



SELMON WEST EXTENSION

(Formerly known as the "Gandy Connector [SR 600, US 92]")
From the Gandy Bridge to the Selmon Expressway (SR 618)



TAMPA HILLSBOROUGH
EXPRESSWAY
AUTHORITY
Artistic Rendering

Hillsborough County Florida - WPI Seg. No. 255822-1

Final SEIR Reevaluation

February 2017

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)



**Florida Department of Transportation
State Environmental Impact Report Reevaluation Form**

1. GENERAL INFORMATION (originally approved Environmental Document)

- a. Project Phase: Advancement to Design and Construction
- b. Document Type and Date of Approval: State Environmental Impact Report (SEIR) approved on November 1, 2012
- c. Project Numbers: 255822-1 12216
Financial Management ETDM
- d. Project Name, Location and Limits (from original document):
Selmon West Extension (f.k.a. Gandy Connector) Project Development and Environment (PD&E) Study, From the Gandy Bridge to the existing western terminus of the Selmon Expressway in Hillsborough County
- e. Segments of Highway Being Advanced:
Entire limits of the proposed project (currently referred to as the Selmon West Extension)
- f. Project Segment Planning Consistency. The proposed project is included in the Hillsborough County MPO's TIP as project number "THEA3". It is also included in the Hillsborough County MPO's Imagine Hillsborough 2040 Long Range Transportation Plan, adopted on November 12, 2014, as project No. 1001.

Currently Adopted CFP-LRTP	COMMENTS				
Y	Project No. 1001				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP* \$	TIP/STIP FY	COMMENTS
Engineering	Y	N/A	\$2,000,000	2017	Design underway, preparing for Design Build
			\$4,000,000	2018	
			\$8,000,000	2019	
			\$5,000,000	2020	
			\$2,000,000	2021	
ROW			\$0		Project within existing ROW
Construction			\$0	2017	
			\$37,000,000	2018	
			\$70,000,000	2019	
			\$70,000,000	2020	
			\$20,000,000	2021	
General Engineering Consultant			\$600,000	2017	Ongoing
			\$800,000	2018	
			\$700,000	2019	
			\$500,000	2020	
			\$200,000	2021	

**Amounts reflect current funding provided by THEA (updated as of January 2017)*

The project costs have increased from the original SEIR approval based on several factors. There were changes in the FDOT Plans Preparation Manual (PPM) for offset criteria since the completion of the original SEIR for bridge piers from 4 feet to 16 feet, which resulted in design variations for lane width, lateral offset, clear zone and intersection stopping sight distance. In order to maximize safety and meet PPM requirements, longer span lengths and fewer piers were required. The span lengths are 210 feet compared to 140 feet, which was approved in the original SEIR. Associated with the longer span lengths are larger and deeper redundant drilled shaft foundations, a deeper and wider superstructure, and wider piers. The longer bridge spans also require a more complex, balanced cantilever construction method for the viaduct bridge, which is further complicated by traffic control measures necessary to minimize lane closures during construction. Other factors that affected the costs are operational and safety improvements in the Gandy Boulevard/Dale Mabry Highway/Selmon Expressway interchange that result in an increase in the number of and length of ramps, an additional bridge and demolition of an existing bridge over Gandy Boulevard (detailed ramp discussion provided below in Section 3).

2. EVALUATION OF CHANGES IN IMPACTS

	YES/NO	COMMENTS
A. SOCIAL & ECONOMIC		
1. Social	☐ ☒	<u>See Attachment A</u>
2. Economic	☒ ☐	<u>See Attachment A</u>
3. Land Use Changes	☐ ☒	<u>See Attachment A</u>
4. Mobility	☐ ☒	<u>See Attachment A</u>
5. Aesthetic Effects	☐ ☒	<u>See Attachment A</u>
6. Relocation Potential	☒ ☐	<u>See Attachment A</u>
B. CULTURAL		
1. Historical Sites/Districts	☐ ☒	<u>See Attachment A</u>
2. Archaeological Sites	☐ ☒	<u>See Attachment A</u>
3. Recreation Areas	☐ ☒	<u>N/A</u>
C. NATURAL		
1. Wetlands and Other Surface Waters	☐ ☒	<u>See Attachment A</u>
2. Aquatic Preserves and Outstanding Florida Waters	☐ ☒	<u>N/A</u>
3. Water Quality	☐ ☒	<u>See Attachment A</u>
4. Wild and Scenic Rivers	☐ ☒	<u>N/A</u>
5. Drainage and Floodplains	☐ ☒	<u>See Attachment A</u>
6. Coastal Barrier Resources	☐ ☒	<u>N/A</u>
7. Protected Species and Habitat	☐ ☒	<u>See Attachment A</u>
8. Essential Fish Habitat	☐ ☒	<u>N/A</u>
D. PHYSICAL		
1. Highway Traffic Noise	☒ ☐	<u>See Attachment A</u>
2. Air Quality Analysis	☐ ☒	<u>See Attachment A</u>
3. Contamination	☒ ☐	<u>See Attachment A</u>
4. Utilities and Railroads	☐ ☒	<u>See Attachment A</u>
5. Construction	☐ ☒	<u>See Attachment A</u>
6. Bicycles and Pedestrians	☐ ☒	<u>See Attachment A</u>
7. Navigation	☐ ☒	<u>N/A</u>

3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

For this Reevaluation, the latest available conceptual design plans (dated August 2016) were compared to the approved *State Environmental Impact Report (SEIR* – approved November 2012) and *Final Preliminary Engineering Analysis* (dated May 2010). An updated set of plans with the original PD&E study concepts and current design overlaid to illustrate the differences is included in **Attachment C**. Specific differences noted included the following:

- Typical Section: Gandy Boulevard (from Bridge Street to Selmon Expressway): 10-ft inside lane and 11-ft outside lane; Selmon West Extension: 15-ft travel lane with minimum 6-ft inside and outside shoulders.
- At the west end, minor changes were made to the access to the U.S. Marine Corps Reserve training facility and the Gandy Park South and Salty Sol Boat Ramp
- Eastbound Gandy Boulevard lanes shifted to the north between the entrance to the boat ramp and Bridge Street
- The roundabout on Bridge Street, north of Gandy Boulevard, and reconfiguration of the access to Culbreath Key Condominiums and Regency Cove was removed from the construction program. As part of this project, a U-turn will be provided under the proposed bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in **Attachment D**. A reevaluation of this connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal.
- Minor shift of Gandy Boulevard pavement to the south at Westshore Boulevard and Manhattan Avenue
- Ramp A: Reconfiguration of northbound Dale Mabry to westbound Selmon Extension on-ramp
- Ramp B: Minor shift to the east was removed – existing ramp to remain as-is
- Ramp C: Minor changes to existing eastbound Gandy Boulevard to northbound (eastbound) Selmon Expressway on-ramp
- Ramp D: Northbound (eastbound) Selmon Extension to Gandy Boulevard off-ramp extended to the east near Dale Mabry Highway and outside of Ramp C
- Ramp E: Southbound (westbound) Selmon Expressway to Gandy Boulevard off-ramp shifted to the east to the north and south of Gandy Boulevard
- Ramp F: A new entrance ramp from southbound Dale Mabry to the Selmon West Extension is included in the new concept plans

- Selmon NB Ramp: Selmon Extension to northbound (eastbound) Selmon Expressway ramp was shifted to the west between the CSX Railroad and Dale Mabry Highway
- Eastbound and westbound bus bays along Gandy Boulevard and the associated right of way needs were eliminated
- All work to be conducted within existing right of way, no potential business or residential relocations
- Stormwater treatment was evaluated. Stormwater treatment and attenuation will be provided for the recommended alternative within the existing right of way.

THEA is currently seeking design variations from FDOT for:

- Lateral offset for Gandy Boulevard
- Bicycle lanes along Gandy Boulevard
- Median widths along Gandy Boulevard
- Lane widths for Gandy Boulevard
- Stopping sight distance for Gandy Boulevard
- Clear Zone for Gandy Boulevard
- Additional design variations may be needed for horizontal curve length in some locations or others by the Design-Build team.

4. COMMITMENT STATUS

A. Mitigation Status

The Gandy Connector *Final Environmental Technical Compendium (ETC)* dated May 2010 stated that "Mitigation plans will be created during the design phase of the project as needed based on final impact evaluation."

Status: Permit application packages are currently being completed for submittal to Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE). Littoral shelf impacts in stormwater ponds 1 and 2 are anticipated. Since these littoral shelves were originally designed to offset temporary wetland impacts, mitigation is proposed to offset the littoral shelf impacts via purchase of credits at Tampa Bay Mitigation Bank. Coordination has been on-going with FDOT, since the FDOT will be a co-applicant on the permit applications.

B. Commitment Compliance

The following project-specific commitments were included in the SEIR approved in November 2012.

Commitment 1:

To further study the need for a noise wall at the east end of the project limits.

***Status:** An updated noise analysis has been conducted for the entire project as part of the reevaluation process. The current findings are found in **Attachment A, D.1 Highway Traffic Noise**.*

Commitment 2:

To continue coordination with CSX railroad regarding the Gandy Boulevard crossing and the height of structures and warning gates.

***Status:** THEA held a coordination meeting with FDOT and CSX on 9/21/2016, and is currently coordinating with the CSX railroad representatives with the modified conceptual plans that cross the CSX right of way. More information is provided in **Attachment A, D.4 Utilities and Railroads**.*

Commitment 3:

Continue to coordinate with the City of Tampa on finding coordinated solutions for the project drainage requirements.

***Status:** THEA has developed a proposed conceptual drainage design that meets federal, state and local stormwater management requirements for the proposed improvements which can be accommodated within the existing right of way. Stormwater permit application packages for this design are currently being completed for submittal to the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE). THEA will continue to coordinate with the City of Tampa as needed throughout the design and construction phases of the project. More information is provided in **Attachment A, C.3 Water Quality and C.5 Drainage and Floodplains**.*

Commitment 4:

To continue the participation of the Project Advisory Group (PAG) and the community in the final design and construction process with specific focus on aesthetic features.

***Status:** Since restarting the project in October 2015, THEA has worked to expand the number of individuals exposed to and participating in the project, thereby expanding the Project Advisory Group (PAG). By October 2016, THEA met with all local elected officials, presented at several home owners associations, dozens of businesses and the South Tampa, Greater Tampa, Brandon, Riverview, Ybor and St. Petersburg Chambers of Commerce, and over 300 individuals via two virtual town halls, have been reached with details of the project. THEA is committed to continuing the dialog with the stakeholders. See **Attachment A, A.2 Economic** and documentation of outreach activities to-date in **Attachment E**.*

Commitment 5:

To warrant further environmental assessment to contamination sites ranked "Medium" risk pending the final roadway alignment; while the single contamination site ranked "High" risk (Citgo gas station) will warrant a further environmental investigation based on the results of the final roadway alignment and design.

***Status:** An updated contamination screening has been conducted as part of the reevaluation process. Level II evaluation was conducted for sites identified with a risk rating of Medium or High as part of the updated contamination screening. The current findings are found in **Attachment A, D.3 Contamination**.*

Commitment 6:

Should the State Environmental Impact Report (SEIR) be accepted by the THEA Board of Directors, the Authority will then perform an Investment Grade Revenue and Toll Study for the feasibility to build the facility as a toll road.

***Status:** An Investment Grade Revenue and Toll Study for the feasibility to build the Selmon West Extension as a toll road is currently being conducted by THEA.*

Commitment 7:

Coordinate with communities of Regency Cove, Culbreath Key, and the City of Tampa on the final design and aesthetics details of the proposed shared access point opposite Bridge Street.

***Status:** The previous concept plans from the SEIR included a “shared access point” on the north side of Gandy Boulevard which utilized a roundabout in addition to other geometric design features. The current design maintains the existing median openings which maintain current access patterns, and the piers for the elevated roadway will be spaced to accommodate a future full median opening and traffic signal for the previously proposed future shared access point opposite Bridge Street. At this time, a signal is not warranted at Bridge Street. As part of this project, a U-turn will be provided under the proposed bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in **Attachment D**. A reevaluation of the Bridge Street connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal.*

Commitment 8:

Additional analysis will be conducted during final design phase for the eastbound and westbound access ramps to and from the Elevated Express Lanes in the vicinity of Dale Mabry Highway.

***Status:** The updated conceptual design plans included modification to and from the elevated section of the Selmon West Extension at the Dale Mabry Highway. This commitment has been accomplished with this reevaluation.*

Commitment 9:

The requirement during final design to define a project building system that would minimize roadway and driveway closures during peak hours during construction and minimize direct construction impacts to the existing Gandy Boulevard roadway, street lighting, traffic signalization and roadway signs.

Status: The Conceptual Design Plans, which include a Maintenance of Traffic (MOT) plan, have been developed specifically with the intent of minimizing roadway closures during peak hours during construction as well as direct construction impacts to the existing Gandy Boulevard roadway, street lighting, traffic signalization and roadway signs. With most of the construction limited to the median of Gandy Boulevard, impacts to existing businesses along Gandy Boulevard due to driveway closures are not anticipated. Design criteria requirements in the Request for Proposal (RFP) package for the Design-Build project will continue this commitment to minimize roadway closures and direct impacts to the existing Gandy Boulevard roadway.

Commitment 10:

To further evaluate the traffic operations at the eastbound loop (off) ramp of the Elevated Express Lanes.

Status: The updated conceptual design plans show that this eastbound loop off-ramp is substantially longer than the previous design (which will provide a longer deceleration distance), and it includes a longer weaving section to allow motorists to connect to the existing southwest bound to eastbound Gandy Boulevard off ramp. This commitment has been accomplished with this reevaluation.

5. STATUS OF PERMITS

It is anticipated that the following permits will be required:

- Environmental Resource Permit – Southwest Florida Water Management District (SWFWMD)
- Dredge and Fill Permit – US Army Corps of Engineers (USACE).
- National Pollutant Discharge Elimination System (NPDES) Permit – Florida Department of Environmental Protection (FDEP).

Status: Permit application packages were submitted to SWFWMD and USACE on January 25, 2017. The FDOT is a co-applicant for the environmental permitting. All permitting efforts are being coordinated with FDOT. The NPDES permit or notice of intent (NOI) will be the responsibility of the design-build team. No permitting with the EPC of Hillsborough County is anticipated for this project.

6. CONCLUSION

If no changes affecting the original environmental determination have occurred, check the following:

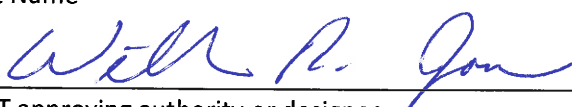
- ☒ [X] The above Environmental Document has been reevaluated. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid.

It is recommended that the project identified herein be advanced to the next phase.

7. THEA REVIEWER SIGNATURE BLOCK

Joe Waggoner
Print Name
 2/16/2017
THEA approving authority or designee Date

8. FDOT CONCURRENCE

William Jones
Print Name
 2/13/2017
FDOT approving authority or designee Date

9. ATTACHMENTS

Attachment A – Basis for Evaluation of Changes

Attachment B – Impact Evaluation Summary from the Approved SEIR

Attachment C – Reevaluation Build Alternative Concept Plans

Attachment D – U-Turn West of Bridge Street

Attachment E – Agency and Public Outreach

ATTACHMENT A

Information below is from the 2012 approved SEIR and supporting documents for each impact category. A current status is also provided for each category for the design/build reevaluation.

A. SOCIAL & ECONOMIC

A.1 Social

Community Cohesion

The proposed improvements to Gandy Boulevard would not cause major adverse impacts to the local neighborhood. The project proposes to construct an elevated regional connector within the median of the existing Gandy Boulevard. This will preserve the connectivity within the community. The construction of an elevated structure will remove regional traffic from the surface facility, potentially making the facility safer for vehicular, pedestrian and bicycle movements along and across Gandy Boulevard.

Status: There is no change in status.

Community Services

There would be no substantial adverse impacts to neighborhoods, services and /or community facilities as a result of project implementation. It is anticipated that with the construction of the elevated facility, traffic congestion and flow would ease along Gandy Boulevard. This would have a positive effect to emergency services by potentially reducing the response time in the community.

*Status: There is no change in status. Access to community services should be improved following construction of the proposed project due to the removal of regional thru traffic from the at-grade Gandy Boulevard. As part of this project, a U-turn will be provided under the proposed bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in **Attachment D**. A reevaluation of the Bridge Street connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal. There were no access management modifications developed during the reevaluation that differ from the existing access along Gandy Boulevard; therefore, there will be no adverse impacts to neighborhoods, services, or community facilities.*

Title VI Consideration

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

Status: There is no change in status.

A.2 Economic

Controversy Potential

The Gandy Connector project has been the source of public controversy since the initial PD&E Study in the 1990's (not completed), through the Major Investment Study (MIS) completed March 2001 and the PD&E Study in the early 2000's (not completed). Those studies all considered construction of a four-lane facility either along Gandy Boulevard which would impact scores of businesses or along a southern bypass route which would relocate over 100 residential units.

The construction of an elevated structure does involve the potential for controversy, especially among local businesses. The footprint of the proposed Elevated Express Lanes, being two lanes and situated in the median of existing Gandy Boulevard, will not directly impact any businesses along the corridor. The Center for Urban Transportation (CUTR) at the University of South Florida (USF) conducted an "Economic Analysis Study" (August 2009) which examined the possible indirect economic impacts of the proposed transportation improvements on the businesses located along the Gandy Boulevard corridor. The study concluded that as a result of implementing the proposed project, on average net negative change in gross sales equal to \$1 million and a loss of seven (7) jobs could reasonably be expected to occur within the study area. It should also be noted that this study predicted a \$0.8 million increase in sales and an additional five (5) jobs beyond the study area.

Status: An updated economic impacts study, 'Assessing the Economic and Business Impacts of the Proposed Western Selmon Extension – Study Update', was conducted by CUTR in August 2016. The study concluded that businesses that depend mostly on regional pass-through traffic will result in a combined reduction in gross sales of about 0.7 percent within the study area, or about \$4.6 million in 2015 dollars, and could result in the transfer of about 44 jobs from the study area to other areas in Hillsborough County. Increased accessibility will positively affect destination businesses that depend on regular customers, resulting in an annual increase of about 1.6 percent in gross sales revenues, or about \$8.5 million, and 47 additional jobs.

In addition to the updated study completed by CUTR, THEA has continued an extensive public outreach program to address community concerns about business impacts, aesthetics, and other issues. Since restarting the project in October 2015, THEA has worked diligently to establish and maintain contact with elected officials, residents, travelers, and the media.

In December 2015, THEA staff were interviewed on several local TV stations, and articles were published in the Tampa Bay Times and Tampa Tribune.

In January 2016, the project website was established (selmonextension.com) and the first electronic newsletter was distributed to an email database of about 3,000.

In February 2016, THEA contacted each homeowner's association in the Gandy Boulevard corridor and gave a presentation to three of those associations. In addition, THEA representatives walked into each business along Gandy Boulevard and handed out information on the project and met with various staff in February and March 2016. THEA also distributed a business survey to each business and business owner on Gandy Boulevard.

Twenty-three businesses and/or business owners responded to the majority of the 15 questions asked on the survey. The survey included questions regarding general contact information (name, business name, email address), business characteristics (delivery times, peak hours, construction signage, construction times, access to business, etc.) and additional information (meet directly with representative, additional contact information and comments/suggestions). Based on the comments, there is a mix of agreement and opposition to the project. Meetings with individual business owners are ongoing and will continue throughout the design and construction process. During construction, THEA plans to have a full-time public information officer assisting the construction firm in coordination with the businesses, residents and media. Numerous presentations have also been given to several chambers of commerce.

*Virtual Town Hall #1 meeting took place on August 24, 2016, and Virtual Town Hall meeting #2 took place on September 28, 2016, with invitations to over 20,000 residents and businesses surrounding the Gandy Corridor. Direct mail invite postcards (approximately 2,000) were sent to all businesses along Gandy Boulevard and neighborhoods to the north and south on July 26, 2016, for the August Virtual Town Hall #1 meeting, and a reminder postcard was sent on August 15, 2016. The postcards were sent to property owners within 450 of Gandy Boulevard. Several emails were also sent to state and local elected officials and subscribers to the Selmon Extension project. Several emails were sent to notify the public of the Virtual Town Hall #2 meeting in September 2016, and included Selmon Extension subscribers, SunPass Selmon Expressway Customers, and state and local officials. There were 235 attendees for the Virtual Town Hall #1 and 193 attendees for the Virtual Town Hall #2. Questions and responses from the Virtual Town Hall meetings can be found in **Attachment E**.*

Postcards were sent to all 254 units in Culbreath Key on January 5, 2017, and all 426 units at Regency Cove on January 20, 2017. The postcards were sent to notify residents of these communities for meetings to discuss access along Gandy Boulevard. The meeting with residents at Culbreath Key was held on January 10, 2017, and the meeting with residents at Regency Cove was held on January 26, 2017.

A.3 Land Use Changes

Existing Land Use

General land use within the project corridor can be categorized as commercial and industrial immediately adjacent to Gandy Boulevard with public/quasi-public lands located along the western end of the corridor adjacent to the beginning of the Gandy Bridge. The public lands consist of lands owned by the Florida Department of Transportation (FDOT) and include the Gandy Boat Ramp Park. Residential land uses can be found mainly outside the immediate project corridor with the adjacent commercial and industrial areas providing a buffer between Gandy Boulevard. For purposes of this analysis, the following generalizations were made: Heavy and Light Commercial were combined into Commercial; Heavy and Light Industrial were combined into Industrial and Mobile Home Park, Multi-Family, Single Family/Mobile Home and Two Family were combined into Residential. The project corridor is a highly urbanized area with very little undeveloped land. All on-site and adjacent land use types were classified by the Hillsborough County City-County Planning Commission and were

derived from property appraiser parcels and the Department of Revenue property classification codes that were last updated in August 2008. An analysis of this data was performed by utilizing a 1,000-foot buffer from the centerline of Gandy Boulevard for a total buffer width of 2,000 feet to estimate the existing land uses adjacent to the corridor. The area within the Tampa Bay waters was excluded from this analysis.

Status: There is no change in status.

Future Land Use

Because the project corridor is currently a highly urbanized area, no major changes are expected to occur to the future land use. The City of Tampa Adopted 2015 Future Land Use Geographical Information System (GIS) data was analyzed to determine what, if any, changes could be expected to the land uses surrounding Gandy Boulevard. Based on the available data the area immediately adjacent to Gandy Boulevard is expected to transition to more Urban Mixed Use with no other major changes anticipated. An analysis of this data was also performed and utilized the same 1,000-foot buffer from the Gandy Boulevard centerline that was used to analyze the existing land use. The future land use data obtained from the City of Tampa appears to be more refined and separates out more right of way land uses versus the existing land use data which could explain the large difference in acreage versus the existing land use and not an anticipated increase in right of way adjacent to the corridor.

Status: There is no change in status. The City of Tampa Adopted 2040 Future Land Use (Effective July 24, 2016) indicates the Gandy Boulevard corridor is anticipated to be an Urban Mixed Use land use.

A.4 Mobility

The construction of an elevated structure will remove regional traffic from the surface facility, potentially making the facility safer for vehicular, pedestrian and bicycle movements along and across Gandy Boulevard.

Status: This impact evaluation category was not in the original SEIR checklist; however, based on information provided in the PD&E support documents, mobility will be enhanced with this project and impacts are anticipated to be NONE.

A.5 Aesthetic Effects

The Gandy Boulevard roadway and landscaping enhancements will be maintained as much as possible. The landscaping within the median will remain low ground cover and with a 30-foot bridge, the pedestrian and driver's view along the corridor would remain open. Aesthetics will be further refined during the design phase. The existing decorative street lighting on the outside of Gandy Boulevard will remain in place. Similar style street lighting could be included on the elevated structure.

Status: This impact evaluation category was not in the original SEIR checklist; however, based on information provided in the PD&E support documents, aesthetics are an important element that THEA has been evaluating since the original concept was developed to lessen

the visual impacts associated with this project. THEA will continue to develop aesthetic treatments including evaluating bridge heights and coordinating with the city of Tampa and local parties. Even though this category was not listed in the original SEIR checklist, there is no change in status based on continued development of aesthetic treatments and coordination with City of Tampa and local interested parties.

A.6 Relocation Potential

There are no anticipated residential relocations associated with the implementation of the elevated regional connector. One business relocation (Sailor Mike's Bait and Tackle) is anticipated with the reconfiguration of the Bridge Street intersection with the entrance to the Culbreath Key and Regency Coves communities.

*Status: Based on the latest project plans no relocations (business or residential) are proposed for this project. The project will be constructed within the existing right-of-way (ROW). The reconfiguration of Bridge Street and the previously proposed bus bays are not being constructed. A letter from Hillsborough Area Rapid Transit (HART) is included in **Attachment E**. As part of this project, a U-turn will be provided under the proposed bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in **Attachment D**. A reevaluation of the Bridge Street connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal.*

B. CULTURAL

B.1 Historical Sites/Districts

A Historic Resources Assessment Survey Reevaluation was conducted in accordance with the procedures contained in 36 CFR Part 800. This survey included background research and field surveys to identify potential historic structures within the Area of Potential Effect (APE) for the proposed project. A total of 22 historic structures, including one (1) historic railroad corridor segment (8HI11519) and 21 historic buildings (8HI11493-8HI11496, 8HI11503-8HI11518 and 8HI1152), were identified during the survey. The buildings represent common forms of mid-century architecture and background research revealed no significant historical associations. The railroad corridor, as contained within the project APE, has suffered a loss of integrity and is not considered potentially eligible for listing in the National Register of Historic Places (NRHP). Evaluation of the entire historic railroad corridor was not conducted as part of this study. The proposed project and design options will have no effect on any historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. This survey was completed in July 2009 and received concurrence from the State Historic Preservation Office (SHPO) on September 3, 2009. A copy of this letter is contained in **ETC Appendix C**.

Status: As a result of the 2016 Historic Resources Survey Update (HRSU) and previous work, a total of 55 historic resources were identified within the Gandy Boulevard project area of potential effect (APE), including 32 newly identified resources and 23 extant previously recorded resources. The SHPO has evaluated the 23 previously recorded resources within the project area and has determined that none are eligible for listing in the NRHP. Of the 32 newly identified resources, three are located within the standard project APE and 29 are

situated within the expanded APE (the standard APE was expanded to include the viewshed of the elevated portion of the undertaking, as appropriate). The 32 newly identified resources (8HI13540 - 8HI13563, 8HI13647, and 8HI13701-8HI13707) consist of 21 dwellings, one office building, two commercial buildings, and one building complex resource group comprised of a pool, a shuffleboard court, a clubhouse, a statue, two residences and a boat basin. Twenty-four of these resources (8HI13540-8HI13563) represent common examples of their respective mid-20th-century architectural styles, and background research revealed no significant historic associations; therefore, they are not considered eligible for listing in the NRHP, either individually or as part of a historic district. Seven of these resources (8HI13701-8HI13707) are not considered individually eligible for the NRHP, but they are considered contributing resources to the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered NRHP eligible under Criteria A & B in the areas of Community Planning & Development and for its association with Welburn Guernsey. The historic railroad corridor segment (8HI11519) as contained within the project APE was previously determined ineligible for the NRHP by the SHPO.

THEA has considered the potential effects of the proposed undertaking, per Title 36 Code of Regulations (CFR) Part 800, on the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered eligible for the NRHP. As defined in CFR Part 800.4(d)(1), there are no historic properties affected, "if the agency official finds that either there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in 800.16(i)". An effect is defined as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" (CFR Part 800.16(i)). "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR Part 800.16(a)(1)).

Based on the information in the updated HRSU and coordination with SHPO, the proposed project will have no adverse effect on the NRHP-eligible Homes of Regency Cove/Guernsey City resource group (8HI13647). While the proposed project will have a slight visual impact on the resource group and its contributing parts due to the construction of the elevated roadway along Gandy Boulevard, the project will cause no physical alteration or destruction to any part of the property, nor will it require the removal of the resource from its location or alter the use of or access to the property. Thus, the project will not alter the characteristics of the Homes of Regency Cove/Guernsey City resource group that qualify it for inclusion in the NRHP.

An updated letter was sent to SHPO on December 8, 2016, and concurrence was received on December 14, 2016. A copy of this letter can be found in **Attachment E**. In conclusion, the proposed project will have no adverse impact on any historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

Based on the information above from the updated HRSU, there is no change in status.

B.2 Archaeological Sites

An archaeological survey was not required since this work was completed during the original PD&E study in 1992. This was noted within the Historic Resources Re-Evaluation Survey dated September 2009 and subsequently concurred with by SHPO in their letter dated September 3, 2009. No subsequent archaeological survey was conducted as part of this reevaluation based on previous finding and approvals.

Status: There is no change in status.

C. NATURAL

C.1 Wetlands and Other Surface Waters

There were four (4) wetlands and three (3) surface waters identified within or adjacent to the project corridor. Implementation of the Preferred Alternative would result in unavoidable impacts to surface waters within the project corridor. These impacts would occur from the new ramps that would be constructed near the intersection of Gandy Boulevard and Dale Mabry Highway, as well as the reconfiguration of the entrance at Culbreath Key/Bridge Street. It is anticipated that there will be no impacts to wetlands, with approximately 0.5 acre of surface waters impacted by the proposed roadway improvements. The impacts would occur to a ditch (SW1) that extends to Tampa Bay at the Culbreath Key entrance as well as impacts to existing stormwater facilities (SW2 & SW3) located north of Gandy Boulevard on both the east and west side of Dale Mabry Highway. Proper culverts will remain or be placed at the Culbreath Key/Regency Coves entrance north of Bridge Street to maintain existing flow through the ditch. Mitigation, if necessary, will be provided for impacts to these surface waters. Mitigation plans will be created during the design phase of the project as needed based on final impact evaluation.

*Status: Permit application packages were submitted to Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE) on January 25, 2017, with the FDOT as a co-applicant for the project. Littoral shelf impacts in stormwater ponds 1 and 2 (previously identified as SW2 and SW3, respectively) are anticipated. Since these littoral shelves were originally designed to offset temporary wetland impacts, mitigation is proposed to offset the littoral shelf impacts via purchase of credits at Tampa Bay Mitigation Bank. Approximately 0.05 acres of direct impact and 0.06 acres of secondary impacts are proposed to wetland MG1 (previously identified as W2) from the placement of fill to construct the driveway connection to the frontage road at Gandy South Park. The wetland systems consists of red mangrove (*Rhizophora mangle*), black mangrove (*Avicennia germinans*), white mangrove (*Laguncularia racemosa*), and buttonwood (*Conocarpus erectus*). This impact will also be mitigated by purchase of credits at Tampa Bay Mitigation Bank. Impacts to SW1 from the original SEIR are being avoided as part of the current design since there is no reconfiguration to the entrance at Culbreath Key and Regency Cove. Instead of the previously proposed Bridge Street reconfiguration, a U-turn will be provided west of Bridge Street to allow residents of Culbreath Key and Regency Cove have eastbound access along Gandy Boulevard. Based on this information, there is no change in status.*

C.3 Water Quality

The project is located close to Old Tampa Bay, which is subdivided into Upper and Lower Tampa Bay. The Gandy Bridge over Old Tampa Bay is the boundary line that separates Upper and Lower Tampa Bay. According to SWFWMD, Upper Tampa Bay has water quality restrictions for mercury, and Lower Tampa Bay has water quality restrictions for fecal coliforms. The project will be designed to not increase the level of these water quality constituents within Tampa Bay.

Water quality impacts will be addressed during design and construction of the proposed roadway project. The project will be designed to treat all stormwater runoff generated from the additional impervious area. Stormwater attenuation will be provided for sections along the project that do not discharge directly to Tampa Bay. This would consist of the eastern portion of the project located near Dale Mabry Highway. A pre-application meeting was held with SWFWMD on February 17, 2009, to discuss potential stormwater treatment options. SWFWMD stated that effluent filtration treatment is not an acceptable method for treatment, and treatment trains may be necessary to reach the required removal efficiency.

Proper Best Management Practices (BMPs) will be utilized during construction of the project to reduce or eliminate turbidity, erosion, and sedimentation into adjacent wetlands and surface waters found along the project corridor. These BMPs include (but are not limited to): silt fence, turbidity barriers, synthetic hay bales, seeding, sodding, and drain inlet covers. BMPs will be inspected and maintained throughout the construction phase of the project until all loose sediment and debris are permanently stabilized.

Status: The permit application package is currently being completed for submittal to Southwest Florida Water Management District (SWFWMD). Stormwater treatment will be provided in accordance with state rules and statutes. SWFWMD now requires that projects show a net improvement in water quality discharged to Old Tampa Bay. Compensatory/equivalent treatment and attenuation will be provided in the stormwater management facilities in the Selmon Expressway/Gandy Boulevard interchange to offset impacts west of the CSX railroad crossing. An erosion control plan and/or a stormwater pollution prevention plan (SWPPP) will be included as part of the SWFWMD permit and will be implemented during construction to avoid offsite water quality impacts. The NPDES notice of intent (NOI) with the FDEP will be filed at least 48 hours prior to construction and will be the responsibility of the design-build team. There is no change in status.

C.5 Drainage and Floodplains

A Draft Location Hydraulic Report (LHR) Short Form was prepared for this project. The LHR indicated that the floodplain area along the project corridor is based on tidally influenced storm surge with no regulatory floodplain involvement and thus does not warrant the need for the identification of longitudinal or transverse encroachments. There will be no significant adverse impacts on natural and beneficial floodplain values, changes in flood risk, or significant changes in the potential for interruption or termination of emergency service or emergency evacuation routes.

Status: Drainage and Design Documentation was prepared in August/September 2016 for the concept plans. The permit application package is currently being completed for

submittal to the SWFWMD. Stormwater treatment will be provided in accordance with state rules and statutes. The revised concept plans propose two new stormwater management facilities (Ponds 3A and 3B) in the existing loop ramps south of Gandy Boulevard at the Selmon Expressway interchange, and modifications to the two existing stormwater management facilities (Ponds 1 and 2) west and east of Dale Mabry Highway, as shown on Sheets 5 and 6 in Attachment C. According to the project's Drainage Design Documentation (August 2016), "The proposed roadway runoff will be collected and conveyed to the proposed stormwater management facilities or for direct discharge to the existing storm drain system that outfalls to the Bay. These conveyance systems will be designed as part of the final roadway design-build project, and a permit modification will be obtained if necessary."

The portion of the project located within the 100-year floodplain is the elevated roadway section located west of the existing railroad. Any minor encroachment into the flood plain will not require flood plain mitigation since this is a coastal flood zone. Based on this information, there is no change in status.

C.7 Protected Species and Habitat

Suitable habitat for federal and state-listed species was investigated for presence or absence during field reviews in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended, and Part 2, Chapter 27 of the FDOT *PD&E Manual: Wildlife and Habitat Impacts*. A literature review and agency database search was conducted to determine the presence and/or absence of federal and state-listed species and their critical habitat. Species with potential to occur within the project area included wood stork (*Mycteria Americana*), West Indian Manatee (*Trichechus manatus latirostris*), Bald Eagle (*Haliaeetus leucocephalus*), American Alligator (*Alligator mississippiensis*), Snowy Egret (*Egretta thula*), Florida Sandhill Crane (*Grus Canadensis pratensis*), White Ibis (*Eudocimus albus*), Roseate Spoonbill (*Ajaia ajaja*), Brown Pelican (*Pelecanus occidentalis*), Limpkin (*Aramus guarauna*), Little Blue Heron (*Egretta caerulea*), Reddish Egret (*Egretta rufescens*) and Tricolored Heron (*Egretta tricolor*). Field surveys were then conducted on April 20, 2009 to identify any protected species and/or critical or potential habitat within the project corridor. After field reviews, habitat assessment, and impact evaluation, it was determined that the proposed project will not adversely affect any federal or state-listed species.

Status: Permit application packages are currently being completed for submittal to Southwest Florida Water Management District (SWFWMD) and U.S. Army Corps of Engineers (USACE). Littoral shelf impacts in stormwater ponds 1 and 2 are anticipated. Since these littoral shelves were originally designed to offset temporary wetland impacts, mitigation is proposed to offset the littoral shelf impacts via purchase of credits at Tampa Bay Mitigation Bank. Mitigation provided will offset impacts to wood stork suitable foraging habitat. Since mitigation will be provided for any wetland impacts, the project will not adversely affect any federal or state-listed wetland-dependent species identified above. The project is located in an urbanized area of Tampa and no in-water work will occur; therefore, no impacts to other listed species identified above are anticipated. Since impacts will occur to the herbaceous littoral shelves located in the existing stormwater ponds, surveys for Florida sandhill nests should be conducted during nesting season (January through August) prior to commencement of construction within these areas. The crane surveys will be the

responsibility of the design-build team. Based on this information, there is no change in status.

D. PHYSICAL

D.1 Highway Traffic Noise

The Gandy Connector noise analysis was performed following FDOT procedures (*Project Development and Environment Manual*: Part II, Chapter 17: April 14, 2007). The FDOT procedures comply with Title 23 Code of Federal Regulations (CFR) Part 772 (*Procedures for Abatement of Highway Traffic Noise and Construction Noise*).

The prediction of future traffic noise levels with the roadway improvements was performed using the Federal Highway Administration's (FHWA) computer model for highway traffic noise prediction and analysis – the Traffic Noise Model (TNM – Version 2.5). The TNM propagates sound energy, in one-third octave bands, between highways and nearby receivers taking into account the intervening ground's acoustical characteristics and topography, and right of ways of buildings.

The noise levels presented in this report are expressed in decibels (dB) on the A-weighted scale (dBA). This scale most closely approximates the response characteristics of the human ear to low level sound. All noise levels are reported as equivalent level (LA_{eq1h}), values which theoretically contain the same amount of acoustic energy as an actual time-varying A-weighted sound level over a period of one (1) hour.

The results of the analysis indicate that existing (2006) traffic levels range from 39.1 to 66.5 dBA with traffic noise levels predicted to approach, meet, or exceed the NAC at one (1) of the receivers. The No-Build (2035) exterior traffic noise levels range from 39.5 to 67.8 dBA, with traffic noise levels predicted to approach, meet, or exceed the NAC at two (2) of the receivers. In the future (2035), with the proposed improvements to Gandy Boulevard in the form of Elevated Express Lanes, traffic noise levels are predicted to range from 41.0 to 67.7 dBA, with levels predicted to approach, meet, or exceed the NAC at six (6) of the receivers. Under the future build scenario, the six (6) impacted receivers represent 14 individual noise sensitive sites.

The difference in noise levels at the 1,284 noise-sensitive sites between existing and the Build alternative ranges from 0.3 and 8.6 dBA, with differences between the No-Build and Build alternatives ranging from -0.8 to 8.4 dBA. As such, none of the sites are predicted to experience a substantial increase (15 dBA or more) in traffic noise levels as a result of the proposed improvements.

Noise abatement alternatives are considered when predicted traffic noise levels approach, meet, or exceed the NAC. The measures considered for the Gandy Boulevard Corridor were traffic management, alternative roadway alignments, property acquisition, land use controls, pavement treatments and noise barriers. Noise barriers were determined to be the only reasonable and feasible alternative to potentially provide noise abatement.

Culbreath Key Condominium Barrier – Under the Build scenario, three (3) receivers representing six (6) individual sites were impacted at the Culbreath Key Condominium

community. Two options are available at this location for the study of noise barriers. The first option is a noise barrier positioned along the right of way of Gandy Boulevard. This option was not considered feasible due to the proposed reconfiguration of the Culbreath Key/Bridge Street entrance as well as the numerous driveways present and was not analyzed further. The second option consisted of a structure mounted barrier that would be positioned atop the proposed parapet wall along the Elevated Express Lanes. The height of the barrier analyzed was a maximum of eight (8) feet. Although this barrier is a reasonable means of noise abatement, this particular barrier was not able to provide the required five (5) dBA minimum reduction in noise. Results of this analysis indicated that the maximum amount of noise reduction achieved from this barrier would be 0.2 dBA and is therefore not recommended for further consideration.

Camden Westshore Apartments – Under the Build scenario, two (2) receivers representing four (4) individual sites were impacted at the Camden Westshore apartment community. Two options are available at this location for the study of noise barriers. The first option is a noise barrier positioned along the right of way of Gandy Boulevard. This option was not considered feasible due to the numerous driveways located along Gandy Boulevard and the relationship to the intersection of Gandy Boulevard and Westshore Boulevard. The second option consisted of a structure mounted barrier that would be positioned atop the proposed parapet wall along the Elevated Express Lanes. The height of the barrier analyzed was a maximum of eight (8) feet. Although this barrier is a reasonable means of noise abatement, this particular barrier was not able to provide the required five (5) dBA minimum reduction in noise. Results of this analysis indicated that the maximum amount of noise reduction achieved from this barrier would be 0.1 dBA and is therefore not recommended for further consideration.

Execustay Apartment Community – Under the Build scenario, one (1) receiver representing four (4) individual sites was impacted at the Execustay apartment community. Two options are available at this location for the study of noise barriers. The first option is a structure mounted barrier that would be positioned atop the proposed parapet wall along the Elevated Express Lanes. The height of the barrier analyzed was a maximum of eight (8) feet. Although this barrier is a reasonable means of noise abatement, this particular barrier option was not able to provide the required five (5) dBA minimum reduction in noise. Results of this analysis indicated that this barrier would not provide any noise reduction and is therefore not recommended for further consideration. The second option is a noise barrier positioned along the existing right of way adjacent to the Selmon Expressway. The length of the barrier in the initial evaluation was approximately 500 feet in length. The results of this analysis indicate that noise levels could be reduced by five (5) dBA or more at this receiver, with one (1) additional receiver representing four (4) individual sites also receiving a benefit from this barrier. This initial analysis shows an estimated cost per benefited receiver of approximately \$30,700, a cost that is below the cost reasonable guideline. This barrier will be evaluated further in the design phase of the Gandy Connector project when more detailed engineering data is available.

Status: A Traffic Noise Study Update Memorandum dated September 2016 was prepared for this project and provides details of the updated noise analysis that was conducted in August/September 2016 using current requirements in the PD&E Manual. A total of 17 new noise-sensitive sites were added to the traffic noise model (TNM). These sites were either

not modeled based on the previous CFR or are new sites that didn't exist during the evaluation contained in the 2012 approved SEIR PD&E phase. New noise-sensitive sites include the Gandy Park, La Quinta Inn pool, Ranch House Grill, Hooters restaurant, Grace Family Church, Lighthouse community pool, Qdoba restaurant, I-Heart Radio facility, City-owned park facilities and new facilities associated with the YMCA. A total of 1,235 noise-sensitive sites were modeled in this design traffic noise study update.

As part of the original PD&E study noise analysis, it was determined that a noise barrier was cost reasonable for the Avesta Bay Crossing apartment complex (f.k.a. Execustay). The evaluated barrier was able to provide 5 dB(A) noise level reduction for the impacted receptor (noise reduction goal at time of original PD&E study), as well as one additional receptor (each representing four noise-sensitive sites). Based on the results of this analysis with the design-change improvements for the Selmon West Extension, the predicted traffic noise levels are anticipated to exceed the NAC at 36 sites along the project corridor. Based on the current traffic volumes and design changes, the proposed barrier at Avesta Bay Crossing does not provide a 7 dB(A) reduction for the impacted receptor, which doesn't meet the current noise reduction design goal. A barrier at this location could provide a 5 dB(A) reduction for two non-impacted receptors at the Avesta Bay Crossing apartments; however, a 5 dB(A) reduction could not be provided for the impacted receptor, which would not even meet the noise reduction goal at the time of the original study. Based on the noise analysis, it has been determined that a noise barrier is no longer considered reasonable at Avesta Bay Crossing.

*A noise barrier for the YMCA complex was considered a potentially cost reasonable means to reducing traffic noise levels. At a height of 10 feet and greater, the barrier would reduce predicted traffic noise levels at the YMCA by 7 dB(A), which meets the requirements of the noise reduction design goal. Meetings were held with the City of Tampa on October 4, 2016, and October 24, 2016, to discuss the potential noise barrier. Based on those meetings, it was determined that the City of Tampa does not desire a noise barrier at this location. A letter was sent to the City of Tampa on January 12, 2017, for concurrence. A copy of the signed concurrence letter is included in **Attachment E**.*

No other barriers were determined to be a cost reasonable and feasible method to provide noise reduction for the remaining impacted receptors.

D.2 Air Quality Analysis

The proposed project is located in Hillsborough County, an area currently designated as being attainment for the following criteria air pollutants: nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide and lead. Ozone is currently designated at attainment, however; new Environmental Protection Agency (EPA) regulations developed in 2008 are expected to bring the Tampa Bay region into non-attainment status.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The FDOT's screening model CO Florida 2004 (released September 7, 2004) uses the latest U.S. EPA approved software (**MOBILE6 and CAL3QHC**) to produce estimates of

one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour **National Ambient Air Quality Standards (NAAQS)** for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The roadway intersection forecast to have the highest total approach traffic volume located within the project limits is Gandy Boulevard at Dale Mabry Highway. The Existing, Build and No-Build scenarios were evaluated. The design year for this project is established at year 2035. For the purposes of this project, the Build and No-Build Scenarios are treated as the same, as no capacity is being added to the existing roadway.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of roadway. The maximum impacts occur in the no-build conditions and are 10.5 ppm for the 1-hour concentration and 6.3 ppm for the 8-hour concentrations. Based on the results from the screening model, the highest project-related CO one and eight hour levels are not predicted to meet or exceed the one or eight hour **National Ambient Air Quality Standards (NAAQS)** for this pollutant with either the Build or No-Build alternatives. As such, the project “passes” the screening model.

Status: *There is no change in status.*

D.3 Contamination

A total of 26 sites were reviewed within the project boundary. Of the 26 sites, one site received a ranking of No risk, 17 sites received a ranking of Low risk, seven sites received a ranking of Medium risk, and one site received a ranking of High risk. For sites ranked No or Low risk, no further action was warranted. For sites with a risk ranking of Medium or High, it was recommended that Level 2 field screening be conducted prior to construction. No sites with a risk ranking of Medium or High were anticipated to be impacted by the proposed project. A list of the potential contamination sites identified is provided below.

Map ID	Site Name	Site Address	Risk Rating	Government Database
1	Tampa Historical Landfill #49	NE of Gandy/Dale Mabry Intersection	Medium	SWL
2	7-Eleven #32336	3698 W. Gandy Blvd.	Low	LUST
3	Mobil 02-JBV	3699 W. Gandy Blvd.	Low	LUST
4	Gandy Auto Air	3821 W. Gandy Blvd.	Low	LUST
5	Tampa Historical Landfill #16	SW of Gandy/Dale Mabry Intersection	Medium	SWL
6	Chevron #397	4101 W. Gandy Blvd.	Medium	LUST
7	Bank of America	4109 W. Gandy Blvd.	Low	LUST
8	Macy’s Furniture Gallery	4130 W. Gandy Blvd.	Low	LUST
9	Gas Kwick	4316 W. Gandy Blvd.	Low	LUST
10	Roberd’s	4302 W. Gandy Blvd.	No	LUST
11	Jiffy Lube	4316 W. Gandy Blvd.	Low	UST

Map ID	Site Name	Site Address	Risk Rating	Government Database
12	Marathon (BP #411)	4319 W. Gandy Blvd.	Low	UST
13	Former Petrol Mart #615	4465 W. Gandy Blvd.	Medium	LUST
14	Zayre Department Store #689	4465 W. Gandy Blvd.	Low	LUST
15	Vacant Lot	4602 W. Gandy Blvd.	Low	Visual
16	Auto Repair Shops	4621-4625 W. Gandy Blvd.	Low	Visual
17	Citgo #372	4702 W. Gandy Blvd.	High	LUST
18	Shell Station	4747 W. Gandy Blvd.	Medium	LUST
19	Circle K #8811	4801 W. Gandy Blvd.	Medium	LUST
20	Former Imperial Yacht Basin Marina	5000 W. Gandy Blvd.	Low	LUST
21	Coastal Mart #603	5002 W. Gandy Blvd.	Low	LUST
22	USMC Reserve Station	5121 W. Gandy Blvd.	Low	LUST
23	Empire Service Station	4618 S. Dale Mabry Hwy.	Medium	LUST
24	Lieberman Erwin Family Trust	4545 S. Dale Mabry Hwy.	Low	LUST
25	Gregory Property	4537 S. Dale Mabry Hwy.	Low	LUST
26	Sunshine Biscuits, Inc.	4535 S. Dale Mabry Hwy.	Low	UST

***Status:** An updated Level 1 contamination screening has been completed for this reevaluation. An updated Environmental Data Resources (EDR) DataMap Corridor Study was reviewed for the project limits to identify potential contamination sites within the corridor. No additional sites were identified; however, some of the original sites have either changed names or business type. Also, Part 2, Chapter 22 Contamination of the PD&E Manual was updated on September 1, 2016. As part of the update, Section 22.2.3.2 now states that a Medium risk rating is the lowest possible rating a currently operating petroleum fueling or storage facility can receive in an assessment document (previously the lowest rating for these was Low). Based on the updated evaluation, 1 site is ranked High, 8 sites are ranked Medium and 17 sites are ranked Low. A summary of sites that changed is provided below:*

***Site No. 2:** 7-Eleven #32336 is currently a retail plaza that includes a Verizon Wireless store and Chipotle restaurant. It appears the fueling facility was removed sometime in 2014. The site was originally given a risk rating of Low. This facility will remain as Low since it was previously a fueling facility.*

***Site No. 3:** The Mobil fueling facility was originally rated a Low for contamination; however, based on the updates to Part 2, Chapter 22 Contamination of the PD&E Manual (effective September 1, 2016), this site will now be rated as Medium.*

***Site No. 4:** Gandy Auto Air was identified as a former retail fueling station that was converted to a Hollywood Video. Based on current information, the address could not be identified within the project area. This site was previously risk rated as Low and will remain as Low since it was a previous retail fueling facility.*

Site No. 9 & 11: There is no change in status to these sites. It is noted, however, that these sites were originally identified separately, but are the same site located at 4316 W. Gandy Boulevard. Both were given a risk rating of Low.

Site No. 10: This site was originally identified as a Roberd's furniture store, and is now a Walmart Supercenter. This site is identified as a Resources Conservation Recovery Act (RCRA) conditionally exempt small quantity generator (CESQG). This site was originally rated as No for potential contamination, but since the Walmart is a RCRA-CESQG site, this site has been designated as Low for potential contamination.

Site No. 12: This site was originally identified as a Marathon retail fueling facility and is now identified as a vacant property. This site will remain Low since it is a former retail fuel facility no longer in service.

Site No. 13: This site was originally identified as Petrol Mart #615, a retail fueling facility and rated as Medium for potential contamination. The Jerk Hut Southside Café is now located at this location. Based on recent review of Oculus, Site Assessment Reports have been completed for this site. It appears that recent samples at the site indicated several contaminants were found above the soil cleanup target levels (SCTL). This site is still rated as Medium for potential contamination.

Site No. 14: The Zayre Department Store #689 is now Grace Family Church. The Grace Family Church is not listed in the EDR report; however, this site is still rated Low for potential contamination due to previous USTs on the site.

Site No. 18: The Shell retail fueling station identified during the PD&E is now a 7-Eleven retail fueling facility. This site will remain rated as Medium for potential contamination since it is an active retail fueling facility located along the project corridor.

Site No. 24, 25 & 26: The businesses or property owners listed in the PD&E study are no longer located at the addresses identified for these sites. These sites are located along Dale Mabry north of the CSX Railroad. None of sites are currently listed in the EDR report; however, these sites remain rated Low due to previous findings.

A level II evaluation was conducted for all sites ranked Medium or High based on the current findings. Two sites appear to contain the presence of materials that may require remediation during construction. One site is the Citgo gas station along Gandy Boulevard and the other is the landfill near the Selmon interchange. Based on information from the Level II evaluation, the project within the median of Gandy Boulevard and the known limits of the proposed landfill, the project is located outside of the area designated as landfill; therefore, no further action is required at this location. Any involvement with potential contamination at the Citgo gas station will be evaluated during construction and any necessary cleanup will be conducted at that time. There is no change in impact status.

Site ID	2012 SEIR Site Name	2016 SEIR Reeval Site Name	Site Address	2012 SEIR Risk Rating	2016 SEIR Reeval Risk Rating
1	Tampa Historical Landfill #49	Tampa Historical Landfill #49	NE of Gandy/Dale Mabry Intersection	Medium	Medium
2	7-Eleven #32336	Verizon Wirelss / Chipotle	3698 W. Gandy Blvd.	Low	Low
3	Mobil 02-JBV	Mobil Gas Station	3699 W. Gandy Blvd.	Low	Medium
4	Gandy Auto Air	N/A	3821 W. Gandy Blvd.	Low	Low
5	Tampa Historical Landfill #16	Tampa Historical Landfill #16	SW of Gandy/Dale Mabry Intersection	Medium	Medium
6	Chevron #397	Chevron #397	4101 W. Gandy Blvd.	Medium	Medium
7	Bank of America – Ekman Center	Bank of America – Ekman Center	4109 W. Gandy Blvd.	Low	Low
8	Macy's Furniture Gallery	Macy's Furniture Gallery	4130 W. Gandy Blvd.	Low	Low
9	Gas Kwick	Jiffy Lube #228	4316 W. Gandy Blvd.	Low	Low
10	Roberd's	Walmart Supercenter #4681	4302 W. Gandy Blvd.	No	Low
11	Jiffy Lube	ID No. 9 Above	4316 W. Gandy Blvd.	Low	Low
12	Marathon	Vacant Property	4319 W. Gandy Blvd.	Low	Low
13	Petrol Mart #615	Jerk Hut Southside Café	4495 W. Gandy Blvd.	Medium	Medium
14	Zayre Department Store #689	Grace Family Church	4479 W. Gandy Blvd.	Low	Low
15	Vacant Lot (Former Texaco Service - 1960s)	Enterprise Rental Car	4602 W. Gandy Blvd.	Low	Low
16	Auto Repair Shops	Auto Repair and Sales	Between Renellie and Trask North of Gandy Blvd.	Low	Low
17	Citgo #372	Citgo #372	4702 W. Gandy Blvd.	High	High
18	Shell Station	7-Eleven	4747 W. Gandy Blvd.	Medium	Medium
19	Circle K #8811	Circle K #8811	4801 W. Gandy Blvd.	Medium	Medium
20	Former Imperial Yacht Basin Marina	Former Imperial Yacht Basin Marina	5000 W. Gandy Blvd.	Low	Low
21	Coastal Mart #603	Former Coastal Mart #603/San Ann Service Station	5002 W. Gandy Blvd.	Low	Low
22	USMC Reserve Station	Marine Reserve Training Center	5121 W. Gandy Blvd.	Low	Low
23	Empire Service Station	Former Empire Service Station	4618 S. Dale Mabry Hwy.	Medium	Medium
24	Lieberman Erwin Family Trust	Unknown	4545 S. Dale Mabry Hwy.	Low	Low
25	Gregory Property	American Freight Furniture and Mattress	4535 S. Dale Mabry Hwy.	Low	Low
26	Sunshine Biscuits, Inc.	Pantograms Manufacturing Co.	4537 S. Dale Mabry Hwy.	Low	Low

D.4 Utilities and Railroads

The following utility company facilities located near or within the Gandy Boulevard portion of the study limits were taken from the Gandy Boulevard Utility Adjustment Plans for WPI Seg. No. 255822-2:

- Bright House Networks (Spectrum) – Overhead and underground fiber optic facilities
- Frontier Communications – Fiber optic cable and copper cable, underground and overhead parallel and crossing.
- TECO Peoples Gas – 2-inch gas line parallel and crossing Gandy Boulevard.
- Tampa Electric (Transmission & Distribution) – Wood and Concrete poles, with overhead power lines, parallel and crossing. Additionally there are buried service lines.
- City of Tampa Traffic Department – ITS fiber optic cable and Dynamic Message Signs.
- City of Tampa Water Department – Water Main parallel and crossing.
- City of Tampa Sewer Department – Gravity Sewer and Force Main parallel and crossing Gandy Boulevard.
- MCI, Fiberlight, & Time Warner Telecom – Underground fiber optic cable, underground facilities.
- Xspedius Fiber Group – Underground fiber optic cable.
- Teleport Communications Group (AT&T) – Underground fiber optic cable.
- Tampa Pipeline Company – 8" Jet Fuel Line crossing Gandy Boulevard at Westshore.
- P.E.A., Inc. AT&T– Underground fiber optic cable.

Gandy Boulevard has an at-grade railroad crossing (#626349-E) in Hillsborough County just west of the Selmon Expressway connection. The crossing consists of one mainline track, crossing at a slight southwest to northeast skew. The crossing was replaced in 2000 and is in good condition. The existing traffic control devices are Type IV, Class III, which consists of cantilever structures with signs and flashing lights, automatic gates, and bells. Advanced signing and pavement marking are also provided, as well as a flashing "NO LEFT TURN" side street warning device for Church Street, which connects to Gandy Boulevard just west of the railroad.

Some utility relocations will be required prior to construction. A detailed utility relocation plan, including cost estimates, will be developed during final design.

Status: Utility coordination is ongoing and will be completed before the project's design-build letting date. Railroad coordination is also ongoing with CSX for the crossing within the CSX ROW. The coordination also involves the existing crossing signal and equipment and gates. No bridge piers are proposed within the CSX railroad ROW. The FDOT indicated in a coordination meeting on 9/21/2016, that the railroad crossing is programmed to be reconstructed in the future and that the project is on an unfunded needs priority list for reconstruction in the latter years of the FDOT Work Program. During the meeting, CSX stated that the proposed bridge design should anticipate the rail will be raised 2-5 inches.

The bridge height during final design will account for the potential increase in rail elevation anticipated with the railroad crossing improvement. There is no change in status.

D.5 Construction

During the construction phase of the proposed project, short-term noise and air quality impacts may be generated by stationary and mobile construction equipment. Construction of roadway improvements may have a temporary impact on noise-sensitive sites and local air quality adjacent to the project corridor. Construction noise and air pollution will be controlled by the adherence to the most recent edition of the FDOT's Standard Specifications for Road and Bridge Construction.

Using FDOT's listing of vibration sensitive sites; residences were identified as potentially sensitive to vibration caused during construction. If during final design it is determined that provisions to control vibration are necessary, the project's construction provisions can include the necessary provisions as needed.

Status: Traffic Control Plans (TCP) are being developed as part of the Design Plans. All construction activities will comply with the latest version of the FDOT Standard Specifications for Road and Bridge Construction. Therefore, there is no change in status.

D.6 Bicycles and Pedestrians

The construction of the proposed improvements along Gandy Boulevard has the potential to provide positive effects for pedestrians and bicyclists. The elevated regional connector would remove regional traffic, making the surface facility less congested and potentially safer for these users.

The project also provides for a signalized intersection at Bridge Street which can facilitate a signalized crossing for users of the Gandy Causeway Trails.

Status: There is no change in status since the project has the potential to provide positive effects for pedestrians and bicyclists. Current design standards require the construction of 7-foot buffered bicycle lanes within urbanized areas. A design variation will be submitted to FDOT to not construct the buffered bicycle lanes due to limited right of way and cost considerations.

*There are currently no plans to construct a signal at the Bridge Street/Gandy Boulevard intersection since a signal is not currently warranted. As part of this project, a U-turn will be provided under the proposed bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in **Attachment D**. A reevaluation of the Bridge Street connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal.. The Gandy Friendship Trail Bridge is no longer extant. There are no plans by any jurisdiction to build a new trail facility within the Gandy Bridge corridor across Old Tampa Bay.*

ATTACHMENT B

Tampa Hillsborough County Expressway Authority

FINAL STATE ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION

Project Name: Gandy Connector Project Development and Environment (PD&E) Study
Project Limits: From the Gandy Bridge to the western terminus of the Selmon Expressway in Hillsborough County
WPI Segment No.: 255822-1

2. PROJECT DESCRIPTION

a. Existing Conditions:

The existing Gandy Boulevard roadway is a 4-lane divided “rural” roadway west of Bridge Street and 4-lane divided “urban” east of Bridge Street, which is one block west of Westshore Boulevard. The rural segment includes 10-foot multiuse paths on both sides, 12-foot lanes, 5-foot outside paved shoulders and 2-foot and 4-foot inside paved shoulders with a minimum 30-foot depressed grassed median. Following the completion of the Florida Department of Transportation’s (FDOT) reconstruction project in fall 2009 (WPI Seg. No. 255822-2), the urban section segment now includes a 30-foot raised median along Gandy Boulevard, 11-foot inside lanes, 12-foot outside lanes, and 6-foot sidewalks located at the back of the curbs. Additional auxiliary lanes are provided in the vicinity of the Selmon Expressway ramp intersections located between Church Avenue and Dale Mabry Highway. Signalized intersections are present at Westshore Boulevard, Manhattan Avenue, Lois Avenue, and Dale Mabry Highway. Auxiliary turn lanes are included at all signalized intersections. The existing right of way width is a minimum 100-foot., centered on the centerline of the roadway. The posted speed limit is 45 miles per hour in most areas. This corridor is designated as an emergency evacuation route and is designated on the FDOT’s Strategic Intermodal System (SIS) and Florida Intrastate Highway System (FIHS).

b. Proposed Improvements:

Expected improvements include the construction of 2-way, 2-lane Elevated Express Lanes from west of Bridge Street to the western terminus of the Selmon Expressway near Dale Mabry Highway. Tolls would be collected for users of the Elevated Express Lanes. The bridge piers would be located within the median of existing Gandy Boulevard. Additional proposed improvements include ramp connections at the west end of the Elevated Express Lanes as the diverge/merge to Gandy Boulevard west of Bridge Street, surface street improvements at Bridge Street and the construction of ramps to/from Dale Mabry Highway in the vicinity of the Selmon Expressway terminus.

**Tampa-Hillsborough County Expressway Authority
DRAFT STATE ENVIRONMENTAL IMPACT REPORT**

3. APPROVED FOR PUBLIC AVAILABILITY (Prior to Public Hearing)


Responsible Officer

7/31/09
Date

A Public Hearing was held on 8/25/2009

4. APPROVAL OF FINAL DOCUMENT (After Public Hearing)


Executive Director of
Tampa-Hillsborough County Expressway Authority

8/8/11
Date


District Secretary or Designee
Florida Department of Transportation – District Seven

11/1/12
Date

Tampa Hillsborough County Expressway Authority

FINAL STATE ENVIRONMENTAL IMPACT REPORT

5. IMPACT EVALUATION

Topical Categories	S*	NS*	N*	NI*	Basis for Decision
A. SOCIAL IMPACTS					
1. Land Use Changes	[]	[]	[X]	[]	<u>See Section 1.1 of ETC*</u>
2. Community Cohesion	[]	[]	[X]	[]	<u>See Section 1.2 of ETC*</u>
3. Relocation Potential	[]	[X]	[]	[]	<u>See Section 1.3 of ETC*</u>
4. Community Services	[]	[]	[X]	[]	<u>See Section 1.4 of ETC*</u>
5. Title VI Consideration	[]	[]	[X]	[]	<u>See Section 1.5 of ETC*</u>
6. Controversy Potential	[]	[X]	[]	[]	<u>See Section 1.6 of ETC*</u>
7. Bicycles and Pedestrians	[]	[]	[X]	[]	<u>See Section 1.7 of ETC*</u>
8. Utilities and Railroads	[]	[X]	[]	[]	<u>See Section 1.8 of ETC* and Sections 1.1.12 and 6.10 of PEA**</u>
B. CULTURAL IMPACTS					
1. Historical Sites / Districts	[]	[]	[X]	[]	<u>See Section 2.1 of ETC*</u>
2. Archaeological Sites	[]	[]	[X]	[]	<u>See Section 2.2 of ETC*</u>
3. Recreation Sites	[]	[]	[]	[X]	
C. NATURAL ENVIRONMENT					
1. Wetlands	[]	[X]	[]	[]	<u>See Section 3.3 of ETC*</u>
2. Aquatic Preserves	[]	[]	[]	[X]	
3. Water Quality	[]	[]	[X]	[]	<u>See Section 3.4 of ETC*</u>
4. Outstanding Fla. Waters	[]	[]	[]	[X]	
5. Wild and Scenic Rivers	[]	[]	[]	[X]	
6. Floodplains	[]	[]	[X]	[]	<u>See Section 3.5 of ETC*</u>
7. Coastal and Marine	[]	[]	[X]	[]	<u>See Section 3.6 of ETC*</u>
8. Wildlife and Habitat	[]	[X]	[]	[]	<u>See Section 3.7 of ETC*</u>
9. Farmlands	[]	[]	[]	[X]	
D. PHYSICAL IMPACTS					
1. Noise	[]	[X]	[]	[]	<u>See Section 4.1 of ETC*</u>
2. Air	[]	[]	[X]	[]	<u>See Section 4.2 of ETC*</u>
3. Construction	[]	[X]	[]	[]	<u>See Section 4.3 of ETC*</u>
4. Contamination	[]	[X]	[]	[]	<u>See Section 4.4 of ETC*</u>
5. Navigation	[]	[]	[]	[X]	

*S = Significant; NS = Not Significant; N = None; NI = No Involvement. Basis of decision will be a reference to the Project Development Summary Report following this checklist.

*ETC – Environmental Technical Compendium

**PEA – Preliminary Engineering Analysis

Tampa Hillsborough County Expressway Authority

FINAL STATE ENVIRONMENTAL IMPACT REPORT

E. PERMITS REQUIRED

It is anticipated that the following permits may be required:

- Environmental Resource Permit – Southwest Florida Water Management District (SWFWMD)
- Dredge and Fill Permit – US Army Corps of Engineers (USACE).
- National Pollutant Discharge Elimination System (NPDES) Permit – Florida Department of Environmental Protection (FDEP).
- Environmental Protection Commission of Hillsborough County Permit.

6. AGENCY COORDINATION & PUBLIC INVOLVEMENT

This segment of the Selmon Expressway was evaluated in the Programming Screen of the Efficient Transportation Decision Making (ETDM) process (project # 12216) in 2009. This process established the Class of Action as a State Environmental Impact Report (SEIR).

The THEA held approximately sixty (60) individual and small group meetings between June 30, 2008 and August 19, 2009 that included small businesses and neighborhood associations. A total of four (4) Project Advisory Group (PAG) meetings were held between September 30, 2008 and September 28, 2009. The THEA also gave presentations to the City of Tampa, the Hillsborough County Metropolitan Planning Organization, the Greater Tampa Chamber of Commerce and the Hillsborough County Planning Commission. In addition, newsletters were distributed to announce the Public Information Workshop, held on April 14, 2009 and the Public Hearing, held on August 25, 2009.

At the Public Hearing, the THEA encouraged the public to ask questions and submit comments, either orally to the court reporter at the hearing, or written on a comment form to be submitted and recorded for the public hearing record. Twelve citizens gave oral statements during the public testimony period. A total of eighty-five (85) comments were received either prior to, during, or after the hearing. Of these comments, twenty-four (24) percent supported the Build Alternative, while the remaining seventy-six (76) percent were opposed to construction of the project. Of those opposed, most comments were in regards to the perceived negative impacts the build alternative would have on the community, local businesses, and property values.

7. COMMITMENTS AND RECOMMENDATIONS

The following commitments have been made by the THEA and will be adhered to during the final design and construction phases:

1. To further study the need for a noise wall at the east end of the project limits.
2. To continue coordination with CSX railroad regarding the Gandy Boulevard crossing and the height of structures and warning gates.
3. Continue to coordinate with the City of Tampa on finding coordinated solutions for the project drainage requirements.
4. To continue the participation of the Project Advisory Group (PAG) and the community in the final design and construction process with specific focus on aesthetic features.

Tampa Hillsborough County Expressway Authority

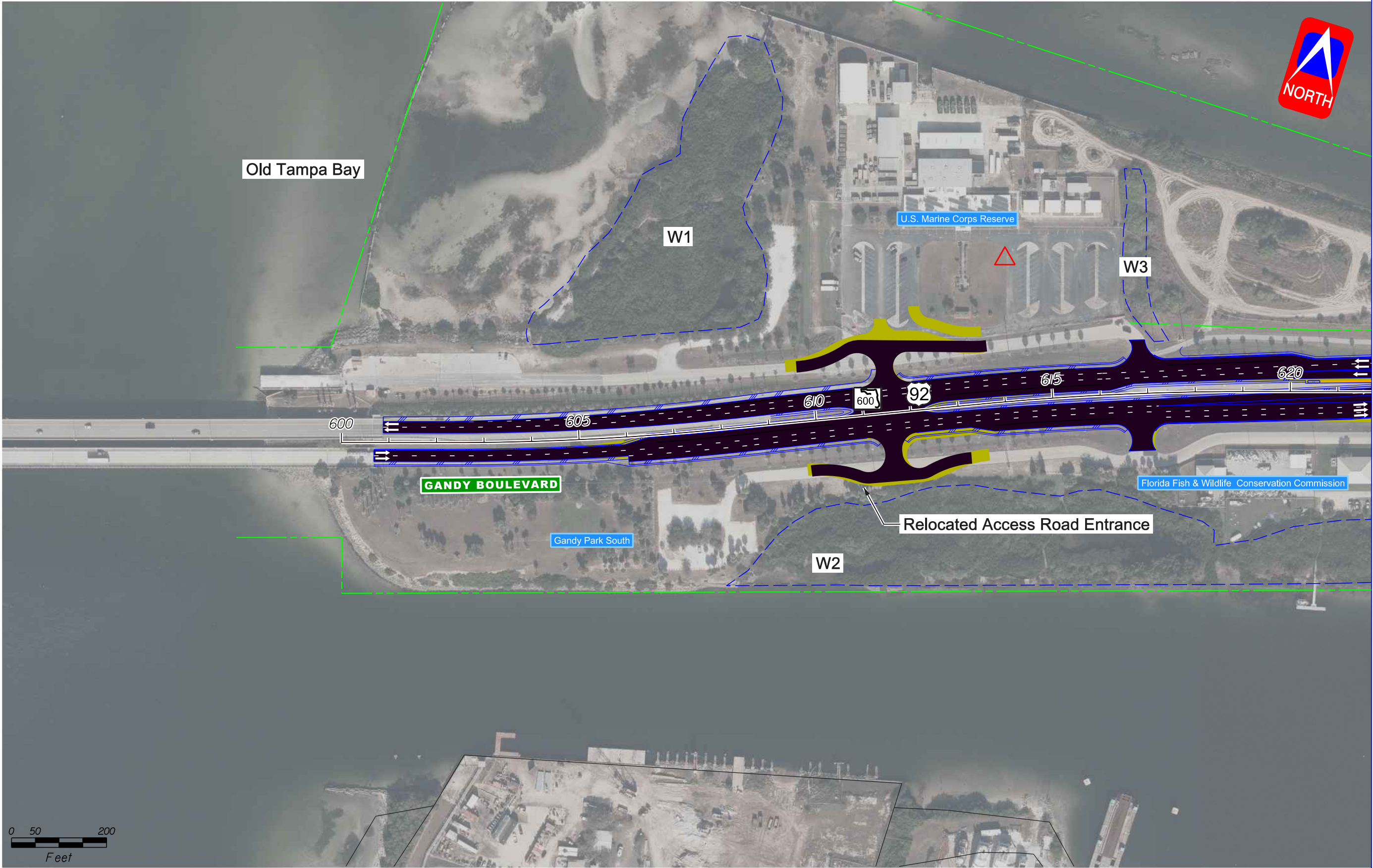
FINAL STATE ENVIRONMENTAL IMPACT REPORT

5. To warrant further environmental assessment to contamination sites ranked "Medium" risk pending the final roadway alignment; while the single contamination site ranked "High" risk (US Marine Corp) will warrant a further environmental investigation based on the results of the final roadway alignment and design.
6. Should the State Environmental Impact Report (SEIR) be accepted by the THEA Board of Directors, the Authority will then perform an Investment Grade Revenue and Toll Study for the feasibility to build the facility as a toll road.
7. Coordinate with communities of Regency Cove, Culbreath Key, and the City of Tampa on the final design and aesthetics details of the proposed shared access point opposite Bridge Street.
8. Additional analysis will be conducted during final design phase for the eastbound and westbound access ramps to and from the Elevated Express Lanes in the vicinity of Dale Mabry Highway.
9. The requirement during final design to define a project building system that would minimize roadway and driveway closures during peak hours during construction and minimize direct construction impacts to the existing Gandy Boulevard roadway, street lighting, traffic signalization and roadway signs.
10. To further evaluate the traffic operations at the eastbound loop ramp of the Elevated Express Lanes.

Recommendations

The Preferred Alternative is recommended. It consists of construction of the two-lane, two-way Elevated Express Lanes along existing Gandy Boulevard from the existing Gandy Bridge to the Selmon Expressway. Piers would be located in the center of the median of Gandy Boulevard. New ramps would be constructed near the intersection of Gandy Boulevard and Dale Mabry Highway to enter and exit the new Elevated Express Lanes, as well as an extension to Bridge Street to the north and reconfiguration and combination of Culbreath Key and Regency Cove development entrances. The Preferred Alternative also includes westbound and eastbound bus bays on Gandy Boulevard just east of Manhattan Avenue.

ATTACHMENT C



DATE OF PHOTOGRAPHY: January, 2016

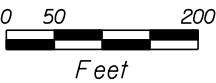
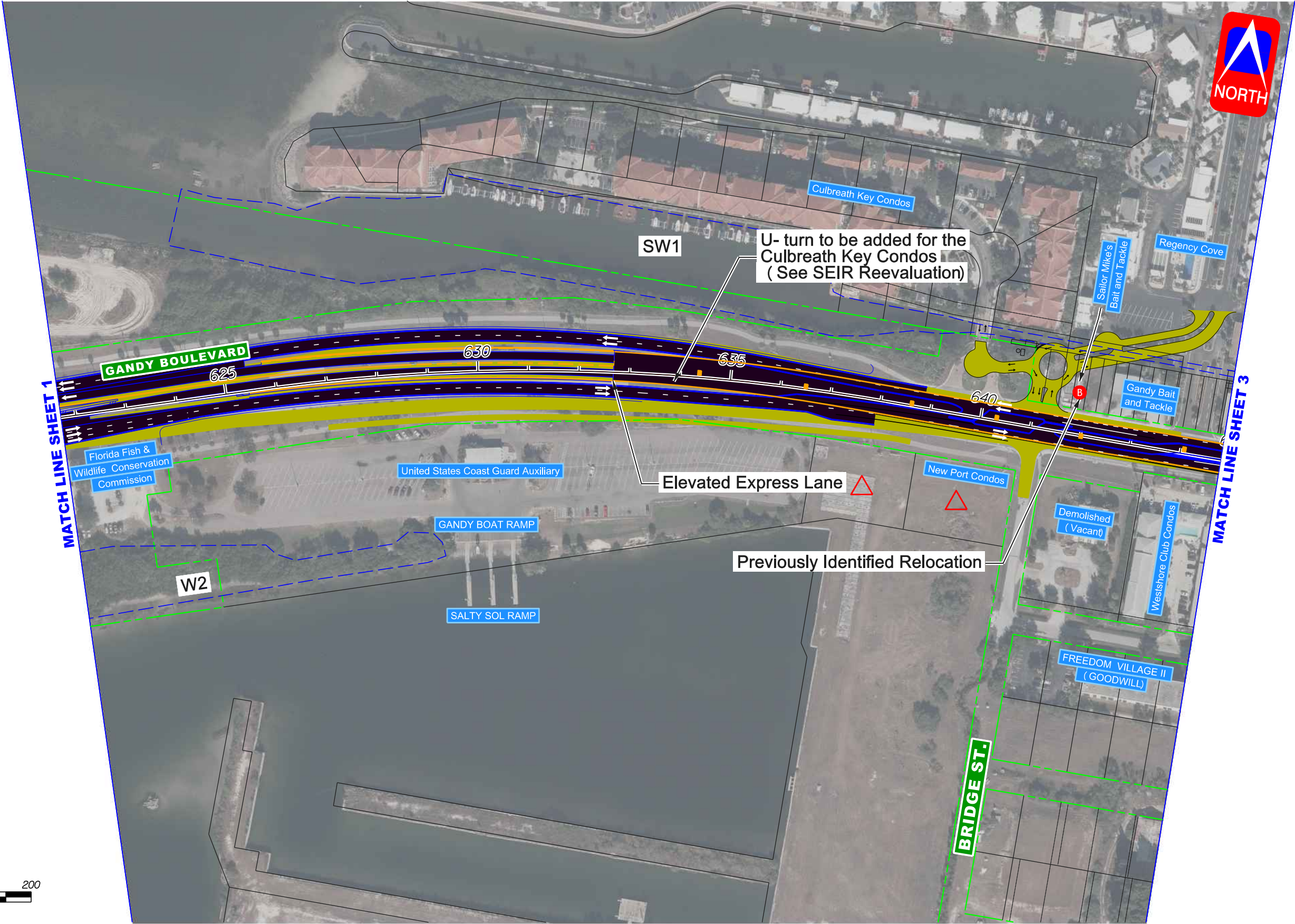
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| | PREVIOUSLY PROPOSED R/W | | EXISTING R/W | | POTENTIAL BRIDGE PIER LOCATION | | PREFERRED BUILD ALTERNATIVE |
| | BRIDGE STRUCTURE/RETAINING WALL | | EXISTING PROPERTY LINE | | POTENTIAL CONTAMINATION SITE | | PREFERRED POND ALTERNATIVE |
| | DIRECTION OF TRAVEL | | WETLAND/SURFACE WATERS | | PREVIOUSLY PROPOSED BUSINESS RELOCATION | | |
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GANDY CONNECTOR PD&E STUDY
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ALTERNATIVE

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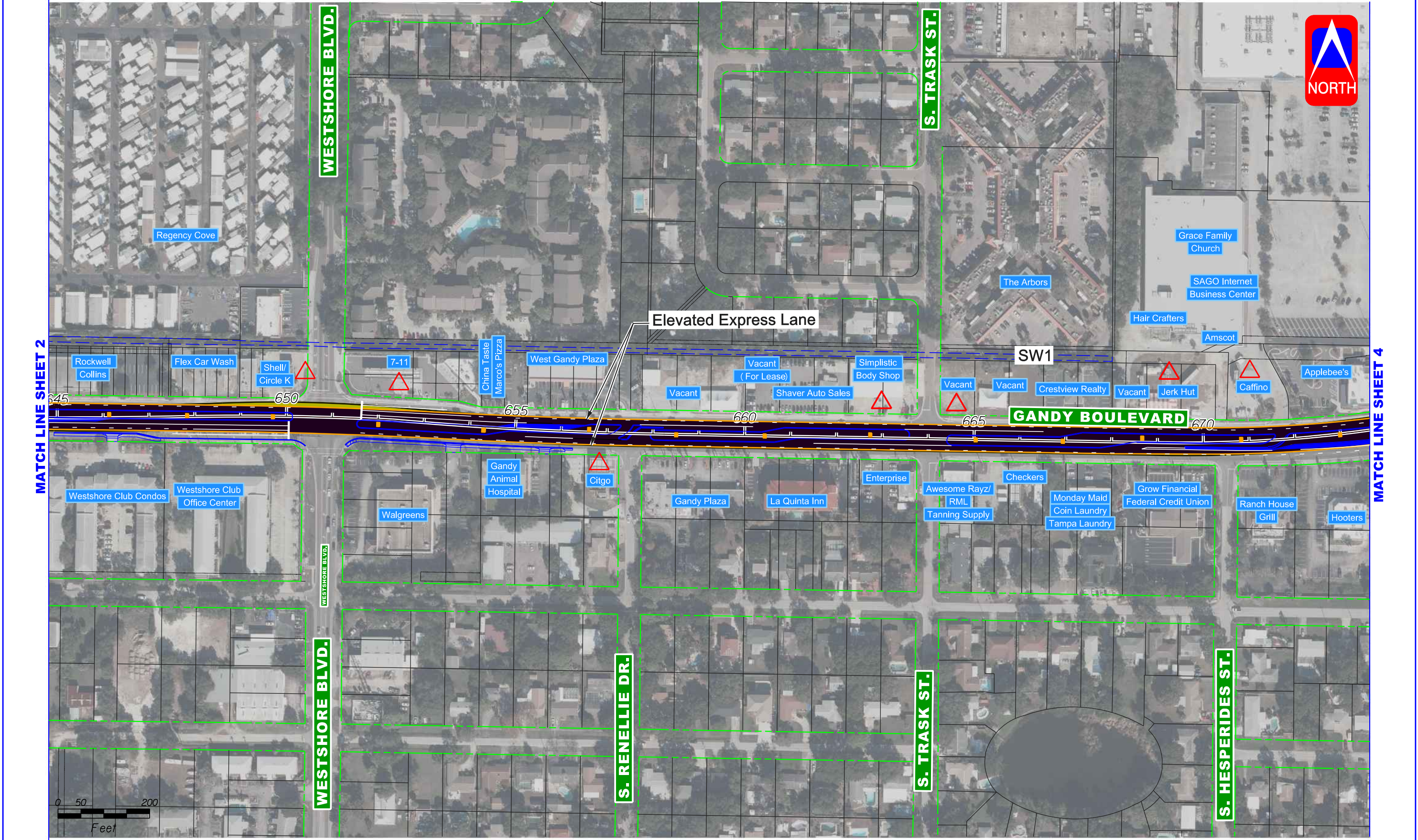
American
Consulting Engineers of Florida, LLC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Certificate of Authorization No. 9302
Jeffrey S. Novotny, P.E. No. 51083

**GANDY CONNECTOR PD&E STUDY
REEVALUATION BUILD
ALTERNATIVE**

SHEET
NO.

2

DATE OF PHOTOGRAPHY: January, 2016



LEGEND

PROPOSED ROADWAY

PREVIOUSLY PROPOSED R/W

BRIDGE STRUCTURE/RETAINING WALL

DIRECTION OF TRAVEL

PROPOSED SIDEWALK

EXISTING R/W

EXISTING PROPERTY LINE

WETLAND/SURFACE WATERS

POTENTIAL NOISE WALL

BRIDGE PIER LOCATION

POTENTIAL BRIDGE PIER LOCATION

POTENTIAL CONTAMINATION SITE

PREVIOUSLY PROPOSED BUSINESS RELOCATION

PREVIOUSLY PROPOSED BUILD ALTERNATIVE

PREFERRED BUILD ALTERNATIVE

PREFERRED POND ALTERNATIVE

TAMPA-HILLSBOROUGH

EXPRESSWAY

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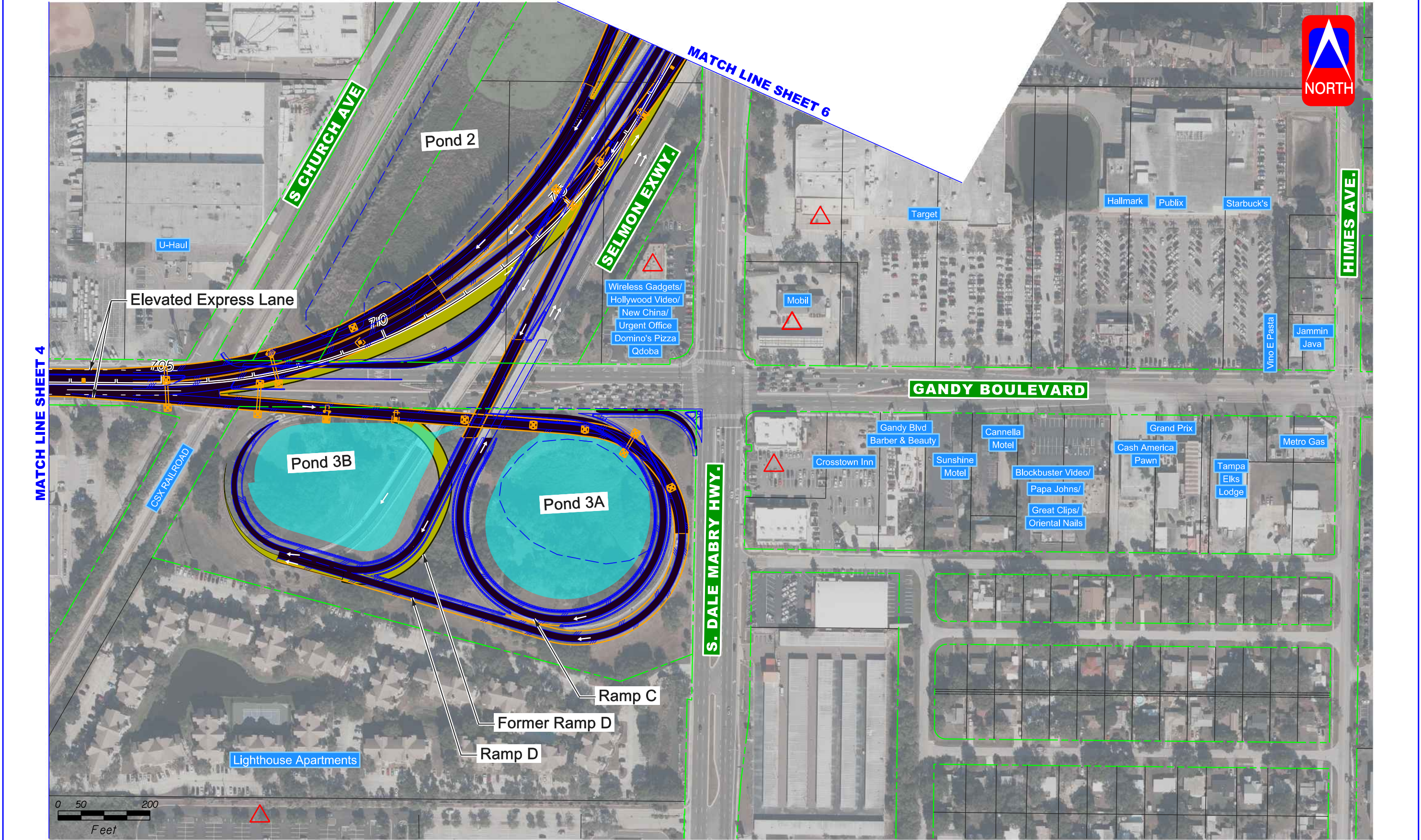
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GANDY CONNECTOR PD&E STUDY

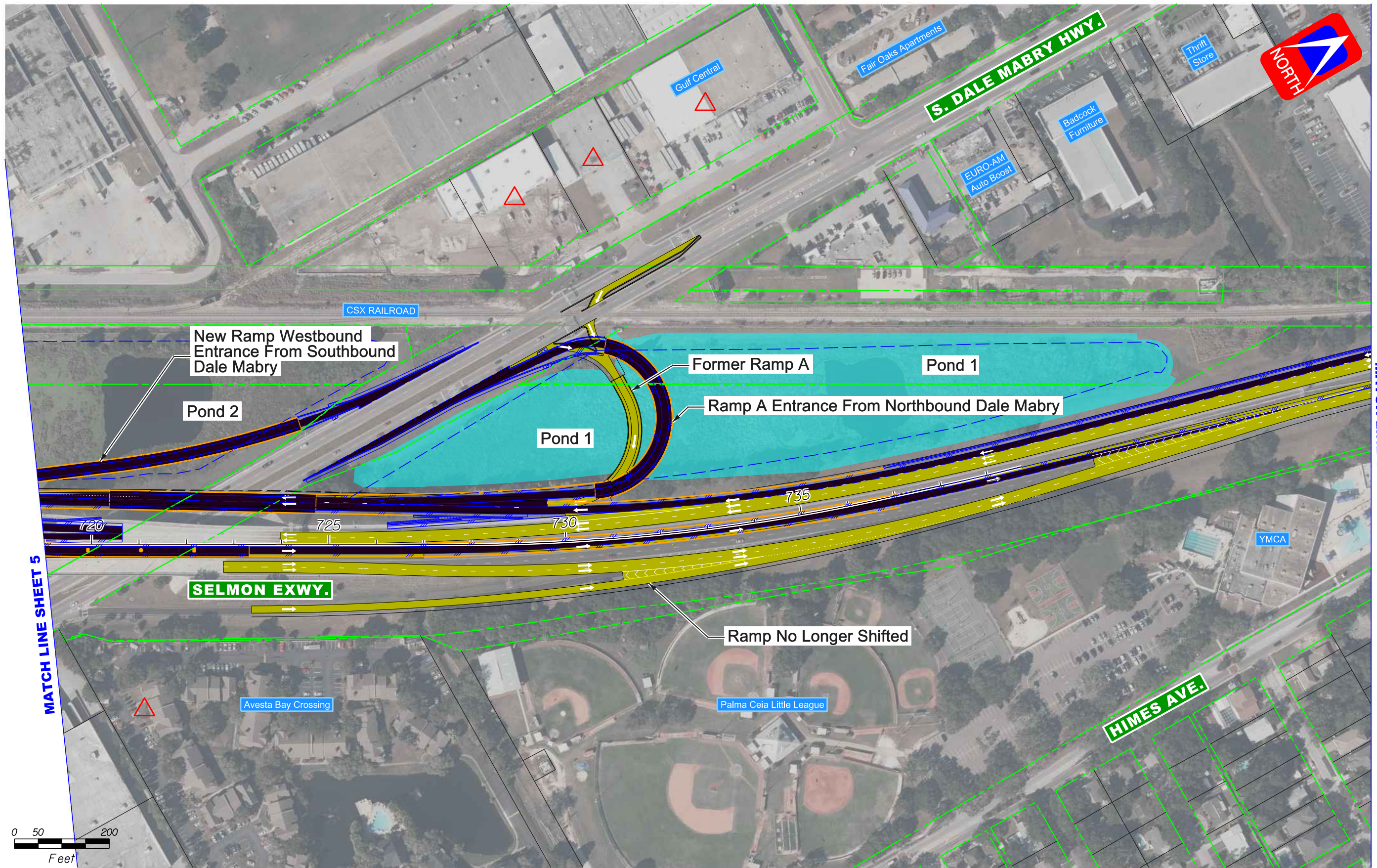
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DATE OF PHOTOGRAPHY: January, 2016

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| | DIRECTION OF TRAVEL | | WETLAND/SURFACE WATERS | | PREVIOUSLY PROPOSED BUSINESS RELOCATION | | |
| | | | POTENTIAL NOISE WALL | | | | |



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**GANDY CONNECTOR PD&E STUDY
REEVALUATION BUILD
ALTERNATIVE**

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6



MATCH LINE SHEET 6

DATE OF PHOTOGRAPHY: January, 2016

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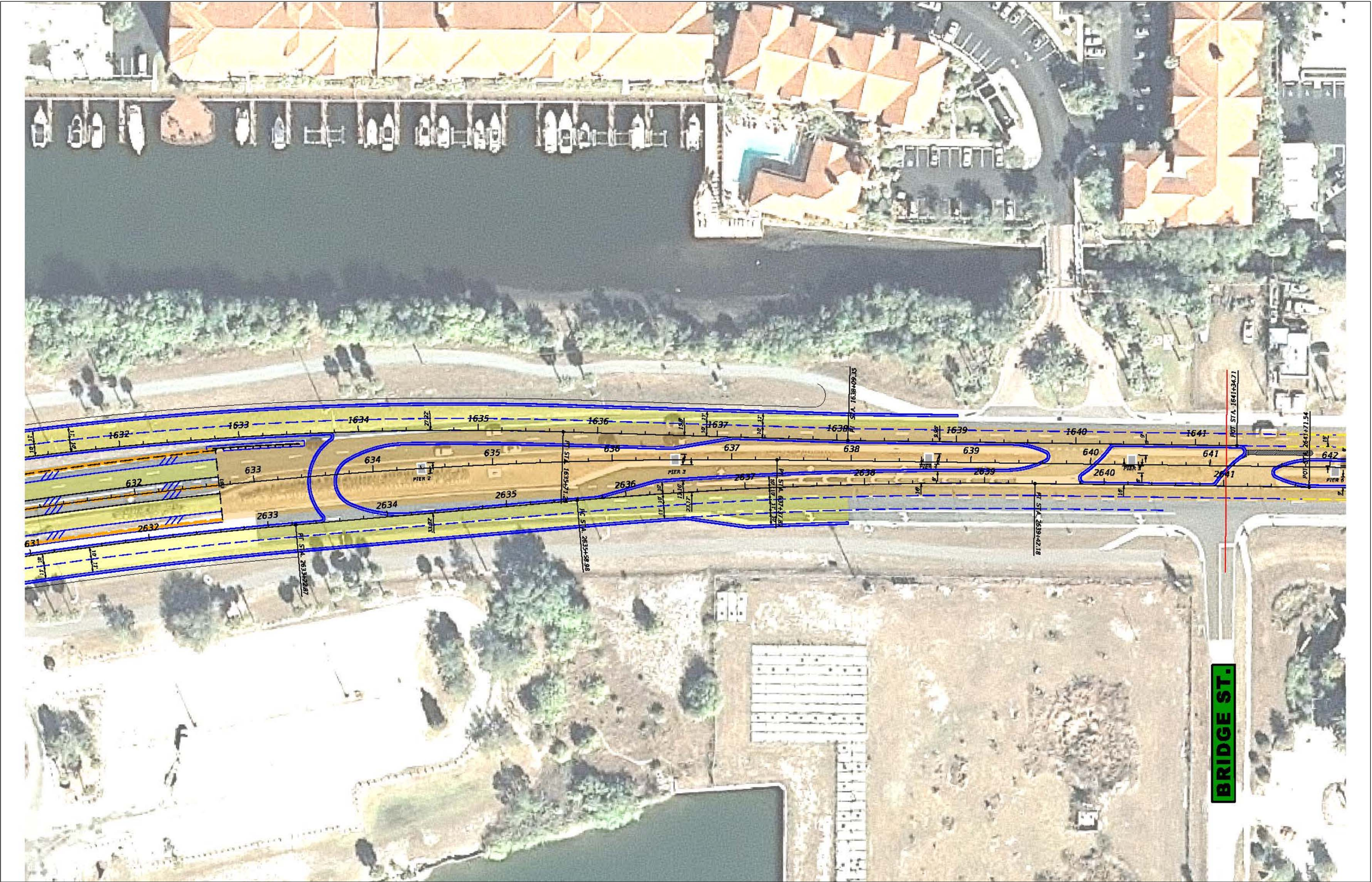
**GANDY CONNECTOR PD&E STUDY
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ALTERNATIVE**

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7

ATTACHMENT D

Proposed Westbound U-Turn West of Bridge Street



ATTACHMENT E



December 8, 2016

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2017 DEC 12 P 2:23

Attention: Alyssa McManus, Transportation Compliance Review Program

Re: Cultural Resource Assessment Survey Update Technical Memorandum
Selmon West Extension (Formerly known as the "Gandy Connector [SR 600, US 92]" from
the Gandy Bridge to the Selmon Expressway (SR 618)
Hillsborough County, Florida
Work Program Item Segment No.: 255822-1
Federal Aid Project No.: Not Applicable

Dear Dr. Parsons:

The Tampa Hillsborough Expressway Authority (THEA) is conducting a reevaluation of a State Environmental Impact Report (SEIR) approved in 2012, which was prepared as part of a Project Development and Environment (PD&E) study (WPI Segment No. 255822-1). The previous PD&E study was conducted to evaluate alternative improvements to the Gandy Boulevard (SR 600, US 92) corridor from east of the Gandy Bridge to the western termini of the Selmon Expressway, in Hillsborough County. The study area length is approximately 2 miles. The recommended improvement from the previous study consisted of a two-lane elevated tolled roadway with the bridge piers to be located within the median of Gandy Boulevard.

The proposed THEA project includes the construction of a tolled, elevated two-lane limited access highway, to be located in the median of Gandy Boulevard, between the east end of the Gandy Bridge and the western termini of the Selmon Expressway (SR 618). The purpose of the proposed improvements is to allow regional traffic to bypass congested Gandy Boulevard between the Gandy Bridge and South Dale Mabry Highway via use of an elevated, tolled limited access highway. Diversion of thru traffic from Gandy Boulevard to the Selmon Expressway extension is expected to improve traffic conditions for local motorists using Gandy Boulevard as well as facilitate hurricane and emergency evacuation from Pinellas County.

Enclosed is one (1) copy of the CRAS Update Technical Memorandum (December 2016) that was prepared for the above referenced project, 32 FMSF forms, a Survey Log Sheet, and a CD containing PDF files of these documents.

This Historic Resources Survey Update (HRSU) is an update of the Historic Resources Reevaluation Survey of the Gandy Connector (SR 600, US 92) prepared by ACI in November and December 2008 (ACI 2009), which was conducted as an update of the original 1992 cultural resource assessment survey (Piper/Janus Research 1992) of the project corridor. The current HRSU was conducted in 2016 in order to ascertain if any of the data associated with previously recorded historic resources identified as part of an Historic Resources Reevaluation Survey conducted during the 2009 PD&E study needed to be revised, and to determine if any additional historic resources constructed in or before 1967 could be identified within the project area of potential effect (APE). Work included background research and an update of the historical/architectural field survey; archaeological survey was not required since this work was conducted as part of the original 1992 survey. Consistent with the methods used in the 2009 historic resources update survey, the project APE ("standard" APE) was defined as the property parcels located within and adjacent to the existing Gandy Boulevard ROW. In addition, in light of the construction of above-grade (estimated 30-foot) Elevated Express Lanes, an expanded APE of variable dimension was drawn to take into account potential viewshed impacts. The expanded APE was determined as a result of field reconnaissance and defined as 500 feet to the north and south of Gandy Boulevard from Bridge Street to the west to South Manhattan Avenue to the east.

As a result of the 2016 HRSU and 2009 Historic Resources Reevaluation Survey, a total of 55 historic resources were identified within the Gandy Boulevard project area, including 32 newly identified resources and 23 extant previously recorded resources. The State Historic Preservation Office (SHPO) has evaluated the 23 previously recorded resources within the project area and determined that none are eligible for listing in the National Register of Historic Places (NRHP), either individually or as part of a historic district. Of the 32 newly identified resources, three are located within the standard project APE and 29 are situated within the expanded APE.

The 32 newly identified resources (8HI13540-8HI13563, 8HI13647, 8HI13701-8HI13707) consist of 21 dwellings, one office building, two commercial buildings, and one building complex resource group comprised of a pool, a shuffleboard court, a clubhouse, a statue, two residences, and a boat basin. 24 of these resources (8HI13540-8HI13563) represent common examples of their respective mid-20th-century architectural styles, and background research revealed no significant historic associations. Thus, they are not considered eligible for listing in the NRHP, either individually or as part of a historic district. Seven of these resources (8HI13701-8HI13707) are not considered individually eligible for the NRHP, but they are considered contributing resources to the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered NRHP eligible under Criteria A & B in the areas of Community Planning & Development and for its association with Welburn Guernsey.

THEA has considered the potential effects of the proposed undertaking, per Title 36 Code of Regulations (CFR) Part 800, on the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered eligible for the NRHP. As defined in CFR Part 800.4(d)(1), there are no historic properties affected, "if the agency official finds that either there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in 800.16(i)." An effect is defined as an "alteration to the characteristics of a

historic property qualifying it for inclusion in or eligibility for the National Register" (CFR Part 800.16(i)). "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR Part 800.5(a)(1)).

Based on the enclosed information, the proposed project will have *no adverse effect* on the NRHP-eligible Homes of Regency Cove/Guernsey City resource group (8HI13647). While the proposed project will have a slight visual impact on the resource group and its contributing parts due to the construction of the elevated roadway along Gandy Boulevard, the project will cause no physical alteration or destruction to any part of the property, nor will it require the removal of the resource from its location or alter the use of or access to the property. Thus, the project will not alter the characteristics of the Homes of Regency Cove/Guernsey City resource group that qualify it for inclusion in the NRHP.

I am requesting your concurrence with our evaluation that the **Selmon West Extension (Formerly known as the "Gandy Connector [SR 600, US 92]") from the Gandy Bridge to the Selmon Expressway (SR 618) Project** will have *no adverse effect* on the NRHP-eligible Homes of Regency Cove (aka Guernsey City) resource group (8HI13647) and no involvement with any additional historic resources that are listed, determined eligible, or considered potentially eligible 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*.

If you have any questions, or if I may be of assistance, please contact our FDOT District Seven consultant representative Rebecca Spain Schwarz at (813)-281-8308 or rebecca.spain-schwarz@atkinsglobal.com.

Sincerely,



Joe Waggoner
Executive Director

Enclosures

cc: Bob Frey, David May, Sally Fisher, Roy Jackson (FDOT), Jim Drapp (HNTB), Al Stewart (HNTB), Jeff Novotny (American), Rebecca Spain Schwarz (Atkins)

Timothy A. Parsons, Ph.D., Director
Selmon West Extension
Hillsborough County, Florida
FPID No.: 255822-1
December 8, 2016
Page 4 of 4

The Florida State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) finds the attached Cultural Resource Assessment Survey Update Technical Memorandum complete and sufficient and ✓ concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2009-2016-5018C. Or, the SHPO/FDHR finds the attached Technical Memorandum contains insufficient information.

SHPO/FDHR Comments:

DHR # 2009.5018C

For *Timothy A. Parsons* Deputy SHPO
Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources

12/14/2016
Date



Hillsborough Area Regional Transit Authority

1201 E. 7th Avenue • Tampa, Florida 33605

(813) 384-6600 • fax (813) 384-6284 • www.goHART.org

December 13, 2016

Mr. Joe Waggoner
Executive Director
Tampa-Hillsborough County Expressway Authority
1104 East Twiggs Street, Suite 300
Tampa, Florida 33602

Re: Selmon West Extension (Formerly known as the "Gandy Connector [SR 600, US 92"]
from the Gandy Bridge to the Selmon Expressway (SR 618)
Hillsborough County, Florida
Work Program Item Segment No.: 255822-1
State Environmental Impact Report (SEIR) Reevaluation

Dear Mr. Waggoner:

The Hillsborough Area Regional Transit Authority (HART) has reviewed the Draft State Environmental Impact Report (SEIR) Reevaluation dated October 2016 and the major changes and revised design criteria associated with the Tampa Hillsborough Expressway Authority's (THEA) current Selmon West Extension improvement project. The proposed THEA project includes the construction of a tolled, elevated two-lane limited access highway, to be located in the median of Gandy Boulevard, between the east end of the Gandy Bridge and the western termini of the Selmon Expressway (SR 618). The purpose of the proposed improvements is to allow regional traffic to bypass congested Gandy Boulevard between the Gandy Bridge and South Dale Mabry Highway via use of an elevated, tolled limited access highway. Diversion of thru traffic from Gandy Boulevard to the Selmon Expressway extension is expected to improve traffic conditions for local motorists using Gandy Boulevard as well as facilitate hurricane and emergency evacuation from Pinellas County.

The original SEIR was approved in 2012 as part of a Project Development and Environment (PD&E) study (WPI Segment No. 255822-1). That previous PD&E study was conducted to evaluate alternative improvements to the Gandy Boulevard (SR 600, US 92) corridor from east of the Gandy Bridge to the western termini of the Selmon Expressway. The recommended improvement from that previous study also consisted of a two-lane elevated tolled roadway with the bridge piers to be located within the median of Gandy Boulevard, and included three potential bus bay options in the concept plans, two westbound options and one eastbound option, located near the Lois Avenue intersection.

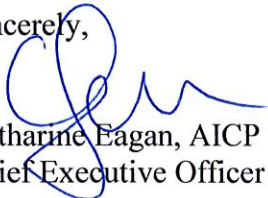
HART recognizes that no right of way (ROW) acquisition is proposed for the current Selmon West Extension Project since no ROW funds are available, and therefore, the proposed bus bays from the original concept plans in the 2012 approved SEIR are not included as part of this current Selmon West Extension project.

The Hillsborough Area Regional Transit Authority's (HART) has no current routes along Gandy Boulevard and our *Transit Development Plan Update Fiscal Year 2016 – Fiscal Year 2025* shows no planned routes along Gandy Boulevard. There are two existing bus routes that cross Gandy Boulevard: Route 19 that runs north-south along Westshore Boulevard and Manhattan Avenue and Route 36 that runs north-south along Dale Mabry Highway. The Pinellas Suncoast Transit Authority (PSTA) provides an express route, Route 100X, along Gandy Boulevard that runs east-west from Gateway Mall in Pinellas County to Downtown Tampa; however, no stops are located within the project area.

HART concurs that no adverse impacts should occur to bus service within the project area with the proposed improvements. The Selmon West Extension work will also not preclude the addition of the bus bays in the future if needed.

HART appreciates the opportunity to review and comment on this project.

Sincerely,



Katharine Eagan, AICP
Chief Executive Officer



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January 12, 2017

Mr. Bob McDonaugh,
Chief of Staff
City of Tampa
306 East Jackson Street
Tampa, FL 33602

Subject: Selmon West Extension Project (Gandy Connector SR 600, US92)
From the Gandy Bridge to the Selmon Expressway (SR 618)
WPI Segment. No. 255822-1/FPID 4390231-1

RE: 4411 S. Himes Avenue
South Tampa Family YMCA
Potential Noise Barrier/Proposed THEA Action

Dear Mr. McDonaugh:

As documented in a letter to Greg Baylor, City of Tampa Parks and Recreation Department dated October 31, 2016 and discussed with City of Tampa Staff in meetings on 10/4/2016 and 10/24/2016, the Tampa Hillsborough Expressway Authority (THEA) has conducted a traffic noise analysis in connection with proposed improvements associated with the Selmon West Extension project. The analysis identified a projected increase of 1.4 dB(A) in the noise level associated with the project at the City of Tampa – owned property located at 4411 S. Himes Avenue. The analysis further determined that the property along the Lee Roy Selmon Expressway (SR 618) is eligible for and could benefit from a traffic noise barrier that would run parallel to the Lee Roy Selmon Expressway and the northbound entrance ramp from Dale Mabry Highway.

The traffic noise barrier would be located within THEA's right of way for the Lee Roy Selmon Expressway and would possibly require the removal of several trees located within THEA's right of way. Trees located on the City property that overhang the right of way, would be trimmed in order to allow for construction of the barrier. The following are additional details regarding the length, height, and type of wall that are planned for the barrier:

- Length – Approximately 400 feet
- Height – The barrier would be an effective height of approximately 10 feet from the ground surface
- Location – Approximately five feet inside THEA's right of way line

THEA considers the desires of the owners and any renters of properties that would be affected by increased traffic noise due to the planned roadway improvements. The property is currently used for the YMCA's outdoor swimming pool complex. As discussed at the 10/4/2016 and 10/24/2016 meetings with THEA staff, we understand the City of Tampa does not desire a noise wall at this location.

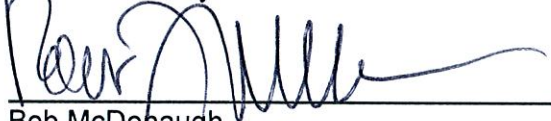
Therefore, the Tampa Hillsborough Expressway Authority will not include the construction of the traffic noise barrier as part of the Selmon West Extension project. We would appreciate your concurrence with our understanding of the City's desires regarding the noise barrier at this location for our project records by 1/20/2017 so that we can include all relevant information in the upcoming RFP advertisement of the project.

Signed by:



Joe Waggoner
Executive Director,
Tampa Hillsborough Expressway Authority

Concurrence by:



Bob McDonough
Chief of Staff,
City of Tampa

Administrator of Economic Activity

cc: Bob Frey, David May, Sally Fisher, Jim Drapp (HNTB)

Public Outreach - Special Meetings and Presentations

Date	Organization/Business	Audience/Individual	Staff	Details/Comments/Concerns
11/9/2015	Bayside West HOA	HOA - 35 attendees	Todd Josko - THEA	Councilman Cohen was the guest speaker. David Miller also attended.
11/20/2015	Regional Coalition	Representatives of several Tampa Bay area trade associations	Todd Josko - THEA	Todd presented about SE
1/6/2016		Hillsborough Commissioner Sandy Murman	Todd Josko - THEA	Todd updated Commissioner on project and outreach activities
1/15/2016		Bill Wilson	Todd Josko - THEA	Todd updated SE opponent Bill Wilson on project status
1/12/2016	South Tampa Chamber	Economic Development Committee - 20 attendees	Sue Chrzan - THEA	Sue Chrzan guest speaker to discuss Overview of the Selmon Extension project
1/26/2016	Ballast Point Neighborhood Association	20 attendees	Todd Josko - THEA	Todd gave presentation on SE - positive feedback
1/27/2016	Civic Association of Port Tampa City	10 attendees	Sally Dee - THEA	Jan Kaminis Public Library - Live Presentation on Overview of Selmon Extension -Positive Feedback
2/12/2016	U-Haul	Todd Rarick	Todd/Massiel - Selmon Extension Outreach team	positive
2/12/2016	DOMA Home Furnishings	staff	Todd/Massiel - Selmon Extension Outreach team	left project sheet
2/12/2016	Ceramic Matrix	staff	Todd/Massiel - Selmon Extension Outreach team	left project sheet
2/12/2016	Arthur Murray Dance Studio	staff	Todd/Massiel - Selmon Extension Outreach team	left project sheet
2/12/2016	Depth Perception Dive Center	Dugliss Family	Todd/Massiel - Selmon Extension Outreach team	negative
2/12/2016	Applebee's	Frank McEnney	Todd/Massiel - Selmon Extension Outreach team	concerned, but appreciated that we came to speak to him
2/17/2016	YouFit	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet/ staff was excited about the project
2/17/2016	Lucky Penny Spa	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
2/17/2016	NutriSource	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
2/17/2016	Sally's Beauty Supply	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
2/17/2016	Nation Nails	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
2/17/2016	Amscot	Staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
2/17/2016	Dalton Dental	Jennifer	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet/ staff was supportive. Owner of the property (Mike Banks 408.839.8658) has questions about the project
2/17/2016	Simplistic Fabrications	Trudy	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet/ has concerns but was not set on opposing SE
2/23/2016	Rotary		Joe Waggoner	
2/26/2016	Gandy Animal Hospital	Staff	Rachel/ Massiel - Selmon Extension Outreach team	more concerned that they lost their turn in lane during the median beautification
2/26/2016	Scan Design	Staff	Todd Josko - Selmon Extension Outreach	Massiel followed up via email with Meredith
2/26/2016	Hooter's	GM Lindsey Paul	Todd Josko - Selmon Extension Outreach	did not seem very informed on the project
2/26/2016	Ranch House	George Konstantinidis	Todd Josko - Selmon Extension Outreach	concerned, but appreciated that we came to speak to him
2/26/2016	Awesome Rayz	Rich	Todd Josko - Selmon Extension Outreach	very against the project, comments negatively on articles
2/26/2016	Elite Barbershop		Rachel/ Massiel - Selmon Extension Outreach team	very concerned about the project, going to call John Garcia
2/26/2016	Law Office Patrick J Cremeens	Staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
2/26/2016	Better Place Florida	Staff	Rachel/ Massiel - Selmon Extension Outreach team	are not against the project
2/26/2016	Yuppy Puppy Pet Grooming	staff	Rachel/ Massiel - Selmon Extension Outreach team	very against the project, threatened class action lawsuit
2/26/2016	Bay Area Vapor	Owner	Rachel/ Massiel - Selmon Extension Outreach team	seemed interested in the project
2/26/2016	Tampa Computer Doctors	Jacob Lott Manager	Rachel/ Massiel - Selmon Extension Outreach team	concerned, wants to see the numbers when they come out
2/26/2016	Decker Therapy Services		Rachel/ Massiel - Selmon Extension Outreach team	concerned for patients trying to come to appointments during construction
2/26/2016	Tampa Bay Pet Groomer Academy	Owner	Rachel/ Massiel - Selmon Extension Outreach team	very against the project, threatened class action lawsuit
3/2/2016	Wendy's	manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Jiffy Lube	Thomas manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Value Pawn & Jewelry	Staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager, seemed neutral to positive about project
3/2/2016	CVS	Manager	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager with manager. She asked if we had reached out to corporate

Date	Organization/Business	Audience/Individual	Staff	Details/Comments/Concerns
3/2/2016	KFC	Managing Partner	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Burger King	manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Dunkin Donuts	manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Tampa Laundry Company	staff	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
3/2/2016	Enterprise		Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	La Quinta Inn	Manager	Rachel/ Massiel - Selmon Extension Outreach team	left project sheet
3/2/2016	Avis/Budget Car Rental	manager	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet, said he would be moving before construction (not because of it)
3/2/2016	Daba Nails	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet
3/2/2016	H&R Block	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet, said the building owner is concerned and against the project
3/2/2016	Japanese Spa	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet
3/2/2016	State Farm	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet
3/2/2016	Subway	manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	staff and manager were for the project, said complex had been discussing it
3/2/2016	Fantastic Sams	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/2/2016	Metro PCS	staff	Rachel/ Massiel - Selmon Extension Outreach team	dropped off project sheet
3/2/2016	Walgreen's	manager on duty	Rachel/ Massiel - Selmon Extension Outreach team	dropped off one pager
3/4/2016		Hillsborough County Assistant County Attorney R	Sue Chrzan - THEA	project update
3/15/2016		Mickey Jacob	Todd Josko - THEA	project update
5/10/2016	NAIOP Tampa Bay	approx. 20 attendees	Sue Chrzan and Todd Josko	project update
6/15/2016		Tampa City Councilman Guido Maniscalco	Ana Cruz and Todd Josko	project update
6/15/2016		Tampa City Councilwoman Lisa Montelione	Ana Cruz and Todd Josko	project update
6/28/2016		Tampa City Councilman Frank Reddick	Ana Cruz and Todd Josko	project update
6/30/2016		Hillsborough Commissioner Sandy Murman	Todd Josko - THEA	project update
6/30/2016		Michael Banks and Dr. Dalton	Joe Waggoner, Sue Chrzan, Todd Josko	project update
7/13/2016		Tampa City Councilman Charlie Miranda	Ana Cruz and Todd Josko	project update
7/21/2016		Tampa City Councilwoman Yolie Capin	Ana Cruz and Todd Josko	project update
8/1/2016	Ranch House, Hooters, C1 Bank	George Konstantinidis, Lindsey Paul	Sue Chrzan - THEA, Jim Drapp - HNTB, Todd Josko - THEA	project update and discussion on possible new turn lane
8/9/2016	Greater Tampa Chamber of Commerce Policy Committee	Approx. 30 attendees	Sue Chrzan - THEA, Ana Cruz, Todd Josko	project update
8/16/2016	Tampa Downtown Partnership		Sue Chrzan - THEA	project update presentation
10/4/2016	Bayshore Gardens Neighborhood Association	40 residents	Todd Josko - THEA Selmon Extension Outreach Jim Drapp - HNTB	Overview Selmon Extension Project
11/9/2016	Westshore Alliance Transportation Committee	Around 30 Members of the Westshore Alliance Transportation committee	Sue Chrzan - THEA	Overview Selmon Extension Project
11/10/2016	SPP	Met with the SPP team to give them an update on the Selmon Extension	Sue Chrzan - THEA Joe Waggoner - THEA Todd Josko - THEA Selmon Extension Outreach	Overview Selmon Extension Project-Meeting took place at SPP offices
11/10/2016	Tampa Bay Rays	Met with the Rays leadership team to give them an update on the Selmon Extension	Sue Chrzan - THEA Joe Waggoner - THEA Todd Josko - THEA Selmon Extension Outreach	Meeting took place in the executive offices at Tropicana Field
11/16/2016	Homes of Regency Cove	50 Regency Cove residents	Todd Josko - THEA Selmon Extension Outreach	Residents had their questions answered and were excited
1/10/2017	Culbreath Key Condo	Approx. 35 attendees	Sue Chrzan - THEA	Residents were informed about the project - and the decision to not pursue the four way intersection at Bridge Street in this project. Residents were pleased with the revised U-Turn configuration.
1/26/2017	Homes of Regency Cove	Approx. 30 attendees	Sue Chrzan - THEA	Residents were informed about the project - and the decision to not pursue the four way intersection at Bridge Street in this project. Residents were pleased with the revised U-Turn configuration.

Public Outreach - Email Communication and Postcards

Date	Subject	Type	Total Amount	Notes
2/4/2016	Thank you for your interest in the Selmon Extension	email	165	Subscribers to Selmon Extension List
3/8/2016	Selmon Extension In the News	email	217	Subscribers to Selmon Extension List- Links to News Articles - \$2.6 Million Approved for Selmon Extension Conceptual Design - Link to download Info Sheet
4/18/2016	Keeping You Informed	email	336	Subscribers to Selmon Extension List - Typical Section
4/18/2016	Keeping You Informed	email	55	(Business Owners) - Same as above
6/9/2016	Gandy Business Owners Survey	Postcard	226	Survey Link and Password
6/21/2016	Keeping You Informed	email	455	Subscribers to Selmon Extension List - Survey info and links to website
7/20/2016	Save the Date	email	474	Virtual Town Hall #1 and links to website
7/26/2016	Direct Mail Invite for VTHM #1	Postcard	2000	All Businesses on Gandy and neighborhoods to the North and South-Direct Mail Invitation
7/29/2016	Emailed Electeds Invite VTHM #1		58	Emailed Local/State Electeds Invitation to VTHM #1 and provided a direct link to sign up.
8/5/2016	Selmon Extension Project (Invitation)	email	584	Subscribers to Selmon Extension List- Emailed Invitation to VTHM #1 and provided a direct link to sign up.
8/9/2016	Emailed Invitation to VTHM #1	email	5571	Created a section in the August Newsletter for THEA informing 5,571 subscribers about VTHM #1 and provided a direct link to sign up.
8/15/2016	Direct Mail 2nd Postcard Reminder for VTHM #1	postcard	226	All Businesses on Gandy and neighborhoods to the North and South
8/23/2016	Emailed Reminder for VTHM #1	email	606	Subscribers to Selmon Extension List- Emailed Invitation to VTHM #1 and provided a direct link to sign up.
9/21/2016	Emailed Invitation to VTHM #2	email	5521	Created a section in the September Newsletter for THEA informing 5,521 subscribers about VTHM #2 and provided a direct link to sign up.
9/22/2016	Emailed Invitation for VTHM #2	email	680	Subscribers to Selmon Extension List- Emailed Invitation to VTHM #2 and provided a direct link to sign up.
9/22/2016	Emailed Invitation for VTHM #2	email	83167	Subscribers to SunPass Selmon Expressway Customers- Emailed Invitation to VTHM #2 and provided a direct link to sign up.
9/27/2016	Emailed Electeds Invite VTHM #2	email	58	Local/State Electeds - Emailed Invitation to VTHM #2 and provided a direct link to sign up.
9/27/2016	Emailed Reminder for VTHM #2	email	704	Subscribers to Selmon Extension List - Emailed Invitation to VTHM #1 and provided a direct link to sign up.
11/22/2016	Happy Thanksgiving	email	758	Subscribers to Selmon Extension List
12/16/2016	Holiday Card	email	763	Subscribers to Selmon Extension List
1/5/2017	Postcard to Culbreathe Key	Postcard	254	All 254 Units
1/20/2017	Postcard to Regency Cove	Postcard	426	All units at Regency Cove

Virtual Town Hall Meetings

Date	Event	Total Number	Staff	Details/Comments/Concerns
8/24/2016	Virtual Town Hall #1	235 attendees and, 136 questions asked/answered	Sue Chrzan - THEA	See attached table with questions and responses.
9/28/2016	Virtual Town Hall #2	193 Attendees, and 110 questions asked/answered	Sue Chrzan - THEA	See attached table with questions and responses.

Virtual Town Hall Meeting #1 - Questions and Responses

August 24, 2016

Question	Response
End date 2020. Hopefully this will be early 2020 or sooner. Any chance of early completion?	Our current schedule is for a early 2020 completion.
Hello should I be hearing anything at this point?	
When do you expect actual construction to begin?	Thank you for your question. This will be covered in the presentation but <u>we anticipate construction to begin in late 2017.</u>
Why just one lane in each direction?	FDOT has no plans in a 50 year horizon to replace the Gandy Bridge. Because only 40% of the traffic is regional, only one lane is needed effectively handle the present (and future) regional traffic. The Selmon Extension lanes will be free of traffic signals which means they can carry many more trips. The new lanes will provide a non-stop trip between the current western terminus of the Selmon Expressway and the western end of the Gandy Bridge in Pinellas County.
Will Gandy be down to one lane of traffic going each way during construction?	two lanes in each direction will be maintained during peak hours.
When does construction start	Thank you for your question. This will be covered in the presentation but <u>we anticipate construction to begin in late 2017.</u>
When will construction start?	Thank you for your question. This will be covered in the presentation but <u>we anticipate construction to begin in late 2017.</u>
Will tolls be increased for whole crosstown or just additional for the extension part you travel?	there will be a separate toll for the Extension, the amount of which has not yet been determined. Tolls on the Selmon Expressway will remain the same.
Will we hear the discussion online	Hi Marcie, yes, you should hear the audio through your computer speakers. Please refresh your browser window and make sure your <u>speakers are turned up in order to hear the audio.</u>
My screen is blank, is the meeting in progress?	Hi Kaylin, we have started now. Please refresh your browser window if <u>you are not getting a feed.</u> Thanks!
Are we started?	Hi Richard! Thanks for joining us! We just started.
When are we starting?	Hi Steven, the presentation has begun. Please refresh your browser window and make sure your computer speakers are turned up if you are <u>not hearing audio.</u> Thanks!
The invitation's drawing shows a new southward entrance to Selmon at Dale Marby. <u>How does this affect the existing exits 1A and 1B?</u>	Thank you for joining tonight. All existing entrances will remain with a new southward entrance added as referenced in the drawing.
What will be the sound barrier methods to reduce traffic noise for residents by Gandy Blvd?	a new noise study will be performed according to FDOT standards. This noise study will identify locations where approved noise barriers may be utilized.
St. Petersburg saw heavy construction during the night for the extension. How will this be prevented for South Tampa? What about possible impacts of construction delays?	construction will occur during night, when traffic flow on Gandy Blvd is minimal. THEA will be respectful to surrounding Gandy neighbors.
How tall will it be? There are many cables crossing Gandy. Will traffic flow on Gandy be interrupted?	Thank you for joining. The lowest point in the bridge structure is 30 feet above the ground. All electrical distribution cables will be buried underground. Two thru lanes in each direction will be maintained during <u>all peak hours</u>
How will THEA compensate the existing businesses	The Selmon Extension is located in the median of Gandy Boulevard. We will not be purchasing any right of way; no businesses will be impacted. However, THEA will continue to work with Gandy corridor businesses to <u>minimize impacts during construction</u>
Why cant you synchronize the lights to improve flow?	The signal timing systems will be reconfigured at the completion of the project to improve traffic flow based upon the new traffic patterns.
Businesses will lose customers and \$\$ while the extension is constructed. How will THEA compensate them for loss of business over the construction period?	The Selmon Extension is located in the median of Gandy Boulevard. We will not be purchasing any right of way; no businesses will be impacted. However, THEA will continue to work with Gandy corridor businesses to <u>minimize impacts during construction</u>
2016 dollars not 2006	The Selmon Extension will be built with zero tax dollars. All funding will utilize toll revenues from Expressway users and toll bonds sold by the Expressway Authority. <u>THEA toll bonds are not state debt.</u>

Question	Response
One of the main reasons THEA uses for installing this structure is that the businesses along Gandy will experience an increase in business due to rush hour traffic being less. The projected reduction in the number of vehicles is certainly not enough to make Gandy's rush hour traffic so much better that people will be more inclined to visit a business on Gandy during peak traffic times which ensures there will be no increase in business during rush hour. Why has THEA not included this very important information in any of their data and propaganda they have provided to the people?	Thank you for your question. Our traffic analysis with the Extension in place shows a significant time savings for drivers on Gandy Boulevard. Signal wait times would be reduced by an average of 44%, and end-to-end Gandy Boulevard travel times would be cut by 40%. When compared to "no-build option" these time savings would be sustained over the entire 30-year planning horizon. As a result, customers driving to Gandy Boulevard businesses will have enhanced travel times on Gandy Boulevard. Preliminary economic studies from the University of South Florida indicates these time savings for destination-businesses would benefit from the improvement. That study will be out in September and we will post on the Selmon Extension website.
So you are saying that you are not going to use any tax payer dollars?	Thank you for joining us Sarah. The Selmon Extension will be built with zero tax dollars. All funding will utilize toll revenues from Expressway users and toll bonds sold by the Expressway Authority. THEA toll bonds <u>are not state debt</u> .
How will this help alleviate North Bound traffic delays from MacDill Air Force Base to Gandy Blvd, including S. Dale Mabry Hwy, S. Manhattan Avenue and S. West Shore Blvd?	This project will remove a large portion of the turning traffic at the Gandy Dale Mabry allowing longer greens times for Northbound thru traffic <u>during the afternoon rush hour.</u>
Would there be a NB entrance onto Selmon off of Dale Mabry?	<u>the existing entrance will remain</u>
The mailer that was sent out by Constant Contact had a rendering that showed pretty landscaping below the huge concrete overhead bridge. Nothing grows under the existing elevated crosstown along Hwy 60. Why should we believe that anything will grow under this new proposed bridge?	This Bridge will be over 12 feet higher than the existing Selmon bridge allowing more sunlight during the day for landscaping growth.
Is this event actually taking place? All tests were a go, but I see no slides and no media.	Hi Jeffrey, yes you should be hearing audio. Please refresh your browser window and make sure your computer speakers are turned up. Thanks!
So you can destroy neighborhood property values to serve regional travelers?	Since the early 90s, there have been discussions and concerns with the traffic on Gandy Boulevard. Many projects have been proposed, but those projects took many resident's homes and area businesses. The Selmon Extension takes no homes, no businesses, is built in an existing median and is being paid for by toll revenues. Not tax dollars. This project is needed for efficient movement of goods and people, and for evacuation purposes. Project concerns have been received and addressed. The proposed improvement is consistent with local, regional, and state transportation plans. It will address current and future needs of the region for travel,
What do you mean by public art? Will it be murals on the stations? Distracting and possibly ugly depending on individual tastes.	Thank you for joining and for your question. Public input will be sought to develop pier aesthetics, including textures and colors as well public art in <u>appropriate locations to beautify the project.</u>
Higher structure spreads the traffic noise further into residential areas	<u>the higher structure results in noise waves dissipating at higher elevations, minimizing noise impacts to adjacent property owners.</u>
How many traffic lanes will there be on the extension.	Hi Dean, thanks for joining us this evening. Because only 40% of the traffic is regional, only one lane each way of the Selmon Extension is needed effectively handle the present (and future) regional traffic.
What about the businesses, loss of revenue during construction?	The Selmon Extension is located in the media of Gandy Boulevard. We will not be purchasing any right of way; no businesses will be impacted. However, THEA will continue to work with Gandy corridor businesses to <u>minimize impacts during construction.</u>
The Constant Contact survey had only 888 respondents which is a very small sample. The online survey could also be taken multiple times by the same person which could have tilted the result in favor of THEA's desired result of having public support. How can this survey be considered to be credible?	Thank you for your question. The constant contact survey is only one outreach effort we are doing to gather public and business input. We are committed to engaging with the Gandy area community and will continue to seek your input.
Where will the toll booths be located on the extension?	The toll gantries will be located in the existing Selmon interchange area at Gandy Blvd.
When is construction slated to start on the Tampa side of the bay?	<u>the project has anticipated late 2017 construction start date.</u>

Question	Response
The Constant Contact survey had 888 respondents with 54% saying the pretty color (and misleading) rendering 'looked like a good idea'. 54% of 888 is only 480 positive responses. In 2009 the Save Gandy opposition group had more than 1,000 signatures of people opposing the project. How can THEA honestly feel like they have public support for the project?	Thank you for your question. This project benefits a wide area of the Tampa Bay community. That said, many local businesses and residents in the Gandy corridor support this project, including the South Tampa Chamber of Commerce. The proposed improvement is consistent with local, regional, and state transportation plans. It will address current and future needs of the region for travel, business, and emergency evacuations.
Safety features of the extension? What would prevent a car that was in an accident from hydroplaning/falling off the extension causing possible injuries below? Any precautions?	thank you for the question. Standard barrier walls will be located both along the outside and along the media of the Extension to contain vehicles in the event of an accident.
And its completion date?	anticipated completion date is early 2020.
Bridges are shut down during winds associated with hurricanes. This destroys the extension,s use and the Gandy Bridge's use, the west side of which floods in storms. Not a good hurricane evacuation route.	Hi Jerry, thanks for joining us tonight. Residents will be asked to evacuate 72 hours prior to landfall. The three bridges will not be closed until closer to the storm making landfall.
There is no logic in this concept. traffic heading North from the base must still cross Gandy to access the extension. The traffic back up occurs in the North Bound lanes prior to reaching Gandy. How will the extension relieve that build up without the extension also starting/ending near the base	thank you for your question. The current 2016 study shows that the average daily traffic on Gandy Boulevard from Gandy Bridge to Dale Mabry is 45,175. We estimate that approximately 40% of weekday trips now and in the future, will use the Extension. That's approximately 16,000 vehicles per day. This number will grow significantly over the next 30 years. In addition to the investment grade traffic and revenue study, we are also counting how many cars come over the Gandy Bridge and then either get on to the Selmon Expressway, or go to MacDill Air Force Base. These drivers would be the primary users of the Selmon Extension. That report is expected to be complete in January of 2017.
how much increased volume do you anticipate on existing selmon expressway?	There is a traffic and revenue study currently underway to predict the increase in traffic.
Your response to my question about landscaping not growing under the overhead roadway states the Gandy overpass is 12 feet higher than the existing elevated expressway along Hwy 60. This is factually false. The existing elevated expressway along the south side of Hwy 60 near the Port of Tampa is NOT only 18 feet high. Can you please explain your answer?	That area was used for storm water management facilities. Therefore no landscaping was planned for that area.
How much did you says the toll cost expected to be?	thank you for your question. it is not yet known at this time what the Extension toll will be.
So the Gandy Bridge is going to be a double-decker?	thank you for your question. FDOT has no plans in a 50 year horizon to replace or double deck the Gandy Bridge.
How are you going to merge onto Gandy Bridge?	thank you for the question. Traffic from the Extension will merge onto the Gandy Bridge with existing lanes.
Is the Ad in November 2017 or LOI Due?	the anticipated advertising date is in November or December 2016.
Sorry if I missed this, but is there an extension exit that allows northbound access to Dale Mabry (only saw southbound in the relevant graphic)?	Hi Gregory, thanks for joining us. we are answering your question now
2 Lanes open: does that mean 1 lane in EACH direction	during construction, two lanes will remain in each direction during peak hours.
2 lanes each direction ?	thank you for your question. During construction, two lanes will remain in each direction during peak hours.
How is the construction going to affect the residents of Culbreath Key? We only have one entrance and exit and it is directly onto Gandy? What is planned for us?	Thank you for your questions. Your existing entrance will be maintained.
Did I understand the presentation correctly that the extension will only be two lanes with one going in each direction.	Thank you for your question. The Extension will add 2 lanes (one in each direction) to separate Gandy corridor through trips from trips destined for Gandy Blvd. This provides significant traffic relief on Gandy Blvd that will provide sustained travel time savings through the foreseeable future.
If the overhead roadway is built Gandy's neighborhood main street character will be destroyed. Why should a massive concrete structure that ruins the main street feel be installed to alleviate some traffic for 3 to 4 hours a day, especially when the commuters who get to save a few minutes do not even live in the Gandy area?	At build out, The Gandy Extension will significantly alleviate traffic congestion along Gandy Blvd. by segregating "pass through" commuter traffic from neighborhood traffic. The Gandy Extension will reduce travel times while greatly improving hurricane and other emergency evacuation safety protocols

Question	Response
Is the extension going to be on lane in each direction or two?	The Extension will add 2 lanes (one in each direction) to separate Gandy corridor through trips from trips destined for Gandy Blvd. This provides significant traffic relief on Gandy Blvd that will provide sustained travel time savings through the foreseeable future.
Do we have a graphic projecting what the on & off will look like?	Thank you for your question. We are currently having a graphic of the ramp being designed and it will be posted on the Tampa Hillsborough Expressway website. Also, please go to http://www.tampa-xway.com/contact-us/ to sign up for our newsletter to stay in touch <u>regarding the project</u>
why not 4 lanes on the extension, will be needed in near future.	Thank you for your question. FDOT has no plans in a 50 year horizon to replace the Gandy Bridge. Because only 40% of the traffic is regional, only one lane is needed effectively handle the present (and future) regional traffic. The Selmon Extension lanes will be free of traffic signals which means they can carry many more trips. The new lanes will provide a non-stop trip between the current western terminus of the Selmon Expressway and the western end of the Gandy Bridge in Pinellas County.
How many exit and entry ramps? Where is the space to flow into Gandy Bridge? Are you going to widen Gandy Bridge, it is already very heavy traffic at rush hours.	Thank you for your question. The Selmon Extension will provide direct access between the Lee Roy Selmon Expressway and Gandy Bridge. Traffic will merge onto the Gandy Bridge using existing lanes. FDOT has no plans in a 50 year horizon to replace or widen the Gandy Bridge.
Where will the toll be collected?	Thank you for your question. The toll gantries will be located in the <u>existing Selmon interchange area at Gandy Blvd.</u>
how and when will businesses have input as to the pier locations	Thank you for your question. We plan to have our next town hall meeting in October on pier design options. We hope you will participate!
Will the sidewalks on Gandy remain the same size? Or will there be support columns from the extension blocking the sidewalk?	Thank you for your question. The sidewalks will remain the same size.
will the tolls be increased on all of the Selmon roads	Thank you for your question. We are still determining the price for the Selmon Extension but existing tolls on the remainder of the system will <u>not be changed.</u>
I see the veterans expressway is ongoing for the last 10 years with no finish in sight. Will this project be managed by the same people/company?	Thank you for your question. The Veterans Expressway is managed by the Turnpike. The Selmon Extension is managed by the Tampa Hillsborough <u>Expressway Authority.</u>
there are no images up	Hi Kaylin, thanks for joining us. Please hit you refresh button.
What is the noise impact for the neighborhood?	Thank you for your question. Construction noise can be anticipated but will occur more at night than during daylight hours. In addition, the after effects of this type of construction lower the noise volumes on Gandy <u>Blvd</u>
What kind of noise factor will there be during night construction?	The contractor will be required to minimize noise during nighttime construction, however there will be unavoidable evening construction <u>noise.</u>
How about the people going to Pinellas.	Those leaving Tampa to Pinellas will not have to stop at the lights along Gandy Blvd. if they take the Extension or they would have the option of <u>staying on Gandy.</u>
Thank!	You are welcome thank you for joining us. Sally
Is the toll price expected to at indefinitely or is there a time period during which the toll will be charged?	Thank you. The toll will be charged at all times except for emergency evacuations.
(Thanks!)	:)
there it is	I'm sorry - I don't understand your question.
What will be the price of the tolls on the proposed extension?	At this time, the price of the toll on the Extension has not yet been <u>established.</u>
I tuned in late and may have missed it. What is the projected toll going to be to utilize this extension?	Thank you for your question. At this time, the toll for the Extension has not yet been established.
Are Gandy and Dabry the only entry points in South Tampa? Will there be an entry near West Shore Blvd?	Thank you for your question. Travelers can access the Extension from either the Gandy Bridge, Dale Mabry or the Lee Roy Selmon Expressway. <u>There will be no entry/exit on West Shore Blvd.</u>

Question	Response
In your response to my question regarding the Constant Contact survey having far fewer positive responses than the number of people who signed the opposition position, you said THEA will continue to seek our input. We do not feel this is genuine. Why have there been no public meetings like in 2009 so the neighborhood residents can show up to protest something that ruins their neighborhood main street?	Thank you for your question. The Virtual Town Hall is the first in a series. This method of outreach allows more people to participate in the comfort of their homes, plus it will be available on-demand, 24 hours a day, via our website at www.selmonextension.com .
When will you know what the toll price will be?	Thank you for your question. The toll price will be determined upon completion of the traffic and revenue study currently underway.
How will extreme rainfall impact Gandy Blvd from the extension?	Thank you for your question. All stormwater runoff from the new structure will be piped directly from the existing underground outfall structures along the north side of Gandy Blvd thus reducing the effect on Gandy Blvd.
how much extra will it cost?	Thank you for your question. It is not yet known at this time what the Extension toll will be.
So all traffic will bottleneck at the bridge?	Thank you for your question. FDOT has no plans in a 50 year horizon to replace the Gandy Bridge. Because only 40% of the traffic is regional, only one lane is needed effectively handle the present (and future) regional traffic. The Selmon Extension lanes will be free of traffic signals which means they can carry many more trips. The new lanes will provide a non-stop trip between the current western terminus of the Selmon Expressway and the western end of the Gandy Bridge in Pinellas County.
Have the bonds been approved and by what authority? How will cost overruns be funded?	Upon approval of the traffic and revenue study, THEA will go to the bond market to sell bonds for project funding appropriate contingency funding will be including to handle costs overruns.
Where is the interchange area at Gandy Blvd?	Where the existing Selmon Expressway crosses Gandy Blvd.
Have you studied the economic impact on south Tampa property values?	A economic impact study has been performed by THEA for the Center for Urban Transportation Research at USF.
Hello, will all financing be in place prior to start of construction or will financing be a part of the contract to build the project?	Hi Dwight - we will have the financing in place before the start.
How far away will you see the bridge from the neighborhoods and will noise be a factor?	From the neighborhood perspective, local tree cover will minimize the visual impact of the extension. We are currently doing a noise study to determine areas that need sound barriers.
Will you be able to use your sunpass	Yes
So confused about how the lanes will converge before the bridge...	Thank you for your question. Westbound traffic coming down from the overhead bridge will enter an additional third lane on Gandy Blvd. Appropriate merge areas will be provided to reduce down to two lanes before the Gandy Bridge.
Are the additional turn lanes proposed for Westshore still in the works.	The Extension will remove enough traffic from existing Gandy Blvd to eliminate the need for dual left turns onto Westshore. Existing turn lanes will be lengthened.
Have any sound studies been done for Culbreath key residents? we are forty feet up. higher up is not better for us.	A new noise study will be performed according to FDOT standards. This noise study will identify locations where approved noise barriers may be utilized.
Can you elaborate on the other construction projects you mentioned at the beginning of the presentation? 275 was mentioned	The Expressway Authority is going to construction in 2017 and wants to be open to traffic by 2020. In 2020, the interchange at 275 and 60 (Howard Frankland Bridge & Kennedy) will begin re-construction. A new span of the Howard Frankland bridge is also scheduled to go to construction around that same time.
who is hosting this webinar?	Sue Chrzan, Director of Communications for the Tampa Hillsborough Expressway Authority
Where does the extension join the existing Gandy Bridge?	Thank you for your question. The Extension entry ramp will be just to the east of the Marine Corps facility.
Thanks	Thank you for your input! Please feel free to visit the Selmonextension.com for any additional questions you may have.
Where will the weekly on-site meetings be held during construction?	Answering your question now vocally, but the answer is, yes.
What is Pinellas doing on that side to tap in	Thank you for your question. They are two separate projects.
Thank you, looks like all my major concerns have been addressed in this presentation and it looks like a great benefit for all! Having the capability to exit South bound onto Dale Mabry will significantly improve my commute back home.	Thank you for your input! Please feel free to visit the Selmonextension.com for any additional questions you may have.

Question	Response
But the noise will increase, just not significantly?	Thank you for your question. The noise study will identify any areas of significant increase and noise mitigation methods will be utilized.
Is the person who is answering the questions during this virtual meeting going to tell everyone that if the overpass is built the rush hour traffic on Gandy is still going to be very bad and the local residents should not <u>expect otherwise</u> ?	Thank you for your question. Rush hour traffic will be significantly improved, however as you have noted it will still be rush hour traffic.
How will the water runoff from the raised level affect the lower level? where does it go?	Thank you for your question. All stormwater runoff from the new structure will be piped directly from the existing underground outfall structures along the north side of Gandy Blvd thus reducing the effect on <u>Gandy Blvd</u> .
So we will be able to exit and enter the same way even during <u>construction</u> ?	Yes.
Thank you. Will the two lanes on the extension be divided by a concrete barrier.	Yes.
Noise impact affecting residents South of Gandy?	Thank you for your question. A new noise study will be preformed according to FDOT standards. This noise study will identify locations <u>where approved noise barriers may be utilized.</u>
Any consideration to adding sound walls to diminish traffic noise along existing expressway?	Thank you for your question. A new noise study will be preformed according to FDOT standards. This noise study will identify locations <u>where approved noise barriers may be utilized.</u>
Will the power lines be removed from the sides of Gandy?	All the existing electrical distributions currently crossing Gandy Blvd will be <u>moved underground during the project.</u>
What is happening on the Pinellas side to tie in?	The Pinellas project is a Florida Department of Transportation Project. Basically they are creating overpasses at 4th and 9th Street
Have you guys done a presentation at our location or is one planned? Just wondering..	The Virtual Town Hall allows people to participate from the comfort of their homes rather than having to drive to a location after work. Having a recording of the Town Hall on the website gives the information a wider audience, again at a time and place that is convenient for them. Also, we will come out and speak to you or your civic group about the extension or answer any questions you might have. Simply go to www.selmonextension.com, go to the Contact Us form and fill out the information.
during construction, will consideration be given to those businesses that are open 24 hours? you mentioned lane closures in the evening.	During construction, THEA expects the contractor to minimize median turn lane closures. Temporary closures of some median-turning movements will occur during foundation construction. However the closures, if required, would be for short durations and usually at night. The final project will preserve all existing median-turn movements. Since this project is constructed in the median of Gandy Boulevard, THEA will not be impacting the driveways of businesses along Gandy Boulevard during their peak business hours. There will be weekly meetings with THEA and the business community, and an on-site dedicated public information officer. This will allow businesses a forum to address issues and will help to insure that timely and accurate construction information is distributed to the businesses and the community. There will also be weekly construction updates, so again, I urge you to go to selmonextension.com and sign up for the updates.
Will a permit from SWFWMD for stormwater treatment or attenuation be <u>required for this project</u> ?	Yes, we are obtaining a permit from SWFWMD.
How will the water runoff be cleaned before running into the bay?	We will over treat storm water runoff in the existing interchange area <u>ponds.</u>
How will the new extension effect sound?	We are in the process of updating the Project Development & Environmental (PD&E) study and that document will include a noise impact study. The updated PD&E study will be posted on www.selmonextension.com
Does THEA prefer a segmental bridge as shown in the rendering?	Both concrete and steel structures are currently being evaluated by THEA.

Question	Response
will there be an off ramp to allow someone traveling east on selmon extension coming from St Pete to exit onto Dale Mabry.	Yes, you enter just east of the bridge and either continue to the Selmon Expressway or queue jump to Dale Mabry
Will there be an exit on 4th St	The Pinellas project is a Florida Department of Transportation project. The Express Lanes will have frontage roads, so that you can get to 4th and 9th. If you're on the overpasses in Pinellas, you're not stopping - you're a regional traveler, just trying to get through the corridor.
Will THEA be holding one or more public meetings so the Gandy neighborhoods' residents can show up to voice their displeasure of having their neighborhood main street ruined and still having to deal with horrible rush hour traffic?	The Virtual Town Hall allows people to participate from the comfort of their homes rather than having to drive to a location after work. Having a recording of the Town Hall on the website gives the information a wider audience, again at a time and place that is convenient for them. Also, we will come out and speak to you or your civic group about the extension or answer any questions you might have. Simply go to www.selmonextension.com , go to the Contact Us form and fill out the information.
Ok. Thank you very much. Please tell the person doing the webcast that she did a great job!!	Thank you for your input! Please feel free to visit the Selmonextension.com for any additional questions you may have.
Please explain the interchange s at Dale Mabry again thks	The interchange will have the same movements that is has today. If you're on the Expressway you can get off on Gandy Boulevard and go either east or west. With the extension in place, those options will still be available PLUS the option of staying on the extension to the Gandy Bridge.
will businesses have input as to the location of the piers so as not to dissect the entrance of a business?	Thank you for your question. We plan to hold our next virtual town hall meeting in October on the topic of pier design. We hope you will <u>participate!</u>
how does the noise of traffic on the bride expected to affect the residents?	Thank you for your question. A new noise study will be preformed according to FDOT standards. This noise study will identify locations <u>where approved noise barriers may be utilized.</u>
Are there any aesthetic requirements associated with the superstructure and/or substructure, i.e. closed box, segmental, etc.	We will continue to seek public input for pier aesthetics and landscaping. Please refer to our Selmon Extension Website www.SelmonExtension.com <u>to sign up for updates and input.</u>
Is there any restriction in terms of left turn closures during construction?	Thank you for your question. Any potential turn lane closures will be <u>during non-peak business hours and will be as brief as possible.</u>
The current exit and entrance to the Selmon is extreemly dangerous during rush hour. What are the plans to fix this?	Thank you. The existing eastbound auxiliary lane between the exit and entrance ramps will be extended east to Gandy Blvd., providing an exclusive southbound turn lane. This will reduce the weaving movements <u>and improve safety.</u>
What happens when the road west of the bay is flooded at the entrance to the extension?	
Has the contract been awarded? If so..what construction Co?	Hi Suzanne, thanks for joining us. The contract has not been awarded yet.
Is there a redesign for the cloverleaf intersection on the southwest corner of Gandy and Dale Mabry for the new extension. Currently, the Gandy outside eastbound lane allows exiting, and entering traffic to crisscross.	Thank you. The existing eastbound auxiliary lane between the exit and entrance ramps will be extended east to Gandy Blvd., providing an exclusive southbound turn lane. This will reduce the weaving movements <u>and improve safety</u>
Will the new extension effect the noise level to residents ?	Thank you for your question. A new noise study will be preformed according to FDOT standards. This noise study will identify locations <u>where approved noise barriers may be utilized.</u>
Is there a new West bound off ramp to Dale Mabry being constructed to elimenate the amount of traffic on the looped ramp on Gandy for drivers heading North on Dale Mabry?	Thank you for your question. A new West Bound off ramp to Dale Mabry will be somewhat reconfigured to improve safety and operations.
The cut and cover option is the only option that will maintain Gandy's main street character, and it is shown to be the most expensive option. THEA has stated to us they will not pay for this. Has THEA reached out to the FDOT to discuss supplemental funding to pay for this?	FDOT has no plans to do any improvements on Gandy Boulevard.
Great job!!!	Thank you! Have you signed up for updates yet?
Way to go Sue! Mom and I were in attendance! "Max"	Thank you!
Are there any emergency pull off lanes on the raised expressway or just two lanes for traffic only	Hi Lawerence, thanks for joining us. there will be plenty of room to pull over on the Selmon Extension.
Will the timing be affected by the pinellas construction?	Hi Chris, thanks for joining us tonight. No, the timing of our project will not be affected, as they are two different projects being done by two different agencies.

Question	Response
WHY AREN'T YOU ANSWERING ALL OF MY QUESTIONS????	Hi Bill, please be patient we have a lot of attendees and are trying to answer all the questions as quickly as possible. Thanks for patience.
Will there be any roadway lighting on the bridge?	Yes, and we are looking at ways to minimize the spill over.
what are the plans for the Gandy Blvd. upgrade; sidewalks landscaping, bike lanes?	Adding bike lanes would require right of way acquisition on both sides of Gandy from existing businesses. The Selmon Extension will be located in the media of Gandy Boulevard. We will not be purchasing any right of way: <u>no businesses will be impacted</u>
Not sure who did the math, but 16,000 is not 40% of 45,175. Nor does it take into consideration the flow north from the Base, which still has to cross Gandy and will still cause significant congestion South of Gandy. I think it is a great idea as far as relieving, traffic across the bridge, but it will not ease the congestion leaving the base and heading north on either Manhattan or Gandy. The only way to do that is to add a direct access to the extension from the Base.	Thank you for your question. There will be an entry to the Selmon Extension from Dale Mabry, just north of Gandy Blvd.
Thank you. I will patiently await a response to every question I asked, because they are all very important to me. I did document my questions. I would like to share your responses to the many people (friends and <u>neighbors) who strongly oppose this project.</u>	Thank you. We have answered every question in the queue to this point in time. We will answer each and every question as quickly as we can. We appreciate your patience.
I know my questions are critical, but they are all very valid. It would have been nice if the person answering live would have addressed them. Ignoring questions that show the negative side of a project is misleading <u>and diminishes credibility.</u>	Thank you for participating tonight.

Virtual Town Hall Meeting #2 - Questions and Responses

September 28, 2016

Question	Response
how come the marketing material specifically the images of the overhead show as barely extending over the median when in reality it is going to extend 1.5' over the sidewalk on either side of gandy?	Thank you for your question. The overhead will slightly extend 1.5 into the outside lane. It will not extend over the sidewalk.
Hello. Will the support piers be lighted as they (mostly) are for the current elevated lanes?	Hello, thank you for your question. Yes, aesthetic lighting will be provided for the piers and overhead structure.
Are you extending it to Gandy?	thank you for the question. The Extension will provide a direct connection between the Lee Roy Selmon Expressway and the Gandy Bridge.
The intersection at Gandy Blvd., and Dale Mabry on the southwest side has only one lane for vehicles exiting, and entering the expressway, causing traffic to criss-cross. Will there be a safer access/exit at this intersection with the extension?	Thank you for your question. We will be extending eastbound to southbound movement all the way to dale mabry to minimize the weaving problem.
according to the plans it is going to be 60' wide, with 90% of gandy being only 57' wide how is it not going to extend over the sidewalk on 1.5' on either side?	Your question will be answered during the presentation. Thanks for your patience.
your own plans show the median as a 34' wide as typical but there is only a small section where it is wider than 16'	thank you for the question. The median width includes the turn lanes. Upon completion of the project, there will be a 34' median, and an 11' and 10' ft lane in each direction for the majority of the project. Therefore, the 57' wide bridge above will extend above slightly into each outside lane.
all traffic statics are theoretical are they not? you have not done a published plate study to know how much traffic is local or through traffic.	Please refer to our website for previous traffic studies. We are currently performing an updated origin destination traffic study (same as a plate study) and will post the results on our website.
Is this the same presentation that we had before?	thank you for the question. Yes, this is essentially the same presentation as the first, with some updated graphics. We plan to have new presentations in the coming months.
is thea considering anything here but the cost? it seems they do not care about hurting local people's property values and local businesses but building the overhead is causing "inverse condemnation" which opens thea up to a class action lawsuit by home homers and local businesses http://savegandynow.com	Thank you for your question. This project benefits a wide area of the Tampa Bay community. That said, many local businesses and residents in the Gandy corridor support this project, including the South Tampa Chamber of Commerce. The proposed improvement is consistent with local, regional, and state transportation plans. It will address current and future needs of the region for travel, business, and emergency evacuations.
I've gone out there and measured Gandy, when turn lanes exist the width of the median and turn lanes is 16' so a 60' wide overhead will extend over the sidewalk on either side for 95% of gandy	thank you for the question. The median width includes the turn lanes. Upon completion of the project, there will be a 34' median, and an 11' and 10' ft lane in each direction for the majority of the project. Therefore, the 57' wide bridge above will extend above slightly into each outside lane.
After building the toll road, how does the powers that be think people can afford the toll road, it has become so high now average people cant afford the expressway, so how many people will still use gandy blvd after the expressway is constructed.	Thank you for your question. Extensive studies by our traffic and revenue consultants show that a large amount of regional traffic will utilize the elevated structure with the anticipated toll rates. This reduction of traffic from Gandy Boulevard will improve traffic flow for local drivers trying to access the businesses and neighborhoods along the Gandy corridor.
none of your traffic studies conclusively show that the extension will do anything as the majority of the traffic congestion comes from the intersections of west shore and Manhattan. without a plate study you have no idea if the extension will help or not correct?	Thank you for your question. Traffic congestion is significant at each of the traffic signals on Gandy. Traffic Studies have indicated that a signifiant amount of traffic will divert to the express lanes thus reducing congestions at the intersections.
I have extensively read your traffic studies, since all the information in your broadcast is theoretical shouldn't you be telling people that? all these 40% & 44% is a theory and is not supported by any facts.	Thank you for question. The traffic projections are based upon the regional traffic model approved by FDOT and the Hillsborough MPO.
I came in few minutes late; has there already been mention cost to the users -in taxes or toll fee increases? Overall the plan sounds good.	Thank you for your question. The current project requires no right of way, no taking of businesses, and no taking of homes. The cost of the project, as well as the operation and maintenance of the facility, will be paid from toll revenue and toll bonds. The project will require 0 tax dollars.
but don't most people support it based on theoretical marketing and false images? most people that we have talked to that support it did not realize it would overhang over each sidewalk by 1.5' and based on traffic numbers that are purely theoretical	In the next few slides you will see the structure.

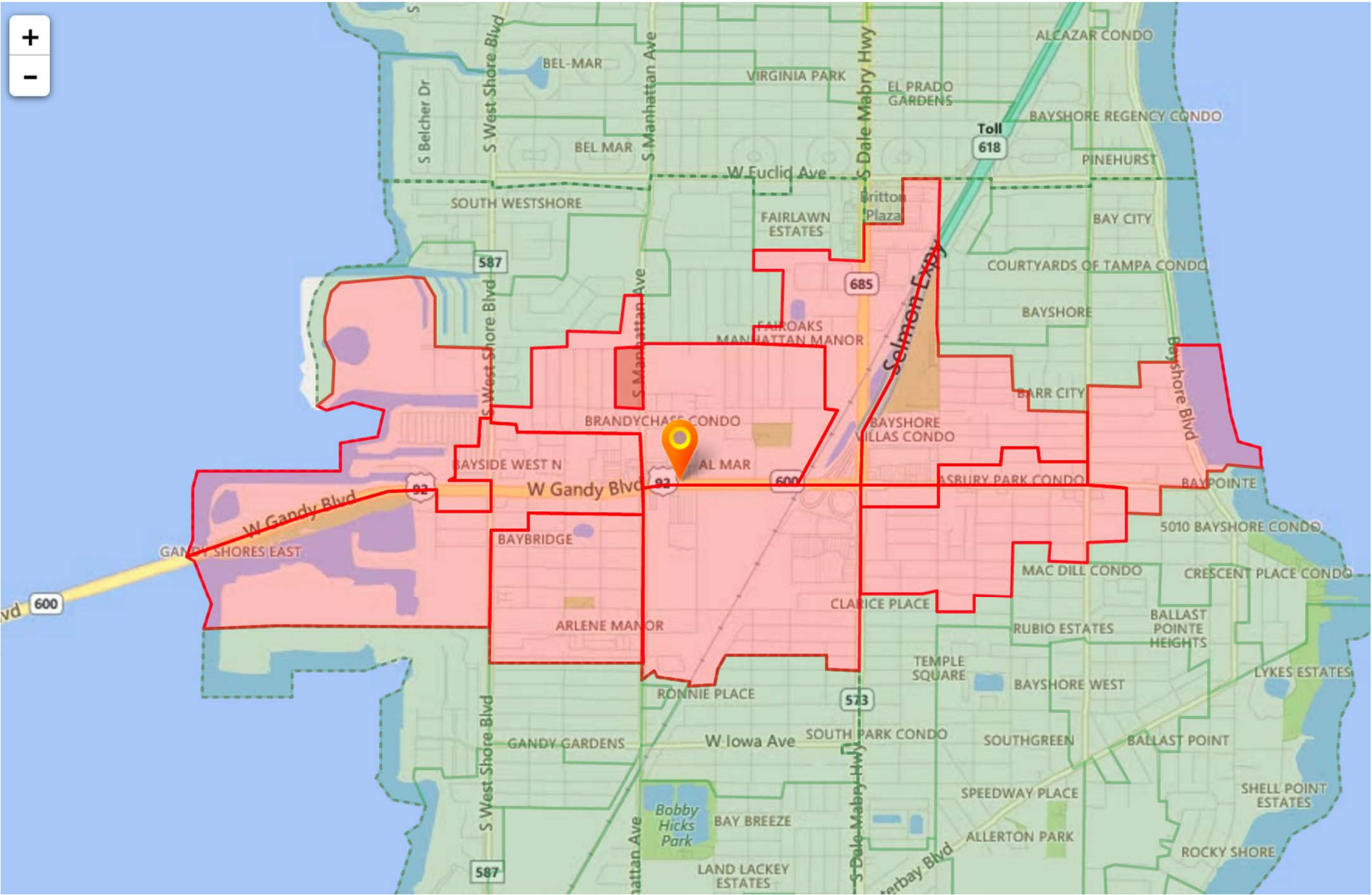
Question	Response
traffic studies have indicated? meaning its open to interpretation. haven't other people that have looked at the study also come up with alternative ways to fix congestion that doesn't involve destroying the gandy corridor so the board of directors at thea can bring home a bigger pay check?	The Expressway Authority conducted a full PD&E study from 2008 to 2010. We had over 100 meetings with stakeholders and we also had a project advisory group made up of local citizens and agencies. Since the early 90s, there have been discussions and concerns with the traffic on Gandy Boulevard. Many projects have been proposed, but those projects took many resident's homes and area businesses. The Selmon Extension takes no homes, no businesses, is built in an existing median and is being paid for by toll revenues. Not tax dollars. This project is needed for efficient movement of goods and people, and for evacuation purposes.
It does not appear that bicycle lanes are being provided along Gandy. Is that something that won't be able to be accommodated within the existing right-of-way in the future?	Thank you for your question. Additional right-of-way from the businesses located along Gandy Boulevard would be needed to accommodate bicycle lanes.
I have seen the structure, it is being designed for 2 lanes each direction despite you saying its for a single lane. and you are listing the median at 34' when in reality the median including turn lanes for 95% of gandy is only 16' wide.	The single lane ramp with 6 foot shoulders on each side meets FDOT standards to accommodate emergency vehicles and allow traffic to pass by in the event of an emergency.
What will be the speed limit?	Thank you for your question. The design speed for the Extension is 50 mph.
why is there calculations for traffic based on current traffic only. Considering the likely large increase in population (especially Hillsborough).	Thank you for your question. Our traffic studies include not only current traffic patterns, but projected traffic growth over the next 20 years.
With all the heavy port traffic, incl. lots of semis; plus increased existing & projected residential increases of on & near West Shore Blvd., both S.&N. of Gandy; I cannot understand why there are no ramps on and off at West Shore. Not only that, but this access is crucial to the businesses located between the existing Selmon terminus and the bridge. Why wouldn't you either install ramps at West Shore, or at least set it up so that they can be added later? This reminds me of the Skyway being insufficient for future use; or the Trop being built to short for existing use.	Thank you for your question. Traffic from Westshore Boulevard can head Westbound and utilize the Gandy Bridge (as they currently can now.) However, to provide access to the facility Eastbound would require extensive right of way from businesses around the Westshore intersection, negatively impacting those businesses and local residents.
but there is no conclusive evidence that the selmon extension will improve congestion at all as the amount of through traffic is purely theoretical since a plate study has not been done. if thea is wrong and 99% of traffic is local you will have built an overhead that lowers property value of every home and business within a mile of it hurting all businesses income during and after construction based on multiple economic studies all for something that you can only hope will help the current problems	Thank you for your question. We completed extensive traffic studies, which are based on the regional traffic model approved by FDOT and the Hillsborough County MPO. These studies are posted on our website. We are currently performing an updated origin destination traffic study (same as a plate study) and will post the results on our website once complete.
Why in heaven's name would you make this extension one lane in each direction, when the existing Selmon and the bridge are two lanes in each direction? Who is planning this? Looks like the same people as the Skyway!	Thank you for your question. The traffic projections for those regional travelers bypassing Gandy Blvd via the Extension, only warrant one lane in each direction. Also, there are no plans to widen the Gandy Bridge beyond two lanes in each direction.
Are any of the designers actually drivers of the corridor? Do they realize how difference of speed among drivers (from 55mph to 80mph) of current Selmon drivers will make for extreme frustration and dangerous conditions between slow and fast speed drivers (and increase instances of road rage).	Yes our designers have driven the corridor and are professionally familiar with the traffic patterns in the area.
There is no way these are accurate. What are the basis of these growth numbers. How where the numbers estimated?	Thank you for your question. We completed extensive traffic studies, which are based on the regional traffic model approved by FDOT and the Hillsborough County MPO. These studies are posted on our website. We are currently performing an updated origin destination traffic study (same as a plate study) and will post the results on our website once complete.
also noise doesn't dissipate when higher out it goes out farther because right now noise is being dissipated by the businesses. now the noise will go out farther and reach more homes lowering property values.	Thank you for your question. The higher structure results in noise waves dissipating at higher elevations, minimizing noise impacts to adjacent property owners.
Are these the same techniques used for the i275 construction that FAILED to properly adjust traffic! Which now has LONGER traffic times after completion!	Thank you for the question. I-275 is an FDOT project.

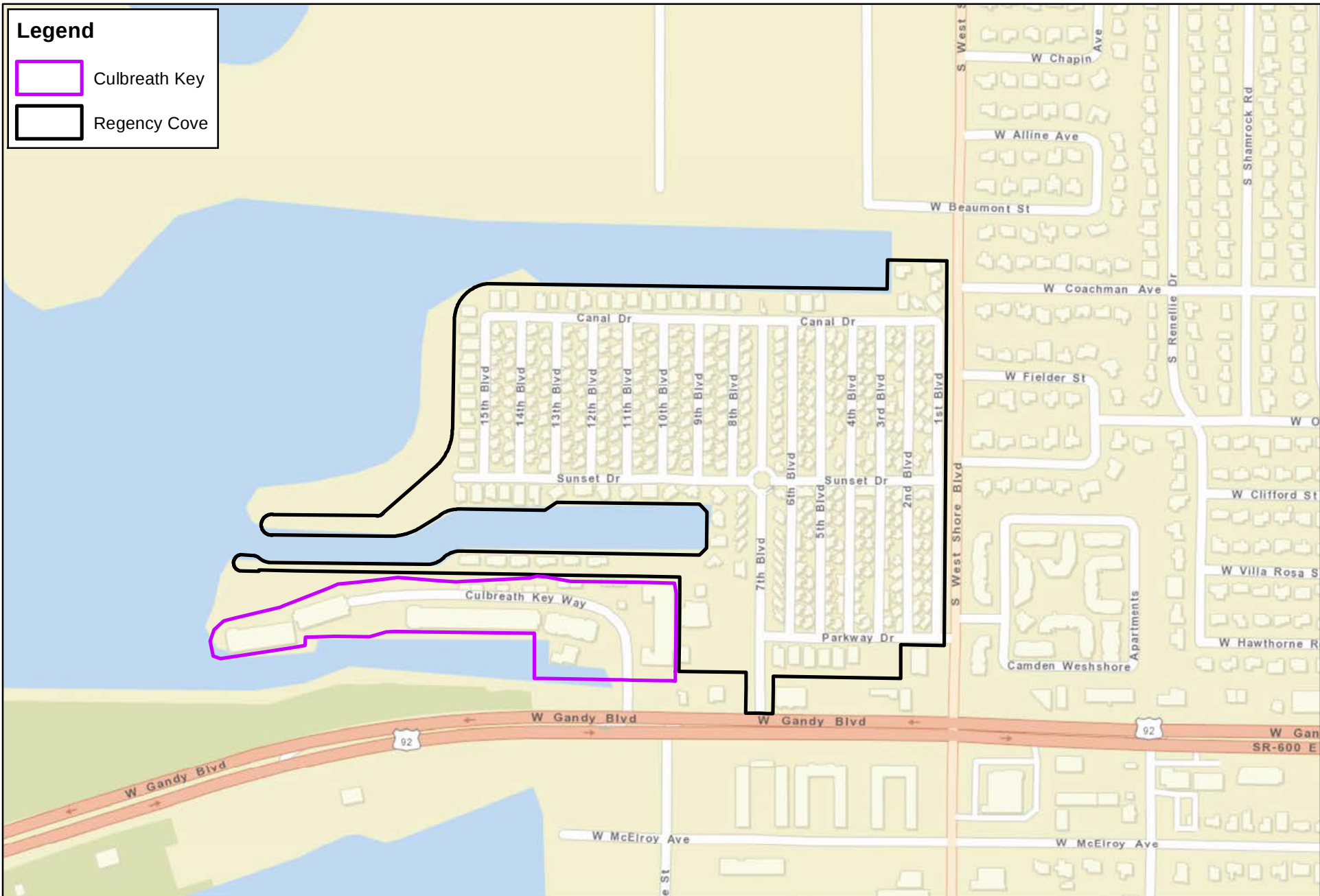
Question	Response
Move the ramps to a West Shore Blvd. interchange, get the trucks off the light at West Shore. Plan for the future increases. South of Gandy (and the DeBartolo property north), are planning huge increases. Are you not conferring with the port? What about the developers. Who is doing this?	Thank you for your question. Future development along the Gandy corridor is considered in the regional traffic model. This project will divert a large amount of regional traffic to the elevated structure, freeing up local roads to the increased area residents from the developments you mentioned.
what is the point of 15' lanes and 6' wide shoulders on either side? according to fdot standards the typical lane is 8-11' wide and one 2-6' shoulder is required, having double can only mean you want a second lane each direction later after its built. and in the mean time lying to people that it is only going to extend out to the inner turn lanes and not sidewalk to sidewalk	]The lanes on the elevated structure are designed to meet the single lane ramp requirements for a limited access facility per FDOT standards. These standards require a 15' travel lane and two 6' shoulders on either side. This configuration will provide adequate space to move disabled vehicles or vehicles involved in an accident to the shoulder and allow room for emergency responders and vehicles to safely operate while still providing room for traffic to move in a single lane.
This has nothing to do with disrupting local business right of way, and everything about cheaping out. This is a toll road, it pays for itself. Plan for the future, please.	Thank you for your comment.
so I can visualize the difference, how high is the express route that we presently use from the east of downtown going to Brandon ?	The Extension will be 30' high from the ground to the top of each pier. The Reversible Elevated Lanes (REL) between downtown and Brandon have sections that are the same height, but also sections that are lower. The closest section is actually around 12 Street in Tampa
Have there been advances in paint technology since the original reversible lanes were constructed? The original bridge looks quite dirty, so it would be nice if a different paint could be used where that's less of an issue (if at all possible).	Yse there have been in advances in paint technology since the original REL. We will incorporate those newer technologies into our design when possible.
is there any portion of this study that shows an alternate of having two lanes on the elevated expressway.	Thank you for your question. The structure is designed to meet FDOT standards for a single-lane ramp on a limited access facility.
is the standards approved by fdot and Hillsborough mpo created in the same method that lists a 16' median as 34'? and a 60' wide structure that extends and hangs over each side of the sidewalk on either side when the image shows it barely extend out 16'?	thank you for the question. The median width includes the turn lanes. Upon completion of the project, there will be a 34' median, and an 11' and 10' ft lane in each direction for the majority of the project. Therefore, the 57' wide bridge above will extend above slightly into each outside lane.
What really irks me about this, more than anything, is instead of you maybe admitting that this design is lacking; YOU'RE JUSTIFYING IT. The one lane in each direction thing is RIDICULOUS. Can't we learn from the Skyway and the Trop, plus a bazillion other government projects that choose the lowest price over what is really needed? Are you really that afraid of overbuilding? How much of our lives needs to be disrupted by enlarging projects? Think of I-275. Jeez	Thank you for your comments.
Looking at that picture, think of how hard it will be to enlarge this later. sounds like a cash cow for the developers.	Thank you for your comment. There are no plans at this time to enlarge the Extension.
The lanes on the elevated structure are designed to meet the single lane ramp requirements for a limited access facility per FDOT standards. single lane requirements are half of what are being put in. if half was being put in then the pictures on your website would be accurate.	Thank you for your comment
I thought that trucks were not allowed on the overhead.	Thank you for the question. Trucks will be allowed on the Extension.
Why can't we see everyone else's questions?	Thank you for your question. The complete Q&A will be posted on our website later this week.
are you answering ?? live?	Thank you. We are answering questions as we receive them.
Are you considering any portion of the tolls collected to be distributed to the local businesses on Gandy for potential loss in business?	Thank you for your question. Tolls collected on the Extension will be reinvested within the community. The Selmon Extension is located in the median of Gandy Boulevard. We will not be purchasing any right of way; no businesses will be impacted. However, THEA will continue to work with Gandy corridor businesses to minimize impacts during construction.
Thank you for the information -- I look forward to seeing this project constructed.	Thank you for your interest and support for this project.
You did not mention the bridge street entrance or traffic light.	Thank you for your question. Bridge Street has been evaluated during the study. Future improvements to Bridge Street will be made when development occurs to justify a traffic signal at that intersection.

Question	Response
What expected impact will there be on the wildlife in the area, particularly the avian population?	Thank you for your question. We completed environmental studies, which show no adverse impacts to existing wildlife.
What are you doing to make sure that the pillars used to support the roadway do not sink like they did during construction of the elevated roadway of the Selmon on the Brandon end? Considering that you are reducing the number of supports, what procedures are in place to prevent sinkhole impacts?	Thank you for your question. We are using redundant drilled shafts which provides an extremely conservative factor of safety in the support of the overhead loads. We are also drilling at each pier location to determine the underground structure to depths greater than 100 feet.
How much is the Investment Grade Traffic and Revenue Study going to cost?	Thank you for your question. We are not able to offer a final cost to the study, as there are several components to the study, some of which are currently ongoing. However, the Selmon Extension will be built with zero tax dollars. All funding will utilize toll revenues from Expressway users and toll bonds sold by the Expressway Authority. THEA toll bonds are not state debt.
You said, during construction there will be 2 lanes open on Gandy Blvd during rush hours. Does this mean one lane in each direction?	Thank you for your question. During construction, two lanes will be open as currently exist in each direction during rush hour.
is there a plan to advertise to the regional traffic passing through Gandy to take the extension?	Dynamic message signs will be used at each end of the extension to inform motorist of their option to use the extension or stay on Gandy.
the same question that has not been answered is how is it that your plans list a 34' median as typical when 95% of gandy only has a 16' median and there is only a 50' section where the median is wider than 15' including the turn lanes?	When we said median, we mean the median envelope - which includes turn lanes. The median includes the turn lanes and is 34' on average.
Was two lanes in each direction not even considered or evaluated?	Thank you for your question. The structure is designed to meet FDOT standards for a single-lane ramp on a limited access facility. Two lanes were evaluated and it was determined that since we are targeting a specific segment of the traffic - not all of the traffic - that one lane in each direction will be sufficient to handle regional traffic now and in the future.
you noted the single lane each way being based on future traffic predictions since the bridge won't be widened. Once the selmon extention and gandy flyover of 4th st. and MLK are open on the st. pete side, it's likely that truck traffic may increase as a direct route from I-275 to I-4. Was this a part of the study? I see this single lane overpass immediately becoming congested and backing up traffic from slow vehicles just as the single lane ramp gets from the Howard Frankland bridge to TIA	Thank you for your question. Yes all proposed improvements to 275 were taken into account when developing the traffic projections for the extension.
I hope and pray that my comments get to the eyes of someone who has some sense. Go back to the drawing board. Plan for the future. Compared to the Connector at I-4 and Selmon, this is MICKEY MOUSE. I'm not candy coating my comments. Who is leading this project?	We are adding an extra lane of traffic in each direction. Less than a 1/3 of the travelers on Gandy will use the extension. One lane in each direction is sufficient.
and is the same person that measured it as 34' when 95% of it is 16' the same one designing the structure because that seriously makes me worry about the professionalism and skill of the engineers especially if they can't tell the difference between 16' and 34' the extension is doomed to collapse more than a few times.	When we said median, we mean the median envelope - which includes turn lanes. The median includes the turn lanes and is 34' on average.
What is the proposed speed limit of the highway?	Thank you for your question. The design speed for the Extension is 50 mph.
I remember when the Crosstown was first built, not enough traffic to justify it. Now, you keep having to add onto it. Just build the dang thing right in the first place. Looking at this design, it is going to be humongously expensive to expand it later. It needs to be built big enough for the next 100 years of growth. Not only that, but I don't even see a hint of ability to add a train. I can't believe this is being pushed through so half cocked.	Thank you for your comments.
The traffic light was promised to the people at the Homes of Regency Cove for their support.	Thank you for your question. When development occurs to justify a traffic signal at the Bridge Street intersection, a traffic light will be installed and improvements made to Bridge Street.
There are NEVER plans to enlarge projects. That's part of why it is such a hassle when you DO enlarge. WHY DON'T YOU EVEN HAVE CONTINGENCY PLANS TO ENLARGE THIS? You're dumping this on our kids. It looks like it will have to be torn down to enlarge. Someone has a financial interest.	Thank you for your comments. We appreciate your feedback.

Question	Response
Are you going to expand the size of the sewer system outflows that you are using for stormwater runoff from the upper deck aka the extension?	We are collecting the water from upperdeck and directing it to the outfall culvert or ditch which will reduce overland flow.
It is practically idiotic to insert a two lane segment in the middle of a 4 lane highway. Who is pushing this craziness?	The Tampa Hillsborough Expressway Authority is building the Selmon Extension.
Where is the potential noise barrier located?	Thank you for your question. A noise study is being updated and results will be available soon.
Who is leading this project?	The Tampa Hillsborough Expressway Authority is leading this project.
I am thinking of the thousands of hours we sat in while the first elevated segments were done. Nobody planned for them, when the first part was done. WHY AREN'T WE LEARNING FROM THE PAST?	Thanks for your comments
And can you please modify the plans for ramp acceleration and de-acceleration lanes to be much longer than current FDOT and typical situations in and around Tampa region. They do NOT meet logical and actual conditions and have incurred many accidents.	Thank you for your question. At the west end of the project, where the ramps from the bridge will tie into existing Gandy Boulevard east of the bridge, lengthy acceleration and de-acceleration lanes will be provided. However, at the east end of the project. lengthening the acceleration and de-acceleration lanes is constrained by the location of the railroad tracks and Dale Mabry Boulevard intersection. The proposed design will increase lengths in this area as much as possible.
I thought this was going to be a straight connection link from the Selmon to the Gandy. Having the option of getting on and off at Gandy/Dale Mabry is going to present major traffic issues at that intersection, won't it? Traffic surely will get gagged up there - I guess that has all been studied?	This will not increase the turns at dale mabry and gandy. The diversion of traffic to the extension will relieve some of the congestions to make some of the turning movments better.
Your slide shows the eastbound ramp from Gandy Blvd to the Selmon as a two lane ramp. It is currently a one lane ramp. Will this change as part of the construction?	Good question. We are indeed modifying the ramp as part of the construction. Please visit our website www.selmonextension.com for updates.
Gandy already has flooding issues. It seems to me that if you are directing the water into an existing system, that system will be unable to handle the capacity. So, you have no plans to increase the existing systems stormwater capacity?	thank you for your question. We are enlarging the existing ponds north of Gandy on the east end of the project, and adding 2 ponds on the loop ramps south of Gandy to over attenuate and offset the impacts caused by the Extension west of the railroad.
The best things I can say about this project are that it is needed, and it looks nice. But it is SERIOUSLY INSUFFICIENT. And, it locks us into short-sightedness for 100 years. Don't you people get stuck in construction traffic? Or are you not from around here?	Thank you for your comments.
Who at Tampa Hillsborough Expwy Authority is leading this?	You can speak with our communications director Sue Chrzan at sue@selmonextension.com
is there a rough estimate of toll increases? I know it was stated that would be upon he completed study in March	Thank you for your question. There will be a separate toll for the Extension, the amount of which has not yet been determined. Tolls on the Selmon Expressway will remain the same.
I could be your biggest cheerleader for this thing, but I am SO DISAPPOINTED.	we'd love to speak with you or meet with you one on one. Can you please send your contact info to todd@selmonextension.com ?
Is anyone reading or following the studies done at UCLA regarding traffic engineering. Many case studies (which I've read) seem to point to much better solutions than what this region actually implements.	thank you for the suggestion. We will follow up.

Door-to-Door / Mailing Area Map





Selmon West Extension

From Gandy Bridge to the Selmon Expressway
Hillsborough County

Culbreath Key and Regency Cove Mailing Area Map

