transit Screening Scoring Index
- Draft Future Regional Transit Route Alternatives from Gateway to Westshore
- Draft Future Bridge Expansion Alternatives

The materials shown at the 2013 public hearing were first posted to the project website on the day of the first hearing session, and for the 2017 public hearing they were first posted the day after the second hearing session. Information on the proposed future express lanes (including a proposed typical section for the express lanes starter project) was included in the Regional Transit Corridor Evaluation handout and on a display board included at the two hearings. The topic was also covered in the continuous loop PowerPoint presentation which ran during the hearings. In addition, The Regional Transit Corridor Evaluation handout provided information on the purpose and need for the proposed Tampa Bay Express lanes.

The formal portion of each hearing session in 2013, began at 6:00 p.m., and in 2017 began at 6:30p.m. Kirk Bogen, P.E., District Seven Project Development Engineer, presided at both sessions. The proceedings were recorded by the court reporter that was on hand throughout the evening. Mr. Bogen welcomed the audience and discussed the purpose of the hearing. The next portion of the hearing was devoted to verbal comments.

Attendees were given the opportunity to provide comments in one of four ways:

- Make a verbal statement during the formal portion of the hearing;
- Make a verbal statement to the court reporter during the informal portion of the hearing;
- Complete a written comment form and place it in the drop box at the hearing; or,
- Mail comments to the Department by October 21, 2013 for the 2013 public hearing and deadline to mail comments in to the Department for the 2017 public hearing was November 27, 2017.

In 2013, a total of 66 people signed in at Public Hearing Session 1, including: 5 elected officials and 9 representatives from 9 different agency/community groups. A total of 7 written comments were received and sixteen verbal statements were made during the formal public comment period.

A total of 94 people signed in at Public Hearing Session 2; including: 1 elected official and representatives from 9 different agency/community groups. A total of 10 written comments were received and twenty verbal statements were made during the formal public comment period.

8.2 2016 PUBLIC HEARING

In 2016, after the recommended alternative was updated, another public hearing was scheduled and advertised for Tuesday, October 4, 2016 and Thursday, October 6, 2016. A newsletter was distributed on July 18, 2016. Draft documents were made available to the public at the same public library locations as in 2013 starting Tuesday, September 13, 2016. After public questions about the

alternative, this public hearing was postponed on October 3, 2016 and further evaluation of alternatives was undertaken.

8.3 2017 PUBLIC HEARING

In 2017, after updating the recommended alternative, the FDOT conducted a public hearing in two sessions at two locations.

The first session was held in Hillsborough County at the Tampa Marriott Westshore, 1001 N. Westshore Boulevard, Tampa, Florida 33607 on Tuesday, November 14, 2017. The second session was held in Pinellas County at the Hilton-St. Petersburg Carillon Park, 950 Lake Carillon Drive, St. Petersburg, Florida 33716 on Thursday, November 16, 2017.

The hearing was held to inform citizens and interested parties about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements (see **Figure 1-3** and **Figure 1-4** above). During both sessions, the hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m. After the public comment period, the open house resumed until 7:30 p.m.

The study's supporting documents for the 2017 public hearing were made available from October 24, 2017 through November 27, 2017 on the project website as well as during normal operating hours at the locations shown on **Table 8-1**.

In 2017, a newsletter announcing the public hearing (**Section 7**) was sent via electronic mail to public officials and via direct mail to property owners within 500 feet of the project, as well as current tenants, agencies, and interested parties. A legal display notice advertising the public hearing sessions was published in the Tampa Bay Times on October 16, 2017 and November 3, 2017; in La Gaceta on October 20, 2017 and November 3, 2017; and in the Florida Sentinel on October 20, 2017 and November 3, 2017. An advertisement was also placed on the project website on October 13, 2017 as well as in the Florida Administrative Register on November 1, 2017. Copies of these advertisements are shown in the Public Hearing Scrapbook. The study documents were displayed.

FDOT staff and its consultants were available at both hearing sessions to discuss the project and answer questions. A continuously-running PowerPoint presentation describing the project and the recommended build alternative was shown during the open house portion of the hearing.

In 2017, the Display boards were also available for review and consisted of:

PD&E Study:

- Aerial Plot of the bridge and the causeways on both sides of the Bay showing recommended improvements (Pinellas County and Hillsborough County Connection)
- Aerial Plot of Recommended Build Alternative (2017)
- Need for Improvement
- Color Key
- Existing Bridge and Roadway Typical Sections:
 - Previously Recommended Build Alternative Typical Sections (2013)

- Previously Recommended Build Alternative Typical Sections (2016)
- Recommended Build Alternative Bridge Typical Sections (2017)
- Recommended Build Alternative Roadway Typical Sections (2017)
- Recommended Bridge and Roadway Typical Sections
- Alternative Evaluation Matrix
- Bridge Profiles
- Bicycle/Pedestrian Trail
- Project Schedule
- Welcome and List of Citations
- Please Provide your Comments

Regional Transit Corridor Evaluation:

- Transit Screening Evaluation Summary
- Transit Alternatives Evaluation Data
- Future Regional Transit Connection Options
- Ultimate Future Corridor with Transit Accommodation

In 2017, a total of 87 people signed in at Public Hearing Session 1, including: 9 representatives from 4 different agency/community groups. A total of 3 written comments were received and one verbal statement was made during the formal public comment period.

A total of 43 people signed in at Public Hearing Session 2; including: 2 elected officials and 7 representatives from 4 different agency/community groups. A total of 3 written comments were received and ten verbal statements were made during the formal public comment period.

8.4 PUBLIC HEARING TRANSCRIPTS

The transcripts for both the 2013 and 2017 Public Hearings are included in **Appendix D**. Copies of the public hearing materials, including the legal display advertisement, the sign-in sheets, display graphics, PowerPoint slides, and attendance rosters are included in the *Public Hearing Scrapbooks* that were prepared for this project's PD&E study and are located in the project files.

A public hearing summary and comments document was prepared which contains all comments received during and after the public hearings. This document is included in the project file.

SECTION 9 SUMMARY OF PUBLIC HEARING COMMENTS

This section summarizes those public comments received that pertain to this project.

9.1 2013 PUBLIC HEARING

In 2013, the public hearing comment period was advertised to end on October 21, 2013. A total of 72 comments were received. A total of 17 written comment forms and 36 verbal comments were received from both public hearing sessions. A total of 28 comments were received after both hearing sessions.

A total of 160 members of the general public attended the two public hearing sessions. A total of 7 written comment forms were received and 16 verbal comments were made during the formal public comment portion at Session 1 and a total of 10 written comment forms were received and 20 verbal comments were made at Session 2. Most comments expressed support for the project.

Throughout the course of the study, 11 individuals requested to be placed on the project mailing list. These requests were handled as they were received.

9.2 2016 PUBLIC HEARING

Before the scheduled 2016 Public Hearing a letter was received from Florida State Senator Jack Latvala, commenting on the project typical section of four new northbound lanes which is included in **Appendix B**. Because of the Senator's concerns, the Public Hearing was postponed until a later date.

9.3 2017 PUBLIC HEARING

In 2017, the public hearing comment period was advertised to end on November 27, 2017. No written comments were sent to the FDOT District offices. A total of 6 comment forms were received and 13 verbal comments were received from both public hearing sessions. No comments were received after both hearing sessions.

A total of 130 members of the general public attended the two public hearing sessions. A total of 6 written comment forms were received and 1 verbal comment was made during the formal public comment portion at Session 1 and a total of 6 written comment forms were received and 10 verbal comments were made at Session 2. Most comments expressed support for the project.

Throughout the course of the study, 16 individuals requested to be placed on the project mailing list. These requests were handled as they were received.

Appendix E contains copies of the written comments. **Table 9-1** summarizes the comments received. Because some individuals submitted several comments in different forms and expressed support for both the bridge replacement and several of the proposed future transportation options, the total number of comments received does not equal the total number of individuals expressing

support or not expressing support with the recommended alternative or future transportation options.

Comments were also collected by FDOT during the Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS) Workshop on October 9th and 10th in 2017.

Table 9-1 Summary of Public Hearing Comments

Bridge Replacement (PD&E)	Supported (2013 Hearing)	Did not Support (2013 Hearing)	Supported (2017 Hearing)	Did not Support (2017 Hearing)
Bridge Replacement in General	72	0	14	1
Express Lanes/Managed Lanes	37	0	5	5
“In-Kind” Replacement Only	1	0		
Bike/Pedestrian Trail			4	1
Future Transportation Options	Supported	Did not Support	Supported	Did not Support
Light Rail	27	25	2	2
Future Transit Envelope/ Premium BRT	18	0	4	3
Other	6	1	2	0

Appendix A

ETDM Programming Screen Summary Report

ETDM Summary Report

Project #12539 - Howard Frankland Bridge

Final Programming Screen - Published on 03/01/2013

Generated by Theresa Farmer (on behalf of FDOT District 7)

Printed on: 3/01/2013

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#12539 Howard Frankland Bridge

District: District 7

County: Pinellas, Hillsborough

Planning Organization: FDOT District 7

Plan ID: Not Available

Federal Involvement: Federal Permit Federal Action Federal Funding

Phase: Programming Screen

From: 1 Mile South of Bridge

To: 1 Mile North of Bridge

Financial Management No.: 42279911210

Contact Information: Theresa Farmer (813) 975-6445 theresa.farmer@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 03/01/2013 by Theresa Farmer

Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural										Cultural			Community					Secondary and Cumulative Effects		
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility		Relocation	Social
Alternative #1 - I-275 From: 1 Mile South of Bridge To: 1 Mile North of Bridge Re-Published: 03/01/2013 Reviewed from 02/20/2012 to 04/05/2012	2	4	2	0	2	2	3	3	3	4	3	3	3	3	0	0	N/A	0	N/A	3	3

Purpose and Need

Purpose and Need

Purpose and Need

The purpose of this project is to replace the existing northbound Howard Frankland Bridge due to its structural condition and its relatively short remaining service life. A secondary need that will be addressed by the study is the opportunity to consider various options for the planned project to accommodate premium transit service as identified in the various transportation plans adopted in the Tampa Bay area.

Structural Condition

The last structural inspection was conducted in September 2010. The northbound Howard Frankland Bridge has a Sufficiency Rating of 61.8, a Health Index of 85.03, and a National Bridge Inventory (NBI) Rating of Structurally Deficient (SD). The replacement of the bridge is needed in order to maintain existing and future transportation service on I-275.

Regional Connectivity

I-275 is a north-south interstate highway that is a major trade and tourism corridor. The Howard Frankland Bridge is one of only three crossings between Pinellas and Hillsborough Counties over Old Tampa Bay and the crossing which carries the most traffic. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Floridas Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Floridas passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-275 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs Chairs Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation. The Cross-Bay travel market extends from the northeast neighborhoods of St. Petersburg and the northern Gulf beaches of Pinellas County east across Old Tampa Bay to central Hillsborough County , and includes the Gateway area in Pinellas County and the Westshore Business District in Hillsborough County .

Plan Consistency

The proposed PD&E study is included in the Florida Department of Transportations (FDOTs) *FY 2009/2010 to FY 2013/2014 Adopted SIS 5-Year Plan, Capacity Improvement Projects Highway (July 2009)*. The study is programmed in the FDOTs Five Year Work Program (Item No. 422904-1) in 2012/2013. The replacement of the 4-lane northbound Howard Frankland Bridge is consistent with the Pinellas County MPOs Cost Feasible Long Range Transportation Plan (LRTP). The transit envelope along I-275 is consistent with the Hillsborough County MPOs Cost Affordable LRTP and the Pinellas County MPOs Cost Feasible (2015-2035) LRTP. The transit envelope is also consistent with the Tampa Bay Area Regional Transportation Authoritys (TBARTA) Mid-Term Regional Network (2035) and Long-Term Regional Network (2050).

Emergency Evacuation

The Howard Frankland Bridge (I - 275/SR 93) is a critical evacuation route and is shown on the Florida Division of Emergency Managements evacuation route network. I-275 is also an emergency evacuation route designated by the Hillsborough County Emergency Management Office and the Pinellas County Emergency Management Office.

Future Population and Employment in the Corridor

The Howard Frankland Bridge (I-275/SR 93) serves as a regional roadway and one of only three bay crossings between Hillsborough County and Pinellas County; therefore, it is important to consider the changes in population and employment in both counties and determine if the current bridge reconstruction project adequately supports future growth. The population and employment growth in both counties is illustrated in the attached **Table A**. The table clearly indicates that the growth in population and employment in Hillsborough County is greater than Pinellas County. This is largely due to the fact that Pinellas County is so densely populated and there are very few large tracts of developable land remaining. Large scale development projects cannot easily be accommodated; therefore, most of the future growth in Pinellas will be

redevelopment and infill projects. The Tampa Bay region includes two major cities Tampa and St. Petersburg and the regions economy continues to be both healthy and diverse. This limited access facility provides regional connectivity across the bay and will continue to be heavily used by commuters and freight providers in the area. It also provides regional mobility and accessibility for area tourist and recreational destinations, as well as major employment and activity centers, on both sides of the bay.

Future Traffic

In 2010, the Howard Frankland Bridge carried 139,000 Average Annual Daily Traffic (AADT) with 5.76% of the traffic being trucks. The northbound and the southbound sections each carried 69,500 vehicles. The new Tampa Bay Regional Planning Model (TBRPM) - Version 7.0 indicates that the AADT in 2035 is projected to total 246,000, with 123,400 and 122,600 projected northbound and southbound respectively. Based on the generalized AADT volumes for an eight-lane freeway for Urbanized Areas from the FDOT 2009 Quality/Level of Service Handbook, the existing peak hour level of service (LOS) is E. Based on the proposed reconstruction, assuming the same number of lanes for northbound traffic, the operating condition for the Howard Frankland Bridge is expected to operate at LOS F by design year 2035.

Transit

Existing transit service is operated along the Howard Frankland Bridge (I-275) by the Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA). Express Commuter Service, Route 300X, operates Monday-Friday, with no Saturday, Sunday or Holiday service. This route departs 15 times per day from each county, departing every thirty minutes during peak hours and limited service during mid-day hours.

Access to Intermodal Facilities and Freight Activity Centers

I-275 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, the St. Petersburg-Clearwater International Airport, several general aviation airports, MacDill Air Force Base, the Port of Tampa, the Port of St. Petersburg, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It also provides access on the west to the Gateway Triangle and on the east to the Hookers Point freight activity centers. As such, I-275 has been designated as part of the FIHS/SIS and is considered a regional freight mobility corridor.

Improvements to I-275 within the project limits will maintain access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

Project Description

Project Description Summary

The Florida Department of Transportation (FDOT) District 7 is conducting a Project Development and Environment (PD&E) study to evaluate replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay. The project is located in Pinellas and Hillsborough Counties. This bridge carries northbound Interstate 275 (I-275)/State Road (SR) 93 traffic and was originally constructed in 1959. The Annual Average Daily Traffic (AADT) in 2010 on the northbound Howard Frankland Bridge was 69,500 vehicles. The total 2010 AADT for both directions was 139,000 vehicles. The northbound bridge will remain open while the new bridge is constructed. The new bridge is intended to be constructed parallel to the existing bridge. The limits of the PD&E study are the west and east ends of the Howard Frankland Bridge as well as approximately one-mile beyond the bridge on each end along the existing causeway that will be evaluated to connect the proposed bridge locations to the existing alignment.

In addition to the replacement of the northbound bridge, this study will evaluate the reservation of a future transit envelope within the study limits. The FDOT will analyze the design year traffic to determine the improvements needed to provide an acceptable level of service (LOS). The PD&E study will evaluate alternative(s) which include managed lanes that will address the capacity needs along I-275. The project to the south (I-275 from south of 54th Ave S. to north of 4th St. N., ETDM #12556) will involve managed lanes for consistency with managed lanes on the Howard Frankland Bridge, if that is the alternative selected. The project to the north (TIS) constrains the number of lanes possible for the Bridge because its laneage is constrained by cost and availability of ROW.

Background

The original Howard Frankland Bridge was opened to traffic in 1959. The original bridge carried only four lanes of traffic, two lanes in each direction. By 1978, planning for increasing the capacity of this section of I-275 had begun. As traffic

projections increased on the Howard Frankland Bridge and the Sunshine Skyway Bridge was severely damaged by a disaster that occurred in 1980, it was evident that a total of at least eight lanes (four in each direction) of capacity would be required. In 1987, it was determined that a parallel, four-lane span would be built, and construction commenced in 1988. Plans to rehabilitate the older bridge were carried forward after the opening of the new bridge. The new southbound span was opened to traffic in 1990, and the older bridge was closed to traffic, rehabilitated and reopened in 1992 as the northbound span.

The existing northbound span of the Howard Frankland Bridge (Bridge No. 150107) is a pre-stressed concrete stringer/girder structure, which is 15,872 feet long and 62.3 feet wide, with a maximum span of 98.1 feet. The existing bridge typical section is four lanes with the older structure serving the northbound traffic and the newer bridge serving the southbound traffic. The navigational clearances for the existing northbound bridge are 42.9 feet vertical and 72.1 feet horizontal. The date of the last inspection was September 2010, at which time the bridge was deemed structurally deficient. Based on the deficiencies that were noted, corrective actions are required. Specifically, bearings are to be inspected on a 12 month cycle and spalls and delaminations are to be repaired.

A simultaneous Regional Transit Corridor Evaluation will evaluate premium transit enhancements across the bridge for linkage between the Gateway and Westshore areas via the Howard Frankland Bridge which would support implementation of the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan adopted in May 2009. The focus of the Programming Screen is the PD&E Study for the replacement of the northbound bridge. Two separate projects were run in the ETDM Environmental Screening Tool (EST) Planning Screen under project numbers 12256 (Gateway to Hillsborough County Line) and 12736 (Westshore to Pinellas Rail Corridor) for the transit evaluation. The PD&E study will evaluate various design and operational concepts for replacing the bridge, as well as assess the environmental impact of the bridge replacement and the provision of the necessary causeway section improvements. The PD&E study will also present an opportunity to explore various design options to accommodate transit. The type of premium transit service to be accommodated will be determined by the transit evaluation. The cost of the bridge replacement is approximately \$446,000,000 according to the Pinellas County Long Range Transportation Plan (LRTP). The funding source is listed as bridge revenue (BR) including federal and state funds.

Summary of Public Comments

Summary of Public Comments are not available at this time.

Federal Consistency Determination

Date: 04/06/2012

Determination: CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.

Comment: Based on the information contained in the AN and associated state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during subsequent regulatory reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process in accordance with Section 373.428, Florida Statutes.

Additional Consistency Information

- Consistent with Air Quality Conformity.
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Exempted Agencies

Agency Name	Justification	Date
US Forest Service	Project located within Tampa Bay. No US Forest lands within project area.	01/03/2012

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Communities Within 500 Feet

- 3505 St. Petersburg
- 3524 Tampa

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	02/21/2012	Chris Wiglesworth (chris.wiglesworth@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/02/2012	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	03/05/2012	Alyssa McManus (ammcmanus@dos.state.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/04/2012	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgement	Date Reviewed	Reviewer	Comments
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Accepted	02/06/2013	Linda Anderson (linda.anderson@dot.gov)	<p>2-6-2013: FHWA has reviewed FDOT District 7's responses to FHWA's comments of 4-4-2012 (below). FDOT District 7 has incorporated those responses into the ETDM project Purpose and Need, and the ETDM Project Description. FHWA is satisfied with these responses and so is approving the project Purpose and Need.</p> <p>4-4-2012: FHWA has reviewed the Purpose and Need Statement for ETDM # 12539, Howard Frankland Bridge, and has the following comments:</p> <ol style="list-style-type: none"> 1. FHWA finds that a LOS of F in the 2035 Design Year is unacceptable. Please add the following to the Purpose and Need Section (first paragraph): "In addition, the FDOT will analyze the design year traffic to determine the improvements needed to provide an acceptable level of service (LOS). The PD&E study will evaluate alternatives which include managed lanes that will address the capacity needs along I-275." 2. Please provide the cost of the bridge replacement and the funding source. 3. Please indicate how traffic will be handled during construction. Will all traffic be routed over the south bound section or will a temporary bridge be built? 4. Will the bridge be built within the same footprint as the existing structure? 5. In order to meet Federal planning consistency requirements, the project must be included in the Cost Affordable LRTP, as well as the TIP/STIP for both Pinellas and Hillsborough Counties. The project is located in the Cost Affordable portion of the Hillsborough County MPO's 2035 LRTP, however clarification for the following statement regarding the project's consistency with the Pinellas County 2035 LRTP is requested: "The replacement of the 4-lane northbound Howard Frankland Bridge is consistent with the Pinellas County MPO's Cost Feasible Long Range Transportation Plan (the LRTP), since it is primarily related to preservation of the facility rather than expansion."
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Hillsborough County MPO

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/05/2012	Wally Blain (blainw@plancom.org)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	02/28/2012	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

National Park Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	03/07/2012	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	03/16/2012	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

Southwest Florida Water Management District

Acknowledgement	Date Reviewed	Reviewer	Comments
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Understood	04/03/2012	Hank Higginbotham (Hank.Higginbotham@swfwmd.state.fl.us)	No Purpose and Need comments found.
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US Army Corps of Engineers

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/04/2012	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	04/05/2012	Madolyn Dominy (dominy.madolyn@epa.gov)	The project description states that, based on the proposed reconstruction, assuming the same number of lanes for northbound traffic, the operating condition for the Howard Frankland Bridge is expected to operate at LOS "F" by design year 2035. EPA questions whether a project of this magnitude is acceptable when the anticipated LOS is "F". This should be evaluated and alternatives which present a more acceptable LOS should be considered.

US Fish and Wildlife Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	03/06/2012	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Federal Transit Administration
- Seminole Tribe of Florida
- US Coast Guard

Alternative #1 - I-275

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
I-275	1 Mile South of Bridge	1 Mile North of Bridge	Bridge	ETAT Review Complete	5.0 mi.	\$400,000,000.00	Roadway Transit	Y

Segment Description(s)

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Unnamed Segment	Unnamed Segment	1 Mile South of Bridge	1 Mile North of Bridge	5			

Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Unnamed Segment	FDOT	In	URBAN: Principal Arterial - Interstate

Base Conditions

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2010	69500	4	Lanes Freeway

Interim Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

Needs Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2035	123400	4	Lanes Freeway

Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment	2035			

Funding Sources

Segment No.	FEDERAL	Unknown
Unnamed Segment	\$400,000,000.00	

Project Effects Overview for Alternative #1 - I-275

Issue	Degree of Effect	Organization	Date Reviewed
Natural			
Air Quality	2 Minimal	US Environmental Protection Agency	04/05/2012
Coastal and Marine	2 Minimal	Southwest Florida Water Management District	04/03/2012
Coastal and Marine	4 Substantial	National Marine Fisheries Service	02/28/2012
Contaminated Sites	0 None	US Environmental Protection Agency	04/05/2012
Contaminated Sites	2 Minimal	Southwest Florida Water Management District	04/03/2012
Contaminated Sites	0 None	FL Department of Environmental Protection	04/02/2012
Farmlands	0 None	Natural Resources Conservation Service	03/16/2012
Floodplains	2 Minimal	US Environmental Protection Agency	04/05/2012
Floodplains	0 None	Southwest Florida Water Management District	04/03/2012
Infrastructure	2 Minimal	Southwest Florida Water Management District	04/03/2012

Navigation	3	Moderate	Federal Highway Administration	04/04/2012
Navigation	3	Moderate	US Army Corps of Engineers	04/04/2012
Special Designations	3	Moderate	US Environmental Protection Agency	04/05/2012
Special Designations	4	Substantial	Federal Highway Administration	04/04/2012
Special Designations	4	Substantial	Southwest Florida Water Management District	04/03/2012
Special Designations	3	Moderate	FL Department of Environmental Protection	04/02/2012
Water Quality and Quantity	4	Substantial	Southwest Florida Water Management District	04/03/2012
Water Quality and Quantity	3	Moderate	FL Department of Environmental Protection	04/02/2012
Wetlands	4	Substantial	US Environmental Protection Agency	04/05/2012
Wetlands	4	Substantial	US Army Corps of Engineers	04/04/2012
Wetlands	4	Substantial	Southwest Florida Water Management District	04/03/2012
Wetlands	4	Substantial	FL Department of Environmental Protection	04/02/2012
Wetlands	3	Moderate	US Fish and Wildlife Service	03/14/2012
Wetlands	4	Substantial	National Marine Fisheries Service	02/28/2012
Wildlife and Habitat	3	Moderate	FL Fish and Wildlife Conservation Commission	04/04/2012
Wildlife and Habitat	3	Moderate	Southwest Florida Water Management District	04/03/2012
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	03/14/2012
Cultural				
Historic and Archaeological Sites	3	Moderate	Federal Highway Administration	04/05/2012
Historic and Archaeological Sites	2	Minimal	FL Department of State	04/04/2012
Historic and Archaeological Sites	N/A	N/A / No Involvement	Southwest Florida Water Management District	04/03/2012
Recreation Areas	0	None	US Environmental Protection Agency	04/05/2012
Recreation Areas	3	Moderate	Federal Highway Administration	04/04/2012
Recreation Areas	N/A	N/A / No Involvement	Southwest Florida Water Management District	04/03/2012
Recreation Areas	0	None	FL Department of Environmental Protection	04/02/2012
Recreation Areas	N/A	N/A / No Involvement	National Park Service	03/07/2012
Section 4(f) Potential	3	Moderate	Federal Highway Administration	04/04/2012
Community				
Land Use	N/A	N/A / No Involvement	FL Department of Economic Opportunity	02/21/2012
Relocation	N/A	N/A / No Involvement	Federal Highway Administration	04/04/2012
Social	2	Minimal	US Environmental Protection Agency	04/05/2012
Social	3	Moderate	Federal Highway Administration	04/04/2012

Social	N/A N/A / No Involvement	FL Department of Economic Opportunity	02/21/2012
Secondary and Cumulative			
Secondary and Cumulative Effects	4 Substantial	Southwest Florida Water Management District	04/03/2012

ETAT Reviews and Coordinator Summary: Natural Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 06/04/2012 by FDOT District 7

Comments:

USEPA DOE: Minimal
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The USEPA stated that Hillsborough and Pinellas Counties, in the areas surrounding the Howard Frankland Bridge, have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of the National Ambient Air Quality Standards (NAAQS); nevertheless, it was recommended that the PD&E study include air impact analyses which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future.

The project involves the replacement of the northbound Howard Frankland Bridge with no vehicular capacity improvements along I-275. No impacts to air quality should occur as a result of the project.

The FDOT will prepare an air quality screening for this project.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 2 *Minimal* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed roadway project (ETDM #12539, Howard Frankland Bridge).

Comments on Effects to Resources:

Hillsborough and Pinellas Counties, in the area surrounding the Howard Frankland Bridge, have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. There are no violations of these National Ambient Air Quality Standards (NAAQS). Nevertheless, it is recommended that the environmental review phase of this project include air impact analyses which documents the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. Air quality modeling using an approved software program should be conducted to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or counties. Current and proposed air quality requirements and standards should be used in modeling software programs.

Additional Comments (optional):

As population growth and vehicle volumes increase, there is the potential to have air quality conformity and non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Air Quality issue for this alternative: Federal Highway Administration

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 06/04/2012 by FDOT District 7

Comments:

SWFWMD DOE: Minimal
NMFS DOE: Substantial
FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Substantial. The geographic information system (GIS) data from the Environmental Screening Tool (EST) indicates that the Pinellas County Aquatic Preserve and Old Tampa Bay are located within the 100-foot buffer. GIS data indicates there are 0.4 acre of continuous seagrass within the 100-foot buffer and 32.6 acres of continuous and 7.8 acres of discontinuous seagrass within the 200-foot buffer; however, no mangroves were identified within the 500-foot buffer distance.

The SWFWMD identified that the project occupies watersheds that are included in the Tampa Bay Estuary system, which is designated as an Outstanding Florida Water and Aquatic Preserve within Pinellas County. The SWFWMD stated that there are seagrass beds within Old Tampa Bay along the causeways associated with the east and west boundaries of the bridge. These seagrass beds are particularly vulnerable to increased turbidity and sedimentation. The project has the potential to generate increased sedimentation that may degrade water quality and damage seagrass beds within Old Tampa Bay. Wetland impacts to seagrasses will be assessed during the permitting of the project. Routine interaction with SWFWMD staff is recommended during permitting.

The NMFS staff conducted a site inspection of the project area on February 24, 2012, to assess potential concerns to living marine resources within Old Tampa Bay and concluded that the project could directly impact NMFS trust resources. NMFS staff identified that the project could impact seagrasses and/or mangroves. It is recommended that FDOT staff conduct a seagrass/benthic resource survey during the prime growing season (June-August). Mangroves do occur along the shorelines of the bridge's causeways. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, juvenile and adult stone crab, postlarval, juvenile, and subadult and adult red drum, juvenile and adult schoolmaster and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, Nassau grouper, lane snapper, dog snapper, yellowtail snapper, cubera snapper, and hogfish. Mangroves have been identified as EFH for postlarval/juvenile, subadult, and adult red drum and gray snapper, juvenile schoolmaster, cubera snapper, mutton snapper, lane snapper, yellowtail snapper, dog snapper, and goliath grouper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act.

The NMFS requested that an EFH Assessment be prepared for this project. The EFH assessment shall include a description of the proposed action, an analysis of the effects (including cumulative effects) of the proposed action on EFH, the Federal agency's views regarding the effects of the action on EFH, and proposed mitigation (if applicable). Upon review of the EFH Assessment, the NMFS will determine if it is necessary to provide EFH Conservation Recommendations for the project. The NMFS recommends that an Endangered Species Action section 7 consultation be conducted for Gulf sturgeon, smalltooth sawfish, and swimming sea turtles even though the project does not lie within designated critical habitat of these species.

There are sensitive marine and estuarine resources located near the project corridor. Avoidance and minimize efforts will be implemented during design. The FDOT will commit to using proper best management practices (BMPs) during construction to avoid or minimize any direct or secondary impacts to coastal and marine resources.

The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species, existing habitat, and potential essential fish habitat (EFH) within the project area. This report and the FDOT's findings will be coordinated with the US Fish and Wildlife Service (USFWS) and NMFS.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 2 *Minimal* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Howard Frankland Bridge extends across Old Tampa Bay from Big Island Gap to the Westshore region. The area below the bridge is tidally influenced and is part of the Tampa Bay Estuary system, which is part of an Outstanding Florida Waterway and an Aquatic Preserve beginning at the Pinellas County line. It is also part of the Tampa Bay Watershed. Beds of seagrasses are present in Old Tampa Bay along the causeways associated with the east and west boundaries of the bridge. These seagrass beds are particularly vulnerable to increased turbidity and sedimentation.

Several environmental groups have an invested interest in the ongoing protection of the resources associated with Old Tampa Bay, such as the Tampa Bay Estuary Program (TBEP). TBEP, in conjunction with the SWFWMD Surface Water Improvement and Management (SWIM) program, has invested time and monies into restoration, preservation and enhancement efforts around Old Tampa Bay. Many of their ongoing efforts are located near the Howard Frankland Bridge.

Comments on Effects to Resources:

The project has the potential to generate increased sedimentation that may degrade water quality and damage seagrasses beds within Old Tampa Bay.

Wetland / bottom land impacts are anticipated with the replacement of the northbound section of the Howard Frankland Bridge. While there may be direct impacts to these resources, additional impacts may occur as they relate to the existing recreation, ecotourism, and environmental preservation efforts by governmental groups and private environmental groups. Coordination with these stakeholders, specifically the Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, FFWCC, and the Army Corp, is required as part of the Coastal Zone Management plan.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "minimal" was assigned to this issue due to the routine nature for SWFWMDS involvement with this type of noticing. Wetland impacts to the seagrasses will be addressed

through permitting for the site during the review period. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

Choosing construction means and methods to minimize fugitive construction materials and pollutants discharge would be useful to minimize temporary and permanent impacts.

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 02/28/2012 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Old Tampa Bay which contains estuarine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool (EST) for ETDM Project # 12539. The Florida Department of Transportation (FDOT) District 7 is conducting a PD&E study to evaluate the replacement of the northbound I-275 (SR 93) Howard Frankland Bridge in Hillsborough County and Pinellas County, Florida. The existing bridge is a four-lane, pre-stressed concrete stringer/girder structure.

NMFS staff conducted a site inspection of the project area on February 24, 2012, to assess potential concerns regarding living marine resources within Old Tampa Bay. The areas adjacent to the proposed project are principally the bridge's causeway shorelines and estuarine waters. It appears that the project could impact submerged aquatic vegetation and/or mangroves. NMFS recommends that the FDOT conduct a seagrass/benthic resource survey during the prime seagrass growing season (June-August) to determine the presence/absence of seagrasses and other biogenic features and their distribution in the project area. Seagrass resource maps in FDOT's Environmental Screening Tool indicate that seagrass beds occur in shallow areas in the vicinity of the bridge. A GIS analysis run in the EST indicates that 76.7 acres of National Wetland Inventory estuarine wetlands occur within the project's 100 foot buffer. The seagrass database shows 0.44 acres of continuous seagrass within the 100 foot buffer, 32.6 acres of continuous and 7.8 acres of discontinuous seagrass within the 200 foot buffer, and 312.5 acres of continuous and 237.5 acres of discontinuous seagrass within the 500 foot buffer. However, the mangrove database indicated that no mangroves occurred within the 100, 200, or 500 foot buffers, which is incorrect based on the results of NMFS' site inspection. Mangroves do occur along the shorelines of the bridge's causeways.

Certain estuarine habitats within the project area are designated as EFH as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, juvenile and adult stone crab, postlarval, juvenile, subadult and adult red drum, juvenile and adult schoolmaster, dog snapper, gray snapper, and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, Nassau grouper, lane snapper, yellowtail snapper, cubera snapper, and hogfish by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum, gray snapper, and cubera snapper, and juvenile schoolmaster, mutton snapper, dog snapper, lane snapper, yellowtail snapper, and goliath grouper.

Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH Assessment must be prepared to accompany the consultation request. Regulations require that EFH Assessments include:

1. a description of the proposed action;
2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;
3. the Federal agency's views regarding the effects of the action on EFH; and
4. proposed mitigation, if applicable.

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

NMFS recommends that an Endangered Species Act section 7 consultation be conducted for Gulf sturgeon, smalltooth sawfish and swimming sea turtles when sufficient project details become available. However, the project does not lie within the designated critical habitat of Gulf sturgeon, smalltooth sawfish or sea turtles.

The selection of the "Substantial" degree of effect is based on the uncertainty that presently exists with regard to potential seagrass and/or mangrove impacts and what final bridge design and alignment will be proposed.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:
Federal Highway Administration

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 06/04/2012 by FDOT District 7

Comments:

FDEP DOE: None

USEPA DOE: None

SWFWMD DOE: Minimal

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicate there are no potential contamination sites located within the 500-foot buffer distance.

The SWFWMD stated there are no contamination facilities located within 500 feet of the proposed Howard Frankland Bridge Replacement Project. This includes Brownfield Locations, Hazardous Waste Facilities, Petroleum Contamination Monitoring Sites, Storage Tank Monitoring, Super Act Risk Sources, Super Act Wells and Toxic Release Inventory Sites. The SWFWMD's geographic information system (GIS) reported that a Sensitive Karst Area exists along the entire northern causeway of the Howard Frankland Bridge, extending northeast to approximately Westshore Boulevard. The FDEP and USEPA did not identify any contamination sources within the project corridor.

The FDOT will prepare a Contamination Screening Evaluation Technical Memorandum as part of the PD&E study and will coordinate with the FDEP and USEPA. Any potential contamination source identified should be assessed to determine the need for remediation during construction.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 0 *None* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 2 *Minimal* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The SWFWMD utilized the FDOT's Environmental Screening Tool - EST (supplemented with information from the SWFWMD's Geographic Information System - GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT.

There were no facilities of concern, within 500 feet of the proposed Howard Frankland Bridge Replacement project, which include Brownfield Locations, Hazardous Waste Facilities, Petroleum Contamination Monitoring Sites, Storage Tank Contamination Monitoring, Super Act Risk Sources, Super Act Wells and Toxic Release Inventory Sites.

The SWFWMD's Geographic Information System (GIS) reported that a Sensitive Karst Area exists along the entire northern causeway of the Howard Frankland Bridge, extending northeast to approximately Westshore Boulevard.

The SWFWMD's GIS reported two (2) sinkholes approximately 14,300 feet east and 10,200 feet east / southeast of the north terminus of this project. Details on these two (2) sinkholes are as follows:

Sink ID # 663, near 3712 Roland Street, Lat 27-56-37, Long 82-30-17

Sink ID # 2119, near 4504 Ferncroft Circle, Lat 27-55-52.9, Long 82-31-10.3

From the SWFWMD's Geographic Information System (GIS) and the FDOT's Environmental Screening Tool (EST), the project area is characterized by a two-aquifer system that includes the Surficial and Floridan aquifers.

Within a 500 foot buffer of the proposed project, the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted indexes of 169 for the east causeway and 180 for the west causeway. The pollution potential of the Floridan Aquifer is lower as indicated by DRASTIC weighted indexes of 145 for the north causeway and 95 for the south causeway.

FAVA Surficial Aquifer System:

Within a 500 foot buffer of the proposed project, the FAVA is classified as "Vulnerable" for both the east and west causeways.

FAVA Floridan Aquifer System:

Within a 500 foot buffer of the proposed project, the FAVA is classified as "Vulnerable" for both the east and west causeways.

Comments on Effects to Resources:

If encountered and disturbed during construction, any contaminated site could result in surface and / or groundwater water pollution. While the roadway & bridge replacement footprint may not directly impact contaminated sites, proposed surface water management systems and other project construction activities should avoid these areas.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "minimal" was assigned to these issues due to the present belief that little or no adverse impacts from Contaminated Sites are expected. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:

- Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
- Coordinate with FDEP & USEPA, and prepare an appropriate Contamination Assessment Report;
- Avoid known contaminated sites where possible in the selection of the project alignment. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination;
- If applicable, avoid / minimize all construction activity in proximity to known sinkholes along or near the project's alignment;
- Confirm the presence or absence of existing potable supply wells, both public and domestic (refer to the GIS well information below), and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
- Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites;
- Design and construct stormwater management facilities to avoid breaching the upper confining unit;
- Temporary drainage & erosion control through areas of potential contamination may be important considerations for the FDOT and their construction contractor.

Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor - Reference: Rule 40D-4.381(1)(i), Florida Administrative Code, available at <http://www.swfwmd.state.fl.us/permits/rules/>.

Water use and well construction information is now available in the EST under Contaminated Sites > Permits > SWFWMD Well Construction Permits. Useful information includes the permit number, name of the permittee, well casing diameter(s), street address of the well(s), well driller name and the approximate location(s) by latitude / longitude. As of March, 2012, the EST indicated that no permits had been issued within 500 feet of the Howard Frankland Bridge alignment.

Additional information on the Florida Aquifer Vulnerability Assessment (FAVA) can be obtained at the following web addresses:

- <http://www.dep.state.fl.us/geology/programs/hydrogeology/fava.htm>
- http://www.dep.state.fl.us/geology/programs/hydrogeology/fava_gis_data.htm
- http://www.dep.state.fl.us/swapp/documents/Florida_Aquifer_Vulnerability_Assessment.pdf
- http://suwanneeoh.ifas.ufl.edu/documents/FAVA_REPORT_MASTER_DOC_3-21-05.pdf

CLC Commitments and Recommendations:

Degree of Effect: 0 None assigned 04/02/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Contaminated Sites issue for this alternative:
Federal Highway Administration

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 06/04/2012 by FDOT District 7

Comments:

NRCS DOE: None
FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

The NRCS conducted a Geographical Information Systems (GIS) analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) which resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. A review of the GIS analysis data and NRCS comments indicates that there are no Prime, Unique, or Locally Important Farmland soils within the 500-foot buffer distance. Therefore, this project will not result in any impacts to farmlands.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 0 *None* assigned 03/16/2012 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Unique) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Farmlands issue for this alternative: Federal Highway Administration

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 06/04/2012 by FDOT District 7

Comments:

SWFWMD DOE: None
USEPA DOE: Minimal
FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that the project is located within Coastal Flood Zone VE, which is tidally influenced and is a Special Flood Hazard Area. The USEPA indicated that northbound Howard Frankland Bridge has approximately 50 percent of the acreage surrounding the bridge within the 100-year floodplain. General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. The USEPA recommended that the PD&E phase of the project include an evaluation of floodplain impacts, and FDOT should consider alternatives to avoid adverse impacts to floodplain resources and functions.

The northbound Howard Frankland Bridge replacement will result in minimal fill within Old Tampa Bay. The proposed northbound bridge will replace the existing bridge which will reduce the amount of additional fill within the floodplain. The FDOT will adhere to SWFWMD criteria and permitting requirements during design and construction.

The FDOT will evaluate floodplain impacts and evaluate compensation opportunities for any floodplain encroachment and lost floodplain storage, if mitigation is deemed necessary by regulatory agencies. A Location Hydraulics Report (LHR) should be prepared for the project. The FDOT will avoid or minimize impacts to floodplain resources and functions.

No comments were received from the Federal Highway Administration (FHWA) or the Florida Department of Environmental Protection (FDEP).

Degree of Effect: 2 *Minimal* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction of roadways within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter the roadway's discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM #12539, Howard Frankland Bridge).

Comments on Effects to Resources:

A review of GIS analysis data (DFIRM 100-Year Floodplain and Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates that the bridge replacement project (northbound Howard Frankland Bridge) has approximately 50% of the acreage surrounding the bridge within the 100-year floodplain, as designated primarily by Zone VE of the flood hazard zone designation. The VE flood hazard zone is a coastal high hazard area where wave action and/or high-velocity water can cause structural damage during the base flood. With this project being a bridge replacement project, the project area is primarily over open water with the base of the bridge structure (entrance and exit ramps) lying within the VE flood hazard zone.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife. The area surrounding the proposed roadway project is expected to experience growth, and the SR 87 Connector would likely result in development which would have indirect and cumulative effects on floodplains in the SR 87 Connector corridor.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects as a result of the project area being within the coastal high hazard zone. Efforts should be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed flood control requirements. Consultation and coordination with appropriate flood management agencies should occur relating to regulatory requirements, avoidance, minimization and/or mitigation strategies.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 0 *None* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Within Old Tampa Bay (WBIDSs 1558G and 1558H), both the east and west causeways for this project are located in DFIRM flood Zones VE.

Comments on Effects to Resources:

No additional comments.

Additional Comments (optional):

No additional comments.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Floodplains issue for this alternative: FL Department of Environmental Protection, Federal Highway Administration

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 06/04/2012 by FDOT District 7

Comments:

SWFWMD DOE: Minimal

FDOT Recommended DOE: Minimal

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Minimal.

A review of the Geographical Information Systems (GIS) analysis data indicates that no existing infrastructure was identified within the 500-foot buffer distance.

The SWFWMD has cooperative programs with National Geodetic Survey (NGS), Florida Department of Environmental Protection (FDEP) and other local agencies to establish and maintain benchmarks throughout the District. There are approximately 15 NGS NAVD88 Benchmarks identified near the project corridor. The SWFWMD stated that a DOE of Minimal was assigned to these issues due to the fact that little or no adverse impacts to District-owned or controlled infrastructure are anticipated. The FDOT will coordinate with the District's Survey Section in Brooksville to avoid impacts to these benchmarks.

The FDOT will assess potential impacts to existing infrastructure and to take measures to minimize any project related impacts to this facility.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 2 *Minimal* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within seven (7) miles of the proposed alignment, and no data collection sites within a 500 foot buffer.

The SWFWMD has cooperative programs with NGS, FDEP and other local agencies to establish and maintain benchmarks throughout the District. The following NGS NAVD88 Benchmarks are located near this proposed project:

http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0080
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0081
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0082
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0083
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0084
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0095
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG0086
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7324
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7326
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7325
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7330
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7329
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7331
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7328
http://www.ngs.noaa.gov/cgi-bin/ds_mark.prl?PidBox=AG7327

Comments on Effects to Resources:

Construction activities related to the project and associated surface water management facilities have the potential to damage the District's data collection stations or to impair their collection functions. Of heightened concern are the benchmarks noted previously.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "minimal" was assigned to these issues due to the present belief that little or no adverse impacts to infrastructure (owned or controlled by the SWFWMD) are expected.

The SWFWMD requests that FDOT avoid disturbing adjacent survey benchmarks. Coordination with the District's Survey Sections in Brooksville will be helpful in protecting these infrastructure components.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Infrastructure issue for this alternative: Federal Highway Administration

Navigation

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 06/04/2012 by FDOT District 7

Comments:

FHWA DOE: Moderate

USACE DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of Moderate.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there is one potential navigable waterway, Old Tampa Bay, within the 100-foot buffer distance.

The project is located within waters that are considered to be navigable, tidal, Section 10 waters of the United States. The FHWA noted that the project is located within Old Tampa Bay, which is bridged by the Howard Frankland Bridge and is a navigable waterway. The FHWA mentioned that a US Coast Guard (USCG) permit is required.

The USACE noted that the project is located in tidal waters accessible by commercial and recreational vessels. The USACE recommended avoiding any reduction in safe navigation within the project area during construction or in the operations and maintenance phases. The proposed northbound Howard Frankland Bridge is intended to at least match the existing horizontal and vertical clearances of the existing northbound and/or remaining southbound Howard Frankland Bridge.

The FDOT will coordinate with the USCG and other appropriate agencies during permitting and design. A USCG permit will be obtained as needed for the proposed northbound bridge replacement.

No comments were received from the US Coast Guard (USCG).

Degree of Effect: 3 *Moderate* assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Old Tampa Bay, bridged by the Howard Franklin Bridge, is a navigable waterway.

Comments on Effects to Resources:

A US Coast Guard permit is required.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 04/04/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The project is located within tidal waters accessible by commercial and recreational vessels.

Comments on Effects to Resources:

The Corps recommends avoiding any reduction in safe navigation within the project area during construction or in the operations and maintenance phases.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: US Coast Guard

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 02/26/2013 by FDOT District 7

Comments:

USEPA DOE: Moderate

FDEP DOE: Moderate

FHWA DOE: Substantial

SWFWMD DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the US Environmental Protection Agency (USEPA), Florida Department of Environmental Protection (FDEP), Federal Highway Administration (FHWA), and Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect (DOE) of Moderate.

The FDOT discussed the project with SWFWMD on May 29, 2012 and sent an e-mail to FHWA on May 31, 2012. FHWA responded on June 7, 2012 that they believe that the DOE they assigned is appropriate, given that a major structure will be built on a new footprint and a major structure demolished within a designated Aquatic Preserve, an Outstanding Florida Water, and an Ecosystem Management Area. Even with the use of Best Practices to minimize impacts, adverse impacts will be substantial for this fragile ecosystem and will require substantial interaction during Project Development and permitting. SWFWMD indicated that this assignment was based on the consensus of upper level management. Since this is a high profile project SWFWMD had special meetings to discuss potential impacts and permitting and they received comments from their SWIM Department as well. They assigned a Substantial because of the high level of coordination that will occur for this project as defined in the DOE explanation below. Water quality and SSL are a big concern for them. SWFWMD did not want to lower their DOE, but understood that FDOT would assign Moderate for several of the issues based on the fact that the new bridge will be constructed on existing alignment and will be replaced in-kind although just a little wider to accommodate transit. Also, mitigation and requirements will be satisfied as part of the permitting process.

Other special designation resources associated with Floodplains, Recreation Areas, Contamination, and Farmlands are identified in their respective Degree of Effects.

A review of the Geographical Information Systems (GIS) analysis data indicates that the entire portion of the project within Pinellas County is located within the Pinellas County Aquatic Preserve, which is designated as an Outstanding Florida Water (OFW).

The USEPA stated that impacts to the Pinellas County Aquatic Preserve and other natural resources associated with the Aquatic

Preserve should be avoided or minimized to the extent practicable and should be evaluated during the PD&E.

The FDEP identified that Old Tampa Bay experiences fair water quality and is designated impaired for coliforms, nutrients and mercury in fish. The FDEP recommended that the FDOT maximize the treatment of stormwater runoff from the proposed bridge project since the bridge is located within Old Tampa Bay and the Pinellas County Aquatic Preserve, an OFW.

The FHWA assigned a DOE of substantial due to the unknown maintenance of traffic and location of the proposed bridge. If the bridge is not replaced within the footprint of the existing bridge, the impacts to the Aquatic Preserve and Ecosystem Management Area will be greater.

The SWFWMD stated that Tampa Bay is one of the Priority Waterbodies in the SWFWMD's Surface Water Improvement and Management (SWIM) program. The final receiving water body for the project area is Old Tampa Bay, which is designated as Impaired Waters. The north causeway lies within a Sensitive Karst Area. The SWFWMD identified that the construction of a new northbound bridge has the potential to require additional Proprietary Authorization from the State of Florida Board of Trustees since the areas adjacent to the existing right of way are Sovereign Submerged Lands (SSL). SSL authorizations in Hillsborough County will be coordinated with the Tampa Port Authority and SSL authorizations in Pinellas County will be coordinated with the District. The SWFWMD assigned a DOE of substantial due to discharges to the Pinellas County portion of Old Tampa Bay, an OFW and the additional effort to address SSL issues.

The FDOT will use proper best management practices (BMPs) during construction to minimize runoff into the Bay from construction activities and reduce potential turbidity within the waters of Old Tampa Bay. The project will be permitted to meet SWFWMD water quality standards pursuant to state rules and statutes and the Environmental Resource Permit (ERP) Basis of Review (BOR). SSL authorizations will be addressed during permitting with SWFWMD.

No comments were received from the Florida Department of Agriculture and Consumer Services (DACS).

Degree of Effect: 3 *Moderate* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Aquatic Preserves, Outstanding Florida Waters, Special Flood Hazard Areas

Level of Importance: The resources listed above (identified as special designations) are of a high level of importance in the State of Florida. EPA is assigning a moderate degree of effect to this issue for the proposed project (ETDM #12539, Howard Frankland Bridge).

Comments on Effects to Resources:

A review of GIS analysis data at the programming screen phase of the project indicates that the following features identified as Special Designations are located within proximity of the project:

Special Flood Hazard Areas - See Comments under Floodplains issue regarding potential floodplain impacts.

Aquatic Preserves - Pinellas County Aquatic Preserve

The Pinellas County Aquatic Preserve was established on March 21, 1972 and was designated as an Outstanding Florida Water on March 1, 1979. The Pinellas County Aquatic Preserve and the Boca Ciega Bay Aquatic Preserve are located on the Gulf coast of west central Florida, and include the state-owned submerged land in Pinellas County waters. The preserves encompass 136,082 hectares (336,265 acres) of stateowned submerged land. The surrounding area is one of the most urbanized areas in Florida, and as such has special management needs. The preserves include nearshore habitats along sandy beaches and mangrove dominated shorelines. Submerged habitats include oyster bars, seagrass beds, coral communities, and springfed caves. Abundant islands, including those formed from dredge spoil material, are also part of the preserve. Approximately 1/3 of Florida's coral species can be found in the Pinellas County Aquatic Preserve.

Outstanding Florida Waters - Pinellas County Aquatic Preserve

The Pinellas County Aquatic Preserve is listed as an Outstanding Florida Waters (OFWs). OFWs are provided the highest level of protection under the Florida Administrative Code (F.A.C.). Degradation of water quality in an OFW is prohibited except under certain circumstances. Pollutant discharges must not lower existing ambient water quality. Any activity within an OFW requiring a Florida Department of Environmental Protection (FDEP) Environmental Resource Permit (ERP) must be deemed to be clearly in the public interest. Additional stormwater retention and treatment requirements may be required. FDOT will need to coordinate and consult with FDEP regarding specific permitting requirements relating to this OFW.

Impact to these natural resources should be avoided or minimized to the greatest extent practicable. All potential impacts to these resources should be evaluated in the PD&E phase of the project and documented in environmental documents.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Old Tampa Bay, within the 100' buffer of the project alignment, is a Pinellas County Aquatic Preserve and an Outstanding Florida Water, as well as an Ecosystem Management Area.

Comments on Effects to Resources:

The degree of effect to these resources is unknown because the project description/purpose and need do not state how traffic will be managed during construction or whether the replacement bridge will be built in the same footprint as the existing bridge. If a temporary bridge is required, or the replacement bridge is not built within the footprint of the existing northbound bridge, the impacts to the Preserve and the Ecosystem Management Area will be greater. Consequently, I am assigning a DOE of substantial.

Additional Comments (optional):**CLC Commitments and Recommendations:**

Degree of Effect: 4 *Substantial* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects**Identified Resources and Level of Importance:**

The southern portion of this project is wholly within the Pinellas County Aquatic Preserve, an area that encompasses the sovereign submerged lands in Pinellas County. Waters within this Preserve are designated as Outstanding Florida Waters.

The entire project is located within the Tampa Bay Watershed of the SWFWMD's Surface Water Improvement and Management (SWIM) Program. The SWFWMD is a cooperater with the Tampa Bay Estuary Program. Specific SWIM projects are discussed in the "Water Quality and Quantity" section of the Environmental Screening Tool (EST).

The final receiving water body for the project area is Old Tampa Bay (WBIDs #1558G and #1558H) which is designated as Impaired Waters.

From the SWFWMD's Graphical Information System (GIS), the north causeway lies within a Sensitive Karst Area (KSA).

While a Sovereign Submerged Lands (SSL) title determination was not requested from the Florida Department of Environmental Protection (FDEP) at this time, research was conducted on the State of Florida- Division of State Lands website (<http://tldslweb.dep.state.fl.us/florida/flpro/viewer.htm>), results included a Quitclaim Deed [0107428] from June 4, 1958 for a "...right of way for highway purposes over, through, and across Old Tampa Bay and the submerged lands adjacent thereto, located in Townships 29 & 30 south, Range 17 east...". The Quitclaim deed specified the ROW as "being 800 feet wide, lying 400 feet each side of, parallel and adjacent to a centerline..." The construction of a new bridge has the potential to extend beyond the established limits set by this Quitclaim Deed and may require additional Proprietary Authorization from the State of Florida Board of Trustees.

Comments on Effects to Resources:

The proposed bridge replacement project has the potential to result in water quality impacts to Outstanding Florida Waters, and to delay the recovery of Impaired Waters as a result of undertreated or untreated stormwater runoff during and after construction.

The construction of a new bridge has the potential to extend beyond the established limits set by this Quitclaim Deed and may require additional Proprietary Authorization from the State of Florida Board of Trustees. If the bottom lands are determined to be titled to the State of Florida a Sovereign Submerged Land (SSL) Authorization from the Board of Trustees (BOT) will need to be obtained or the existing authorization will need to be modified to account for the changes in the Howard Frankland Bridge. SSL Proprietary Authorizations for work performed in Hillsborough County will be obtained through the Tampa Port Authority (http://www.tampaport.com/content/download/367/2300/file/TPA_PERMIT_APPLICATION.pdf). SSL Proprietary Authorizations for work performed in Pinellas County will be orchestrated through the District. In addition to the SSL Proprietary Authorization for the replacement bridge, Public Interest Criteria will need to be assessed.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Substantial" was assigned to this issue due to discharges to the Pinellas County portion of Old Tampa Bay (an Outstanding Florida Water - OFW) and the additional effort to address Sovereign Submerged Land (SSL) issues. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMD's permitting staff.

In those portions of the project that directly discharge into OFWs, additional water quality treatment will be required. Proposed wetland impacts associated with the OFW designation will also be of concern to the SWFWMD.

SSL Authorization may need to be addressed if the submerged lands are determined to be owned by the State. Changes to existing easements or leases have the potential to take a considerable amount of time, along with the evaluation of Public Interest Criteria.

The north causeway is located within or near karst topography. If applicable, it is recommended that the stormwater facilities be designed as shallow as practical and that geotechnical evaluations of specific pond sites be conducted to determine the potential for sinkhole development. A Drainage or Pond Siting Report, incorporating area-specific geotechnical information on the basin, is recommended. Direct discharges to active sinkholes (if applicable) are strongly discouraged due to the potential for groundwater contamination.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 04/02/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The project area is located within the estuarine resources of the Old Tampa Bay system. Presently, the bay experiences fair water quality and is designated impaired for coliforms, nutrients and mercury in fish. Additionally, the Pinellas County Aquatic Preserve and Outstanding Florida Waters (OFW) occurs within the 500-ft. buffer of the project.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed bridge project since the project is located within Old Tampa Bay and the Pinellas County Aquatic Preserve, OFW. Because of these designations, the affected waters are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Site plans should include details on the proposed stormwater treatment system, which must be designed to prevent or mitigate water quality degradation of the receiving waters in Old Tampa Bay. The applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to Rule 40D-4, F.A.C., and the Southwest Florida Water Management District's Basis of Review for ERP Applications.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 02/26/2013 by FDOT District 7

Comments:

FDEP DOE: Moderate

SWFWMD DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Environmental Protection (FDEP) and the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

The FDOT discussed the project with SWFWMD on May 29, 2012. SWFWMD indicated that this assignment was based on the consensus of upper level management. Since this is a high profile project SWFWMD had special meetings to discuss potential impacts and permitting and they received comments from their SWIM Department as well. They assigned a Substantial because of the high level of coordination that will occur for this project as defined in the DOE explanation below. Water quality and SSL are a big concern for them. SWFWMD did not want to lower their DOE, but understood that FDOT would assign Moderate for several of the issues based on the fact that the new bridge will be constructed on existing alignment and will be replaced in-kind although just a little wider to accommodate transit. Also, mitigation and requirements will be satisfied as part of the permitting process.

A review of the Geographical Information Systems (GIS) analysis data indicates that the project is located within portions of the Pinellas County Aquatic Preserve which is an Outstanding Florida Water (OFW). The current list of 303(d) Verified List of Impaired Waters states that surrounding waters are listed for nutrients, fecal coliforms/bacteria, and mercury in fish.

The FDEP stated that every effort should be made to maximize the treatment of stormwater runoff from the proposed bridge since the project is located within Old Tampa Bay and the Pinellas County Aquatic Preserve, an OFW. Site plans should include details on the proposed stormwater treatment systems, which must be designed to prevent or mitigate water quality degradation of the receiving waters in Old Tampa Bay.

The SWFWMD indicated that the bridge replacement project has the potential to result in water quality impacts to OFWs and to delay recovery of Impaired Waters as a result of untreated or undertreated stormwater runoff during and after construction. The SWFWMD assigned the DOE of substantial due to the project's discharges to the Pinellas County portion of Old Tampa Bay and Nutrient Impaired Waters within Old Tampa Bay. Tampa Bay is designated as a Category 4b waterbody (impaired, but no TMDL required) rather than a Category 5 (impaired, needing a TMDL), based on the Integrated Reporting Classification of waterbodies. Based on the determination that Tampa Bay does not currently meet water quality standards, net improvement is required. It was indicated that permitting will require close coordination with SWFWMD's permitting staff. SWFWMD will require that stormwater management systems that discharge directly into OFWs provide treatment for a volume 50 percent more than required for this project's selected treatment systems. There are no anticipated stormwater quantity concerns since this project is located completely within Old Tampa Bay. The SWFWMD has assigned a pre-application file (PA# 398957) for the purpose of tracking its participation in the ETDM review of this project and is maintained in the Tampa Service Office.

The FDOT will create a stormwater pollution prevention plan (SWPPP) and erosion and sediment control plan during the design phase of this project. Proper best management practices (BMPs) will be used during construction. The project should result in minimal adverse impacts to Old Tampa Bay since the project is a bridge replacement and no capacity improvements are proposed at this time. The runoff from this proposed project should be similar to that of the existing bridge. The FDOT will coordinate with SWFWMD for water quality and will adhere to state water quality standards during permitting of the proposed bridge replacement. The FDOT will prepare a Pond Siting Report and updated Bridge Hydraulics reports for this project.

No comments were received from the Federal Highway Administration (FHWA) or the US Environmental Protection Agency (USEPA).

Degree of Effect: 4 *Substantial* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

As noted previously in the "Special Designations" section of the EST, the southern portion of the Howard Frankland Bridge is wholly within the Pinellas County Aquatic Preserve, which is designated as Outstanding Florida Water.

During March, 2012, the following information was obtained from the FDEP regarding Verified Impaired Waters along this project's alignment:

1. Old Tampa Bay, Assessment Category 5, (WBID 1558G) - Verified impairments (as of 05/14/09) include Bacteria (in shellfish) and Mercury (in fish tissue). A TMDL was not available. However, the FDEP is working on a Reasonable Assurance Plan with the Tampa Bay Estuary Program and the Tampa Bay Nitrogen Consortium. Additional information can be found on FDEP's Basin Management Action Plan (BMAP) web site at:

<http://www.dep.state.fl.us/water/watersheds/bmap.htm>

2. Old Tampa Bay, Assessment Category 5, (WBID 1558H) - Verified impairments (as of 05/14/09) include Bacteria (in shellfish), Fecal Coliform and Mercury (in fish tissue). WBID 1558H (Old Tampa Bay) is also on the Verified List for Nutrients (Chlorophyll-a) with an Assessment Category of 4b. A TMDL was not available. However, the FDEP is working on a Reasonable Assurance Plan with the Tampa Bay Estuary Program and the Tampa Bay Nitrogen Consortium. Additional information can be found on FDEP's Basin Management Action Plan (BMAP) web site at:

<http://www.dep.state.fl.us/water/watersheds/bmap.htm>

The above impaired waters information was obtained from the "Permits" tab of the FDEP's TMDL Tracker, accessible at:

<http://webapps.dep.state.fl.us/DearTmdl/dashboardAction.do?method=dashboard#>

As this bridge replacement project is totally within Old Tampa Bay, there are no anticipated stormwater quantity concerns.

Comments on Effects to Resources:

This bridge replacement project has a potential to result in water quality impacts to Outstanding Florida Waters, and to delay the recovery of Impaired Waters as a result of untreated or undertreated stormwater runoff during and after construction.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Substantial" was assigned to this issue due to this project's discharges to the Pinellas County portion of Old Tampa Bay (an Outstanding Florida Water - OFW) and to Nutrient Impaired Waters within Old Tampa Bay. ERP permitting is expected to be more difficult, and will require close coordination and considerable effort on the part of the SWFWMD's permitting staff.

According to FDEP, some of Tampa Bay does not meet the State's dissolved oxygen standards or chlorophyll concentration guidelines with nutrients being the cause. Because the Tampa Bay Estuary Program (TBEP) has pursued the Reasonable Assurance approach, Tampa Bay is designated as a Category 4b waterbody (impaired, but no TMDL required) rather than a Category 5 (impaired, needing a TMDL), based on the Integrated Reporting Classification of water bodies. Based on FDEP's determination that Tampa Bay does not currently meet water quality standards, net improvement is required.

The SWFWMD will require that stormwater management systems that discharge directly into Outstanding Florida Waters (OFWs) provide treatment for a volume 50 percent more than required for this project's selected treatment systems (Reference: Section 5.2.e of the District's Basis of Review, available at <http://www.swfwmd.state.fl.us/permits/rules/>). Of particular interest will be the proposed sediment & erosion control plans for the entire project (refer to Section 2.8.3 of the District's Basis of Review). If applicable, reductions in pollutant loading from stormwater runoff via stormwater treatment facilities or other BMPs will be required to implement future TMDLs and BMAPs should they be finalized and adopted.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

- The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system;
- The pollution source and loading characteristics are reasonably equivalent, and
- The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.

As part of the Tampa Bay Watershed, the SWFWMD has several stormwater and habitat projects within Old Tampa Bay. FDOT should coordinate with the District's Surface Water Improvement and Management (SWIM) department in Tampa regarding the appropriate details & data availability. District SWIM projects that may be helpful in the PD&E and final design phases of the Howard Frankland Bridge project include the following:

1. W240 - Old Tampa Bay Watershed Improvements (project complete), SWFWMD contact - Dr. Xinjian Chen
2. W270 - Estimating Pollutant Loads from Pinellas County Impaired Waters (project complete), SWFWMD contact - Mr. Chris Zajac
3. W392 - Tampa Shoreline Restoration (project complete), SWFWMD contact - B.J. Grant
4. Howard Frankland East - Habitat Restoration (complete in 1994), SWFWMD contact - Dr. Brant Henningsen
5. W317 - Old Tampa Bay / Safety Harbor Restoration (project complete), SWFWMD contact - Ms. Lianne Garcia
6. W200 - Old Tampa Bay Water Quality and Habitat Assessment and Old Tampa Bay Integrated Model, (project ongoing), SWFWMD Contact - Lianne Garcia, Tampa Bay Estuary Program Contact - Ed Sherwood. This project proposes to develop an integrated set of watershed, hydrodynamic and water quality models to evaluate management actions to improve water quality and seagrass coverage in Old Tampa Bay. The management actions include evaluating additions of culverts or expanding bridge extensions on the Courtney Campbell Causeway, the Gandy and the Howard Frankland bridges.

Specific studies that contain useful water quality and hydrologic information have been done by FDEP, the SWFWMD and the USGS. These reports can be accessed through the District's Library at <http://www15.swfwmd.state.fl.us/dbtw-wpd/mywebqbe/librarybasic.htm>. Type in the water body of interest, click on "Submit query" then click on the pull-down menu in the upper left and select "Record Display - Web." As of March, 2012, seven (7) reports were available dealing with Old Tampa Bay.

Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of March, 2012, the EST indicated six (6) permits have been issued within 500 feet of the existing Howard Frankland Bridge / roadway alignment. Previous roadway / drainage improvement permits that may be of interest to FDOT in the future PD&E and design phases are as follows:

1034.000 - DOT-I-275/4TH ST.TO KENNEDY BLVD., FDOT, D7
1034.001 - DOT-HOWARD FRANKLIN BRIDGE., FDOT, D7

As applicable, water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District's Basis of Review. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 4.8 of the District's Basis of Review, available at <http://www.swfwmd.state.fl.us/permits/rules/>).

As applicable, the District's Basis of Review document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management systems will meet the conditions for issuance of an Environmental Resource Permit (ERP). Parameters frequently over or under estimated include: seasonal high water levels, seasonal high groundwater table elevations, soil vertical & horizontal hydraulic conductivity, depth to the soil confining units, historic basin storage, floodplain storage, conveyance way hydraulic capacity, peak discharge rates and timing, tailwater conditions in the receiving system, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values."

As applicable, the District recommends that the FDOT consider providing a pond siting report that addresses the above referenced design approaches and criteria. For those improvements that may affect existing bridge and cross drainage facilities, updated bridge hydraulics reports should be prepared and submitted with the ERP application.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ETDM #12539 - Howard Frankland Bridge, the District has assigned a pre-application file (PA# 398957) for the purpose of tracking its participation in the ETDM review of this project. File PA# 398957 is maintained at the Tampa Service Office of the SWFWMD. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 04/02/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The project area is located within the estuarine resources of the Old Tampa Bay system. Presently, the bay experiences fair water quality and is designated impaired for coliforms, nutrients and mercury in fish. Additionally, the Pinellas County Aquatic Preserve and Outstanding Florida Waters (OFW) occurs within the 500-ft. buffer of the project.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed bridge project since the project is located within Old Tampa Bay and the Pinellas County Aquatic Preserve, OFW. Because of these designations, the affected waters are afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Site plans should include details on the proposed stormwater treatment system, which must be designed to prevent or mitigate water quality degradation of the receiving waters in Old Tampa Bay. The applicant may be required to demonstrate that the proposed stormwater system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to Rule 40D-4, F.A.C., and the Southwest Florida Water Management District's Basis of Review for ERP Applications.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Water Quality and Quantity issue for this alternative: Federal Highway Administration, US Environmental Protection Agency

Wetlands

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 06/04/2012 by FDOT District 7

Comments:

USFWS DOE: Moderate
USEPA DOE: Substantial
USACE DOE: Substantial
SWFWMD DOE: Substantial
FDEP DOE: Substantial
NMFS DOE: Substantial
FDOT Recommended DOE: Substantial

The Florida Department of Transportation (FDOT) has evaluated comments from the US Fish and Wildlife Service (USFWS), the US Environmental Protection Agency (USEPA), the US Army Corps of Engineers (USACE), the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), and the National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of Substantial.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there are approximately 77, 174 and 542 acres of estuarine wetlands within the 100-, 200-, and 500-foot buffer distances. GIS data for seagrasses is identified in the Coastal and Marine DOE. GIS data indicates there are 0.4 acre of continuous seagrass within the 100-foot buffer distance and 32.6 acres of continuous and 7.8 acres of discontinuous seagrass within the 200-foot buffer distance.

The USFWS indicated mangroves and other coastal vegetation provide important nursery areas for many species of fish and wildlife. Best Management Practices (BMPs) should be followed during construction to reduce sedimentation and turbidity. As per Section 404 of the Clean Water Act, FDOT must show that steps were taken to avoid wetland impacts, to minimize potential impacts on wetlands and to provide compensation for any remaining unavoidable impacts.

The USEPA identified that there are between approximately 77 and 542 acres of estuarine wetlands within the 100- and 500-foot buffer distances. There are also seagrass beds identified along the corridor within the 500-foot buffer distance. Seagrass impacts may also occur during the replacement of the bridge and as a result of shading from the bridge. These wetland systems provide essential fish habitat and help with water quality. The PD&E study should focus on identifying wetland areas and seagrass beds that have the potential to be impacted by the project. The PD&E study should also include delineation and functional analysis of wetlands within the corridor.

The USACE noted the project is located within an important estuarine system with tidal flats, seagrass and other estuarine habitats. The PD&E study should include a review of construction activities that will be required, including barge routes, barge staging areas, potential demolition methods, quantity of permanent and temporary fill or dredging required to construct the proposed bridge, and to evaluate the need to construct temporary access structures, such as trestles. If unavoidable impacts to wetlands occur, the USACE prefers utilizing a federally approved mitigation bank to offset impacts.

The SWFWMD identified the Howard Frankland Bridge as being located above tidally-influenced, open water associated with Old Tampa Bay. The average depth of water below the bridge is 12 feet deep with the deepest channel located near the center of the bridge with a range of 13 to 18 feet deep (reference - NOAA Nautical Chart 11416). Seagrasses are located in close proximity to the north and south causeways at the ends of the bridge. According to data collected, it appears the most concentrated areas of seagrasses are directly adjacent to the causeways with seagrasses transitioning into tidal flats as they head further waterward of the bridge and causeways. The Tampa Bay Estuary Program estimates Old Tampa Bay saw an 11 percent increase in seagrass coverage in the last 2 years. Vegetation along the causeways consists of mangroves, seagrasses, buttonwood, shoreline seapurslane, and seaside oxeeye. In 2009, the FDOT was issued a permit for the construction of rock groins on the south side of the causeway in Hillsborough County to help stabilize the shoreline. A submerged aquatic vegetation (SAV) survey shall be conducted between April and November as part of the permit process. The SAV survey should be no older than 2 years. Seagrass and wetland impacts should be assessed using the Uniform Mitigation Assessment Method (UMAM). Coordination may need to be conducted with the Tampa Bay Estuary Program and the SWFWMD's Surface Water Improvement and Management (SWIM) section. The SWFWMD has assigned a pre-application file (PA# 398957) for the purpose of tracking its participation in the ETDM review of this project and is maintained in the Tampa Service Office.

The FDEP indicated that seagrass species are commonly dominated by turtle grass, Cuban shoalgrass and manatee grass. These seagrass species are susceptible to damage from increased turbidity, sedimentation and shading. Avoidance and minimization of wetlands and aquatic resources should be evaluated. Once avoidance and minimization efforts have been exhausted, mitigation shall be proposed to offset the adverse impacts of the project to the existing wetland functions and values.

NMFS recommendations can be found in the Coastal and Marine DOE.

The FDOT will prepare a Wetlands Evaluation and Biological Assessment Report (WEBAR) as part of the PD&E study. The WEBAR will assess locations and function of existing wetlands and seagrass within the project limits. This report and the FDOT's findings will be coordinated with the USFWS, NMFS, and FFWCC. Permitting will be conducted with the appropriate regulatory agencies during design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 4 *Substantial* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects**Identified Resources and Level of Importance:**

Resources: Wetlands, Wetlands Habitat, Water Quality, Seagrass Beds

Level of Importance: The resources listed above are of a high level of importance in the State of Florida. EPA is assigning a

substantial degree of effect to this issue for the proposed project (ETDM #12539, Howard Frankland Bridge).

Comments on Effects to Resources:

A review of the GIS analysis data for the proposed project indicates that there are between approximately 77 and 542 acres of estuarine wetlands with the 100- to 500-foot buffer distances. In addition, there are seagrass beds (continuous and discontinuous) of up to 54 acres within the 500-foot buffer distance of the project. These estuarine wetlands and seagrasses serve many critical functions, including providing for essential fish habitat and water quality protection. Direct impacts to wetlands may occur during the replacement and construction of the bridge replacement. Potential impacts include, but are not limited to, loss of wetlands function, loss of wildlife habitat, degradation of water quality in wetlands, degradation of water quality in surface waters, and reduction in flood storage and capacity. Seagrass impacts may also occur during the replacement of the bridge and as a result of shading from the bridge.

There may also be indirect and cumulative impacts resulting from operation and maintenance of the structure, stormwater runoff from the bridge, vessel traffic in Old Tampa Bay, and additional development surrounding the bridge area.

One issue of concern is stormwater runoff and the increase of pollutants into surface waters and wetlands as a result of the project and other point and nonpoint sources. Every effort should be made to maximize the collection and treatment of stormwater. Stormwater collection and treatment mechanisms should be designed to protect the function of surrounding wetlands, floodplains, and surface water features. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

The PD&E study should focus on identifying wetlands areas and seagrass beds to be potentially impacted by the project. The PD&E study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater treatment areas (if applicable) to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. An evaluation and survey of seagrasses and the potential impacts to these resources within the project area should be conducted.

Indirect and cumulative effects on wetlands and seagrasses should be evaluated to identify and quantify incremental and cumulative impacts on these natural resources as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 04/04/2012 by Garrett Lips, US Army Corps of Engineers

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The project is located in an important estuarine system with tidal flats, seagrass and other vegetated estuarine habitats within the project area. The project is also located adjacent to Important manatee areas located near the power plant on the western side of the project, and along the eastern side.

Comments on Effects to Resources:

The study should include a thorough review of what construction activities will be required, such as barge routes, barge staging areas, potential demolition methods, quantity of both permanent or temporary fill or dredging required to construct the bridge. Also, be sure to evaluate the need to construct temporary access structures, such as trestles. A seagrass survey performed during the growing season should be undertaken to ensure an accurate accounting of potential seagrass resources within the affected area. Please also include a summary of the existing and proposed utility lines within the project area. If the bridge material is being considered to be placed in an artificial reef site, please ensure the material meets the standards. A thorough understanding of which artificial reef may be utilized should include the authorization (permit #) from the Department of the Army. If no federally approved sites are available then additional coordination and planning may be required. If impacts to seagrass or other high value resources are anticipated, the corps recommends every practicable effort to avoid or minimize the adverse impacts. If unavoidable impacts are anticipated, the corps prefers utilizing a federally approved mitigation bank.

Additional Comments (optional):

The USCG authorizes bridge structures under Section 9 of the Rivers and Harbors Act of 1899, and the remaining (if any) fill/dredge activities would be evaluated by the Corps for compliance with Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899.

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The Howard Frankland Bridge is located above tidally influenced, open water associated with Old Tampa Bay. The average depth of the water below the bridge is 12 feet deep with the deepest channel located near the center of the bridge with a range of 13 feet to 18 feet deep (reference - NOAA Nautical Chart 11416). Due to the bathymetry of the water surrounding the bridge, seagrasses are located in close proximity to the north and south causeways at the ends of the bridge. Based on the data collected by the SWFWMD Surface Water Improvement and Management (SWIM) section, it appears the most concentrated areas of seagrasses are directly adjacent to these causeways with the seagrasses transitioning into tidal flats as they head further waterward of the bridge and causeways, in both Pinellas County and Hillsborough County sections. The Tampa Bay Surface Water Improvement and Management (SWIM) Plan (February 8, 1999) indicates there are three (3) types of seagrasses located within Tampa Bay. The Tampa Bay Estuary

Program (TBEP), utilizing SWFWMD data, estimates Old Tampa Bay saw an 11% increase in seagrass coverage in the last 2 years with approximately 6, 977-acres of seagrasses in the estuary.

The east and west terminus of the proposed route are situated on man-made causeways with mangrove swamps (FLUCCs 612) and vegetated shoreline (FLUCCs 652). These areas are vegetated with several species, such as seagrape (*Coccoloba uvifera*), buttonwood (*Conocarpus erectus*), all 3 types of mangroves, shoreline seapurslane (*Sesuvium portulacastrum*), and seaside oxeye (*Borrchia frutescens*), which are indicative of the tidal nature of the system. There have been several restoration projects completed in these areas, conducted by SWIM or in cooperation with TBEP or other stakeholders. In 2009 a permit was issued by the District to FDOT for the construction of a Rock Groin to help stabilize the shoreline along the southern side of the Hillsborough Causeway section. The north side of this causeway appears to be an undisturbed mangrove swamp with shoreline extending to Old Tampa Bay waters.

Comments on Effects to Resources:

Wetland / open water impacts can occur resulting from the placement of the new pilings and from the potential shading impacts associated with the replacement bridge. Currently there is minimal vegetation near the abutments for Howard Frankland Bridge.

Seagrass impacts are likely to occur during the replacement of Howard Frankland Bridge. A comparison of the 2010 seagrass survey and the 2008 seagrass survey showed an 11% increase in the seagrass coverage for Tampa Bay (SWFWMD Seagrass 2010 Seagrass Distribution from Tarpon Springs to Boca Grande); therefore, it is likely the increasing coverage will continue prior to the commencement of construction. A Submerged Aquatic Vegetation (SAV) Survey will need to be conducted between the months of April and November. The SAV Survey will be reviewed as part of the permit application process. As a general guideline, the SAV Survey should be no older than 2 years due to the dynamic nature of seagrasses.

Seagrass impacts would be in the form of direct impacts and also shading impacts. The direct impacts would occur from the installation of the new pilings for the replacement Howard Frankland Bridge and also from the removal of the existing pilings during the demolition phase. Depending on the height of the replacement bridge, shading impacts to the seagrass beds are possible. In the past, the District has accepted Contingency Plans associated with the potential shading impacts since they are difficult to predict prior to the construction of the actual structures. An example of an acceptable Contingency Plan would consist of restoration of nearby seagrass beds with prop damage using the transplanted seagrasses removed from the piling impacted areas.

Seagrass and wetland impacts would be evaluated utilizing the Uniform Mitigation Assessment (UMAM); however, the mitigation offsetting the seagrass impacts would require preservation, restoration or creation of seagrass beds. The Tampa Bay Estuary Program and SWIM are currently working on several restorations and enhancement projects located near Tampa Bay. Since Public Interest Criteria may need to be addressed as part of the review for the Sovereign Submerged Lands (SSL), it may behoove the FDOT to contact these programs to enquire about future restoration efforts for the Tampa Bay area.

While soft coral and sponges are classified as fauna, the substrate supporting their habitat would fall within the limits of the wetland / open water environment. The potential destruction of the existing habitat and colonies would require mitigation to offset the impact. Most of the conditions conducive to these environments are located outside of the shipping canals, due to water depths, so the relocation of the embedded rocks and colonies may be sufficient to offset the impacts. In addition, a matting material can be installed which may encourage an expansion of the existing colonies or habitats outside the project area. These areas should be identified and/or surveyed during the SAV survey to assist in the permit application review and assessment of total wetland / open water impacts.

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) of "Substantial" based on their opinion of the quality of wetlands and the potential acreage of wetlands that may be impacted both directly and indirectly by the project, the level of potential coordination or effort associated with the SWFWMD's regulatory and proprietary interests and obligations, and the lack of information concerning the final bridge and roadway cross sections.

Tampa Bay Surface Water Improvement and Management Plan (February 1999) and Tampa Bay Estuary Programs Charting the Course (May 2006) are both active reports associated with the overall health of Tampa Bay and the projected goals to help establish more coverage of seagrasses. Review of these documents may offer some assistance in reduction of seagrass impacts from the water quality stand point and also possible projects to offset submerged and emergent impacts resulting from the replacement bridge.

Wetland impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the emergent and submerged wetland areas,
- (2) Implementation of strict controls over sediment transport off site during construction,
- (3) Restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging,
- (4) Implementing effective mitigation measures to compensate for wetland impacts; and,
- (5) Selection of treatment pond sites away from existing wetlands.

Old Tampa Bay is a known manatee use area; it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate the possibility of construction-related manatee injury or death in the project area.

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The project mitigation needs may be addressed in the FDOT Mitigation Program (Subsection 373.4137, F.S.) which requires the submittal of anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude a project in whole or in part if the SWFWMD is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with the FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted independently. Depending on the quantity and quality of the proposed wetland impacts, the SWFWMD may propose purchasing credits from a mitigation bank and/or pursue and propose alternative locations for mitigation.

For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin, the project is located within the Upper Coastal Drainage Basin. The SWFWMD requests that the FDOT continue to collaborate on the potential wetland impacts as this project proceeds into future phases, and include the associated impacts on FDOT's annual inventory.

If this project will require the acquisition of new right-of-way areas, the current rule for eminent domain noticing is 40D-1.603(9), FAC and requires the applicant to provide the noticing to the affected property owners. Additionally, any issued permit may include special conditions prohibiting construction until the FDOT provides evidence of ownership and control.

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 398957) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 04/02/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 541.6 acres of estuarine wetlands within the 500-ft. project buffer zone in Old Tampa Bay. Additionally, 53.4 acres of continuous seagrass beds and 36.8 acres of discontinuous seagrasses occur within the 500-ft. project buffer. Seagrass species are commonly dominated by turtle grass, cuban shoalgrass and manatee grass extending within the project area. These seagrass species are susceptible to damage from increased turbidity, sedimentation and shading.

Comments on Effects to Resources:

The project will require an environmental resource permit (ERP) from the Southwest Florida Water Management District or, possibly, the DEP's Southwest District Office. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of bridge construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to seagrass beds and forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Additional Comments (optional):

The following recommendations should also be considered:

- 1) To the extent possible, avoid areas of extensive seagrass meadows and diverse and abundant vertebrate and invertebrate marine life.
- 2) Future environmental documentation should provide information regarding the protection of environmental resources, such as:
 - a) Identification, demarcation, and protection of any adjacent submerged aquatic resources (seagrass beds, oyster beds, soft corals, etc.);
 - b) Best Management Practices (BMPs) to be utilized during bridge/road repair, demolition, and construction activities to prevent violations of state water quality standards within receiving waters of the state, per Rule 62-302, F.A.C.; and
 - c) Implementation of standard manatee protection conditions during in- and over-water construction activities.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 03/14/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands in Old Tampa Bay (mangrove and estuarine habitats, seagrass, salt marshes) and all of the services provided by wetlands such as flood protection, water filtration, nursery and foraging areas for fish and wildlife.

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife. The Service policy requires that these valuable resources be avoided to the greatest extent practicable. Mangroves and other coastal vegetation provide important nursery areas for many species of fish and wildlife. Current surveys and mapping should be done to document mangroves, sea grass beds and other benthic resources. It is difficult at this time to determine the amount of impacts being proposed. Storm water runoff from the new structure should be contained and treated. All best management practices should be followed during construction to reduce sedimentation and turbidity. As per Section 404 of the Clean Water Act, FDOT must show that steps were taken to avoid wetland impacts, to minimize potential impacts on wetlands and to provide compensation for any remaining unavoidable impacts.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 4 *Substantial* assigned 02/28/2012 by David A. Rydene, National Marine Fisheries Service

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Old Tampa Bay which contains estuarine habitats such as seagrass, mangrove, and salt marsh used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool (EST) for ETDM Project # 12539. The Florida Department of Transportation (FDOT) District 7 is conducting a PD&E study to evaluate the replacement of the northbound I-275 (SR 93) Howard Frankland Bridge in Hillsborough County and Pinellas County, Florida. The existing bridge is a four-lane, pre-stressed concrete stringer/girder structure.

NMFS staff conducted a site inspection of the project area on February 24, 2012, to assess potential concerns regarding living marine resources within Old Tampa Bay. The areas adjacent to the proposed project are principally the bridge's causeway shorelines and estuarine waters. It appears that the project could impact submerged aquatic vegetation and/or mangroves. NMFS recommends that the FDOT conduct a seagrass/benthic resource survey during the prime seagrass growing season (June-August) to determine the presence/absence of seagrasses and other biogenic features and their distribution in the project area. Seagrass resource maps in FDOT's Environmental Screening Tool indicate that seagrass beds occur in shallow areas in the vicinity of the bridge. A GIS analysis run in the EST indicates that 76.7 acres of National Wetland Inventory estuarine wetlands occur within the project's 100 foot buffer. The seagrass database shows 0.44 acres of continuous seagrass within the 100 foot buffer, 32.6 acres of continuous and 7.8 acres of discontinuous seagrass within the 200 foot buffer, and 312.5 acres of continuous and 237.5 acres of discontinuous seagrass within the 500 foot buffer. However, the mangrove database indicated that no mangroves occurred within the 100, 200, or 500 foot buffers, which is incorrect based on the results of NMFS' site inspection. Mangroves do occur along the shorelines of the bridge's causeways.

Certain estuarine habitats within the project area are designated as EFH as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Seagrasses have been identified as EFH for juvenile and subadult penaeid shrimp, juvenile and adult stone crab, postlarval, juvenile, subadult and adult red drum, juvenile and adult schoolmaster, dog snapper, gray snapper, and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, Nassau grouper, lane snapper, yellowtail snapper, cubera snapper, and hogfish by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangroves have been identified as EFH for postlarval/juvenile, subadult and adult red drum, gray snapper, and cubera snapper, and juvenile schoolmaster, mutton snapper, dog snapper, lane snapper, yellowtail snapper, and goliath grouper.

Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH Assessment must be prepared to accompany the consultation request. Regulations require that EFH Assessments include:

1. a description of the proposed action;
2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;
3. the Federal agency's views regarding the effects of the action on EFH; and
4. proposed mitigation, if applicable.

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the federal agency (e.g. Federal Highway Administration) or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

NMFS recommends that an Endangered Species Act section 7 consultation be conducted for Gulf sturgeon, smalltooth sawfish and swimming sea turtles when sufficient project details become available. However, the project does not lie within the designated critical habitat of Gulf sturgeon, smalltooth sawfish or sea turtles.

The selection of the "Substantial" degree of effect is based on the uncertainty that presently exists with regard to potential seagrass and/or mangrove impacts and what final bridge design and alignment will be proposed.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Wetlands issue for this alternative: Federal Highway Administration

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 06/04/2012 by FDOT District 7

Comments:

FFWCC DOE: Moderate
SWFWMD DOE: Moderate
USFWS DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Fish and Wildlife Conservation Commission (FFWCC), the Southwest Florida Water Management District (SWFWMD), and the US Fish and Wildlife Service (USFWS) and recommends a Degree of Effect of Moderate.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that 122 acres and 245 acres of the Greater Tampa Bay Ecosystem Management Area are located within the 100- and 200-foot buffer distances. FFWCC occurrences for the black skimmer, least tern and American oystercatcher are located within the 100-foot buffer distance. GIS data indicates there are approximately 122 acres and 245 acres of West Indian Manatee Consultation Area within the 100- and 200-foot buffer distances.

The FFWCC identified two land cover types within the project area: High Impact Urban for the bridge and the adjacent narrow causeway, and the open water of Tampa Bay. Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: Florida manatee (FE), brown pelican (SSC), American oystercatcher (SSC), black skimmer (SSC), least tern (ST), limpkin (SSC), reddish egret (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), roseate spoonbill (SSC), loggerhead sea turtle (FT), green sea turtle (FE), Kemp's ridley sea turtle (FE), and leatherback sea turtle (FE). The project site is within US Fish and Wildlife Service Consultation Areas for Manatee and Piping Plover, and within the core foraging area for three wood stork colonies. The greatest potential for adverse impacts is associated with in-water work required for bridge demolition and reconstruction. It will be important to avoid and minimize effects on the Florida manatee and sea turtles during removal of the old bridge structure and construction of the new bridge. Possible manatee protection measures that may be required by the FFWCC include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. If blasting is to be considered as a method used in construction, be aware that in the area of the project, it is important to perform the blasting during specific times of the year, if possible and an extensive blast plan and marine species watch plan would need to be developed and submitted to the FFWCC for approval as early as possible.

The SWFWMD indicated the majority of this bridge replacement will occur over open salt water, which is providing habitat and feeding areas for several birds and aquatic life forms. Potential species that may be located within the project area includes the smalltooth sawfish, Gulf sturgeon, bald eagle and the Florida manatee. Impacts to seagrasses will need to be mitigated in a manner which would offset the habitat loss. The UMAM would account for the time lag associated with the time it would take for the seagrass bed to be restored to its current production level, both for the seagrasses as food for certain species and for the habitat value. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the Environmental Resource Permit (ERP) outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. Please be advised that stormwater outfall pipes and structures extending below the Mean High Water Line (MHWL), exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped.

The USFWS identified 3 potential species within the project area: Florida manatee, wood stork, and piping plover. In-water construction will follow the standard in-water construction conditions and at least two dedicated, experienced, manatee observers will be present at all times. No nighttime work should be done in areas with high manatee use. A current sea grass survey, done during the growing season (June-August), and estimate of impacts to submerged aquatic vegetation should be submitted to our office within two years before the construction start date. If blasting is required, formal consultation will be required with USFWS for the manatee. The project is located within the Core Foraging Area (CFA) of several active nesting colonies of the endangered wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, USFWS recommends that impacts to suitable foraging habitat be avoided. USFWS does not anticipate impacts to suitable foraging habitat at this time. The piping plover can be seen foraging in Florida almost ten months out of the year. No critical habitat has been designated for this species within the footprint of the project but critical habitat has been identified in Tampa Bay. Unless onshore foraging habitat is modified in some way, this project is not likely to adversely affect piping plovers.

The FDOT will commit to use proper best management practices (BMPs) during construction. The FDOT will adhere to the Standard Manatee Conditions for In-Water Work during construction to ensure there is no harm to manatees or other marine species. No USFWS Critical Habitat is documented within the project area. There will be no land use changes as a result of the construction of the proposed bridge. The FDOT will prepare a Wetland Evaluation and Biological Assessment Report (WEBAR) during the PD&E study. This report will assess potential species, existing habitat, and potential essential fish habitat (EFH) within the project area. This report and the FDOT's findings will be coordinated with the USFWS, NMFS, and FFWCC.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: 3 Moderate assigned 04/04/2012 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

The Office of Conservation Planning Services of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #12539, Hillsborough and Pinellas Counties, and provides the following comments related to potential effects to fish and wildlife resources on this Programming Phase project.

The Project Description Summary states that this project involves the replacement of the northbound Howard Frankland Bridge (I-275) over Old Tampa Bay. The replacement would carry four lanes of traffic, the same as the existing bridge, but will also be evaluated for an additional 24 feet of Right-of-way to accommodate the proposed Gateway to Hillsborough County two-way light rail line (ETDM 12256). The bridge is three miles long, and the Project Development and Environment (PD&E) study area extends approximately one mile beyond the bridge on each end along the existing causeway.

The project area was evaluated for potential fish, wildlife, and habitat resources within 500 feet of the proposed alignment. Our assessment reveals that the project area has only two land cover types: High Impact Urban for the bridge and the adjacent narrow causeway, and the Open Water of Tampa Bay. The project is within the Greater Tampa Bay Ecosystem Management Area, and the Pinellas portion of the project is within the Pinellas County Aquatic Preserve. Although seagrasses are not found beneath the bridge, 90.22 acres of continuous and discontinuous seagrass beds have been mapped within the assessment area adjacent to the causeways.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) may occur along the project area: Florida manatee (FE), brown pelican (SSC), American oystercatcher (SSC), black skimmer (SSC), least tern (ST), limpkin (SSC), reddish egret (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), white ibis (SSC), wood stork (FE), roseate spoonbill (SSC), loggerhead sea turtle (FT), green sea turtle (FE), Kemp's ridley sea turtle (FE), and leatherback sea turtle (FE). The project site is within U.S. Fish and Wildlife Service Consultation Areas for Manatee and Piping Plover, and within the core foraging area for three wood stork colonies.

Primary wildlife issues associated with this project include: potential adverse effects to a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern; and potential water quality degradation as a result of additional stormwater runoff from the expanded impervious surface (light rail) draining into Tampa Bay. The greatest potential for adverse impacts is associated with in-water work required for bridge demolition and reconstruction. It will be important to avoid and minimize effects on the Florida manatee and sea turtles during removal of the old bridge structure and construction of the new bridge. Since no information was provided in terms of seasonality of bridge construction, the duration of project work, methods for constructing the bridge, and any dredging that may be required, it would be premature for us to recommend specific avoidance and minimization measures for the manatee and sea turtles at this time. However, possible manatee protection measures that may be required by our agency include Standard Manatee Conditions for In-Water Work, restrictions on blasting, monitoring of turbidity barriers, exclusionary grating on culverts, presence of manatee observers during in-water work, a defined or limited construction window, and no nighttime work. If blasting is to be considered as a method used in construction, please be aware that in the area of the project, it is important to perform the blasting during specific times of the year, if possible. In addition, an extensive blast plan and marine species watch plan will need to be developed, and submitted to FWC for approval as early in the process as possible. Further coordination with our agency will be necessary in order to determine site-specific measures for this project. For technical assistance and coordination on manatees and sea turtles, respectively, please contact Ms. Mary Duncan and Dr. Robbin Trindell of our Imperiled Species Management Section in Tallahassee at (850) 922-4330 very early in the planning process for the PD&E Study.

Comments on Effects to Resources:

Based on the project information provided, we believe that direct and indirect effects of this project could be moderate provided manatee and sea turtle protection measures are implemented, and direct discharge of stormwater runoff is minimized or mitigated.

Additional Comments (optional):

The use of clean concrete bridge material for offshore artificial reef construction has been a highly successful program in Florida for providing reef fish habitat enhancement and offshore recreational fishing and diving opportunities. If this is being considered for the Howard Frankland Bridge, early coordination with our agency and our county partners is essential due to required permitting, scheduling, the reef site selection and approval process, coordination with potential contractors for selection and transport of material, and to ensure that special conditions and standards are defined and adhered to, such as removal of any exposed steel rebar from bridge reef material to ensure public safety, minimize loss of fishing gear, and avoid entanglement hazards for marine life. Both Pinellas and Manatee Counties have active, permitted offshore artificial reef sites located in the Gulf of Mexico that are available to accept concrete bridge material. For further coordination on artificial reef development, and input on the protection of marine resources, please contact FWC staff Keith Mille at keith.mille@MyFWC.com or (850) 617-9633, and Lisa Gregg at lisa.gregg@MyFWC.com at the Division of Marine Fisheries Management in Tallahassee at (850) 617-9621.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 *Moderate* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The majority of this bridge replacement will occur over open salt water, which is providing habitat and feeding areas for several birds and aquatic life forms. As discussed briefly in the Wetland Section of SWFWMD's EST comments, the substrate near the north and south causeways has a high potential of habitats for soft coral, sponges and other benthic communities.

In addition to the benthic communities, threatened species that may be located within the scope of the project area for Howard Frankland Bridge includes the Small Tooth Sawfish, Gulf Sturgeon, Bald Eagle, and the Florida Manatee.

Seagrass beds serve as a fishery for shallow-water feeders and bottom feeders. These fish serve as food for other aquatic animals and birds alike. Based on the bathymetry shown on the NOAA Navigational Chart 11416, it appears the shallow water areas adjacent

to the north and south causeway sections would draw coelenterates, mollusks, baitfish and birds of prey. The aquatic fauna is quite diverse in the habitats associated with the Howard Frankland Bridge.

Comments on Effects to Resources:

While there are many mammals, ovarian, and aquatic species that can be found in the water and air surrounding the Howard Frankland Bridge, SWFWMD permits will be written as they relate to threatened / endangered species and the potential habitat impacts associated with wetlands and the protected bottom lands.

As discussed in the Wetlands Section of SWFWMD's EST comments, impacts to seagrasses will need to be mitigated in a manner which would offset the habitat loss. The UMAM would account for the time lag associated with the time it would take for the seagrass bed to be restored to its current production level, both for the seagrasses as food for certain species and for the habitat value for the fish, crustaceans, and snails. This value may affect the total area to be preserved, restored, or created to offset the wetland impact.

Disruption of the coarse sand substrate with embedded rocks will have a negative influence on the current production levels for colonies of soft corals and sponges. A survey of the area will be needed to determine the type and coverage area for these benthic communities as part of the evaluation for the permit application.

The Florida Manatee has been observed in Old Tampa Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the ERP outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. Please be advised that stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [Reference - "Grates and Other Manatee Exclusion Devices for Culverts and Pipes" (February 2011), available at http://myfwc.com/media/415238/manatee_grates.pdf].

Additional Comments (optional):

The SWFWMD has assigned a Degree of Effect (DOE) of "Moderate" regarding this section. While there are a number of threatened and endangered species that may inhabit the area, ensuring the continuing safety of these animals would require coordination with Florida Fish and Wildlife Conservation Commission and their regulations. Correspondence with FFWCC, regarding permitting concerns for Howard Frankland Bridge, would be a completeness item during the permitting process.

The following comments are offered in the event that the FDOT elects to pursue an Environmental Resource Permit General Permit for Construction for the project.

Wildlife and Habitat impacts can be reduced by the following:

- (1) Adjustment of the alignment to avoid direct impacts to the emergent and submerged wetland areas,
- (2) Implementation of strict controls over sediment transport off site during construction,
- (3) Restriction of the activity of vehicles and equipment to only those areas that must be utilized for construction and staging; and,
- (4) Implementing effective mitigation measures to compensate for seagrass/wetland impacts.

Old Tampa Bay is a known manatee use area; it is recommended that the FDOT develop a project-specific manatee protection plan to eliminate the possibility of construction-related manatee injury or death in the project area.

For ERP permitting purposes, the project area is located in the Tampa Bay Watershed. The SWFWMD has assigned a pre-application file (PA# 398957) for the purpose of tracking its participation in the ETDM review of this project. The pre-application file is maintained at the SWFWMD's Tampa Service Office. Please refer to the pre-application file when contacting SWFWMD regulatory staff regarding this project.

CLC Commitments and Recommendations:

Degree of Effect: 3 Moderate assigned 03/14/2012 by Jane Monaghan, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and the ecosystems upon which they depend.

Comments on Effects to Resources:

Project Description: Replace northbound bridge (I-275, over Old Tampa Bay) with new one.

The Florida Department of Transportation (FDOT) District 7 is conducting a PD&E study to evaluate the replacement of the northbound I-275 (SR 93) Howard Frankland Bridge in Hillsborough County and Pinellas County, Florida. The existing bridge is a four-lane, pre-stressed concrete stringer/girder structure

Florida Manatee (*Trichechus manatus latirostris*)

This species can be found year round in Tampa Bay and there are several important warm water gathering sites near the project action area. If blasting is proposed for the removal of the old structure, formal consultation with our office is required for manatees. All other in-water construction will follow the standard in-water construction conditions and at least two dedicated, experienced, manatee observers will be present at all times. No nighttime work should be done in areas with high manatee use. A current sea grass survey, done during the growing season (June-August), and estimate of impacts to submerged aquatic vegetation should be submitted to our office within two years before the construction start date.

Wood Stork (*Mycteria americana*)

The project corridor for the replacement of the northbound bridge passes through the Core Foraging Areas (CFA) of several active nesting colonies of the endangered wood stork. The Service has determined that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. We do not anticipate impacts to suitable foraging habitat at this time. Please refer to the North Florida Field Office website for WOST colony locations and effect

determinations for any wetland impacts: <http://www.fws.gov/northflorida>

Piping Plover (*Charadrius melodus*) This species can be seen foraging in Florida almost ten months out of the year. No critical habitat has been designated for this species within the footprint of the project but critical habitat has been identified in Tampa Bay. Unless onshore foraging habitat is modified in some way, this project is not likely to adversely affect piping plovers.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative:
Federal Highway Administration

ETAT Reviews and Coordinator Summary: Cultural

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: **3** *Moderate* assigned 06/04/2012 by FDOT District 7

Comments:

SWFWMD DOE: N/A/No Involvement

SHPO DOE: Minimal

FHWA DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD), the Florida Department of State (SHPO), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that A Cultural Resource Assessment Survey of the Tampa Interstate Study Activity A, Task I (EA) project area between Old Tampa Bay and the Dale Mabry interchange exists within the 100-foot buffer distance. The Tampa Bay Bridge (I-275 NB) and Old Tampa Bay Bridge (I-275 SB) are identified within the 100-foot buffer distance.

The FHWA noted that the northbound Howard Frankland Bridge was constructed in 1959 and rehabilitated in 1996, so it is over 50 years old. The FHWA stated that the bridge's eligibility for listing in the National Register of Historic Places (NRHP) needs to be evaluated in a Cultural Resource Assessment Survey (CRAS). The SHPO indicated that the rehabilitation conducted in 1996 that made the northbound bridge match the construction of the southbound bridge makes this resource not eligible for listing in the NRHP. The SHPO requested a technical memorandum that provides a desktop review of the cultural resources in the project area to be submitted to their office for comment. An underwater CRAS may be necessary as the project develops. Submerged sites are likely in the area.

The FDOT will prepare a CRAS as part of the PD&E Study. If applicable, Section 106 Consultation should be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the NRHP.

No comments were received from the Seminole Tribe of Florida.

Degree of Effect: **3** *Moderate* assigned 04/05/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The northbound Howard Frankland Bridge (#150107) over Old Tampa Bay was built in 1959 and rehabilitated in 1996. Consequently, it is over 50 years old.

Comments on Effects to Resources:

A bridge over 50 years of age may be eligible for the National Register of Historic Places (NRHP). Rehabilitation in 1996 may have made the bridge ineligible, if it was ever eligible. This bridge's eligibility needs to be evaluated via a CRAS. Demolition of an NRHP-eligible bridge invokes Section 106 as well as Section 4(f). If project termini are expanded to address the LOS of F in the 2035 Design Year, a CRAS of the additional APE may be required. I am assigning a DOE of "moderate" due to the unknown factors.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **2** *Minimal* assigned 04/04/2012 by Alyssa McManus, FL Department of State

Coordination Document: Tech Memo Required

Direct Effects

Identified Resources and Level of Importance:

There are no IDENTIFIED significant properties located within this project area. However, this particular project corridor should be subjected to a desktop cultural resources survey and the results of this survey submitted to this office for comment. The Howard Franklin Bridge NB bridge was built in 1959, but when the SB bridge was constructed in the early 1990s, the NB lane was

reconstructed to match it. So, this resource is not eligible for listing in the NRHP. There are some residential historic structures in the area, which have been identified as ineligible, but, as time has elapsed since the survey of those structures, it is necessary to revisit these structures and their potential significance and the impact this project will have on them.

Comments on Effects to Resources:

Because of the location of the roadway/bridges and the type of construction used to build them, it is highly unlikely that there are unrecorded cultural resources. This office therefore requests a technical memorandum that provides a desktop review of the cultural resources in the project area. It is also unknown whether this project's area has been subjected to underwater survey. Submerged sites are likely in the area. If these can be identified within the desktop survey, that would be preferred. If no underwater CRAS has been conducted, it may become necessary as the project develops.

Additional Comments (optional):

Because of the location of the roadway/bridges and the type of construction used to build them, it is highly unlikely that there are unrecorded cultural resources. This office therefore requests a technical memorandum that provides a desktop review of the cultural resources in the project area. It is also unknown whether this project's area has been subjected to underwater survey. Submerged sites are likely in the area. If these can be identified within the desktop survey, that would be preferred. If no underwater CRAS has been conducted, it may become necessary as the project develops.

CLC Commitments and Recommendations:

Degree of Effect: N/A *N/A / No Involvement* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

SWFWMD's responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within seven (7) miles of the proposed alignment. It should be noted, however, that impacts to all historical and archaeological sites shall be considered in evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:

No additional comments.

Additional Comments (optional):

No additional comments.

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 06/04/2012 by FDOT District 7

Comments:

SWFWMD DOE: N/A/No Involvement
NPS DOE: N/A/No Involvement
USEPA DOE: None
FDEP DOE: None
FHWA DOE: Moderate
FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD), the National Park Service (NPS), the US Environmental Protection Agency (USEPA), the Florida Department of Environmental Protection (FDEP), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

The SWFWMD, NPS, USEPA, and FDEP identified no recreation resources within the project area.

The FHWA identified the Tampa Bay - Howard Frankland Causeway Trail and Pinellas County Aquatic Preserve within 100-foot buffer distance of the project area of potential effect (APE). The project will be constructed within current FDOT transportation right-of-way (ROW). Boating and fishing are recreational activities practiced within the Pinellas County Aquatic Preserve, which lies beneath the project APE. Bridge construction may interrupt these activities.

The FDOT will evaluate potential impacts to recreation resources during the PD&E study. Boating and fishing impacts would be temporary and localized in areas of on-going construction.

Degree of Effect: 0 *None* assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **3** *Moderate* assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

1. Tampa Bay - Howard Frankland Causeway Trail within 100' buffer of project APE.
2. Pinellas County Aquatic Preserve within 100' buffer.

Comments on Effects to Resources:

Potential impacts to Causeway Trail exist as FDOT explores alternatives for reducing congestion and improving LOS in 2035 Design Year. Boating and fishing are recreational activities practiced within the Pinellas County Aquatic Preserve, which lies beneath the project APE. Bridge construction may interrupt these activities.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **N/A** *N/A / No Involvement* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

SWFWMD's responsibility in the ETDM review process is to identify only those recreation areas located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within seven (7) miles of the proposed alignment. It should be noted, however, that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:

No additional comments.

Additional Comments (optional):

No additional comments.

CLC Commitments and Recommendations:

Degree of Effect: **0** *None* assigned 04/02/2012 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: **N/A** *N/A / No Involvement* assigned 03/07/2012 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: **3** *Moderate* assigned 06/04/2012 by FDOT District 7

Comments:

FHWA DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

Potential Section 4(f) resources are described in the Historic and Archaeological, Special Designation, and the Recreational Areas Degree of Effects, respectively.

The FHWA identified Pinellas County Aquatic Preserve, Tampa Bay - Howard Frankland Causeway Trail, 122 acres of Greenways Ecological Priority Linkages and 3.17 acres of Multi-Use Trails Priorities within the 100-foot buffer distance. FHWA also identified 0.25 acre of Paddling Trails Priorities within the 200-foot buffer distance. Publicly owned properties functioning or planned for park, recreation area, wildlife refuge, or waterfowl refuge purposes may be Section 4(f) properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife and waterfowl refuge purposes.

The FDOT will evaluate potential Section 4(f) impacts during the PD&E study. The FDOT will prepare a Section 4(f) Determination of Applicability (DOA). The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable.

Degree of Effect: 3 *Moderate* assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Within 100' buffer:

1. Pinellas County Aquatic Preserve.
2. Tampa Bay - Howard Frankland Causeway Trail.
3. 122 acres of Greenways Ecological Priority Linkages.
4. 3.17 acres of Multi-Use Trails Priorities.

Within 200' buffer:

1. 0.25 acres of Paddling Trails Priorities.

Comments on Effects to Resources:

Impacts to recreational activities within the Aquatic Preserve or to the Howard Frankland Causeway Trail trigger Section 4(f).

Regarding the Greenways Ecological Priority Linkages, and the multi-use and paddling trails priorities, publicly owned properties planned for park, recreation area, wildlife refuge, or waterfowl refuge purposes may be Section 4(f) properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a 4(f) resource, into a city or county Master Plan.

It will be necessary to do a Section 4(f) DOA.

Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 06/04/2012 by FDOT District 7

Comments:

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None.

This project involves the replacement of the existing northbound Howard Frankland Bridge. No businesses, residences, or other potential affected sites are located within the project corridor. The bridge will be replaced with similar vertical and horizontal clearances as the existing southbound bridge. There should be no aesthetic impacts from the proposed bridge replacement.

No comments were received from the Federal Highway Administration (FHWA).

None found

The following organization(s) were expected to but did not submit a review of the Aesthetics issue for this alternative: Federal Highway Administration

Economic

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 06/04/2012 by FDOT District 7

Comments:

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None.

A review of the Geographic Information Systems (GIS) analysis data indicates that there is one census blockgroup (120570046002) with a traditionally underserved population of greater than 90% within the 100-foot buffer area. Even though the GIS analysis indicates there is a census blockgroup within 100 feet of the project, there are no residences within the project area since the project termini are on the causeway portion of I-275. The project involves the replacement of the existing northbound Howard Frankland Bridge. The project will evaluate a potential transit envelope along the proposed bridge.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT will conduct public outreach to residents and businesses in the corridor area to solicit input on the project.

No comments were received from the Federal Highway Administration (FHWA).

None found

The following organization(s) were expected to but did not submit a review of the Economic issue for this alternative: Federal Highway Administration

Land Use

Project Effects

Coordinator Summary Degree of Effect: N/A *N/A / No Involvement* assigned 06/04/2012 by FDOT District 7

Comments:

FDEO DOE: N/A/No Involvement

FDOT Recommended DOE: N/A/No Involvement

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect of N/A/No Involvement.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there are 73 acres of bays and estuaries and 50 acres of transportation land uses within the 100-foot buffer distance.

The proposed PD&E study is included in the FDOT's FY 2009/2010 to FY 2013/2014 Adopted SIS 5-Year Plan, Capacity Improvement Projects - Highway (July 2009). The study is programmed in the FDOT's Five Year Work Program (Item No. 422904-1) in 2012/2013. The replacement of the 4-lane northbound Howard Frankland Bridge is consistent with the Pinellas County MPO's Cost Feasible Long Range Transportation Plan (LRTP), since it is primarily related to preservation of the facility rather than expansion. The transit envelope along I-275 is consistent with the Hillsborough County MPO's Cost Affordable LRTP and the Pinellas County MPO's Cost Feasible (2015-2035) LRTP. The transit envelope is also consistent with the Tampa Bay Area Regional Transportation Authority's (TBARTA) Mid-Term Regional Network (2035) and Long-Term Regional Network (2050).

The FDEO noted that since this project is for the replacement of an existing bridge that is already part of the local government's transportation system, the replacement would also be consistent with the comprehensive plan.

The project involves the replacement of the existing northbound Howard Frankland Bridge. No land use changes are proposed with this project.

No comments were received from the Federal Highway Administration (FHWA).

Degree of Effect: N/A *N/A / No Involvement* assigned 02/21/2012 by Chris Wiglesworth, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Hillsborough and Pinellas County Comprehensive plans.

Comments on Effects to Resources:

Since this project is for the replacement of an existing bridge that is already part of the local government's transportation system, the replacement would also be consistent with the comprehensive plan.

Additional Comments (optional):

CLC Commitments and Recommendations:

The following organization(s) were expected to but did not submit a review of the Land Use issue for this alternative: Federal Highway Administration

Mobility

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 06/04/2012 by FDOT District 7

Comments:

FDOT Recommended DOE: None

The Florida Department of Transportation (FDOT) recommends a Degree of Effect of None.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there is one medium Multi-use Trails Priorities, one Paddling Trails Priorities, and one potential navigable waterway, Old Tampa Bay, within the 200-foot buffer distance.

The project involves the replacement of the existing northbound Howard Frankland Bridge. No capacity improvements will be provided by the proposed bridge replacement; however, a transit envelope will be evaluated during the PD&E study that would enhance mobility within the project corridor.

I-275 is a north-south interstate highway that is a major trade and tourism corridor. The Howard Frankland Bridge is one of only three crossings between Pinellas and Hillsborough Counties over Old Tampa Bay and the crossing which carries the most traffic. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-275 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation. The Cross-Bay travel market extends from the northeast neighborhoods of St. Petersburg and the northern Gulf beaches of Pinellas County east across Old Tampa Bay to central Hillsborough County, and includes the Gateway area in Pinellas County and the Westshore Business District in Hillsborough County.

The Howard Frankland Bridge (I - 275/SR 93) is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network. I-275 is also an emergency evacuation route designated by the Hillsborough County Emergency Management Office and the Pinellas County Emergency Management Office.

Existing transit service is operated along the Howard Frankland Bridge (I-275) by the Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA). Express Commuter Service, Route 300X, operates Monday-Friday, with no Saturday, Sunday or Holiday service. This route departs 15 times per day from each county, departing every thirty minutes during peak hours and limited service during mid-day hours.

I-275 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, the St. Petersburg-Clearwater International Airport, several general aviation airports, MacDill Air Force Base, the Port of Tampa, the Port of St. Petersburg, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It also provides access on the west to the Gateway Triangle and on the east to the Hookers Point freight activity centers. As such, I-275 has been designated as part of the FIHS/SIS and is considered a regional freight mobility corridor. Improvements to I-275 within the project limits will maintain access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

The FDOT will coordinate with HART, PSTA and other transit entities as part of the PD&E study and further in design and permitting.

No comments were received from the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA).

None found

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Highway Administration, Federal Transit Administration

Relocation

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / No Involvement assigned 06/04/2012 by FDOT District 7

Comments:

FHWA DOE: N/A/No Involvement

FDOT Recommended DOE: N/A/No Involvement

The Florida Department of Transportation (FDOT) has evaluated comments from the Federal Highway Administration (FHWA) and recommends a Degree of Effect of N/A/No Involvement.

Geographical Information Systems (GIS) data from the Environmental Screening Tool (EST) indicates that there are no residences, businesses, or schools within the 0.25-mile buffer distance.

The FHWA indicated there are no residences within the 0.25-mile buffer distance of the project alignment. No business or residential relocations are expected with the construction of the proposed bridge replacement.

Degree of Effect: N/A N/A / No Involvement assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The NFWFMD 2010 Residential Areas GIS layer and the SWFWMD 2009 Residential Areas GIS layer indicate no residences within the 0.25 mile buffer of the project alignment.

Comments on Effects to Resources:

None.

Additional Comments (optional):

CLC Commitments and Recommendations:

Social

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 06/04/2012 by FDOT District 7

Comments:

FDEO DOE: N/A/No Involvement

USEPA DOE: Minimal

FHWA DOE: Moderate

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Florida Department of Economic Opportunity (FDEO), the US Environmental Protection Agency (USEPA), and the Federal Highway Administration (FHWA) and recommends a Degree of Effect of Moderate.

A review of the Geographic Information Systems (GIS) analysis data indicates that there is one census blockgroup (120570046002) with a traditionally underserved population of greater than 90% within the 100-foot buffer area. Even though the GIS analysis indicates there is a census blockgroup within 100 feet of the project, there are no residences within the project area since the project termini are on the causeway portion of I-275.

Other social resources associated with Infrastructure, Special Designations, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological are identified in their respective Degree of Effects.

The FDEO noted that since this project is for the replacement of an existing bridge that is already part of the local government's transportation system, the replacement would also be consistent with the comprehensive plan.

The USEPA stated that the Howard Frankland Bridge serves as one of three bay crossings between Hillsborough County and Pinellas County; therefore it is important to consider the changes in population and employment in both counties and determine if the current bridge reconstruction project adequately supports future growth. USEPA questions whether a project of this magnitude is acceptable when the anticipated level of service (LOS) is "F". This should be evaluated and alternatives which present a more acceptable LOS should be considered. Some of the social issues to be considered are disruptions in traffic patterns (lane reductions, detours, etc.) during the project construction, disruption to any surrounding businesses and residents, and increase in traffic volumes as a result of the project. These issues should be evaluated and addressed during the PD&E phase of the project. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable. USEPA recommends that public involvement activities be conducted throughout the PD&E phase of the project.

The FHWA stated the proposed reconstruction of an 8-lane bridge that simply replaces the existing northbound span solves the structural deficiency issue, but is predicted to operate at LOS F by design year 2035. An LOS of F in the design year is unacceptable to FHWA. In the PD&E study, FDOT must evaluate alternatives that will produce a more acceptable LOS in 2035. This may require the extension of the present project termini, which may increase noise in adjacent residential and commercial areas. Because the manner in which the Design Year LOS will be resolved is unknown at this time, FHWA assigned a DOE of Moderate.

The FDOT would like to clarify that the northbound bridge is only 4 lanes not 8 lanes as stated in FHWA's comment.

This project should be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

The FDOT will be evaluating a transit envelope during the PD&E phase of this project to address the need for capacity improvements.

Degree of Effect: 2 Minimal assigned 04/05/2012 by Madolyn Dominy, US Environmental Protection Agency

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Resources: Social impacts such as residential populations, commuter populations, residential communities, minority or low-income populations, disadvantaged populations, etc.

Level of Importance: These resources are of a high level of importance. Impacts to these types of resources, both positive and negative, should be evaluated and documented in the PD&E phase of the project.

Comments on Effects to Resources:

According to the project description, the purpose of this project is to replace the existing northbound Howard Frankland Bridge due to its structural condition and its relatively short remaining service life. A secondary need that will be addressed by the study is the opportunity to consider various options for the planned project to accommodate premium transit service as identified in the various transportation plans adopted in the Tampa Bay area.

I-275 is a north-south interstate highway that is a major trade and tourism corridor. The Howard Frankland Bridge is one of only three crossings between Pinellas and Hillsborough Counties over Old Tampa Bay and the crossing which carries the most traffic. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic. As an SIS/FIHS facility and part of the regional roadway network, I-275 is included in the 2025 Regional Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC). Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation. The Cross-Bay travel market extends from the northeast neighborhoods of St. Petersburg and the northern Gulf beaches of Pinellas County east across Old Tampa Bay to central Hillsborough County, and includes the Gateway area in Pinellas County and the Westshore Business District in Hillsborough County.

The Howard Frankland Bridge (I-275/SR 93) serves as a regional roadway and one of only three bay crossings between Hillsborough County and Pinellas County; therefore, it is important to consider the changes in population and employment in both counties and determine if the current bridge reconstruction project adequately supports future growth. The population and employment growth in both counties is illustrated in the attached Table A. The table clearly indicates that the growth in population and employment in Hillsborough County is greater than Pinellas County. This is largely due to the fact that Pinellas County is so densely populated and there are very few large tracts of developable land remaining. Large scale development projects cannot easily be accommodated; therefore, most of the future growth in Pinellas will be redevelopment and infill projects. The Tampa Bay region includes two major cities - Tampa and St. Petersburg and the region's economy continues to be both healthy and diverse. This limited access facility provides regional connectivity across the bay and will continue to be heavily used by commuters and freight providers in the area. It also provides regional mobility and accessibility for area tourist and recreational destinations, as well as major employment and activity centers, on both sides of the bay.

EPA is assigning a minimal degree of effect to this issue. However, the project description states that, based on the proposed reconstruction, assuming the same number of lanes for northbound traffic, the operating condition for the Howard Frankland Bridge is expected to operate at LOS "F" by design year 2035. EPA questions whether a project of this magnitude is acceptable when the anticipated LOS is "F". This should be evaluated and alternatives which present a more acceptable LOS should be considered.

Some of the social issues to be considered are disruptions in traffic patterns (lane reductions, detours, etc) during the project construction, disruption to any surrounding businesses and residents, and increase in traffic volumes as a result of the project. These issues should be evaluated and addressed during the PD&E phase of the project. Project impacts to sensitive populations such as minority, elderly, or disabled populations should be avoided or minimized to the best extent practicable. EPA recommends that public involvement activities be conducted throughout the PD&E phase of the project.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: 3 Moderate assigned 04/04/2012 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

The proposed reconstruction of an 8-lane bridge that simply replaces the existing northbound span solves the structural deficiency issue, but is predicted to operate at LOS F by design year 2035. An LOS of F in the design year is unacceptable to FHWA. In the PD&E study, FDOT must evaluate alternatives that will produce a more acceptable LOS in 2035. This may require the extension of the present project termini, which may increase noise in adjacent residential and commercial areas. Because the manner in which the Design Year LOS will be resolved is unknown at this time, I am assigning a DOE of moderate.

Comments on Effects to Resources:

See above. A noise study report is required if project termini are extended.

Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect: N/A N/A / No Involvement assigned 02/21/2012 by Chris Wiglesworth, FL Department of Economic Opportunity

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Hillsborough and Pinellas County Comprehensive Plans.

Comments on Effects to Resources:

Since this project is for the replacement of an existing bridge that is already part of the local government's transportation system, the replacement would also be consistent with the comprehensive plan.

Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Secondary and Cumulative

Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 02/26/2013 by FDOT District 7

Comments:

SWFWMD DOE: Substantial

FDOT Recommended DOE: Moderate

The Florida Department of Transportation (FDOT) has evaluated comments from the Southwest Florida Water Management District (SWFWMD) and recommends a Degree of Effect of Moderate.

The FDOT discussed the project with SWFWMD on May 29, 2012. SWFWMD indicated that this assignment was based on the consensus of upper level management. Since this is a high profile project SWFWMD had special meetings to discuss potential impacts and permitting and they received comments from their SWIM Department as well. They assigned a Substantial because of the high level of coordination that will occur for this project as defined in the DOE explanation below. Water quality and SSL are a big concern for them. SWFWMD did not want to lower their DOE, but understood that FDOT would assign Moderate for several of the issues based on the fact that the new bridge will be constructed on existing alignment and will be replaced in-kind although just a little wider to accommodate transit. Also, mitigation and requirements will be satisfied as part of the permitting process.

The SWFWMD indicated that there are multiple ecosystems that provide habitat for marine life and other wildlife located within the proposed project area. In order to reduce the chance for turbidity and sedimentation secondary impacts, a detailed plan of the erosion and turbidity barrier to be utilized should be in place prior to demolition and construction of the bridges. Limiting the length of the proposed construction timeframe may reduce the interruption to the foraging for the avian wildlife in the area. Manatee protection specific conditions outlined in the Environmental Resource Permit (ERP) will address measures to be taken by construction personnel to reduce the chance of disturbing the Florida manatee. Coordination with Florida Fish and Wildlife Conservation Commission (FFWCC) should be initiated during the permitting phase of development to account for the requirements set forth by the agency for both manatee and sea turtle protection. This is a bridge replacement project. In the absence of stormwater treatment, the project has the potential to contribute to water quality impacts to Old Tampa Bay. There are no anticipated stormwater quantity concerns. Compliance with existing permit requirements and the successful use of erosion and sediment control best management practices (BMPs) will help assure that minimum water quality standards are met. For groundwater resources along the causeways, ensure that spillages of petroleum products and other chemicals do not occur during construction, and that stormwater treatment ponds (if applicable) do not intrude into the limerock or penetrate confining material of the aquifer system, either directly or by sinkhole formation. A proper turbidity monitoring program should be defined during the permitting process and put into place prior to the installation of the replacement bridge and the demolition of the existing bridge and should include information regarding the proper mixing zones or variances required for discharges to OFWs. Shading impacts of seagrass beds will be minimized for the permanent bridge structure if the bridge remains within the existing footprint of Howard Frankland Bridge. Secondary impacts to the ecosystems are primarily associated with water quality impacts and a contingency plan should be discussed during the permitting process in order to take a proactive stance if unanticipated impacts should occur. Reductions of direct and secondary wetland impacts will be considered based upon the proposed width of the bridge, type of pilings to be utilized, and construction methods for the installation of the piling and concrete slabs.

Permitting will be conducted with the appropriate regulatory agencies during design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands. The FDOT will create a stormwater pollution prevention plan (SWPPP) and erosion and sediment control plan during the design phase of this project. Proper BMPs will be used during construction. The project should result in minimal adverse impacts to Old Tampa Bay since the project is a bridge replacement and no capacity improvements are proposed at this time. The runoff from this proposed project should be similar to that of the existing bridge. The FDOT will coordinate with SWFWMD for water quality and will adhere to state water quality standards during permitting of the proposed bridge replacement.

Degree of Effect: 4 *Substantial* assigned 04/03/2012 by Hank Higginbotham, Southwest Florida Water Management District

Coordination Document: Permit Required

At-Risk Resource: Wildlife and Habitat

Comments on Effects: There are multiple ecosystems located within the proposed project area. These systems are providing habitat and foraging areas for marine life and other wildlife. During the construction of the replacement bridge there is potential for secondary impacts disrupting these species. The shoreline has an established mangrove fringe which, if a buildup of sedimentation were to occur, has the potential to disrupt the fisheries associated with this ecosystem. The activity levels resulting from the construction of the bridge has the potential to disrupt the fish and foraging birds utilizing the waterway below the bridge. During several trips over the Howard Frankland Bridge by District staff it has been noted there were pelicans resting on the channel markers below the existing bridge. With the increased noise and activity levels, it is reasonable to assume these birds will no longer be foraging in these areas. Increased turbidity in the water may also impact the other species of wildlife in the waterway. Increased activities associated with the installation of the pilings for the replacement bridge has the potential to disrupt the normal patterns for manatees located in the area. In addition, nighttime construction activities have the potential of disrupting the nesting behavior and hatchlings for sea turtles, which have a potential nesting areas adjacent to the causeways at both ends of the bridge.

Recommended Avoidance, Minimization, and Mitigation Measures: In order to reduce the chance for turbidity and sedimentation secondary impacts, a detailed plan of the erosion and turbidity barrier to be utilized should be in place prior to demolition and construction of the bridges. Limiting the length of the proposed construction timeframe may reduce the interruption to the foraging for the avian wildlife in the area.

Recommended Actions to Improve At-Risk Resources: Manatee protection specific conditions outlined in the ERP permits addresses measures to be taken by construction personnel to reduce the chance of disturbing the Florida Manatee. Coordination with FFWCC should be initiated during the permitting phase of development to account for the requirements set forth by the agency for both manatee and sea turtle protection.

At-Risk Resource: Water Quality and Quantity

Comments on Effects: This is a bridge replacement project. In the absence of stormwater treatment, the project has the potential to contribute to water quality impacts to Old Tampa Bay. There are no anticipated stormwater quantity concerns.

Recommended Avoidance, Minimization, and Mitigation Measures: Compliance with existing permit requirements and the successful use of erosion and sediment control BMPs will help assure that minimum water quality standards are met. For groundwater resources along the causeways, ensure that spillages of petroleum products and other chemicals do not occur during construction, and that stormwater treatment ponds (if applicable) do not intrude into the limerock or penetrate confining material of the aquifer system, either directly or by sinkhole formation.

Recommended Actions to Improve At-Risk Resources: For surface water resources in Old Tampa Bay, reduce pollutant loads by treating stormwater runoff from currently untreated areas, by controlling erosion from the project site, by protecting Bay waters from the introduction of oils, greases and fuel spillage from equipment and by completing restoration strategies after construction completion.

At-Risk Resource: Wetlands

Comments on Effects: Howard Frankland Bridge is currently located over the Gulf Intracoastal Waterway and is extending over sensitive environmental areas, which are providing habitat to seagrasses, soft coral, sponges, algae, and numerous other flora and fauna. The shorelines adjacent to the existing abutments have established mangrove fringes with other salt tolerate species diversifying the ecosystem. These areas are also providing habitat and foraging areas for both salt dependent and non-salt dependent wildlife.

Recommended Avoidance, Minimization, and Mitigation Measures: Secondary impacts associated with the replacement of the Howard Frankland Bridge will most likely occur as a result of turbidity and shading impacts. A proper turbidity monitoring program should be defined during the permitting process and put into place prior to the installation of the replacement bridge and the demolition of the existing bridge. Please include information regarding the proper mixing zones or variances required for discharges to OFWs. Due to the slope of the existing approaches to Howard Frankland Bridge, there is a potential for discharge of untreated water from the construction site. This may result in secondary impacts to the mangrove swamps near the abutments. It is recommended that a contingency plan be in place in case an unforeseen event occurs where turbid, untreated water is discharged into the mangrove area or Old Tampa Bay. Shading impacts of seagrass beds will be minimized for the permanent bridge structure if the bridge remains within the existing footprint of Howard Frankland Bridge. Secondary impacts to the ecosystems are primarily associated with water quality impacts and a contingency plan should be discussed during the permitting process in order to take a proactive stance if unanticipated impacts should occur.

Recommended Actions to Improve At-Risk Resources: Construction of the replacement bridge will have wetland impacts associated with it. Reductions of direct and secondary impacts will be considered based upon the proposed width of the bridge, type of pilings to be utilized, and construction methods for the installation of the piling and concrete slabs.

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Commitments

Date	Description
01/17/2013	Responses to FHWA comments to P&N Statement has been uploaded as an attachment.

Required Permits

Permit	Type	Conditions	Review Org	Review Date
Large Construction (>= 5 AC)	Stormwater		FDOT District 7	01/03/12
Consent of Use, Lease, or Easement to use Sovereign Submerged Lands	State		FDOT District 7	01/03/12
Local Environmental Permits	County/Municipality - Local		FDOT District 7	01/03/12
Dredge and Fill Permit	USACE		FDOT District 7	01/03/12
Environmental Resource Permit	State		FDOT District 7	01/03/12
U.S. Coast Guard Bridge Permit	Federal		FDOT District 7	01/03/12
Section 10/Section 404 Department of the Army Permit	USACE		FDOT District 7	01/03/12

Required Technical Studies

Technical Study Name	Type	Conditions	Review Org	Review Date
Bridge Hydraulic Report	ENGINEERING		FDOT District 7	01/03/2012
Bridge Development Report	ENGINEERING		FDOT District 7	01/03/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 7	01/03/2012
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 7	01/03/2012
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 7	01/03/2012
Type 2 CE	ENVIRONMENTAL		FDOT District 7	01/03/2012
Project Development Summary Report (PDSR)	ENGINEERING		FDOT District 7	01/03/2012
Essential Fish Habitat Assessment	ENVIRONMENTAL		FDOT District 7	01/03/2012
Comments and Coordination Report	ENVIRONMENTAL		FDOT District 7	01/03/2012
Biological Assessment including Section 7 Consultation	ENVIRONMENTAL		FDOT District 7	01/03/2012
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 7	01/03/2012
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 7	01/03/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 7	01/03/2012

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Categorical Exclusion	Endangered Species Assessment	Federal Highway Administration	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Theresa Farmer	FDOT District 7	ACCEPTED	02/21/2013	FDOT ETDM Coordinator
<p>Comments: The FDOT would like to propose that the Class of Action for the Northbound Howard Frankland Bridge Replacement project be a Type 2 Categorical Exclusion based on the following factors:</p> <ol style="list-style-type: none"> 1. The northbound bridge will remain open while the new bridge is constructed, therefore a temporary bridge will not be constructed. The new bridge is intended to be constructed parallel and in between the two existing bridges. The existing northbound bridge will then be demolished. 2. The purpose of this project is to replace the existing northbound Howard Frankland Bridge due to its structural condition and its relatively short remaining service life. This project will not increase the number of lanes. 3. There were only two issues identified as Substantial during the ETDM Programming Screen ETAT review; coastal and marine and wetlands. The FDOT, in coordination with NMFS, is preparing an Essential Fish Habitat (EFH) Assessment for this project and will comply with any EFH Conservation Recommendations from NMFS. As requested by NMFS, the FDOT will conduct an Endangered Species Action Section 7 consultation for Gulf sturgeon, smalltooth sawfish, and swimming sea turtles even though the project does not lie within designated critical habitat of these species. There are estuarine wetlands and seagrasses present in the project area. The FDOT will prepare a Wetlands Evaluation and Biological Assessment Report (WEBAR) as part of the PD&E study. The WEBAR will assess locations and function of existing wetlands and seagrass within the project limits. This report and the FDOT's findings will be coordinated with the USFWS, NMFS, and FFWCC. Permitting will be conducted with the appropriate regulatory agencies during design and prior to construction. The FDOT will take measures to minimize and/or avoid impacts to wetlands and seagrasses. The FDOT will mitigate for any impacts that may occur. 4. The project is not expected to be controversial nor adversely affect any community or neighborhood. 				

Linda Anderson	Federal Highway Administration	ACCEPTED	02/28/2013	Lead Agency ETAT Member
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Comments:
 The Federal Highway Administration (FHWA) concurs with the determination of the Florida Department of Transportation (FDOT) that a Type II Categorical Exclusion is a suitable Class of Action for ETDM Project # 12539, Howard Franklin Bridge. Concurrence is based on the content of agency reviews and assignments of Degree of Effect in the Programming Summary Report, which suggest that there will be no significant impacts associated with the project.

However, ongoing coordination and cooperation with Southwest Florida Water Management Department, Florida Department of the Environment, U. S. Fish and Wildlife Service, and Florida Fish and Wildlife Conservation Commission is required. FHWA is concerned about the impact of bridge construction on wildlife using the bay and about construction and operational impacts to water quality within the bay, an Outstanding Florida Water (OFW) and an Impaired Water that is recovering. If it appears during the PD&E process that this project will have significant environmental impacts, the class of action will be elevated.

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

PED Comments

Advanced Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #12539 - Howard Frankland Bridge, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl.a-etat.org/est/index.jsp?tpID=12539&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 03/01/2013 by Theresa Farmer Milestone** is selected. GIS Analyses snapshots have been taken for Project #12539 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
	Ancillary Project Documentation	93 KB	http://etdmpub.fl.a-etat.org/est/servlet/blobViewer?blobID=13733
	Form SF-424: Application for Federal Assistance	28 KB	http://etdmpub.fl.a-etat.org/est/servlet/blobViewer?blobID=12686

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



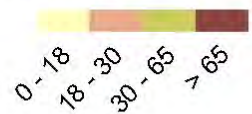
Population Age Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2000)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Median Age

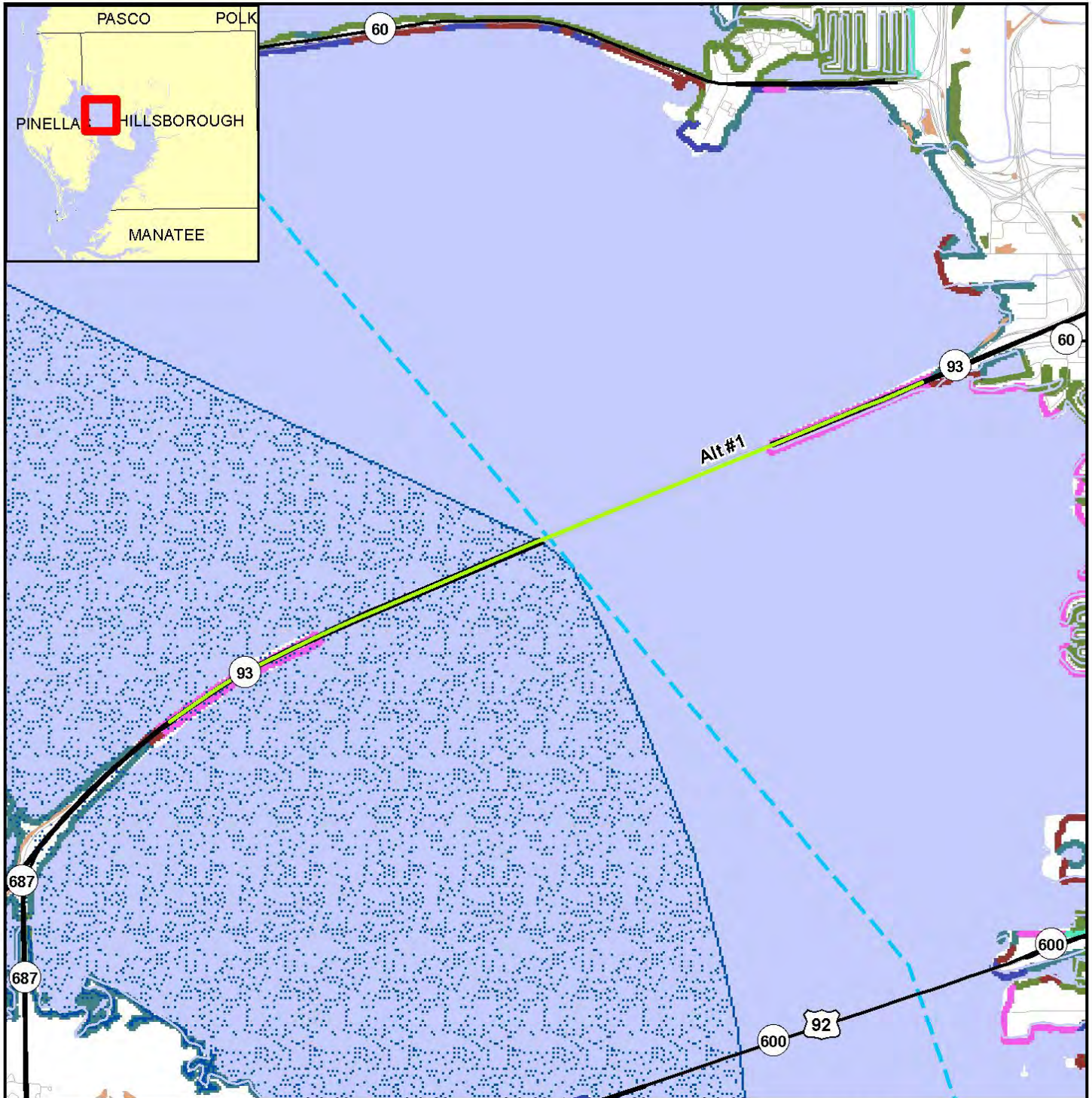


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12539 Howard Frankland Bridge

1 Mile South of Bridge to 1 Mile North of Bridge



Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts
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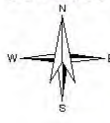


12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



00.1 Miles



- | | | | |
|---------------------------|------------------|------------------|---------------------------------|
| ETDM Alternative Point | Government | Cultural Center | River, Stream or Canal |
| ETDM Alternative Terminus | Civic Center | Fire Station | Recreational Trail |
| ETDM Alternative Segment | Cemetery | Health Care | Railroad |
| ETDM Alternative Polygon | Social Service | School | Community Boundary |
| Major Road | Community Center | Park | Water Body |
| Local Road or Trail | Law Enforcement | Place of Worship | Conservation or Recreation Area |

Data Sources:

US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

etdm
Efficient Transportation Decision Making

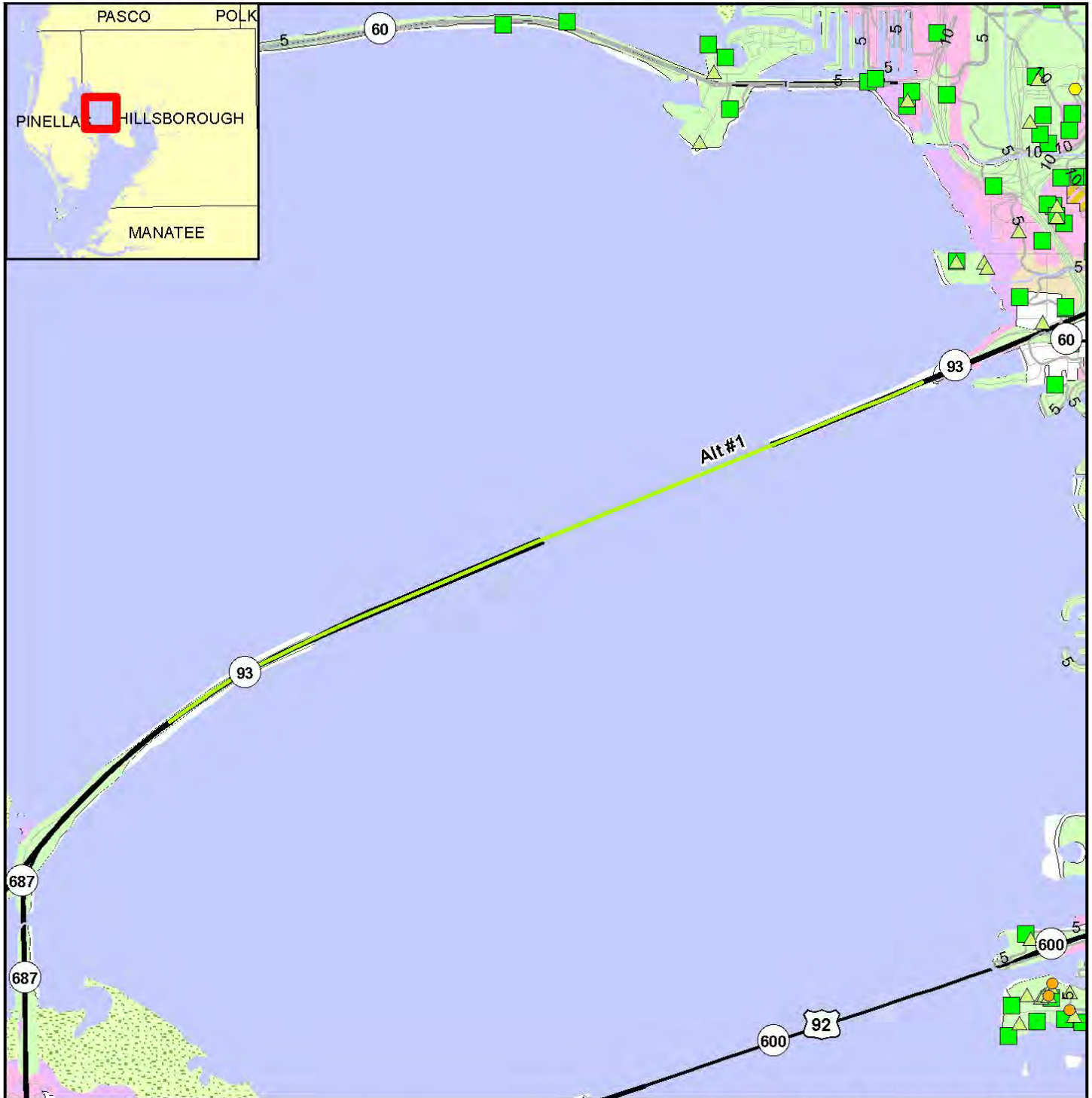
Environmental Screening Tool **est**

Map Generated on: 2/13/2012



12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Data Sources:
 NAV/TEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

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12539 Howard Frankland Bridge

1 Mile South of Bridge to 1 Mile North of Bridge



Farmlands Resource Map



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

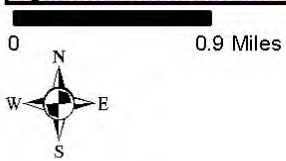
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Data Sources:
 NAVTEQ
 US Geological Survey
 Federal Emergency Management Agency

- | | |
|---------------------------|---------------------------|
| ETDM Alternative Point | Railroad |
| ETDM Alternative Terminus | River, Stream or Canal |
| ETDM Alternative Segment | Water Body |
| ETDM Alternative Polygon | City Limits |
| Major Road | County Boundaries |
| Local Road or Trail | Special Flood Hazard Area |

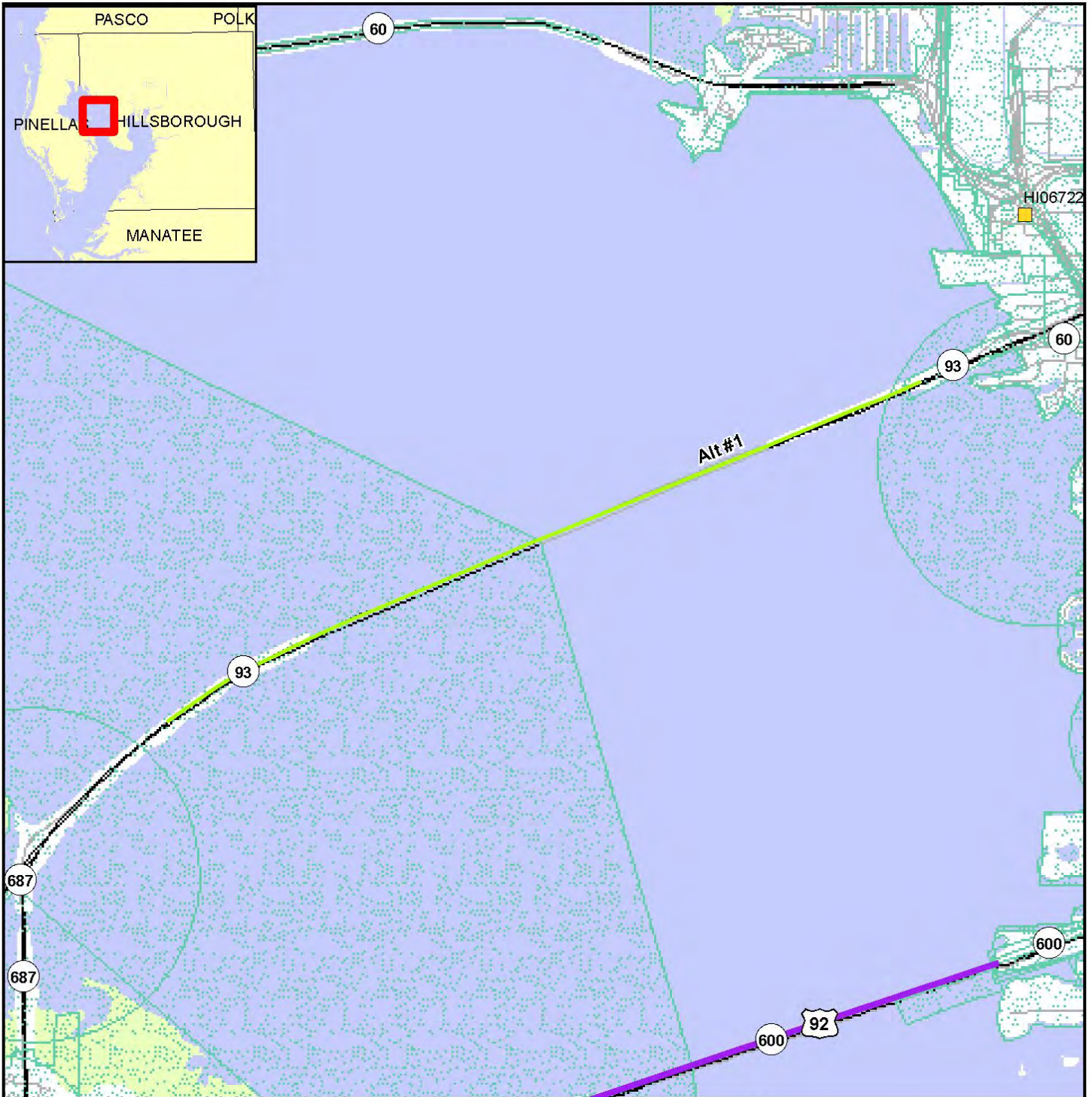
Floodplain Resource Map

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Historic Resources Map

0 2.5 Miles

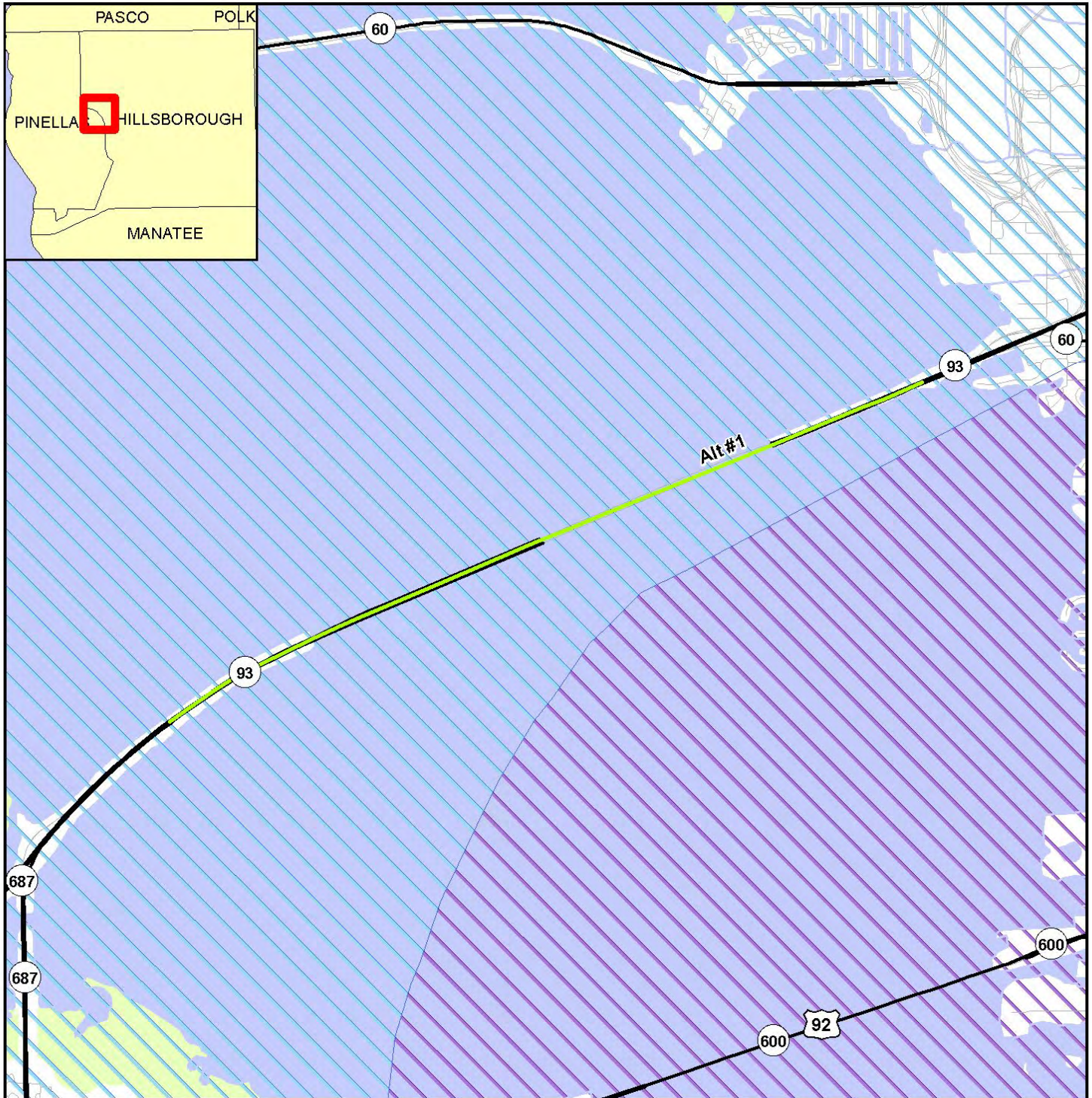
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Department of State,
 Bureau of Archaeological Research

<ul style="list-style-type: none"> ● ETDM Alternative Point ● ETDM Alternative Terminus — ETDM Alternative Segment ▨ ETDM Alternative Polygon — Major Road — Local Road or Trail 	<ul style="list-style-type: none"> — River, Stream or Canal ■ Water Body ■ Swamp/Marsh — Railroad ■ Historic Structure ⊠ Historic Cemetery 	<ul style="list-style-type: none"> ■ Historic Bridge ■ Historic Resource Group ■ Cultural Resource Field Survey Area ■ State Historic Highway
--	--	---

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Hydrogeology Resource Map

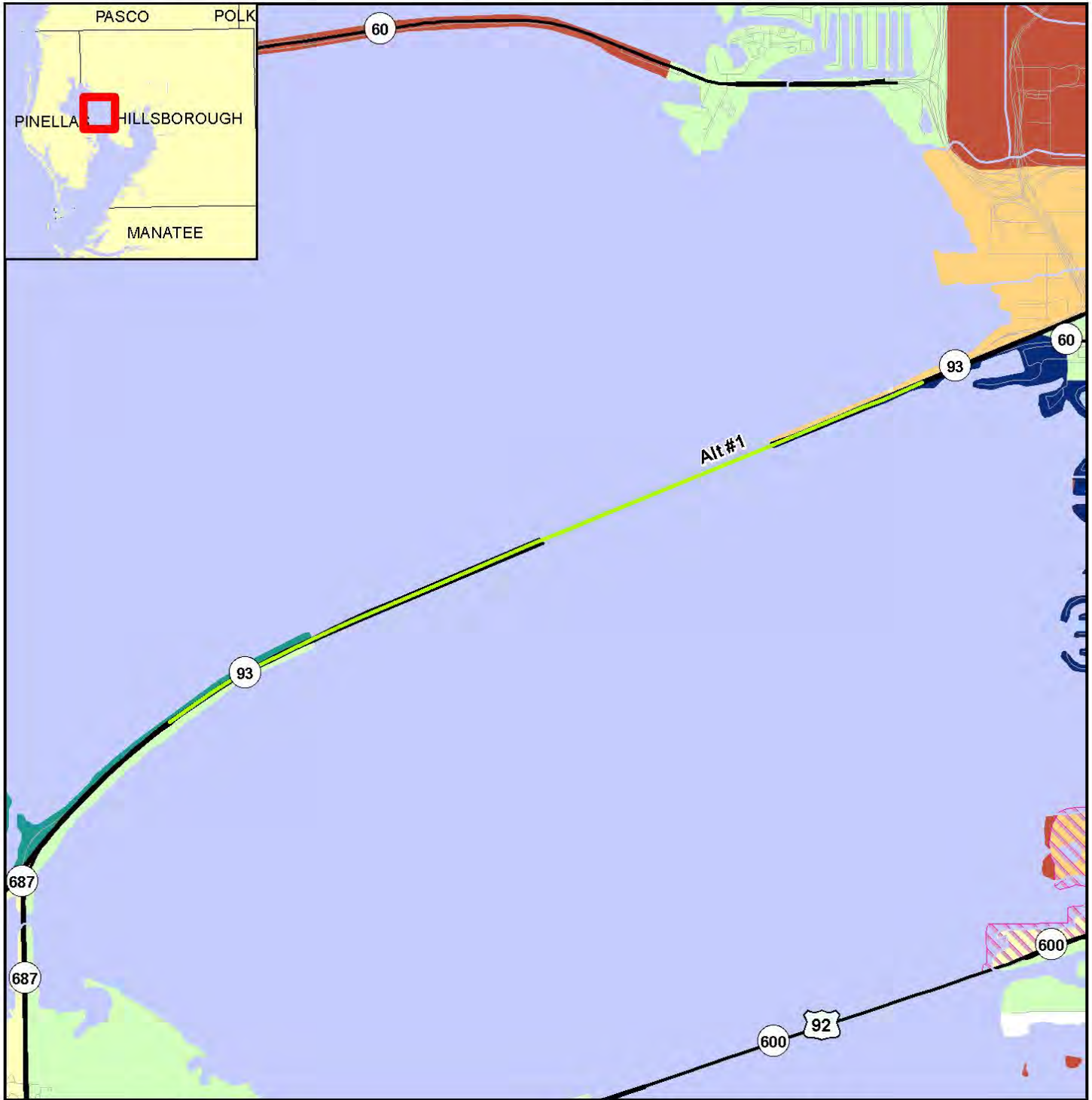
- 0 1 Miles
- ETDM Alternative Point
● ETDM Alternative Terminus
— ETDM Alternative Segment
 ETDM Alternative Polygon
— Major Road
— Local Road or Trail
— River, Stream or Canal
 Water Body
 Swamp/Marsh
- Discharge 1 TO 5
 Discharge > 5
 Discharge < 1
 Recharge 1 TO 10
 Recharge > 10
 Recharge < 1
- Geological Epoch**
 Eocene
 Holocene
 Miocene
 Miocene/Pliocene
 Oligocene
 Oligocene/Miocene
 Pleistocene
 Pleistocene & Holocene
 Pliocene
 Pliocene/Pleistocene
- Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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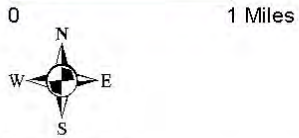


12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)

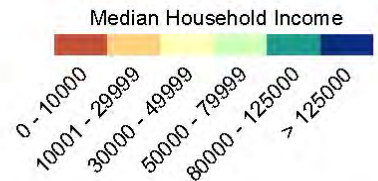


Income Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2000)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- ▨ > 20% Below Poverty
- Water Body

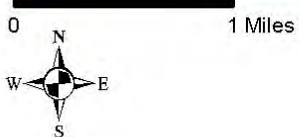
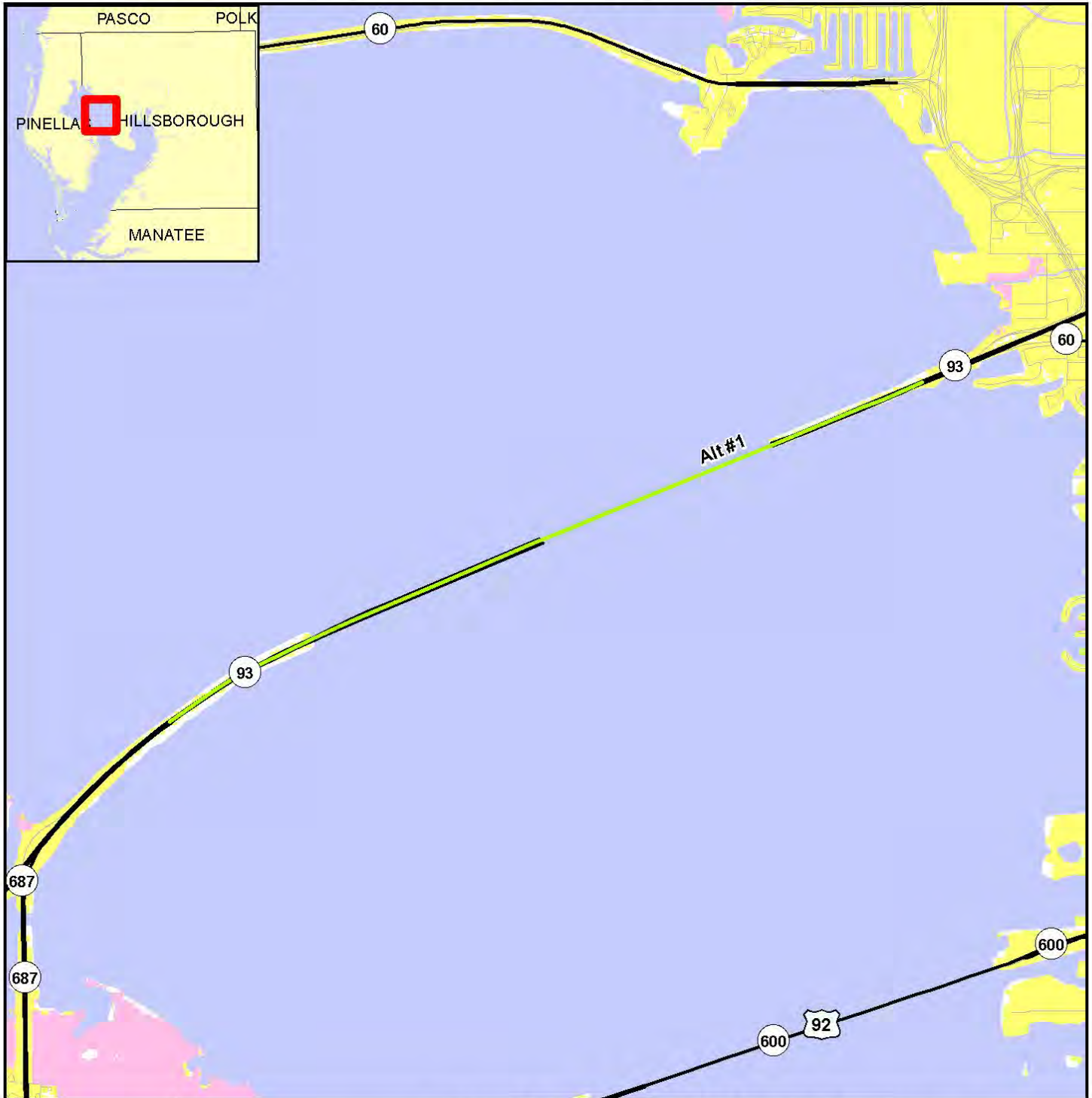


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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Integrated Wildlife Habitat Ranking System Map

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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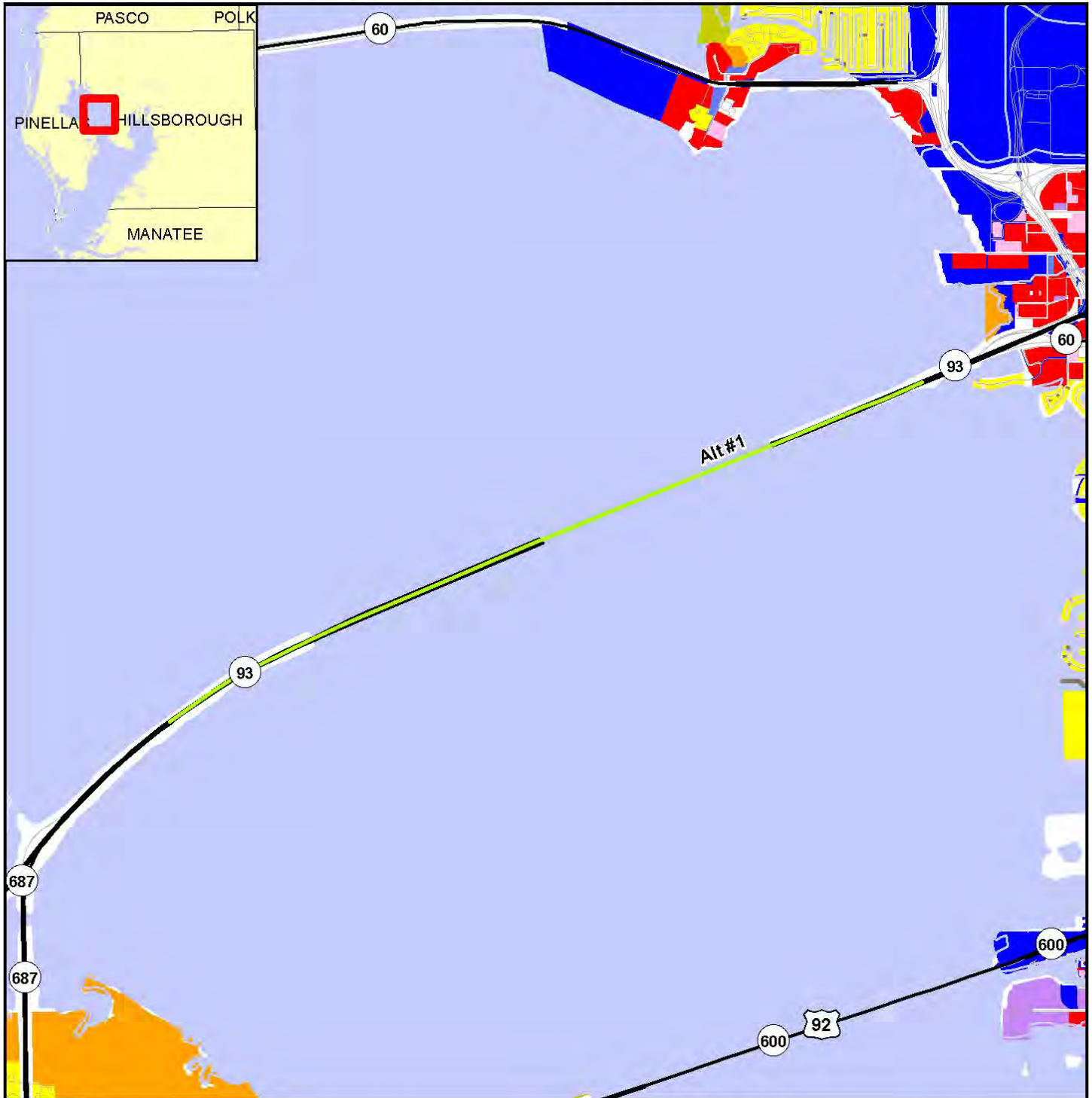


Map Generated on: 2/13/2012



12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



0 0.4 Miles



Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

Land Use Map

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)

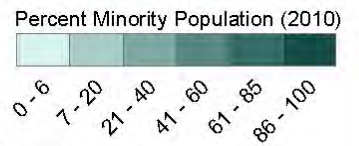


Minority Population Distribution Map



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



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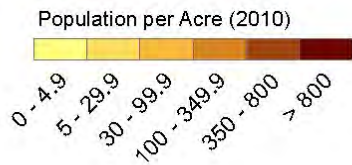
12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



Population Density Map

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Project Aerial Map

0 1 Miles



- ETDM Alternative Point
- Primary and Limited Access Highway
- ETDM Alternative Terminus
- Secondary, Unlimited Access Highway
- ETDM Alternative Segment
- Other Highway Feature
- ▨ ETDM Alternative Polygon
- Local Road

Data Sources:
 Highways - NAVTEQ
 Digital Orthophotograph - US Geological Survey

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Project Location Map

0 0.9 Miles



Data Sources:

- NAVTEQ
- US Geological Survey
- US Census Bureau
- County Property Appraisers
- Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries



12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Conservation and Recreation Area Map

- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Natural Areas Inventory

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Species Potential Habitat Model Map

- | | | |
|---------------------------|------------------------|-----------------------------------|
| ETDM Alternative Point | Railroad | Potential Habitat Richness |
| ETDM Alternative Terminus | River, Stream or Canal | |
| ETDM Alternative Segment | Water Body | |
| ETDM Alternative Polygon | Major Road | |
| Local Road or Trail | | |
| | 1 - 2 Species | |
| | 3 - 5 Species | |
| | 6 - 8 Species | |
| | 9 - 10 Species | |
| | 11 - 13 Species | |

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

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12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Vegetation and Land Cover Map

0 1 Miles

- | | | | | | | |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon | Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| ETDM Alternative Segment | Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| ETDM Alternative Point | Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Major Road | Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | |
| Local Road or Trail | Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | Exotic Plants | |
| | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine | |
| | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca | |

Data Sources:

NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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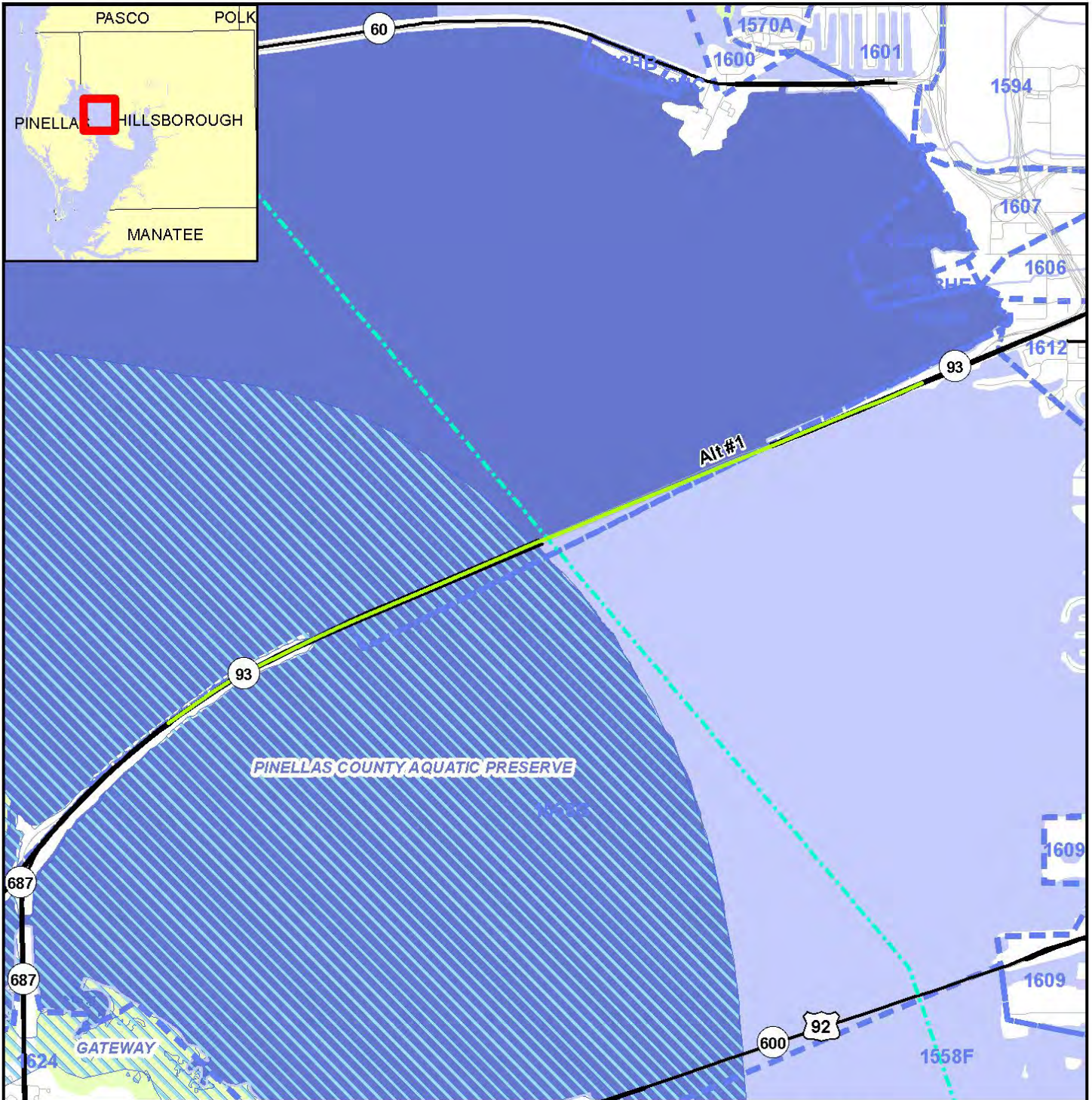


Map Generated on: 2/13/2012



12539 Howard Frankland Bridge

SR 687 (4th Street) to SR 60 (Kennedy Boulevard)



Water Resources Map

- | | | | | |
|-----------------------------|--------------------------|-----------------------------|--------------------------|-------------------------|
| 0 | 1 Miles | — Railroad | — SFWMD Canals | ■ Surface Water Class I |
| ⊙ ETDM Alternative Point | ▲ 1st Magnitude Spring | ■ Drainage Basin | ■ Surface Water Class II | ■ Water Body |
| ● ETDM Alternative Terminus | — River, Stream or Canal | ■ Outstanding Florida Water | ■ Swamp/Marsh | |
| — ETDM Alternative Segment | — Navigable Water Way | | | |
| ■ ETDM Alternative Polygon | | | | |

Data Sources: — Major Road
 NAVTEQ — Local Road or Trail
 US Geological Survey Florida Department of Transportation Florida Geological Survey
 Florida Department of Environmental Protection US Bureau of Transportation Statistics

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12539 Howard Frankland Bridge

1 Mile South of Bridge to 1 Mile North of Bridge



Wetland Resource Map

0 0.7 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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Appendix B

Advance Notification and Agency Coordination



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Ms. Lauren Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, MS 47
Tallahassee, FL 32399-3000

Dear Ms. Milligan:

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for the replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay. The limits of the PD&E study extend approximately one-mile beyond the bridge on each end along the existing causeway to connect the proposed bridge locations to the existing alignment.

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential **Executive Order 12372**. We are also distributing the AN Package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

This is a Federal-aid action and the FDOT District Seven, in consultation with the Federal Highway Administration, will determine what type of environmental documentation will be necessary. The determination will be based upon the selected consultant environmental evaluations and comments from other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

Ms. Lauren Milligan
ETDM # 12539
February 7, 2012
Page 2

In addition, please review the project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with **Chapter 163 of the Florida Statutes**.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as **ETDM #12539 – Howard Frankland Bridge (I-275/SR 93) Replacement Project Development and Environment (PD&E) study**. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: <http://etdmpub.fla-etat.org/est>.

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 days comment period.

Your comments should be addressed to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,



Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

Federal Agencies

- U.S. Department of Transportation – Federal Highway Administration – District Transportation Engineer, *Nahir DeTizio Nahir.DeTizio@dot.gov
- U.S. Department of Homeland Security - Federal Emergency Management Agency – Community Mitigation Programs Branch, Chief, Brad Loar brad.loar@dhs.gov
- U.S. Department of Housing and Urban Development – Regional Environmental Officer, Linda Poythress Linda.P.Poythress@hud.gov
- U.S. Department of the Interior – Fish & Wildlife Service – Biologist, *Jane Monaghan jane_monaghan@fws.gov
- U.S. Department of Interior – Bureau of Land Management, Eastern States Office – Associate State Director, Dr. John Lyon jlyon@blm.gov
- U.S. Department of Interior – Bureau of Indian Affairs – Director, Michael S. Black Michael.Black@bia.gov
- U.S. Department of Interior – US Geological Survey – Florida Integrated Science Center, Orlando, Director, Barry Rosen brosen@usgs.gov
- U.S. Department of Health and Human Services – National Center for Environmental Health & Injury Prevention & Control – Director, Henry Falk
- U.S. Environmental Protection Agency – EPA Regional Administrator, *Madolyn Dominy dominy.madolyn@epa.gov
- U.S. Army Corps of Engineers – Biologist, *John Fellows john.p.fellows@usace.army.mil
- U.S. Department of Commerce – NOAA National Marine Fisheries (NMFS) – SE Regional Administrator, Dr. Roy E. Crabtree roy.crabtree@noaa.gov
- U.S. Department of Commerce – NOAA National Marine Fisheries (NMFS) – Fishery Biologist, *David A. Rydene David.Rydene@noaa.gov
- U.S. Department of Agriculture – Forest Service, Forest Supervisor, Marsha Kearney mkearney@fs.fed.us
- U.S. Department of Interior – National Parks Service – Southeast Regional Office, *Anita Barnett anita_barnett@nps.gov
- U.S. Coast Guard – Commander Office of Aids to Navigation (OAN) – Seventh District, *Randy Overton randall.d.overton@uscg.mil
- Federal Transit Administration – Environmental Protection Specialist – *Brian Smart brian.smart@dot.gov
- Federal Aviation Administration - Airports District Office – Dean Stringer

State Agencies

- Florida Department of Transportation – Environmental Management Office, Manager, Marjorie Bixby marjorie.bixby@dot.state.fl.us
- Florida Department of State – Division of Historic Resources, Historic Preservation Officer, Mike Wisenbaker mwisenbaker@dot.state.fl.us
- Florida Fish and Wildlife Conservation Commission – Exotic Species Lead, *Scott Sanders scott.sanders@myfwc.com
- Florida Department of Environmental Protection – Environmental Manager, *Lauren P. Milligan Lauren.Milligan@dep.state.fl.us
- Florida Department of Community Affairs – Senior Planner, *Gary Donaldson gary.donaldson@dca.state.fl.us
- Florida Department of State – Architectural Historian, *Ginny Jones gljones@dot.state.fl.us
- Florida Department of Agriculture and Consumer Services – *Dennis Hardin hardind@doacs.state.fl.us
- Florida Inland Navigation District – Atlantic Intracoastal Waterway, Commissioner Chair – Norman Bray njbray@comcast.net

Regional & Local Agencies

- Southwest Florida Water Management District, District ETAT Representative, *Paul W. O'Neil paul.oneil@swfwmd.state.fl.us
- Tampa Bay Regional Planning Council, District ETAT Representative, *John M. Meyer johnm@tbrpc.org
- Hillsborough County Metropolitan Planning Organization, Director, Ray Chiaramonte rayc@plancom.org
- Pinellas County Metropolitan Planning Organization, Interim Executive Director, Sarah Ward sward@pinellascounty.org
- Environmental Protection Commission of Hillsborough County – Executive Director, Richard E. Garrity, PhD

Tribal Officials

- Miccosukee Tribe of Indians of Florida, Mr. Colley Billie, Chairman; Attn: Mr. Fred Dayhoff, Section 106 and NAGPRA Coordinator
- Muskogee (Creek) Nation, Mr. A.D. Ellis, Principal Chief; Attn: Mr. Ted Isham, Tribal Historic Preservation Officer
- Poarch Band of Creek Indians, Mr. Buford Rolin, Chairman; Attn: Mr. Robert Thrower, Acting Tribal Historic Preservation Officer
- Seminole Nation of Oklahoma, Mr. Leonard Harjo, Principal Chief; Attn: Ms. Natalie Deere, Tribal Historic Preservation Officer
- Seminole Tribe of Florida, Mr. James Billie, Chairman; Attn: Ms. Anne Mullins, MCRP, Compliance Review Supervisor
- Seminole Tribe of Florida, Tribal Historic Preservation Office, *Mr. W.S. Steele, Tribal Historic Preservation Officer wsteele@semtribe.com
- Mississippi Band of Choctaw Indians, Ms. Phyliss Anderson, Chief; Attn: Mr. Kenneth H. Carleton, Tribal Historic Preservation Officer

* Denotes ETAT Member



**Howard Frankland Bridge (I-275/SR 93)
 Replacement PD&E Study
 Regional Transit Corridor Evaluation**
 WPI Segment No. 422799 1
 Pinellas & Hillsborough Counties



Study Area Map

Insert ETDM Screening Summary Report

Application for Federal Assistance SF-424

Version 02

*1. Type of Submission:		*2. Type of Application * If Revision, select appropriate letter(s)	
<input type="checkbox"/> Preapplication	<input checked="" type="checkbox"/> New		
<input checked="" type="checkbox"/> Application	<input type="checkbox"/> Continuation	*Other (Specify)	
<input type="checkbox"/> Changed/Corrected Application	<input type="checkbox"/> Revision	_____	

3. Date Received:	4. Applicant Identifier: FPID NO. 422799-1-12-04
-------------------	---

5a. Federal Entity Identifier:	*5b. Federal Award Identifier:
--------------------------------	--------------------------------

State Use Only:

6. Date Received by State:	7. State Application Identifier:
----------------------------	----------------------------------

8. APPLICANT INFORMATION:

*a. Legal Name: FLORIDA DEPARTMENT OF TRANSPORTATION

*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6001874	*c. Organizational DUNS: 8093971020000
--	---

d. Address:

*Street 1: 11201 N. McKinley Drive

Street 2: FDOT, District Seven

*City: Tampa

County: Hillsborough

*State: Florida

Province: _____

*Country: _____

*Zip / Postal Code 33612-6456

e. Organizational Unit:

Department Name: FDOT Intermodal Systems Development Department	Division Name: FDOT District Seven
--	---------------------------------------

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: Ming

Middle Name: _____

*Last Name: Gao

Suffix: _____

Title: Intermodal Systems Development Manager

Organizational Affiliation:

*Telephone Number: 813-975-6454 Fax Number: 813-975-6443

*Email: ming.gao@dot.state.fl.us

Application for Federal Assistance SF-424

Version 02

***9. Type of Applicant 1: Select Applicant Type:**

A.State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10 Name of Federal Agency:**

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

***12 Funding Opportunity Number:**

*Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Pinellas County, Hillsborough County, City of Tampa & City of St. Petersburg

***15. Descriptive Title of Applicant's Project:**

Howard Frankland Bridge (I-275/SR 93) Project Development and Environment (PD&E) Study and Regional Transit Corridor Evaluation. Proposed activity is to conduct a PD&E Study for replacement of the northbound I-275 Howard Frankland Bridge at the west and east ends of the bridge as well as approximately one-mile beyond the bridge on each end along the existing causeway.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant: FL-011

*b. Program/Project: FL-010 & FL-011

17. Proposed Project:

*a. Start Date: 10/20/10

*b. End Date: 12/08/12

18. Estimated Funding (\$):

*a. Federal	400,000,000.00
*b. Applicant	0.00
*c. State	0.00
*d. Local	0.00
*e. Other	0.00
*f. Program Income	0.00
*g. TOTAL	400,000,000.00

*19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- a. This application was made available to the State under the Executive Order 12372 Process for review on 02/06/2012
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E. O. 12372

*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

- Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix: Mr. *First Name: Ming

Middle Name: _____

*Last Name: Gao


Suffix: _____

*Title: Intermodal Systems Development Manager

*Telephone Number: 813-975-6454

Fax Number: 813-975-6443

* Email: ming.gao@dot.state.fl.us

*Signature of Authorized Representative: 

*Date Signed: 02/07/2012

Application for Federal Assistance SF-424

Version 02

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Mr. Fred Dayhoff
Section 106 and NAGPRA Coordinator
Miccosukee Tribe of Indians of Florida
HC 61
SR Box 68
Old Loop Road
Ochopee, FL 34141

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

Dear Mr. Dayhoff:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Mr. Fred Dayhoff
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or Kirk.Bogen@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink that reads "Ming Gao".

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Mr. Kenneth Carleton
Tribal Historic Preservation Officer
Mississippi Band of Choctaw Indians
PO Box 6257
101 Industrial Road
Choctaw, MS 39350

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

Dear Mr. Carleton:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Mr. Kenneth Carleton
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or kirk.bogen@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ming Gao', is positioned above the printed name and title.

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Mr. Ted Isham
Tribal Historic Preservation Officer
Muscogee (Creek) Nation Cultural Preservation
PO Box 580
Okmulgee, OK 74447

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

Dear Mr. Isham:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Mr. Ted Isham
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or Kirk.Bogen@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ming Gao', is positioned above the typed name and title.

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Mr. Robert Thrower
Acting Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

Dear Mr. Thrower:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Mr. Robert Thrower
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or Kirk.Bogen@dot.state.fl.us.

Sincerely,



Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Ms. Anne Mullins, MCRP
Compliance Review Supervisor
Tribal Historic Preservation Officer
30290 Josie Billie Highway
PMB 1004
Clewiston, FL 33440

SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida

Dear Ms. Mullins:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Ms. Anne Mullins
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or Kirk.Bogen@dot.state.fl.us.

Sincerely,



Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

February 7, 2012

Ms. Natalie Deere
Tribal Historic Preservation Officer
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884

**SUBJECT: Advance Notification
Howard Frankland Bridge (I-275/SR 93) Replacement of the
Northbound Howard Frankland Bridge (I-275/SR 93)
From 1 mile south of the south end of the bridge
to 1 mile north of the north end of the bridge
ETDM # 12539
Financial Project ID Number: 422799-1-12-04
Pinellas & Hillsborough Counties, Florida**

Dear Ms. Deere:

The Florida Department of Transportation (FDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of conducting a Project Development and Environment (PD&E) Study for the above project. The proposed improvements for the project are outlined in the Advanced Notification package, which is included as an attachment to this letter.

Please consider this letter an invitation to offer us your comments in this early data gathering stage of the project development process. Naturally future consultation under the Section 106 process will take place as appropriate. The Department is especially interested in any firsthand knowledge you could share with us involving any cultural resource issues in the project area, or any concerns you may have regarding the project in general.

Ms. Natalie Deere
February 7, 2012
Page 1 of 2

Please submit any written comments you may have to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa, FL 33612-6456

We look forward to your comments and participation in this project. If you have any questions, please do not hesitate to contact Kirk Bogen, Project Manager, at (813) 975-6448, toll free at 1-800-226-7220, or Kirk.Bogen@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ming Gao', is positioned above the typed name.

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/kb
Attachments

ETDM Screening Summary Report
Study Area Map

cc: George Ballo, CEMO

Salicco, Christopher

From: Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>
Sent: Friday, October 18, 2013 9:34 AM
To: Salicco, Christopher
Cc: Bogen, Kirk; Novotny, Jeffrey S.
Subject: FW: NMFS comments on the I-275 Howard Frankland Bridge WEBAR
Attachments: NMFS response to Howard Frankland WEBAR.docx

Hey Chris,

Got this last week from David.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: David Rydene - NOAA Federal [<mailto:david.rydene@noaa.gov>]
Sent: Friday, October 11, 2013 12:09 PM
To: Rhinesmith, Robin
Subject: NMFS comments on the I-275 Howard Frankland Bridge WEBAR

Hi Robin,

My comments are attached.

Thanks, Dave

--

David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300

NMFS staff has reviewed the draft Wetland Evaluation Biological Assessment Report (part of the Project Development and Environment Study) for the Northbound I-275/SR 93 Howard Frankland Bridge replacement. NMFS offers the following comments to the Florida Department of Transportation District Seven (FDOT).

NMFS agrees with the selection of Option A as the project's preferred alternative as this option results in the smallest impacts to Essential Fish Habitat (EFH) in Tampa Bay. If FDOT's final determination (verified by NMFS before construction) is that no seagrass, mangroves, or salt marsh will be impacted, then NMFS will not request any compensatory mitigation for EFH.

NMFS does however disagree with the "no effect" determination for smalltooth sawfish under Section 7 of the Endangered Species Act (ESA). Smalltooth sawfish have been documented to occur in the Tampa Bay system. Although Tampa Bay is not designated critical habitat for the species, impacts to sawfish habitat in Tampa Bay still get consideration under the ESA. Potential sawfish habitat includes the water column. NMFS principal concern for sawfish is the potential effects that noise in the water column that is associated with pile driving may have on the species. These pile driving noise effects may include injury or behavioral modifications.

NMFS recommends that the ESA Section 7 determination for smalltooth sawfish be changed to "may affect, not likely to adversely affect" and that an informal Section 7 consultation with NMFS be undertaken for the species (in addition to sea turtle consultation already requested by FDOT) when sufficient information about bridge design, materials, and construction methods are available. NMFS also requests that monitoring to determine the noise levels due to pile driving be conducted at the test pile driving stage or the beginning of actual bridge construction. Site specific data regarding pile driving noise levels will help NMFS determine if noise attenuation measures or other mitigation will be necessary to reach a "not likely to affect" conclusion for sawfish and sea turtles.

If it is determined that explosive demolition (i.e. blasting) is necessary to demolish parts of the existing northbound bridge when the new bridge is completed, then an ESA Section 7 consultation will be needed for that activity. In addition to technical information from the blast contractor, a marine wildlife watch plan for the blast(s) should also be assembled for review. NMFS can provide technical assistance regarding pile driving noise monitoring and blast plan details.

In the "Commitments" section of the document (Section 6.4) it states that informal consultation under Section 7 of the ESA will be undertaken with NMFS for Gulf sturgeon. This is incorrect. If FDOT requests Section 7 consultation for Gulf sturgeon in Tampa Bay (as the designated non-federal representative for the Federal Highway Administration), then that consultation would be undertaken with the US Fish and Wildlife Service.

Thank you for the opportunity to comments on this draft Wetland Evaluation Biological Assessment Report.

Salicco, Christopher

From: Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>
Sent: Tuesday, December 17, 2013 7:41 AM
To: David Rydene - NOAA Federal
Cc: Salicco, Christopher; Novotny, Jeffrey S.; Bogen, Kirk; Adair, Rick
Subject: RE: FW: HFB WEBAR Commitments

10-4 David.

Thank you for the review -- I appreciate your help.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: David Rydene - NOAA Federal [<mailto:david.rydene@noaa.gov>]
Sent: Friday, December 13, 2013 2:48 PM
To: Rhinesmith, Robin
Subject: Re: FW: HFB WEBAR Commitments

Hi Robin,

I would say that it looks fine for the pile driving monitoring component. The only addition I have is that, in the event that blasting is necessary, you would have to consult with NMFS also (for sea turtles and sawfish).

-Dave

On Thu, Dec 12, 2013 at 1:14 PM, Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us> wrote:

Good afternoon David,

We have been putting together some commitment language to include in our Type II categorical exclusion for the Howard Frankland Bridge Replacement project. Would you mind reviewing the attachment and let me know if you concur with our approach?

Sincerely,

Robin M. Rhinesmith

Environmental Administrator

Intermodal Systems Development

District Seven

[\(813\)975-6496](tel:8139756496) phone

[\(813\) 975-6443](tel:8139756443) fax

robin.rhinesmith@dot.state.fl.us

-----Original Message-----

From: Salicco, Christopher [mailto:CSalicco@acp-fl.com]

Sent: Thursday, December 12, 2013 11:37 AM

To: Rhinesmith, Robin

Cc: Adair, Rick

Subject: HFB WEBAR Commitments

Hey Robin,

Attached are the commitments from the HFB WEBAR. I am sending this mainly for you to look at the new commitment (highlighted in yellow) for the hydroacoustic analysis for NMFS. There were also a few changes based on other comments from NMFS.

Also, any update to the status of USFWS comments?

Thanks,

Chris

Christopher Salicco

Environmental Scientist/GIS Analyst

American Consulting Professionals, LLC

2818 Cypress Ridge Blvd., Suite 200

Wesley Chapel, FL 33544

[813-435-2617](tel:8134352617) (Direct)

[813-494-2469](tel:8134942469) (Cell)

[813-435-2601](tel:8134352601) (Fax)

csalicco@acp-fl.com

--

David Rydene, Ph.D.

Fish Biologist

National Marine Fisheries Service

Habitat Conservation Division

263 13th Avenue South

St. Petersburg, FL 33701

Office (727) 824-5379

Cell (813) 992-5730

Fax (727) 824-5300



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
<http://sero.nmfs.noaa.gov>

F/SER46:DR

November 3, 2015

Ms. Nicole Selly
Environmental Specialist
Intermodal Systems Development
Florida Department of Transportation District 7
11201 North Malcolm McKinley Drive
Tampa, Florida 33612-6403

Ref.: Work Program Item Segment Number 422799-1 (ETDM Number 12539), Florida
Department of Transportation District 7, I-275 (SR 93) Howard Frankland Northbound
Bridge replacement, Pinellas County and Hillsborough County, Florida

Dear Ms. Selly:

The Florida Department of Transportation District 7 (FDOT) proposes the replacement of the existing I-275 (SR 93) Howard Frankland Northbound Bridge. You have requested that the National Marine Fisheries Service (NMFS) review the project's Final Wetland Evaluation and Biological Assessment Report, dated September 2015.

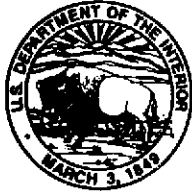
NMFS has reviewed the report and believes that FDOT has addressed the NMFS's comments and concerns related to the project. NMFS also believes that the commitments made by FDOT are in line with those requested by NMFS. Some aspects of the project, such as the potential need for hydroacoustic monitoring of pile-driving noise, will be determined when design details (e.g., the size and type of new bridge's piles) are determined. We look forward to continued coordination with FDOT on this project.

If you have any questions regarding this letter, please contact me at (727) 824-5379, or by email at David.Rydene@noaa.gov.

Sincerely,

David Rydene, Ph.D.
Fishery Biologist





United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

FWS Log No. 41910-2014-I-0034
IN REPLY REFER TO:

December 16, 2013

Robin M. Rhinesmith
District 7 Environmental Administrator
Florida Department of Transportation
11201 N. McKinley Dive
Tampa, Florida 33612-6456

RE: PD&E Study for Replacement of Northbound Howard Frankland Bridge (I-275/SR 93)
FDOT Work Program Number: 422799-1
Hillsborough and Pinellas Counties, Florida

Dear Ms. Rhinesmith:

The U.S. Fish and Wildlife Service (Service) has completed its review of the draft Wetland Evaluation and Biological Assessment Report (WEBAR) dated September 2013 for the proposal to replace the four-lane northbound I-275 Howard Frankland Bridge over Tampa Bay in Pinellas and Hillsborough Counties, Florida. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*) and the Fish and Wildlife Coordination Act (FWCA) (16 U.S.C. 661 *et seq.*), as amended (16 U.S.C. 1361 *et seq.*).

The Service received a request from the Florida Department of Transportation (FDOT) for consultation on October 2, 2013, regarding the proposed bridge replacement. The limits of the study area extend one mile beyond either end of the three-mile bridge to include portions of the causeway. The preferred alternative identified involves constructing the new bridge between the two existing bridges, utilizing staged construction and a temporary bridge near the bridge ends. Demolition of the existing bridge is included as part of the preferred alternative. The method of demolition has not been determined. The study also examines a future exclusive transit envelope, such as a toll road or an express lane for buses, as a separate structure or included as part of the new bridge.

Endangered Species Act

Florida Manatee (*Trichechus manatus latirostris*).

The WEBAR concluded a 'may affect, not likely to adversely affect' determination for the Florida manatee and FDOT listed several action items in the WEBAR to protect manatees for the duration of the project. The east side of the project, in Hillsborough County, falls within an

Important Manatee Area (IMA) that translates into special restrictions for certain types of projects. The IMA requires dedicated manatee observers and no nighttime clamshell dredging. No critical habitat has been designated within this area known as Old Tampa Bay. The level of manatee use in the area is considered high. The Service appreciates the inclusion of the action items noted in the WEBAR and could support a determination of 'may affect but not likely to adversely affect' if all of the following special conditions are implemented:

- 2011 In-Water Construction Conditions will be followed. In the future, current guidelines and contact numbers can be found on our office website or the Army Corps website.
- No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.
- Two dedicated, experienced, manatee observers will be present when in-water work is being performed. A Manatee Watch Plan will be developed and submitted to the USFWS at least 60 days prior to the start of construction with manatee observer names and qualifications listed. Primary observers should have experience observing manatees in the wild on construction projects similar to this one.
- All siltation barriers or coffer dams should be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site.
- A current seagrass survey will be conducted during the growing season within two years prior to the start of construction. Based on current information and survey results provided by FDOT, the preferred alternative will not impact any seagrass beds or any wetlands.
- Any culverts larger than eight inches and less than eight feet in diameter should be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches apart to allow for manatee movement in between the pilings.
- Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees between the barges or between the barge and work site. All existing slow speed or no wake zones will apply to all work boats and barges associated with the construction.
- No dredging is proposed at this time. If dredging is needed, consultation should be reinitiated.
- No blasting is proposed for the removal of the old bridge. FDOT understands that blasting will result in a 'may affect' determination and FDOT would initiate formal consultation.

Wood stork (*Mycteria americana*)

Wood storks depend on wetlands for foraging and nesting. In Florida, wood storks have been documented foraging in forested wetlands, cypress domes, fresh water marshes, retention ponds and roadside ditches. The Service is currently utilizing a 15 mile core foraging area around active colonies in central Florida to evaluate the effects of wetland destruction with respect to forage availability for wood storks. Several active nesting colonies and their associated core foraging areas are found within 15 miles of the bridge structure.

The FDOT has demonstrated avoidance and minimization measures by selecting the preferred alternative and they are committed to continue reducing the direct and indirect impacts of this project on wetlands throughout the planning, design and permitting phase of this proposal. Based on the information provided and the implementation of the preferred alternative, no wetland impacts are anticipated. If the final design of the project does impact wetlands, FDOT will provide appropriate mitigation areas to compensate for any loss of suitable wood stork foraging habitat. Based on this commitment and our review of the information available in the WEBAR the Service could concur with a 'may affect, but not likely to adversely affect' determination for the wood stork.

Piping Plover (*Charadrius melodus*)

FDOT made a determination of 'no effect' for the piping plover. Because there is suitable foraging habitat along the causeway shorelines and critical habitat has been designated within the action area the Service cannot concur with a 'no effect' determination. Cornell University ebird website provides sighting data for Cypress Point Park and C. Campbell Causeway and one other area that is unlabeled to the NW of the bridge. However, since piping plovers have not been sighted within the footprint of the project and no critical habitat will be disturbed, the Service would concur with a 'may affect but not likely to adversely affect' determination for this species.

Gulf Sturgeon (*Acipenser oxyrinchus desotoi*)

FDOT made a determination of 'no effect' for the Gulf Sturgeon. FDOT also committed to follow the Special Construction Conditions for the Gulf Sturgeon and to ensure that observers watch for this species. Because there is suitable habitat for this species within the action area and the special conditions will reduce the risk of take, the Service could concur with a 'may affect but not likely to adversely affect' determination for this species.

This letter does not represent a biological opinion as described in Section 7 of the ESA nor a final concurrence with project effects on Florida manatees as determined by the FDOT. New information regarding species status, presence, changes to and refinement of the proposed project, and potential adverse effects not initially considered may increase the risk of adverse effects to a level at which take is reasonably certain to occur. All additional information available will be evaluated when ESA consultation is reinitiated.


Fish and Wildlife Coordination Act

The FDOT is statutorily obligated to mitigate all wetland impacts according to the Clean Water Act and the Section 404 permitting process through the Army Corps of Engineers. In addition,

the State of Florida also requires the demonstration of avoidance, minimization and mitigation of wetland impacts. During the design and permitting phase the FDOT has committed to avoiding and minimizing the direct and indirect effects of this project on wetland ecosystems. Based on the information provided, no wetlands would be impacted by the project.

If you have any questions, please contact Jane Monaghan at (904)731-3119. Thank you for considering the effects of your proposal on fish and wildlife, and the ecosystems upon which they depend.

Sincerely,


for Jay B. Herrington
Field Supervisor

cc: Scott Sanders - FWC
Dr. David Rydene, PhD - NMFS



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 04EF1000-2014-I-0034

September 30, 2015

Nicole Selly
District 7 Environmental Specialist
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

**RE: Study of Replacement of Northbound Howard Frankland Bridge (I-275/SR 93)
FDOT Work Program Number: 422799-1
Hillsborough and Pinellas Counties, Florida**

Dear Ms. Selly:

The U.S. Fish and Wildlife Service (Service) has completed its review of the Categorical Exclusion Determination for the Northbound Howard Frankland Bridge Replacement project. The proposed project will replace the four lane northbound I-275 Howard Frankland Bridge over Tampa Bay in Pinellas and Hillsborough Counties, Florida. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.).

The Service received a request from the Florida Department of Transportation (FDOT) on September 22, 2015, for re-initiation of informal consultation and concurrence with the commitments presented on the PD&E for the proposed project. It is our understanding that FDOT is committed to continuing informal consultation for the project's effects on listed species during its future design phase. In a previous letter the Service provided comments for conservation measures or special conditions where the Service could support a 'may affect not likely to adversely affect' determination for effects of the proposed project to the endangered Florida Manatee (*Trichechus manatus latirostris*). The Service has reviewed FDOT's commitments for potential impacts to species listed under the Endangered Species Act and support FDOT's determination that if FDOT follows the below conditions the proposed project may affect but will not likely to adversely affect the Florida manatee. In addition to the commitments for the Florida manatee FDOT commits to continue informal consultation for the Gulf Sturgeon during the project's final design phase and to incorporate the *Construction Special Conditions for the protection of the Gulf Sturgeon*.

FDOT's commitments for the Florida Manatee:

1. To assure the protection of wildlife during construction, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which includes the Florida Fish and Wildlife Conservation Commission (FFWCC) *Standard Manatee Conditions for In-Water Work*. The FDOT will require the construction contractor to abide by these guidelines during construction. **Appendix B** of the WEBAR provides an example of the most current *Standard Manatee Conditions for In-Water Work* (2011).
2. No nighttime in water work will be performed. In-water work can be conducted from official sunrise until official sunset times;
3. Two dedicated (minimum one primary) and experienced manatee observers will be present when in-water work is performed. Primary observers should have experience observing manatees in the wild on construction projects similar to this one;
4. All siltation barriers or coffer dams should be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site.
5. Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. All existing slow speed or no wake zones will apply to all work boats and barges associated with construction; and
6. Although culverts are unlikely for this project, any culverts larger than eight inches and less than eight feet in diameter should be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.
7. No blasting is authorized for this project as part of this PD&E study. If blasting is required, formal Section 7 Consultation will be initiated with the USFWS for the manatee and with the NMFS for swimming sea turtles and the smalltooth sawfish. A blast plan and MWWP would be developed and submitted to the USFWS, NMFS and FFWCC for their approval prior to beginning blasting activities.
8. No dredging is authorized for this project as part of this PD&E study. If dredging is required, Section 7 Consultation will be re-initiated with the USFWS for the manatee.
9. Staging areas should be located to avoid impacts to all existing mitigation areas and should be approved during permitting.

FDOT's commitment for the Gulf Sturgeon:

1. The FDOT will continue informal Endangered Species Act Section 7 consultation with the US Fish and Wildlife Service (USFWS) for the Gulf Sturgeon during the future project's design phase.

2. FDOT will incorporate the Construction Special Conditions for the protection of the Gulf Sturgeon (Appendix B of the WEBAR).

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available, further consultation with the Service should be initiated to assess any potential impacts. If you have any additional requests or questions, please contact Lourdes Mena at (904)731-3119.

Sincerely,



for Jay B. Herrington
Field Supervisor

cc: Joe Sullivan, FHWA
Cathy Kendall, FHWA
Nicolle Selly, FDOT District Seven

Salicco, Christopher

From: Selly, Nicole <Nicole.Selly@dot.state.fl.us>
Sent: Monday, August 24, 2015 9:05 AM
To: Rhinesmith, Robin
Cc: Salicco, Christopher
Subject: FW: 422799-1 Howard Frankland Bridge PD&E
Attachments: Draft_HFB_CatEx_D8_Navigation_Update.pdf

Robin,

I just spoke with Randy, and he said he does not have any additional issues. He said the statement (below) in his original email should satisfy FHWA requirements. If for some reason it doesn't, he will send us another email.

-Nicole

"If the navigation clearance of the new structure meet or exceed the existing clearances the reasonable needs of navigation should be satisfied for this section of the waterway. I do not anticipate objections from the Coast Guard based on impacts to navigation."

-----Original Message-----

From: Selly, Nicole
Sent: Tuesday, August 11, 2015 8:39 AM
To: 'Overton, Randall D CIV'
Cc: Rhinesmith, Robin
Subject: RE: 422799-1 Howard Frankland Bridge PD&E

Hi Randy,

The new northbound bridge will have a minimum vertical clearance of 48.7 feet above MHW, which will meet or exceed the vertical clearance of the existing southbound bridge, and exceed that of the existing northbound bridge by over 4 feet. The existing horizontal clearance at the channel span of 75 feet will be maintained. Also, the piers/piles for the proposed northbound bridge will align with the existing southbound bridge, to the maximum extent practicable.

Please see the attached changes to Attachment A, Part D8 of the Categorical Exclusion.

Let me know if you have any additional questions/comments/concerns.

Thank you,
Nicole

Nicole Selly
Environmental Specialist
Florida Department of Transportation
Intermodal Systems Development, District Seven
(813) 975-6455

-----Original Message-----

From: Overton, Randall D CIV [mailto:Randall.D.Overton@uscg.mil]
Sent: Wednesday, August 05, 2015 3:26 PM
To: Selly, Nicole
Cc: Rhinesmith, Robin; D07-DG-D7-DPB
Subject: RE: 422799-1 Howard Frankland Bridge PD&E

Nicole,

I have reviewed the CatEx for the proposed replacement the northbound span of the Howard Franklin Bridge (HFB), on I-275, crossing Old Tampa bay and provide the following questions/comments.

** What is the vertical clearance above the surface of the water at mean high water elevation under the new northbound bridge? The current vertical clearance is charted as 44 ft above MHW. It appears from a passage on page 6 of the CE that the profile of the new bridge will be higher than the existing bridge, however the actual under bridge vertical clearance is not discussed.

Excerpt from page 6 of the CE in the paragraph below Figure 3 it states, "Also, the overall profile would be constructed several feet higher than the existing bridge to avoid wave forces during extreme storm events (at least one foot above the predicted 100-year wave crest elevation)."

The discussion in attachment A part D8 concerning navigation should state the navigation clearances (vertical and horizontal) for the new bridge structure. Additionally the new bridge pier/bent support structures should align, to the greatest extent possible, with the existing pier/bent support structures as to not create an increased hazard to navigation.

If the navigation clearance of the new structure meet or exceed the existing clearances the reasonable needs of navigation should be satisfied for this section of the waterway. I do not anticipate objections from the Coast Guard based on impacts to navigation.

Please let me know if you need a link to the Coast Guard Bridge Permit Application Guide.

Thank you,

Randall Overton
Federal Permit Agent USCG
Bridge Management Specialist
909 SE 1st Ave Suite 432
Miami, FL 33131
(305) 205-0795 Cell
(305) 415-6736 Office

-----Original Message-----

From: Selly, Nicole [mailto:Nicole.Selly@dot.state.fl.us]
Sent: Tuesday, July 14, 2015 8:57 AM
To: Overton, Randall D CIV
Cc: Rhinesmith, Robin
Subject: RE: 422799-1 Howard Frankland Bridge PD&E

Randy,

The purpose of the proposed project is to replace the northbound span of the HFB due to the existing structure nearing the end of its useful life. A secondary purpose is to enable a connection of proposed express lanes on I-275 on either side of Old Tampa Bay.

I sent you the CatEx electronically via our FTA site. Please let me know if you have any questions or have trouble retrieving the document.

Thank you,
Nicole

-----Original Message-----

From: Overton, Randall D CIV [mailto:Randall.D.Overton@uscg.mil]
Sent: Tuesday, July 14, 2015 7:31 AM
To: Selly, Nicole
Cc: D07-DG-D7-DPB
Subject: RE: 422799-1 Howard Frankland Bridge PD&E

Nicole,
Electronic copy is preferred. At this time the CatEx will suffice.

Just briefly, what is proposed action on the Howard Franklin?

Thank you,
Randy

-----Original Message-----

From: Selly, Nicole [mailto:Nicole.Selly@dot.state.fl.us]
Sent: Monday, July 13, 2015 4:22 PM
To: Overton, Randall D CIV
Subject: 422799-1 Howard Frankland Bridge PD&E

Hello Randy,

Per my phone message - We are submitting the Howard Frankland Bridge CatEx to FHWA. The ETDM/AN was sent out in 2012, and USCG did not comment. I understand a MOA has since been implemented, and FHWA commented that the current coordination with USCG was not adequate. We will send you the CatEx for review. Would you like electronic or hard copies? Do you want to review the PER or other PD&E documents?

Thank you,
Nicole

Nicole Selly

Environmental Specialist

Florida Department of Transportation

Intermodal Systems Development, District Seven

(813) 975-6455



October 30, 2013

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and Wildlife
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Robin Rhinesmith
Environmental Administrator
Florida Department of Transportation – District 7
11201 McKinley Drive, MS 7-500
Tampa, FL 33612
robin.rhinesmith@dot.state.fl.us

Re: PD&E Study Northbound Howard Frankland Bridge I-275 – Pinellas and Hillsborough Counties

Dear Ms. Rhinesmith:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the measures proposed by Florida Department of Transportation (FDOT) District 7 to address adverse effects on wildlife and habitat resources of the above-referenced project, based on the results of the Project Development and Environment Study (PD&E). FWC provides the following comments and recommendations for your consideration, in accordance with Chapter 379, Florida Statutes and Article 4, Section 9, Florida Constitution.

The FDOT District 7 is proposing to replace the existing four-lane, 3-mile northbound Howard Frankland Bridge on I-275 over Old Tampa Bay. The Bridge provides a connection from Tampa in Hillsborough County to St. Petersburg in Pinellas County. Our agency evaluated the potential fish, wildlife, and habitat resource impacts of this project and provided comments to FDOT during the review of ETDM 12539 in March, 2012. As part of the ongoing PD&E Study, FDOT completed a Wetland Evaluation and Biological Assessment Report (WEBAR) and an Essential Fish Habitat Assessment to address protection measures for both federally and state-listed wildlife species and other protected resources in the project area. FDOT also relates that of the three Alternatives studied, Option A, a centered alignment between the two existing bridges, has been selected for construction. Based on FDOT's studies, no impacts to seagrasses are anticipated along this recommended bridge alternative. The following overview from the WEBAR provides insight into project commitments for listed species and identifies proposed impact avoidance and minimization measures for the project.

An assessment and impact determination was accomplished for the following species which are federally listed as Threatened (FT) or Endangered (FE), or by FWC as State Threatened (ST), or Species of Special Concern (SSC). A finding of No Effect was made for the wood stork (FE), piping plover (FT), Gulf sturgeon (FT), and the smalltooth sawfish (FE). A finding of may affect, but not likely to adversely affect was made for the American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), Florida manatee (FE), little blue heron (SSC), snowy egret (SSC), reddish egret (SSC), tricolored heron (SSC), white ibis (SSC), roseate spoonbill (SSC), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), Kemp's Ridley sea turtle (FE), and also the unlisted but protected bald eagle.

An Informal Section 7 Consultation is currently underway with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). FDOT is planning to coordinate on the Gulf sturgeon, smalltooth sawfish, and swimming sea turtles during the project design phase prior to construction. FDOT will adhere to the NMFS Sea Turtle and Smalltooth Sawfish Construction Condition guidelines during all in-water project work. FDOT further states that they will follow and comply with the most recent guidelines for protection of the Florida Manatee, currently FWC's Standard Manatee and Marine Turtle Construction Conditions for In-water Work (2012). FDOT has also committed to the formulation and implementation of a blast

plan and Marine Wildlife Watch Plan (MWWP) which will be adhered to in the event that blasting is required, and commits to coordinating with FWC on the details of these plans.

Finally, in order to minimize impacts to wildlife, our agency favors bridge lights that meet dark sky standards to minimize visibility from marine turtle nesting beaches as well as contribution to cumulative sky glow. Possible recommendations include use of full cut off, well-shielded fixtures fitted with long wavelength light sources, such as low pressure sodium or amber LED. High pressure sodium fixtures may be acceptable if well shielded to eliminate direct visibility from the nesting beaches, however, metal halide lights are not recommended. For technical assistance and further coordination concerning project-specific measures to offset potential impacts to manatees and sea turtles, or for bridge lighting issues, FDOT should contact our Imperiled Species Management Section at imperiledspecies@myfwc.com or (850) 922-4330 early in the project design phase and wetland permitting planning process.

FDOT will conduct a seagrass survey during the growing season (June - August) which includes an impact determination for seagrasses and submerged aquatic vegetation. This will be accomplished within no more than two years of the construction start date. FDOT has also made a commitment to adhere to the NMFS and USFWS Construction Special Provisions, Gulf Sturgeon Protection Guidelines for the Gulf Sturgeon. Please contact Lisa Gregg of FWC's Division of Marine Fisheries Management in Tallahassee at (lisa.gregg@MyFWC.com) or by phone at (850) 617-9621 for coordination related to potential permitting issues and requirements for the Gulf Sturgeon.

We encourage FDOT District 7 to include artificial reefing as one of the selected options for materials associated with dismantling the Howard Franklin Bridge. As recommended in our 2012 ETDM comments, early contact with our agency and our county partners is essential to accomplish required permitting, scheduling, reef site selection and approval, and coordination with potential contractors for transport of suitable material. This will also ensure that special conditions and standards that may be necessary are defined and followed. These standards include such things as compliance with material weight and dimension standards, removal of steel rebar from bridge reef material to ensure public safety and minimize loss of fishing gear, and compliance with approved navigational clearance at the reef site. Mr. Charles Mangio, Pinellas County Artificial Reef Coordinator of the Pinellas County Division of Solid Waste (727-464-7544), has confirmed Pinellas County has a pending federal permit application (anticipated to be issued within 6 months) for a new artificial reef permit area in the Gulf of Mexico located less than 10 miles from the project area. This new permitted area is of sufficient dimension to accommodate most of the concrete material from the old Howard Franklin Bridge. The large sections of the Howard Franklin Bridge spans and pilings (all confirmed to be free of asphalt) will be ideal artificial reef material, potentially creating marine habitat for reef fish and benthic marine resources. As in other similar coastal bridge demolition projects, the ability to transport large sections of bridge material and the close proximity of the artificial reef permitted area is anticipated to provide a low-cost disposal option for the marine contractor, resulting in an ultimate cost savings to FDOT and long-term beneficial use of the material. Pinellas County confirms they are available to engage contractors and provide oversight during demolition activities for transport of suitable materials to the artificial reef site. For further coordination on pier or artificial reef development, and input on the associated protection of marine resources, please contact FWC biologist Keith Mille in the Division of Marine Fisheries Management in Tallahassee at keith.mille@MyFWC.com or (850) 617-9633.

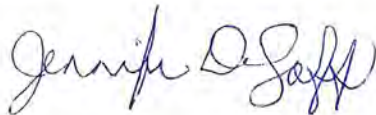
The marine habitats of Old Tampa Bay are collectively a very productive system and support important commercial and recreational fisheries, listed species, and tourism. The seagrass beds, oyster bars, mudflats, tidal creeks and areas of mangrove and saltmarsh, together with open bay waters, provide habitat for the support of spotted seatrout, red drum, Atlantic croaker, black drum, striped mullet, Gulf flounder, common snook, tarpon, blue crabs, and many other species

including sea turtles, Florida manatee, and the Gulf sturgeon. The protection of marine plant communities and the quality and clarity of bay waters are important factors in the continued productivity of this marine system, which directly supports recreational opportunities for local residents and tourists, as well as opportunities for employment. Although some drainage retention areas could be sited along the upland portions of the bridge approach, due to the significant length of the proposed new bridge, runoff containing oils, greases, and sediment will necessarily be discharged into Old Tampa Bay via bridge scuppers. Therefore, we support an off-site compensatory mitigation plan for improvement of water quality in the Bay and our biologists are available to provide technical assistance and work on an inter-agency team to address and resolve this issue.

In addition, it also appears that it may be necessary to locate sizable staging areas along the bridge approach causeways for possible barge docking facilities and the storage of construction materials, fuels, equipment, and other associated materials. If this is necessary, the locations of the staging areas should be in disturbed areas to avoid impacts to fish and wildlife habitat resources, including listed species, and the selection of these areas should be vetted with state and federal resource and permitting agencies. Since many types of shorebirds and wading birds use the shoreline and littoral zone areas along the causeway, results of onsite habitat assessments and wildlife and seagrass surveys by FDOT's consultant should be a key consideration in the selection process.

We appreciate the opportunity to review this PD&E. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact FWC biologist Terry Gilbert at (850) 728-1103 or by email at terry.gilbert@MyFWC.com.

Sincerely,



Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jdg/tg

ENV 1-5-2

Northbound Howard Frankland Bridge_ 18181_103013

cc: Lisa Gregg, lisa.gregg@MyFWC.com
Mary Duncan, mary.duncan@MyFWC.com
Kelly Roberts, kelly.roberts@MyFWC.com
Luke Davis, luke.davis@MyFWC.com
Keith Mille, keith.mille@MyFWC.com
Jon Dodrill, jon.dodrill@MyFWC.com
Jeff Wilcox, jefferey.wilcox@MyFWC.com

From: Selly, Nicole
To: [Yassin, Menna](#); [Salicco, Christopher](#)
Cc: [Novotny, Jeffrey S.](#)
Subject: FW: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Date: Monday, October 03, 2016 4:17:27 PM

From: admin@fla-etat.org [mailto:admin@fla-etat.org]
Sent: Monday, October 03, 2016 4:11 PM
To: jennifer.goff@MyFWC.com
Cc: Selly, Nicole
Subject: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)

A review was received for the following:

Event: Howard Frankland Bridge Replacement WEBAR Review 2016
Document: Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Submitted By: Jennifer Goff
Global: Yes
Comments:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the above-referenced project, prepared as part of the Project Development and Environment (PD&E) Study. We have previously reviewed this project via the Efficient Transportation Decision Making process as ETDM #12539. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F.A.C.).

The project involves an evaluation of alternatives for the replacement of the northbound Howard Frankland Bridge on I-275 over Old Tampa Bay. The limits of the PD&E Study begin approximately one mile south and end approximately one-half mile north of the existing three-mile-long bridge. The previously proposed recommended alternative involved constructing the new bridge between the two existing bridges, however the new Recommended Build Alternative involves constructing the new bridge to the west of the existing southbound bridge. The project corridor consists of spoil material from the construction of the causeway, and the waters of Old Tampa Bay. No wetland impacts are anticipated with this project, but the Recommended Build Alternative would result in approximately 2.3 acres of seagrass impacts.

The WEBAR evaluated potential project impacts to 20 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of

Florida as Threatened (ST) or Species of Special Concern (SSC). Listed species were evaluated based on range and potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. Included were: Gulf sturgeon (FT), smalltooth sawfish (FE), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), Kemp's ridley sea turtle, wood stork (FE), Florida manatee (FE), snowy plover (ST), American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), roseate spoonbill (SSC), snowy egret (SSC), reddish egret (SSC), little blue heron (SSC), tricolored heron (SSC), and white ibis (SSC).

Also evaluated were the bald eagle, which was delisted by state and federal agencies, but remains governed by Section 68A-16.002, F.A.C. and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), and the osprey, which is protected under the Migratory Bird Treaty Act.

Project biologists made a finding of "no effect" for the bald eagle due to a lack of suitable nesting habitat for this species within the project area. The biologists determined that the project "may affect, but is not likely to adversely affect" all the other species. We agree with these determinations.

We support the project commitments for protected species, which include the following.

1. The FDOT will conduct seagrass surveys during the June - August growing season in order to support the permit approval process. Seagrass mitigation is proposed through the use of the Old Tamp Bay Water Quality Improvement Project.

If other seagrass mitigation options are proposed, such as seagrass planting, please include FWC in the interagency coordination. Seagrass planting projects frequently yield less than the desired results, often because of avoidable problems with project design. The FWC's Fish and Wildlife Research Institute has evaluated seagrass restoration techniques, and can provide technical assistance in the design of a mitigation project. The Seagrass Research Team in St. Petersburg can be contacted at (727) 896-8626, or technical assistance can be provided by staff identified at the close of this memo.

2. The FDOT will coordinate with the National Marine Fisheries Service (NMFS) on potential impacts associated with pile driving activities.

For concrete pile driving activities, please also coordinate with our agency. For technical assistance and coordination on manatees and sea turtles during pile driving activities, please

contact our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or (850) 922-4330.

3. The FDOT will adhere to the most current Sea Turtle and Smalltooth Sawfish Construction Conditions and the most current Construction Special Conditions for the Protection of the Gulf Sturgeon.

4. The FDOT will implement a Marine Wildlife Watch Plan (MWWP) and adhere to the *Standard Manatee and Marine Turtle Conditions for In-Water Work*.

Although a number of specific manatee protection procedures are included in the project commitments, further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees and sea turtles, please contact our Imperiled Species Management Section in Tallahassee.

5. Although no blasting is authorized, if blasting is required, formal consultation will be initiated with USFWS and NMFS. A blasting plan would be submitted to FWC, USFWS, and NMFS for approval prior to initiation of blasting activities.

6. Dredging is also not authorized, but if dredging is required, formal consultation for the manatee will be re-initiated with the USFWS.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

From: Selly, Nicole
To: [Salicco, Christopher](#)
Subject: HFB NRE 112017 FWC
Date: Monday, February 26, 2018 3:09:36 PM

Event: 422799-1 Howard Frankland Bridge NRE

Managing Organization: FDOT District 7

Start Date: 11/13/2017

End Date: 12/13/2017

Description:

Please review the Howard Frankland Bridge Natural Resources Evaluation.

Related Document Review Event(s): There are no other Document Review events related to this event.

Related ETDM Project(s): [#12539 - Howard Frankland Bridge](#)

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation (NRE) for the replacement of the northbound Howard Frankland Bridge on the I-275 crossing of Old Tampa Bay in Pinellas and Hillsborough Counties, and provides the following comments related to potential effects to fish and wildlife resources.

We originally reviewed this project as ETDM 12539 in 2012. On October 20, 2013, we provided comments and recommendations on the Wetland Evaluation and Biological Assessment Report (WEBAR) prepared as part of the Project Development and Environment Study. After the preferred alignment of the replacement bridge was changed from being centered between the two existing bridges to being west of the existing southbound bridge, a second WEBAR was prepared, and we provided comments and recommendations on this change on October 3, 2016. These last two FWC comment documents are included in the current NRE, and we find that they remain applicable.

The 2013 and 2016 Recommended Build Alternatives proposed a 75-foot-wide four-lane replacement bridge. After public input and further analysis, the Florida Department of Transportation (FDOT) decided that a new bridge should increase capacity to meet the anticipated future demand. In January 2017, FDOT announced a new plan for a 170-foot-wide replacement bridge, with four general use lanes, two tolled express lanes in each direction, and a 12-foot-wide shared use path. The NRE addresses this latest project iteration.

A wider bridge proportionally increases the impact on the seagrass near the bridge embankments, thus increasing the mitigation proposed through use of the Old Tampa Bay Water Quality Improvement Project. Per our previous comments, we continue to support the project commitments related to listed species and their habitats, and we recommend an additional commitment to bridge lighting that meets dark sky standards to minimize visibility from marine turtle nesting beaches and reduce cumulative sky glow. We are also hopeful that material from the existing northbound bridge demolition can be utilized for artificial reef construction.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

Nicole Selly

Environmental Specialist III

District Seven - PLEMO

(813) 975-6455 phone

(813) 975-6443 fax

nicole.selly@dot.state.fl.us



2012 SEP 13 P 2:58

Florida Department of Transportation

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-72200

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

August 14, 2012

Ms. Linda Anderson
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: Work Program Item Segment No.: 422799-1; ETDM Project No.: 12539
Replacement of the Northbound Howard Frankland Bridge (I-275/SR 93) PD&E Study
Hillsborough and Pinellas Counties

Dear Ms. Anderson:

Enclosed are two copies of the Cultural Resources Assessment Survey (CRAS) (July 2012), two original Florida Master Site File (FMSF) forms (8PI12006 and 8HI11663), a CD containing the FMSF forms and photos, and a Survey Log Sheet for the above referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives for the replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) on Interstate 275 (I-275/SR 93) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the PD&E Study extend approximately one mile beyond either end of the three mile bridge to include portions of the existing causeway. The study is designed to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound bridge. A simultaneous Regional Transit Corridor Evaluation is underway to evaluate premium transit alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County.

This PD&E Study will evaluate options for inclusion of a future exclusive transit envelope within the Howard Frankland Bridge corridor. Location concepts for constructing the new bridge include the west side of the southbound bridge, between the two existing bridges, or east of the existing northbound bridge. Demolition of the existing northbound bridge is included as part of all alternatives. The future transit envelope could either be a separate structure or included as part of the new bridge. In addition to the bridge replacement options, the FDOT is presently considering adding additional lanes as *managed lanes*, which would be variable-price tolled and could also be used by express bus and Bus Rapid Transit (BRT) vehicles.

Ms. Linda Anderson
Replacement of the Northbound Howard Frankland Bridge (I-275/SR 93) PD&E Study
Work Program Item Segment No.: 422799-1
August 14, 2012
Page 2 of 3

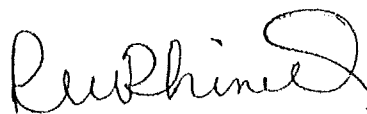
Based on background research and the ETDM Programming Screen review, there were no previously recorded historic resources and the presence of unrecorded historic resources was considered unlikely within the project's area of potential effect (APE). For historic resources, the APE was defined as the 800-foot wide existing limited access right-of-way, plus the immediate viewshed. The State Historic Preservation Officer (SHPO) indicated that submerged sites are likely, and noted their preference that these be identified with a desktop review. No archaeological field survey was conducted because the project's APE is comprised of made land and the bridge proper. However, a predictive model for underwater archaeological sites was prepared as part of this effort.

The historic resources field survey resulted in the identification and evaluation of the Northbound Howard Frankland Bridge (No. 150107; FMSF Nos. 8PI12006 and 8HI11663). Built in 1959 and opened in 1960, the Howard Frankland Bridge was the last of three bridges built to span Tampa Bay and connect Pinellas and Hillsborough Counties. It is neither distinguished by its significant historical associations nor by its engineering or architectural design. SHPO had indicated in the ETDM review that the rehabilitation of the bridge in 1996 also made it ineligible for listing in the National Register of Historic Places (NRHP). As a result, 8PI12006/8HI11663 is considered ineligible for listing in the NRHP.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in this letter, please coordinate with SHPO for concurrence that the proposed project will have no effect on any cultural resources. One copy of the enclosed CRAS is for your files. If you have any questions, please contact Rebecca Spain Schwarz at (813) 281-8308 (rebecca.spain-schwarz@atkinsglobal.com) or myself at (813) 975-6496 (robin.rhinesmith@dot.myflorida.com).

Sincerely,



Robin Rhinesmith
Environmental Administrator

RR/rss

Enclosure

cc: Nahir DeTizio, FHWA
Roy Jackson, FDOT CEMO
Kirk Bogen, FDOT
Jeff Novotny, American Consulting Engineers
Rebecca Spain Schwarz, Atkins

Ms. Linda Anderson
Replacement of the Northbound Howard Frankland Bridge (I-275/SR 93) PD&E Study
Work Program Item Segment No.: 422799-1
August 14, 2012
Page 3 of 3

The FHWA finds the attached Cultural Resource Assessment Survey Report provided with this letter to be complete and sufficient and approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the Report provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

FHWA Comments:

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226, E: linda.anderson@dot.gov. PLEASE CC: ROBIN RHINESMITH, FDOT D7; NATHIE DETZIG, FHWA; AND ROY JACOBSON, CEMO.
--

/s/ *Martin C. Knopp*
Martin C. Knopp
Division Administrator
Florida Division
Federal Highway Administration

9-10-12
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2012-4134.

/s/ *Alissa M. Slade*, Deputy SHPO
for Robert F. Bendus
State Historic Preservation Officer
Director, Florida Division of Historical Resources

10.4.12
Date

Subject: Florida Department of Transportation to hold a Public Hearing on the northbound Howard Frankland Bridge replacement, Tuesday, November 14, 2017 and Thursday, November 16, 2017, from 5:30 p.m. to 7:30 p.m.

PUBLIC HEARING ANNOUNCEMENT
Howard Frankland Bridge (I-275/SR 93)
Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation
FDOT, District Seven – WPI Segment No.: 422799-1
Hillsborough County/Pinellas County

We invite you to attend and participate in a public hearing regarding a Project Development and Environment (PD&E) study for the proposed replacement of the northbound Howard Frankland Bridge in Hillsborough and Pinellas County, Florida. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of replacing the northbound bridge span of the Howard Frankland Bridge. The public hearing will be held in two separate sessions at the following locations and dates:

Public Hearing Session 1:

Tuesday, November 14, 2017

Tampa Marriott Westshore
1001 N. Westshore Boulevard
Tampa, Florida 33607
5:30 p.m. - 7:30 p.m.
Formal presentation: 6:30 p.m.

Public Hearing Session 2:

Thursday, November 16, 2017

Hilton St. Petersburg Carillon Park
950 Lake Carillon Drive
St. Petersburg, Florida 33716
5:30 p.m. - 7:30 p.m.
Formal presentation: 6:30 p.m.

Project materials including maps, typical section boards, and project documents will be available for your review and FDOT representatives will be available prior to and following the formal portion of the hearing. The same information will be on display at each location. If you have questions about the project or the scheduled hearing sessions, please visit our project website at <http://hfbs.fdotd7studies.com> or contact:

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
(813) 975-6398

For Media Contact:
Kris Carson
Public Information Officer
FDOT District Seven
(813) 975-6060
kristen.carson@dot.state.fl.us

Please see the attachment with additional project and public hearing information.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220 at least seven (7) working days in advance of the hearing session.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.



FOR IMMEDIATE RELEASE
October XX, 2017

CONTACT: Kris Carson, Public Information Officer
(813) 975-6060 Kristen.Carson@dot.state.fl.us

Hillsborough and Pinellas Counties – The Florida Department of Transportation (FDOT), District Seven, will conduct a public hearing on the proposed Howard Frankland Bridge (I-275/SR 93) Bridge Replacement Project Development and Environment (PD&E) study and Regional Transit Corridor Evaluation, in Hillsborough and Pinellas Counties, Florida, WPI Segment Number: 422799-1.

The sessions will be held on Tuesday, November 14, 2017 at the Tampa Marriott Westshore located at 1001 N. Westshore Blvd. Tampa, Florida 33607, and on Thursday, November 16, 2017 at the Hilton St. Petersburg Carillon Park located at 950 Lake Carillon Dr., St. Petersburg, Florida 33716. The public hearing will begin as an open house at 5:30 p.m., with a formal presentation at 6:30 p.m., followed by a public comment period.

These public hearing sessions are being conducted to present information and receive public input regarding the proposed improvements. The same information regarding the study will be on display for review at each location. This public hearing will be held in two separate sessions at the following locations and dates:

Public Hearing Session 1:

Tuesday, November 14, 2017

Tampa Marriott Westshore
1001 N. Westshore Boulevard
Tampa, Florida 33607
5:30 p.m. - 7:30 p.m.
Formal presentation: 6:30 p.m.

Public Hearing Session 2:

Thursday, November 16, 2017

Hilton St. Petersburg Carillon Park
950 Lake Carillon Drive
St. Petersburg, Florida 33716
5:30 p.m. - 7:30 p.m.
Formal presentation: 6:30 p.m.

Draft project documents will be available for public review from October 24, 2017 to November 27, 2017 at the following locations:

- Florida Department of Transportation, District 7, Planning & Environmental Management Office, 11201 N. McKinley Drive, Tampa, Florida 33612, Tel: (813) 975-6448, Monday-Friday: 8:00 am to 5:00 pm; Saturday & Sunday: Closed.
- West Tampa Library, 2312 W. Union Street, Tampa, Florida 33607, Tel: (813) 273-3652, Monday-Saturday: 10:00 am to 6:00 pm; Sunday: Closed
- Pinellas Park Library, 7770 52nd Street, Pinellas Park, Florida 33781, Tel: (727) 541-0718, Monday-Thursday: 9:00 am to 8:30 pm; Friday-Saturday: 9:00 am to 5:00 pm; Sunday: 1:00 pm to 5:00 pm.

Draft documents will also be on display at the public hearing. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Kirk Bogen, P.E., Environmental Management Engineer, 11201 N. McKinley Drive, Tampa, FL 33612. All exhibits or statements postmarked on or before November 27, 2017 will become part of the public hearing record.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT)

pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons with disabilities who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at christopher.speese@dot.state.fl.us, by telephone at (813) 975-6405 or toll-free at 1-800-226-7220, or by written correspondence at least seven (7) days prior to the hearing to the Florida Department of Transportation, District Seven, at the address listed above.

Comuníquese con nosotros

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con la señora **Sandra González, P.E.**, al teléfono **(813) 975-6096** o correo electrónico sandra.gonzalez@dot.state.fl.us.

###

PIO Website Notice

Project: Howard Frankland Bridge (I-275/SR 93) Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation Public Hearing | WPI Segment No.: 422799-1

District: Seven

Meeting Type: Hearing

Date: Tuesday, November 14, 2017 and Thursday, November 16, 2017

Time: 5:30 p.m. - 7:30 p.m.

Location Name: see below

Street Address: see below

City: see below

Purpose:

The Florida Department of Transportation (FDOT) invites you to attend and participate in a public hearing regarding a Project Development and Environment (PD&E) study for the proposed replacement of the northbound Howard Frankland Bridge in Hillsborough and Pinellas Counties. This public hearing is being held to allow interested persons an opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of replacing the northbound Howard Frankland Bridge. This public hearing will be held in two separate sessions at the following locations and dates.

Public Hearing Session 1:

Tuesday, November 14, 2017

Tampa Marriott Westshore
1001 N. Westshore Boulevard
Tampa, Florida 33607
5:30 p.m. - 7:30 p.m.
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Public Hearing Session 2:

Thursday, November 16, 2017

Hilton St. Petersburg Carillon Park
950 Lake Carillon Drive
St. Petersburg, Florida 33716
5:30 p.m. - 7:30 p.m.
Formal presentation: 6:30 p.m.

Department representatives will be available at both public hearing locations beginning at 5:30 p.m. to answer questions and discuss the project informally. Draft project documents and other project related materials will be displayed and a PowerPoint presentation will run continuously during the open house. The same information will be on display at each location. At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. A court reporter will be available to receive comments in a one-on-one setting. Persons wishing to submit written statements or other exhibits, in place of or in addition to oral statements, may do so at the hearing or by sending them to Kirk Bogen, PE, Environmental Management Engineer, FDOT, District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612-6456, or the project website at <http://hfbs.fdotd7studies.com>. All exhibits or statements must be postmarked or emailed no later than Monday, November 27, 2017 to become part of the official public hearing record.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220 at least seven (7) working days in advance of the hearing session.

Comuniquese con nosotros

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con la señora **Sandra González, P.E.**, al teléfono **(813) 975-6096** o correo electrónico sandra.gonzalez@dot.state.fl.us.

Project Web Site: <http://hfbs.fdotd7studies.com>

Primary Contact: Kirk Bogen, P.E. – Environmental Management Engineer

Phone: (813) 975-6398

Media Contact: Kris Carson – Public Information Officer

Phone: (813) 975-6060

E-mail: kristen.carson@dot.state.fl.us

Expires: 11/16/2017

10/12/17



Hillsborough MPO

Metropolitan Planning for Transportation

November 8, 2017

Commissioner
Lesley "Les" Miller, Jr.
Hillsborough County
MPO Chairman

Councilman Harry Cohen
City of Tampa
MPO Vice Chairman

Paul Anderson
Port Tampa Bay

David Mechanik
HART

Trent Green
Planning Commission

Commissioner Ken Hagan
Hillsborough County

Commissioner Pat Kemp
Hillsborough County

Mayor Mel Jurado
City of Temple Terrace

Joe Lopano
Hillsborough County
Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman
Guido Maniscalco
City of Tampa

Commissioner
Sandra Murman
Hillsborough County

Cindy Stuart
Hillsborough County
School Board

Councilman Luis Viera
City of Tampa

Joseph Waggoner
Expressway Authority

Commissioner
Stacy R. White
Hillsborough County

Beth Alden, AICP
Executive Director

Mr. Bill Jones, Director
Transportation Development
Florida Department of Transportation, District Seven
11201 N. Malcolm McKinley Drive
Tampa, FL 33612

RE: Howard Frankland Bridge Trail Connection

Dear Mr. Jones, *Bill,*

At its October 18, 2017 meeting, the Hillsborough MPO's Livable Roadways Committee (LRC) approved a motion requesting that the MPO Board send a letter of support to the Florida Department of Transportation (FDOT), to commend FDOT on its decision to add a multi-use walk/bike facility to the Howard Frankland Bridge during the bridge reconstruction. The recently completed update to the Tampa-Hillsborough Greenways and Trails Master Plan identifies many cross-county and inter-county connections, and developing and strengthening those connections is vital to creating an integrated non-motorized transportation network for the region and state.

On the Hillsborough side of the bridge, we hope to connect the proposed Howard Frankland Bridge Trail to our county's growing network of multi-use trails utilizing the existing trailhead at Cypress Point Park.

Thoughtful design of the trailbridge will be essential to maximize the long-term benefits of this investment and minimize potential maintenance issues. Therefore, LRC's motion also included a request that during the design phase, FDOT consider design features addressing safety, comfort, aesthetics, and access, and proactively engage with both the Pinellas and Hillsborough Bicycle and Pedestrian Advisory Committees (BPAC). For example, one of our BPAC members asked whether the trailbridge could be built lower than the roadway lanes, so that the pedestrians and cyclists will be in shade, and less exposed to noise and emissions.

The MPO Board recognizes that multi-use trails foster public health through physical activity and positive connections between people. We therefore support the above requests, and encourage FDOT to move forward with the proposed concept that includes this walk/bike facility in the bridge project, working with the BPACs during design.

Thank you for your multimodal addition to the bridge project and consideration of this design request. We look forward to working with you and our local and regional planning partners on this effort. Please contact me or Wade Reynolds at reynoldsw@plancom.org if you have any questions.

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO

cc: Whit Blanton, Forward Pinellas
Brad Suder, City of Tampa



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

FORWARD PINELLAS

P: (727) 464.8250

F: (727) 464.8212

forwardpinellas.org

310 Court Street
Clearwater, FL 33756



November 15, 2017

David Gwynn, P.E., Secretary
Florida Department of Transportation, District Seven
11201 North Malcolm McKinley Drive
Tampa, FL 33612

NOV21 17 10:11AM

RE: Howard Frankland Bridge

Dear Secretary Gwynn:

At its November 8, 2017 meeting, the Forward Pinellas Board approved a recommendation from the Bicycle Pedestrian Advisory Committee (BPAC) to extend its support and appreciation to the Florida Department of Transportation (FDOT) for including a multi-use trail in the latest design for the replacement of the Howard Frankland Bridge. The Board and committee fully support FDOT's commitment to non-motorized transportation options, and to improve connectivity for all modes within the region.

Along with the Shared-Use Non-motorized (SUN) Trail Network Program funds that were awarded to construct a segment of the Coast-to-Coast Florida Connector in Pinellas County to provide trail connections to surrounding counties, and funds to construct the north gap of the Duke Energy Trail, there has been significant investment in non-motorized transportation for more than 30 years. Our bicycle pedestrian network, developed around the 50-mile Pinellas Trail, connects many municipalities throughout the county, and includes more than 130 miles of separated paved trails. These facilities offer thousands of trail users a safe corridor to travel to work, for exercise, for errands or to popular destinations and multi-use trail accommodations on the Howard Frankland Bridge greatly improves bicycle and pedestrian accessibility throughout the region.

Thank you for providing bicycle pedestrian accommodations with the Howard Frankland Bridge replacement project. We appreciate FDOT's commitment to addressing all modes of transportation as the Tampa Bay region continues to balance its travel needs and future mobility. Again, thank you for your continued commitment to expanding transportation options for the visitors and residents of Pinellas County.

Respectfully,

Whit Blanton, FAICP
Executive Director

From: [Novotny, Jeffrey S.](mailto:Novotny.Jeffrey.S)
To: [Salicco, Christopher](mailto:Salicco.Christopher) (CSalicco@icrp-fl.com)
Cc: [Weatherly, Larry R.](mailto:Weatherly.Larry.R) (LWeatherly@icrp-fl.com); [Bredahl, David B.](mailto:Bredahl.David.B) (DBredahl@icrp-fl.com); [Guerrero, Sandra](mailto:Guerrero.Sandra)
Subject: FW: FDOT Howard Frankland Bridge, Multiple Counties FL
Date: Wednesday, November 22, 2017 10:21:48 AM
Attachments: [image005.png](#)

The below correspondence should be referenced in the Cat Ex under the section under Historic and also included in the Comments/Coordination Report

-jeff

From: Bogen, Kirk [<mailto:Kirk.Bogen@dot.state.fl.us>]
Sent: Wednesday, November 22, 2017 10:17 AM
To: Novotny, Jeffrey S.; Salicco, Christopher
Cc: Selly, Nicole; Rhinesmith, Robin; Spain-Schwarz, Rebecca; Henzel, Ashley
Subject: FW: FDOT Howard Frankland Bridge, Multiple Counties FL

FYI

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Planning & Environmental Management Office (PLEMO)
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: Victoria Menchaca [<mailto:VictoriaMenchaca@semtribe.com>]
Sent: Wednesday, November 22, 2017 9:17 AM
To: Bogen, Kirk
Subject: FDOT Howard Frankland Bridge, Multiple Counties FL

SEMINOLE TRIBE OF FLORIDA TRIBAL HISTORIC PRESERVATION OFFICE AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM

30290 JOSIE BILLIE HIGHWAY
PMB 1004
CLEWISTON, FL 33440

THPO PHONE: (863) 983-6549
MUSEUM PHONE: (863) 902-1113
FAX: (863) 902-1117

THPO WEBSITE: WWW.STOFTHPO.COM
MUSEUM WEBSITE: WWW.AHTAHTHIKI.COM



TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

MITCHELL CYPRESS
VICE CHAIRMAN

LAVONNE ROSE
SECRETARY

PETER A. HAHN
TREASURER

November 22, 2017

Mr. Kirk Bogen, P.E., Environmental Management Engineer
Florida Department of Transportation, District 7
11201 N. McKinley Drive / MS 7-500
Tampa FL 33612
Email: kirk.bogen@dot.state.fl.us

Subject: FDOT Howard Frankland Bridge, Multiple Counties FL
THPO #: 0030162

Dear Mr. Bogen,

Thank you for contacting the Seminole Tribe of Florida – Tribal Historic Preservation Office (STOF-THPO) regarding the FDOT Howard Frankland Bridge, Multiple Counties FL. The proposed undertaking does fall within in the STOF Area of Interest. We have reviewed the documents provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800. We have no objections to the project at this time. However, please notify us if any archaeological, historical, or burial resources are inadvertently discovered.

Thank you and feel free to contact us with any further questions.

Respectfully,

Victoria L. Menchaca, MA, Compliance Review Specialist
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 ext 12216
Email: victoriamentchaca@semtribe.com
Web: www.stofthpo.com



United States Department of the Interior

U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:
FWS Log No. 04EF1000-2017-TA-0169

November 30, 2017

Nicole Selly
District 7 Environmental Specialist III
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, Florida 33612-6456

RE: PD&E Study for Northbound Howard Frankland Bridge
(I-275/SR 93) Replacement
FDOT Work Program Number: 422799-1
Pinellas and Hillsborough Counties, Florida

Dear Ms. Selly:

The U.S. Fish and Wildlife Service (Service) received a request from the Florida Department of Transportation (FDOT) for consultation on November 13, 2017, regarding the Project Development and Environmental (PD&E) study to re-evaluate alternatives for the replacement of the northbound Howard Frankland Bridge. The limits of the study area begin approximately one mile south and end approximately 0.5 mile to the north of the existing three-mile bridge to include portions of the existing causeway. The study was initiated to determine the type, location, and conceptual design of the necessary improvements for the replacement of the northbound bridge.

The Service has completed its review of the Natural Resources Evaluation (NRE) dated October 2017 for the proposal to re-evaluate the alternatives for the replacement of the northbound Howard Frankland Bridge in Pinellas and Hillsborough Counties. The Service provides the following comments in accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*).

West Indian Manatee (*Trichechus manatus*)

The NRE concluded a 'may affect, not likely to adversely affect' determination for the Florida manatee and FDOT listed several commitment items in the NRE to protect manatees for the duration of the project. Although, the project is not located within the USFWS Critical Habitat for the species, waters just east of the project are located within a manatee protection area, categorized as a "slow speed" zone. The level of manatee use in the area is considered high. The FDOT commits to using the Standard Manatee Conditions for In-Water Work during project construction. The Service acknowledges the inclusion of the commitment items noted in the NRE and concurs with a determination of 'may affect but not likely to adversely affect' the West Indian manatee.

Wood stork (*Mycteria americana*)

Wood storks depend on wetlands for foraging and nesting. In Florida, wood storks have been documented foraging in forested wetlands, cypress domes, fresh water marshes, retention ponds and roadside ditches. The Service is currently utilizing a 15 mile core foraging area around active colonies in central Florida to evaluate the effects of wetland destruction with respect to forage availability for wood storks. There are three wood stork rookeries (Sheldon Rd, East Lake/Bellows Lake and 615333) documented within 15.0 miles of the project corridor and there were no rookeries observed on site during the field surveys.

The FDOT has determined that minimal suitable foraging habitat (SFH) exists within the project area, specifically because water depths in the project area exceed 15 inches during normal tidal conditions. However, no potential impact to SFH for wood storks is anticipated for the Recommended Build Alternative. The FDOT has demonstrated they are committed to continue reducing the direct and indirect impacts of this project on wetlands throughout the planning, design and permitting phase of this proposal. Based on the information provided, the Service has determined that no wetland impacts are anticipated. If the final design of the project does impact wetlands, FDOT will provide appropriate mitigation areas to compensate for any loss of suitable wood stork foraging habitat. Based on this commitment and our review of the information available in the NRE the Service concurs with a 'may affect, but not likely to adversely affect' determination for the wood stork.

Piping Plover (*Charadrius melodus*)

FDOT made a determination of 'may affect but not likely to adversely affect' for the piping plover. The project is located within the USFWS Consultation Area for piping plover, but no USFWS Critical Habitat is identified within the project corridor. Since piping plovers have not been sighted within the footprint of the project and no critical habitat will be impacted, the Service concurs with a 'may affect but not likely to adversely affect' determination for the piping plover.

Gulf Sturgeon (*Acipenser oxyrinchus desotoi*)

FDOT made a determination of 'may affect but not likely to adversely affect' for the gulf sturgeon. FDOT also committed to follow the Special Construction Conditions for the gulf sturgeon and to ensure that observers watch for this species. Because there is suitable habitat for this species within the action area and the special conditions will reduce the risk of take, the Service concurs with a 'may affect but not likely to adversely affect' determination for the gulf sturgeon.

Smalltooth Sawfish (*Pristis pectinata*)

FDOT made a determination of 'may affect but not likely to adversely affect' the smalltooth sawfish. Although, some areas within the project corridor provides potential habitat for the species, it is unlikely that the species occurs within the project area. The FDOT is committed to continue coordination with the National Marine Fisheries Service (NMFS) on species impacts during construction and they will adhere to the NMFS's Sea Turtle and Smalltooth Sawfish Construction Conditions during the construction of the project. The Service concurs with a 'may affect but is not likely to adversely affect' determination for the smalltooth sawfish.

Sea Turtles

FDOT made a determination of 'may affect but not likely to adversely affect' swimming marine sea turtles such as the loggerhead, green turtle, and the Kemp's Ridley. These swimming sea turtles have the potential to exist within the project corridor. FDOT has committed to adhering to the NMFS's Sea Turtle and Smalltooth Sawfish Construction Conditions during the construction of the project. No nesting habitat exists within the project corridor, and the Service has determined that the project will have 'no effect' on nesting sea turtles.

Thank you for considering the effects of your proposed project on fish and wildlife, and the ecosystems upon which they depend. Although, this does not represent a biological opinion as described in Section 7 of the Act, it does fulfill the requirements of the Act. Should changes to the proposed project occur or new information regarding fish and wildlife resources become available, further consultation with the Service should be initiated to assess any or further potential impacts. If you have any questions, please contact Zakia Williams at (904)731-3119.

Sincerely,



Acting Jay Herrington
Field Supervisor

From: Selly, Nicole [<mailto:Nicole.Selly@dot.state.fl.us>]
Sent: Monday, December 4, 2017 12:44 PM
To: Henzel, Ashley; Bogen, Kirk; Novotny, Jeffrey S.
Cc: Rhinesmith, Robin
Subject: FW: Document Review Confirmation for Howard Frankland Bridge Draft PER

From: admin@fla-etat.org [<mailto:admin@fla-etat.org>]
Sent: Monday, December 4, 2017 12:39 PM
To: randall.d.overton@uscg.mil
Cc: Selly, Nicole <Nicole.Selly@dot.state.fl.us>
Subject: Document Review Confirmation for Howard Frankland Bridge Draft PER

A review was received for the following:

Event: 422799-1 Howard Frankland Bridge Draft PER Review
Document: Howard Frankland Bridge Draft PER
Submitted By: Randall Overton
Sections: 6.2
Pages: 6.1
Paragraphs: Table 6-1
Comments: □

The Coast Guard feels the proposed navigation clearance for the replacement structure will meet the needs of navigation for this location of Old Tampa Bay. No further comments.

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Seventh District

909 SE 1st Ave. (Rm432)
Miami, FL 33131
Staff Symbol: (dpg)
Phone: 305-415-6736
Fax: 305-415-6763
Email: randall.d.overton@uscg.mil

16475/2996
MISLE: OTA000510
September 23, 2016

Nicole Selly
Via email: Nicole.Selly@dot.state.fl.us
Environmental Specialist III
Florida Department of Transportation District 7
11201 N McKinley Drive, Mail Station 7-500
Tampa, FL 33612

Dear Ms. Selly:

In reference to your email dated September 19, 2016 inviting the Coast Guard to participate as a cooperating agency in the environmental review process for the Northbound I-275 Howard Frankland Bridge Replacement, I as the Coast Guard Seventh District Bridge Branch representative acknowledge receipt of and accept the invitation to be a cooperating agency.

The Coast Guard will be a cooperating agency on the I-275 Northbound Howard Frankland Bridge Replacement project in accordance with 40 CFR 1501.6 and as such provide comments concerning proposed bridges over navigable waterways of the United States that fall within the project corridor.

If you have any questions or concerns please call me at (305) 415-6736 or email Randall.D.Overton@uscg.mil

Sincerely,

A handwritten signature in blue ink, appearing to read "Randall D. Overton".

RANDALL D. OVERTON
Federal Permitting Agent
Bridge Management Specialist
U.S. Coast Guard

From: Selly, Nicole [<mailto:Nicole.Selly@dot.state.fl.us>]
Sent: Wednesday, December 13, 2017 11:08 AM
To: Salicco, Christopher
Cc: Henzel, Ashley; Novotny, Jeffrey S.; Rhinesmith, Robin
Subject: FW: Document Review Confirmation for NRE_HFB_20171023

From: admin@fla-etat.org [<mailto:admin@fla-etat.org>]
Sent: Tuesday, December 12, 2017 2:43 PM
To: jennifer.goff@MyFWC.com
Cc: Selly, Nicole <Nicole.Selly@dot.state.fl.us>
Subject: Document Review Confirmation for NRE_HFB_20171023

A review was received for the following:

Event: 422799-1 Howard Frankland Bridge NRE
Document: NRE_HFB_20171023
Submitted By: Jennifer Goff
Global: Yes
Comments: □

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation (NRE) for the replacement of the northbound Howard Frankland Bridge on the I-275 crossing of Old Tampa Bay in Pinellas and Hillsborough Counties, and provides the following comments related to potential effects to fish and wildlife resources.

We originally reviewed this project as ETDM 12539 in 2012. On October 20, 2013, we provided comments and recommendations on the Wetland Evaluation and Biological Assessment Report (WEBAR) prepared as part of the Project Development and Environment Study. After the preferred alignment of the replacement bridge was changed from being centered between the two existing bridges to being west of the existing southbound bridge, a second WEBAR was prepared, and we provided comments and recommendations on this change on October 3, 2016. These last two FWC comment documents are included in the current NRE, and we find that they remain applicable.

The 2013 and 2016 Recommended Build Alternatives proposed a 75-foot-wide four-lane replacement bridge. After public input and further analysis, the Florida Department of Transportation (FDOT) decided that a new bridge should increase capacity to meet the anticipated future demand. In January 2017, FDOT announced a new plan for a 170-foot-wide replacement bridge, with four general use lanes, two tolled express lanes in each direction, and a 12-foot-wide shared use path. The NRE addresses this latest project iteration.

A wider bridge proportionally increases the impact on the seagrass near the bridge embankments, thus increasing the mitigation proposed through use of the Old Tampa Bay Water Quality Improvement Project. Per our previous comments, we continue to support the project commitments related to listed species and their habitats, and we recommend an additional commitment to bridge lighting that meets dark sky standards to minimize visibility from marine turtle nesting beaches and reduce cumulative sky glow. We are also hopeful that material from the existing northbound bridge demolition can be utilized for artificial reef construction.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email

brian.barnett@MyFWC.com

to initiate the process for further overall coordination on this project.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

October 3, 2016

The Honorable Jack Latvala
Florida Senate, D 20
26133 US Highway 19 North, Suite 201
Clearwater, FL 33763

Chairman Latvala:

Thank you for your recent letter concerning the express lanes on the Howard Frankland Bridge.

As you know, FDOT's policy is to give first consideration to the use of tolled lanes to add new capacity to the state system and District 7 did that in this case.

Having said that, my decision is that we will not convert the auxiliary lanes to express lanes. From the perspective of the people we serve in the Tampa region the auxiliary lanes on this facility are currently travel lanes. Therefore, we will proceed with the Howard Frankland Bridge reconstruction project retaining four untolled (general purpose) lanes in each direction.

Given the life cycle of the new facility, it is incumbent on FDOT to seek ways to reduce congestion on the bridge. We will continue to explore options to add express lanes to this facility, including the use of the design build procurement as a potential solution. In the end, our decision will be based on whether the addition of express lanes and the congestion management they achieve is feasible and cost effective.

As always, thank you for your guidance and support. I look forward to continuing our work together to improve our state's transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Boxold".

Jim Boxold
Secretary

From: Selly, Nicole
To: [Yassin, Menna](#); [Salicco, Christopher](#)
Cc: [Novotny, Jeffrey S.](#)
Subject: FW: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Date: Monday, October 03, 2016 4:17:27 PM

From: admin@fla-etat.org [mailto:admin@fla-etat.org]
Sent: Monday, October 03, 2016 4:11 PM
To: jennifer.goff@MyFWC.com
Cc: Selly, Nicole
Subject: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)

A review was received for the following:

Event: Howard Frankland Bridge Replacement WEBAR Review 2016
Document: Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Submitted By: Jennifer Goff
Global: Yes
Comments:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Draft Wetland Evaluation and Biological Assessment Report (WEBAR) for the above-referenced project, prepared as part of the Project Development and Environment (PD&E) Study. We have previously reviewed this project via the Efficient Transportation Decision Making process as ETDM #12539. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F.A.C.).

The project involves an evaluation of alternatives for the replacement of the northbound Howard Frankland Bridge on I-275 over Old Tampa Bay. The limits of the PD&E Study begin approximately one mile south and end approximately one-half mile north of the existing three-mile-long bridge. The previously proposed recommended alternative involved constructing the new bridge between the two existing bridges, however the new Recommended Build Alternative involves constructing the new bridge to the west of the existing southbound bridge. The project corridor consists of spoil material from the construction of the causeway, and the waters of Old Tampa Bay. No wetland impacts are anticipated with this project, but the Recommended Build Alternative would result in approximately 2.3 acres of seagrass impacts.

The WEBAR evaluated potential project impacts to 20 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of

Florida as Threatened (ST) or Species of Special Concern (SSC). Listed species were evaluated based on range and potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. Included were: Gulf sturgeon (FT), smalltooth sawfish (FE), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), Kemp's ridley sea turtle, wood stork (FE), Florida manatee (FE), snowy plover (ST), American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), roseate spoonbill (SSC), snowy egret (SSC), reddish egret (SSC), little blue heron (SSC), tricolored heron (SSC), and white ibis (SSC).

Also evaluated were the bald eagle, which was delisted by state and federal agencies, but remains governed by Section 68A-16.002, F.A.C. and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), and the osprey, which is protected under the Migratory Bird Treaty Act.

Project biologists made a finding of "no effect" for the bald eagle due to a lack of suitable nesting habitat for this species within the project area. The biologists determined that the project "may affect, but is not likely to adversely affect" all the other species. We agree with these determinations.

We support the project commitments for protected species, which include the following.

1. The FDOT will conduct seagrass surveys during the June - August growing season in order to support the permit approval process. Seagrass mitigation is proposed through the use of the Old Tamp Bay Water Quality Improvement Project.

If other seagrass mitigation options are proposed, such as seagrass planting, please include FWC in the interagency coordination. Seagrass planting projects frequently yield less than the desired results, often because of avoidable problems with project design. The FWC's Fish and Wildlife Research Institute has evaluated seagrass restoration techniques, and can provide technical assistance in the design of a mitigation project. The Seagrass Research Team in St. Petersburg can be contacted at (727) 896-8626, or technical assistance can be provided by staff identified at the close of this memo.

2. The FDOT will coordinate with the National Marine Fisheries Service (NMFS) on potential impacts associated with pile driving activities.

For concrete pile driving activities, please also coordinate with our agency. For technical assistance and coordination on manatees and sea turtles during pile driving activities, please

contact our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or (850) 922-4330.

3. The FDOT will adhere to the most current Sea Turtle and Smalltooth Sawfish Construction Conditions and the most current Construction Special Conditions for the Protection of the Gulf Sturgeon.

4. The FDOT will implement a Marine Wildlife Watch Plan (MWWP) and adhere to the *Standard Manatee and Marine Turtle Conditions for In-Water Work*.

Although a number of specific manatee protection procedures are included in the project commitments, further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees and sea turtles, please contact our Imperiled Species Management Section in Tallahassee.

5. Although no blasting is authorized, if blasting is required, formal consultation will be initiated with USFWS and NMFS. A blasting plan would be submitted to FWC, USFWS, and NMFS for approval prior to initiation of blasting activities.

6. Dredging is also not authorized, but if dredging is required, formal consultation for the manatee will be re-initiated with the USFWS.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.



October 30, 2013

**Florida Fish
and Wildlife
Conservation
Commission**

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Robin Rhinesmith
Environmental Administrator
Florida Department of Transportation – District 7
11201 McKinley Drive, MS 7-500
Tampa, FL 33612
robin.rhinesmith@dot.state.fl.us

Re: PD&E Study Northbound Howard Frankland Bridge I-275 – Pinellas and Hillsborough Counties

Dear Ms. Rhinesmith:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the measures proposed by Florida Department of Transportation (FDOT) District 7 to address adverse effects on wildlife and habitat resources of the above-referenced project, based on the results of the Project Development and Environment Study (PD&E). FWC provides the following comments and recommendations for your consideration, in accordance with Chapter 379, Florida Statutes and Article 4, Section 9, Florida Constitution.

The FDOT District 7 is proposing to replace the existing four-lane, 3-mile northbound Howard Frankland Bridge on I-275 over Old Tampa Bay. The Bridge provides a connection from Tampa in Hillsborough County to St. Petersburg in Pinellas County. Our agency evaluated the potential fish, wildlife, and habitat resource impacts of this project and provided comments to FDOT during the review of ETDM 12539 in March, 2012. As part of the ongoing PD&E Study, FDOT completed a Wetland Evaluation and Biological Assessment Report (WEBAR) and an Essential Fish Habitat Assessment to address protection measures for both federally and state-listed wildlife species and other protected resources in the project area. FDOT also relates that of the three Alternatives studied, Option A, a centered alignment between the two existing bridges, has been selected for construction. Based on FDOT's studies, no impacts to seagrasses are anticipated along this recommended bridge alternative. The following overview from the WEBAR provides insight into project commitments for listed species and identifies proposed impact avoidance and minimization measures for the project.

An assessment and impact determination was accomplished for the following species which are federally listed as Threatened (FT) or Endangered (FE), or by FWC as State Threatened (ST), or Species of Special Concern (SSC). A finding of No Effect was made for the wood stork (FE), piping plover (FT), Gulf sturgeon (FT), and the smalltooth sawfish (FE). A finding of may affect, but not likely to adversely affect was made for the American oystercatcher (SSC), black skimmer (SSC), brown pelican (SSC), least tern (ST), Florida manatee (FE), little blue heron (SSC), snowy egret (SSC), reddish egret (SSC), tricolored heron (SSC), white ibis (SSC), roseate spoonbill (SSC), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), Kemp's Ridley sea turtle (FE), and also the unlisted but protected bald eagle.

An Informal Section 7 Consultation is currently underway with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). FDOT is planning to coordinate on the Gulf sturgeon, smalltooth sawfish, and swimming sea turtles during the project design phase prior to construction. FDOT will adhere to the NMFS Sea Turtle and Smalltooth Sawfish Construction Condition guidelines during all in-water project work. FDOT further states that they will follow and comply with the most recent guidelines for protection of the Florida Manatee, currently FWC's Standard Manatee and Marine Turtle Construction Conditions for In-water Work (2012). FDOT has also committed to the formulation and implementation of a blast

plan and Marine Wildlife Watch Plan (MWWP) which will be adhered to in the event that blasting is required, and commits to coordinating with FWC on the details of these plans.

Finally, in order to minimize impacts to wildlife, our agency favors bridge lights that meet dark sky standards to minimize visibility from marine turtle nesting beaches as well as contribution to cumulative sky glow. Possible recommendations include use of full cut off, well-shielded fixtures fitted with long wavelength light sources, such as low pressure sodium or amber LED. High pressure sodium fixtures may be acceptable if well shielded to eliminate direct visibility from the nesting beaches, however, metal halide lights are not recommended. For technical assistance and further coordination concerning project-specific measures to offset potential impacts to manatees and sea turtles, or for bridge lighting issues, FDOT should contact our Imperiled Species Management Section at imperiledspecies@myfwc.com or (850) 922-4330 early in the project design phase and wetland permitting planning process.

FDOT will conduct a seagrass survey during the growing season (June - August) which includes an impact determination for seagrasses and submerged aquatic vegetation. This will be accomplished within no more than two years of the construction start date. FDOT has also made a commitment to adhere to the NMFS and USFWS Construction Special Provisions, Gulf Sturgeon Protection Guidelines for the Gulf Sturgeon. Please contact Lisa Gregg of FWC's Division of Marine Fisheries Management in Tallahassee at (lisa.gregg@MyFWC.com) or by phone at (850) 617-9621 for coordination related to potential permitting issues and requirements for the Gulf Sturgeon.

We encourage FDOT District 7 to include artificial reefing as one of the selected options for materials associated with dismantling the Howard Franklin Bridge. As recommended in our 2012 ETDM comments, early contact with our agency and our county partners is essential to accomplish required permitting, scheduling, reef site selection and approval, and coordination with potential contractors for transport of suitable material. This will also ensure that special conditions and standards that may be necessary are defined and followed. These standards include such things as compliance with material weight and dimension standards, removal of steel rebar from bridge reef material to ensure public safety and minimize loss of fishing gear, and compliance with approved navigational clearance at the reef site. Mr. Charles Mangio, Pinellas County Artificial Reef Coordinator of the Pinellas County Division of Solid Waste (727-464-7544), has confirmed Pinellas County has a pending federal permit application (anticipated to be issued within 6 months) for a new artificial reef permit area in the Gulf of Mexico located less than 10 miles from the project area. This new permitted area is of sufficient dimension to accommodate most of the concrete material from the old Howard Franklin Bridge. The large sections of the Howard Franklin Bridge spans and pilings (all confirmed to be free of asphalt) will be ideal artificial reef material, potentially creating marine habitat for reef fish and benthic marine resources. As in other similar coastal bridge demolition projects, the ability to transport large sections of bridge material and the close proximity of the artificial reef permitted area is anticipated to provide a low-cost disposal option for the marine contractor, resulting in an ultimate cost savings to FDOT and long-term beneficial use of the material. Pinellas County confirms they are available to engage contractors and provide oversight during demolition activities for transport of suitable materials to the artificial reef site. For further coordination on pier or artificial reef development, and input on the associated protection of marine resources, please contact FWC biologist Keith Mille in the Division of Marine Fisheries Management in Tallahassee at keith.mille@MyFWC.com or (850) 617-9633.

The marine habitats of Old Tampa Bay are collectively a very productive system and support important commercial and recreational fisheries, listed species, and tourism. The seagrass beds, oyster bars, mudflats, tidal creeks and areas of mangrove and saltmarsh, together with open bay waters, provide habitat for the support of spotted seatrout, red drum, Atlantic croaker, black drum, striped mullet, Gulf flounder, common snook, tarpon, blue crabs, and many other species

including sea turtles, Florida manatee, and the Gulf sturgeon. The protection of marine plant communities and the quality and clarity of bay waters are important factors in the continued productivity of this marine system, which directly supports recreational opportunities for local residents and tourists, as well as opportunities for employment. Although some drainage retention areas could be sited along the upland portions of the bridge approach, due to the significant length of the proposed new bridge, runoff containing oils, greases, and sediment will necessarily be discharged into Old Tampa Bay via bridge scuppers. Therefore, we support an off-site compensatory mitigation plan for improvement of water quality in the Bay and our biologists are available to provide technical assistance and work on an inter-agency team to address and resolve this issue.

In addition, it also appears that it may be necessary to locate sizable staging areas along the bridge approach causeways for possible barge docking facilities and the storage of construction materials, fuels, equipment, and other associated materials. If this is necessary, the locations of the staging areas should be in disturbed areas to avoid impacts to fish and wildlife habitat resources, including listed species, and the selection of these areas should be vetted with state and federal resource and permitting agencies. Since many types of shorebirds and wading birds use the shoreline and littoral zone areas along the causeway, results of onsite habitat assessments and wildlife and seagrass surveys by FDOT's consultant should be a key consideration in the selection process.

We appreciate the opportunity to review this PD&E. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact FWC biologist Terry Gilbert at (850) 728-1103 or by email at terry.gilbert@MyFWC.com.

Sincerely,



Jennifer D. Goff
Land Use Planning Program Administrator
Office of Conservation Planning Services

jdg/tg

ENV 1-5-2

Northbound Howard Frankland Bridge_18181_103013

cc: Lisa Gregg, lisa.gregg@MyFWC.com
Mary Duncan, mary.duncan@MyFWC.com
Kelly Roberts, kelly.roberts@MyFWC.com
Luke Davis, luke.davis@MyFWC.com
Keith Mille, keith.mille@MyFWC.com
Jon Dodrill, jon.dodrill@MyFWC.com
Jeff Wilcox, jefferey.wilcox@MyFWC.com

From: Selly, Nicole [<mailto:Nicole.Selly@dot.state.fl.us>]
Sent: Wednesday, December 13, 2017 11:08 AM
To: Salicco, Christopher
Cc: Henzel, Ashley; Novotny, Jeffrey S.; Rhinesmith, Robin
Subject: FW: Document Review Confirmation for NRE_HFB_20171023

From: admin@fla-etat.org [<mailto:admin@fla-etat.org>]
Sent: Tuesday, December 12, 2017 2:43 PM
To: jennifer.goff@MyFWC.com
Cc: Selly, Nicole <Nicole.Selly@dot.state.fl.us>
Subject: Document Review Confirmation for NRE_HFB_20171023

A review was received for the following:

Event: 422799-1 Howard Frankland Bridge NRE
Document: NRE_HFB_20171023
Submitted By: Jennifer Goff
Global: Yes
Comments: □

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation (NRE) for the replacement of the northbound Howard Frankland Bridge on the I-275 crossing of Old Tampa Bay in Pinellas and Hillsborough Counties, and provides the following comments related to potential effects to fish and wildlife resources.

We originally reviewed this project as ETDM 12539 in 2012. On October 20, 2013, we provided comments and recommendations on the Wetland Evaluation and Biological Assessment Report (WEBAR) prepared as part of the Project Development and Environment Study. After the preferred alignment of the replacement bridge was changed from being centered between the two existing bridges to being west of the existing southbound bridge, a second WEBAR was prepared, and we provided comments and recommendations on this change on October 3, 2016. These last two FWC comment documents are included in the current NRE, and we find that they remain applicable.

The 2013 and 2016 Recommended Build Alternatives proposed a 75-foot-wide four-lane replacement bridge. After public input and further analysis, the Florida Department of Transportation (FDOT) decided that a new bridge should increase capacity to meet the anticipated future demand. In January 2017, FDOT announced a new plan for a 170-foot-wide replacement bridge, with four general use lanes, two tolled express lanes in each direction, and a 12-foot-wide shared use path. The NRE addresses this latest project iteration.

A wider bridge proportionally increases the impact on the seagrass near the bridge embankments, thus increasing the mitigation proposed through use of the Old Tampa Bay Water Quality Improvement Project. Per our previous comments, we continue to support the project commitments related to listed species and their habitats, and we recommend an additional commitment to bridge lighting that meets dark sky standards to minimize visibility from marine turtle nesting beaches and reduce cumulative sky glow. We are also hopeful that material from the existing northbound bridge demolition can be utilized for artificial reef construction.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email

brian.barnett@MyFWC.com

to initiate the process for further overall coordination on this project.

Salicco, Christopher

From: Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>
Sent: Tuesday, December 17, 2013 7:41 AM
To: David Rydene - NOAA Federal
Cc: Salicco, Christopher; Novotny, Jeffrey S.; Bogen, Kirk; Adair, Rick
Subject: RE: FW: HFB WEBAR Commitments

10-4 David.

Thank you for the review -- I appreciate your help.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: David Rydene - NOAA Federal [<mailto:david.rydene@noaa.gov>]
Sent: Friday, December 13, 2013 2:48 PM
To: Rhinesmith, Robin
Subject: Re: FW: HFB WEBAR Commitments

Hi Robin,

I would say that it looks fine for the pile driving monitoring component. The only addition I have is that, in the event that blasting is necessary, you would have to consult with NMFS also (for sea turtles and sawfish).

-Dave

On Thu, Dec 12, 2013 at 1:14 PM, Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us> wrote:

Good afternoon David,

We have been putting together some commitment language to include in our Type II categorical exclusion for the Howard Frankland Bridge Replacement project. Would you mind reviewing the attachment and let me know if you concur with our approach?

Sincerely,

Robin M. Rhinesmith

Environmental Administrator

Intermodal Systems Development

District Seven

[\(813\)975-6496](tel:8139756496) phone

[\(813\) 975-6443](tel:8139756443) fax

robin.rhinesmith@dot.state.fl.us

-----Original Message-----

From: Salicco, Christopher [mailto:CSalicco@acp-fl.com]

Sent: Thursday, December 12, 2013 11:37 AM

To: Rhinesmith, Robin

Cc: Adair, Rick

Subject: HFB WEBAR Commitments

Hey Robin,

Attached are the commitments from the HFB WEBAR. I am sending this mainly for you to look at the new commitment (highlighted in yellow) for the hydroacoustic analysis for NMFS. There were also a few changes based on other comments from NMFS.

Also, any update to the status of USFWS comments?

Thanks,

Chris

Christopher Salicco

Environmental Scientist/GIS Analyst

American Consulting Professionals, LLC

2818 Cypress Ridge Blvd., Suite 200

Wesley Chapel, FL 33544

[813-435-2617](tel:8134352617) (Direct)

[813-494-2469](tel:8134942469) (Cell)

[813-435-2601](tel:8134352601) (Fax)

csalicco@acp-fl.com

--

David Rydene, Ph.D.

Fish Biologist

National Marine Fisheries Service

Habitat Conservation Division

263 13th Avenue South

St. Petersburg, FL 33701

Office (727) 824-5379

Cell (813) 992-5730

Fax (727) 824-5300

From: Selly, Nicole
To: [Salicco, Christopher](#)
Cc: [Rhinesmith, Robin](#); [Yassin, Menna](#)
Subject: FW: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Date: Thursday, September 22, 2016 11:35:49 AM

From: admin@fla-etat.org [mailto:admin@fla-etat.org]
Sent: Thursday, September 22, 2016 11:29 AM
To: David.Rydene@noaa.gov
Cc: Selly, Nicole
Subject: Document Review Confirmation for Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)

A review was received for the following:

Event: Howard Frankland Bridge Replacement WEBAR Review 2016
Document: Howard Frankland Bridge Replacement Wetland Evaluation and Biological Assessment Report (WEBAR)
Submitted By: David Rydene
Global: Yes
Comments:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Wetland Evaluation and Biological Assessment Report (WEBAR) for ETDM Project # 12539 (Work Program Item Segment Number 422799-1), dated September 2016. The Florida Department of Transportation (FDOT) District 7 has conducted a Project Development and Environment (PD&E) study to evaluate the replacement of the northbound I-275 (SR 93) Howard Frankland Bridge in Hillsborough County and Pinellas County, Florida. The existing bridge is a four-lane, pre-stressed concrete stringer/girder structure.

NMFS staff conducted a site inspection of the project area on September 22, 2016, to assess potential concerns regarding living marine resources within Old Tampa Bay. The areas adjacent to the proposed project are principally the bridges' causeway shorelines and estuarine waters of Old Tampa Bay. NMFS staff has verified that no mangrove or salt marsh occurs within the PD&E study limits. Therefore, based on the Preferred Alternative identified in the September 2016 WEBAR (Option B - a new bridge on the west side of the existing southbound bridge), the principal Essential Fish Habitat issue for NMFS will be the identification and verification of appropriate and adequate compensatory mitigation for the loss of 2.3 acres of seagrasses due to the bridge replacement project. Any modifications that will further minimize seagrass impacts are encouraged.

In terms of the Endangered Species Act (ESA) Section 7 consultation for smalltooth sawfish and swimming sea turtles, the main issue will be assuring that pile driving noise will not have

adverse effects on these ESA-listed species. Further coordination with NMFS will need to proceed as the design process moves forward and details regarding pile driving are determined. However, NMFS recommends that the Section 7 consultation not include leatherback sea turtles. We do not believe that leatherback sea turtles will be present or affected because of their very specific life history, sheltering, and foraging requirements, which are not met in or near the project's action area. Leatherbacks are a deepwater, pelagic species. Hatchlings may be found in nearshore waters near nesting beaches shortly after hatching, but there are no nesting beaches in the vicinity of the project.

It is not clear at this point whether stormwater will be directed off the new bridge for treatment before discharge into Old Tampa Bay or not. If stormwater will be directly discharged into the Old Tampa Bay, then an offsite project to compensate for new bridge's stormwater effects (i.e., degradation of water quality) must be identified and approved.

Salicco, Christopher

From: Rhinesmith, Robin <Robin.Rhinesmith@dot.state.fl.us>
Sent: Friday, October 18, 2013 9:34 AM
To: Salicco, Christopher
Cc: Bogen, Kirk; Novotny, Jeffrey S.
Subject: FW: NMFS comments on the I-275 Howard Frankland Bridge WEBAR
Attachments: NMFS response to Howard Frankland WEBAR.docx

Hey Chris,

Got this last week from David.

Sincerely,

Robin M. Rhinesmith

Environmental Administrator
Intermodal Systems Development
District Seven
(813)975-6496 phone
(813) 975-6443 fax

robin.rhinesmith@dot.state.fl.us

From: David Rydene - NOAA Federal [<mailto:david.rydene@noaa.gov>]
Sent: Friday, October 11, 2013 12:09 PM
To: Rhinesmith, Robin
Subject: NMFS comments on the I-275 Howard Frankland Bridge WEBAR

Hi Robin,

My comments are attached.

Thanks, Dave

--

David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, Florida 33612

ANANTH PRASAD, P.E.
SECRETARY

September 13, 2016

Ms. Zakia Williams
U.S. Fish and Wildlife Service
U.S. Department of the Interior
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

RE: Endangered Species Act Section 7 Coordination
Northbound Howard Frankland Bridge (I-275/SR 93) Replacement
Pinellas and Hillsborough Counties, Florida
WPI Segment No: 422799-1

Dear Ms. Williams:

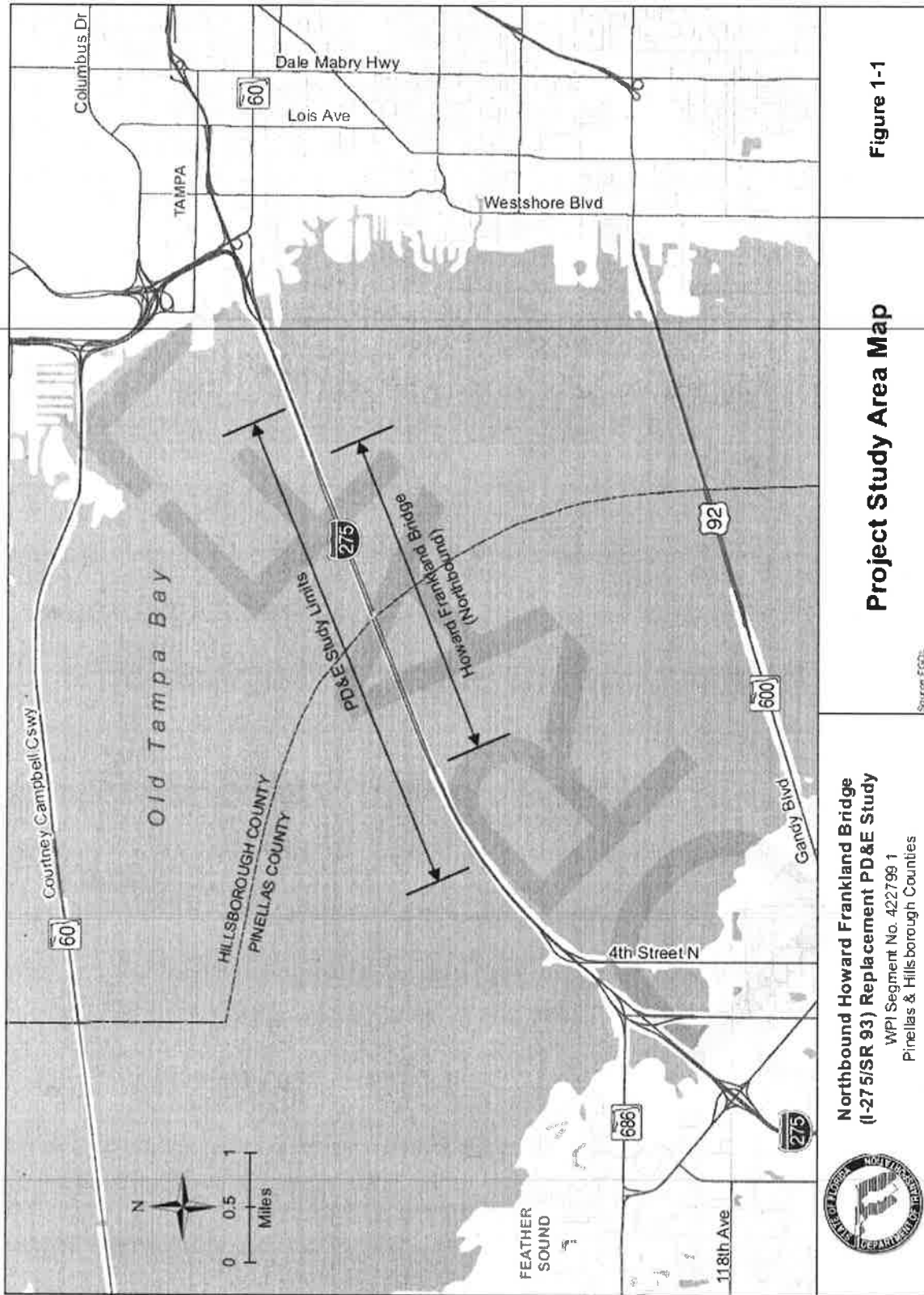
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate alternatives for the replacement of the northbound Howard Frankland Bridge (Bridge No. 150107) on Interstate 275 (I-275/SR 93) over Old Tampa Bay, in Pinellas and Hillsborough Counties. The limits of the PD&E study begin approximately one mile south and end approximately 0.5 mile to the north of the existing three-mile bridge to include portions of the existing causeway (Figure 1-1). The study was designed to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound bridge.

This Draft Wetland Evaluation and Biological Assessment Report (WEBAR) was prepared as part of this PD&E study. This report summarizes potential impacts to wetlands, federal- and state-listed species and their habitats, and essential fish habitat. Identification of measures to avoid, minimize and mitigate for any potential impacts are also discussed.

Proposed Project

The Recommended Build Alternative includes constructing the new bridge to the west side of the existing southbound bridge. The previously proposed build alternative

Ms. Zakia Williams, USFWS
 WPI Segment # 422799-1-22-01
 Northbound Howard Frankland Bridge (I-275/SR 93) Replacement



**Northbound Howard Frankland Bridge
 (I-275/SR 93) Replacement PD&E Study**
 WPI Segment No. 422799 1
 Pinellas & Hillsborough Counties



Source: FDOT

Figure 1-1

Project Study Area Map

included constructing the new bridge between the two existing bridges. After further evaluation, it was determined that the Recommended Build Alternative would decrease complexity of construction, reduce construction time and decrease potential lane closures associated with maintenance of traffic over the previously proposed build alternative. Demolition of the existing northbound bridge is included as part of the Recommended Build Alternative. The future transit envelope could either be a separate structure or included as part of the new bridge. In addition to the bridge replacement options, the Department is presently considering longer-range improvements to add additional lanes as tolled express lanes, which could also be used by express bus and Bus Rapid Transit (BRT) vehicles.

Wetlands

No wetland impacts are anticipated to occur when the replacement of the northbound Howard Frankland Bridge is constructed. Temporary water quality impacts from construction may occur to waters of Old Tampa Bay, however, no adverse impacts are anticipated. Seagrasses are identified separately as part of the essential fish habitat assessment.

Protected Species and Habitat

Federally protected species assessed for this project include the following: Gulf sturgeon, smalltooth sawfish, West Indian manatee, swimming sea turtles (loggerhead, green, leatherback and Kemp's ridley), piping plover, and wood stork. State protected species assessed for this project include the following: snowy plover, American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, reddish egret, roseate spoonbill, snowy egret, tricolored heron, white ibis, and osprey. Additionally, review for the de-listed, federally protected, bald eagle was also conducted.

A finding of no effect was assigned for the bald eagle and a finding of no involvement was assigned for U.S. Fish and Wildlife Service Critical Habitat. A finding of may affect, but not likely to adversely affect was assigned for the wood stork, piping plover, Gulf sturgeon, West Indian manatee, smalltooth sawfish, sea turtles, American oystercatcher, black skimmer, brown pelican, least tern, little blue heron, snowy egret, reddish egret, tricolored heron, white ibis, roseate spoonbill, black skimmer, brown pelican, least tern, snowy plover, and osprey.

Essential Fish Habitat

Estuarine and marine habitats of Old Tampa Bay exist within and adjacent to the project study limits on the east and west side of the Causeway and below the existing bridges. These habitats include seagrasses located at various areas on the east and west side of the Causeway on both the south and north end of the Howard Frankland Bridge. The construction of the Recommended Build Alternative will result in approximately 2.3 acres of seagrass impacts.

The Draft WEBAR is attached for your review. The FDOT respectfully requests a response from the U.S. Fish and Wildlife Service within 30 days. If you have any questions or need additional information, please contact me at (813) 975-6455 or email me at nicole.selly@dot.state.fl.us.

Sincerely,



Nicole Selly
Environmental Specialist


NCS

cc: Menna Yassin, FDOT
Robin Rhinesmith, FDOT

The U.S. Fish and Wildlife Service finds the attached project documentation complete and sufficient and X concurs/ _____ does not concur with the recommendations and findings provided herein.

USFWS Comments:

<p><i>No further comments.</i></p> <p><i>FWS Log No : 2014-I-0034-R034</i></p>
--


Zakia Williams (or Designee)
U.S. Fish and Wildlife Service
North Florida Ecological Services Office

10/13/16
Date

Appendix C

Newsletters



Howard Frankland Bridge Regional Transit Corridor Evaluation

SEPTEMBER 2013

Originally opened as a small segment of Interstate 75 (I-75), present day Interstate 275 (I-275) is now a vital link in the Bay area's transportation network. It is heavily used by commuters and truck traffic and is a critical emergency evacuation route for large portions of Pinellas and Hillsborough Counties. Regionally, I-275 is part of the National Highway System, and locally it is part of Florida's Strategic Intermodal System (SIS), the Department's network that provides for the high-speed, high-volume movement of people and goods.

The Howard Frankland Bridge is the central bridge spanning Old Tampa Bay from Clearwater/St. Petersburg to Tampa, Florida. It is one of three bridges connecting Pinellas County and Hillsborough County; the others being the Gandy Bridge and the Courtney Campbell Causeway. The Howard Frankland carries I-275 and is by far the most traveled of the bay area bridges; carrying an average of 142,000 vehicles per day across Tampa Bay. By 2040 that volume is expected to increase to more than 200,000 vehicles per day. Based on this projected traffic increase, the Florida Department of Transportation is conducting two regional studies: the **Tampa Bay Express Master Plan Study** to evaluate the feasibility of adding express lanes to Bay area interstates and the **Regional Transit Corridor Evaluation** to study the feasibility of adding a future premium transit service within the I-275 corridor.

Congestion Across the Bay

For many commuters, daily gridlock is a fact of life. Many of us deal with traffic congestion on a daily basis. According to the US Department of Transportation (USDOT), **45% of traffic congestion is caused by preventable, recurring traffic issues.** Recurring traffic congestion occurs when too many vehicles use the same roads at the same time and there isn't enough space on these roads for everyone. Traffic congestion associated with most metropolitan areas can, and often does, have negative environmental, social, and economic effects.

To combat these effects, several congestion management options are being considered along I-275 within the Howard Frankland Bridge corridor. The first and more near-term option is the establishment of tolled express lanes. The addition of express or "managed" lanes is an innovative, low-cost alternative to traditional highway construction and the benefits (reduced congestion and fast, reliable travel times for commuters and buses) can be realized almost immediately.

The second, more long-term, consideration involves reserving or "setting aside" space within the I-275 corridor for premium transit in the future. The addition of a premium transit service will be needed to address our area's growing transportation challenges; however, the exact type of service is still being discussed by local agencies and area officials.

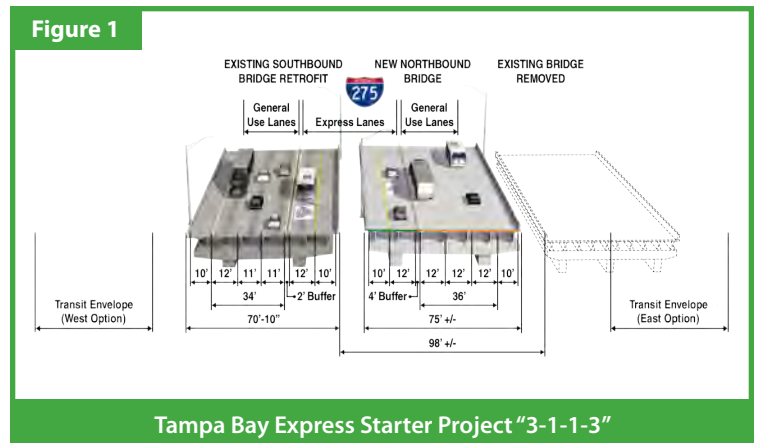
Express Lanes: Beyond the Bridge

The FDOT is continuously working to improve Florida's transportation network; recognizing that congestion isn't limited to a specific roadway and doesn't end at a county line. This is why the Department is



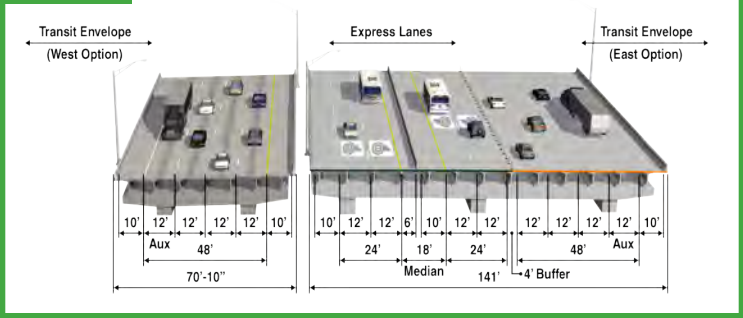
conducting the **Tampa Bay Express Master Plan Study** to evaluate a future **system** of tolled express lanes in order to provide additional capacity for interstate highways in the Tampa Bay area.

This system (Tampa Bay Express) could include more than 90 miles of express lanes along I-275, I-4, and I-75. The master plan study is developing both near-term, low-cost starter projects as well as long-term future investment projects. In regards to the Howard Frankland Bridges, the starter express lane concept consists of converting the auxiliary lane on both bridges to an express lane and leaving the remaining three lanes as general purpose lanes in each direction - commonly referred to as a "3-1-1-3" configuration (**Figure 1**). No additional construction would be required to implement this project along the bridge, except for future restriping and added signage.



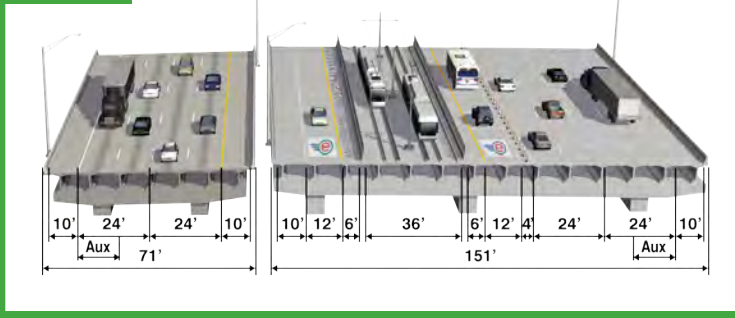
As traffic volumes continue to increase and additional express lanes are needed, the bridge would need to be widened. Since the northbound bridge is currently being evaluated, steps can be taken now to ensure that future expansion costs would be minimal. One of the suggested bridge expansion concepts includes reconfiguring the northbound bridge to carry two northbound and two southbound express lanes plus three general purpose lanes and an auxiliary lane. The southbound bridge would carry three general purpose lanes plus an auxiliary lane. This is commonly referred to as a "4-2-2-4" configuration (**Figure 2**). The new northbound replacement bridge could be constructed so that it could be easily retrofitted and widened to accommodate this option in the future.

Figure 2



Tampa Bay Express Long Term Project "4-2-2-4"

Figure 4



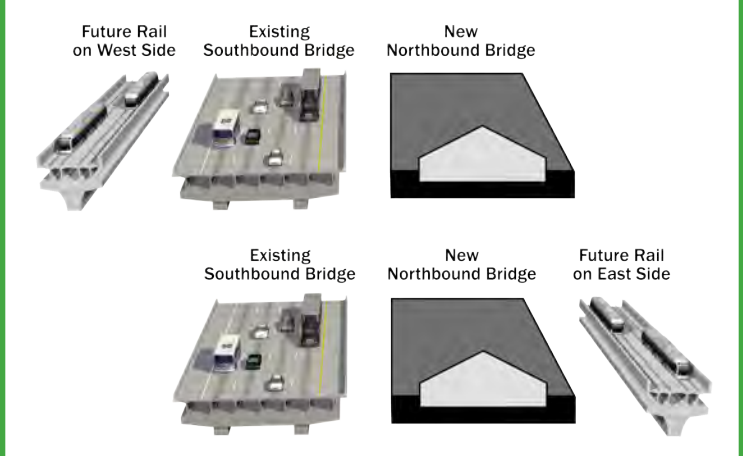
Long Term Express Lanes and Integrated Rail "4-1-R-1-4"

Express Lanes Plus: A Premium Transit Option

As our region continues to grow, so should our transportation options. To better meet this future demand, the Department is conducting a transit study to evaluate the feasibility of providing a premium transit service within the I-275 corridor.

A key focus area of the **Regional Transit Corridor Evaluation** is the Howard Frankland Bridge and the unique challenges that implementing a premium transit service presents. Implementing a premium transit service requires early planning, community support, and agency cooperation. While the mode, or service type, is still being discussed by local agencies and area officials, the Regional Transit Corridor Evaluation recommends reserving or "setting aside" space within the bridge corridor right of way for **premium transit** service in the future. This space, also known as a **transit envelope**, can be located in one of three areas within the bridge corridor: to the west of the existing bridges, to the east of the existing bridges, or integrated into the center of the new northbound bridge.

Figure 3



Future Transit Options - Separate Rail Guideway

Both the west side and east side transit envelope options would involve the construction of a separate structure and would require additional study to determine the most cost-effective location (Figure 3); however, should the long-term express lane option "4-2-2-4" be implemented, the integrated transit option could be easily incorporated by removing one express lane in each direction. This modification would provide the space necessary to carry a premium transit option, like light rail transit (LRT), on the bridge between the two remaining express lanes. This option is referred to as a "4-1-R-1-4" configuration (Figure 4).

At a Crossroads: Congestion Management and Transit Options

In order to ensure that we are fulfilling the needs of our transportation infrastructure in the years to come, we will need to look at the "big picture" for the Howard Frankland Bridge. The current PD&E study is only evaluating the replacement of the existing northbound bridge. Beyond considering an extra four feet of bridge width and a possible transit envelope, the study is not considering the environmental impacts of a wider structure or of a separate structure across Tampa Bay. Projects like those discussed above certainly won't come together overnight, but we need to start somewhere.

Our area would benefit from addressing this challenge sooner rather than later. The northbound Howard Frankland Bridge is more than 50 years old and has never been replaced. Since its original design and construction in the 1960s, residential and commercial growth has strained the corridor beyond its capacity, increasing delays and limiting economic activity. Although the bridge structure has been reinforced and repaired over the years, the northbound bridge is nearing the end of its useful life.

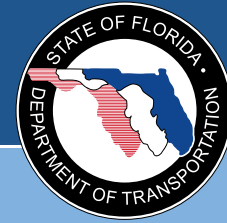
However, no single transportation agency can tackle this challenge alone. In addition to the Florida Department of Transportation, other agencies and local governments are involved in developing, implementing and maintaining regional projects, including the Tampa Bay Area Regional Transportation Authority (TBARTA) and the Metropolitan Planning Organizations in Pinellas and Hillsborough Counties. We will need to work together to achieve our shared goals.

This is our opportunity to do something new, while also addressing issues of congestion, pollution, land use and economic development. We must plan for our future now. Together, we can keep Florida at the forefront of the global economy.

For additional information on the **Regional Transit Corridor Evaluation** or the **Tampa Bay Express Master Plan Study**, please contact:

Kirk Bogen, P.E.
Project Development Engineer
813-975-6448
kirk.bogen@dot.state.fl.us

You can also visit the project website: www.mytbi.com/future-projects, then click on Howard Frankland Bridge.



Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Florida Department of Transportation District Seven
Pinellas & Hillsborough Counties | September 2013
Work Program Item Segment No. 422799 1



Dear Property Owner or Interested Citizen:

The Florida Department of Transportation (FDOT) invites you to attend and participate in a public hearing regarding the replacement of the I-275 northbound Howard Frankland Bridge in Pinellas and Hillsborough Counties. The hearing will be held to give the public an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed replacement.

This public hearing will be held in two separate sessions at the following locations:

Public Hearing Session 1:

Date: Tuesday, October 8, 2013
Place: Pinellas Suncoast Transit Authority
3201 Scherer Drive
St. Petersburg, FL 33716
Time: 5:00 - 7:00 p.m. Open House
6:00 p.m. Formal Presentation

Public Hearing Session 2:

Date: Thursday, October 10, 2013
Place: Tampa Marriott Westshore
1001 N. Westshore Boulevard
Tampa, FL 33607
Time: 5:00 - 7:00 p.m. Open House
6:00 p.m. Formal Presentation



Department representatives will be available at each session of the hearing beginning at 5:00 p.m. to answer questions. Exhibits and other project-related materials will be displayed showing the proposed improvements. The same information will be provided at both sessions.

At 6:00 p.m., Department representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 p.m. A court reporter will be available to receive comments in a one-on-one setting. You may mail your comments to the address preprinted on the back of the comment form or enter them on the project website. All comments must be postmarked by **Monday, October 21, 2013** to become part of the official public hearing record.

Draft study documents, and other pertinent information depicting the project's recommended alignment and proposed improvements will be available for review at the following locations from **Tuesday, September 17, 2013 to Monday, October 21, 2013:**

Pinellas Park Library

7770 52nd Street
Pinellas Park, FL 33781
Mon-Thurs 9:00 a.m. – 8:30 p.m.
Fri-Sat 9:00 a.m. – 5:00 p.m.
Sunday 1:00 p.m. – 5:00 p.m.

West Tampa Library

2312 W. Union Street
Tampa, FL 33607
Mon-Sat 10:00 a.m. – 6:00 p.m.
Sunday Closed

FDOT District Seven

ISD Office
11201 N. McKinley Drive
Tampa, FL 33612
Mon-Fri 8:00 a.m. - 5:00 p.m.
Saturday & Sunday Closed

If you have questions about the project or the scheduled hearing, please contact **Kirk Bogen, P.E., FDOT Project Development Engineer**, at **(813) 975-6448** or **(800) 226-7220** or visit our project website at the location noted below.

Sincerely,

Ming Gao, P.E.
Intermodal Systems Development Manager



For more information on this study, please visit our project website at: <http://www.mytbi.com/future-projects/> then click on Howard Frankland Bridge

This newsletter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties will be directly affected. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Lori Marable, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220 at least seven (7) days in advance of the hearing session.

Florida Department of Transportation
District Seven
11201 N. McKinley Drive MS 7-500
Tampa, Florida 33612-6456



Contact Information

We encourage your participation in this Howard Frankland Bridge (I-275/SR 93) PD&E Study and the Regional Transit Corridor Evaluation. If you wish to discuss any issues related to this project, please contact **Kirk Bogen, P.E.**, Project Development Engineer, at **(813) 975-6448** or by email to: kirk.bogen@dot.state.fl.us; or **Kris Carson**, Public Information Officer, at **(800) 226-7220** or by email to: kristen.carson@dot.state.fl.us. Written comments may be sent to:

Ming Gao, P.E.

Intermodal Systems Development Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

En Español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor **Manuel Santos**, al teléfono **(813) 975-6173** o correo electrónico manuel.santos@dot.state.fl.us.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact **Lori Marable**, Public Involvement Coordinator, at **(813) 975-6405** or **(800) 226-7220**.

Study Schedule

The study will be completed by Winter 2013/14.

Below is the study schedule:



For more information on this study,
please visit our project website at:
<http://www.mytbi.com/future-projects/>
then click on Howard Frankland Bridge

Study Purpose

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. The objective of this PD&E study is to assist the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the northbound Howard Frankland Bridge on Interstate 275 (I-275/SR 93). This bridge opened to traffic in 1959 and is nearing the end of its serviceable life. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design and construction). A simultaneous Regional Transit Corridor Evaluation is underway to evaluate premium transit alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County. This PD&E study is evaluating options for accommodating a future multimodal premium transit envelope within the Howard Frankland Bridge corridor.

Project Overview

The proposed project involves the replacement of the four-lane northbound I-275 Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay in Pinellas and Hillsborough Counties. The limits of the PD&E study extend approximately one-mile beyond either end of the three-mile bridge to include portions of the existing causeway. In addition to the proposed bridge replacement, this study also considers reserving space for a future transit envelope within the existing bridge corridor. The proposed transit improvements will be consistent with the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted in June 2011. They are being evaluated in conjunction with local premium transit initiatives, namely the Pinellas Alternatives Analysis, which evaluated premium transit service between Clearwater and St. Petersburg with an extension across Tampa Bay to Tampa across the I-275 corridor.



Existing Conditions

Existing Bridge Structure - The northbound Howard Frankland Bridge is 3.01 miles long and approximately 62 feet wide. It consists of two 12-foot travel lanes, two 11-foot travel lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder (see Figure 1-1). The posted speed limit is 65 miles per hour (mph) with 40 mph minimum. The inside shoulder width and the two 11-foot lanes do not meet current design standards for an Interstate highway. The existing typical section for both the southbound and northbound structures are shown in Figure 1-1.

Roadway Approaches - The roadway approaches on either side of the Howard Frankland Bridge include four 12-foot lanes (3 general use lanes

plus 1 auxiliary lane), 10-foot paved inside and outside shoulders, and concrete barrier walls within a 22-foot median. The causeways near both ends of the bridge include emergency access (turnaround) roadways, which run underneath the bridge ends (see Figure 1-2).

Proposed Improvements

The Recommended Alternative consists of replacing the existing four-lane northbound bridge with a wider four-lane bridge (3 general use lanes plus 1 auxiliary lane) that will be constructed between the two existing bridges, as shown in Figures 2-1 and 2-2. This proposed centered alignment would have the least impacts to seagrasses and other environmental resources. Construction of the new bridge (including temporary widening of a portion of the existing bridge) would be staged in order to maintain traffic.

This is critical at either end where the existing separation between the two existing bridges is much narrower than the 98 feet typical across the rest of the bridge.

The new northbound bridge will be constructed approximately 6 feet higher than the existing southbound bridge. This will minimize the chance of damage from waves during an extreme weather event. The new northbound replacement bridge will be constructed 4 feet wider than the existing bridge. The additional width could be used as a buffer area as transit or express lane options are implemented in the future.

Once the new northbound bridge is completed, the existing northbound structures will be removed. The estimated cost of the improvements, including the roadway transitions at either end of the bridge, is approximately \$390 million in today's dollars.

Potential Transit

In addition to the bridge replacement, a separate but related study is ongoing to evaluate the feasibility of including accommodations for premium transit services within the Howard Frankland Bridge corridor. The Department, in coordination with its agency partners on both sides of the Bay, is working to set aside space for a transit connection across the Howard Frankland Bridge that will link Pinellas and Hillsborough Counties via transit stations.

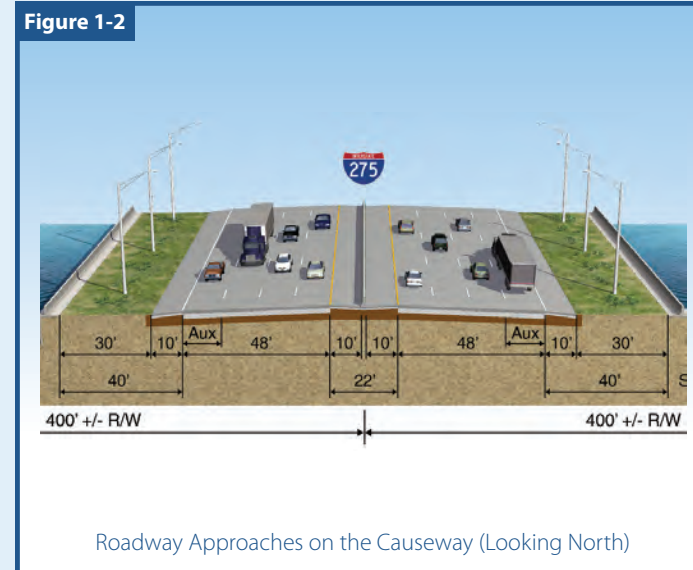
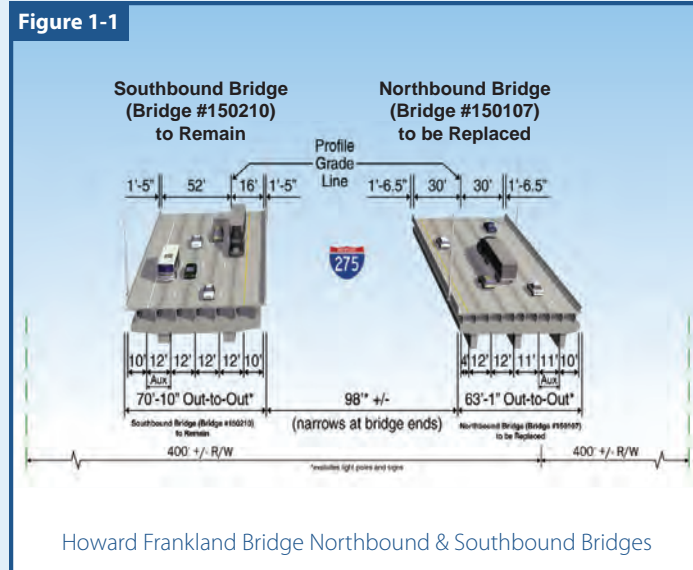
The linkage provided between Pinellas County's proposed Gateway Station and Hillsborough County's proposed Westshore Station would allow uninterrupted transit movements along the bridge. For this to be possible, however, the corridor must be capable of accommodating the selected transit option. The Regional Transit Corridor Evaluation Study identified opportunities and constraints associated with providing a potential transit envelope in conjunction with bridge replacement.

Future Funding

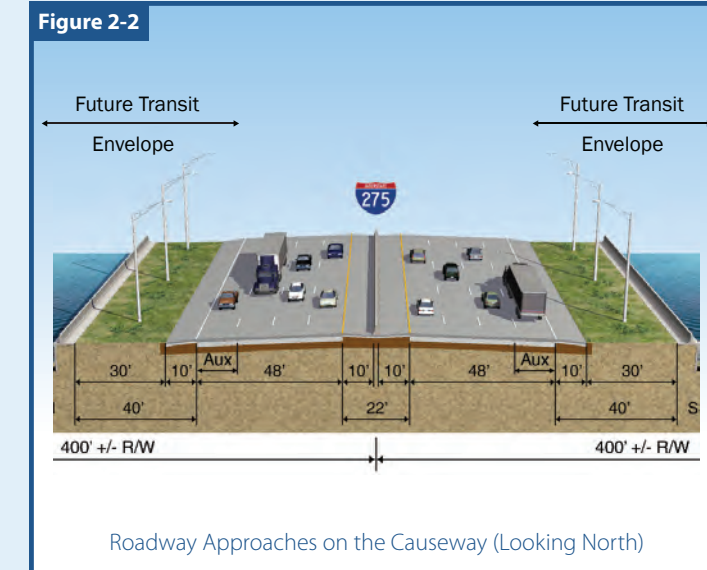
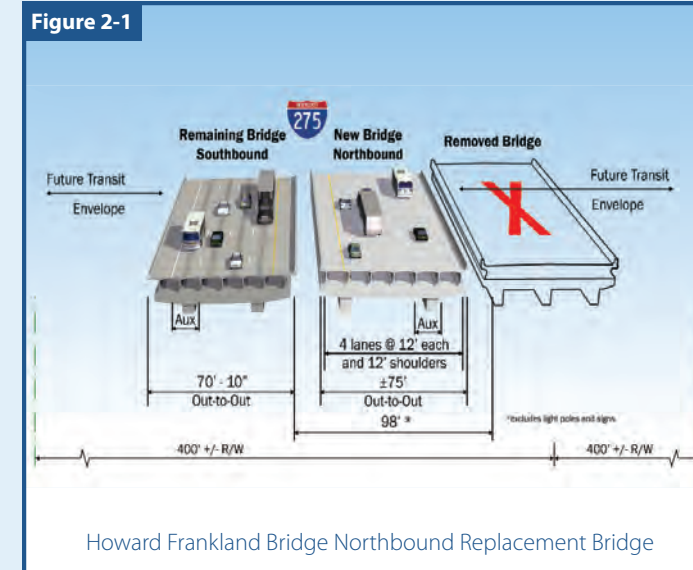
No future project phases are currently included in the adopted 5-year work program for fiscal years 2013/14 through 2017/18 (effective 7/1/2013); however, the Department is currently seeking funds to add to the work program and advance the project to the next phase.

Phase	Fiscal Year
Design Phase	Not Funded
Right of Way Acquisition	Not Applicable
Construction	Not Funded

Existing Bridge Typical Sections



Recommended Bridge Typical Sections





Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Transit Corridor Evaluation

Florida Department of Transportation District Seven



Work Program Item Segment No.: 422799 1
Hillsborough & Pinellas Counties

May 2011

TWO STUDIES ONE BRIDGE CROSSING

PROJECT OVERVIEW

The Florida Department of Transportation (FDOT) has future plans in motion to replace the aging northbound Howard Frankland Bridge which, built in 1960, is approaching the end of its' serviceable life. A Project Development and Environment (PD&E) Study has begun to identify how this replacement will affect the surrounding environment. In addition to the bridge replacement, a key element of the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan is to develop a transit connection across the Howard Frankland Bridge that will link Hillsborough and Pinellas counties via transit stations. The linkage provided between Hillsborough County's proposed Westshore Station and Pinellas County's proposed Gateway Station would allow uninterrupted transit movements along the bridge. For this to be possible, however, the corridor must be capable of accommodating the appropriate transit provisions. Therefore, we will also conduct a Transit Corridor Evaluation Study to determine opportunities and constraints of providing a potential transit envelope in conjunction with bridge replacement.

While the primary purpose of the PD&E study is to examine replacement of the bridge without increasing capacity, the transit study offers the opportunity to examine how transit could be included in the bridge replacement construction. The transit study will include an examination of engineering constraints and feasible alternatives to accommodate transit in the design of the replacement bridge, or determine if a new structure would be required. The study will be closely coordinated with the Pinellas County Alternatives Analysis (AA) now being conducted, which is looking at providing premium transit service from Pinellas County to Hillsborough County. The study will also be closely coordinated with the Hillsborough County AA, now being conducted to evaluate a range of alternative ways to address the transportation needs within the study area. The Howard Frankland Bridge corridor must accommodate the appropriate transit provisions to connect all transit systems regionally.

A REGIONAL APPROACH TO TRANSPORTATION

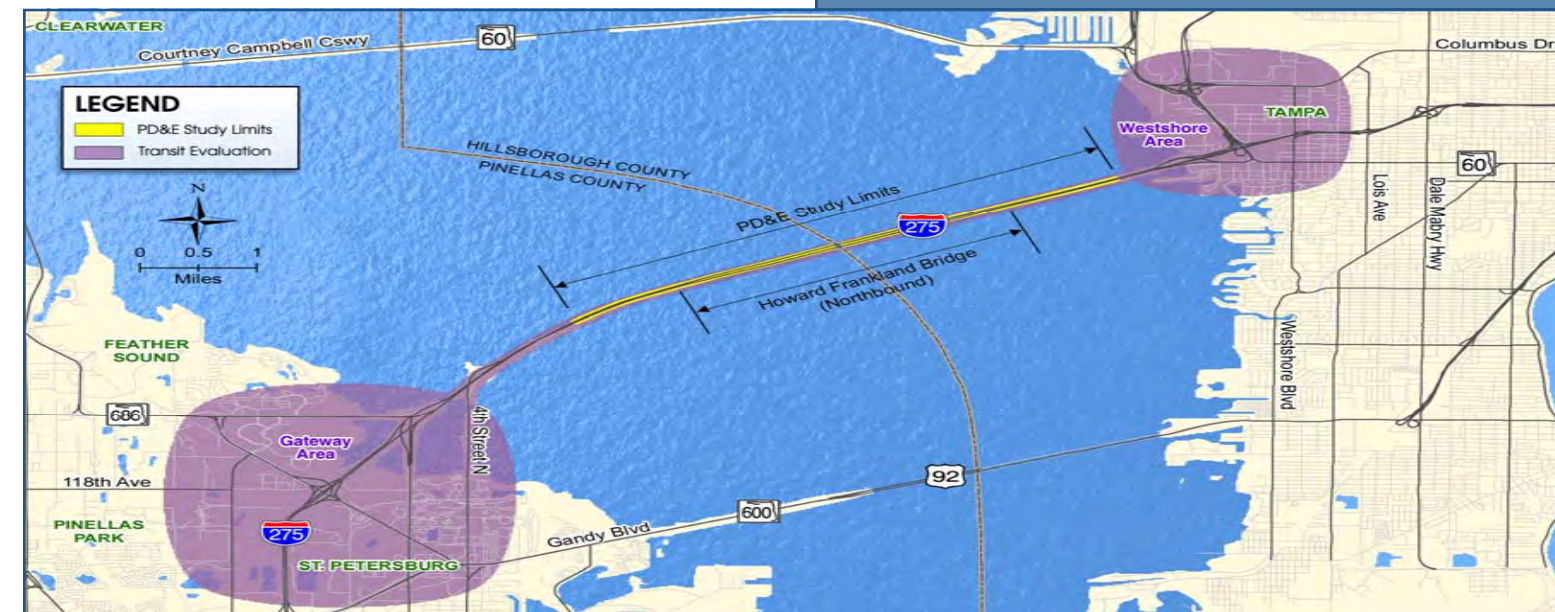
Traffic congestion does not start or stop at county lines, neither should our solutions. Interstate 275 (I-275), being a regional interstate as well as part of the Strategic Intermodal System (SIS), is a major artery of movement of people and goods across Pinellas and Hillsborough counties. The Howard Frankland Bridge carries on average 139,000 vehicles per day across Tampa Bay. That is why TBARTA developed a Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota counties. By focusing on this regional approach to our transportation issues, it will allow for seamless travel between counties. The Transportation Master Plan is being updated.

As a first step in moving toward implementation of the TBARTA Master Plan, the Hillsborough Area Regional Transit Authority (HART) has undertaken an AA for a light rail transit corridor running from the University of South Florida, through downtown Tampa, to the Westshore area. A second AA is currently being conducted by TBARTA, FDOT, the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Suncoast Transit Authority (PSTA) for a premium transit corridor connecting downtown St. Petersburg, through the Pinellas Gateway area, and Clearwater. The Howard Frankland Bridge Transit Corridor Evaluation will be vitally important as it will link these two transportation efforts as it connects Hillsborough and Pinellas counties.



Continued on page 2...

PROJECT LOCATION MAP



Florida Department of Transportation, District Seven
11201 N. McKinley Drive MS 7-500
Tampa, Florida 33612-6456



CONTACT INFORMATION

We encourage your participation in this Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Corridor Evaluation. If you wish to discuss any issues related to this project, schedule a small group meeting, or add your name to the mailing list, please contact **Kirk Bogen, P.E., Project Manager**, by calling (813) 975-6448 or by email to: kirk.bogen@dot.state.fl.us; or **Marian Scorza, Public Information Officer**, by calling (800) 226-7220 or by email to: marian.scorza@dot.state.fl.us.

Written comments may be sent to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Para Preguntas en español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor **Manny Santos**, al teléfono (813) 975-6173 o correo electrónico manuel.santos@dot.state.fl.us.

NON-DISCRIMINATION LAWS & REGULATIONS

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact **Lori Snively**, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220.



For more information on this study, go to www.mytbi.com, click on "Future Projects," then click on "I-275/Howard Frankland Bridge Replacement PD&E Study & Regional Transit Evaluation"

For more information on TBARTA and their projects, go to: www.TBARTA.com click on "Projects."

A REGIONAL APPROACH TO TRANSPORTATION (Continued)

In addition to the already-mentioned three projects providing transit solutions for Hillsborough and Pinellas counties, there are several additional Regional Transit Corridor Evaluations for other elements of the TBARTA Master Plan, including the Westshore area to Crystal River/Inverness corridor.

Information pertaining to these related projects can be found at the links below:

TBARTA Master Plan:
<http://www.tbarta.com/plan>

Pinellas Alternatives Analysis:
<http://pinellasontrack.com>

HART Alternatives Analysis:
<http://www.gohartaa.org>

WHAT IS A PD&E STUDY?

A **Project Development and Environment (PD&E) Study** is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. The PD&E study allows the Department to reach a decision on the type, location and conceptual design of the necessary improvement along the Howard Frankland Bridge to accommodate future users in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs. The PD&E study efforts are accomplished by working in cooperation with other State/Federal agencies and local governments. This coordination allows the Department to better determine the effects a transportation project will have on the natural and human environment.

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA). During the study, we determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic and environmental effects. A No-Build Alternative, which considers leaving the roadway in its present state with routine maintenance, remains a viable alternative throughout the study. A PD&E study is finalized when the Federal Highway Administration (FHWA), reviews the documentation and recommendations and then provides a Location and Design Concept Acceptance.

WHAT IS A TRANSIT CORRIDOR EVALUATION?

A key element of the TBARTA Master Plan is to provide a transit linkage across the Howard Frankland Bridge (I-275/SR 93) corridor, linking Hillsborough and Pinellas counties. This linkage would run from Hillsborough County's proposed Westshore station to Pinellas County's proposed Gateway station. These stations would not serve as termini, but would allow uninterrupted transit movements from the St. Petersburg and Clearwater areas across the Howard Frankland Bridge (I- 275/SR 93) corridor to and through Tampa's Central Business District (and vice versa). However, for this linkage to be possible, the Howard Frankland Bridge corridor must be able to accommodate the appropriate transit provisions. The Florida Department of Transportation (FDOT) plans to replace the northbound Howard Frankland Bridge in the future since it is approaching the end of its useful service life. Therefore, the FDOT wishes to ensure that this transit study will determine the opportunities and challenges of constructing a potential transit envelope in conjunction with the bridge replacement.



The transit study will help to answer such questions as:

- How can transit be included in the design of the replacement bridge?
- Will a new structure be required for transit?
- What are the transit alternatives that will be considered (i.e. rail alternatives, managed/dedicated lanes, Bus Rapid Transit, Express Bus, others)?

This transit study was not originally conceived as a formal Federal Transit Administration (FTA) Alternatives Analysis. However, this study may evolve into a full formal AA if funding and other circumstances allow.

The major work efforts during this transit corridor evaluation will include development of a purpose and need statement; generation of cost estimates; estimates of future transit ridership; identification of potential economic, social and environmental impacts; and the recommendation of a preliminary Locally Preferred Alternative (LPA).

TYPES OF TRANSPORTATION CHOICES



Bus – Shorter Distance, Frequent Stops
Local buses on fixed routes or Bus Rapid Transit in mixed traffic



Rail – Shorter Distance, Frequent Service
Light Rail, Streetcar/ Trolley or Monorail

As part of the Howard Frankland Bridge Transit Corridor Evaluation, the following types of transportation choices will be evaluated for possible inclusion on this corridor:



Bus – Longer Distance, Limited-Stop
Bus Rapid Transit in exclusive Right-of-Way or Express Bus



Rail – Longer Distance, Limited-Stop
Commuter Rail, Heavy Rail or Diesel Multiple Unit/Electric Multiple Unit



Managed Lanes
High Occupancy Vehicle, High Occupancy Toll or tolling

PROJECT SCHEDULE

Activity	2011				2012			
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Study Kickoff	★							
Data Collection								
Develop/Analyze Bridge & Transit Alternatives								
Alternatives Public Workshop			★					
Select PD&E Recommended Alternative								
Refine/Analyze Transit Alternatives								
Develop/Select Preferred Transit Alternative								
Public Hearing							★	
Finalize PD&E Report and Transit Documents								
PD&E Location & Design Concept Acceptance								

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PROCESS

Gather information on various social & environmental resources (residences, commercial, public facilities, wetlands, streams/floodplains, protected species, archaeological sites, historical structures).

1

Data Collection

This phase will develop a full array of bridge design alternatives to be considered. The PD&E Study alternatives will also accommodate premium transit for the linkage between Pinellas and

2

Development of Bridge Alternatives

Evaluate the engineering and operational feasibility of proposed alternatives. Perform an analysis of environmental impacts of PD&E Study alternatives consistent with the requirements of a federally

3

Analyze/Assess Potential Impacts of Bridge Alternatives

A preferred PD&E Study alternative will be selected and recommended based on a review and analysis of all engineering, environmental, and public involvement issues related to the project.

4

Select PD&E Recommended Alternative

TRANSIT CORRIDOR EVALUATION PROCESS

Purpose and Need

Establishes problems to be addressed in the study and serves as a basis for developing goals, objectives and evaluation criteria. Also provides a framework for determining which alternatives should be considered.

In this phase we will develop a full array of alternatives to be considered, which will include all reasonable transit alternatives and service options that will help meet the transportation needs of both Hillsborough and Pinellas counties.

Development of Transit Alternatives

Evaluation of Transit Alternatives

In a multi-step process, transit alternatives will be screened and evaluated using multiple criteria including costs, accessibility, capacity, reliability, travel times, environmental benefits and other evaluation criteria.

Select Recommended Locally Preferred Alternative (LPA)

Alternatives will be ranked based on their performance against the evaluation criteria and their effectiveness in achieving the study's goals and objectives. Based on this ranking, we will make a final recommendation on a Locally Preferred Alternative (LPA).

PUBLIC INVOLVEMENT



Howard Frankland Bridge Regional Transit Corridor Evaluation

OCTOBER 2017



Traffic on the Howard Frankland Bridge (northbound) due to congestion on the Tampa side of the Bay

Originally opened as a small segment of Interstate 75 (I-75), present day Interstate 275 (I-275) is now a vital link in the Bay area's transportation network. It is heavily used by commuters and truck traffic and is a critical emergency evacuation route for large portions of Pinellas and Hillsborough Counties. Regionally, I-275 is part of the National Highway System, and locally it is part of Florida's Strategic Intermodal System (SIS), the FDOT's network that provides for the high-speed, high-volume movement of people and goods.

The Howard Frankland Bridge is the central bridge spanning Old Tampa Bay from Clearwater/St. Petersburg to Tampa, Florida. It is one of three bridges connecting Pinellas County and Hillsborough County; the others being the Gandy Bridge and the Courtney Campbell Causeway. The Howard Frankland carries I-275 and is by far the most traveled of the bay area bridges; carrying an average of 142,000 vehicles per day across Tampa Bay. By 2040 that volume is expected to increase to more than 229,000 vehicles per day. Based on this projected traffic increase, the Florida Department of Transportation has been conducting two regional studies: the **Tampa Bay Express Master Plan Study** to evaluate the feasibility of adding express lanes to Bay area interstates and the **Regional Transit Corridor Evaluation** to study the feasibility of adding a future premium transit corridor within the I-275 corridor.

In May 2017, the FDOT launched Tampa Bay Next, a program to modernize Tampa Bay's transportation system. In response to community feedback, FDOT is working with local agencies and area officials to ensure that roadway plans and transit initiatives are integrated and complimentary.

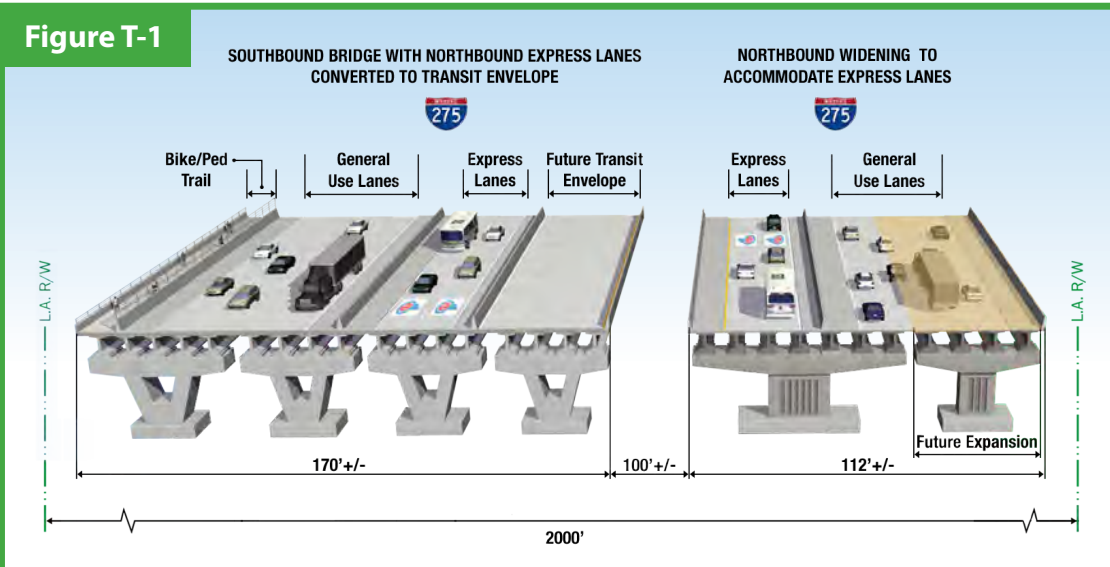
Congestion Across the Bay

For many commuters, daily gridlock is a fact of life. Many of us deal with traffic congestion on a daily basis. According to the US Department of Transportation (USDOT), **45% of traffic congestion is caused by preventable, recurring traffic issues.** Recurring traffic congestion occurs when too many vehicles use the same roads at the same time and there isn't enough space on these roads for everyone. Traffic congestion associated with most metropolitan areas can, and often does, have negative environmental, social, and economic effects.

To combat these effects, several congestion management options are being considered along I-275 within the Howard Frankland Bridge corridor. The first and more near-term option is the establishment of tolled express lanes. The addition of express or "managed" lanes is an innovative, low-cost alternative to traditional highway construction and the benefits (reduced congestion and fast, reliable travel times for commuters and buses) can be realized almost immediately.

The second, more long-term, consideration involves reserving or "setting aside" space within the I-275 corridor for premium transit in the future. The addition of a premium transit service will be needed to address our area's growing transportation challenges; however, the exact type of service is still being discussed by local agencies and area officials.

Figure T-1



Future Ultimate Bridge Typical Section Alternatives
(Adding Future Premium Transit)

approval of the future expansion/widening of the existing bridge that will remain.

Our area would benefit from addressing future transportation needs sooner rather than later. The existing original northbound Howard Frankland Bridge is more than 50 years old and has never been replaced. Since its original design and construction in 1959, residential and commercial growth has strained the corridor beyond its capacity, increasing delays and limiting economic activity. Although the bridge structure has been reinforced and repaired over the years, the northbound bridge is nearing the end of its useful life.

The Florida Department of Transportation (FDOT) District 7 in conjunction with Hillsborough

Area Regional Transit (HART) Authority is conducting a “Regional Transit Feasibility Plan” (RTFP). This plan will build on decades of planning and bridge the gap between the vision for transit throughout the region. An evaluation process using clearly defined criteria will identify the top regional transit corridors, and ultimately one catalyst project that could be implemented first, followed by other projects to move forward around the region.

This is our opportunity to look forward, while also addressing issues of congestion, pollution, land use and economic development. We must plan for our future now. An efficient transportation system can help keep Florida at the forefront of the global economy.

For additional information on the *Regional Transit Corridor Evaluation* or the *Tampa Bay Next*, please contact:

Kirk Bogen, P.E.
Environmental Management Engineer
813-975-6398

Express Lanes Plus: A Premium Transit Option

As our region continues to grow, so should our transportation options. To better meet this future demand, the FDOT is partnering with transit agencies to conduct a transit study to evaluate the feasibility of providing a premium transit service within the I-275 corridor.

A key focus area of the *Regional Transit Corridor Evaluation* is the Howard Frankland Bridge and the unique challenges that implementing a premium transit service presents. Implementing a premium transit service requires early planning, community support, and agency cooperation. While the mode, or service type, is still being discussed by local agencies and area officials, the Regional Transit Corridor Evaluation recommends reserving or “setting aside” space within the bridge corridor right of way for **premium transit** service in the future. This space, also known as a **transit envelope**, can be located on the new bridge.

The transit envelope would involve retrofitting the new bridge and reinforcing the piers to accommodate premium transit in the future. See **Figure T-1** for the future typical section of the bridge corridor depicting future expansion for the premium transit envelope. Structural enhancements will need to be made in order to carry loading for future transit vehicles, which will cost over \$25 million. This investment is being made now when the new bridge is built.

At a Crossroads: Congestion Management and Transit Options

In order to ensure that we are fulfilling the needs of our transportation infrastructure in the years to come, we will need to look at the “big picture” for the Howard Frankland Bridge. The current PD&E study is only evaluating the replacement of the existing northbound bridge. Beyond considering the wider bridge for express lanes and where the premium transit envelope will be situated, the study is not seeking environmental



You can also visit the project website:
<http://hfbs.fdotd7studies.com/>



Florida Department of Transportation - District Seven
 I-275/SR 93 - Howard Frankland Bridge PD&E Study
 11201 N. McKinley Drive MS 7-500
 Tampa, Florida 33612-6456



Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Florida Department of Transportation District Seven

Pinellas & Hillsborough Counties | November 14 & 16, 2017

Work Program Item Segment No. 422799 1



Dear Property Owner or Interested Citizen:

This newsletter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the centerline of the proposed project. You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing regarding the proposed replacement of the I-275 northbound Howard Frankland Bridge in Pinellas and Hillsborough Counties. The hearing will be held to allow interested persons an opportunity to provide comments and express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed replacement. A public hearing was held for this study in October 2013. Since that hearing, the recommended build alternative has been changed to propose the new wider bridge to the west of the existing bridges instead of in the center to streamline construction efforts and minimize traffic disruption for motorists during construction.



For more information on this study, please visit our project website at: <http://hfbs.fdotd7studies.com/> then click on Howard Frankland Bridge.

Public Hearing Session 1:

Date: Tuesday, November 14, 2017
Place: Tampa Marriott Westshore
 1001 N. Westshore Boulevard
 Tampa, FL 33607
Time: 5:30 - 7:30 p.m. Open House
 6:30 p.m. Formal Presentation

Public Hearing Session 2:

Date: Thursday, November 16, 2017
Place: Hilton St. Petersburg Carillon Park
 950 Lake Carillon Drive
 St. Petersburg, FL 33716
Time: 5:30 - 7:30 p.m. Open House
 6:30 p.m. Formal Presentation



We Want Your Input!

A successful project depends on the public's participation in the project's development. To provide comments, ask questions, and make suggestions about the project, contact: **Kirk Bogen, P.E., Environmental Management Engineer**, at (813) 975-6398 or **Kris Carson, Public Information Officer**, at (800) 226-7220 or by email to: kristen.carson@dot.state.fl.us.

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at <http://hfbs.fdotd7studies.com/>. All comments or exhibits must be postmarked no later than November 27, 2017 to become part of the official public hearing record.

This newsletter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties will be directly affected. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or by email at: christopher.speese@dot.state.fl.us at least seven (7) days in advance of the hearing session.

FDOT representatives will be available at each session of the hearing beginning at 5:30 p.m. to answer questions. Exhibits and other project-related materials will be displayed showing the proposed improvements. A PowerPoint presentation will run continuously during the open house. The same information will be provided at both sessions. At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two hour meeting to review project information and talk one-on-one with project team members. A court reporter will be available to receive comments in a one-on-one setting. You may mail your comments to the address preprinted on the back of the comment form or enter them on the project website. All comments must be postmarked by **Monday, November 27, 2017** to become part of the official public hearing record.

Draft study documents, and other pertinent information depicting the project's recommended alignment and proposed improvements will be available for review at the following locations from **Tuesday, October 24, 2017 to Monday, November 27, 2017**.

Pinellas Park Library

7770 52nd Street
 Pinellas Park, FL 33781
 Mon-Thurs 9:00 a.m. - 8:30 p.m.
 Fri-Sat 9:00 a.m. - 5:00 p.m.
 Sunday 1:00 p.m. - 5:00 p.m.

West Tampa Library

2312 W. Union Street
 Tampa, FL 33607
 Mon-Sat 10:00 a.m. - 6:00 p.m.
 Sunday Closed

FDOT District Seven

11201 N. McKinley Drive
 Tampa, FL 33612
 Mon-Fri 8:00 a.m. - 5:00 p.m.
 Saturday & Sunday Closed

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact **Kirk Bogen, P.E., Environmental Management Engineer**, at (813) 975-6398 or (800) 226-7220 or visit our project website at <http://hfbs.fdotd7studies.com/>.

Sincerely,

Kirk Bogen, P.E.
 Environmental Management Engineer

Contact Information

We encourage your participation in this Howard Frankland Bridge (I-275/SR 93) PD&E Study and the Regional Transit Corridor Evaluation. If you wish to discuss any issues related to this project, please contact **Kirk Bogen, P.E.**, Environmental Management Engineer, at (813) 975-6398 or **Kris Carson**, Public Information Officer, at (800) 226-7220 or by email to: kristen.carson@dot.state.fl.us. Written comments may be sent to:

Kirk Bogen, P.E.

Environmental Management Engineer
 Florida Department of Transportation, District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, Florida 33612-6456

En Español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con la señora **Sandra González, P.E.**, al teléfono (813) 975-6096 o correo electrónico sandra.gonzalez@dot.state.fl.us.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact **Christopher Speese**, Public Involvement Coordinator, at (813) 975-6405 or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.

Study Schedule

The study will be completed by Spring 2018.

Below is the study schedule:

Project Kick Off	Spring 2011
Completed Initial Analysis	Spring 2013
Stakeholder Meetings	Spring 2013
First Public Hearing	October 2013
Updated Concepts	2016 - 2017
Second Public Hearing	November 2017
Finalize PD&E Documents	Spring 2018
PD&E Complete	Spring 2018

For more information on this study, please visit our project website at: <http://hfbs.fdotd7studies.com/>

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Study Purpose

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. The objective of this PD&E study is to assist the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the existing northbound Howard Frankland Bridge on Interstate 275 (I-275/SR 93). This bridge opened to traffic in 1959 and is nearing the end of its serviceable life. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design and construction). A simultaneous Regional Transit Corridor Evaluation is underway to evaluate the premium transit corridor alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County. This PD&E study is evaluating options for accommodating a future multimodal premium transit envelope within the Howard Frankland Bridge corridor.

Project Overview

The proposed project involves the replacement of the existing northbound I-275 Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay in Pinellas and Hillsborough Counties. The limits of the PD&E study extend approximately one-mile south of the three-mile bridge to one-half mile north of the bridge to include portions of the existing causeway. In addition to the proposed bridge replacement, this study also considers reserving space for a future premium transit envelope within the existing bridge corridor. The proposed transit improvements will be consistent with the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted in 2015. They are being evaluated in conjunction with local premium transit initiatives, namely the Pinellas Alternatives Analysis, which evaluated premium transit service between Clearwater and St. Petersburg with an extension across Tampa Bay to Tampa across the I-275 corridor.



Existing Conditions

Existing Bridge Structure - The northbound Howard Frankland Bridge is 3.01 miles long and approximately 63 feet wide. It consists of two 12-foot travel lanes, two 11-foot travel lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder (see Figure 1-1). The posted speed limit is 65 miles per hour (mph) with 40 mph minimum. The inside shoulder width and the two 11-foot lanes do not meet current design standards for an Interstate highway. The existing typical section for both the southbound and northbound structures are shown in Figure 1-1.

Roadway Approaches - The roadway approaches on either side of the Howard Frankland Bridge include four 12-foot lanes (3 general use lanes plus 1 auxiliary lane), 10-foot paved inside and outside shoulders, and concrete barrier walls within a 22-foot median (see Figure 1-2). The

causeways near both ends of the bridge include maintenance access (turnaround) roadways, which run underneath the bridge ends.

Proposed Improvements

The Recommended Alternative consists of replacing the existing northbound bridge with a wider four-lane bridge (4 southbound general use lanes plus 2 tolled express lanes in each direction) that will be constructed to the west of the existing bridges, as shown in Figures 2-1 and 2-2. This proposed alignment will have minimal impact to seagrass and other environmental resources. Construction of the new bridge will not impact existing traffic flow. This is critical at either end where the existing separation between the two existing bridges is much narrower than the 98 feet typical across the rest of the bridge.

The new bridge will be constructed approximately 8 feet higher than the existing southbound bridge. This will minimize the chance of damage from waves during an extreme weather event.

The proposed new bridge will include a 12-foot shared use path ("bike-ped trail") on the west side of the bridge.

Once the new bridge is constructed, the older existing northbound structure will be removed. The estimated cost of the improvements, including the roadway transitions at either end of the bridge, is approximately \$785 million in 2017 dollars.

Tampa Bay Next

Tampa Bay Next is a program to modernize Tampa Bay's transportation system. FDOT is in the process of working with the community on an action plan for a comprehensive, regional transportation system. Tampa Bay's interstates are a key component of the transportation system, serving as the backbone of regional mobility. The Howard Frankland Bridge project is a vital link between Pinellas and Hillsborough counties. FDOT is currently conducting studies on multiple sections of Tampa Bay's interstate system to identify the preferred alternative for each. On the Pinellas side of the bay, the Howard Frankland Bridge express lanes will connect to the new Gateway Expressway, which will be constructed between 2018-2022. On the Hillsborough side of the bay, the Howard Frankland Bridge express lanes will transition into non-tolled general-purpose lanes in the Westshore area until a preferred alternative is identified for the Westshore Area Interchange.

Transit Accommodations

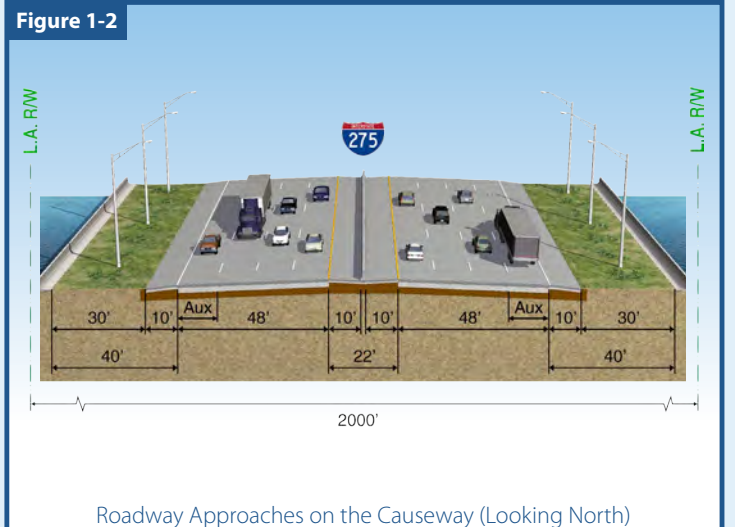
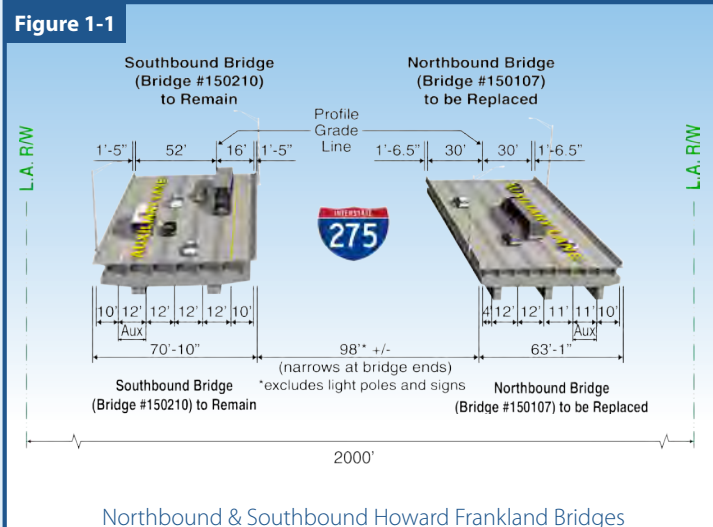
In addition to the bridge replacement, a separate but related study is ongoing to evaluate the feasibility of including accommodations for premium transit services within the Howard Frankland Bridge corridor. The Department, in coordination with its agency partners on both sides of the Bay, is working to set aside space for a transit connection across the Howard Frankland Bridge that will link Pinellas and Hillsborough Counties via transit stations. Structural enhancements will need to be made in order to carry loading for future transit vehicles, which will cost over \$25 million.

Future Funding

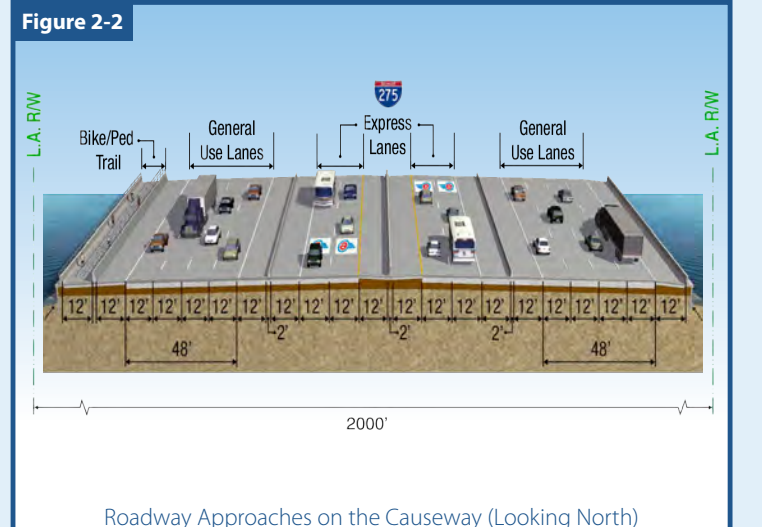
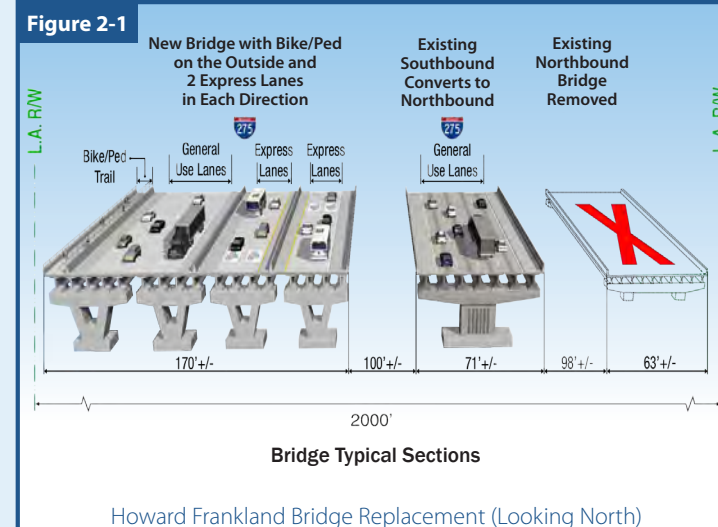
After the PD&E study is complete, this project will proceed as a Design-Build project.

Phase	Fiscal Year
Right of Way Acquisition	Not Applicable, None Required
Design/Build	Fiscal Year 2019/2020

Existing Bridge and Causeway Typical Sections



Recommended Bridge and Causeway Typical Sections





Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form at one of the meeting sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at hfbs.fdotd7studies.com.

Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

Name (Print): _____

Address: _____

City, State, Zip: _____

Email: _____

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, November 14, 2017
Tampa Marriott Westshore

Session 2
Thursday, November 16, 2017
Hilton St. Petersburg Carillon Park

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or by e-mail at christopher.speese@dot.state.fl.us at least seven (7) days in advance of the hearing.

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Florida Department of Transportation – District Seven
Attn: Kirk Bogen, PE, Environmental Management Engineer
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612

Appendix D

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HOWARD FRANKLAND NORTHBOUND BRIDGE
REPLACEMENT PROJECT DEVELOPMENT AND
ENVIRONMENT STUDY OR PD&E STUDY

(SESSION 1)

DATE: Tuesday, October 8, 2013
TIME: 5:00 p.m. - 7:00 p.m.
PLACE: Pinellas Suncoast Transit Authority
3201 Scherer Drive
St. Petersburg, Florida

REPORTED
BY: V. LIZ NIEVES, Court Reporter
Notary Public, State of Florida

(SESSION 2)

DATE: Thursday, October 10, 2013
TIME: 5:00 p.m. - 7:00 p.m.
PLACE: Tampa Marriott Westshore
1001 North Westshore Boulevard
Tampa, Florida

REPORTED
BY: CATHY J. JOHNSON MESSINA, RMR, FPR
Registered Merit Reporter
Florida Profession Reporter
Notary Public, State of Florida

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Computer-Aided Transcription

1 (SESSION 1)

2 Bill Jonson
3 Clearwater City Councilman

4 MR. JONSON: My name is Bill Jonson, J-O-N-S-O-N.
5 I'm a City Councilman from Clearwater. I sit on the
6 PSTA Board, and I previously was Chair of the TBARTA
7 Citizens Advisory Committee, so I've been involved in
8 this process for a long time. And I understood the
9 scope of this project to be a road bridge replacement
10 and a transit bridge as the original scope.

11 I see today that the deliverable appears to have
12 been -- accelerated the bridge and de-emphasized the
13 transit envelope of the project, rather than a
14 comprehensive inclusion of transit into the next step
15 going forward.

16 And I think that's unfortunate because in
17 the past, there was great consensus on a regional
18 transit plan that would include light rail from
19 St. Petersburg through the gateway area across the
20 bridge to downtown Tampa and going to the North Tampa
21 area near USF. And I'm concerned that the
22 de-emphasis of the transit portion of the bridge will
23 affect our long-range ability for the area to really
24 make the improvements that were envisioned by the
25 DOT's interstate of transit report, which came out

1 about ten years ago, and that was the basis for the
2 PSTA advancing funds to the FDOT for the Howard
3 Frankland Bridge study.
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1 (SESSION 1)

2 MR. BOGEN: Good evening. Welcome to the
3 public hearing for the Howard Frankland Northbound
4 Bridge Replacement Project Development and
5 Environment Study or PD&E study.

6 My name is Kirk Bogen and I am the Environmental
7 Management Engineer for District 7 of the Florida
8 Department of Transportation. Today is Tuesday,
9 October 8, 2013, and it is approximately 6:00 p.m.
10 We are assembled at the Pinellas Suncoast Transit
11 Authority offices located in St. Petersburg, Florida.

12 This public hearing is being held relative to
13 Work Program Item Segment Number 422799-1. This
14 project is the combination of two complimentary
15 studies. The first is the Howard Frankland Northbound
16 Bridge Replacement PD&E Study and is the reason we are
17 here this evening. The second is the Regional Transit
18 Corridor Evaluation.

19 We are conducting the hearing this evening to
20 provide you an opportunity to discuss the project
21 and to submit formal comments on the PD&E study portion.
22 If you would like to provide input on the transit corridor
23 evaluation, you may do so using the available comment form
24 or by visiting the project website.

25 This public hearing is being held in accordance with

1 the applicable state and federal laws and public
2 participation is encouraged and solicited without regard
3 to race, color, religion, sex, age, national origin,
4 disability or family status.

5 This hearing was advertised consistent with
6 federal and state requirements and is being
7 conducted in accordance with the Americans with
8 Disabilities Act of 1990. This information is
9 provided in the project brochure.

10 This public hearing is being conducted in two
11 sessions. Both sessions will be combined into a
12 single public hearing record for the PD&E study.

13 The first session is tonight, the 8th day
14 of October, 2013 from 5:00 p.m. to 7:00 p.m. at Pinellas
15 Suncoast Transit Authority offices located at 3201
16 Scherer Drive, St. Petersburg, Florida. The second
17 session will be held Thursday, October the 10th,
18 2013 from 5:00 p.m. to 7:00 p.m. at the Tampa Marriott
19 Westshore located at 1001 North Westshore Boulevard,
20 Tampa, Florida.

21 This is your opportunity to receive
22 information on the Howard Frankland Northbound
23 Bridge Replacement PD&E Study and officially
24 comment on the recommended build alternative and
25 other documents available here tonight.

1 The Recommended "Build" Alternative is based on
2 comprehensive environmental and engineering
3 analysis completed to date, as well as on public
4 comments that have been received throughout the
5 duration of the study. This study meets the
6 maximum air quality standards established by the
7 U.S. Environmental Protection Agency or EPA.

8 When you arrived this evening, you should have
9 received an informational newsletter and a comment
10 form. If you weren't able to sign in or did not
11 receive an information packet, please stop by our
12 sign-in table before leaving this evening. You
13 should have also had the opportunity to view the
14 video presentation that is continuously running
15 throughout this public hearing.

16 On projects such as this one, one of the
17 unavoidable consequences is the necessary
18 acquisition of properties and the relocation of
19 families and businesses. On this project, however,
20 we anticipate no property acquisitions and no
21 relocations.

22 Before I continue, I would like to recognize
23 any elected officials or their representatives who
24 are here tonight. I ask that you please stand and
25 introduce yourself for the record.

1 MR. JONSON: Bill Jonson, Clearwater City
2 Council.

3 MS. DIPOLITO: Doreen DiPolito, Clearwater
4 City Council.

5 MR. DANNER: Jeff Danner, St. Petersburg City
6 Council.

7 MR. BOGEN: Thank you. Anyone desiring to
8 make a statement or present written views and/or
9 exhibits regarding the location, conceptual design,
10 social, economic or environmental effects of the
11 Howard Frankland Northbound Bridge Replacement will
12 now have an opportunity to do so.

13 You may also make a statement at the public
14 hearing second session scheduled for Thursday
15 October the 10th, 2013 in Tampa.

16 If you have completed a speaker's card, please
17 give them to a Department staff member. If you
18 have not received a speaker's card and wish to
19 speak, please raise your hand so we can get you a
20 card to complete.

21 Written statements and exhibits may be
22 presented in lieu of or in addition to verbal
23 comments. All written statements received at
24 either session of this public hearing and at the
25 Florida Department of Transportation District Seven

1 Office located at 11201 North McKinley Drive,
2 Tampa, Florida 33612, postmarked no later than
3 October 21, 2013, will become part of the PD&E
4 study's public record.

5 At this time, I will call upon those who have
6 turned in speaker cards. When you come forward,
7 please state your name and address clearly into the
8 microphone for the record. If you represent an
9 organization, municipality or other public agency,
10 please provide that information as well.

11 Please limit your comments to the bridge
12 replacement PD&E study and keep them to three
13 minutes in order to allow everyone an opportunity to
14 speak. If you have additional comments related to the
15 PD&E study, you may continue with the court
16 reporter after the formal session.

17 Our first speaker is Andy Bell.

18 MR. BELL: Good evening.

19 MR. BOGEN: Good evening.

20 MR. BELL: Thank you for allowing me to stand
21 and address everyone this evening. Very quick
22 comment.

23 MR. BOGEN: Can I get you to state your name
24 and your address?

25 MR. BELL: Sure. Reverend Andy Bell, 500

1 Lewis Boulevard SE, St. Petersburg, Florida.

2 I am thrilled at the opportunity that we are looking
3 at in the expansion of the Howard Frankland Bridge. Not
4 only for the engineering that needs to be done, but for
5 the future possibilities and I want to urge that all
6 officials related to this program will seriously consider
7 the need for light rail transit.

8 I have lived in cities that have had light
9 rail. I have traveled to cities across this
10 country and in Europe that have wonderful light
11 rail and we are so far behind the times.

12 Looking at the benefits for those of us over on the
13 coast, when we consider people who visit in the Orlando
14 region, going to the big parks over there, isn't it going
15 to be wonderful when they're able to get on a train and go
16 to the beach without having to stop, without having to
17 rent cars, when they can go to the beach and stay for
18 several days in some of our hotels and motels.

19 Not to mention those of us who live on this
20 side who would desperately love to be able to
21 transfer to other parts of the state, to go to
22 meetings and attend venues and be able to do it
23 without having to drive a vehicle.

24 Please consider the need for light rail to take
25 the transit of this region into the 21st Century

1 and beyond.

2 Thank you.

3 MR. BOGEN: Thank you.

4 Our next speaker is Anne Drake McMullen.

5 MS. MCMULLEN: Good evening. Thank you so
6 much for being here today. My name is Anne Drake
7 McMullen. Address is 333 Third Avenue North in
8 St. Petersburg.

9 I guess my big question that I would like FDOT to
10 consider is are you aware that at this time PSTA and the
11 County Commission are considering a ballot initiative in
12 2014, November 2014 to include additional options for
13 rapid transit whatever that might be.

14 So we would ask that you consider that
15 as you're looking at these alternatives and not
16 propose an alternative that would not include the
17 option of rail or bus rapid transit in the initial
18 process.

19 Thank you so much.

20 MR. BOGEN: Thank you.

21 Our next speaker is Frank Jackalone.

22 MR. JACKALONE: Good evening. My name is
23 Frank Jackalone. I live at 1863 Lakewood Drive
24 South in St. Petersburg, Florida, and I'm here
25 representing the Sierra Club today.

1 I'm here to join the people who just spoke
2 saying that light rail is an essential element for any
3 redesign of the Howard Frankland Bridge. Just
4 to add -- to solely add lanes and to improve the
5 capacity to carry cars on that bridge will not fix
6 the problem because as soon as those cars get over
7 into Tampa, and hit the extension of 275 going to
8 downtown Tampa, they're going to reach grid lock.
9 And those of us who have experienced that know
10 that.

11 The only solution to our transit problems here
12 in this area is to bring light rail, as Pinellas County
13 is moving forward to. So we ask Florida DOT to make it
14 a priority.

15 I had the great opportunity to go to the Rays game
16 last night, Tampa Bay Rays. I'm sure we have
17 more fans of the Rays here. No matter where the
18 new stadium is built, whether it's in St. Petersburg
19 or in Tampa, we need light rail to
20 connect to those sports venues, to recreation
21 venues. Otherwise, people won't go from one side of the
22 Bay to the other on the regular basis that's needed to
23 make this a vibrant community to support teams like the
24 Rays. So, please invest money now into bringing light
25 rail to the area across Howard Frankland Bridge.

1 Thank you.

2 MR. BOGEN: Thank you.

3 Our next speaker is Alex Glenn.

4 MR. GLENN: Alex Glenn, 299 1st Avenue North,
5 St. Petersburg, 33701. I'm president of Duke Energy
6 here in Florida and it's not very often that
7 we're in agreement with the Sierra Club.

8 But one specific comment that I would make is
9 that we shouldn't kill any of our options and
10 including whether it's bus rapid transit, whether
11 it's light rail on the bridge or an expanded bridge
12 alone, more than what is presently being
13 contemplated. I think we need to keep all those
14 options on the table and look at those.

15 And the second comment I would make is when is
16 the point of no return? What is that date in which
17 the design, the engineering is done such that we,
18 the public, will know when light rail or bus rapid
19 transit is off the table for this design and it
20 would have to be in a different location.

21 Thank you.

22 MR. BOGEN: Thank you for your comment. If
23 you would see us after the formal portion, we can
24 try and give you an indication.

25 All right. Our next speaker is Katie Franco.

1 MS. FRANCO: Hi. Katie Franco, 7609 South Wall
2 Street, Tampa 33616. I'm here representing the
3 Tampa Bay Partnership. We're an eight-county
4 economic development organization, and we are very
5 focused on the future of our economic prosperity
6 for Tampa Bay and part of that future we envision
7 is transportation and transit options throughout
8 the region.

9 We are very excited about the progress that DOT
10 has made on the bridge. We're excited about what
11 we're going to do to make sure we have the right
12 infrastructure, but we really do urge that we do
13 take the time to track with what both the counties
14 are planning on either side and we're working
15 diligently with both Hillsborough and Pinellas
16 County to support their efforts to bring rail
17 programs forward and we hope -- we see that there
18 is a transit envelope in here, but we hope we can
19 take the time that we need to make sure we don't
20 build something and have to build something else
21 later on.

22 So, again, thank you so much and we look
23 forward to working with DOT to find those
24 solutions.

25 MR. BOGEN: Thank you for your comment.

1 Our next speaker is Kevin Thurman.

2 MR. THURMAN: Thank you very much. Kevin
3 Thurman, Connect Tampa Bay. I'm the executive
4 director of an organization that represents over
5 3300 grassroots advocates who are concerned about
6 creating more transportation options in the Tampa
7 Bay region and this specific corridor and this
8 specific bridge is vital to doing that.

9 The number of transportation options is almost
10 limited to whether or not this bridge is built or
11 not because the I-275 corridor actually carries
12 more people, 20 percent more traffic than the I-4 corridor
13 that's getting the \$2.1 billion and ultimate I-4
14 upgrade which also has the \$1.2 billion Sunrail
15 upgrade as paid for mostly by the state.

16 And so what I would say is we need to not only
17 look at whether or not we're going to build this
18 bridge and keep all our options open, but we also
19 need to make sure that as we ask for money and as
20 we push forward, that we make sure that we do
21 things that make it so we are getting the kind of
22 multi-modal corridor in this corridor that we have
23 that includes the Howard Frankland Bridge.

24 And this new bridge that needs to be built
25 should be able to support any kind of expansion

1 that need be in the most cost-efficient manner.

2 MR. BOGEN: Thank you.

3 Our next speaker is Phil Compton.

4 MR. COMPTON: Good evening, Phil Compton. I
5 reside at 1430 Park Circle, Tampa, Florida 33604. And my
6 Office at the Sierra Club is at 1990 Central
7 Avenue, St. Petersburg, 33712.

8 I'm one of those people that crosses the Bay
9 everyday. I'm also one of the people like
10 Mr. Jackalone who enjoys the Rays game. I want to
11 thank you for holding this hearing early enough so
12 people can go and see the Rays tonight.

13 Yesterday, I left my home at 4:30 in the
14 afternoon, took me 90 minutes to get to downtown
15 St. Petersburg to go to the game. Missed the
16 first inning. This is typical of what we have
17 here.

18 I want to reiterate what Ms. McMullen said
19 earlier that there is a specific plan here in
20 Pinellas County if it should pass in a little over
21 a year from now, there will be specific time frames
22 moving forward in which a multi-modal system will
23 be developed, funded, engineered and built in this
24 county.

25 We would hope very much that the plans that you

1 have, particularly as shown in figure 4 in the
2 handout, would go forward in a manner that's
3 consistent with that, so that our state and federal
4 funds are used in a way that compliments the local
5 investment that we have from Pinellas County and
6 people like myself who come over here and spend our
7 money, to connect the Bay as is planned.

8 Hillsborough County is moving forward as well
9 and could very well have that same sort of
10 commitment as well going forward.

11 So, please, let's have the specific time frames
12 done in a consistent manner. We don't want to wait
13 another 20, 30, 40 years to be able to get across
14 the Bay in some other way than driving our car in
15 the worst traffic congestion that exists in the
16 United States of America.

17 It's time to do better. It's time for DOT to
18 commit to spending resources from our tax dollars
19 here in this region, to serve the people and the
20 needs that we have in this area. Thank you very
21 much.

22 MR. BOGEN: Thank you.

23 Our next speaker is Edward Ringwald.

24 MR. RINGWALD: Ringwald, that's me. Thank you
25 and good evening. My name is Edward Ringwald. I

1 reside at 119 114th Terrace NE in St. Pete and my
2 mailing address is P.O. Box 21846 in Tampa, 33622.

3 The Florida DOT has an opportunity right now
4 with the proposed replacement of the northbound
5 span of the Howard Frankland Bridge to consider a
6 transit inflow, which would mean light rail or
7 commuter rail. And our region needs light rail --
8 needs light rail or commuter rail as an option.

9 We are one of the Metro areas in the United
10 States or even the State of Florida. Miami and
11 Ft. Lauderdale has Tri-Rail, Orlando is getting Sunrail
12 and the Tampa Bay area has very limited options,
13 which means major companies cannot relocate here due to
14 the fact that there are very limited transit
15 options.

16 So, I think there is an opportunity for the
17 Florida DOT right now with the proposed replacement
18 of the northbound span of the Howard Frankland
19 Bridge to go ahead and consider a transit envelope
20 so-to-speak, like a light rail or commuter rail
21 service.

22 We just don't need Interstate 275 widened just
23 20 lanes and still have gridlock. But light rail
24 or commuter rail, there is an opportunity and the
25 opportunity is now.

1 Thank you.

2 MR. BOGEN: Thank you.

3 Our next speaker is Savanna DeLuca.

4 MS. DELUCA: Hello, my name is Savanna DeLuca.
5 I live at 334 4th Street South, St. Petersburg,
6 Florida.

7 I'm here because I would like to urge you to
8 consider light rail in the future of the Howard
9 Frankland Bridge. I think it's really important
10 and I'm not alone when I say if I could opt not to
11 drive a vehicle and just take light rail, I would.

12 And I know we have that option coming up in
13 St. Petersburg and we're really looking forward
14 to it. So I think considering that air pollution
15 is one of the biggest -- carbon emissions is the
16 biggest air pollution problem in Pinellas County,
17 that it would be amazing if we didn't have to so
18 many cars, we didn't have to deal with parking, car
19 insurance and automobile payments and we could just
20 hop on a rail and get to where we need to go and
21 enjoy the beautiful city of St. Petersburg and
22 Tampa.

23 Thank you.

24 MR. BOGEN: Thank you.

25 Our next speaker is Travis Norton.

1 MR. NORTON: Thank you. Travis Norton, 100
2 Second Avenue, St. Petersburg, Advocacy Manager
3 for St. Petersburg Chamber of Commerce.

4 St. Petersburg Chamber of Commerce strongly
5 encourages Florida Department of Transportation to
6 consider all options, including light rail and
7 rapid transit because when we start construction in
8 five years, that will last 75 years, the bridge will
9 and within that time I want my children to say
10 wow, you guys had the foresight to consider light
11 rail, rapid transit and modes of transportation for
12 the future.

13 And that's why I'd like the Florida Department
14 of Transportation to consider, and St. Petersburg
15 Chamber of Commerce would like the Florida
16 Department of Transportation to consider light
17 rail, rapid transit.

18 MR. BOGEN: Thank you.

19 MR. NORTON: Go Rays.

20 MR. BOGEN: Our next speaker is Jim Lampe.

21 MR. LAMPE: Thank you for having this meeting
22 tonight and letting me speak. My name is Jim
23 Lampe, L-A-M-P-E. I live at 1921 58th Avenue
24 North, St. Petersburg.

25 When I first heard about the light rail, I

1 wondered why anybody would even want it. It's a
2 duplicate transportation system. We have a bus
3 system that can go anywhere, that people are
4 talking about, the airport, anywhere. So I tried
5 to figure out why people would want it.

6 So I did some research. And I'd like to submit
7 this. It's from the U.S. Bureau of Statistics, in
8 the last census in 2010, how many people in
9 Pinellas County said they used public transportation?
10 1.6 percent of the people, that's how many? 1.6.
11 We're going to spend billions of dollars on 1.6 percent of
12 the people. That doesn't sound like a common sense
13 solution to me.

14 We just got hit with flood insurance rates are
15 going up. Obamacare is coming. Our college kids
16 are coming home with \$100,000 in debt. The Board of
17 County Commission just passed a new storm water fee all of
18 us will have to pay for our houses. The national debt is
19 \$17 trillion. The State of Florida owes \$152 billion.

20 So I would say this bridge needs to be built as
21 cheaply as possible. A good bridge, but as cheap
22 as possible.

23 And I would like to address the myth of the
24 environmental conditions in Pinellas. Pinellas
25 Park and all of Pinellas County is within the state

1 implementation program standards of all the EPA
2 regulations. There is no air pollution problem
3 here. In addition, as cars get better, their
4 emissions get fewer and air pollution gets less
5 every year.

6 Thank you for letting me speak.

7 MR. BOGEN: Thank you. Our next speaker is
8 Jennifer Winter.

9 MS. WINTER: Hello. My name is Jennifer Winter
10 and I reside at 930 59th Avenue, St. Pete Beach,
11 Florida 33706.

12 I'd like to say that I'm a recent graduate of
13 the University of South Florida and I just signed on to
14 be the Sustainability Coordinator for the University of
15 South Florida St. Pete campus and I'd like to say that
16 at the University of South Florida we have better transit
17 options than we do here.

18 We have campus here in Tampa and also campus
19 here in St. Pete. It's very hard for students to
20 get across the bridge and most people do not have
21 the time or the gas to spend on commute back and forth
22 everyday. I think we really need to look at
23 light rail options or alternative options.

24 I was definitely not asked, I was not one of the
25 1.6 people, there's definitely more people that

1 would use light rail or other options, so please
2 consider it.

3 Thank you.

4 MR. BOGEN: Thank you.

5 Our next speaker is Jeff Danner.

6 MR. DANNER: Thank you. My name is Jeff
7 Danner. I reside at 2351 Dartmouth Avenue in
8 St. Petersburg, Florida.

9 I think most of the people in this room know
10 the efforts that are going underway with PSTA, the
11 MPO, the Pinellas Planning Council. What they
12 probably don't know it was a joint meeting of the
13 Pinellas and Hillsborough MPO several years ago that
14 asked DOT to move this study up forward a few
15 years and put in the work program so it coincides
16 with the alternative study that was being conducted
17 so we can look at this exact thing.

18 The TBARTA master plan which encompasses seven
19 counties and identifies the main spine of the
20 region crossing right over the Howard Frankland
21 Bridge, it basically goes from USF Tampa to USF
22 St. Petersburg, which goes to most every one of our
23 employment centers and residential centers and all
24 the activity centers in our county.

25 Recently, we traveled with TBARTA to Washington

1 D.C. to speak to our federal delegates and as we
2 listed all of the TBARTA priorities from Spring
3 Hill to Manatee, every one of them stopped and
4 wanted more information on the Howard Frankland
5 Bridge.

6 Understanding that the two largest employment
7 centers in the state are now separated by this bridge
8 and if given the opportunity to be connected by this
9 bridge, give job opportunities and can build the largest
10 employment center south of Atlanta.

11 It can't be a parking lot. It can't be a
12 simple replacement of the existing bridge. We have
13 to make sure that regardless of what comes out of
14 this, we don't preclude any options for a transit
15 connection to the future.

16 The GreenLight Council will meet and make its
17 final recommendations on November 6 and present it
18 to the county commission and it is very important
19 that this bridge is a key to not only Pinellas
20 County, but Hillsborough and the whole TBARTA
21 region as it relates to, again, like I said, our
22 jobs and the future of our region.

23 We want to make sure that you do consider
24 certainly the Phase 4, and as it even says in your
25 brochure it's at a crossroads and that's exactly

1 where we are in this region and it's time to step
2 up and make sure we don't eliminate any options.

3 Thank you.

4 MR. BOGEN: Thank you.

5 Our next speaker is Dan Harvey.

6 MR. HARVEY: Good afternoon. Dan Harvey, 1425
7 Central Avenue, St. Petersburg, Florida. I'm on
8 The Board of Directors of the Edge District in
9 downtown St. Pete. I'm here to speak tonight on
10 the Howard Frankland Bridge replacement.

11 Boy, I wish there was room for seven or eight
12 lanes in between these two bridges right now.

13 After reviewing the plans, it looks like we just
14 have room to make kind of a like kind replacement
15 and that like kind replacement is not going to
16 allow for rail or rapid bus transit or extra lanes.

17 So, we're going to have to add on to what is being
18 proposed.

19 That add on, after you tear down the old
20 bridge, the cost of that we have to try to figure
21 out what it's going to be, how it's going to
22 connect Hillsborough to Pinellas, where it's going
23 to go to when it gets to Pinellas and where it's
24 going to go when it goes through Hillsborough.
25 That overview of that whole thing, like the young

1 lady from Tampa who said she is trying to look at
2 it from an overall picture, I would like to see it
3 from an overall picture, you know, what it looks
4 like down the road, when it's going to happen, and
5 how much it's going to cost.

6 Obviously, the key part of the spine is the
7 Howard Frankland Bridge replacement. And again,
8 you're just replacing it what it was. So, my
9 question would be and I would like to maybe delve
10 into this further or get some answers is what is
11 the overall picture look like and what is the
12 overall going to cost us because it's not easy to
13 go across that body of water and you have to
14 decide, you know, what are the ramifications of
15 that.

16 Thank you.

17 MR. BOGEN: If you see us after our session,
18 we will try and get you some more information on
19 that.

20 MR. HARVEY: All right.

21 MR. BOGEN: Our next speaker is Barbara
22 Hazelden.

23 MS. HAZELDEN: Yes, my name is Barbara
24 Hazelden and I live at 1043 31st Terrace N.E. in
25 St. Petersburg, Florida and I have been very much

1 opposed to this project based on many facts and not
2 just feelings. Facts of other communities that
3 have gone down this road and found out that the --
4 all the figuring in the world by men and women can
5 be completely off base.

6 And that within just like Charlotte, you know
7 they started out in I believe 1996 and just this
8 few years later, they're already in huge financial
9 problems with light rail. They are in need of \$5
10 billion more to go on. Some of the officials in
11 the Charlotte area have been involved in the light
12 rail since inception are basically pulling their
13 hair out as to how they're going continue to find
14 other revenue sources, which of course are the
15 people who are sitting in this room, it's the tax
16 payers that are going to be bailing out these
17 projects.

18 And it's a scenario in California and many
19 different states that plays out time and time
20 again.

21 One of the speakers was talking about the
22 number or percentage of people who actually rely on
23 public transportation and at the same time, we have
24 someone talking about how much fun it would be to
25 go to the baseball game. It's going to take a heck

1 of a lot more than to go to a baseball game to make
2 this project work. It's going to take people who
3 put their keys down or perhaps sell their car and
4 decide they're going take up a lifestyle of
5 depending on light rail and buses.

6 And we live in a time today where one phone
7 call from your cell will change your entire day and
8 you're stuck on a bus across the Bay instead of
9 having your own car and your own set of keys and I
10 think that's just not our lifestyle.

11 So when we consider that about 2 percent of
12 people in Pinellas County depend on public
13 transportation, then this means that there's going
14 to be a lot more than two percent that will be
15 necessary. I believe they refer to it in the
16 vernacular here as choice riders, people that will
17 make the choice to put their car and their
18 lifestyle and their cell phone aside and they're
19 going to rely on public transportation to make it
20 worthwhile.

21 I think it makes far more sense -- first of
22 all, I'd like to just say that what happened in
23 Hillsborough with the referendum, I forecast is
24 going to happen here also. So I hope you don't
25 make a commitment on a bridge that a year from now

1 that there's not going to be that light rail system
2 here in Pinellas County.

3 Thank you.

4 MR. BOGEN: Thank you for your comment.

5 That's the last card that I have. Is there anyone
6 else that wishes to speak?

7 MS. FORCAN: Yes. My name is Jasmina Forcan
8 and I live in Clearwater, east end of Clearwater.

9 I definitely think that you should consider
10 light rail or any other kind of public
11 transportation because I do have a car and I drive
12 and I've been rear-ended four times because people
13 from Pasco drive to Clearwater on their way to
14 Tampa and I think if you take them off the road
15 then I wouldn't be in, you know, traffic, stuck in
16 traffic and rear-ended by people who text message
17 while they drive.

18 So, definitely this is the only place on the
19 planet that doesn't have any mass transportation
20 and people are only using it -- I mean, because
21 there is not transportation available that's why
22 there's only one percent of people using it.

23 For Republican convention, my friend was going
24 to International Mall to pick up her -- she was
25 volunteering. She went to pick up her uniform and

1 it would have taken her three hours to get from
2 Clearwater to International Mall. So I gave her a ride
3 and brought her back.

4 Because we don't have that much public
5 transportation now. That's why we are trying to get
6 public transportation and that's why we should
7 think about public transportation when we are building
8 these bridges. If we had light rail or any kind of
9 rail, you wouldn't have to expand this bridge. You
10 would be saving money by, you know, putting people
11 on a transportation that don't want to drive. I'm
12 going to give you my car keys if I can go on bus or
13 light rail. So please do not avoid this.

14 Thank you.

15 MR. BOGEN: Thank you.

16 Is there anyone else? I noticed that we had some
17 elected officials or their representatives come in.
18 Is there anyone that would like to introduce themselves
19 for the record, elected officials or their
20 representative?

21 MS. SEEL: Commissioner Karen Seel from the
22 Pinellas County Commission and also Chairman of the
23 Pinellas County Metropolitan Planning Organization.
24 Thank you all for being here tonight and sharing
25 your thoughts.

1 MR. BOGEN: Seeing no one else ready to speak,
2 the verbatim transcript of both sessions of the
3 hearings formal proceedings will be available for
4 inspection at the District 7 office for public
5 review upon request within three weeks.

6 Thank you for attending this session and for
7 providing your input into this project.

8 It is approximately 6:37. I hereby officially
9 suspend the formal session of the public hearing
10 for the Howard Frankland Northbound Bridge
11 Replacement PD&E Study. This hearing will be
12 continued at a second session on Thursday, October
13 the 10th, 2013 from 5:00 to 7:00 p.m. in Tampa,
14 Florida.

15 Department representatives will be available to
16 answer questions and the materials shown this
17 evening will be on display. You may continue to
18 view the materials on display and speak with our
19 project staff.

20 On behalf of the Florida Department of
21 Transportation, thank you for attending. Good
22 night and drive home safely.

23 (END OF SESSION 1)
24
25

1 (SESSION 2)

2 MR. BOGEN: Welcome to the public hearing for the
3 Howard Frankland Northbound Bridge Replacement Project
4 Development and Environment Study or PD&E study. My name
5 is Kirk Bogen and I am the Environmental Management
6 Engineer for District Seven of the Florida Department of
7 Transportation.

8 Today is Thursday, October the 10th, 2013, and it is
9 approximately 6:00 p.m. We are assembled at the Tampa
10 Marriott Westshore in Tampa, Florida.

11 This public hearing is being held relative to Work
12 Program Item Segment Number 422799-1. This project is
13 the combination of two complimentary studies. The first
14 is the Howard Frankland Northbound Bridge Replacement
15 PD&E Study and is the reason we are here this evening.
16 The second in the Regional Transit Corridor Evaluation.

17 We are conducting the hearing this evening to
18 provide you with an opportunity to discuss the project
19 and to submit formal comments on the PD&E study portion.
20 If you would like to provide input on the transit
21 corridor evaluation, you may do so using the available
22 comment form or by visiting the project website.

23 This public hearing is being held in accordance
24 with applicable federal and state laws and public
25 participation is encouraged and solicited without regard

1 to race, color, religion, sex, age, national origin,
2 disability, or family status.

3 This public hearing was advertised consistent with
4 federal and state requirements and is being conducted in
5 accordance with the Americans With Disabilities Act of
6 1990. This information is also provided in the project
7 brochure.

8 This public hearing is being conducted in two
9 sessions. Both sessions will be combined into a single
10 public hearing record for the PD&E study.

11 The first session was held on Tuesday, October 8,
12 2013, at the Pinellas Suncoast Transit Authority office
13 located at 3201 Scherer Drive, St. Petersburg, Florida.
14 The second session is being conducted tonight, Thursday,
15 October 10, 2013, at the Tampa Marriott Westshore located
16 at 1001 North Westshore Boulevard in Tampa, Florida.

17 This is your opportunity to receive information on
18 the Howard Frankland Northbound Bridge Replacement PD&E
19 study and officially comment on the Recommended "Build"
20 Alternative and other documents available here tonight.
21 The Recommended "Build" Alternative is based on
22 comprehensive environmental and engineering analyses
23 completed to date, as well as public comments that have
24 been received throughout the duration of the study.
25 This study meets the maximum air quality standards

1 established by the U.S. Environmental Protection Agency,
2 or EPA.

3 When you arrived this evening, you should have
4 received an informational newsletter and a comment form.
5 If you weren't able to sign in or did not receive an
6 information packet, please stop by our sign-in table
7 before you leave this evening. You should have also had
8 the opportunity to view the audio-visual presentation
9 that is continuously running throughout this public
10 hearing.

11 On projects such as this, one of the unavoidable
12 consequences is the necessary acquisition of properties
13 and the relocation of families and businesses. On this
14 project, however, we anticipate no property acquisitions
15 and no relocations.

16 Before I continue, I would like to recognize any
17 elected officials or their representatives who are here
18 tonight. I ask that you please stand and introduce
19 yourself for the record.

20 MR. JONSON: Bill Jonson, City of Clearwater
21 Council and also PSTA board member.

22 MR. BOGEN: Thank you.

23 Anyone desiring to make a statement or present
24 written views and/or exhibits regarding the location,
25 conceptual design, social, economic, or environmental

1 effects of the Howard Frankland Northbound Bridge
2 Replacement will now have an opportunity to do so.

3 If you have completed a speaker's card, please give
4 them to a Department staff member here tonight. If you
5 have not received a speaker's card and wish to speak,
6 please raise your hand so we can get you a card to
7 complete.

8 Written statements and exhibits may be presented in
9 lieu of or in addition to verbal statements. All written
10 statements received at either session of this public
11 hearing and at the Florida Department of Transportation
12 District Seven Office located at 11201 North McKinley
13 Drive, Tampa, Florida 33612, postmarked no later than
14 October 21, 2013, will become a part of the PD&E study's
15 public record.

16 At this time, I will call upon those who have
17 turned in speaker's cards. When you come forward, please
18 state your name and address clearly into the microphone,
19 for the record. If you represent an organization,
20 municipality or other public agency, please provide that
21 information as well.

22 Please limit your comments to the Bridge
23 Replacement PD&E study and keep them to three minutes in
24 order to allow everyone an opportunity to speak. If you
25 have additional comments related to the PD&E study, you

1 may continue with the court reporter after the formal
2 session.

3 The first speaker is Marilyn Smith.

4 MS. SMITH: Good evening, again. My name is
5 Marilyn Smith and I live in Tampa at 413 South Melville
6 Avenue, and that's all you need.

7 First of all, I'd like to address the fact that
8 "intermodal" is a very important word. If you don't know
9 it, you should know it. The only problem is a lot of
10 people throw it around and don't even know what it means.
11 Intermodal flexibility is what we need to look for when
12 we start rebuilding anything when they screwed it up the
13 first time.

14 The biggest thing we need to incorporate at this
15 time is the airport, and we don't need a rail to go to
16 the airport, what we need are buses for flexibility to
17 bring the people out of those airplanes and let them go
18 where they want to go on a bus and interface with buses
19 around here, and that means flexibility, that means no
20 more rail-to-ground, that means less construction that we
21 have to then worry about upkeep on.

22 I speak to you from that, because I've traveled a
23 bit in my life and I do know what intermodal really
24 means. Some people really don't.

25 In fact, we had one guy from FDOT try to tell me

1 that silly little trolley that goes nowhere was
2 intermodal because there was a bus stop two blocks away.
3 Now, that's really not very bright, but anyway.

4 And in France I've used buses an awful lot. The
5 only way I traveled on train was -- you come out of the
6 Schiphol, which is an international airport, it's in
7 Amsterdam, and it is truly intermodal. It interfaces
8 with high-speed and it interfaces with regional, local,
9 all of the transportations.

10 Same thing in Italy, you can do that there also.
11 You don't have to go on a train. You certainly don't
12 have to drive, and you wouldn't want to drive there
13 anyway; they're horrible drivers.

14 So that being said, what I want to focus on here
15 is keep those brief comments in mind, folks, because
16 I'm on your side. I'm not here to feather anybody's
17 stakeholders, and that's what you call them. I call
18 them stakes in your heart.

19 The northbound bridge does need to be replaced and
20 engineering will tell you the weight maximum has already
21 destroyed many bridges here. I come from a state where
22 they have experience with bridges, California.

23 I'm very amused with this term being used here,
24 "premium transit initiative." Well, that screams light
25 rail to me. We don't need that either. Give us good

1 buses and get them to run on time with the flexibility to
2 meet the people's needs, not the seaman's (sic) needs.

3 Let's not waste anymore time on that and look into
4 the future. We need to have something that works for the
5 people. We don't need to buy anymore right-of-way to
6 make somebody else wealthy to move people from here to
7 there so they can make some more money and the cost of
8 going -- anyway, nobody really cares about the little
9 guy. All he wants to do is go to work and go there in a
10 less expensive way. He can't afford a car. And when
11 they keep changing the bus routes to helter-skelter, that
12 doesn't work. But if you don't like that, you can always
13 go off the deep end and put in light rail and then worry
14 about it, and that's really going to cause you to go to
15 work.

16 So I think I'm about at the end of my three
17 minutes.

18 MR. BOGEN: Yes.

19 MS. SMITH: I enjoyed my time and I've been doing
20 this 30 years. I'm not going away. I decided I'm not
21 leaving.

22 Thank you.

23 MR. BOGEN: Thank you for your comment.

24 Our next speaker is Peter Horstman.

25 MR. HORSTMAN: I decline to speak.

1 Thank you.

2 MR. BOGEN: Decline. Okay.

3 Our next speaker is Pete Franco.

4 MR. FRANCO: Pete Franco, 7300 Sun Island Drive,
5 South Pasadena. Thank you very much for giving me the
6 opportunity to speak.

7 I just wanted to, first off, put in what my
8 recommendation request was with respect to the bridge and
9 corridor analysis, and it would be the express lanes
10 transport, which I believe is the \$710 million
11 alternative with express lanes on the bridge, and I
12 support that concept for the whole corridor too. I'm
13 strongly opposed to light rail for a number of reasons,
14 to include cost effectiveness and value in general. I
15 certainly would not support in any way I believe it's
16 your item 3-1-R-1-3 or 4-1-R-1-4, which is the \$1.4
17 billion or \$1.5 billion builds that include a fixed rail
18 transit over the bridge.

19 So just a couple of background reasons: For one,
20 I don't believe this supports the HART plan. I believe
21 the express bus lane does.

22 In Pinellas, there's an alternative analysis going
23 on, but it's rather a resolution and -- a total analysis
24 got done and a resolution is getting ready to get done,
25 but there's been no approval for rail. I know there's a

1 lot of desire by the County Commission, but there's been
2 no approval.

3 The Tampa referendum, and I was here at that time
4 for that for rail, failed quite extensively. The people
5 voted it down. I think those should be pertinent reasons
6 to look to not do rail. A lot of this is about rail.
7 One way or the other, people are either for it or
8 opposed it.

9 I assert that there's a lot of good reasons to do
10 the bus transport, to include increased transit thru-put,
11 tolls, possibility of less congestion, faster commute
12 times, less emissions, better air quality. And I'm going
13 to give a list of some more facts that I see that support
14 that through the comments form.

15 I've noticed that throughout presentations
16 there's kind of -- there's some strongly different
17 interpretations of what the value or not value is,
18 especially with respect to things like congestion, jobs,
19 emissions, and like that.

20 My research has shown that rail is not the way to
21 go and that buses and vehicle transportation, especially
22 with better emission, is the way to go.

23 I just wanted to point to -- there's a number --
24 in terms of looking at both sides, rail or non-rail,
25 there's a whole lot of marketing for rail and, you know,

1 they're allowed to do that. There's a lot, a lot, a lot,
2 a lot of dollars behind a lot of marketing to promote a
3 poor concept. I just hope there's some willingness for
4 the county commissioners and others to look at some of
5 the opposition to the strong pro-rail.

6 MR. BOGEN: I'm going to ask that you wrap your
7 comments up.

8 MR. FRANCO: Okay. I'll just finish with this: If
9 rail got approved and it turned out to be a really,
10 really great thing, the extra lanes could be added at
11 that point.

12 Thank you for giving me the time to speak.

13 MR. BOGEN: Thank you.

14 Our next speaker is Tom Krumreich.

15 MR. KRUMREICH: My name is Tom Krumreich and I'm
16 from Tampa and I chose to use public transit about four
17 years ago, so I've had a pretty good opportunity to
18 experience what it's like here. I've also had the
19 opportunity to experience what it's like up in
20 Minneapolis when I went for training up there for the
21 Sierra Club. So I'm here representing myself and also
22 Sierra Club as a voluntary member of their team.

23 So what they did in Minneapolis was almost a
24 clone of what is proposed -- one of the options to be
25 proposed in Pinellas County with the light rail, and it

1 was fantastic.

2 So in regards to this issue, after talking to the
3 people across the hall, what we need to make sure of
4 since we don't know whether light rail is going to be in
5 the mix or not, in order for it to be possible to be done
6 on this bridge that first iteration of it with the option
7 to expand has to be built to the standards to be able to
8 hold the weight of light rail. So that's the critical
9 thing.

10 If that first section is not built to that standard,
11 then that would not be an option. So, you know, that
12 decision about light rail is yet to be made, but we have
13 to set the stage for it, no matter what side of the issue
14 you're on.

15 So that's what I'm here to promote, the idea of
16 making sure that the first thing we do with the option to
17 expand is built to that load standard. Okay.

18 MR. BOGEN: Thank you.

19 Our next speaker is Michael Lang, or Michael Long.

20 MR. LONG: My name is Michael Long, 10236 Douglas
21 Oaks Circle, Tampa, Florida. I'm the president of the
22 Hillsborough Young Democrats. I'm here to speak on their
23 behalf. We're an organization that represents 111,000
24 and counting registered Democrats in Hillsborough County
25 from the ages of eighteen to forty.

1 I want to start with a brief story because my
2 fiancée is from Panama City. A lot of people think it's
3 Panama City, Florida, but she's actually from Panama
4 City, Panama, and it's what most people would consider to
5 be a third-world country. They don't have rural mail
6 service or addresses. If you want to get somewhere, you
7 won't find it on a GPS. You have to tell them the blue
8 house is four doors down from the school on the street
9 and take a left from the yellow house. That's how you
10 get somewhere.

11 However, at the end of this year and beginning of
12 next year they will have a fully functional underground
13 subway system in Panama City to take people around the
14 businesses, cities, and the main areas.

15 I just want you to keep in mind when it comes to
16 public transportation you're far behind the country with
17 no street addresses, and that's got to change, and that
18 will change, especially if we want to truly develop the
19 whole Tampa Bay region into the region that we want it to
20 be, and that includes making sure that when we build a
21 bridge we leave it open to all transit opportunities to
22 people to decide on, including especially light rail,
23 because really that's how we're truly going to connect
24 to other regions.

25 I don't know if most people followed during the RNC.

1 We made a little bit of a fool of ourselves as a city
2 with the whole entire nation looking on us because we had
3 no transportation and no way for people to get places and
4 people were late to things because they were stuck in
5 traffic on buses, and we just really didn't come off
6 looking good, particularly compared to Charlotte which
7 was hosting the Democrat convention which had a fully
8 functional light rail system.

9 So if we continue to want to be this city that
10 competes for the World Cup, that competes for the Super
11 Bowl, that competes for all of the major conventions, we
12 need to develop a system that connects Pinellas County to
13 Tampa Bay and connects all of these hotels and all of
14 these prime areas to each other. And if Pinellas
15 develops their own light rail and Tampa develops their
16 own light rail and there is no connection between the two
17 of them, we really have built a broken system. And so
18 that's really why we need to make sure that stays open.

19 And I tell you what, as young people particularly,
20 public transit is what we look at when we choose where we
21 want to live, and that's why there's a lot of brain drain
22 in the Tampa Bay area.

23 When it comes to the bridge, most people consider
24 going from Pinellas to Hillsborough as like crossing the
25 abyss. A lot of people won't do it because there's no

1 good option and it takes too long. And even if you build
2 a new bridge that doesn't have any other transit options,
3 it still is going to take too long. That hurts the Rays.
4 That hurts the Bucs. It hurts a lot of the things in our
5 area where people are going to because -- I'm from New
6 York originally. We have a subway. We have a rail stop
7 near Yankee Stadium, which is part of the reason why
8 their attendance continues to be so high, despite
9 overpriced tickets and a pretty bad team.

10 So things like that are what we need if we truly
11 want to turn both Pinellas and Hillsborough into a 21st
12 Century economy. At least we need to be more advanced
13 than a country that doesn't have the street addresses.

14 MR. BOGEN: Thank you.

15 Our next speaker is Eric Trull.

16 MR. TRULL: Good evening everyone. My name is Eric
17 Trull, 1228 East 7th Avenue, Tampa, Florida. Great
18 segway from the gentleman that just spoke.

19 Sadly and admittedly a little bit blunt, the
20 majority of the stakeholders for this bridge are not
21 present in this room, and the stakeholders are the
22 millennials. We'll live beside and with this bridge for
23 the next 50 to 75 years. And this generation is a
24 generation that views the world completely differently
25 from that of baby boomers. Ladies, don't worry, I know

1 you're all twenty-nine.

2 There's some interesting facts about millennials
3 that I'd like to share, my generation:

4 There are more than 80 million millennials
5 nationwide; 76 million baby boomers. So there are more
6 millennials than there are baby boomers.

7 The percentage of sixteen to twenty-four-year-olds
8 with a driver's license has dropped sharply since 1997
9 and is now below 70 percent for the first time since
10 1964.

11 Thirty-two percent of millennials reside in cities,
12 and there are 88 percent of millennials that desire to
13 live in an urban environment.

14 It may be hard to grasp, but for a growing
15 percentage of my generation a car, and for that matter a
16 house, are no longer things that are longed for.

17 The dream car has been replaced by the dream
18 life-style. To baby boomers, cars meant freedom; to
19 millennials and city dwellers, it means struggling to
20 find an empty parking space and unnecessary costs.

21 Your current proposal replaces the Northbound Bridge
22 with the exact same number of lanes. To me, this does
23 not solve any problems of congestion in the Bay area.
24 Yet, it still costs \$400 million, \$400 million for
25 essentially no change.

1 There are those in the room that scoff at the price
2 tag of mass transit, but I cannot justify spending \$400
3 million for no change whatsoever.

4 To restate your own data, there are currently
5 140,000 trips made daily over the span which will
6 increase to 200,000 in the next 30 years. This is half
7 the life of the bridge that is being proposed that holds
8 the same number of lanes as the current bridge.

9 To boost the economy of our urban cores, walking has
10 to be up-sized as the fundamental street network. This
11 is a fact. In order to do this, emphasis must be placed
12 on mass transit. Every one billion invested in public
13 transportation, capital and operations creates 36,000
14 jobs on average. That 36,000 jobs creates an additional
15 \$500 million in federal, state and local tax revenue.

16 There's been a number of events just this week that
17 support strongly this exact push for mass transit from
18 last Friday a gathering of 150 of the area's young
19 professionals to meetings just this morning with our area
20 leaders supporting mass transit.

21 I am working hard to solve the last mile problem
22 that has plagued transportation through the
23 implementation of Tampa Bay Bike Share in St. Petersburg,
24 Tampa, as well as Orlando, and I encourage you to work
25 hard to establish a transit option on this bridge looking

1 not only after my generation, but the economy of Tampa
2 Bay as a whole.

3 Thank you.

4 MR. BOGEN: Thank you.

5 Our next speaker is Ken Roberts.

6 MR. ROBERTS: Good evening. My name's Ken Roberts.
7 I live at 5235 Moon Shell Drive in Apollo Beach. I
8 represent Citizens Organized for Sound Transportation,
9 and we support the managed lanes option. That is the
10 option that adds two express lanes both ways supported by
11 tolls, those lanes to be shared by vehicles paying tolls
12 and buses.

13 There's a number of reasons why we think that's the
14 best answer. We think it's optimal in terms of mass
15 transit and replacing the bridge. Tolls or users pay for
16 bridge obviously increases thru-put because of the four
17 extra lanes, and the express lanes would integrate well
18 with Hillsborough's preferred transit mode, which is
19 their own model of bus rapid transit. Less congestion,
20 faster commute times, we think it's a good solution.

21 We expressly reject the addition of fixed guides or
22 rail transit that has been studied, I guess, for the
23 bridge. It's not compatible with the bus rapid transit.
24 And, really, when you look at this diagram, the reason
25 really jumped out at you. Those two purple circles

1 connected by the bridge, that's a \$5 billion proposition
2 without rail, \$5 billion. The budget for Hillsborough
3 County is \$3 billion, just to kind of put it in
4 perspective for you, and we have lots of other things to
5 spend money on.

6 So it really doesn't make sense to spend a lot of
7 money and make a commitment to a mode of transportation
8 which accomplishes mass transit at 10 times the cost of
9 bus rapid transit.

10 Look at the service that currently connects
11 downtown Tampa with the USF campus, the Metro Rapid.
12 HART installed Metro Rapid for \$25 million with 25 stops.
13 The MPO offered a light rail solution over the exact same
14 route with 8 to 13 stops, half or less the service, for
15 prices ranging from \$200 to \$500 million. That's nine
16 times the cost versus about 20 times the cost. It just
17 doesn't make the cut in cost effectiveness.

18 So rapid mass transit is going to have to look at
19 BRT. Light rail is simply not competitive and doesn't
20 make the cut for public funding.

21 MR. BOGEN: Thank you.

22 Our next speaker is Stuart Rogel.

23 MR. ROGEL: Good evening. My name is Stuart Rogel
24 and I'm president and CEO of the Tampa Bay Partnership.
25 Tampa Bay Partnership is an 8-county regional economic

1 development organization that's been working in the
2 Tampa Bay region for 20 years on issues that affect
3 business and economic development.

4 Transportation, and particularly transit, is
5 something we think is key to the future of the economy
6 of the Tampa Bay region. We've spent a lot of time
7 studying and understanding this issue and we believe
8 that that is a critical component for the future of
9 Tampa Bay.

10 I want to recognize Florida DOT for, first of all,
11 partnering with our transit agencies on this project as
12 well as with other local organizations recognizing the
13 importance of understanding transit options as you go
14 forward in rebuilding the Howard Frankland Bridge, which
15 it's critically important that we do replace that bridge,
16 it's critically important that there are managed lanes,
17 express lanes as you call them, both to support the
18 funding of the expansion of the bridge and to make it
19 easier for us to move back and forth, but we also think
20 it's critically important to provide that transit
21 envelope, regardless of the technologies, so there is a
22 fixed guide way, as you call it premium transit option,
23 that we can consider, because right now in Pinellas there
24 are serious considerations about how to connect with a
25 transit system. And it's very, very important to

1 Pinellas County that they connect back to Hillsborough
2 County; and, likewise, I've heard speakers today talk
3 about bus rapid transit and other transit connections for
4 Hillsborough County. Those same kind of facilities can
5 be used if there is, indeed, a good transit envelope
6 that supports a fixed guide way system regardless of the
7 technology.

8 We encourage you to include that in your plans. We
9 thank you for what you're doing, and we thank you for
10 partnering with organizations here in the Tampa Bay
11 region.

12 MR. BOGEN: Thank you.

13 Our next speaker is Rollan Bradley.

14 MR. BRADLEY: Yes, sir. Thank you. My name is
15 Rollan Bradley. I live at 3001 West Aquilla in south
16 Tampa. I'm a fifth generation Floridian. I was born and
17 raised here in Tampa and I went to the University of
18 South Florida. I graduated with a degree in chemistry.

19 And to be quite frank with you, I could not find a
20 job here in Florida so I left. I spent time in Chicago.
21 I spent time in southern California. I then moved to
22 Cologne, Germany. And then, lastly, I was in Pittsburgh
23 before I moved back to Tampa in 2006.

24 One of the things that all of these other cities
25 have that Tampa doesn't have -- I'm not going to say the

1 technology job that I have is based on rapid transit or
2 based on transit systems, but I will say that those are
3 the kind of things, as I do research, that I believe
4 would help bring those types of jobs potentially to
5 Tampa. And I would say that I was able to use public
6 transportation in all of those cities, and it's kind of a
7 shame that we don't have that. So to actually go and to
8 invest in this kind of a project and not have that option
9 to me seems incredibly short-sighted.

10 And a lot of times we talk about the fact that we
11 don't have the density here. I can remember when I lived
12 in L.A. -- I lived in Pasadena before they built the
13 light rail in Pasadena going downtown, people said the
14 same thing. Everyone uses a car in L.A.; however, there
15 is light rail going from Pasadena to downtown L.A. It
16 works great. And if you look at where the density is,
17 there's a lot of growth in that area.

18 And I travel in my present job right now and I see
19 the cities seem to have a really good vibe. They are
20 investing in rapid transit.

21 The last thing I will say is that I was in
22 Raleigh-Durham and I was listening to the radio driving
23 back to the airport. They don't have the light rail in
24 Raliegh-Durham, but I was listening to these two jocks on
25 the radio and someone called in and made a comment that

1 wasn't all that intelligent and they said, "Hey, where
2 are you from? Are you from Flori-Duh (sic)?"

3 And it's pretty sad that, you know, that people in
4 Raleigh-Durham, North Carolina, when they hear someone
5 that they think they're not intelligent they think
6 they're from Florida.

7 And I think this is the kind of planning -- if we
8 don't plan for something like this, you know, maybe we'll
9 continue that reputation. Anyway, I'm here to support
10 light rail.

11 Thanks.

12 MR. BOGEN: Thank you.

13 Our next speaker is Linda Saul-Sena.

14 MS. SAUL-SENA: Hello. Thank you for this
15 opportunity. I'm Linda Saul-Sena. I live at 157
16 Biscayne in Tampa. I'm here tonight as a former member
17 of the Hillsborough County MPO for 20 years and I'm
18 representing Lisa Montelione and Harry Cohen of Tampa
19 City Council who are current MPO members. They're at a
20 City Council meeting, but they wanted me to share with
21 you our concerns that we definitely build a transit
22 envelope as part of phase one. It just is smart. We
23 know we need a transit system.

24 The City of Tampa did support the transit initiative
25 on the ballot a few years ago. I'm confident that the

1 Hillsborough County Commission will follow the lead of
2 the Pinellas County Commission in the future, put
3 something on the ballot, and that it will be successful.

4 So our concerns are not only that there's a transit
5 envelope, but also that we include facilities for
6 pedestrians and bicycles as well as the other forms of
7 transit.

8 And lastly, the esthetics of this bridge have not
9 been addressed anywhere in any of the materials that I've
10 seen. I know at this point we're just considering
11 routes, but beauty is important.

12 We all celebrate the Skyway because it's such a
13 masterful design. I hope that as we go forward and spend
14 this kind of money on a public facility we ensure that
15 it's esthetically pleasing as well as functional.

16 Thank you.

17 MR. BOGEN: Thank you.

18 Our next speaker is Ron Gregory.

19 MR. GREGORY: I am Ron Gregory and I've lived in the
20 Tampa Bay area and have worked in Tampa since 1974. And
21 one of the things that -- I've had occasion to use the
22 Howard Frankland a lot for commuting around the area, and
23 one thing I do know is that the Department needs to move
24 forward with their project as soon as possible, obviously
25 because of the bridge condition, but I really think the

1 idea of implementing express lanes as soon as possible is
2 an excellent idea. And I think that express lanes would
3 qualify as premium transit too, especially if you were
4 coming out of north Pinellas and being able to go
5 directly into the Westshore area and then access the new
6 proposed intermodal center for the airport and also then
7 go downtown.

8 But my idea is that people are worried about the
9 \$390 million minimal plan, but in the context of things,
10 considering the length of this bridge, it seems like a
11 good investment, particularly if you can configure the
12 roadway as you said in your brochure into three general
13 use lanes and one express lane in each direction, the
14 idea being that very soon we could actually run
15 premium transit across the Bay and into Tampa and into
16 St. Petersburg and Clearwater.

17 I know that the Clearwater area and St. Petersburg
18 are considering a referendum this coming year and if it's
19 successful we'll have the basis for even more direct
20 service on that side of the Bay.

21 So I would encourage the Department to proceed with
22 the plan that they have recommended and be able to
23 incorporate express lanes in it. Now, would it be nice
24 to have the ultimate configuration you showed, I think
25 it's 4/2/2/4? Yes. But if the money is a real problem

1 then the 3/1/1/3 would work, and it certainly would work
2 for the idea of providing some sort of mass transit
3 across the Bay.

4 And in the long-term, I mean the really long-term,
5 if someone comes up with a plan to fund rail, certainly
6 you could add that to the plan too, but I think that what
7 we need to do is find some solution here very quickly and
8 affordable.

9 My other comment is that this looks like the kind
10 of project that could use, you know, a form of financing
11 like a public/private partnership. It seems like it's a
12 perfect project to try to get the private sector involved
13 in funding, particularly if you're going to have toll
14 lanes that could have a source of revenue. And also the
15 Federal Transit Administration, I think, would be
16 interested in any kind of premium transit as far as the
17 funding goes for that.

18 So I encourage the Department to move forward as
19 soon as they can with implementing the basic plan that
20 allows you to have all those elements right now as soon
21 as you can in the future. And I appreciate the work
22 you're doing.

23 MR. BOGEN: Thank you. Could you state your address
24 for the record?

25 MR. GREGORY: My office address?

1 MR. BOGEN: Yeah.

2 MR. GREGORY: My office address is 7650 West
3 Courtney Campbell Causeway, Tampa, 33607.

4 MR. BOGEN: Thank you.

5 Our next speaker is Karen Jaroch.

6 MS. JAROCH: Hello. Thank you. My name is Karen
7 Jaroch and I live at 16501 East Course Drive. I'm a
8 licensed professional engineer and also a board member of
9 the Hillsborough Area Regional Transit Authority,
10 commonly referred to as HART. HART is the public transit
11 agency which operates on this side of the Howard
12 Frankland Bridge, and I don't presume to speak for the
13 board. These are my own comments.

14 As you know, HART recently submitted its 10-year
15 transportation development plan to FDOT. In this
16 ten-year guiding document, HART listened when voters
17 rejected light rail on this side of the bridge in 2010.

18 Our 10-year plan instead builds upon the wild
19 success of our Metro Rapid bus rapid transit service that
20 was built over the proposed light rail corridor for a
21 fraction of the cost of light rail. To be precise, RBRT
22 was one-sixtieth of the capital cost for light rail.

23 When planners projected the light rail would cost up
24 to \$1.7 billion dollars, HART instead built the 18-mile
25 BRT in a year and was \$16 million under the projected \$31

1 million cost. You can see that's quite a difference in
2 cost. This BRT is hugely successful and the TDP has
3 completed five more BRT routes, one which comes down
4 Kennedy from downtown on its way to the airport with a
5 stop very close to the entrance ramp of the Howard
6 Frankland Bridge.

7 I come here today to support adding tolling express
8 lanes for new capacity on the northbound span. I'm in
9 favor of a phased approach utilizing the auxiliary lanes
10 first. Tolling new capacity is a revenue-generator that
11 would substantially subsidize the cost of reconstructing
12 this bridge. Commute times across the Bay will vastly
13 improve with express lanes in both the tolled and the
14 free lanes.

15 I am against the rail transit option due to the
16 fact that it's incompatible with HART's chosen transit
17 mode, which is bus rapid transit, and costs an additional
18 \$1 million. The rail option does not generate revenue to
19 pay for itself and would significantly reduce through
20 relief lanes that the express lanes that BRT would
21 provide.

22 The express lanes are a win/win proposition for both
23 those who rely on public transit and those who prefer the
24 freedom, flexibility, and personal mobility offered by
25 automobiles. As demonstrated in Miami, there's a great

1 boost to transit with express lanes. According to the
2 available congestion reduction demonstration report from
3 DOT, Miami's I-95 express lanes increased the express bus
4 ridership by 22 percent despite a decrease overall in
5 Miami transit ridership of 12 percent in 2010.

6 Fifty-three percent of new riders said the express
7 lanes influenced their decision to use transit.

8 Thirty-eight percent of new riders said they used to
9 drive.

10 BRT is a transit solution that can seamlessly
11 connect both transit cities now, all good reasons why I
12 support the 3/1/1/3 BRT and express lane option across
13 the Howard Frankland Bridge.

14 Thank you.

15 MR. BOGEN: Thank you.

16 Our next speaker is Marcia Biggs.

17 MS. BIGGS: Good evening. My name is Marcia Biggs.
18 I live at 350 Bailey Street in Safety Harbor, and I'm
19 here today not only representing the Executive Board of
20 the Tampa Bay Sierra Club, but I'm also a long-time
21 resident that lives in Pinellas County and I work and I
22 play in Hillsborough County.

23 Like thousands of others, I often sit in
24 bumper-to-bumper traffic on the Howard Frankland Bridge
25 with my car sputtering carbon into our skies and showing

1 up late for meetings and appointments.

2 It is a fact that Tampa has lost considerable
3 business prospects, conventions and sporting events due
4 to our lack of mass transit between the counties. The
5 main mission of the Sierra Club is to protect the
6 environment for future generations. I'm here to urge
7 FDOT to build the transit lanes across the new bridge,
8 which would include the light rail. It's a cleaner form
9 of mass transit that would connect the area business
10 districts and Tampa International Airport. It is your
11 opportunity to provide a means for cleaner transportation
12 options that will improve the quality of life and
13 encourage more businesses to move here, bring more
14 tourists to our cities and beaches and make day-to-day
15 cross-county commuting a bit more tolerable despite
16 additional cost and financial burden.

17 We must move forward to accommodate light rail on
18 this bridge if we want to compete with other cities such
19 as Miami and Orlando, and we must move forward to make
20 Tampa be a healthier place to live, a more attractive
21 destination for businesses and tourists and to join the
22 rest of the cities across the country to offer their
23 residents clean, modern, and efficient modes of
24 transportation.

25 If we continue to build more lanes to accommodate

1 more vehicles, we're only encouraging more pollution and
2 more use of fossil fuels. This way of living has to
3 stop, and it is incumbent upon you to bring the change
4 that will make Tampa Bay a better place to live, work,
5 and play.

6 MR. BOGEN: Thank you.

7 The next speaker is Dan Harvey.

8 MR. HARVEY: Dan Harvey, 1425 Central Avenue,
9 St. Petersburg and I am speaking for myself.

10 I went to the summit meeting today that involved
11 the consumer regions Orlando and Tampa Bay, and they
12 talked about the private train funded privately coming
13 from Tampa to Orlando. It's going to happen. There's
14 going to be a private train, All Aboard Florida. It's
15 owned by the east coast guys, financed out of New York,
16 so there comes private train coming up the east coast.
17 Tampa Bay wants that train to come over here from
18 Orlando, but the second phase might go to Jacksonville.

19 Meanwhile, in Tampa they explain the master plan for
20 the airport, the people mover -- moving the rental car
21 facility away from the terminals, then the people mover
22 coming over to an intermodal at Westshore. Sounds like
23 it's going to happen. So there will be an intermodal at
24 Westshore connected to the airport. Looks like long-term
25 they plan for a train to come down the middle of I-275

1 through Tampa eventually that could connect with private
2 money to Orlando and then up to Jax, up to Miami. So
3 we're going to have a connection, the way I see it.

4 This conversation is about the rail going across
5 the bridge, or the Howard Frankland Bridge. So it's
6 about the bridge and how we're going to build it.

7 So the big question is: Do you put rail connecting
8 across the Howard Frankland. We've got a new bridge
9 planned. It's too bad we're putting it in the middle.
10 We can only go four-wide. For the life of me, I don't
11 know why the two existing bridges are so close together.
12 Wish we had a little more room there. Those green lines
13 are pretty far apart, and so they're slamming this little
14 bridge between the two with an option to spin out to the
15 sides of the green line.

16 Pinellas is waiting for a study to show how light
17 rail works. Over there in Pinellas where I live, the
18 connectivity to Tampa is very important, but is it worth
19 the \$3 million? I'm here to study the issue, and I'll
20 leave by saying I believe that the light rail is going to
21 connect the intermodal and Westshore to Orlando and into
22 the airport.

23 Thank you.

24 MR. BOGEN: Thank you.

25 Our next speaker is Kevin Wright. Kevin Wright.

1 (No response.)

2 MR. BOGEN: Our next speaker is Jennifer Winter.

3 MS. WINTER: Hello. My name is Jennifer Winter. I
4 reside at 930 59th Avenue, St. Pete Beach, and I'm going
5 to keep it very short and brief, because I was here on
6 Tuesday at the other meeting speaking on behalf of adding
7 alternative transportation methods to this bridge.

8 I think it's pretty crazy to only have four lanes
9 and basically rebuild the same bridge six feet higher. I
10 don't want to say in a meeting "Sorry I'm late, traffic
11 on the bridge."

12 It was important enough for me to come out twice
13 now. You know, young people are very busy, but this is
14 going to be my future and the future of all of the young
15 people in Pinellas and Hillsborough, so please think of
16 us and our future.

17 Thank you.

18 MR. BOGEN: Thank you.

19 Our next speaker is Dalyn Houser.

20 MS. HOUSER: That's me, Dalyn Houser. Hello,
21 everyone. Thanks for allowing me to speak. My name is
22 Dalyn Houser, and I reside -- or my office is at 3006
23 West Kennedy Boulevard in Tampa, Florida, 33609, I
24 believe.

25 I am a new citizen here in your area. I'm

1 speaking on behalf of Florida PIRG. I'm the program
2 associate there of the public interest research group
3 here in Florida, and we recently released a new report,
4 "Moving Off the Road," which stated that for the first
5 time ever since the car was created there has been a
6 decline since 2005 in the State of Florida and Floridians
7 are driving 11 percent less per person in their vehicles.
8 That's a pretty huge drop and pretty significant. So we
9 looked into reasons why this could be happening.

10 We looked into urbanization and economic factors,
11 but essentially found out, like a lot of what other young
12 people in the room were saying, that the largest members
13 of our population, the millennials generation-wide, are
14 the ones who are choosing not to drive in their cars and
15 it just doesn't support their life-style anymore.

16 So we also just came out with another recent report
17 called "A New Way to Go" and basically took into account
18 all of this information and it came to fruition that
19 young people would rather, and other people as well,
20 would rather be on their iPods, on their iPads, be able
21 to work or just doing other things rather than sitting in
22 a box all day long not engaging with their environment.

23 So Florida PIRG is in support of adding alternative
24 modes of transportation with the bridge, and I would
25 really urge you to do so, because if you don't then, like

1 others were saying, you are going to lose the young,
2 talented people such as Jennifer and the gentleman from
3 the Young Democrats who spoke of Hillsborough County.
4 You will lose us because we will move to other cities
5 that will provide us with a cleaner, more efficient way
6 to live.

7 Thank you.

8 MR. BOGEN: Thank you.

9 Our next person is Paula Witthouse.

10 MS. WITTHOUSE: Good evening. My name is Paula
11 Witthouse. I live at 2840 17th Avenue North in
12 St. Petersburg and I also was late to this meeting
13 because of traffic on the Howard Frankland Bridge.

14 The Howard Frankland Bridge and I were born in the
15 same year. It's lived here five years longer than I
16 have, and I have evolved as the bridge has evolved and it
17 just seems to be more and more of a mess.

18 You really do need to include the plans for light
19 rail in the future. We're not saying they're going to
20 slap a train on there this week, but if you don't plan
21 for it then you're just going to have to tear that bridge
22 up and build another one when people come to their senses
23 and light rail transport finally happens here.

24 Now, I've listened to a lot of people talk here
25 tonight and it seems to me the people that are opposed to

1 light rail transit have probably never been to a place
2 where there are alternative ways to get around. If you
3 had, you would know that it just makes sense to be able
4 to connect the three areas that we have close here;
5 Tampa, St. Pete, Clearwater. If you want to go on to
6 Orlando -- and no offense to the HART line lady, but you
7 must not have ever ridden on a Hart line bus, because
8 unless you've got some luxury coach planned for the
9 future, getting from USF to south Tampa is a half day
10 adventure. It's crowded, it is not a lot of fun, and it
11 takes forever. So unless you can look to PSTA for how to
12 run a bus system, I think you should withdraw from this
13 conversation. But, no, all of us need to be in this
14 conversation. It's all about the future.

15 Getting from one place to another when you're
16 running out of fossil fuels and you're stuck on a bridge
17 and you can't get to a gas station -- wait, there are no
18 gas stations, they're holding our gas -- you're going to
19 walk across the bridge or hop on that train that
20 hopefully is going to find its way here.

21 Now, me, myself, I don't drive anymore. I'm legally
22 blind and I can't, so being able to be on an affordable
23 way of transporting me around the area that I grew up and
24 live just makes sense.

25 So redo the bridge. You know, upgrade the bridge.

1 I get upgraded all the time. The bridge, we're about the
2 same age. We're both running down a little bit, but the
3 basic point is this: If you plan for the future, when
4 the future gets here you're not stuck going, "Whoa, why
5 didn't we think of this?" It's here now. Think about
6 it. Do it. It makes sense.

7 Thank you.

8 MR. BOGEN: Thank you.

9 Our next speaker is Ashley Green.

10 MS. GREEN: Hi. Good evening. Thank you for the
11 opportunity to speak tonight. My name is Ashley Green
12 and I'm a new resident of St. Petersburg and I live at
13 4234 Dartmouth Avenue.

14 I was prepared tonight to talk about the impact of
15 transit from the young perspective, but I think there
16 have been plenty of people who spoke about it but more
17 eloquently, of course. I'm going to speak on it for less
18 time than I originally planned.

19 I think the millennials have probably learned some
20 of the hardest lessons from this finance and economic
21 crisis we've had for about the last five or six years
22 now. Eighteen to twenty-four-year-olds hold the highest
23 unemployment rate across the nation and also hold the
24 biggest burden of debt in our economy. A student loan
25 that has now surpassed both credit card and mortgage debt

1 combined within America. We see cars as a financial
2 burden, as a destroyer of our environment, frankly
3 overall pains-in-the-behind to have to drive.

4 I personally should not be on the road. I get into
5 an accident nearly everyday. I don't like my car. I
6 hate my car. I was not going to stay in the State of
7 Florida, because as someone who grew up in Atlanta with
8 mass transit, I knew that there were places I could live
9 where I didn't have to worry about car insurance, car
10 accidents, gas -- paradise frankly on earth -- but I
11 think there's another level of this conversation that we
12 frequently forget, and that's the economic justice that
13 is provided by mass transit.

14 Improved transit, and let me be clear, mass transit
15 is critical to our economic security and further to
16 securing economic justice for our region. Our current
17 transportation policy has a potential to exacerbate
18 isolation from critical jobs and community resources for
19 many residents of St. Pete and Tampa.

20 At a time of high unemployment and unprecedented
21 income inequality, the implications of our transit policy
22 cannot be overstated. Mass transit, including rail, is
23 critical to really helping to provide the framework for
24 prosperity regionally.

25 I know one of the women from -- a woman earlier was

1 speaking about how tolls will help generate revenue.
2 That's great, fantastic. But people able to get to and
3 from work is going to create revenue in the area. People
4 able to pay their bills and have enough money to go and
5 socialize in Tampa Bay, Pinellas County, and any of the
6 surrounding areas is really what creates revenue, not
7 just a toll road. I do whatever I can to avoid toll
8 roads. I told you I don't like driving very much, so
9 that says something.

10 I just want to give y'all a couple of quick numbers
11 if you'll give me a second. The average annual cost of
12 owning a car according to a 2011 survey was \$9500; 33
13 percent of low income African-Americans are without
14 access to automobiles; 25 percent of low income Latinos
15 are without access to an automobile; 12 percent of low
16 income whites are without access to an automobile; 80
17 percent of our current federal funding is allocated
18 towards highways.

19 What resolution are we really reaching -- and I'm
20 going to wrap it up -- what kind of region do we want to
21 build and at the end of the day what are we investing in?

22 As a person who's going to foot the majority of the
23 bill for whatever is built, I'm telling you all I'm
24 willing to pay that bill for mass transit.

25 Thank you.

1 MR. BOGEN: Thank you.

2 Our next speaker is Tim Heberlein.

3 MR. HEBERLEIN: On the first try, good job. My
4 name's Tim Heberlein and I'm with the Tampa Florida
5 Consumer Group. We've been around since 1984 -- I'm
6 trying to get as much in in my three minutes as
7 possible -- and we're in support of building the transit
8 rail envelope.

9 What I see up on the map is two of the most
10 concentrated employment centers in the Tampa Bay area and
11 the question isn't how are we going to connect them now;
12 the question is how are we going to connect them 30 years
13 from now. And I think we have to be a little bit more
14 forethinking.

15 And right now we're currently building a system that
16 has to anticipate the transit needs that we're going to
17 have. I agree with Karen Jaroch that we need a larger
18 extended bus service in the Tampa Bay area as a whole,
19 but I do live on one of the BRT routes and there isn't a
20 whole lot of transit-oriented development popping up
21 there because of the Metro Rapid, but there is in
22 Orlando, the Sunrail. Even before the stations were
23 opened, they had a \$500 million development going up
24 around one of the transit stops. So TOD does work, it
25 does happen, and I'd love to see that in my neighborhood

1 as well, but I agree with Ms. Green's comments that
2 there's an economic justice component to this.

3 What we're talking about is connecting employers to
4 employees, especially when you look at those bright
5 purple centers, that's exactly what we're talking about.

6 And there's no reason that in our region the best
7 airport -- people who land in the best airport in the
8 country should not be able to get to the best beaches in
9 the country or the best baseball team for that matter,
10 despite what other people might think.

11 But we do want to promote and recommend that you
12 build the transit envelope.

13 Thank you.

14 MR. BOGEN: Thank you.

15 I will call Kevin Wright again to make sure he
16 didn't step out. Kevin Wright.

17 MR. WRIGHT: Hello. My name is Kevin Wright. I
18 have a small business at 1100 North 50th Street, Tampa,
19 Florida. And I would like to encourage everyone to
20 realize that we're on the precipice of a digital
21 revolution for the road. Most everything that you really
22 think that you know about transportation is being changed
23 right before our eyes.

24 Back in 1995, Bill Gates was about to roll out
25 Win 95 and he had to call all of his software engineers

1 before everyone and say, Hey, look, guys, we've got to go
2 back and spend another year rewriting this whole thing
3 because it's not internet compatible, the internet is the
4 coming thing. And they went back and they redid the
5 whole thing from the get-go and the rest is history.

6 We have now on our hips computers that are more
7 powerful than what NASA used to put men on the moon and
8 they cost less than a cell phone cost in 1980. That's
9 the power of the digital revolution. It's going to
10 change why we drive, it's going to change where we drive,
11 and it's also going to change what we drive. We are
12 going to have driverless cars.

13 About a hundred years ago, Tampa Bay was the site of
14 the first airline in human history. St. Petersburg and
15 Tampa were connected with the best plane that they had at
16 the time, and all other airlines on the earth traced
17 their history from there.

18 We have the opportunity here with this Howard
19 Frankland Bridge, which the locals know as the "Howard
20 Frankenstein" to make it the first digitally-compatible
21 bridge that is engineered for driverless cars.
22 Driverless cars are the wave of the future.

23 My friends in the handicap community who want
24 freedom and mobility, you got a lot of freedom and
25 mobility when electric wheelchairs became available.

1 Imagine how much more freedom and mobility you will
2 have when you can go to your voice-activated or
3 touch-activated personal computer or PDA or cell phone
4 and call for a car that will take you where you want to
5 go safely and efficiently.

6 Now, some of you may be saying, well, we can't
7 afford that, that's too expensive. Those are the same
8 people that said they couldn't afford a \$4,000 cell phone
9 when they first rolled out, the same cell phones that you
10 can get now for free.

11 So that's what we're talking about here, Ladies and
12 Gentlemen. Are we going to be in the Vanguard of the new
13 technology that will change the world or are we going to
14 be repeating the mistakes of Charlotte or Salt Lake City
15 or New York City or some of the other places that have
16 mass transit but hasn't really solved any of their
17 problems?

18 MR. BOGEN: You need to wrap your comments up.

19 MR. WRIGHT: That's pretty much it.

20 MR. BOGEN: Thank you.

21 That is the last card that I have. Is there anyone
22 else that wishes to speak?

23 (No response.)

24 MR. BOGEN: Seeing none, the verbatim transcript of
25 both sessions of the hearings' verbal proceedings will be

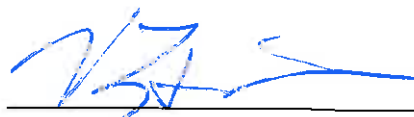
1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3 I, V. Liz Nieves, certify that I was
4 authorized to and did stenographically report the
5 foregoing Public Hearing (Session 1) taken on
6 October 8, 2013, and that the transcript is a true and
7 complete record of my stenographic notes.

8
9 I further certify that I am not a relative,
10 employee, attorney, or counsel of any of the parties,
11 nor am I a relative or employee of any of the parties'
12 attorney or counsel connected with the proceedings, nor
13 am I financially interested in the outcome of the
14 foregoing proceedings.

15
16 Dated this 21st day of October, 2013, in Tampa,
17 County of Hillsborough, State of florida.

18
19 

20 V. Liz Nieves,
21 Court Reporter
22 Commission # EE029648
23 Expires 12/3/14
24
25

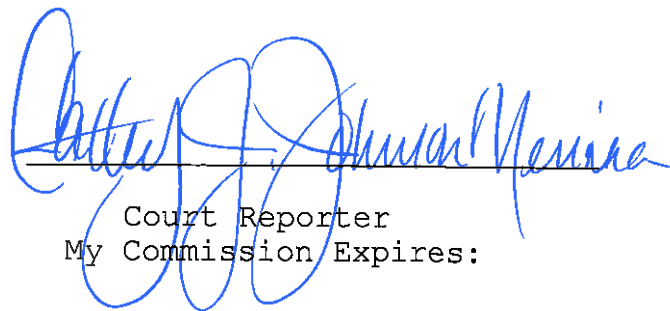
1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3 I, CATHY J. JOHNSON MESSINA, Registered Merit
4 Reporter, Registered Florida Reporter, and Notary Public in
5 and for the State of Florida at large, hereby certify that
6 the Public Hearing (Session 2) taken on October 10th, 2013,
7 were recorded in Stenotypy by me and that the foregoing pages
8 constitute a true and correct transcription of my recordings
9 thereof.

10
11 WITNESS my hand and seal this 21st day of
12 October, 2013, in Tampa, Hillsborough County, Florida.

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Court Reporter
My Commission Expires:




PUBLIC HEARING TRANSCRIPT CERTIFICATION

I hereby certify that on October 8 and October 10, 2013, beginning at 6:00 p.m., I presided over a two-session Public Hearing for the following project:

Howard Frankland (I-275/SR 93) Northbound Bridge Replacement
Project Development and Environment (PD&E) Study
from one mile south of the bridge to one mile north of the 3 mile bridge
Pinellas and Hillsborough Counties, Florida
Financial Project ID: 422799-1

I further certify that the subject Public Hearing sessions were conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the Hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.


Kirk Bogen, Environmental Management Engineer
Hearing Moderator

1/10/14
Date

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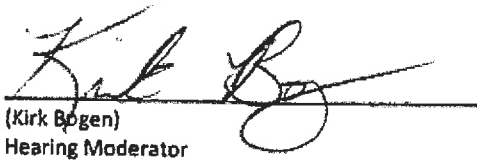
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PUBLIC HEARING TRANSCRIPT CERTIFICATION

I hereby certify that on November 14 and November 16, 2017, beginning at 6:30 p.m., I presided over a two-session Public Hearing for the following project:

Howard Frankland (I-275/SR 93) Northbound Bridge Replacement
Project Development and Environment (PD&E) Study
from one mile south of the bridge to one-half mile north of the 3 mile bridge
Pinellas and Hillsborough County, Florida
Financial Project ID: 422799-1

I further certify that the subject Public Hearing sessions were conducted relative to the economic and social effects of the location and design concept for the subject project and its impact on the environment, that a transcript was made and the document attached herein is a full, true, and complete transcript of what was said at the Hearing, and that the Florida Department of Transportation has considered the social, economic, and environmental effects of the proposed improvement and is of the opinion that it is properly located and should be constructed.



(Kirk Bogen)
Hearing Moderator

12/6/17

(Date)

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PUBLIC HEARING
HOWARD FRANKLAND NORTHBOUND BRIDGE REPLACEMENT
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
WORK PROGRAM ITEM SEGMENT NO.: 422799-1

DATE: Tuesday, November 14, 2017

TIME: 5:30 p.m. - 7:30 p.m.

PLACE: Tampa Marriott Westshore
1001 North Westshore Boulevard
Tampa, Florida

- and -

DATE: Thursday, November 16, 2017

TIME: 5:30 p.m. - 7:30 p.m.

PLACE: Hilton St. Petersburg Carillon Park
950 Carillon Drive
St. Petersburg, Florida

REPORTED BY: CATHY J. JOHNSON MESSINA, RMR, FPR
REGISTERED MERIT REPORTER
FLORIDA PROFESSIONAL REPORTER
NOTARY PUBLIC, STATE OF FLORIDA

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Computer-Aided Transcription

1 **Session #1: (Tuesday, November 14, 2017)**

2 MR. BOGEN: Good evening.

3 Today is Tuesday, November 14th, 2017, and it
4 is approximately 6:30 p.m. We are assembled at the
5 Tampa Marriott Westshore in Tampa, Florida.

6 Welcome to the public hearing for the Howard
7 Frankland Northbound Bridge Replacement Project
8 Development and Environment Study or PD&E study.
9 My name is Kirk Bogen and I am the Environmental
10 Management Engineer for District Seven of the Florida
11 Department of Transportation.

12 This public hearing is being held relative to
13 Work Program Item Segment Number: 422799-1. This
14 project is the combination of two complimentary
15 studies. The first is the Howard Frankland Northbound
16 Bridge Replacement PD&E Study and is the reason we are
17 here this evening. The second is the Regional Transit
18 Corridor Evaluation.

19 We are conducting the hearing this evening to
20 provide you with an opportunity to discuss the project
21 and to submit the comments on the PD&E Study. If you
22 would like to provide input on the transit corridor
23 evaluation, you may do so using the available comment
24 form or by visiting the project website.

25 This public hearing is being held in accordance with

1 applicable federal and state laws and public
2 participation is encouraged and solicited without
3 regard to race, color, religion, sex, age, national
4 origin, disability or family status.

5 The environmental review, consultation, and
6 other actions required by applicable federal
7 environmental laws for this project are being, or
8 have been, carried out by the Florida Department of
9 Transportation pursuant to Title 23 of the United
10 States Code, Section 327 and a Memorandum of
11 Understanding dated December 14, 2016, and executed
12 by the Federal Highway Administration and FDOT.

13 This hearing was advertised consistent with
14 federal and state requirements and is being conducted
15 in accordance with the Americans With Disability Act of
16 1990. This information is provided in the project
17 brochure and can be found at the sign-in table as
18 well.

19 This public hearing is being conducted in two
20 sessions. Both sessions will be combined into a single
21 public hearing record for the PD&E study.

22 The first session is tonight, the 14th day of
23 November 2017, from 5:30 p.m. to 7:30 p.m. at the
24 Tampa Marriott Westshore located at 1001 North Westshore
25 Boulevard, Tampa, Florida.

1 The second session will be held on Thursday,
2 November 16th, 2017, from 5:30 p.m. to 7:30 p.m. at the
3 Hilton St. Petersburg Carillon Park located at
4 950 Lake Carillon Drive, St. Petersburg, Florida.

5 This is your opportunity to receive information
6 on the Howard Frankland Northbound Bridge Replacement
7 PD&E study and officially comment on the Recommended
8 "Build" Alternative and other documents available here
9 tonight. The Recommended "Build" Alternative is based
10 on comprehensive environmental and engineering analyses
11 completed to date, as well as on public comments that
12 have been received throughout the duration of the
13 study. This study meets the maximum air quality
14 standards established by the U.S. Environmental
15 Protection Agency, or EPA.

16 The Recommended "Build" Alternative consists of
17 replacing the northbound I-275 Howard Frankland
18 Bridge over Tampa Bay. This bridge was built over
19 50 years ago and is reaching the end of its serviceable
20 life where future maintenance costs will soon exceed
21 costs to replace it.

22 In addition, more travel lanes are needed on the
23 bridge to provide additional travel capacity. The
24 bridge carrying southbound traffic was built in the
25 1990s and will remain in place. The proposed project

1 includes constructing a new bridge to the west side of
2 the existing southbound bridge.

3 An alternative was previously proposed and
4 presented at the public hearing in 2013, which included
5 constructing the new bridge between the two existing
6 bridges.

7 After further evaluation, it was determined that
8 the new bridge should be built to the west. Moving away
9 from the two existing bridges will decrease complexity
10 of construction, reduce construction time and decrease
11 potential lane closures associated with maintenance of
12 traffic over the previously proposed build alternative.

13 The project is part of the Tampa Bay Next Program,
14 which aims to modernize Tampa Bay's transportation.
15 The new bridge will be constructed wider to meet future
16 travel demands. The new bridge will carry eight lanes
17 of traffic with four general use lanes and two express
18 lanes in each direction. This new bridge will be
19 constructed so that it can be retrofitted in the future
20 to carry light rail transit should a transit system be
21 implemented at a later time.

22 Through coordination with local agencies on both
23 sides of the Bay, the FDOT has agreed to add a
24 bike-pedestrian trail to the new bridge as well.
25 FDOT will coordinate with the local agencies from

1 Pinellas and Hillsborough Counties to connect this
2 trail to other facilities on either side of the bridge.

3 The "No-Build" Alternative would involve
4 foregoing the construction of a new wider bridge, but
5 would require extensive maintenance costs for repair
6 and future rehabilitations. The "No-Build" Alternative
7 is considered to be a viable alternative and will remain
8 so for the duration of the study.

9 Now I am going to give you some information about
10 right-of-way acquisition and how you can make comments
11 on the project.

12 On projects such as this, one of the unavoidable
13 consequences is the necessary acquisition of properties
14 and the relocation of families and businesses. On this
15 project, however, we anticipate no property acquisitions
16 and no relocations.

17 When you arrived this evening you should have
18 received an informational newsletter and a comment
19 form. If you weren't able to sign in or did not receive
20 an information packet, please stop by our sign-in table
21 before leaving this evening. You should have also had
22 the opportunity to view the video presentation that is
23 continuously running throughout this public hearing.

24 Before I continue, I would like to recognize any
25 elected officials or their representatives who are here

1 tonight. I ask that you please stand and introduce
2 yourself for the record.

3 Seeing none, anyone desiring to make a statement
4 or present written views and/or exhibits regarding the
5 location, conceptual design, social, economic or
6 environmental effects of the Howard Frankland Northbound
7 Bridge Replacement will now have an opportunity to do
8 so.

9 You may also make a statement at the public
10 hearing's second session scheduled for Thursday,
11 November 16th, 2017, in St. Petersburg.

12 If you have completed a speaker's card, please
13 give them to a Department staff member. If you have not
14 received a speaker's card and wish to speak, please raise
15 your hand so we can get you a card to complete.

16 In addition to making an oral statement during
17 this portion of the hearing, you can also make a comment
18 after this presentation to the court reporter who is here
19 tonight.

20 You can also submit your comments to the
21 Department in writing. Comment forms can be placed in
22 one of the comment boxes this evening, or you can
23 complete the form at a later date and mail it to us at
24 the pre-printed address on the back of the sheet. You
25 can also email comments to us at the project website

1 found on the front of the handout.

2 Please keep in mind that comments must be
3 postmarked or emailed no later than Monday, November
4 the 27th, 2017, to be included in the official public
5 hearing record.

6 At this time, we will begin taking public
7 comments. I will call each speaker in the order in
8 which their request was received.

9 Please limit your comments to the Howard
10 Frankland Northbound Bridge Replacement PD&E study and
11 keep them to three minutes in order to allow everyone
12 an opportunity to speak.

13 Those who wish to provide additional comments may
14 return to the microphone following the last speaker or
15 you may present your additional comments related to the
16 PD&E study directly to the court reporter after the
17 formal session has concluded.

18 As I call your name, please step to the
19 microphone and state your name and address clearly
20 into the microphone before making your comment. If you
21 represent an organization, municipality or other public
22 agency, please provide that information as well.

23 I've only received one speaker card thus far
24 and that is Amanda Brown.

25 MS. BROWN: This is a little sad that I'm the only

1 commenter. I guess it's because pretty much everyone
2 in here is industry-related.

3 My name's Amanda Brown. I'm representing Sunshine
4 Citizens, which is a grassroots organization here in
5 Tampa Bay area fighting for better transportation and
6 smarter growth in the area. We've been following this
7 project for almost three or four years now.

8 While we're glad to see that pedestrian-bike
9 options have been available in this project, we're very
10 concerned about the project going from one express lane
11 to two express lanes now in each direction, which will
12 bring the bridge to over twelve lanes, and there is no
13 transit now involved in the current plan.

14 We want to see transit now as the project that
15 jumped from almost \$500 million to now almost a billion
16 dollars, which is almost twice as much as was previously
17 considered.

18 We keep hearing transit will be pushed to maybe a
19 later time in the project. Well, the time is now. The
20 public has been calling for transit and we want to see
21 transit now in this project before the express lanes
22 are toll lanes.

23 Thank you.

24 MR. BOGEN: Thank you for your comment.

25 Is there anyone else who would like to make a

1 statement?

2 Seeing none, the public hearing transcript,
3 written statements, exhibits and reference materials
4 will be available for public inspection at the District
5 Seven Office, 11201 North McKinley Drive, Tampa, Florida,
6 within three weeks.

7 It is approximately 6:42. I hereby officially
8 suspend the formal portion of the public hearing for
9 the Howard Frankland Northbound Bridge Replacement PD&E
10 Study.

11 This hearing will be continued at the second
12 session on Thursday, November 16th, 2017, from 5:30 to
13 7:30 p.m. in St. Petersburg, Florida.

14 Department representatives will be available to
15 answer questions and the materials shown this evening
16 will be on display. You may continue to view the
17 materials on display and speak with our project staff.

18 On behalf of the Florida Department of
19 Transportation, thank you for attending. Remember to
20 be alert today, alive tomorrow. Safety doesn't happen
21 by accident. Good evening and drive safely.

22 * * * * *

C O M M E N T S

1
2
3 Kevin Glenn
4 14122 Victoria Road
5 Largo, Florida 33774
6 Kevindort44@gmail.com

7 Hello. I've enjoyed the presentation and look
8 forward to the upcoming new bridge alignment to replace
9 the 50-year-old bridge. But as a lot of Florida
10 Department of Transportation projects, it's fixing part
11 of the problem, not all of the problem. I want to see
12 any improvements to the north end of I-275 northbound
13 intersection with Kennedy Memorial and Westshore.
14 That project seems to be scheduled for sometime next
15 century and we want to have a better plan and a better
16 understanding if and when this will ever be changed,
17 and especially the one lane exit to Tampa International
18 Airport State Road 60 northbound. That is one lane and
19 over 40,000 cars a day causing a parking lot on the old
20 bridge and causing a parking lot on the new bridge.

21 Failure to plan ahead and fix the bottlenecks in
22 the interstate system before changing capacity is a
23 chronic problem with planning and processes in place by
24 the Florida Department of Transportation at the local
25 regional and governmental agencies that provide
transportation systems.

1 I live next to a bus depot, but there is no bus
2 service between my part of town and Westshore where
3 40,000 people work everyday, and there seems to be no
4 plans for bus transportation in the transportation
5 system. I'd like to see that addressed.

6 Thank you for your time.
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1 **Session #2: (Thursday, November 16, 2017)**

2 MR. BOGEN: Good evening.

3 Today is Thursday, November 16th, 2017, and it
4 is approximately 6:30 p.m. We are assembled at the
5 Hilton St. Petersburg Carillon Park in St. Petersburg,
6 Florida.

7 Welcome to the public hearing for the Howard
8 Frankland Northbound Bridge Replacement Project
9 Development and Environment Study or PD&E study.
10 My name is Kirk Bogen and I am the Environmental
11 Management Engineer for District Seven of the Florida
12 Department of Transportation.

13 This public hearing is being held relative to
14 Work Program Item Segment Number: 422799-1. This
15 project is the combination of two complimentary
16 studies. The first is the Howard Frankland Northbound
17 Bridge Replacement PD&E Study and is the reason we are
18 here this evening. The second is the Regional Transit
19 Corridor Evaluation.

20 We are conducting the hearing this evening to
21 provide you with an opportunity to discuss the project
22 and to submit the comments on the PD&E Study. If you
23 would like to provide input on the transit corridor
24 evaluation, you may do so using the available comment
25 form or by visiting the project website.

1 This public hearing is being held in accordance
2 with applicable federal and state laws and public
3 participation is encouraged and solicited without
4 regard to race, color, religion, sex, age, national
5 origin, disability or family status.

6 The environmental review, consultation, and
7 other actions required by applicable federal
8 environmental laws for this project are being, or
9 have been, carried out by the Florida Department of
10 Transportation pursuant to Title 23 of the United
11 States Code, Section 327 and a Memorandum of
12 Understanding dated December 14, 2016, and executed
13 by the Federal Highway Administration and FDOT.

14 This hearing was advertised consistent with
15 federal and state requirements and is being conducted
16 in accordance with the Americans With Disability Act of
17 1990. This information is provided in the project
18 brochure and can be found at the sign-in table as
19 well.

20 This public hearing is being conducted in two
21 sessions. Both sessions will be combined into a single
22 public hearing record for the PD&E study.

23 The first session was held on Tuesday, November
24 14th, 2017 from 5:30 p.m. to 7:30 p.m. at the Tampa
25 Marriott Westshore, Tampa, Florida.

1 The second session is being conducted tonight,
2 Thursday, November 16th, 2017, from 5:30 p.m. to
3 7:30 p.m. at the Hilton St. Petersburg Carillon Park
4 located at 950 Lake Carillon Drive, St. Petersburg,
5 Florida.

6 This is your opportunity to receive information
7 on the Howard Frankland Northbound Bridge Replacement
8 PD&E study and officially comment on the Recommended
9 "Build" Alternative and other documents available here
10 tonight. The Recommended "Build" Alternative is based
11 on comprehensive environmental and engineering analyses
12 completed to date, as well as on public comments that
13 have been received throughout the duration of the
14 study. This study meets the maximum air quality
15 standards established by the U.S. Environmental
16 Protection Agency, or EPA.

17 The Recommended "Build" Alternative consists of
18 replacing the northbound I-275 Howard Frankland
19 Bridge over Tampa Bay. This bridge was built over
20 50 years ago and is reaching the end of its serviceable
21 life where future maintenance costs will soon exceed
22 costs to replace it.

23 In addition, more travel lanes are needed on the
24 bridge to provide additional travel capacity. The
25 bridge carrying southbound traffic was built in the

1 1990s and will remain in place. The proposed project
2 includes constructing a new bridge to the west side of
3 the existing southbound bridge.

4 An alternative was previously proposed and
5 presented at the public hearing in 2013, which
6 included constructing the new bridge between the two
7 existing bridges.

8 After further evaluation, it was determined that
9 the new bridge should be built to the west. Moving
10 away from the two existing bridges will decrease
11 complexity of construction, reduce construction time
12 and decrease potential lane closures associated with
13 maintenance of traffic over the previously proposed
14 build alternative.

15 The project is part of the Tampa Bay Next Program,
16 which aims to modernize Tampa Bay's transportation.
17 The new bridge will be constructed wider to meet future
18 travel demands. The new bridge will carry eight lanes
19 of traffic with four general use lanes and two express
20 lanes in each direction. This new bridge will be
21 constructed so that it can be retrofitted in the future
22 to carry light rail transit should a transit system be
23 implemented at a later time.

24 Through coordination with local agencies on
25 both sides of the Bay, the FDOT has agreed to add a

1 bike-pedestrian trail to the new bridge as well.
2 FDOT will coordinate with the local agencies from
3 Pinellas and Hillsborough Counties to connect this
4 trail to other facilities on either side of the bridge.

5 The "No-Build" Alternative would involve
6 foregoing the construction of a new wider bridge, but
7 would require extensive maintenance costs for repair
8 and future rehabilitations. The "No-Build" Alternative
9 is considered to be a viable alternative and will remain
10 so for the duration of the study.

11 Now I am going to give you some information about
12 right-of-way acquisition and how you can make comments
13 on the project.

14 On projects such as this, one of the unavoidable
15 consequences is the necessary acquisition of properties
16 and the relocation of families and businesses. On this
17 project, however, we anticipate no property acquisitions
18 and no relocations.

19 When you arrived this evening you should have
20 received an informational newsletter and a comment
21 form. If you weren't able to sign in or did not receive
22 an information packet, please stop by our sign-in table
23 before leaving this evening. You should have also had
24 the opportunity to view the video presentation that is
25 continuously running throughout this public hearing.

1 Before I continue, I would like to recognize any
2 elected officials or their representatives who are here
3 tonight. I ask that you please stand and introduce
4 yourself for the record.

5 Seeing none, anyone desiring to make a statement
6 or present written views and/or exhibits regarding the
7 location, conceptual design, social, economic or
8 environmental effects of the Howard Frankland
9 Northbound Bridge Replacement will now have an
10 opportunity to do so.

11 If you have completed a speaker's card, please
12 give them to a Department staff member. If you have not
13 received a speaker's card and wish to speak, please raise
14 your hand so we can get you a card to complete.

15 In addition to making an oral statement during
16 this portion of the hearing, you can also make a comment
17 after this presentation to the court reporter who is here
18 tonight.

19 You can also submit your comments to the
20 Department in writing. Comment forms can be placed in
21 one of the comment boxes this evening, or you can
22 complete the form at a later date and mail it to us at
23 the pre-printed address on the back of the sheet. You
24 can also email comments to us at the project website
25 found on the front of the handout.

1 Please keep in mind that comments must be
2 postmarked or emailed no later than Monday, November
3 the 27th, 2017, to be included in the official public
4 hearing record.

5 At this time, we will begin taking public
6 comments. I will call each speaker in the order in
7 which their request was received.

8 Please limit your comments to the Howard
9 Frankland Northbound Bridge Replacement PD&E study and
10 keep them to three minutes in order to allow everyone
11 an opportunity to speak.

12 Those who wish to provide additional comments may
13 return to the microphone following the last speaker or
14 you may present your additional comments related to the
15 PD&E study directly to the court reporter after the
16 formal session has concluded.

17 As I call your name, please step to the
18 microphone and turn so the court reporter can see you
19 and state your name and address clearly into the
20 microphone before making your comment. If you
21 represent an organization, municipality or other public
22 agency, please provide that information as well.

23 The first speaker is Michael V.

24 MR. MICHAEL V: I would ask is there any way we can
25 get an image of the proposed bridge as what we're here

1 for, get that on the screen?

2 In the meantime, what I would like to address is
3 the fact that the problem I see -- and I own a limousine
4 service and I'm back and forth on the Howard Frankland
5 Bridge all day long so I'm an expert on driving over the
6 Howard Frankland Bridge.

7 When you get in Tampa, as I mentioned to you
8 earlier, Kirk, the exit for the airport and the Veterans
9 Expressway is one lane.

10 And as I see on the proposed project, it's going to
11 remain one lane and you're not only going to have four
12 lanes now possibly going on to a four-lane highway of the
13 Veterans Expressway and the way to get there is one lane,
14 but you'll have six lanes going over and it will turn
15 into one lane. That's one issue.

16 The other issue I have that I also mentioned to you
17 was that if you have the equipment, the construction
18 equipment, building eight lanes -- eight additional lanes
19 to what we have now, four lanes southbound and two lanes
20 each direction for the express lanes, why not build
21 twelve lanes instead of eight lines and have four lanes
22 in each -- four new lanes in each direction and two
23 express lanes in each direction and use the current
24 southbound lanes. And instead of turning those into the
25 northbound lanes, use those for light rail and your

1 exercise path.

2 You know, yes, it's going to cost more money, but
3 down the road isn't it going to cost more to build
4 another bridge or span for the light rail.

5 Ultimately, if it's -- I don't know what the
6 figure is, but if it's \$5 billion to do it now and it
7 costs an additional billion dollars or \$2 billion to do
8 it the way I suggested, wouldn't that be better than
9 spending another \$4 billion down the road to build the
10 light rail and you wouldn't have to bring out the
11 equipment, the barges and the sea equipment.

12 You could use the tractors and trailers that you
13 have right now and they can drive right out onto the
14 existing southbound Howard Frankland Bridge span.

15 I think I probably used up my three minutes. We're
16 not going to get the image so I can't use the visual
17 effect, but you get the idea.

18 MR. BOGEN: Thank you, Michael. And it's \$785
19 million.

20 MR. MICHAEL V: Okay. Well, that's nothing. Let's
21 do it. Let's go for 12 lanes then. That's easy.

22 MR. BOGEN: All right. Thank you for your comment.

23 The next speaker is Tom Nocera.

24 MR. NOCERA: I understand that the bridge that is
25 being replaced was built in 1960 so it appears that we've

1 had about a 60-year useful life for that bridge. Is that
2 accurate?

3 MR. BOGEN: It was built in 1960.

4 Could you state your name and your address for the
5 court reporter?

6 MR. NOCERA: Yes. Thomas Nocera, 3173 Drew Street,
7 Clearwater, Florida.

8 As I was saying, to my calculations the bridge was
9 built in 1960. We've got approximately a 60-year life
10 span out of it, if my math is right. Is that accurate?

11 MR. BOGEN: If you could get with us afterwards, we
12 can answer your question.

13 MR. NOCERA: Well, the question that I have is:
14 What is the expected life span of this new bridge? And
15 I'd like that to become part of the public record of what
16 that expectation is.

17 I also want to make mention of the fact that light
18 rail has been mentioned a couple of times in the
19 presentation and numerous times it's been voted as
20 something that's not going to be doable with taxpayer
21 money, at least in this region.

22 Furthermore, light rail is an obsolete technology.
23 Light rail dates back to the 1970s. And for that to be a
24 serious consideration to be discussed as part of this, I
25 believe, as a -- you're going down the wrong track with

1 that old technology.

2 What I want to do is call everyone's attention to
3 what's called aerial personal rapid transit. It's a
4 technology that's being introduced by a company called
5 skyTran, and it's an autonomous, fast, smart and
6 stress-free form of transit that will be equivalent to
7 adding one or two lanes of traffic going across the span.

8 We believe that the ideal place to locate it would
9 be above the pedestrian and bicycle pathway area. We
10 would like to see that this gets included in the planning
11 for this structure because this is the 21st Century
12 technology that will be tested over Kennedy Space Center
13 and we want to see this new technology gets implemented
14 into the plan.

15 Thank you.

16 MR. BOGEN: Thank you for your comment. If you'll
17 get with the staff afterwards, we can answer some of
18 those questions.

19 All right. Our next speaker is Chris Vela.

20 MR. VELA: Hello. My name is Christopher Vela.
21 I'm a resident of Tampa in Hillsborough County so I'm
22 just coming in as a resident of the County as part of my
23 public comment. So I'm very displeased with the
24 direction that FDOT is going with this bridge.

25 We have done millions upon millions of dollars of

1 consulting studies showing how a light rail system or a
2 fixed sky bridge transit system would greatly connect
3 our two Bay Area cities. We know that's a priority.

4 The problem with this project is it's prioritizing
5 express lanes when we know that other areas in Tampa,
6 for example, other areas that are black-and-brown.
7 Communities are being determined whether or not we're
8 going to have additional highway width or use the
9 express lanes.

10 So what I'm confused about is why is FDOT
11 prioritizing express lanes when we know that hasn't been
12 determined elsewhere.

13 The other thing too, as we know, express lanes in
14 Miami are one of the most fatal and deadliest roads that
15 we have in the nation. Why would we want the same thing
16 on the Howard Frankland Bridge.

17 I just was on the Howard Frankland Bridge before I
18 got here and there were two accidents. Right now if you
19 pick up your phone and look at Maps or Waze, the speed is
20 going ten miles an hour going southbound.

21 These express lanes in no way will be in able to
22 deflect the accidents if you get in one. It's going to
23 cripple the whole system. It's the same situation that
24 you had in the '60s.

25 So what I'd like to see is first priority of mass

1 transit before even, like, discussing express lanes.
2 And also, I'd rather see that before autonomous vehicles.
3 We know that autonomous vehicles haven't proven their
4 value yet. We know they're being deregulated. We know
5 that the House -- the Congressional House is now
6 realizing that and a lot of the trade companies don't
7 want to utilize the autonomous vehicle technology; so
8 therefore, it's not in the marketplace at all nationally.
9 So it makes zero sense to actually have autonomous
10 vehicle technology or a fixed skyway transit.

11 The other comment I have has to do with the trail.
12 You're expecting to have safe access to that trail;
13 however, we know that Hillsborough County has the most --
14 is the most pedestrian deadliest county. We've seen
15 people hit by cars.

16 So you're expecting people to access this bridge,
17 like, in areas where we have strobes which are like part
18 of roadways, deadly intersections, and also high speed
19 traffic. It just doesn't make sense that you would want
20 to put human life at risk to basically access this trail.

21 So what I'd like for FDOT to do is either do
22 nothing and wait until we come back with a better plan or
23 prioritize transit first and then make that happen. We
24 know that by 2040 that the cost of light rail will be
25 extraordinarily high if we wait too long.

1 MR. BOGEN: All right. Thank you for your comment.
2 If you would get with some of our staff afterwards, we
3 might be able to help you.

4 All right. The next speaker is Kimberly Cooper.

5 MS. COOPER: I'm Kimberly Cooper and I am a
6 citizen member of the Pinellas County's Bicycle
7 Pedestrian Advisory Committee, St. Petersburg's Bicycle
8 Pedestrian Advisory Committee and Bicycle Pedestrian
9 Feedback, and I also am someone who stopped driving back
10 in 1980 or 1981. So I've been using bicycle and mass
11 transit a long time, okay, and I love to talk to people
12 because I learn and they learn so much. We learn so much
13 from each other.

14 Okay. I am super glad that -- I am super glad that
15 you are putting pedestrian and bicycle accommodations
16 there. There are people who think that it's a great way
17 to get exercise. Well, that's true, there will be people
18 out there getting exercise, which is healthy and keeps
19 you from being obese and such, but also there are people
20 using bicycling for transportation.

21 You've got people in this area in Pinellas County
22 who are biking 10 to 20 miles one way. You've got people
23 living in Pinellas and biking to jobs over in Tampa and
24 the other way around. Yes, they were using the
25 Courtney -- well, anyway, they were using the bridges

1 that they could, fortunately not the Howard Frankland.

2 I also -- one time I met this young man. He lived
3 with his family near downtown St. Pete, worked at his job
4 near downtown St. Pete, and he went to school over in
5 Tampa at one of the universities.

6 These business owners here they talk about needing
7 more talent. Well, there are -- he was getting an
8 education so he could be employed by the businesses
9 around this area. So it's good for education.

10 And as far as tourist attraction, oh, my goodness.
11 That bridge is going to be such a wonderful place. I
12 like to cross the 49th Street Bridge several times.
13 Biking across there in the morning just before sunrise
14 and just as the sun is rising, it is so gorgeous. It's
15 inspiring and so peaceful.

16 You see the string of lights across on the other
17 side of the Bay. They look like a diamond necklace.
18 And then you look at the water and the gentle waves and
19 the colors changing and it is just gorgeous. That will
20 be so spectacular to ride across when the moon is out and
21 when the sun is rising. It is going to be gorgeous so
22 I'm very glad that you're doing that.

23 And also the idea of having mass transportation, I
24 would love to go to Tampa. I have to bike six miles to
25 get up to Ulmerton and then it's going to be another

1 several miles across the bridge.

2 Since I've been here in 1993 I have --

3 MR. BOGEN: Thank you.

4 All right. Our next speaker is Christine Acosta.

5 MS. ACOSTA: Good evening. My name is Christine
6 Acosta. I live at 3301 Bayshore Boulevard in Tampa,
7 Florida.

8 I'm also the executive director of a citizens
9 advocate organization called Walk Bike Tampa, and I am
10 the business owner/operator of a social entrepreneur
11 called Pedal Power Promoters. I'm here to speak in
12 favor of the protected separated bike lanes that is
13 planned on the new bridge.

14 In my role as bicycle advocate and consultant, I
15 work with the Urban Land Institute which has studied
16 and revealed to us that bicycle commuting is the number
17 one growth mode of transportation in the United States.

18 I also work with the Department of Health. And
19 active transportation -- anytime we have an opportunity
20 to use our own physical strengths as our mode of
21 transportation is the most desired -- the most frequently
22 cited way that we can remedy what ails us physically and
23 emotionally in our communities. I also am a card
24 carrying member and work frequently with AARP.

25 Like millennials, boomers want to be able to have

1 active mobility choices. Not everyone will ride their
2 bike for every single trip. Not everyone is going to be
3 able to do the 8-mile span in 35 minutes, but many people
4 will appreciate having that option. Many of the
5 motorists will appreciate that bicyclists are not
6 taking up car space.

7 We are the most dangerous by design. Sadly, we've
8 been on that smart list of cities I think as long as it's
9 been published. Many Florida cities are. We're getting
10 better. Another two years and hopefully we'll be off the
11 second worst to the eighth worse, so yay.

12 But this is exactly how we get better. We
13 provide people with protected space that is completely
14 separate and apart from moving cars and this facility
15 will be -- will deliver the return on investment that
16 other world-renown travel -- that trails have delivered
17 in an open environment 9-to-1 -- I mean return on
18 investment for good trails.

19 So I encourage FDOT to continue moving forward
20 with this part of the new bridge.

21 Thank you.

22 MR. BOGEN: Thank you.

23 That was my last card. Is there anyone else who
24 would wish to speak?

25 You can come on up to the mike. If you would

1 state your name and your address and complete the card
2 after you speak.

3 MS. CALVERT: Hi. I'm Sharon Calvert. I live at
4 340 Pinellas Bayway South in Tierra Verde. I just wanted
5 to say that I support the rebuilding of the bridge and
6 capacity-managed lanes.

7 I do have a concern. I think it was -- somebody
8 else commented on the flyover and 60. I think that's
9 going to have to get fixed, especially with additional
10 lanes.

11 But I also wanted to just -- as a reminder, this
12 is an evacuation route for us, for us in Pinellas County,
13 and that corridor with those managed lanes will provide
14 transit corridor for express bus service which can help
15 in evacuations. Rail cannot do that because that shuts
16 down lanes before any storm.

17 So again, I support the project and hope it moves
18 forward.

19 Thank you.

20 MR. BOGEN: Thank you.

21 Is there anyone else that would wish to speak?

22 MR. VELA: This is Chris Vela. I'm a Tampa
23 resident. So one of the modes I've been hearing,
24 especially from the FDOT, is evacuation. The problem is
25 the hurricane that we recently got hit by, Irma, was

1 400 miles across. So the problem is, like, that covers
2 most of the state. You really won't be able to get
3 anywhere. That's why we need to prioritize a lot of
4 money that would otherwise go to roads and building
5 infrastructure that actually can take a beating but also
6 keep people safe, and that should be priority number one,
7 especially for coastal areas.

8 And then the other thing I wanted to talk about is
9 I'm still curious why FDOT wants to pursue the express
10 lanes. Because Governor Rick Scott's mandate to have
11 the express lanes, so for every express lane you have
12 to have a general use lane, that expired so there's no
13 reason whatsoever to have express lanes as part of this
14 project. That was something that was presented well over
15 four years ago. It has no relevancy right now at this
16 point.

17 One other thing that I wanted to make a comment
18 on, because a lot of people feel that autonomous vehicle
19 technology is going to be great, but reducing the amount
20 of cars on the roadway and managing people effectively on
21 the roadway with the skyway transit would actually
22 increase the flow rate and make logistics hit that target
23 mark. It would allow other personal or private transit
24 operators like this gentleman to my left be able to flow
25 back and forth between the Bays.

1 We know that if we had more lanes we're going to
2 see that. We saw that with the 405. We also saw that
3 with the freeway. Just months after those projects got
4 completed, we were seeing times well over 30 minutes to
5 almost an hour just going southbound and northbound.

6 So the bridge, you can make it as wide as you want,
7 but if you have so many interchanges and, like, so many
8 transitions between express lanes and, like, general use
9 lanes, the level of service is going to be even worse
10 than it is today.

11 So I just wanted to add that comment again. I do
12 not feel that FDOT should proceed forward with this
13 project unless we have a priority of roles that are
14 relevant, which is mass transit first on this bridge, and
15 also just to obviously transition over to the new
16 platform, the 1990s and I'm okay with that, because we
17 know that that 1960 infrastructure is aging; but with
18 that said, I also want some kind of resiliency as well.
19 We can't get anywhere in our neighborhoods if we flood.

20 MR. BOGEN: Thank you.

21 I have another card. Mark Calvert.

22 MR. CALVERT: Mark Calvert, 340 Pinellas Bayway,
23 Tierra Verde. To minimize the need for evacuations,
24 six million Floridians were evacuated during Hurricane
25 Irma for a fact.

1 Regarding the use of express lanes, yeah, there's
2 some issues down in Miami, south Florida. I'm a regular
3 commuter working in south Florida. I use those roads
4 quite often. They're a dramatic improvement from what
5 I've experienced over the years, and I am down there
6 every week and they continue to be expanded across the
7 595 Express as well as on the south intersections of
8 I-75, and I personally commute from downtown Miami to
9 Boca Raton through on the I-95 Express.

10 Yeah, I paid \$10. I traveled 24 miles in the rain
11 during evening rush hour and I made it in an hour, so
12 they work. \$10, 24 miles in the rain, rush hour; it's a
13 pretty good deal.

14 So that's all I've got to say. I support the
15 project. Build it faster. And fix 60.

16 Thank you.

17 MR. BOGEN: All right. Thank you for your
18 comment.

19 Anyone else?

20 Sir, as you're filling out your card, can you come
21 up and speak? Just give us your name and your address.

22 MR. HART: I thank you. My name is Norton Hart.
23 I'm a local resident of Clearwater, Florida. I'm here to
24 talk about the toll roads that are planned between
25 Hillsborough and Pinellas County.

1 My only question to all of the design is whether
2 you have considered the economic impact upon applying
3 toll roads to local roads.

4 Basically, we all use these roads. And if you were
5 to apply only certain number of lanes to toll roads,
6 including the Gateway, I think that people of the local
7 area would not choose to use the toll roads, they would
8 choose to use the local roads.

9 But if the toll roads were made into highways, we
10 would not necessarily use the local roads, we would
11 choose to use the highways instead, and therefore there
12 would be an economic impact to the area.

13 So my question is whether that has been taken into
14 account when considering the cost of toll roads versus
15 the economic impact to both counties.

16 Thank you.

17 MR. BOGEN: If you will get with us after this
18 formal portion, we've try to provide you with some
19 answers.

20 MR. HART: Sure.

21 MR. BOGEN: Is there anyone else?

22 State your name and address again for the court
23 reporter.

24 MR. MICHAEL V: My name's Michael V and I'm a local
25 limousine company owner. And I started by speaking

1 about the possibility of building twelve lanes instead of
2 eight, and I'd like to finish on my exit by leaving you,
3 Ladies and Gentlemen, with the phrase "twelve instead of
4 eight." I want you to go home -- when you go home and
5 lay down for bed at night, I want the last thing you
6 think about is twelve instead of eight. When you wake up
7 tomorrow morning and eat your breakfast, I want you to
8 think twelve instead of eight.

9 And what we use those extra lanes for is up for
10 debate. Some say we use it for high speed and some say
11 we should use it for the bike lanes or whatever, but I
12 think we can -- but twelve instead of eight.

13 MR. BOGEN: Thank you.

14 MR. MICHAEL V: Have a good night.

15 MR. BOGEN: Is there anyone else that wishes to
16 speak?

17 Seeing none, the public hearing transcript, written
18 statements, exhibits and reference materials will be
19 available for public inspection at the District Seven
20 Office at 11201 North McKinley Drive, Tampa, Florida,
21 within three weeks.

22 It is approximately 7:04. I hereby officially
23 close the formal portion of the public hearing for the
24 Howard Frankland Northbound Bridge Replacement PD&E
25 study. You may continue to view material on display and

1 speak with our project staff.

2 On behalf of the Florida Department of
3 Transportation, thank you for attending. Remember to be
4 alert today, alive tomorrow. Safety doesn't happen by
5 accident. Good night and drive safely.

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C O M M E N T S

1
2
3 Kimberly Cooper
4 Post Office Box 7382
5 St. Petersburg, Florida 33734-7382
6 Phone: 727.898.0128

7 I also highly encourage the FDOT to improve mass
8 transportation. People talk about evacuating during
9 hurricanes. Florida has, if I remember correctly, 20
10 million people.

11 How many businesses is it going to take to
12 evacuate 20 million people plus the tourists in three
13 days?

14 Instead of building wider roads to evacuate
15 people, we need to be building and beefing up government
16 buildings so that people can stay in them during
17 hurricanes because there is just no way to evacuate
18 people.

19 I was one of the people who stayed behind during
20 the hurricane because there was no way to get out, no
21 car, no airplane, no mass transit. Everything was full.
22 In fact, I don't know of anybody in my neighborhood who
23 did evacuate. We were stuck here.

24 And as far as mass transportation goes, there's
25 another good reason for mass transportation; and that is,
you've got all of these baby boomers who are getting

1 older and older. They're losing their physical abilities
2 to drive and you want them on mass transportation. You
3 don't want them driving.

4 When you build roads, you have to take people's
5 property away from them. That costs money, plus you take
6 property off the tax rolls, which decreases the property
7 taxes for the City, County and State.

1 STATE OF FLORIDA

2 COUNTY OF HILLSBOROUGH

3
4 I, CATHY J. JOHNSON MESSINA, Registered Merit
5 Reporter, Registered Florida Reporter, and Notary Public
6 in and for the State of Florida at large, hereby certify
7 that the Public Hearing proceedings were recorded in
8 Stenotypy by me and that the foregoing pages constitute
9 a true and correct transcription of my recordings
10 thereof.

11 I FURTHER CERTIFY that I am neither an
12 attorney nor of counsel for the parties to this cause
13 nor a relative or employee of any attorney or party
14 connected with this litigation and that I have no
15 interest in the outcome of this action.

16 WITNESS my hand and seal this 30th day of
17 November, 2017, at Tampa, Hillsborough County,
18 Florida.

19
20
21 Cathy J. Johnson Messina

22 CATHY J. JOHNSON MESSINA, RMR, FPR
23 Registered Merit Reporter
24 Florida Professional Reporter

25 MY COMMISSION: GG 47870
NOTARY ID NO.: 276780
EXPIRES: December 17, 2020

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Appendix E

Public Hearing Comments



TBARTA



MPO

Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No. 422799 |



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Comments must be postmarked by October 21, 2013 to become part of the official public hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

We recommend that the northbound replacement bridge be built in a manner that enables and promotes a premium transit service between Pinellas County and Hillsborough County.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

A premium transit service between Pinellas County and Hillsborough County is critical to the future growth of the region and will provide travel options besides single occupant vehicles.

Name (Print): Tom Whalen

Address: City of St. Petersburg
One Fourth Street North

City, State, Zip: St. Petersburg, FL 33701

Email: Tom.Whalen@Stpete.org

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Bridge should be replaced if at end of useful life. Do not toll a bridge that is already congested. Westshore area of Tampa has the largest amount of office space in Florida. Most people traveling from St. Pete to Tampa for work either in the Westshore District or Downtown Tampa.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Dedicated Express bus lanes and light rail should be used. The purpose is to get people out of their cars and extend the life of the traffic bridge. Cars should not be allowed it is a bottle neck on either side of the bridge. Tolls & car express will not work.

Name (Print): Steven Sullivan

Address: 1250 Spruce St.

City, State, Zip: Safety Harbor, FL 34695

Email: _____

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→ Kirk

Comments may be provided in one of three ways: complete the form, email comments to the address on the back of this form, or call. Comments must be postmarked by October 21, 2013.

FORM

Fill in the "comments" box, provide contact information, and attach any supporting documents to the hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

AS HOMEOWNERS ON THE NORTH SIDE OF MARINER ST, OUR main concern is traffic noise. We tried to sell our home last year, the complaint we received from potential homebuyers most frequently was the noise coming from I-275 (the BRIDGE). EVEN MORE SO THAN THE NOISE FROM THE PLANES. IF YOU STAND IN OUR BACKYARD THE TRAFFIC NOISE CARRIES ACROSS THE WATER WITH NO BARRIER. IT IS LOUD. Unfortunately, we will be out of town for both meetings.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Will the noise from future transit increase the noise we are currently dealing with? There are walls used as sound barriers in neighborhoods with homes that cost far less than ours, along interstates. Our property taxes certainly don't reflect this hardship.

Name (Print): SHARI TRAINA
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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I know it is necessary but hope it is built to accommodate all future possibilities such as light rail + express - see below -

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

As we look to the future, facts of increased growth from retiring Baby Boomers and new businesses will increase travel. Also as 1/3 of Pinellas County's taxes (sales) are from tourism - our tourists need to be able to access good public transportation to get across the bay to Tampa's attractions. Building the bridge ~~to be~~ ^{per} to be able to accommodate light rail and express lanes is imperative and needs to be included in the original building plans so we don't have to back track and spend more. These two being included will help ↓ fossil fuel use in the future.

Name (Print): Suzanne Zeller

Address: 1921 58th Ave N #6

City, State, Zip: Saint Petersburg, FL 33714-2051

Email: sze11e3@yahoo.com

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I understand the reasoning behind building the "Recommended Alternative" bridge design between the 2 existing bridge structures. However, I am ~~a~~ hugely in favor of light rail transit across the Howard Frankland Bridge. I urge FDOT to consider building a structure equivalent to the final 4-1-R-1-4 alternative - on the outside of the 2 existing bridge structures to begin with. This is because the cost may be better to do it in this manner.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I support building ~~integrated rail transit~~ ~~option 4-1-R-1-4~~ light rail into the very first bridge that is built. I do not think it is cost effective to delay this to a later date. Further, as construction cost goes along, the project may end up being delayed for a very long time. Tampa Bay needs ^{public} transit now. I came here for graduate school, and will consider relocating if the public transit remains as is.

I understand this may have greater environmental impact from construction and that the right-of-way may need to be widened for this option.

Name (Print): Laurel Rowse

Address: 15421 Plantation Oaks Dr. #4

City, State, Zip: Tampa, FL 33647

Email: laurel.rowse@gmail.com

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- Session 2**
Thursday, October 10, 2013
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PD&E Study (northbound) and Regional Transit Corridor Evaluation

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Thank you for Proactively addressing this issue in partnership with the stakeholders in the region. The replacement of the bridge is one (if not the top) of the key priorities for the entire Tampa Bay Region. The inclusion of Managed Toll lanes is a key feature of the TBARTA Master Plan and an important factor in the timely financing of the project. TBARTA stands ready to assist the Department, in the implementation of this project, in any way we can.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

TBARTA considers the accomodation of a premium transit connection to be an important feature of the bridge replacement project. Premium transit and Managed Lanes are an important feature of the TBARTA master Plan. ^{Enhanced} Regional Connectivity across the bay is of prime importance to the region

Name (Print): Bob Clifford - TBARTA
Address: 3802 Spectrum Blvd. Ste 3016
City, State, Zip: Tampa FL 33612
Email: bob.clifford@tbarta.com

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Greene, Michelle R.

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, October 09, 2013 10:50 AM
To: Novotny, Jeffrey S.; Bredahl, David B.; Greene, Michelle R.
Subject: FW: Howard Franklin bridge upgrade

FYI

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: Carson, Kristen
Sent: Wednesday, October 09, 2013 10:03 AM
To: Bogen, Kirk; Marable, Lori
Subject: Fwd: Howard Franklin bridge upgrade

FYI

Sent from my iPhone

Begin forwarded message:

From: FDOT PIO <FDOT.PIO@dot.state.fl.us>
Date: October 9, 2013, 9:58:04 AM EDT
To: FDOT-D7PIO <FDOT-D7PIO@dot.state.fl.us>
Cc: FDOT PIO <FDOT.PIO@dot.state.fl.us>
Subject: FW: Howard Franklin bridge upgrade

Please see email below.

From: Mark Johnson [<mailto:mj246969@gmail.com>]
Sent: Wednesday, October 09, 2013 4:26 AM
To: FDOT PIO
Subject: Howard Franklin bridge upgrade

According to this news article you want input on the future upgrade: http://www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2013/10/8/dot_wants_input_on_f.html

I will not be able to make the meetings but here's a thought of mine.

As you redesign the upgrade why not consider setting apart a long section of the older part for a fishing pier? I'd bet you could get donations from the fishing community and perhaps permission to use the fund that's been started to save the Gandy pier...a project like that would garner a lot of favor in the fishing community in light of the issues with the Gandy and the new Courtney Campbell trail.

Just my 2 cents worth, I think I'll post this on the fishing forums and see if they agree.

Thanks for listening & please feel free to respond.

James Mark Johnson

--

If you can't afford a doctor, go to an airport. You'll get a free x-ray and breast exam. But wait, there's more. Just mention Al Qaeda and you'll get a free colonoscopy, too.

...."Knowledge can only be shared, never forced...it cannot be induced, only embraced"....
(James Mark Johnson - 02/10/2010)



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Please Consider using the old
Bridge for recreation walking & Fishing
~~see~~ Sell SHARES IN THE OLD BRIDGE
TO FINANCE THE NEW BRIDGE.
ALSO CONSIDER LEASING SPACE FOR
A SOLAR POWER PLANT & other
entrepreneurs for businesses seaways
Jet ski BAIT shops etc

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Name (Print): Kevin Wright

Address: _____

City, State, Zip: _____

Email: Kevin.Wright@Region.ca

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority

Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93)
 PD&E Study (northbound) and Regional Transit Corridor Evaluation
 Pinellas & Hillsborough Counties | WPI Segment No.: 422799.1



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yes need the No. Bound. Need Bridge ELEVATED
 To Guard Against Adverse Wave Activities -

Any 60 merge or lane would be greatly relieved
 of Accidents & too much congestion!

Hard ^{with} why is "pre min" Transit Initiative,
 no Lite RAIL PLEASE

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Do Not Waste Time with on Lt Rail or Hvy RAIL -
 Rail Does Not Have enough flexibility to change w/
 Habit of City - only weather or events influenced

Estimated Cost of Operation of RAILS + WHAT PRE
 10/1/13

(There is no such thing as High Speed - IN FLORIDA)
 No opt E's MAY + THAT IS H. Speed RAIL

Name (Print): MARILYN M. SMITH
 Address: 413 S. MELVILLE AVE #A
 City, State, Zip: TPA, FL, 33606
 Email: _____
 Please add me to the study notification list

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Howard Frankland Bridge (I-275/SR 93)

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① Replacing a bridge with the same # of Lanes? Incomparably Stupid - Does not meet FDOT's goals.

② TOLL Lanes - Increases costs per mile allowing only with money to get there fast - This is not Democratic nor will it solve the problem

③ Identified in this study. → SES, ~~Costs~~ Guidelines.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

① upFront costs for Fixed Guideway are expressed in this study as being quite high to add rail lanes

② Costs to add bus lanes just as high? Really?

③ Why didn't FDOT include costs to move people + goods per mile by comparison: car/truck, bus, + Fixed Guideway? Study failed in this area.

* Is FDOT secretly anti rail?

④ Light rail is the preferred analysis in Pinellas + it is logical to connect Tampa the same way.

Name (Print): Robert Thompson MPO/CAC

Address: 5222 6th ave S Pinellas

City, State, Zip: St. Petersburg, FL 33707

Email: Rightspindle@yahoo

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As a 20 year veteran of the Hillsborough County MPO, I've thought deeply about our regions transportation needs. The citizens of both counties need to have the option of rail across the Bay. We must rebuild Howard Frankland Bridge, Phase I, to be able to support the load of light rail. We must build a transit envelop. Also, bicyclists and pedestrians' needs need to be met. The aesthetics of the bridge should be iconic.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Blank lined area for comments on future transportation options.

Name (Print): Linda Saul-sena
Address: 157 Biscayne Ave.
City, State, Zip: Tampa, FL 33606
Email: lsaulsena@gmail.com
 Please add me to the study notification list

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The bridge replacement should be constructed with the strength to support any type of transit technology, so as not to preclude us from any option down the road.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Blank lines for comments on future transportation options.

Name (Print): Christina Kopp, TBARTA

Address: 3802 Spectrum Blvd.

City, State, Zip: Tpa, FL 33612

Email: christina.kopp@tbarta.com

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Technologies change. Once upon a time, a central newspaper, could dominate the information flow of a community, and shape opinions with the snarl of a scotch -breathed editor. The horse and buggy gave way to the street car, and the automobile has reshaped the American way of life. Propeller airplanes were replaced by jet aircraft. In each case, the common denominator is FREEDOM. A component of freedom is speed.

The power of the digital revolution has yet to hit the American Road. We see green shoots popping up: GPS, automatic braking, ultra-high fuel efficiency vehicles with new materials. The holy grail is now within reach - driverless vehicles.

The question now should be: how does Tampa Bay break with the past, and forge a new path which will be emulated around the world?

One Hundred years ago, the Chambers of Commerce of St. Petersburg and Tampa, defied all naysayers, and invested in the worlds first scheduled Airline Service. Where is that spirit today? Investing in public rail, with its high capital costs, dubious ridership, and certainty of obsolescence, would be like investing in a carbon fiber horse buggy factory, on the verge of the Airline passenger age.

I challenge our leaders to build a new Howard Frankland bridge, that contemplates digital technologies, and unlimited speeds.

We should enlist GOOGLE to bid against MicroSoft for bragging rights to the operating system. No one ever had to pass a tax increase to finance the digital revolution. The technology seemed expensive at first (remember when mobile telephones cost \$4000 or more?) but costs with new technology quickly fall.

In 1994, Bill Gates had to go before his entire software staff, and tell them to stop the rollout of Windows 95. There was this new thing: The internet. It was hard, but they changed, and the rest is HISTORY.

The digital revolution on the US road is every bit as powerful, and Tampa Bay should be the LEADER, not the also ran.

Kevin Wright@reagan.com



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Pinellas & Hillsborough Counties | WPK Segment No.: 422799 |



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~~Build it~~

Build the replacement w/ managed express lanes for BRT right out of the gate. No need to wait.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Empty lined area for comments on future transportation options.

Name (Print): _____

Address: _____

City, State, Zip: _____

Email: _____

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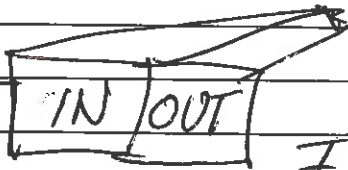
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Can Casons be build and sunk along the south side of bridge for light rail and keep motor traffic separated

CASONS
SUNK
ON FLOOR



(No channel)
Project

It is a shipping channel like BART in SF/OAK CA

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Right of way for light rail (2 track) would share the south side of bridge on both ~~west~~ shores

Name (Print): Jay D. Alexander

Address: 3301 58th Ave N #102

City, State, Zip: St Pete FL

Email: jayalexus@yahoo.com

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Blank lines for writing comments on the Northbound Howard Frankland Bridge Replacement PD&E Study.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I believe the wider North-bound replacement bridge of two express lanes each way is most prudent. The traffic volume will ONLY increase in the future.

I ALSO STRONGLY support a rail alternative since this area needs light rail to grow as a "major" metro region.

Name (Print): JIM HOOPER
Address: 4123 W OBISPO ST
City, State, Zip: TAMPA, FL 33629-6736
Email: JGHOOPER7@YMAIL.COM

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UPA/CRD Annual Report

Miami, FL I-95 Express Lanes

LOCAL PARTNER:

- Florida Department of Transportation

STRATEGIC OBJECTIVES:

The Miami-FL/Lauderdale region is creating a 21-mile managed-lane facility, including HOT lanes on I-95, between I-395 and I-595, with a longer term goal of providing a network of managed lanes throughout the congested region. Free-flowing conditions on the managed-lane network will be maximized through the use of variable pricing based upon demand, as well as other operational strategies. The network itself will be used as the back-bone of a bus rapid transit (BRT) system which will be subsidized through the toll revenues.

Miami, FL I-95 Express Lanes Project

TIMELINE

Phase 1A, the northbound segment of the HOT lane project was opened to traffic in early December 2008. Phase 1B, the southbound segment of the HOT lanes opened to toll paying customers January 15, 2010. Phase 2 is funded and the schedule for it will be established once a contract is let.



2010 ACCOMPLISHMENTS

Projects

- **HOT lanes** – Approximately half of the ultimate 21 miles of dual-HOT lane facilities on I-95 from Fort Lauderdale to downtown Miami were operational in 2010. Key features include increasing the HOV occupancy from HOV-2+ to HOV-3+, requiring all carpools to preregister, and expanding the 10-lane highway with one HOV lane in each direction to a 12-lane highway, with two separated HOT lanes in each direction, by reducing the width of the existing lanes from 12 feet to 11 feet and using a portion of the shoulder.
- **Transit Improvements** – Some additional peak hour transit service added to existing I-95 corridor routes during Phase 1 implementation. Five hundred extra parking spaces added to Golden Glades Interchange in late 2009. Three new transit routes began operating in late January 2010. Twenty-three new articulated buses are being phased in over the next 2 years. Three new transit routes began operating in late January 2010.
- **Transit Signal Priority (TSP)** – TSP was added to Hollywood/Pines Blvd. and Broward Blvd. in Fall 2010.
- **Additional Operational Improvements** – Fourteen ramp signaling locations added in April 2010, bringing the total to 22. Enhanced incident management also added.
- **Marketing** – Extensive outreach was conducted, including project web sites, public meetings, media campaigns, and the production of videos, which were made available both on the web and at public meetings.

Independent Evaluation

- All evaluation plans completed.
- Baseline data collected. Post-deployment data collection started and is continuous with performance reports and early deployment results including surveys available at www.95express.com.

Miami, FL I-95 Express Lanes Project

- Presentations on evaluation results presented at ITS America Annual Meeting May 2010.

RESULTS TO DATE

Key Evaluation Findings

The program has considerably improved the overall operational performance of I-95. Customers, including transit riders, who elect to use the express lanes have significantly increased their travel speed during the AM peak (southbound) and PM peak (northbound) periods – from an average speed in the HOV lane of approximately 20 mph to a monthly average of 64 mph and 56 mph, respectively.

Drivers travelling via the general purpose lanes have also experienced a significant peak period increase in average travel speed since implementation of 95 Express – from an average of approximately 15 mph (southbound) and 20 mph (northbound) to a monthly average of 51 mph and 41 mph, respectively.

Average volume along the express lanes in the AM and PM peak periods were over 7,400 vehicles (approximately 28% of the total I-95 traffic). These vehicles traveled at speeds greater than 45 mph during peak periods, which exceeded the federal requirement for a minimal speed of 45 mph on HOV to HOT lane conversion facilities.

Since their initial opening, the I-95 Express Lanes:

- Had more than 20 million vehicle trips on the facility since its initial opening.
- Had estimated monthly toll revenue of \$1.19 million in September, bringing the total revenue to date to approximately \$15.1 million.
- Remained open to motorists 90.6% of the time, with only 1.3% resulting from unplanned incidents.

- The average monthly maximum toll charged was \$3.35 (southbound) and \$4.40 (northbound). Approximately 85% of the customers were charged \$1.75 and \$1.80 or less (southbound and northbound, respectively).

- Increased 95 Express Bus ridership by an average of 22% between the first three months of 2009 and the first three months of 2010, despite a decrease of 12% in overall Miami-Dade Transit ridership.
- 53% of new riders on the 95 Express Bus Service said the express lanes influenced their decision to use transit.
- 38% of new riders said they used to drive.

Lessons Learned

- **Define a strong project vision** – Expect the concept and design to be challenged and influenced throughout the project. Having a clear understanding of the project's purpose and goals will provide for consistent decision making throughout. As part of the vision, identify your target market. The regional long distance commuter is the target market for the 95 Express lanes.
- **Establish a comprehensive schedule** – The UPA Application schedule and resultant project schedule was very aggressive. In response, aspects of planning, design criteria development, and operations were performed simultaneously rather than in an iterative manner.
- **Develop a concept of operations early** – A concept of operations for the corridor provided direction and guidance for the planning, design, and implementation of the managed lane system. Identifying operational challenges early and engineering solutions as early as possible provided for more seamless transition into implementation. Issues specific to this project included incident management, toll collection, and transit operations.

- **Involve design/operations professionals in planning process** – Given the project schedule and need for quick implementation, it was imperative that design/operations/construction professionals had opportunity for input in the planning process.
- **Provide project manager with direct authority** – 95 Express involved professionals from numerous disciplines and agencies. In order to fast-track the project, it was important that team members were able to take direction directly from the project manager regardless of the decision making protocol of a particular agency.
- **Consider using current contract consultants** – The managed lane project took advantage of current FDOT general engineering/general planning contracts to perform a majority of the efforts for this project. The use of these contracts reduced/eliminated time for specific scope development, advertising, and consultant contract selection/execution.
- **Anticipate transit technical challenges** – The incorporation of transit added significant value to the project from a local and national perspective. Technical issues included terminal facility access and circulation, on-site bus operations, and the procurement of new transit vehicles. FDOT partnered with the local agencies by establishing task teams and roles early in the process.

- **Ongoing Outreach/Media is critical** – Key elements that led to the success of the project include a clear project vision, a strong project manager supported by a qualified and knowledgeable team with an innovative and flexible approach, and a commitment to proactive outreach to the community.

- **Keep public officials and public informed of project operations changes and challenges** – Fast-track schedule of this project made it a challenge to keep public officials up to date during implementation. Changes in design and operational plans occurred quickly in the process. Working with the media was vital in providing the public information on operational aspects of the facility.

- **Be prepared for a shift in marketing approach to that of selling a product** – Transportation agencies developing a new facility of this type may need to make a paradigm shift from their typical approach of informing the public of a construction project – which often is defensive – to that of a corporation selling a product that the public will value highly and want to purchase.

Recommendations on 95 Express improvements from the public and partnering agencies include:

- Additional dynamic message signs to let motorists know the current travel times on the local lanes through the corridor. These have recently been deployed to help motorists make more informed decisions about choosing 95 Express versus local lanes.
- Additional speed limit signs along the inside shoulder reminding motorists that the posted speed limit for the express lanes is the same as the general purpose lanes are being considered.

PLANS FOR 2011

Continue monitoring and adjustment of 95 Express operations. Develop Phase 2 operations.

For Further Information

95 Express website:

www.95express.com

Miami UPA contacts:

Rory Santana, PE, PTOE
District Intelligent Transportation Systems Manager
SunGuide Transportation Management Center
Florida Department of Transportation
305-470-6934
rory.santana@dot.state.fl.us

Angela F. Jacobs
U.S. Department of Transportation
202-366-0076
Angela.Jacobs@dot.gov



U.S. Department of Transportation



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Howard Frankland Bridge (I-275/SR 93)

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2013 OCT 16 PM 2:41

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

THE MANAGED LANES OPTION DESIGNATED AS #2 IS THE BEST OPTION. IT MEETS THE LONG RANGE PLAN OF HART. IT IS ALSO THE MOST COST EFFECTIVE PROJECT. THERE IS NO REASON TO SPEND AN EXTRA HALF BILLION DOLLARS FOR AN UNPROVEN AND UNWANTED LIGHTRAIL SYSTEM THAT DOES NOT EXIST. SINCE THE LOCAL TAXPAYERS CANNOT AFFORD ANY MORE EXPENDITURES, THE MANAGED LANES OPTION WILL GIVE THE MOST VALUE FOR THE DOLLARS SPENT BY FAR.

Name (Print): FRED KIEHL
 Address: 14130 ROSEMARY LN APT 6112
 City, State, Zip: LARGO FL 33774
 Email: JFKIEHL@IJ.NET

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PUBLIC HEARING SESSION ATTENDED:

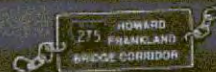
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DO
MANAGED
LANES = \$390,000,000

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

NO
LIGHT RAIL OR
TOLL LANES

Name (Print): MARY ALICE LANGE
Address: 526 15TH AVE. NE.
City, State, Zip: ST. PETERSBURG, FL. 33704
Email: MARYALICE LANGE @ GMAIL.COM
 Please add me to the study notification list

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2013 OCT 16 PM 12:40
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Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

EW
CPA

I AM STRONGLY RECOMMENDING
OPTION #2: MANAGED LANES

Name (Print):

Address:

City, State, & ZIP:

Email:

Gisela Laubitz
1432 Durling Drive South
South Pasadena, Florida 33707
email: gisela.laubitz@gmail.com

Please add me to the study notification list

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Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Please include a transit option on the bridge. Please do not preclude light rail as a future option. It has always baffled me that we have 2 urban cores w/o a rail connection. Bus should be used to demonstrate need for rail & used to build a ship for a future rail option. Transit is equal opportunity for all citizens regardless of age ability or financial resources. I am a taxpayer in Hillsborough & willing to pay for transit.

Name (Print): LAURA EVERITT
 Address: 310-B DELAWARE AVES.
 City, State, Zip: TAMPA FL 33606
 Email: LEVERITT@TINDALEOLIVER.COM
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Lori Marable, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220 at least seven (7) days in advance of the hearing.



Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422798.1



PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form at one of the meeting sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at www.mytbi.com/future-projects.
Comments must be postmarked by October 21, 2013 to become part of the official public hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

PAY FOR & BUILD the "managed" lanes Bridge Design with State TAX FUNDS. Use regular State + FDOT FUNDS. NO TOLL BRIDGES, NO LIGHT RAIL.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I DO NOT WANT LIGHT RAIL OR LIGHT RAIL BRIDGES. I DO NOT WANT TOLL LANES.

NO LIGHT RAIL!

Name (Print): STEVEN D. LANGE
Address: 526-15TH AVE. N.E.
City, State, Zip: ST. PETERSBURG, FL. 33704
Email: THELANGE CORPORATION @ GMAIL.COM
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
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Steven D. Lange

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Hamilton R. Hanson

6252 Commercial Way #206
Weeki Wachee, Florida 34613

October 12, 2013

Florida Dept of Transportation - District 7
Attn: Ming Gao, ISD Manager
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612

COMMENT CARD

I have received information that you are accepting suggestions regarding the Howard Frankland Bridge remake.

Because rail transit is too far into the future and would cost so much NOW for people who would not use it, and because the Department has made known that it is not yet in the business of building trains, and because TBARTA has been working for years on this issue and now finds that "managed lanes" are the most effective improvement for this remake, I vote for managed lanes, and would encourage as much private sector involvement for construction and management as possible - especially with "pay for use" requirements.

Thank you for your consideration in this matter.

Sincerely yours,

Hamilton R. Hanson

Leadership Discovery Workshops
PROCLAIM LIBERTY throughout ALL the Land!!!
YES, we WILL PREVAIL!

How profound: "Any man who thinks he can be happy and prosperous by letting the Government take care of him, better take a closer look at the American Indian!" - Henry Ford

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Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



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Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

The DOT really likes to spend our taxpayers money - what about local roads

#2 managed lanes

We do not need light rail - I will never use it - and I travel all the bridges with my car.

Name (Print): Pauline A. Pappas
Address: 1411 Durling Drive
City, State, Zip: So Pasadena Fla 33707
Email: _____

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

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James Lampe

1921 58th Ave North, 23
St. Petersburg, FL 33714

727-582-2838

JCL154@Yahoo.com

October 18, 2013

Mr. Ming Gao, PE
Intermodal Systems Development Manager
FDOT - District Seven
11201 North McKinley Drive
MS 7-500
Tampa, FL 33612-6456.

RE: Howard Frankland Bridge Options – Data points to Managed Lanes

Based upon the comments made at the public meetings for the Howard Frankland bridge options it seems many people in Tampa Bay are ill. They seem to be suffering from “Rail Envy,” a syndrome that manifests as causing an extreme desire for light rail, “because everyone else has it.” However, the attached data show that the light rail option is not an economically feasible option for Tampa Bay. Therefore, the best option for the Howard Frankland bridge is the Managed Lanes option. Please consider:

1. According to the residents themselves, only 1.6% use public transit! (page 3)
2. Based upon a 2012 Mobility Report from Texas A&M’s Transportation Institute, the average congestion factor of Large Urban Areas is 37 (pages 4 & 5). It is noteworthy and truly remarkable that most of the cities with worse congestion than the Tampa Bay Area, already have light rail! This includes all the “model light rail cities” cited by Tampa Bay rail advocates,” Charlotte, NC, Portland, OR, and Phoenix, AZ! Could it be light rail actually increases congestion?
3. Besides having more congestion than Tampa Bay, the “model light rail cities;” Portland, OR, Charlotte, NC, and Phoenix, AZ, are all losing riders! (page 6.)
4. It’s noteworthy that geographically Pinellas County is bounded on the West by the Gulf of Mexico, therefore, traffic in Pinellas can disperse in only three directions. But despite that, our congestion is still lower than cities like Charlotte and Phoenix that can disperse traffic in four directions and also have light rail!
5. The Howard Franklin is a well designed bridge. Rush hour bridge congestion occurs because of the funneling of traffic into Tampa. Therefore, adding a light rail option will have no effect on congestion.

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6. Our debt. Our federal debt is \$17 Trillion (each taxpayer owes \$148,700), and our state debt is \$152 Billion. (<http://www.usdebtclock.org>)

Although these data do not constitute an engineering analysis, they do indicate light rail is more likely to increase congestion, rather than reduce it. Because these data indicate that light rail would be a liability to the residents of Pinellas County, and we are burdened with debt at every level of government, the logical option for the Howard Frankland Bridge is therefore, the Managed Lanes option.

Sincerely



James Lampe



DP03

SELECTED ECONOMIC CHARACTERISTICS

2007-2011 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Pinellas County, Florida	Pinellas County, Florida	Pinellas County, Florida	Pinellas County, Florida
	Estimate	Margin of Error	Percent	Percent Margin of Error
COMMUTING TO WORK				
Car, truck, or van -- drove alone	333,107	+/-2,812	80.7%	+/-0.5
Car, truck, or van -- carpooled	34,913	+/-1,732	8.5%	+/-0.4
Public transportation (excluding taxicab)	6,484	+/-677	1.6%	+/-0.2
Walked	7,819	+/-735	1.9%	+/-0.2
Other means	10,961	+/-830	2.7%	+/-0.2
Worked at home	19,593	+/-1,153	4.7%	+/-0.3
Mean travel time to work (minutes)	23.1	+/-0.2	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2007-2011 and 2009-2011 tables, occupation data in the multiyear files (2007-2011 and 2009-2011) were recoded to 2011 Census occupation codes. We recommend using caution when comparing data coded using 2011 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/hhes/www/foindex/>.

National Congestion Tables

Table 1. What Congestion Means to You, 2011

Urban Area	Yearly Delay per Auto Commuter		Travel Time Index		Excess Fuel per Auto Commuter		Congestion Cost per Auto Commuter	
	Hours	Rank	Value	Rank	Gallons	Rank	Dollars	Rank
Very Large Average (15 areas)	52		1.27		24		1,128	
Washington DC-VA-MD	67	1	1.32	4	32	1	1,398	1
Los Angeles-Long Beach-Santa Ana CA	61	2	1.37	1	27	3	1,300	2
San Francisco-Oakland CA	61	2	1.22	23	25	6	1,266	4
New York-Newark NY-NJ-CT	59	4	1.33	3	28	2	1,281	3
Boston MA-NH-RI	53	5	1.28	6	26	4	1,147	6
Houston TX	52	6	1.26	10	23	12	1,090	8
Atlanta GA	51	7	1.24	17	23	12	1,120	7
Chicago IL-IN	51	7	1.25	14	24	8	1,153	5
Philadelphia PA-NJ-DE-MD	48	9	1.26	10	23	12	1,018	12
Seattle WA	48	9	1.26	10	22	15	1,050	10
Miami FL	47	11	1.25	14	25	6	993	13
Dallas-Fort Worth-Arlington TX	45	13	1.26	10	20	19	957	15
Detroit MI	40	25	1.18	37	18	30	859	27
San Diego CA	37	37	1.18	37	15	48	774	41
Phoenix-Mesa AZ - VALLEY METRO	35	40	1.18	37	20	19	837	30

Medium Urban Areas—over 500,000 and less than 1 million population.

Small Urban Areas—less than 500,000 population.

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Yearly Delay per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.

Travel Time Index—The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.

Excess Fuel Consumed—Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost—Value of travel time delay (estimated at \$16.79 per hour of person travel and \$86.81 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon for gasoline and diesel).

Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.

Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

4

Table 1. What Congestion Means to You, 2011, Continued

Urban Area	Yearly Delay per Auto Commuter		Travel Time Index		Excess Fuel per Auto Commuter		Congestion Cost per Auto Commuter	
	Hours	Rank	Value	Rank	Gallons	Rank	Dollars	Rank
Large Average (32 areas)	37		1.20		17		780	
Nashville-Davidson TN	47	11	1.23	20	24	8	1,034	11
Denver-Aurora CO	45	13	1.27	8	20	19	937	16
Orlando FL - SunRail - Not completed	45	13	1.20	27	22	15	984	14
Austin TX - METRO RAIL	44	17	1.32	4	20	19	930	18
Las Vegas NV	44	17	1.20	27	21	17	906	23
Portland OR-WA - TAI MET LIGHT RAIL	44	17	1.28	6	21	17	937	16
Virginia Beach VA	43	20	1.20	27	19	24	877	26
Baltimore MD - BALTIMORE LIGHT RAIL	41	23	1.23	20	19	24	908	22
Indianapolis IN	41	23	1.17	47	19	24	930	18
Charlotte NC-SC - LYNX LIGHT RAIL	40	25	1.20	27	20	19	898	25
Columbus OH	40	25	1.18	37	18	30	847	29
Pittsburgh PA - THE T	39	28	1.24	17	18	30	826	32
San Jose CA	39	28	1.24	17	17	40	800	35
Memphis TN-MS-AR - MATA TROLLEYS	38	30	1.18	37	19	24	833	31
Riverside-San Bernardino CA	38	30	1.23	20	16	43	854	28
San Antonio TX	38	30	1.19	35	16	43	787	38
Tampa-St. Petersburg FL NO RAIL!	38	30	1.20	27	18	30	791	37
Cincinnati OH-KY-IN	37	37	1.20	27	18	30	814	33
Louisville KY-IN	35	40	1.18	37	17	40	776	40
Minneapolis-St. Paul MN	34	44	1.21	25	12	69	695	45
Buffalo NY	33	45	1.17	47	18	30	718	43
Sacramento CA	32	47	1.20	27	13	60	669	50
Cleveland OH	31	50	1.16	51	15	48	642	57
St. Louis MO-IL	31	50	1.14	61	13	60	686	47
Jacksonville FL	30	53	1.14	61	13	60	635	58
Providence RI-MA	30	53	1.16	51	15	48	611	62
Salt Lake City UT	30	53	1.14	61	13	60	620	61
San Juan PR	29	60	1.25	14	15	48	625	60
Milwaukee WI	28	63	1.15	57	12	69	585	67
New Orleans LA	28	63	1.20	27	13	60	629	59
Kansas City MO-KS	27	68	1.13	68	12	69	584	68
Raleigh-Durham NC	23	83	1.14	61	11	80	502	82

Very Large Urban Areas—over 3 million population.
 Large Urban Areas—over 1 million and less than 3 million population.
 Excess Fuel per Auto Commuter—Extra travel time during the year divided by the number of people who commute in private vehicles in the urban area.
 Travel Time Index—The ratio of travel time in the peak period to the travel time at free-flow conditions. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak period.
 Excess Fuel Consumed—Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.
 Congestion Cost—Value of travel time delay (estimated at \$16.79 per hour of person travel) and \$66.81 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon for gasoline and diesel).
 Note: Please do not place too much emphasis on small differences in the rankings. There may be little difference in congestion between areas ranked (for example) 6th and 12th. The actual measure values should also be examined.
 Also note: The best congestion comparisons use multi-year trends and are made between similar urban areas.

Table 2.

Public Transportation Usage for the 50 Largest Metropolitan Statistical Areas¹: 2008 and 2009

(Estimates and percents are for members of the Armed Forces and civilians who were at work last week and used public transportation to get to work)

Metropolitan area	2008 public transportation				2009 public transportation				Change in public transportation usage (2009 less 2008)			
	Estimate	Margin of error ¹ (±)	Per cent	Margin of error ¹ (±)	Estimate	Margin of error ¹ (±)	Per cent	Margin of error ¹ (±)	Estimate	Margin of error ¹ (±)	Per cent	Margin of error ¹ (±)
United States	7,186,530	46,249	5.0	0.1	6,922,424	42,396	5.0	0.1	-264,106	62,741	-	-
Atlanta-Sandy Springs-Marietta, GA	93,756	6,365	3.6	0.2	92,326	7,995	3.7	0.3	-1,430	10,219	0.1	0.4
Austin-Round Rock, TX	25,526	3,000	3.0	0.3	24,113	3,638	2.8	0.4	-1,413	4,716	-0.2	0.5
Baltimore-Towson, MD	88,056	5,544	6.5	0.4	82,119	5,132	6.2	0.4	-5,937	7,555	-0.3	0.6
Birmingham-Hoover, AL	4,569	1,229	0.9	0.2	3,360	1,063	0.7	0.2	-1,209	1,625	-0.2	0.3
Boston-Cambridge-Quincy, MA-NH	272,917	9,327	11.6	0.4	283,582	10,583	12.2	0.4	10,665	14,106	*0.6	0.6
Buffalo-Niagara Falls, NY	18,162	2,484	3.4	0.5	18,676	2,417	3.6	0.5	514	3,466	0.2	0.6
Charlotte-Gastonia-Concord, NC-SC	19,800	2,823	2.3	0.3	15,417	2,246	1.9	0.3	*-4,383	3,608	-0.4	0.4
Chicago-Naperville-Joliet, IL-IN-WI	522,547	13,047	11.3	0.3	506,221	12,311	11.5	0.3	-16,326	17,938	0.2	0.4
Cincinnati-Middletown, OH-KY-IN	27,069	2,968	2.6	0.3	24,649	3,022	2.4	0.3	-2,420	4,236	-0.1	0.4
Cleveland-Elyria-Mentor, OH	38,435	3,216	3.9	0.3	35,493	3,565	3.8	0.4	-2,942	4,802	-0.1	0.5
Columbus, OH	15,070	2,138	1.7	0.2	11,897	2,160	1.4	0.3	*-3,173	3,039	-0.3	0.3
Dallas-Fort Worth-Arlington, TX	51,351	3,823	1.6	0.1	46,452	3,818	1.5	0.1	-4,899	5,403	-0.1	0.2
Denver-Aurora-Broomfield, CO	64,420	5,296	4.9	0.4	59,240	4,326	4.6	0.3	-5,180	6,838	-0.2	0.5
Detroit-Warren-Livonia, MI	34,107	3,304	1.7	0.2	28,939	3,422	1.6	0.2	*-5,168	4,757	-0.1	0.3
Hartford-West Hartford-East Hartford, CT	15,172	2,183	2.5	0.4	16,445	2,112	2.8	0.4	1,273	3,038	0.3	0.5
Houston-Sugar Land-Baytown, TX	71,908	5,349	2.6	0.2	60,547	4,929	2.2	0.2	*-11,361	7,274	*-0.4	0.3
Indianapolis-Carmel, IN	10,277	2,000	1.2	0.2	8,310	1,678	1.0	0.2	-1,967	2,611	-0.2	0.3
Jacksonville, FL	7,660	1,733	1.2	0.3	7,343	1,730	1.2	0.3	-317	2,449	-	0.4
Kansas City, MO-KS	15,231	2,189	1.5	0.2	12,348	2,226	1.2	0.2	-2,883	3,122	-0.3	0.3
Las Vegas-Paradise, NV	33,140	4,234	3.7	0.5	27,834	2,590	3.2	0.3	*-5,306	4,963	-0.5	0.5
Los Angeles-Long Beach-Santa Ana, CA	380,484	12,110	6.4	0.2	360,028	13,185	6.2	0.2	*-20,456	17,903	-0.2	0.3
Louisville/Jefferson County, KY-IN	13,066	2,113	2.2	0.3	13,724	2,520	2.4	0.4	658	3,289	0.2	0.6
Memphis, TN-MS-AR	7,300	1,660	1.2	0.3	8,212	1,624	1.5	0.3	912	2,322	0.2	0.4
Miami-Fort Lauderdale-Pompano Beach, FL	93,277	6,184	3.7	0.2	85,771	6,434	3.5	0.3	-7,506	8,924	-0.2	0.4
Milwaukee-Waukesha-West Allis, WI	28,407	3,108	3.6	0.4	27,437	3,195	3.7	0.4	-970	4,457	-	0.6
Minneapolis-St. Paul-Bloomington, MN-WI	83,771	4,355	4.8	0.2	78,837	4,762	4.7	0.3	-4,934	6,453	-0.1	0.4
Nashville-Davidson-Murfreesboro-Franklin, TN	7,896	1,443	1.0	0.2	8,829	1,622	1.2	0.2	933	2,171	0.1	0.3
New Orleans-Metairie-Kenner, LA	13,470	2,776	2.6	0.5	14,390	2,175	2.7	0.4	920	3,527	-	0.7
New York-Northern New Jersey-Long Island, NY-NJ-PA	2,755,897	24,847	30.4	0.3	2,673,447	26,566	30.5	0.3	*-82,450	36,374	0.1	0.4
Oklahoma City, OK	2,957	1,155	0.5	0.2	2,466	921	0.4	0.2	-491	1,477	-0.1	0.3
Orlando-Kissimmee, FL	15,214	2,209	1.5	0.2	17,368	2,816	1.8	0.3	2,154	3,579	0.3	0.4
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	257,961	9,317	9.3	0.3	256,987	10,409	9.3	0.4	-974	13,970	-	0.5
Phoenix-Mesa-Scottsdale, AZ	50,744	5,020	2.6	0.3	42,855	4,394	2.3	0.2	*-7,889	6,671	-0.3	0.3
Pittsburgh, PA	65,071	4,227	5.8	0.4	62,928	3,767	5.8	0.3	-2,143	5,662	-	0.5
Portland-Vancouver-Beaverton, OR-WA	68,810	4,630	6.3	0.4	63,877	4,299	6.1	0.4	-4,933	6,318	-0.2	0.6
Providence-New Bedford-Fall River, RI-MA	21,389	2,459	2.7	0.3	20,534	2,518	2.7	0.3	-855	3,519	-	0.5
Raleigh-Cary, NC	5,702	1,454	1.0	0.3	5,231	1,328	1.0	0.2	-471	1,969	-0.1	0.4
Richmond, VA	12,514	2,152	2.0	0.4	11,676	2,003	2.0	0.3	-838	2,940	-	0.5

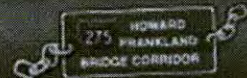
See footnotes at end of table.

6



Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No. 422799.1



PUBLIC HEARING COMMENT FORM

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Comments must be postmarked by October 21, 2013 to become part of the official public hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

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Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I AM STRONGLY IN SUPPORT OF OPTION #2 ONLY
- TWO EXPRESS MANAGED LANES IN EACH DIRECTION
TO ACCOMMODATE BUSES AND CARPOOLERS
ESTIMATED COST OF \$706 million

I AM NOT IN FAVOR OF OPTIONS #1 OR #3

Name (Print): JONATHAN CHAMBERS
Address: 2176 YL BAY STREET SE
City, State, Zip: ST. PETERS BURG, FL 33705
Email: EXCH 2 JONATHAN.CHAMBERS@NET
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

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**Florida Dept of Transportation- District 7
Attn Ming Gao, ISD Manager
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612**

I don't want Managed Lanes because:

- It will increase traffic flow
- Tolls (users) pay for the bridge
- Express lanes will integrate with Hillsborough's preferred transit mode, Bus Rapid Transit (BRT) (toll lane doubles as the guide way for BRT)
- Increased capacity (2 more new lanes in each direction!)

I do NOT want Rail Transit bridge because:

- Light rail conflicts with our transportation plans (HARTs 10 year Transportation Plan, which is based on Bus Rapid Transit and has no plans for any light rail.).
- The Light Rail bridge adds \$1 Billion dollars to our bill!
- We just had our rates for flood insurance increased, Obamacare is coming, and Pinellas just passed (Sept 2013) new storm water fees for homeowners. Taxpayers are tapped out!

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PLANNING UNIT
2013 OCT 22 PM 2:12
Tom P...

10-20-2013



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 Comments must be postmarked by October 21, 2013 to become part of the official public hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I would like a bridge with managed lanes (#2) & do not want light rail. It is too expensive & do not want any higher taxes!

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

RECEIVED
 PLANNING UNIT
 20 OCT 22 PM 2:11

Name (Print) JACQUELINE MATIYAK
 Address 3095 EXECUTIVE DR.
 City, State, Zip PALM HARBOR, FL 34685
 Email JMATIYAK@AOL.COM
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
 Tuesday, October 8, 2013
 Pinellas Suncoast Transit Authority
- Session 2**
 Thursday, October 10, 2013
 Tampa Marriott Westshore

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TBARTA



Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



PUBLIC HEARING COMMENT FORM

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

YES I SUPPORT OPTIONS FOR EITHER BASELINE REPLACEMENT (\$359 million) OR POSSIBLY EXPRESS EXPRESS OPTION (~~\$710~~ \$710 MILLION) ²⁷¹⁰

ABSOLUTELY DO NOT SUPPORT, AND AM STRONGLY OPPOSED TO, EVEN CONSIDERING ANY OPTIONS. NO TO JIR13 OR JIR14

NO RAIL! NO RAIL NO RAIL NO RAIL

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

YES EXPRESS LANES ARE MY PREFERRED OPTION + BUS TRANSIT IN GENERAL

NO RAIL OPTIONS I AM STRONGLY OPPOSED TO FIXED GUIDEWAY TRANSIT - OF ANY KIND ESPECIALLY OPPOSED TO LIGHT RAIL NO TAXPAYER FUNDED PASSENGER RAIL OF ANY KIND

Name (Print): PETE FRANCO

Address: 7300 SUN ISLAND DR S

City, State, Zip: SOUTH PASADENA, FL 33707

Email: FPETE13527@HOTMAIL.COM

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PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority

Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore



TBARTA

PSAP

MPO

Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799.1



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I want Managed lanes because
IT will increase traffic flow
Tolls (users) pay for the bridge
Express lanes will integrate with Hillsborough's
preserved transit mode
Increased capacity 2 more lanes
each way

2013 OCT 22
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PLANNING
DEPT

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I do not want Rail Transit Bridge because
IT conflicts with Hart's 10 year play
life Rail adds a billion dollars to our bill
Flood ins. has increased, Obama care
on the way, New storm water fees
Tax payers are tapped out

Name (Print):

Barbara Bowman

Address:

10835 Indian Hills Ct

City, State, Zip:

SEMINDLE, FL 33177

Email:

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority

Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties, 12015 Central Expressway, St. Petersburg, FL 33735



PUBLIC HEARING COMMENT FORM

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I will accept #2 MANAGED LANE BRIDGE
 Because: 1- IT WILL INCREASE TRAFFIC CAPACITY
 2- WHICH WILL INCREASE TRAFFIC FLOW
 3- TOLL USERS WILL PAY FOR THE BRIDGE
 4- EXPRESS LANES WILL INTEGRATE WITH HILLSBOROUGH COUNTY'S
 PREFERRED METHOD - BUS RAPID TRANSIT

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I DO NOT WANT A RAIL TRANSIT BRIDGE.
 LIGHT RAIL IS NOT AFFORDABLE TO US TAXPAYERS, AND
 CONFLICTS WITH OUR TRANSPORTATION PLANS
 IT WILL NEVER PAY FOR ITSELF, AND WE WILL NEVER USE IT.

Name (Print): Tony CASO
 Address: 275 OMAHA ST.
 City, State, Zip: PALM HARBOR, FL. 34683
 Email: _____

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PUBLIC HEARING SESSION ATTENDED:

- Session 1
 Tuesday, October 8, 2013
 Pinellas Suncoast Transit Authority
- Session 2
 Thursday, October 10, 2013
 Tampa Marriott Westshore



Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | W/Pi Segment No. - 422799.1



PUBLIC HEARING COMMENT FORM

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PLANNING UNIT
2013 OCT 22 PM 2:09

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Study appears to be reasonably comprehensive but I am concerned that their cost estimates are historically low

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

I am in favor of managed lanes in that traffic flow will be enhanced while revenues will help finance the project and continued maintenance.
I do not favor light rail across the bridge because the cost to build estimate makes this too expensive and those rail systems which have been built have had large overruns. Ongoing maintenance will be too high to sustain without large tax increases

Name (Print): Jeff Olseth
Address: 1417 74th Cir NE
City, State, Zip: St. Petersburg FL 33702
Email: Jeff@Vitalinc.com
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

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2013 OCT 22

Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pine Hills & Westborough Corridors (with Extension to SR 222/94)



PUBLIC HEARING COMMENT FORM

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mail comments to the address on the back of this form, or visit our website at www.mpo.com/future-projects

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

WANT - managed lane Bridge #2 (two)

- ① Because it will increase capacity - 2 lane (new) in each direction.
- ② This will increase traffic flow.
- ③ Toll (users) will pay for the Bridge.
- ④ Express Lanes will integrate with Hillsboro's preferred transit mode BUS RAPID TRANSIT - toll doubles as the Guide way for BRT.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

NO - I DO NOT WANT RAIL TRANSIT BRIDGE!

- ① LIGHT RAIL ADDS at least a BILLION \$ to the BILL!
- ② LIGHT RAIL CONFLICTS with our own transportation plans (HARTS 10-yr TRANS. PLAN, which is based on BUS Rapid transit and has no plans for Light Rail).
- ③ We can't afford Rail - we had our flood rates increased - our taxes - a new stormwater fee in unincorporated Pinellas - an electric increase - a healthcare insurance increase and Obama care too! We can barely pay food.

Name (Print): Debra Kurin

Address: 275 Omaha St

City, State, Zip: Palm Harbor, FL 34683

Email: ~~debra~~ broken computer

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PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority

Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore

Howard Frankland Bridge (I-275/SR 93)
 PD&E Study (northbound) and Regional Transit Corridor Evaluation
 Pinellas & Hillsborough Counties (WPI Segment No. 422799.1)

PUBLIC HEARING COMMENT FORM

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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

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 PLANNING UNIT
 013 OCT 12 2 PM CDB

We want managed lanes # 2
 We do not want rail transit bridge

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

We want managed lanes # 2
 because it will increase traffic flow
 tolls (users) pay for the bridge

Name (Print): Nancy Bill Davis
 Address: 12344 82 Ave N
 City, State, Zip: Seminole FL 33772
 Email: NJBDAVIS@MSN.COM
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
 Tuesday, October 8, 2013
 Pinellas Suncoast Transit Authority
- Session 2**
 Thursday, October 10, 2013
 Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation Pinellas & Hillsborough Counties | WPI Segment No. 422794-1



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Lets go with the option which allows
for the collection of Tolls to Pay for the Bridge
Managed Lanes bridge #2

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

RECEIVED
PLANNING UNIT
2013 OCT 22 PM 2:07

Name (Print): Sharon Haske
Address: 2000 Pt. Overlook Dr NE
City, State, Zip: St. Pete, FL 33703
Email: HASKEL@Verizon.net
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation Pinellas & Hillsborough Counties (WPI Segment No. 422798.1)



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

I think its a good time to save some money I know thats what my family is doing
I feel Managed Lane # 2 (Bridge) would be a good compromise

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

User Tolls would pay for the bridge

RECEIVED
PLANNING UNIT

2013 OCT 21 PM 2:07

Name (Print): Robert Haske
Address: 2000 Pt Overlook Dr NE
City, State, Zip: St. Pete FL 33703
Email: rob1954@Verizon.net
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PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93) PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

NO RAIL - NO

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

RAIL LANE
KEEP EVERYTHING
AS IS

Name (Print): ELIZABETH L BURGESS
Address: 900 LOCUST STREET NE
City, State, Zip: ST PETERSBURG, FL 33701
Email: BETSI.BURGESS@GMAIL.COM

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PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2**
Thursday, October 10, 2013
Tampa Marriott Westshore

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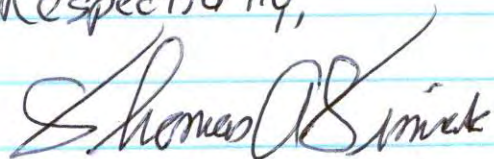
2013 OCT 22 PM 2:04

Greetings:

We are writing to you to express our preferences about the proposed designs for the replacement of the Howard Frankland bridge.

We believe that the #2 design, the MANAGED LANES, is the best way to go. We have looked over the other designs, and we believe that the MANAGED LANES design is far and away the best use of taxpayer money. We strongly recommend the #2 design. Thank you for taking the time to listen to us.

Respectfully,



Thomas A. & Frances E. Tincik
5676 Williams Blvd.
Seminole, FL 33772
schultztincik2@hotmail.com



Howard Frankland Bridge (I-275/SR 93)

PD&E Study (northbound) and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | VPI Segment No. 422799.1



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

WOULD LIKE TO SEE OPTION #2 WITH
TWO EXPRESS MANAGED LANES.
IT WILL INCREASE TRAFFIC FLOW
TOLL USERS WILL PAY FOR BRIDGE
INCREASE CAPACITY.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

LIGHT RAIL OPTION IS TOO COSTLY.

Name (Print): CRAIG WILLIAMS
Address: 812 GULF BLVD #3
City, State, Zip: INDIAN ROCKS BCH, FL 33785
Email: radrizz@aol.com
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:
 Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
 Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore

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Howard Frankland Bridge (I-275/SR 93)
 PD&E Study (northbound) and Regional Transit Corridor Evaluation
 Pinellas & Hillsborough Counties | WPI Segment No. 422799.1



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Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

*We want Managed Lane Bridge #2
 designed for cars & buses only
 No Light Rail*

Name (Print): Rebecca Hamm
 Address: 9601 1st Way N
 City, State, Zip: Pinellas Park FL 3370
 Email: bhamm@peoplepc.com
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
 Tuesday, October 8, 2013
 Pinellas Suncoast Transit Authority
- Session 2**
 Thursday, October 10, 2013
 Tampa Marriott Westshore

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PUBLIC HEARING COMMENT FORM

Comments may be provided online or three ways: complete the form at one of the hearing centers enclosed in the "mailboxes" box, mail comments to the address on the back of this form, or visit our website at www.psc.state.fl.us/transportation.
Comments must be postmarked by October 21, 2013 to become part of the official public hearing record.

Comments on Northbound Howard Frankland Bridge Replacement PD&E Study (see newsletter)

Your 2nd option is far more effective than the normal, daily commuter. Increase flow without a price tag than the rail option. The TOLL ROAD will offset some of the cost to build AND EXPRESS LANES will ASSIST the county transportation. The 2 additional lanes will help ALL TRAFFIC.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

From the list of proposals and the present financial crisis the STATE AS WELL AS NATION I wish to express my desire for option 2. That is the project that includes the 2 express lanes. I live in Clearwater but work in Tampa. We need to relieve the present traffic load but NOT to increase the burden of cost to the entire population of the county or STATE. I DO NOT WANT THE RAIL TRANSIT.

Name (Print): Larry Dillon
Address: 1279 LAKEVIEW ROADS
City, State, Zip: CLEARWATER FL 33756
Email: L.Dillon4@yahoo.com
 Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1
Tuesday, October 8, 2013
Pinellas Suncoast Transit Authority
- Session 2
Thursday, October 10, 2013
Tampa Marriott Westshore

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PUBLIC HEARING COMMENT FORM

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Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

THE 1960S BRIDGE REPLACEMENT WILL EVENTUALLY BE NECESSARY, ~~NECESSARY~~ HOWEVER BEFORE WORK IS STARTED THE PURPOSE AND NEED FOR THIS ALTERNATIVE PROJECT NEEDS TO BE DETERMINED. ISSUES:

- WHY EXPRESS LANES WHEN THAT IS BEING DETERMINED?
- WHY ADDITIONAL ROAD CAPACITY IF TRANSIT CAN MANAGE
- WHY AV WHEN IT HAS YET TO PROVE ITSELF.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

FIXED GUIDEWAY TRANSIT SHOULD OCCUR FIRST. FIXED GUIDEWAY IS NOT VIRTUAL, OR EXPRESS BUSES.

NO TACS.

NO NEED TO WIDEN THE BRIDGE TO 12 LANES TRANSIT CAN OFF SET.

ITS NOT WHAT SCENARIO FEELS WANTED, WE WANT NO EXPRESS TOLL LANES + TRANSIT FIRST

Name (Print): CHRIS VERA

Address: PO BOX 5848

City, State, Zip: TAMPA, FL 33675

Email: CMVERA311@GMAIL.COM

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, November 14, 2017
Tampa Marriott Westshore

Session 2
Thursday, November 16, 2017
Hilton St. Petersburg Carillon Park

PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form at one of the meeting sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at hfs.fdotd7studies.com.

Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

The new span should be strengthened for rail use in the future. The use of parking garages on both sides of the bridge. The pedestrian & bike trail is a must for the bridge. No plans showed the trail going past the causeway. Against express full lanes - general use lanes for entire bridge. Taxes for most of bridge
 NO TOLLS !!

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

The bridge exits should have parking garages. The cars park & people take

Name (Print): Jon Haasch

Address: 11406 Marge Way

City, State, Zip: Tampa FL 33637

Email: _____

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PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, November 14, 2017
Tampa Marriott Westshore
- Session 2**
Thursday, November 16, 2017
Hilton St. Petersburg Carillon Park



Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799.1



PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form at one of the meeting sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at hfs.fdotd7studies.com.

Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

The entire bridge should be general use by all citizens. I have been commuting across the Howard Franklin Bridge for 19 years and it would be wise to make the bridge a throughway for locals, visitors and all people. Why are the designers proposing something that people have to pay over and above to use. It is only fair that if it is free for one, it should be free for all. What is the Government

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

actually doing with our tax dollars to propose a plan that will take even more of our hard earned dollars from us? Why not propose a double decker bridge or light rail or alternative transportation or carpooling incentives - Why? Technology is moving so rapidly that soon society will have driverless cars or other means that have yet to be developed. DOT should build smart and not a bridge to obsolescence.

Name (Print): Debbie Joyce
Address: 5301 West Cypress St
City, State, Zip: Tampa, FL 33607
Email: Debbie.Joyce@thaf1.com

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
Tuesday, November 14, 2017
Tampa Marriott Westshore
- Session 2**
Thursday, November 16, 2017
Hilton St. Petersburg Carillon Park



Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation
Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



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Comments on Bridge Replacement (see newsletter)

I don't see a solution to the traffic jam N.B on 275
I Am tired of sitting in traffic because the Tampa side goes from 4 lanes to 2.
Transit will not solve this problem
Road widening will we need 4 lanes from 1 end of bridge

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

to ~~the~~ the I 4 intersection
How much of our lives do you expect us to spend in the same traffic jam

Name (Print): Neil Backfield

Address: 308 1/2 Hillside Lane

City, State, Zip: Safety Harbor

Email:

Please add me to the study notification list

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Howard Frankland Bridge (I-275/SR 93)

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Comments on Bridge Replacement (see newsletter)

Must add additional capacity Northbound at SR60 to the airport! Need more than the single flyover.

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

Name (Print): Sharon Calvert

Address: 340 Pinellas Bayway S

City, State, Zip: Tierra Verde, FL 33715

Email: _____

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
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Tampa Marriott Westshore

Session 2
Thursday, November 16, 2017
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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or by e-mail at christopher.speese@dot.state.fl.us at least seven (7) days in advance of the hearing.

PUBLIC HEARING COMMENT FORM

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Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

WE NEED THESE IMPROVEMENTS ASAP
 FASTER FASTER FASTER
 WE SUPPORT MANAGED TOLL Lanes FOR NEW CAPACITY
 w/ CONGESTION PRICING
 Fix SR60 & Flyover
 ENSURE EVACUATION IS A PRIORITY
 NO TRAINS/RAIL
 PREPARE FOR NEW TECHNOLOGY

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit) (see insert)

Name (Print): Sharon Calvert
 Address: 340 Pinellas Bayway S
 City, State, Zip: Tisela Woods, FL 33715
 Email: scalvert@tampabayrr.com

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

- Session 1**
 Tuesday, November 14, 2017
 Tampa Marriott Westshore
- Session 2**
 Thursday, November 16, 2017
 Hilton St. Petersburg Carillon Park

**Howard Frankland Bridge Public Hearing Comment Summary
November 14th and 16th, 2017**

November 14, 2017

No.	Name	HFB Bridge Replacement PD&E Study	Regional Transit Corridor Evaluation	Hearing Date	Type	Add to Study Notification List
1	Chris Viela	The 1960's bridge replacement will eventually be necessary, however before work is started the purpose and need for this alternate project needs to be determined. Issues: 1) Why express lanes when that is being determined? 2) Why additional road capacity if transit can manage? 3) Why AV (Autonomous Vehicles) when it has yet to prove itself?	Fixed guideway transit should occur first. Fixed guideway is not virtual or express buses. No TACS. No need to widen the bridge to 12 lanes. Transit can offset. It's not what scenario folks wanted, we want no express toll lanes and transit first.	11/14/17	Form	Yes
2	Jon Haesch	The new span should be strengthened for rail use in the future. The use of parking garages on both sides of the bridge. The pedestrian and bike trail is a must for the bridge. No plans showed the trail going past the causeway. Against express toll lanes - general use lanes for entire bridge. Taxes for most of bridge. NO TOLLS!!	The bridge exits should have parking garages. The cars park and people take.	11/14/17	Form	No
3	Debbie Joyce	The entire bridge should be general use by all citizens. I have been commuting across the Howard Frankland Bridge for 19 years and it would be wise to make the bridge a thoroughway for locals, visitors and all people. Why are the designers proposing something that people have to pay over and above to use. It is only fair that if it is free for one, it should be free for all. What is the Government actually doing with out tax dollars to propose a plan that will take even more of our hard earned dollars from us?	Why not propose a double decker bridge or light rail or alternative transportation or carpooling incentives. Why? Technology is moving so rapidly that soon society will have driverless cars or other means that have yet to be developed. DOT should build smart and not a bridge to obsolescence.	11/14/17	Form	No

November 16, 2017

No.	Name	HFB Bridge Replacement PD&E Study	Regional Transit Corridor Evaluation	Hearing Date	Type	Add to Study Notification List
1	Neil Brickfield	I don't see a solution to the traffic jam N.B. (Northbound) on 275. I am tired of sitting in traffic because the Tampa side goes from 4 lanes to 2.	Transit will not solve this problem. Road widening will we need 4 lanes from 1 end of the bridge to the I-4 intersection. How much of our lives do you expect us to spend in the same traffic jam?	11/16/17	Form	No
2	Sharon Calvert	Must add additional capacity northbound at SR 60 to the airport. Need more than the single flyover.		11/16/17	Form	No
3	Sharon Calvert	We need these improvements ASAP. Faster, Faster, Faster. We support managed toll lanes for new capacity with congestion pricing. Fix SR 60 and flyover. Ensure evacuation is a priority.	No transit rail. Prepare for new technology	11/16/17	Form	No

Inquiry Status	Where	Client Name/ID	Received Date	First Name	Last Name	Organization	Address	City	State	ZIP	County	E-Mail	Callback Number	Revised Subject	Section	Date response was sent	Comments/Inquiry	Response
Inquiry Closed	Website	AKA Email	8/21/2017	Page 2	Wald							Howard75436@gmail.com		Road		7/25/2017	Can you provide me with any details regarding whether there is a current project on the Howard Frankland Bridge? I am interested if there is any project currently underway. I am following Tampa Bay News and the studies that are ongoing for future projects. I am hoping that you can provide details regarding whether there is a current project on Howard Frankland Bridge. Thank you. Bunley, June 27, 2017 8:27 AM	Good morning Mr. Wood, Thank you for contacting the Florida Department of Transportation with your inquiry on the Howard Frankland Bridge. FDOT is replacing the existing northbound bridge (the one closest to Grandy Bridge) due to its age. Once the new bridge opens, it will carry the four-lane divided lanes of southbound traffic. In what is currently available, and also one expense issue in each direction. The existing southbound bridge will be converted to northbound traffic. The new Howard Frankland Bridge will be built with a structure strong enough to support various transit modes up to light rail. Construction is currently scheduled to begin in late 2019/2020. You can view the POBE study for the Howard Frankland Bridge at this link: http://fdot.flhawaii.com/traffics/ Thank you!
Inquiry Closed	Website	TDN	7/2/2017	blair	Durbiner							westhove.durbiner@gmail.com	8137030134	General			Requested information for: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	
Inquiry Closed	Website	TDN	7/1/2017	lodd	potter							lodd.potter@bakaref.com	813466017	Road			Requested information for: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	
Inquiry Closed	Website	TDN	7/1/2017	jon	Walker							jon.walker@shanska.com		General		7/1/2017	Requested information for the Howard Frankland Bridge. Good morning.	Good morning, Thank you for your interest in Tampa Bay News. I have attached some information on the Howard Frankland Bridge. Please let me know if you have any questions. Thank you!
Inquiry Closed	Website	TDN	7/14/2017	Tania	Hicks							tanahicks@gmail.com		General		7/14/2017	Requested information for: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	Ms. Hicks, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. For information on Transportation Innovation, please visit this webpage: http://www.tampabay.com/transportation-innovation/ Please let me know if you have any questions. Thank you.
Inquiry Closed	Website	TDN	7/27/2017	Lorena	Cabrera							lprinoscu@gmail.com		General			Request for information: Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-4 and Connector, Complete Streets, Transportation Innovation	
Inquiry Closed	Website	TDN	8/4/2017	Raizer	Arroyo							araiz234@hotmail.com		General		8/8/2017	Requested information for: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	Mr. Arroyo, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. For information on Transportation Innovation, please visit this webpage: http://www.tampabay.com/transportation-innovation/ Please let me know if you have any questions. Thank you!
Comment Closed	Comment	St. Petersburg	8/25/2017	Daniel	Nolan							Dan_nolan24@yahoo.com		Federations/Bicycles			I'm big into walking, running and cycling. My biggest goal is to protect the environment as much as possible. My ultimate goal is to see the Howard Frankland Bridge and it would be nice to see it work. We need generally more cycling/walk paths and shoulders on streets. Thanks for all that you are doing.	
Inquiry Closed	Website	TDN	8/14/2017	SANDRA	SANCHEZ							sguy99@aol.com	813875441	General		8/15/2017	Interested in: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector	Ms. Sanchez, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. Please let me know if you have any questions. Thank you!
Inquiry Closed	OWG	Community W	8/21/2017	Brian	Roberts	Geness Management	3525 Americana Drive	Tampa	FL	33614	Hillborough	broberts@genessmgmt.com	(813) 335-8030	Road		8/21/2017	Madeline This reads like a positive article on the work effort. http://www.tampabay.com/news/transportation/road-of-howard-frankland-traffic-rehab-could-come-by-2023/2131471 Thank you and your team for working so hard to change the message from negative to positive. The changes to the roads will have a big positive impact both in frequency and severity of these problems to the daily lives of so many in the Tampa Bay Area. Hope this message finds you and yours well. Brian	Hi Brian, Thank you for your response.
Inquiry Closed	Website	TDN	8/21/2017	Tanya	Schmidt							tschmidt@shaweng.com	8079213013	Road		8/21/2017	Interested in: General TB&E Program, Howard Frankland Bridge, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation	Ms. Schmidt, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. For information on Transportation Innovation, please visit this webpage: http://www.tampabay.com/transportation-innovation/ For information on Transit, please visit this webpage: http://www.tampabay.com/transportation-innovation/ For information on Bike/Ped, please visit this webpage: http://www.tampabay.com/bike-ped/ For information on Complete Streets, please visit this webpage: http://www.tampabay.com/complete-streets/ Please let me know if you have any questions. Thank you!
Inquiry Closed	Website	TDN	8/14/2017	harris	harris							gharris@shaweng.com		Road			Interested in: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Complete Streets	Ms. Harris, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. For information on Complete Streets, please visit this webpage: http://www.tampabay.com/complete-streets/ Please let me know if you have any questions. Thank you!
Inquiry Closed	Website	TDN	8/27/2017	Sandra	Piccoli							spiccoli@shaweng.com	8134244216	General		8/28/2017	Interested in: General TB&E Program, Howard Frankland Bridge, Washburn Area Interchange, Washburn to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	Ms. Piccoli, Thank you for your interest in Tampa Bay News. I have attached some information on the topics that you have requested. For information on Transportation Innovation, please visit this webpage: http://www.tampabay.com/transportation-innovation/ For information on Transit, please visit this webpage: http://www.tampabay.com/transportation-innovation/ For information on Bike/Ped, please visit this webpage: http://www.tampabay.com/bike-ped/ For information on Complete Streets, please visit this webpage: http://www.tampabay.com/complete-streets/ Please let me know if you have any questions. Thank you!
Inquiry Closed	Email Req	AKA Email	9/19/2017	Fran	Ring	Callison, Collier & Parkin, Inc.						Fran@ccpc.us		Bridge/RWV/W/ending			May I please get an update on the below project please? 1-275 (HOWARD FRANKLAND) FM N OF HOWARD FRANKLAND TO I-4 OF SR 60 #422904-4 2-What is the status of this project? 3-How are any preliminary RWV maps available? 4-How is there a POBE available? 5-Is there funding available for right-of-way and/or construction? 6-When are approvals scheduled to begin? 7-When are ROW offers/acquisitions scheduled to begin? 8-How "advanced acquisition" sales plans for this project? If so, what % of owners have already been acquired? Thank you for your assistance, and I look forward to hearing back from you!	Please let me know if you have any questions. Thank you! Hi Fran, Thank you for the opportunity to address your questions. If you have any questions based on the responses I am providing, please don't hesitate to give me a call. Thank you! 1-275 (HOWARD FRANKLAND) FM N OF HOWARD FRANKLAND TO I-4 OF SR 60 #422904-4 Hi Fran, Thank you for the opportunity to address your questions. If you have any questions based on the responses I am providing, please don't hesitate to give me a call. Thank you! 1-275 (HOWARD FRANKLAND) FM N OF HOWARD FRANKLAND TO I-4 OF SR 60 #422904-4 2. I'm the project manager for the design portion of this project. I am the project manager. 3. The status of this project? The POBE is currently underway for the reconstruction of the Howard Frankland Bridge. 4. Are there any preliminary RWV maps available? No RWV is anticipated for this project. 5. Is there funding available for right-of-way and/or construction? No right-of-way is anticipated. Construction funding is available. 6. When are approvals scheduled to begin? No RWV is anticipated for this project. 7. When are ROW offers/acquisitions scheduled to occur? No RWV is anticipated for this project.
Inquiry Closed	Email Req	AKA Email	9/29/2017	Doug	Downer		18917 Fairwood Ct	Tampa	FL	33617		downer.doug@gmail.com		Bridge	0	11/9/2017	I am wondering what the signs are doing just west of the southbound span of the Howard Frankland Bridge. Last October, also very pleased to learn that light rail is being planned for.	Mr. Downer, My apologies for the delay in this response. The equipment that you have seen is a large that is loaded with a soil boring drilling rig. Soil borings are being gathered so the information/data can be used to design the pile/loadout system for the new Howard Frankland Bridge that will begin construction in 2020. Mr. Downer, My apologies for the delay in this response. The equipment that you have seen is a large that is loaded with a soil boring drilling rig. Soil borings are being gathered so the information/data can be used to design the pile/loadout system for the new Howard Frankland Bridge that will begin construction in 2020.

Inquiry	Closed	Email req	Ashley Hessel	9/30/2017	D	Cao					ashley@dot.com	Bridge		10/26/2017	<p>Which of these plans address the two immediate needs of the Tampa Bay area, Northbound and southbound after the Howard Frankland?</p> <p>Good afternoon,</p> <p>Good afternoon,</p> <p>Thank you for contacting Tampa Bay Next with your inquiry.</p> <p>The I-275 Operational Improvement is the near term project that will address congestion coming off the Howard Frankland and into Westshore. There are also concept plans under study for a 4th level of the Westshore interchange, but this is part of a 3 year evaluation process. Here is a link to the concept plans that have been developed recently.</p> <p>http://www.tampabaynext.com/wp-content/uploads/2017/05/SES-Plans-r.pdf</p> <p>Please note the file on the above URL is rather large and may take a few minutes to load.</p> <p>If you have any additional questions, please let us know, and we can connect you with our project managers to address any specific questions or concerns with the design.</p>		
Inquiry	Closed	Website	TBN Website	10/2/2017	None	Corbitto					www.corbitto@fwg.com	General		10/2/2017	<p>Interested in:</p> <p>General Transit Program, Howard Frankland Bridge, Westshore Area Interchange, Westshore to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight</p> <p>Mr. Corbitto,</p> <p>Thank you for your interest in Tampa Bay Next. I have attached some information on the topics you have requested as well as a list of our upcoming events.</p> <p>Additionally, we will be having SES (supplemental environmental impact statement) Public workshops for portions of I-275 on October 9 and 10. (The information at these 2 workshops will be identical.) Please the attachment "TIS SES public workshop letter" for details.</p> <p>Please let me know if you have any questions. Thank you!</p>		
Inquiry	Closed	Email req	Ark Email	10/3/2017	Jeffrey	McWilliams					McWilliams@MasonConstruction.com	Bridge#General		10/4/2017	<p>Subject: Howard Frankland Bridge</p> <p>KIA, greetings, I had been in touch with Hans Schneider but his email is getting locked out to me.</p> <p>I had a couple of questions about the project, specifically regarding the progress and the advertising schedule. I had it was late 2017 for the design build RFP.</p> <p>Please reach out to me at your convenience.</p> <p>Best regards,</p> <p>Jeffrey B. McWilliams, P.E. Director, Business Development Gulf and East Coast Construction</p> <p>We are currently working with District 7 Procurement and FDOT Central Office on the schedule. Tentatively, the Industry Forum and Advertisement (Public) workshops for portions of I-275 on October 9 and 10. The information at these 2 workshops will be identical. Please the attachment "TIS SES public workshop letter" for details.</p> <p>David Long, PE Chief Engineer</p>		
Inquiry	Closed	Show on	TBN Phone	10/4/2017	Pam		St. Peter	FL		727-248-6630		Bridge#General		10/4/2017	<p>I received a call from Pam about the Howard Frankland Bridge.</p> <p>She inquired about better access from a gate to clearwater. As well as overflow traffic on 4th street and MDC.</p> <p>I informed her that this project will not improve clearwater to it. parking concerns. I encouraged her to come to the HRB public hearing in November.</p>		
Comme	Open	CVG	Westshore CV	10/5/2017	Amanda	Brown						road			<p>I would like to see more alternatives for HRB Westshore interchange than just no build or full build. If any other alternatives are presented I hate to say I would like to see no build. Please stop building/planning for so many open ponds! Do not see emerging diamond plan at looks dangerous is a land hog, adding to need from stormwater ponds. I am pleased with the interim improvements off of Westshore interchange. It is both cost effective and quick.</p> <p>I would like to see plans put on hold until transit studies are complete. I</p>		
Comme	Open	Public We	Westshore SES	10/9/2017	Jerry	balloon			3411 E. Palm Street	Tampa	FL	33610	balloon@att.net	813-238-1461	road#General#SES	<p>I-275 north of the I-4/I-275 Exchange: I would suggest the lanes from I-275 to I-4 be in the inside to clear the traffic away from M&D. ext. It is very hard to get on I-275 heading south at Hillsborough Avenue because of traffic back up as far north as Fowler Ave. My other suggestion is for an elevated road from Beach Ave. to the Howard Frankland Bridge. This would remove traffic from the local travelers.</p>	
Comme	Open	Public We	Westshore SES	10/9/2017	Allison	Hoberts			1926 Americana Drive	Tampa	FL	33614	allisonh@comcast.net	813-335-8913	General#Road#SES#4#5	<p>We love the changes proposed for the following:</p> <ul style="list-style-type: none"> Elimination of independent Operational improvements near the airport Modified exchange at Westshore Changes to the Howard Frankland Bridge <p>Good Design concepts are necessary to support Tampa's growth. Please also ensure speed monitoring/traffic safety tools incorporated in the completion.</p> <p>Tampa has a growing problem with too modified cars/motorcycles and illegal speeding on our roads. LED needs the both technology to enable enforcement. They have limited options when dealing with speeds of 100 mph - that where we must rely on the design / collaboration / execution to eliminate the problem.</p> <p>Comment 7 - Add a lane for 3/4 of a mile.</p> <p>The I-275 Northbound bridge for Westshore should be expanded by two lanes immediately and provide four lanes from I-275 to SR 60 to Dale Mabry as FDOT's bottle neck that impacts Howard Frankland parking lot, Veterans Expressway, and Clearwater County Complex Cemetery traffic. This should be FDOT's top priority project to be completed by 2018.</p>	
Comme	Open	Public We	Westshore SES	10/9/2017	Dale	Tisdale				Safety Ha	FL		tsht@trich@yaho.com	813-928-8229	road#General#Comme#SES	<p>Comment 7 - Add a lane for 3/4 of a mile.</p> <p>The I-275 Northbound bridge for Westshore should be expanded by two lanes immediately and provide four lanes from I-275 to SR 60 to Dale Mabry as FDOT's bottle neck that impacts Howard Frankland parking lot, Veterans Expressway, and Clearwater County Complex Cemetery traffic. This should be FDOT's top priority project to be completed by 2018.</p>	
Comme	Open	Public We	Westshore SES	10/9/2017	Garrett	Tosser			1128 N Franklin St. #603	Tampa	FL	33602	hrb@brough	garrett.tosser@gmail.com	813-330-0227	General#Road#SES#6	<p>Comment 7: The SES still focuses too heavily on level of service metrics, which will harm our region's transportation network by encouraging more sprawl (induced demand). This SES should be stopped and reevaluated with more influence on vehicle miles traveled and changing development patterns through transit-oriented development rather than assumptions that sprawl will continue. Put this process on hold while the region improves their transit system and development codes, and then reevaluate whether such expansion is still necessary.</p> <p>You can do the operational improvements on I-275 west of home and improve the SR 60 and Howard Frankland Bridge Log jam in the interim to improve flow in the Westshore area without harming communities in central downtown/Tampa.</p> <p>The downtown interchange option will not allow RGV expansion because they do not consider future high speed rail possibilities.</p> <p>Work with us at the local level first to improve transit, then reevaluate</p>
Comme	Open	Public We	Westshore SES	10/9/2017	Gloria	Bauchamp			4321 53rd Ave S	St. Peter	FL	33711	Pineallas	potpody@me.com	813-928-8229	road#General#Comme#SES	<p>Plans look interesting, good to see planning and planning for future.</p> <p>Please remember "the needs of the many outweigh the needs of the few or one" - Mr. Spock ☺</p> <p>If funding is not to be reduced from the cycling lane, first and so on.</p> <p>Please consider timelines in construction of traffic management how long before construction from I-275 east to directly will be complete before you.</p> <p>Development and lane changing traffic on HRB. Please consider this. There are a lot of commuters from Sarasota and South Pinellas that go in to Tampa.</p> <p>Please study how many people get on I-275 from Veterans' why to get one way more get off on Lois Ave or Dale Mabry. May be an option to bypass traffic.</p> <p>Consider "borders to reduce infrastructure to emergencies on opposite side of road."</p>
Inquiry	Closed	Email req	Kirk Email	10/10/2017	Isaac	Rowatt						CARDNO		10/20/2017	<p>If you are planning on yesterday. This are looking well. A member of the Westshore Alliance has asked me to write that the "bottleneck solution" at Westshore Blvd was going to take place south of the current interchange. Also, the exit ramp from the Howard Frankland Bridge to Kennedy - will that make the Hotel on the north side of Kennedy go away? As Beach Park residents we do not want to see commercial development including its way south. Let me know at your earliest convenience.</p> <p>Good afternoon Mr. Rowatt,</p> <p>Thank you for contacting Tampa Bay Next with your inquiry. The number of through lanes North of Westshore Blvd will be maintained with an additional southbound left turn lane for access to NB-275.</p> <p>In addition, the number of southbound lanes under the interstate bridge will be reduced to accommodate the additional left turn lanes for the I-275 west ramp. (For two additional SB lanes under the interstate bridge to accommodate turn lanes)</p> <p>The ramp from the HRB to Kennedy Blvd will not have impacts to any hotel or commercial bldg.</p> <p>Thank you.</p> <p>Isaac Rowatt ODA MGR ENGINEERING & ENVIRONMENTAL SERVICES DIVISION CARDNO</p>		

Inquiry	Open	Email req	TBN Email	10/15/2017	Lisa	Frank	Florida Consumer Action Network	1110 1st Ave N, Suite 201	St. Petersburg, FL	33711	Florida	isa@fcan.org	508-758-0712	Bridge#FDotcom#1		Dear Mr. Guyon: The Florida Consumer Action Network would like to share comments with you regarding the latest Howard Frankland Bridge Plan released on October 2nd. This latest design will devote too much space and resources to automobile traffic, but the addition of a bike path and transit lanes are steps in the right direction towards providing real transportation options in Tampa Bay. The Florida Consumer Action Network believes that consumers deserve safe, affordable transportation options that don't pollute our environment, harm our health, or waste scarce resources. Previous plans for the Howard Frankland Bridge gave people two options: drive or pay more to drive faster. The new plan preserves those options while adding less more congestion-causing modes of transportation across the Bay: biking and transit. These are steps in the right direction and we thank the Florida Department of Transportation for listening to the community desire for		
Inquiry	Closed	Phone Call	TBN	10/18/2017	Chuck	Hendrick	Weeks marine construction	813 334 1254					Bridge	10/19/2017	Received a call from Chuck about the Howard Frankland Bridge. How much is estimated to cost	1 told him it is estimated at 750 Million. He told me that he will be at both public hearings. I also referred him to TBN website and FDOT 07 website website.		
Inquiry	Closed	Email req	Email to David	10/21/2017	Matthew	Science						Seane.matthew@outlook.com	813-299-4807	General	N/A	10/26/2017	Hi Nicholas, Ryan & Corey, Thank you for your October 23, 2017 email regarding the Tampa Interstate System - Draft Supplemental Environmental Impact Study (TS-SSIS) in which you express concerns that excerpts of the TS-SSIS coordination plan may represent the entirety of investigation analysis planned by FHWA and FDOT. The document you reference is a draft preparatory plan intended to outline areas of analysis. It is not the analysis to be included in the TS-SSIS. Further, FHWA is not charged with "investigative analysis" of the TS-SSIS; rather, FHWA's role is to ensure that the proposed project meets the expressed purpose and need in a manner that balances impacts to the physical and social environments with a wide sharing of project alternatives. In other words, FHWA will ensure that the FDOT TS-SSIS complies with regulations under NEPA and Title VI, among others, as well as the applicable environmental justice authority, FHWA Order 6646.2-0A, etc. FHWA will undertake the review when we are provided with a draft document. To that end, we are unable to provide you with a response to FDOT's inclusion or exclusion of particular alternatives at this time, beyond repeating that, prior to submission of the TS-SSIS FDOT must demonstrate that any alternatives removed do not meet the purpose and need of the project, are not feasible, or have been determined to be unreasonable. The TS-SSIS will reflect a thorough examination of the remaining alternatives, coupled with quality data and robust public involvement. FHWA appreciates your belief that alternatives to the north will relieve	
Inquiry	Closed	Phone Call	TBN phone	10/21/2017									Bridge	10/24/2017	I received a email message today from Cynthia, the legislative aide to Wesley Bennett. He requested for Kirk Singer to call him back. It's about the future of the HRB. I'm unable to Kirk inquiring how I should respond.	Kirk has called him back to discuss.		
Comment	Closed	Email req	TBN phone	10/25/2017	Thomas	Gibson	City of St. Petersburg					Thomas.Gibson@stpete.org	727-893-7295	Bridge#Bicycles	3	10/24/2017	I support a separated bike trail on the Howard Frankland bridge, and for the Gandy bridge as well. Thomas B. Gibson, P.E. Transportation and Structures Design Manager City of St. Petersburg Engineering and Capital Improvements Department 727-893-7295	Dear Mr. Gibson, Thank you for taking the time to participate in Tampa Bay Next by providing a comment on the Howard Frankland Bridge. The time you've taken to submit your comment and provide input is valued, and will help ensure an informed planning process. Thank you, Dear
Comment	Closed	Email req	TBN email	10/24/2017	Kevin							kevin_hy@hotmail.com		Bridge#Bicycles	3	10/24/2017	Subject: Howard Frankland bike trail Amazing! Please keep it in the plans. An multi-modal spending makes sense to me. Thank, Kevin	Good morning, Thank you for taking the time to participate in Tampa Bay Next by providing a comment on the Howard Frankland Bridge. The time you've taken to submit your comment and provide input is valued, and will help ensure an informed planning process. Thank you.
Comment	Open	Public Web	SSS Public Web	10/31/2017	Andrew	Aubrey		1012 W Carmen Street	Tampa	FL	33604	Wibbrough	aubrey@mail.ufl.edu	road#FDotcom#N/A	N/A	10/31/2017	This community has been talking about mass transit for decades. At every turn, we are criticized for not having options. More roads will not do much especially if you have building them like you've done in the past. 30-35 years too late and short of money. We need a plan that includes mass transit from the very beginning. Our community will only continue to grow. I-75 is the life blood of this area and it needs to start being treated as such. We need to redevelop Weathers and malfunction junction completely. No more quick fixes, we need to think long term. Take it all down and re-design something that will actually work. Also, no more merge lanes that end abruptly, we no longer drive 3 miles an hour. We need lanes that continue on and cannot cross into the through lanes. That's one of the biggest causes of slowdown on our area. No toll lanes either. We already pay enough for the roads through the gas tax. If you built them better you would not need additional money to manage them. Create longer stretches of highway to not allow excess every mile.	
Comment	Open	Public Web	SSS Public Web	10/31/2017	Aun	Kulig	Weathers Alliance						road#FDotcom#N/A	N/A	10/31/2017	Ashley Petruc, P.E. FHWA Senior Project Manager Florida Department of Transportation -- 857-500- 11201 N. McShelby Drive Tampa, FL 33612 Dear Ms. Howard, This letter is to provide comments on behalf of Weathers Alliance for the Tampa Interstate Study SES. The Weathers Alliance appreciates the opportunity to add our input to this project which is vital to improving mobility and fostering economic development in the Weathers business district. Following are the Weathers Alliance's comments regarding the proposed Tampa Interstate improvements that are subject of the SES. Our primary focus is on the Weathers interchange portion of the planned improvements: 1. McShelby Street, Frank Street and Occident Street Interchanges 2. The Red Street connection to		
Inquiry	Closed	Website	TBN Website	11/7/2017	Kevin	McLaughlin						k.mclaughlin@rowland-inc.com	General	N/A	Interested in: General TBNed Program, Howard Frankland Bridge, Weathers Area Interchange, Weathers to Downtown, Downtown Interchange, I-75 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight			
Inquiry	Closed	Website	TBN Website	11/7/2017	Digvijay	Pati						digvijay.pati@sec.com	8136796855	General	N/A	Interested in: General TBNed Program, Howard Frankland Bridge, Weathers Area Interchange, Weathers to Downtown, Downtown Interchange, I-75 Innovation Corridor, I-4 and Connector, Transit, Bike/Ped, Complete Streets, Transportation Innovation, Freight	Hi Mr. Pati, Thank you for your interest in Tampa Bay Next. I have attached some information on the topics you have requested. Information on Transportation Innovation can be found on our website at this link: http://www.tampabaynext.com/transportation-innovation/ Please let me know if you have any questions. Thank you! Madeline Flingshan Public Involvement Coordinator FDOT 07, Tampa Bay Next Program Team Mobile: (813) 975- NEXY 03398 mdehlan@fdot.state.fl.us	
Inquiry	Closed	Website	TBN Website	11/14/2017	Randy	Hennsey						candy.hennsey@hfway.com	518 275 7055	General	N/A	11/16/2017	Interested in: General TBNed Program, Howard Frankland Bridge, Weathers Area Interchange, Weathers to Downtown, Downtown Interchange, I-4 and Connector	Hi Mr. Hennsey, Thank you for your interest in Tampa Bay Next. I have attached some information on the topics you have requested. Please let me know if you have any questions. Thank you!

Inquiry	Closed	Email req	TBR Website	11/15/2017	Walter	Suspect	Pinellas County Resident & Transportation Advocate				Pinellas			Transit	N/A	11/20/2017	<p>From: Walter Suspect walt196151@tampabay.com</p> <p>County: Florida Zip Code: 33702 Phone: 8137581352</p> <p>Interested in: Howard Frankland Bridge</p> <p>Message Body: to whom it may concern,</p> <p>For the past few years, I've been paying close attention to the project proposal now known as Tampa Bay Next. While TB Next may sound different from the original Tampa Bay Express plan, to many in the community - it not. We still talk about costly and wasteful toll lanes being built on the interstate highways - including the Howard Frankland Bridge. Each time that FDOT officials tell us that they're listening to the community, they're really going on the perception that they're not. In reality, the only person that FDOT</p>	<p>Mr. Suspect,</p> <p>Thank you for contacting Tampa Bay Next with your feedback and concerns regarding transit. Your comments have been shared with the Florida Department of Transportation (FDOT) project team, the Hillsborough Area Regional Transit Authority and documented as part of the official record of the Tampa Bay Next program.</p> <p>All transit systems in Florida are state and federally assisted but managed and operated locally by transit authorities or local governments. FDOT provides financial and technical support to transit, however decisions about day to day transit service planning and expansion are determined at the local level.</p> <p>Regional and local transportation agencies within the Tampa Bay region are currently working on the Regional Transit Feasibility Plan (RTFP), the purpose of the RTFP is to identify:</p> <ul style="list-style-type: none"> • Projects that have the greatest potential to be funded (complete for federal grants) and implemented • Projects that are the most forward thinking and make the best use of today's technology • Projects that best serve our region today while supporting tomorrow's growth <p>A successful RTFP will:</p> <ul style="list-style-type: none"> • Result in a catalyst project that has public support and can be implemented. • Outline projects that can be implemented after the catalyst 		
Inquiry	Open	Website	TBR Website	11/16/2017	Mitchell	Hallberg				St. Petersburg	Florida	33702	Pinellas	mgonek@9725@aol.com	727-825-0265	Skycycle/Bridge#9	3,4N/A	<p>Message Body: When projects like the Howard Frankland Bridge are on the drawing board, it would be nice to see some of our tax money spent on some fishing platforms off of the interchanging path. After all it goes without saying that the fishing in the area creates a lot of revenue. Thank you.</p>		
Inquiry	Closed	Website	TBR Website	11/20/2017	Robney	Corriveau								RCorriveau@tco.apphythhs.f.us	8137800201	General	N/A	11/21/2017	<p>Interested in: General TBNext Program, Howard Frankland Bridge, Washshore Area Interchange, Washshore to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, SkyTrain, Complete Streets, Transportation Innovation, Freight</p>	<p>Hi Mr. Corrieau,</p> <p>Thank you for your interest in Tampa Bay Next. I have attached some information on the topics you have requested. Please let me know if you have any questions. Thank you!</p>
Inquiry	Closed	Website	TBR Website	11/28/2017	higer	wood								wherk77@gmail.com	8508930784	General	N/A	11/22/2017	<p>Interested in: General TBNext Program, Howard Frankland Bridge, Washshore to Downtown, Downtown Interchange, I-275 Innovation Corridor, I-4 and Connector, Transit, Transportation Innovation, Freight</p>	<p>Mr. Wood,</p> <p>Thank you for your interest in Tampa Bay Next. I have attached information on the topics you have requested. Please let me know if you have any questions. Thank you!</p>
Inquiry	Closed	Email req	Site Email		jenifer	Moore-Keller II								jkeller@moorfirm.com		road		7/2/2017	<p>Thank you - I'm sorry to bombard you, but I have a bunch of questions on these TB Next projects: Washshore Area Interchange, Washshore to Downtown Corridor, Downtown Interchange, and I-4 Connector.</p> <p>For each of these projects, can you tell me 1) what FM number(s) are associated with the project, 2) who is the project manager, 3) where I can view the most recent conceptual plans, 4) and whether voluntary acquisitions are underway - I did download the presentation below, so I already have those concepts.</p> <p>For the Howard Frankland Bridge and I-275 Innovation Corridor (MAX to Beach), it appears that draft PEAs show no additional right-of-way will be needed - is that correct?</p> <p>Thanks again for your help.</p> <p>Jenifer</p>	<p>Gwenings, Ms. Moore-Keller,</p> <p>Thank you for contacting the Florida Department of Transportation with your inquiry. The FM numbers and project managers you have requested are listed below:</p> <p>Washshore Area Interchange <ul style="list-style-type: none"> • FM number: 41313073201 • Project Manager: Christina Boudoin Washshore to Downtown Corridor <ul style="list-style-type: none"> • FM number: 41404131201 • Project Manager: Christina Boudoin Downtown Interchange <ul style="list-style-type: none"> • FM number: 41182123201 • Project Manager: Mary Lou Goffley I-4 Connector <ul style="list-style-type: none"> • FM number: 41174623201 • Project Manager: Sandra Gonzalez <p>All Yes, voluntary acquisitions are underway. FDOT is evaluating offers from willing sellers on a case-by-case basis.</p> <p>For the Howard Frankland Bridge and I-275 Innovation Corridor (MAX to Beach), it appears that draft PEAs show no additional right-of-way will be needed - is that correct?</p> </p>