

A large yellow triangle pointing to the left, occupying the right half of the page. The text is positioned within this triangle.

**APPENDIX B**  
***Alternatives***  
***Public***  
***Workshop***  
***Materials***

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RE: 118<sup>th</sup> Avenue (CR 296) Connector Project Development and Environment (PD&E) Study  
Alternatives Public Workshop

SEND IN MESSAGE OF EMAIL.....

The Florida Department of Transportation (FDOT) invites you to attend and participate in an Alternatives Public Workshop regarding improvements being considered for the 118th Avenue (CR 296) Connector from US 19 to east of the Roosevelt Connector in Pinellas County.

The meeting will be held in an open, informal format. There will be no formal presentation. The focus of the meeting will be to present the project alternatives and solicit public input. Graphics and aerial maps will be on display for public review. A short video concerning the improvements will be shown continuously throughout the evening. Representatives from the FDOT will be on hand to answer questions and receive your comments. If you are unable to attend this workshop and would like to provide input, please forward your comments to Mr. Gabor Farkasfalvy, Project Manager at (813) 975-6455 or at (800) 226-7220 or by e-mail at gabor.farkasfalvy@dot.state.fl.us.

The 118th Avenue Connector Alternatives Public Workshop is being held on Tuesday, September 14, 2004 from 5 to 8 p.m. at:

Morgan Fitzgerald Middle School  
6410 118th Avenue  
Largo, Florida 33773  
Located east of 66th Street North on 118th Avenue (north of Bryan Dairy Road)  
Parking in Rear (Behind School)

Note: this date was later changed due to the threat of an approaching hurricane.
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Pinellas County, Florida; Financial Project ID No.: 41362212201



### Federal Officials

Bill Nelson  
Bob Graham  
C.W. Bill Young

United States Senator  
United States Senator  
United States Representative (District 10)

### State Officials

Jim Sebesta  
Frank Farkas

State Senator (District 16)  
State Representative (District 52)

### Pinellas County Officials

Barbara Sheen Todd  
Calvin D. Harris  
Robert Stewart  
Susan Latvala

Board of County Commissioners, District 1  
Board of County Commissioners, District 2  
Board of County Commissioners, District 3  
Chairman, Board of County Commissioners,  
District 4

Karen Williams Seel  
John Morroni

Board of County Commissioners, District 5  
Vice-Chairman, Board of County Commissioners,  
District 6

Kenneth T. Welch

Board of County Commissioners, District 7

### Pinellas County MPO Board

John Doglione  
Karen Williams Seel  
Richard Kriseman  
John Morroni  
Robert Stewart  
William Mischler  
Frank Hibbard  
Chris Arbutine, Sr.  
Pat Gerard  
Pam Corbino  
Jay Lasita

City of Dunedin - Chairman  
Board of County Commissioners – Vice Chair  
City of St. Petersburg – Secretary/Treasurer  
Vice-Chairman, Board of County Commissioners  
Board of County Commissioners  
City of Pinellas Park  
City of Clearwater  
Pinellas Suncoast Transit Authority (PSTA)  
City of Largo  
Safety Harbor, Tarpon Springs, Oldsmar  
City of St. Petersburg

### City of Pinellas Park Officials

Bill Mischler  
Rick Butler  
Sandra Bradbury  
Patricia Bailey-Snook  
Ed Taylor III  
Michael Gustafson  
Diane Corna  
Christopher Hammonds

Mayor  
Vice Mayor  
Councilwoman  
Councilwoman  
Councilman  
City Manager  
City Clerk  
Interim City Attorney



The following table lists the available email address of the above elected and appointed officials and local agencies:

<b>Name</b>	<b>Agency</b>	<b>Email</b>
C.W. Young	United States Representative	<a href="mailto:Bill.Young@mail.house.gov">Bill.Young@mail.house.gov</a>
Jim Sebesta	State Senator	<a href="mailto:sebesta.jim.web@flsenate.gov">sebesta.jim.web@flsenate.gov</a>
Frank Farkas	State Representative	<a href="mailto:Farkas.Frank@leg.state.fl.us">Farkas.Frank@leg.state.fl.us</a>
Barbara Sheen Todd	Pinellas County BOCC	<a href="mailto:btodd@pinellascounty.org">btodd@pinellascounty.org</a>
Calvin D. Harris	Pinellas County BOCC	<a href="mailto:charris@pinellascounty.org">charris@pinellascounty.org</a>
Robert Stewart	Pinellas County BOCC	<a href="mailto:rstewart@pinellas.county.org">rstewart@pinellas.county.org</a>
Susan Lavala	Pinellas County BOCC	<a href="mailto:slavala@pinellas.county.org">slavala@pinellas.county.org</a>
Karen Williams Seel	Pinellas County BOCC	<a href="mailto:kseel@pinellascounty.org">kseel@pinellascounty.org</a>
John Morroni	Pinellas County BOCC	<a href="mailto:jmorroni@pinellascounty.org">jmorroni@pinellascounty.org</a>
Kenneth T. Welch	Pinellas County BOCC	<a href="mailto:kwelch@pinellascounty.org">kwelch@pinellascounty.org</a>
John Doglione	Pinellas County MPO	<a href="mailto:jdoglione@pinellascounty.org">jdoglione@pinellascounty.org</a>
Frank Hubbard	Pinellas County MPO	<a href="mailto:fhubbard@pinellascounty.org">fhubbard@pinellascounty.org</a>
Richard Kriseman	Pinellas County MPO	<a href="mailto:rkriseman@pinellascountyg.org">rkriseman@pinellascountyg.org</a>
John Morroni	Pinellas County MPO	<a href="mailto:jmorroni@pinellascounty.org">jmorroni@pinellascounty.org</a>
Robert Stewart	Pinellas County MPO	<a href="mailto:rstewart@pinellascounty.org">rstewart@pinellascounty.org</a>
William Mischler	Pinellas County MPO	<a href="mailto:wmischler@pinellascounty.org">wmischler@pinellascounty.org</a>
Chris Arbutine, Sr.	Pinellas County MPO	<a href="mailto:carbutine@pinellascounty.org">carbutine@pinellascounty.org</a>
Pat Gerard	Pinellas County MPO	<a href="mailto:pgerard@pinellascounty.org">pgerard@pinellascounty.org</a>
Pam Corbino	Pinellas County MPO	<a href="mailto:pcorbino@pinellascounty.org">pcorbino@pinellascounty.org</a>
Jay Lasita	Pinellas County MPO	<a href="mailto:jlasita@pinellascounty.org">jlasita@pinellascounty.org</a>
Rick Butler	City of Pinellas Park	<a href="mailto:rbutler@pinellas-park.com">rbutler@pinellas-park.com</a>
Sandra Bradbury	City of Pinellas Park	<a href="mailto:sbradbury@pinellas-park.com">sbradbury@pinellas-park.com</a>
Patricia Bailey-Snook	City of Pinellas Park	<a href="mailto:psnook@pinellas-park.com">psnook@pinellas-park.com</a>
Ed Taylor III	City of Pinellas Park	<a href="mailto:etaylor@pinellas-park.com">etaylor@pinellas-park.com</a>
Michael Gustafson	City of Pinellas Park	<a href="mailto:mgustafson@pinellas-park.com">mgustafson@pinellas-park.com</a>
Diane Corna	City of Pinellas Park	<a href="mailto:dcorna@pinellas-park.com">dcorna@pinellas-park.com</a>
Christopher Hammonds	City of Pinellas Park	<a href="mailto:chammonds@pinellas-park.com">chammonds@pinellas-park.com</a>
Linda Everett	Pinellas County MPO	<a href="mailto:leverett@co.pinellas.fl.us">leverett@co.pinellas.fl.us</a>
Janice Miller	Pinellas Suncoast Transit Authority (PSTA)	<a href="mailto:jmiller@ci.oldsmar.fl.us">jmiller@ci.oldsmar.fl.us</a>
	St. Petersburg/Clearwater International Airport	<a href="mailto:info@fly2pie.com">info@fly2pie.com</a>
Manny Pumariega	Tampa Bay Regional	<a href="mailto:many@tbrpc.org">many@tbrpc.org</a>



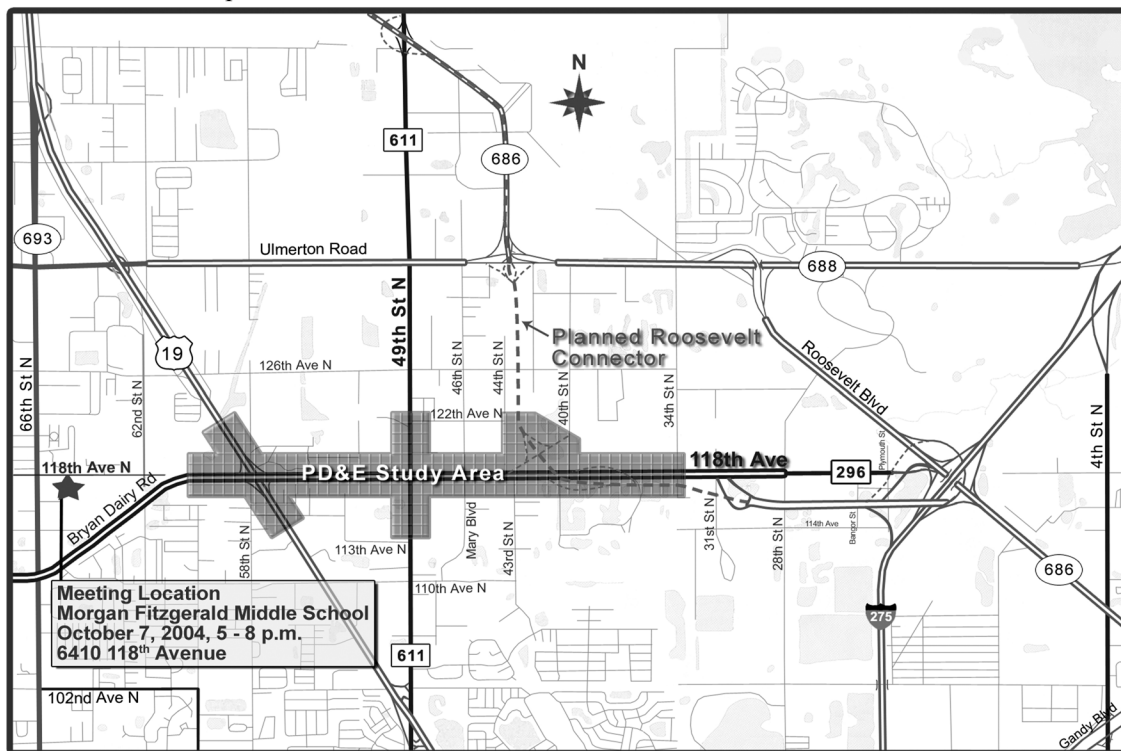
	Planning Council	
	Pinellas County Emergency Management	<a href="mailto:ema@pinellas-fl.us">ema@pinellas-fl.us</a>
	Pinellas County Development Review Services	<a href="mailto:drsgroup@co.pinellas.fl.us">drsgroup@co.pinellas.fl.us</a>
Stephen Spratt	County Administrator	<a href="mailto:sspratt@co.pinellas.fl.us">sspratt@co.pinellas.fl.us</a>
Jan Herbst PE	Pinellas County Public Works	<a href="mailto:pw440web@co.pinellas.fl.us">pw440web@co.pinellas.fl.us</a>
T. Nicholls	Pinellas Park Public Works	<a href="mailto:tnicholls@pinellas-park.com">tnicholls@pinellas-park.com</a>
J. Garren	Pinellas Park Parks and Recreation	<a href="mailto:jgarren@pinellas-park.com">jgarren@pinellas-park.com</a>
N. McWade	Pinellas Park Utilities Dept.	<a href="mailto:nmcwade@pinellas-park.com">nmcwade@pinellas-park.com</a>
B. Bray	Pinellas Park Planning Dept.	<a href="mailto:bbray@pinellas-park.com">bbray@pinellas-park.com</a>
D Thomas	Pinellas Park Police Dept.	<a href="mailto:dthomas@pinellas-park.com">dthomas@pinellas-park.com</a>
K Cramer	Pinellas Park Fire Dept.	<a href="mailto:kramer@pinellas-park.com">kramer@pinellas-park.com</a>



# 118<sup>th</sup> Avenue (CR 296) Connector Project Development and Environment (PD&E) Study Alternatives Public Workshop

FDOT District 7, WPI Segment No.: 413622 1, FAP No.: 9045-054 C, Pinellas County

The Florida Department of Transportation (FDOT) invites you to attend and participate in an Alternatives Public Workshop regarding improvements being considered for the 118<sup>th</sup> Avenue (CR 296) Connector from US 19 to east of the Roosevelt Connector in Pinellas County. The project limits are shown on the map below.



The focus of the meeting will be to present the project alternatives and solicit public input. The meeting will be held in an open, informal format. There will be no formal presentation. A short video concerning the improvements will be shown continuously throughout the evening. Graphics and aerial maps will be on display for public review. Representatives from the FDOT will be on hand to answer questions and receive your comments. Written comments will be accepted throughout the Study, but to be considered before the next phase, comments should be received within 10 days following the workshop.

**WHAT:** 118<sup>th</sup> Avenue Connector – PD&E Study  
Alternatives Public Workshop

**WHEN:** Thursday, October 7, 2004  
5 to 8 p.m.

**WHERE:** **Morgan Fitzgerald Middle School**  
6410 118<sup>th</sup> Avenue  
Largo, Florida 33773  
Parking in Rear (Behind School)

This Alternatives Public Workshop is being held in accordance with 23 CFR 771, Executive Orders 11990 and 11988, Chapter 399 F.S., Titles VI and VIII of the Civil Rights Act, and the Americans with Disabilities Act. Persons with disabilities who may require special accommodations at the Workshop, or anyone with questions concerning this project should contact Gabor Farkasfalvy, Project Manager, by calling (800) 226-7220 or (813) 975-6455, by email to gabor.farkasfalvy@dot.state.fl.us, or by written correspondence to the Florida Department of Transportation, District Seven; 11201 N. McKinley Drive, M.S. 7-500; Tampa, Florida 33612-6456.

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# 118<sup>th</sup> Avenue (CR 296) Connector

Project Development and Environment (PD&E) Study  
from US 19 to east of the Roosevelt Connector  
Pinellas County  
WPI Segment No.: 413622 1, FAP No.: 9045-054 C

Volume 1 / August 2004

## PUBLIC WORKSHOP SCHEDULED

Dear Interested Citizen and Property Owner:

You are invited to attend and participate in the 118<sup>th</sup> Avenue (CR 296) Alternatives Public Workshop on October 7, 2004 from 5 to 8 p.m. at the Morgan Fitzgerald Middle School, located at 6410 118th Avenue in Largo.

This letter also serves as notice to property owners that a whole or a portion of their property is within 300 feet of the centerline of one of the project alternatives pursuant to Florida Statutes 339.155(6). However, the property may not be directly affected.

Exhibits showing project alternatives and related information will be available for viewing. FDOT representatives will be in attendance to answer any questions and solicit your comments.

You may provide written comments by completing the enclosed Comment Form that can be dropped in one of the comment boxes at the Alternatives Public Workshop. You may also mail us your comments to the address pre-printed on the back of the form.

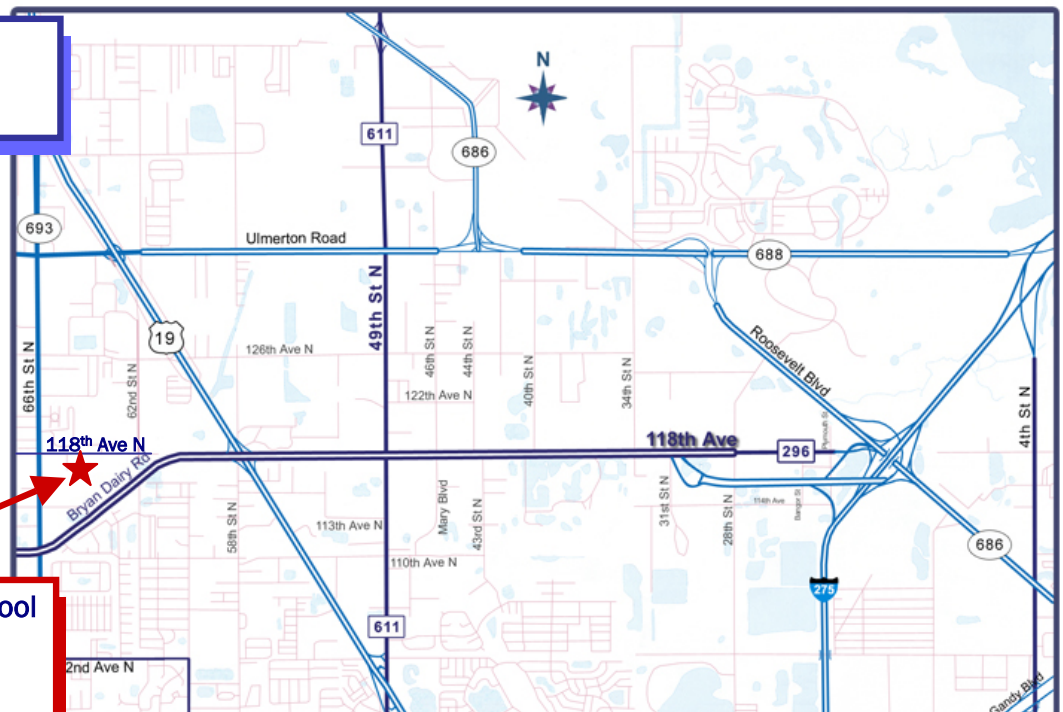
Any person requiring special assistance is requested to contact Mr. Gabor Farkasfalvy, FDOT Project Manager, at 813-975-6455.

Sincerely,

Robert M. Clifford, AICP  
District Modal Planning and Development Manager

## Public Workshop Location

Date: October 7, 2004  
Time: 5 to 8 p.m.



Morgan Fitzgerald Middle School  
6414 118<sup>th</sup> Avenue  
Largo, Florida



## Project Purpose and Description

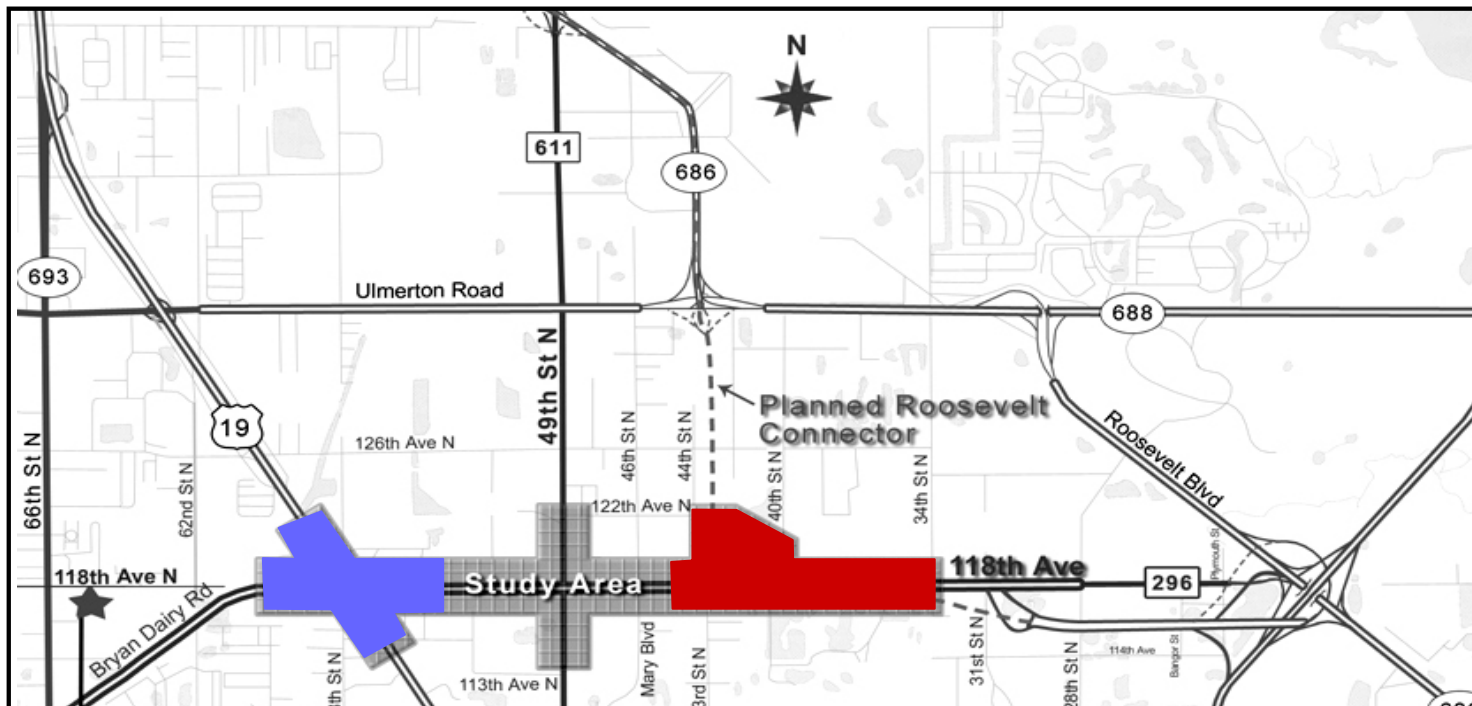
The purpose of this Study is to consider providing a connection between US 19 and I-275 through the introduction of a controlled access facility. Both US 19 and I-275 are included on the Florida Strategic Intermodal System. In addition to connecting these facilities, improvements are expected to meet the future travel demand along 118th Avenue (CR 296).

### Connections with Adjacent Projects

The FDOT is currently preparing construction plans for two adjacent projects at the west and east ends of this PD&E Study. Study options show connections to these adjacent projects that will be presented at the Workshop.

At the west end of the Study (shaded **blue** below), design is underway for replacing the existing at-grade intersection of US 19 at 118th Avenue / Bryan Dairy Road, with a grade separated interchange.

At the east end of the Study the FDOT completed construction of a new connection from I-275 to 118th Avenue (CR 296). Future phases of this overall project, known as the Roosevelt Connector (shaded **red** below), are under design to extend the constructed facility to the west and then northerly to the western interchange of Roosevelt Boulevard (SR 686) with Ulmerton Road (SR 688).

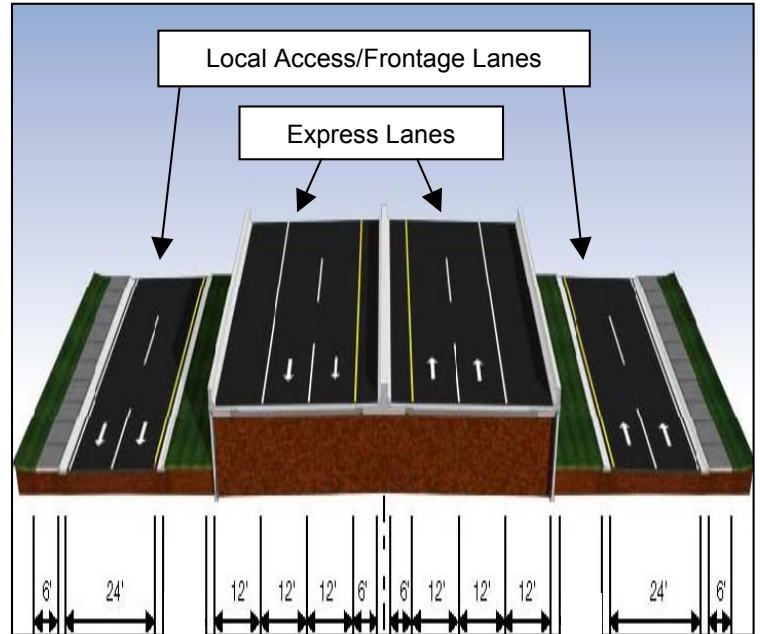


**Study Location Map**

# Study Alternatives

Build Alternatives for the facility’s connections with US 19 and with the proposed Roosevelt Connector will be presented including a grade-separated intersection with 49th Street. The No-Build Alternative will remain a viable alternative throughout the PD&E Study process. To the right is a depiction of what this facility might look like in the vicinity of 49th Street. Elevated express lanes and at-grade frontage lanes are shown.

As part of this Study, environmental and social effects are being assessed. Data collection efforts are currently underway. Once appropriate data has been collected, the project team will evaluate the Build Alternatives and assess potential effects. Preliminary cost estimates have been prepared and will be summarized for each Build Alternative and presented at the workshop.



Rendering showing possible future 118<sup>th</sup> Avenue configuration

# What is a Project Development and Environment Study?

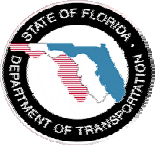
A Project Development and Environment Study or PD&E Study is a comprehensive study conducted by the Florida Department of Transportation. The Study evaluates social, cultural, economic and environmental impacts associated with the proposed transportation improvements.

This process is mandated by the National Environmental Policy Act (NEPA) and other federal requirements when federal funds are to be used for a project. It represents a combined effort by transportation 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.

This Public Workshop is being held in accordance with Titles VI and VIII of the Civil Rights Act and the Americans with Disabilities Act. Persons with disabilities who may require special accommodations at the Hearing, or anyone with questions concerning this project, should contact Gabor Farkasfalvy Project Manager, by calling (800) 226-7220 or (813) 975-6455 or by email to [gabor.farkasfalvy@dot.state.fl.us](mailto:gabor.farkasfalvy@dot.state.fl.us), or by written correspondence to Florida Department of Transportation, District Seven; 11201 N. McKinley Drive, M.S. 7-500; Tampa, Florida 33612-6456.



**Florida Department of Transportation, District Seven  
Modal Planning & Development Department  
11201 N. McKinley Drive, MS 7-500  
Tampa, Florida 33612-6456**

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## **Your Comments are Important to us**

The FDOT recognizes the importance of receiving the community's comments and suggestions early in the study process. If you would like to discuss any issues related to this project, set up a small group meeting, or add your name to the mailing list, please contact:

Gabor Farkasfalvy  
Project Manager  
Florida Department of Transportation, District Seven  
by calling 813-975-6455 or 800-226-7220  
or by email to [gabor.farkasfalvy@dot.state.fl.us](mailto:gabor.farkasfalvy@dot.state.fl.us).

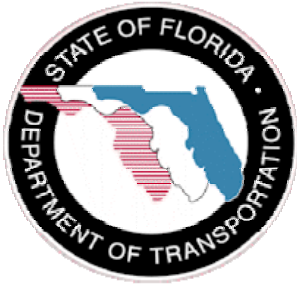
Written comments may be sent to:

Robert M. Clifford, AICP  
District Modal Planning and Development Manager  
Florida Department of Transportation, District Seven  
11201 N. McKinley Drive, MS 7-500  
Tampa, Florida 33612-6456

### **Anticipated Project Schedule**

**Public Hearing - Spring 2005  
PD&E Study Completed - Summer 2005  
Begin Design Phase\* - 2006**

**\* If accepted by FHWA**



***118<sup>th</sup> Avenue (CR 296) Connector PD&E STUDY  
Alternatives Public Workshop  
From US 19 to East of the Roosevelt Connector  
Pinellas County, Florida  
WPI Segment Number 413622 1  
FAP Number 9045-054 C***

October 7, 2004

**COMMENT FORM**

We encourage your comments regarding this project

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

EMAIL: \_\_\_\_\_

If you did not receive notice of the Public Workshop but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Robert M. Clifford, AICP at the address on the back of this Comment Form. All comments are part of the project record and are available for viewing by the public and the media.

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**Robert M. Clifford, AICP  
District Modal Planning and Development Manager  
Florida Department of Transportation, District 7  
MS 7-500  
11201 N. McKinley Drive  
Tampa, Florida 33612-6456**

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# Sign-In Sheet



## 118<sup>th</sup> Avenue (CR 296) Connector PD&E STUDY

From US 19 to East of the Roosevelt Connector  
Pinellas County, Florida

WPI Segment Number: 413622 1 – FAP Number: 9045-054 C

Meeting Purpose: Alternatives Public Workshop	
Date & Time: Thursday, October 7, 2004 – 5 to 8 p.m.	
Location: Morgan Fitzgerald Middle School - 6410 118th Avenue, Largo, Florida 33773	
NAME (please print)	ADDRESS
1. Ron Termini	540 SEMINOLE BLVD LARGO FL.
2. STAN EMERSON	6051 70th Ave Pinellas Park, FL
3. Brad Patterson	10380 CBS BLVD
4. Mary Nelson	501 E Kennedy Walter P. Small Service Center
5. Stephen Fairchild	12999 44th St NY 12999 44th St NY
6. Tami Smyrski	12501 ROOSEVELT BLVD SUITE 101 CLEARWATER, FL 33706
7. Don Kussen	19890 79 ST. RD. CLW, FL 33762
8. MIKE STEBBE	6961 78 AVE AP 33781
9. RICK EGGERS	
10. Tom Wickholls	

# Sign-In Sheet



## 118<sup>th</sup> Avenue (CR 296) Connector PD&E STUDY

From US 19 to East of the Roosevelt Connector  
Pinellas County, Florida

WPI Segment Number: 413622 1 - FAP Number: 9045-054 C

**Meeting Purpose:** Alternatives Public Workshop  
**Date & Time:** Thursday, October 7, 2004 - 5 to 8 p.m.  
**Location:** Morgan Fitzgerald Middle School - 6410 118th Avenue, Largo, Florida 33773

	NAME (please print)	REPRESENTING	ADDRESS
1.	Bill Gernazian	Broderick Realty	5514 Park Blvd AP 3878R
2.	Tom Whalen	City of St. Petersburg	One Fourth Street N V 33701 St. Pete
3.	BURKE HEDGES	CLEARWATER	11880 34 St. N. Clearwater FL 33762
4.	JOE KUBICKI	St. Petersburg	100 4th St. N. St. Pete
5.	Ben Muncy	HDR Eng.	-
6.	Gautam Dey	HDR Eng.	-
7.	Pete Yauch	Pinellas Co PD	440 Court St Clearwater FL
8.	Steve McCarthy	Pinellas Prof Firm	
9.	Timothy Cyr	HDR Eng.	14933 Newport, Clark 33764 CLEAR,
10.	GEORGE HOVE	MERCURY MEDICAL	11300 49 STREET N 33762



# Sign-In Sheet



## 118<sup>th</sup> Avenue (CR 296) Connector PD&E STUDY

From US 19 to East of the Roosevelt Connector  
Pinellas County, Florida

WPI Segment Number: 413622 1 – FAP Number: 9045-054 C

**Meeting Purpose:** Alternatives Public Workshop

**Date & Time:** Thursday, October 7, 2004 –5 to 8 p.m.

**Location:** Morgan Fitzgerald Middle School - 6410 118th Avenue, Largo, Florida 33773

	NAME (please print)	REPRESENTING	ADDRESS
1.	Anne Messersmith		12848 Todd Lane Dr, Tampa, FL
2.	Kent McWaters		
3.	PAUL M. McMULLEN	McMillen Road Inc	11965 48 <sup>th</sup> St N. Clear. Fl.
4.	Scott Pinheiro	City of Pinellas Park	6051 78 Ave Pinellas Park
5.	Rannie Hull	City of Pinellas Park	4
6.	TRACY HOOD	HDR	340 CARROLLTON ST TAMPA 33611
7.	Ramon Solis	Pinellas Co. MPO	600 Cleveland St. Clear.
8.	KEITH WICKS	Pinellas Co	315 Court St Clearwater
9.			
10.			

# Sign-In Sheet



## 118<sup>th</sup> Avenue (CR 296) Connector PD&E STUDY

From US 19 to East of the Roosevelt Connector  
Pinellas County, Florida

WPI Segment Number: 413622 1 – FAP Number: 9045-054 C

**Meeting Purpose:** Alternatives Public Workshop

**Date & Time:** Thursday, October 7, 2004 –5 to 8 p.m.

**Location:** Morgan Fitzgerald Middle School - 6410 118th Avenue, Largo, Florida 33773

	NAME (please print)	REPRESENTING	ADDRESS
1.	SEANIZADES	SF/1	3248 BUCKHORN RD
2.	Randi Pappas		11549 58th St. Pin. PK 33782
3.	John McCoy		8231 118th Largo 33783
4.	Tim Drawhorn	FOOT	
5.	STEPHAN HEIMBORG	URS	7650 WEST COURTNEY CAMPBELL CSWY TAMPA
6.	Jason Dahlvik		
7.	Cory Martens		10580 68th Av N, Seminole FL 33772
8.			
9.			
10.			

# Attendance Roster – FDOT and Staff Only



**118<sup>th</sup> Avenue (CR 296) PD&E Study**  
 From US 19 to east of 49<sup>th</sup> Street  
 Pinellas County, Florida  
 WPI Seg. Nos: 413622 1

**Meeting Purpose: Public Workshop – FDOT and American Staff Sign-in**

**Date & Time: Thursday, October 7, 2004 – 5-8pm**

**Location: Morgan Fitzgerald Middle School**

	NAME (please print)	REPRESENTING	PHONE	EMAIL
1	JEFF Nardny	American	996-2800	jnovotny@ace-fla.com
2	Kris Carson	DOT	975-6060	kristen.carson@dot.
3	DWAYNE KILE	DOT	975-6030	DWAYNE.KILE@DOT
4	Kirk Bogen	DOT		
5	BILL Riha	FDOT	975-6251	WILLIAM.Riha@DOT
6	Lee Royal	FDOT	975-6427	
7	DAVE EDSON	FDOT	975-6731	
8	David Bredell	American	996-2800	
9	TINA HUBACKER	AMERICAN	996-2800	thubacker@ace-fla.com
10	Anna Peterfreund	American	996-2800	anna.peterfreund@ace-fla.com
11	LINDA EVERETT	PINELLAS MPO	464-8200	LEVERETT@CO.PINELLAS.FL.
12	WADDAH FARAH	DOT	975-6440	Waddah.Farah@DOT.STATE.FL.
13	BRIAN BEATY	DOT	975-6253	
14	JASON KUNKLE	PBS&S/FDOT	282-7275	JEKUNKLE@PBS&S.COM
15	Bob Clifford JR	FDOT		
16	Sharon Phillips JR	PBS&S/FDOT		
17				
18				
19				
20				

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September 28, 2004

Mr. Gabor Farkasfalvy, Project Manager  
FDOT District VII  
11201 N. McKinley Drive  
MS 7-500  
Tampa, FL 33612-6456

RE: CR-296 118<sup>th</sup> Avenue Connector – PD & E Study

Dear Mr. Farkasfalvy:

Thank you for the opportunity to comment on the 118<sup>th</sup> Avenue Connector – PD & E Study. As a partner in this important study, we would like to have the opportunity to review and comment on alternative design concepts for this important project.

At present, the Pinellas Suncoast Transit Authority (PSTA) is constructing a new Operations and Administrative facility on Scherer Drive, in close proximity to the subject PD & E study area. In fact, the new PSTA facility is just east of 34<sup>th</sup> Street between Ulmerton Road and 118<sup>th</sup> Avenue, with scheduled completion in late spring or early summer of next year.

The PSTA objective is to establish a PSTA operations facility to support a transit system that improves and expands travel choices for residents and visitors. The Scherer Drive facility will provide adequate space to meet future transit demand in accordance with PSTA's 5-Year Transit Development Plan and the Metropolitan Planning Organization Long-Range Transit Plan. Specifically, the design provides adequate workspace for 125 administrative personnel, 160 maintenance personnel, 600 bus operators and 300 buses, and allows PSTA to merge separate operating divisions in St. Petersburg and mid-county.

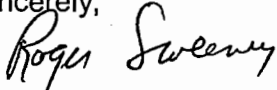
Current projections for the new facility are for approximately 346 one-way bus trips each day plus commuter travel for 557 employees upon completion next year. The long-term projection is approximately 600 one-way bus trips per day and ingress and egress for 885 employees.

Our specific concern is a multi-modal design to accommodate buses traveling to and from 118<sup>th</sup> Avenue and 34<sup>th</sup> Street. Therefore, the PD & E should incorporate an intersection design that facilitates buses with sufficient length for multiple buses in turning queues and proper turning

radius for bus trips in outbound and inbound directions. As PSTA adds transit service over time, the design for the 118<sup>th</sup> Avenue project must fit transit service needs in the long term. In addition, the 118<sup>th</sup> Avenue Corridor is growing in terms of transit ridership and passenger amenities must be incorporated at bus stops in the PD & E study area.

Thank you for your consideration in this matter.

Sincerely,



Roger Sweeney  
Executive Director

cc: Mike Siebel, Director of Planning  
Sarah Ward, Pinellas County MPO  
Ming Gao, FDOT District VII

bcc: William P. Steele, Transit Planner  
Jim Byers, Planning Analyst

September 22, 2004

Dear Sir,

The Florida Department of Transportation recently conducted a public workshop to solicit public input on their plans to extend County Road 296 east of U.S. 19 along 118<sup>th</sup> Avenue North. Approval of a road project along this major commuter route to Tampa is obviously needed and should have been started years ago when Pinellas County completed CR 296 as a limited access divided highway connecting Bryan Dairy Road to the west side of U.S. 19. My fear is that FDOT will complete this new road project using their outdated and seriously flawed strategy, and will simply widen this road and add more traffic signals as the road becomes congested with commercial development.

As a 32-year resident of Pinellas County who has lived in St. Petersburg, Largo, and Clearwater, I continue to be appalled as I witness the total lack of foresight and vision by FDOT and County officials as they attempt to address serious traffic congestion problems within Pinellas County. Hopefully, the FDOT will design the 118<sup>th</sup> Avenue connector as a limited access divided highway with overpasses over U.S. 19 and 49<sup>th</sup> Street to create a short expressway that connects CR 296 to I-275. We certainly do not need a wider 118<sup>th</sup> Avenue that will eventually result in increased commercial development and more traffic signals to further waste our time and resources.

The fundamental problem with transportation planning in Pinellas County for many years has been that transportation engineers and public officials have not used a strategic approach when they developed solutions to traffic congestion problems. FDOT and Pinellas County transportation officials have continually chosen shortsighted and ultimately more expensive plans to widen congested roads well after they have become overwhelmed with commercial development. This shortsighted transportation planning strategy has failed miserably and has left residents without routes to effectively travel around the metropolitan area.

Despite being the most densely populated county within the entire State of Florida for decades, FDOT and Pinellas County officials have still not built any limited access high-speed highways within the entire county. Relatively short sections of U.S. 19 that have been retrofitted with exorbitantly expensive overpasses hardly qualify this congested State highway as a limited access high-speed expressway. The failure of FDOT and Pinellas County to build any high-speed expressways within the county is ruining the quality of life for millions of residents and visitors who face long and dangerous cross town commutes on congested roads.

Hillsborough County officials recognized years ago that the FDOT was absolutely incapable of fulfilling all of their local transportation needs. Hillsborough County officials established a toll road authority to construct and manage two limited access high-speed toll highways that helped to relieve traffic congestion on many Hillsborough County roads. For the greater good of the community, these toll-funded

highways often needed to be elevated and routed through established residential neighborhoods. This is the price we must pay for the failure of shortsighted government officials who never acquired the right of way needed to build expressways when land was undeveloped and relatively inexpensive.

Like most motorists, I prefer publicly funded highways to toll roads, however, with increased traffic congestion ruining our quality of life, toll-funded expressways are far better than no expressways at all. Perhaps FDOT and Pinellas County transportation officials should consider building limited access toll highways if they cannot afford to fund these expressways in any other manner.

It is quite obvious that Pinellas County desperately needs several limited access highways with connectors to I-275 and the bridges over Tampa Bay if they really expect to relieve traffic congestion problems throughout this densely populated county. Unfortunately, FDOT and Pinellas County officials have not bothered to build the first limited access connector from U.S. 19 to I-275. They have not built any limited access connectors between U.S. 19 and the three major bridges to Tampa. Perhaps by 2005 the 118<sup>th</sup> Avenue project will be the first limited access connector between U.S. 19 and I-275 to ever be constructed in the history of Pinellas County.

It was quite unfortunate that our local transportation officials lacked the vision and resources to build this limited access highway between U.S. 19 and I-275 several years ago when Pinellas County decided to dead-end CR 296 into U.S. 19. This decision has delayed motorists at a new major U.S. 19 intersection, and forced the FDOT to add another new traffic signal along this congested State road. If funding was really an issue for Pinellas County, I am surprised that transportation officials did not negotiate an agreement with FDOT to share the expense, or reimburse the County at a later date for the cost of extending CR 296 all the way to I-275. Why delay a desperately needed highway project like this that would have been so valuable to so many Pinellas County residents and visitors?

Even if the FDOT eventually completes the 118<sup>th</sup> Avenue connector to I-275 as a limited access highway, the unrealized potential of this major east-west corridor across the widest stretch of the Pinellas County peninsula is just another glaring example of shortsightedness by our local transportation officials. In addition to the 118<sup>th</sup> Avenue extension to the east, Pinellas County officials should have designed a short extension of CR 296 to the west with an elevated expressway along Bryan Dairy Road and an overpass over Starkey Road that would connect CR 296 to the Lake Seminole Bridge.

Elevating the extension of CR 296 would have minimize the impact on businesses and residential neighborhoods along Bryan Dairy, and would have provided motorists with a new limited access expressway from Seminole Blvd. in mid-county all the way to I-275, without stopping at a single traffic light. Imagine how this strategic approach to transportation planning would immediately relieve traffic congestion on many of the F-rated State roads in mid-county such as Park

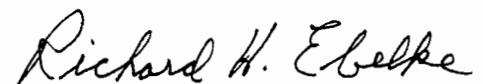


Blvd. and Ulmerton Road as commuters chose this high-speed alternative. The long-term strategic solution to relieving traffic congestion within Pinellas County is the development of an integrated network of limited access highways and connectors to I-275 and the Tampa Bay bridges.

Unfortunately, Pinellas County transportation officials have not subscribed to this strategic philosophy in the past. County road engineers even lacked the foresight several years ago to design the Lake Seminole Bridge project as a limited access road when they couldn't resist adding two traffic signals. If Pinellas County engineers had designed a slightly elevated highway with on/off ramps at the entrance to two residential neighborhoods, they could have eliminated the need for two traffic signals. They could have created a completely limited access highway from Seminole Blvd all the way to Starkey Road. Unfortunately, this shortsighted bridge project became another lost opportunity for Pinellas County transportation officials who prefer widening roads and adding traffic signals to designing limited access highways.

To add insult to injury, upon completing the mile and one half section of CR 296 as a six-lane limited access divided highway ending at U.S. 19, Pinellas County officials decided to establish a ridiculous 45 mph speed limit along the entire divided highway. It should be noted that many highly congested and commercially developed sections of U.S. 19 have a higher speed limit than 45 mph. It is amazing that the ridiculously low speed limit on this divided highway does not qualify CR 296 as one of the American Automobile Association's worst speed traps in the State of Florida. Pinellas Park cops who are now taking full advantage of this speed trap are acting like the notorious highway robbers writing tickets for the City of Waldo, in north-central Florida! Hopefully, the officials from the American Automobile Association will take note of this speed trap and give it the publicity it deserves.

If FDOT and Pinellas County transportation officials are really interested in reducing traffic congestion on their F-rated roads in mid-county, they will extend CR 296 along 118<sup>th</sup> Avenue North as a limited access highway all the way to I-275. They will further extend CR 296 as an elevated limited access expressway to the west all the way across Lake Seminole. If our transportations officials have any vision and foresight, they will also consider extending this limited access highway further west to the Gulf Beaches, even if it has to be funded as a toll road. The true potential of this major east-west corridor needs to be maximized in order to relieve traffic congestion on other mid-county roads. Pinellas County and the FDOT must change their outdated philosophy and design some strategic solutions to the serious traffic congestion problems that are ruining our quality of life.



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October 7, 2004

Mr. Kirk Bogen  
FDOT Dist 7  
11201 N. McKinley Drive MS 7500  
Tampa, FL 33612-6456

Ph 813 975-6448  
1 800 226-7220  
Fax 813 975-6443

Dear Mr. Bogen:

Attached is my revised plan to reduce congestion in Mid County. Please review the proposal and consider recommending changes to the present FDOT/MPO plan to reduce congestion in the Mid County area. Adding five new corridors will add 20 lanes of corridor roads to reduce congestion on Ulmerton, Bryan Dairy, East Bay/Roosevelt and Gandy/Park Blvd. The first four projects will reduce congestion to a greater extent than adding the four level 118th Ave. overpass and constructing 118th Ave as an expressway with frontage roads. Then 118th Ave. and Bran Dairy would be a four or six-lane roads with a continuous left turn lane.

Please express my plan for five new corridor roads instead of expressways on Ulmerton and Bryan-Dairy at the meeting tonight. Also, discuss my plan with the MPO staff. Thanks.

Sincerely,

*Pete*

February 2004

Please request FDOT to compare the cost of overpasses, frontage roads, right of way, etc. for US 19 from GTB to South of Ham Blvd. vs. a two lane plus

# NEW MID COUNTY CORRIDORS TO REDUCE CONGESTION ON EAST BAY-ROOSEVELT BLVD. - ULMERTON - BRYAN DAIRY - GANDY-PARK BLVD.

by Peter Reuter, Concerned Citizen & CAC member - Ph./Fax 447-6305

The following are my personal views and I am not representing the CAC

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**OVERVIEW:** St. Petersburg has less corridor road congestion than Mid County since it has corridor roads every eight blocks or closer for heavily traveled roads. My proposal is to construct five new corridors in the Mid County Area vs. the FDOT/MPO plan to make Ulmerton - Bryan Dairy/118th St. & Gandy expressways! Construct new corridors on 110th Ave. & 118th Ave. from 9th St. to a connection to Gandy Blvd. - 118th Ave. & 126th Ave. from 28th St. to Starkey Rd. - 142nd Ave. from 34th St. to Seminole Blvd.- 150th Ave. from 49th St. to Seminole Blvd. - 28th St. overpass over Roosevelt Blvd. extend elevated across Carillon to I-275 & 9th St. overpass with easy on and off ramps - 66th St. overpass at 142nd Ave. and extend North bound lane to North bound lane of US 19. Construct the following projects in the order listed to reduce congestion on East Bay/Roosevelt - Ulmerton - Bryan Dairy & Gandy/Park Blvd.

1. Why has FDOT/Pinellas Counties have spent millions to construct the US 19/126th Ave. overpass without constructing a 400+' bridge over the wetlands East of US 19? Construct the 400+' bridge over the wet lands and complete 126th Ave. as a four-lane road with a continuous left turn lane from 34th St. to Starkey Road (With connector to 28th St. overpass at Roosevelt Blvd.).

2. Construct 118th Ave. as a four-lane road with a continuous left turn lane from 28th St. to Starkey Road. Long-term extend 118th Ave. to new bridge across Lake Seminole and connect to Walsingham.

3. 28th St. N. connect overpass over Roosevelt Blvd. With off and on ramps to Carillon, extend elevated to overpass over I-275 & 9th St. with easy on and off ramps at I-275 - 9th St. - to E/W road. Construct 28th St. South of Roosevelt as a four-lane road with continuous left turn lane to Central Ave. with overpass over Gandy Blvd.

4. To operate 142nd Ave. In both directions under the US 19 overpass construct a 66th St. single N. & S. lane overpass over 142nd Ave. with the N. lane elevated until it can cross US 19 and land on the area between US 19 and the frontage road. Construct 142nd Ave. as a four-lane road with a continuous left turn lane from 34th St. to Starkey road and as a two-lane road with continuous left turn lane from Starkey to Seminole Blvd. - 142nd Ave. construct overpasses over 49th St. and Roosevelt Blvdj. with on and off ramps to Airport. - underpass extended Airport ramp and extend to 34th St. - Long-term extend 142nd Ave. to a connection with Ulmerton East of Roosevelt Blvd. overpass.

5. 110th Ave. & 118th Ave. construct as a four-lane road with a continuous left turn lane from 9th St. to a connection with Gandy as far East as possible. 9-30-04

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6. 150th Ave. construct as a four-lane road with a continuous left turn lane from 49th St. to Seminole Blvd. with overpass at US 19 and extend West to Oakhurst Road.

7. 118th Ave. from Starkey extend to new bridge across Lake Seminole and connect to Walsingham improved to a four-lane road with a continuous left turn lane.

8. 94th Ave. construct as a four-lane road with a continuous left turn lane from Gandy Blvd. to a new bridge over Lake Seminole to 94th Ave. West of the lake.

9. Construct Ulmerton as a six-lane road with continuous left turn lane and a single N/S lane overpasses over Ulmerton Road at 49th St. - 66th St. Belcher and Starkey.

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BENEFITS OF THE PROPOSED PROJECTS:

1. Lower cost than constructing Bryan Dairy/118th and Ulmerton Roads as six lane expressways with expensive frontage roads that are used by a low volume of vehicles. Frontage roads reduce easy access from and to destinations on the opposite side of the road and adds congestion at the next intersection to make a "U" turn!

2. The five corridors from 150th Ave. to 94th Ave. will add 20 lanes from 28th St. to Starkey Road vs. 12 as planned by the FDOT/MPO. The 20 escape lanes will reduce congestion throughout the area described above & eliminates the expensive purchase of ROW. The new East/West corridors will reduce congestion at the intersection with the North/South Streets at Gandy/Park - Ulmerton - Bryan Dairy - East Bay.

3. The 28th St. overpass at Roosevelt and extended to the overpass at I-275 and 9th St. gives Carillon additional exits without traffic control lights to I-275 - 9th St. - 118th Ave. - 126th Ave. and 28th St. south of Roosevelt Blvd.

4. Gandy-Park Blvd. connections to 94th - 110th - 118th Avenues will reduce congestion on Gandy-Park Blvd.

5. Two new bridges over Lake Seminole reduce congestion on Park - 102 Ave Bridge and Ulmerton Road.

6. Eliminates four level overpass at 118th Ave./I-275/Roosevelt Blvd. and that reduces the 236 million dollar cost of the 118th Ave. project and the savings can be used to construct the 28th St. overpass at Roosevelt and I-275/0th St.

Copies to: Mr. Kirk Bogen - FDOT  
Mayor John Doglione - MPO  
Comm. Carron William-Seal - Pinellas County Commision  
Mr. Ned Allen - CAC  
10-6-04 pr