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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING
(PROJECT NUMBER: 10000-1531)
NORTHWEST HILLSBOROUGH EXPRESSWAY

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DATE: Tuesday, March 4, 1986
TIME: 11:00 a.m. - 11:00 p.m.
PLACE: Curtis Hixon Convention Hall
600 Ashley Drive
Tampa, Florida
PURSUANT TO: Notice
REPORTED BY: CATHY J. JOHNSON, RPR, CP

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Mr. Ron Rotella
6200 Courtney Campbell Causeway
Tampa, Florida 33607

Westshore Development Association
represents 140 business interests in the Westshore
business district. And at an Executive Committee
meeting, not a Board of Directors, the Westshore
Development Association wants to go on record in
support of the Northwest Crosstown Expressway and
feels that it should be linked to I-275.

So, basically, our Committee is one of
support for both the project and the funding of
the project.

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Mr. C. Jack Price
9436 Eddings Road
Odessa, Florida 33556

I'm speaking as a concerned citizen as well as from the standpoint of a Director of Keystone Lake Civic Association.

The majority of our citizens in the Keystone area oppose the proposed expressway and I personally feel and concur with their views predicated on the following facts: First, the proposed Expressway is an expensive luxury which we, the tax payers, cannot afford at the present time.

And according to my understanding of the proposal, the expense and the utilization do not justify the -- do not justify the expressway.

Income projections tend to indicate that there is an ever widening gap between the projected cost, the projected utilization and the projected expenses of maintenance.

It is my feeling that for far less expenditures we could have a more efficient corridor, transit corridor or transportation corridor, without disruption of the current environment or the current environment aspects --

1 current environmental aspects that would be
2 entailed in the construction of the new
3 expressway.

4 It seems odd that existing traffic
5 patterns and roadways are not being fully utilized
6 when we're talking in terms of spending tremendous
7 sums for another new road.

8 An example, this morning traveling
9 from the northern part of the county to come to
10 the meeting today I traveled a part of Highway 41.
11 We still have not expanded that roadway and
12 utilized the current right-of-ways to the full
13 extent, expedite traffic flow on a major portion
14 of that highway.

15 Another example is the fact that Dale
16 Mabry has not been properly expanded, utilized and
17 designed and properties could be made there which
18 would expedite north/south flow.

19 Another example is Gunn Highway, which
20 has been earmarked consistently over the past
21 decade for improvement which would expedite the
22 traffic flow, yet these improvements are
23 continually delayed or not funded and ignored.

24 Concurrent with the Department of
25 Transportation's studies for U.S. 19, I have seen

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no mention made of State Road 77, which is a straight shot for many miles of two-lane road that would be very adaptable for four to six lanes with a fraction of the expenditure being considered by the department.

To summarize, as a concerned citizen, and as a director of the Keystone Civic Association, I feel that the tax payers are being asked to fund unnecessary projects which do not in the end ultimately benefit the rank and file of the tax payers, but are geared more toward more estoric projects from the standpoint of a highway development. Thank you very much.

1 Ms. Sandra Winding
2 15910 Winding Drive
3 Tampa, Florida 33624

4 My name is Sandra Winding. I reside
5 at 15910 Winding Drive in the Country Place
6 subdivision, northwest Tampa. I would like to
7 recommend that should there have to be a limited
8 access highway or expressway built, that the
9 selected route follow the railroad alignment.

10 This route would seem to be favorable
11 to the needs which are inevitable with the
12 enormous growth and development of northwest
13 Hillsborough County and to capture much of the
14 future traffic traveling into the Tampa business
15 center from Pasco and Hernando County area.

16 The impact area, already on densely
17 populated area of the other proposed route, should
18 also be considered with regard to schools existing
19 or under construction site of the residential
20 streets which would become feeders to the
21 expressway and not conceived to ever be burdened
22 with the traffic that would be generated.

23 It would seem logical that the
24 railroad alignment, if chosen, would allow
25 development to be planked around it and not

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require existing structures, residential subdivisions and businesses to be dismantled or destroyed.

Look to the future and plan to serve the new and expanding northwest Tampa Metropolitan area with the limited access highway or expressway along the railroad alignment route.

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Mr. James A. Pfeiffer
4931 Pennsbury Drive
Tampa, Florida 33624

I want to say that I'm opposed to the Lake LeClare Road alignment. And I'm in favor of the railroad alignment. I feel that the LeClare Road alignment will cause a major thoroughfare for Country Lake Drive, which is part of Country Place West, the subdivision similar to what we already have over on Lake Magdalene Road and Bearss Avenue going to 275.

As a resident of Country Place West, we took a poll of citizens in that subdivision and the overwhelming majority were in favor of the railroad alignment over the LeClare Road alignment.

The aerial maps for the LeClare Road alignment indicate Country Place West is nothing more than a barren field. I think they need to be updated to reflect the current status of home building out in that area.

1 Mr. Dale Jaughner
2 15867 Country Lake Drive
3 Tampa, Florida

4 I think that the Northwest Expressway
5 is not the most cost effective way to provide
6 transportation to northwest and the same amount of
7 money that would be put into grade level arterial
8 roads improving the existing arterial system which
9 would be more cost effective and be better for the
10 residents and the environment because it wouldn't
11 displace homes and would not have the same
12 benefits to the natural environment.

13 Such alternatives would include Dale
14 Mabry, separate interchanges at all the major
15 intersections and the exception, Anderson Road,
16 the exception to the case.

17 I road the improvements of Sheldon
18 Highway and this is a very expensive alternative
19 to providing transportation in the northwest area.
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Ms. Ann Dries
5706 Halfmoon Lake Road
Tampa, Florida 33625

First of all, I am opposed to the expressway altogether, but I realize that in all things the majority rules and whatever needs to be done will be done, but in the event that they do go ahead with this expressway, I'm very much in favor of choosing the railroad right-of-way due to the rumor I just heard told that it was the least expensive of the two routes and that's -- that would be the primary reason I would be for that.

The wetland situation seemed to be very comparable; in other words, whichever routes they take they're affecting pretty much the same amount of wetland, which is not that much variance, but the cost certainly seems to be less using the railroad right-of-way and affected a lot less homeowner. Businesses I'm not worried about.

1 Ms. Deborah Bubb
2 7205 Timber Court
3 Tampa, Florida 33625

4 I would just like to make my statement
5 that I am totally opposed to the expressway in any
6 form on any proposed site. I think that they
7 should take the money and they should improve the
8 existing avenues and streets.

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1 Mr. James A. Newell
2 6150 Oak Cluster Circle
3 Tampa, Florida 33614

4 I feel that the Northwest Expressway
5 is a waste of the tax payers' money: (A) Waters
6 Avenue, Sheldon Road, Hanley Road, Anderson Road,
7 Dale Mabry, the Causeway, all have been put on
8 hold because of lack of funds; (B) You will have a
9 \$250,000,000 expressway that is carrying thousands
10 or more cars expressing off to old primary roads
11 which would make this worse, not better; (C) It's
12 time we quit wasting time on slow, inefficient
13 bond money for big time investors. Be
14 straightforward to the neighborhoods. Let's put
15 this issue to a vote.

16 On the back I wrote "No Expressway." I
17 work for the Department of Transportation and I
18 worked for them for 12 years. They're a very
19 inefficient run organization which is not
20 ultimately straightforward with the people in the
21 area. I live off Barry Road, and when I purchased
22 my property from Pulte Homes, they did not tell me
23 the Expressway would be coming 350 yards from my
24 house.

25 The Department of Transportation is

1 dragging their feet on this Expressway, I'm sure
2 of all that. The more they drag their feet, the
3 more commercialized it will be and it's going to
4 cost them all and disrupt all those neighborhoods
5 which should have been put through ten years ago.
6 That's it.

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1 Mr. Joe Rossick
2 11201 Wheeling Drive
3 Tampa, Florida 33624

4 I live off of Henderson Road, north of
5 Linebaugh, and I welcome the expressway to come.
6 We need it.

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1 Mr. Robert L. Logan
2 5452 Pentail Circle
3 Tampa, Florida 33625

4 I retired five and-a-half years ago,
5 moved here from Northern Illinois and my wife and
6 I selected Sugarwood subdivision to have a home
7 built in because we felt it was a nice, quiet
8 area. It is a good residential community and I
9 think it would just be a horrible thing to build
10 this roadway that close to Sugarwood subdivision.

11 In addition, I feel that the
12 expressway is not properly furnished and I think
13 it's a waste of money to build a road 12 miles
14 long going from nowhere to nowhere, but I'm
15 primarily concerned with the way it's going to
16 affect my wife and myself, personally, and our
17 property value. I think it's going to depreciate
18 our property. I think it's going to make it a
19 noisy place to live compared to the way we live
20 now.

1 Mr. James Paladino
2 5458 Pentail Circle
3 Tampa, Florida 33625

4 I share the sentiments of most of the
5 homeowners of the northwestern quadrant of the
6 county; and that is the expressway would, indeed,
7 lower property values as a result of its proximity
8 to certain housing developments.

9 I live in Sugarwood and I am of the
10 opinion that would be the case in our
11 circumstance. I also commute downtown on a daily
12 basis because I work in the downtown area and
13 recognize the need for some sort of relief with
14 respect to the congestion on the roadways as they
15 now exist. I would think alternative measures
16 should be examined more carefully before we go
17 ahead and sanction this expressway. That's it.

1 Mr. Joseph Fuentes
2 17630 Boy Scout Road
3 Odessa, Florida

4 I'd like to submit this statement in
5 favor of the expressway. I have discussed this
6 with many people who live in the northwest part of
7 the county. I live about roughly ten miles west
8 of Dale Mabry. Any widening of Dale Mabry does
9 not help me or any of the people that live in that
10 vicinity.

11 A road is needed much further west
12 than Dale Mabry and I think that the expressway
13 does accomplish serving all these individuals in
14 that area. A lot of the individuals that I spoke
15 to who are in favor of the expressway are not
16 members of these different associations that for
17 some reason or another have joined with each other
18 to fight the expressway. I have some lack of
19 confidence on these different associations
20 functioning as a explicit force without any
21 possible reprimand for even being bribed to fight
22 or not to fight the expressway.

23 Therefore, I consider these people
24 very dangerous because they have nobody to answer
25 to. And they are not breaking any laws if they

1 are receiving certain favors from certain
2 companies or investors who have interest in the
3 area.

4 Therefore, I do not consider them a
5 very reliable source of information to stop the
6 expressway. I do have a suggestion, and that
7 suggestion is that there should be a election in
8 the general vicinity to see how many people are
9 against it and for it.

10 It seems from my personal experience
11 that most people are for it, but there is a very
12 small bocephorous group that is misrepresenting
13 and those are the only ones that you read about in
14 the newspaper, not these other people that I've
15 spoken to that seem to be all for the expressway.

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1 Mr. Wallace E. Henriquez
2 811 Idlewood Drive
3 Tampa, Florida

4 We are very much in favor of the
5 railroad alignment. We understand there will be
6 some noise impact, but still the road is needed in
7 such that it's about ten years too late to have
8 put it in. We're well in favor of the road as it
9 is; the railroad alignment.

10 Ms. Diana M. Lopez
11 4907 Crockett Court
12 Tampa, Florida 33624

13 I just want to say I'm for the Lake
14 LeClare alignment. I live in Village Estates and
15 I would use it if it was that particular
16 alignment, but if it went through the Keystone
17 area or Odessa area it would be worthless for me
18 to use it.

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1 Mr. Craig A. Theriault
2 5410 Southern Comfort Boulevard
3 Tampa, Florida

4 I live right on the bottom of the
5 Southern Comfort Boulevard and it faces the
6 Eisenhower Overpass and the way those photographs
7 look is that it's going to be touching the side of
8 my property and I think that if they're going to
9 do anything they should buy me out. If they're
10 going to come in and if they're going to come
11 close or touch my property instead of giving me
12 property appraisal or property damage, if they're
13 going to touch my property in any way, I think
14 they should go ahead and buy me out, because it's
15 showing on the front of my property or their
16 access is going to be almost touching the corner
17 of my house and then in the last meeting they said
18 28 feet from the front of my house would be
19 considered the start of their access. I told them
20 your 28 feet is going to turn into 48 or 55 and 56
21 and that's the front door of my house where you
22 want to go across and it's going to be an
23 inconvenience to me and I can't see how you're
24 going to replace the front of my property for
25 access comparable to my living situation now, plus

1 the front yard, the 28 feet of the front of my
2 property where my children used to play before the
3 cars came sliding around the corners and flying
4 over the top of the hill on Eisenhower Overpass,
5 which I've notified the Department of
6 Transportation -- I can't remember the gentleman's
7 name I spoke with -- but I have written letters
8 and I've called the Sheriff's Department of every
9 accident so that people are aware of the dangerous
10 situation on top of the hill.

11 There was a couple of things as far as
12 the accident rates and where my house is located.
13 If they're going to do anything, I can't see how
14 they could not take my property. They had
15 mentioned before about making my back yard a play
16 area for my children and I just don't think I'm
17 going to want to live with that much of a roadway
18 next to my house.

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1 Ms. Rebecca E. Waldo
2 16039 Eagle River Way
3 Tampa, Florida

4 I would like the railroad alignment as
5 opposed to the LeClare alignment primarily because
6 I'm a homeowner in the area that it would affect
7 the LeClare alignment. I don't want it in my
8 community. It's cheaper to be in the railroad
9 alignment. My property value is important to me
10 and I want to -- I don't want to see it lowered
11 because of this. My concern is for the safety of
12 my family.

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1 Ms. Marian A. Isaac
2 15709 Woodshed Place
3 Tampa, Florida

4 To the Expressway Authority from
5 Country Place Civic Association: Last year the
6 residence of Country Place, a community of 1,400
7 homes were polled concerning the need for an
8 expressway or limited express highway. Of those
9 responding, over 75 percent voiced their opinion
10 in favor of an expressway overwhelmingly in favor
11 of the railroad alignment. This is in agreement
12 with polls conducted by the Northdale Civic
13 Association and an independent poll conducted by
14 the Tampa Tribune.

15 Some of the reasons in favor of the
16 railroad alignment were if the Lake LeClare
17 alignment were chosen the new Northwest Elementary
18 School would be on the other side of the
19 expressway for the majority of the students that
20 it's being built, causing serious safety problems.

21 In addition, plans show an "off" ramp
22 on Country Lake Drive. This is a residential
23 street with two county parks for children on it.
24 Country Lake is not designed to handle large
25 volumes of traffic.

1 To give an example of how young our
2 community is, the local Catholic church that
3 represents our area St. Timothy's, has 30 percent
4 of their parishioners under ten years of age.
5 This statistic is very reflective of Country
6 Place.

7 Also, a planned nursing home will be
8 located by the "off" ramp which would be a
9 potential safety hazard. The officers of Country
10 Place Civic Association also believe that the
11 Expressway Authority and Florida Department of
12 Transportation should have the foresight to
13 realize that Tampa, as being the industrial and
14 governmental center for the West Coast of Florida,
15 should plan for the growth of the Pasco and
16 Hernando Counties.

17 The expressway should not only use the
18 railroad alignment, but instead of turning east
19 near Van Dyke Road, should be four lanes north to
20 Route 54. Route 54 should then be four lanes west
21 to Route 19 and four lanes east to the Interstate
22 making a belt way. Van Dyke should then be four
23 lanes between the expressway and Dale Mabry.

24 To reiterate, the residence of Country
25 Place, by vote, have overwhelmingly chosen the

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expressway or limited access highway or railroad
alignment, Marian A. Isacc.

1 Mr. Howard I. Mayer
2 15709 Woodshed Place
3 Tampa, Florida 33624

4 To the Expressway Authority from Country
5 Place Civic Association: Last year the residents
6 of Country Place, a community of 1,400 homes were
7 polled concerning the need for an expressway or
8 limited access highway. Showing responding, over
9 75 percent voiced their opinion in favor of an
10 expressway and overwhelmingly in favor of the
11 railroad alignment.

12 This is in agreement with polls
13 conducted by the Northdale Civic Association and
14 an independent poll conducted by the Tampa
15 Tribune. Some of the reasons in favor of the
16 railroad alignment were that if the Lake LeClare
17 alignment were chosen, the new Northwest
18 Elementary School would be on other side of the
19 expressway from the majority of the students it is
20 being built to serve causing serious safety
21 problems.

22 In addition, plans show an "off" ramp
23 on Country Lake Drive. This is a residential
24 street with two county parks for children on it.
25 Country Lake is not designed to handle large

1 volumes of traffic.

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3 community is, the local Catholic church that
4 represents our area St. Timothy's has 30 percent
5 of their parishioners under ten years of age.
6 This statistic is very reflective of Country
7 Place.

8 Lastly, a planned nursing home will be
9 located by the "off" ramp which could be a
10 potential safety hazard. The authorities of
11 Country Place Civic Association also agree that
12 the Expressway Authority and Florida Department of
13 Transportation should have the foresight to
14 realize that Tampa, being an industrial and
15 governmental center for the West Coast of Florida,
16 should plan for the growth of Pasco and Hernando
17 counts. The expressway should not only use the
18 railroad alignment, but instead of turning east
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20 Route 54. Route 54 should then be four lanes west
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25 Place, by vote, have overwhelmingly chosen the

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expressway or limited access highway or the
railroad alignment, Howard I. Mayer, M-A-Y-E-R,

1 Ms. Gloria R. Campbell
2 5537 Pentail Circle
3 Tampa, Florida 33625

4 Both as a homeowner in Sugarwood
5 Groves and as a trustee for the taxing district, I
6 wish to speak out in favor of the railroad
7 alignment route and in opposition to the Lake
8 LeClare alignment.

9 The railroad alignment would serve the
10 needs of today's northwest residential as well as
11 future development along Gunn Highway without
12 disrupting already established neighborhoods and
13 undermining the values of those homes.

14 The highway interrupting these
15 neighborhoods would destroy the quality of life we
16 now enjoy. The area along the railroad alignment
17 is already a more commercial area which would
18 benefit from -- the County already owns the
19 railroad right-of-way and this would represent
20 savings in buying the land necessary for the
21 alignment.

22 The residents of Sugarwood Groves are
23 working hard to be an area Hillsborough County can
24 point to with pride. Hillsborough County should
25 help us maintain our property values, not destroy

1 them.

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3 Mr. Glen P. Douglass
4 15915 Bridgewater Lane
5 Tampa, Florida.

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 Okay. I feel that the exit -- or
proposed exit at Country Lake Drive in Hutchinson
Road is a poor choice. It would make Hutchinson
Road a major thoroughfare which it's not capable
of handling traffic and I favor the railroad
alignment. That's my major objection, is this
exit on to Hutchinson road. That's about it.

1 Mr. Charles David Murrell
2 7305 Brooklyn Road
3 Tampa, Florida 33625

4 Well, I'm against this expressway for
5 the main reason I don't feel that it will support
6 itself. And on top of that, there's a bunch of
7 well -- from the way I see it, looks like there's
8 a bunch of people living out there in older
9 subdivisions or older homes, they're just, well,
10 more or less trying to push them to the side the
11 way the -- maybe I might be wrong in saying that,
12 but if they will take -- if the State and the
13 County would take the money that was appropriated
14 and put it where it belongs, it wouldn't be so
15 bad.

16 Just like a couple years ago it came
17 out in the Tribune and they took the money
18 appropriated on a given highway, they took it and
19 put it on the expressway making the payments on --
20 the expressway a crosstown. And if they build
21 that they're going to have the same problem. I
22 don't believe they'll be able to pay for it this
23 year or year to year or end of the year.

1 Mr. Bernard H. Reding
2 15814 Scrimshaw Drive
3 Tampa, Florida 33624

4 Basically, I am not in favor of the
5 whole Northwest Expressway. Okay. That's one
6 item.

7 The second item, if I don't have an
8 option as to whether I want it or not, I want the
9 railroad right-of-way instead of the LeClare
10 alignment as the route for the proposed
11 expressway.

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14 Ms. Lucy J. Reding
15 15814 Scrimshaw Drive
16 Tampa, Florida

17 Mine is exactly the same, so you can
18 recopy it.

1 Mr. Paul T. Barry
2 7216 Turnmor Drive
3 Tampa, Florida

4 I think that any project represented
5 as helping relieve Dale Mabry should be closer to
6 Dale Mabry than the project as presented tonight.
7

8 Mr. Mark N. Dugan
9 15908 Marshfield Drive
10 Tampa, Florida 33624

11 I'd just like to comment in favor of
12 the railroad alignment for two basic reasons:
13 One obvious one is the cost factor; in effect, the
14 right-of-way is already there in many cases; and
15 secondly, in order to encourage development
16 farther out into the county and surrounding
17 counties and to help in traffic from the New Port
18 Richey, Port Richey, Tarpon Springs area down
19 into -- towards the State and downtown area for
20 people that work in that area, the Lake LeClare
21 route is already developed and I think that the
22 railroad alignment would still be able to handle
23 the traffic and work out just as well with less
24 disruption. Thank you.
25

1 Mr. Steve Kelly
2 15802 Bridgewater
3 Tampa, Florida

4 The only thing I'd like to add to that
5 is we just had a relocation of our school district
6 in the area and my grandson is presently going to
7 Carrollwood. He's going to be going to the
8 Northwest School. And if Lake LeClare is chosen,
9 his school is on the other side of the Interstate
10 from the house.

11 What kind of provisions would be made
12 for children going to school for their safety?
13 And the way it was described when they relocated
14 the schools was that anybody within a mile and a
15 half of the school would be walking, there would
16 be no bus service, which puts the majority of the
17 whole neighborhood, which is like 67 children,
18 would be walking across this Interstate to get to
19 their school which is supposedly opening up next
20 fall.

21 That's about all I've got to say.
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1 Mr. Dennis M. Barco
2 55315 Lake LeClare Road
3 Tampa, Florida 33549

4 I am totally in favor of the
5 expressway route and what I refer is the railroad
6 track bed alignment.

7 The railroad alignment will have the
8 least amount of impact as far as the environment
9 is concerned and also will have the least amount
10 of impact as far as the moving of people around
11 and also it will -- it is the least expensive
12 route to take.

13 I've been a resident of Tampa four all
14 43 years' worth and I think that the county needs
15 the expressway for the growth of the county. It
16 seems to be taken in consideration to show the
17 impact of all -- the consideration of all the
18 people concerned.

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1 Ms. Aggie Gularek
2 15810 Bridgewater
3 Tampa, Florida

4 Okay. There's not only myself, but
5 there's 20 homes approximately that will be
6 affected that are not even on the map now, it's
7 Bridgewater Lane. And when we moved into the area
8 nothing was told to us about any such proposal and
9 the majority of the people are new people in from
10 all over that moved to the Tampa area. It's
11 filled with children.

12 They're saying that the road's going
13 to go through Country Lake Drive, which is marked
14 where your kids can go to school right now safely.
15 A brand new school next winter is going to be
16 finished. They don't even have that on the map
17 yet that our children will have to go because of
18 the growing population and they're talking about
19 the population and all the problems. And to get
20 from one place to the other you're going to have
21 to go through our subdivision, and common sense
22 will tell you you just cannot go through a
23 subdivision with traffic that heavy. That's about
24 all I have to say.

25

1 Mr. Ronald Ray Arkay
2 Post Office Box 271002
3 Tampa, Florida

4 My property is located at 7007 West
5 Linebaugh Avenue. It is a 10-acre tract of woods.
6 I own mental Wholesale Nursery. The Northwest
7 Expressway, as being planned right now, will take
8 away approximately two to three acres of the
9 northernmost amount of property.

10 After examining the maps at the
11 hearing, the alternative I would suggest as
12 following where we're talking about Linebaugh and
13 Wilskey Road area, following the abandoned
14 railroad, crossing over Linebaugh and running
15 parallel with Seaboard Coast Line Railroad. In
16 doing this, it wouldn't affect as many homes or
17 businesses, including mine, and, I believe, would
18 be more cost effective, although it is in a lower
19 area, lower wetlands area, it would affect the
20 least people and be a more beneficial expressway.

21 Additional comment dealing with the
22 crosstown -- the Hillsborough County Expressway.
23 In reference to being cost prohibitive, the roads
24 in Hillsborough County have been suffering because
25 of the crosstown expressway's failure to be a

1 profitable road. And I feel that constructing the
2 Northwest Expressway --

3
4 Mr. Mark Thomason
5 4209 Deepwater Lane
6 Tampa, Florida 33615

7 I object to the Northwest
8 Expressway as the plan has been expressed due to
9 the fact that the Department of Transportation has
10 not lived up to its obligation as a body of the
11 State of Florida, and I don't believe that they
12 will live up to their obligations in the Northwest
13 Expressway.

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Ms. Jenna S. Venero
14833 Shaw Road
Tampa, Florida 33625

I object to the expressway and I especially object to the branch, to the Lake LeClare branch. I feel is they're going to go ahead with this that they should go to that westerly extension on the railroad because the railroad is already there. It's already been ripped out. It's an area a lot of people don't live around. It's not going to include as much filling in as wetlands, although I don't think they're environmental studies has been done correctly. I'd like to see that more thoroughly, and it just reminds me of the Albert Road. I don't really know what other roads they've got in this big yellow corridor and I don't think it's going to change a lot of the traffic up there that they're stating it is. It may ease us four or five years and it's going to be just as bad because it's going to have that much more building to catch up to it.

1 Mr. William C. Blake, Jr.
2 579 West Davis Boulevard
3 Tampa, Florida

4 I am William C. Blake, Blake and
5 Associates, Attorney at Law, 661 Barnett Bank
6 Building, Tampa, I should say 1000 North Ashley
7 Boulevard, Tampa.

8 Urgent need and public benefit is to
9 be derived from an expressway from I-275 by
10 Eisenhower Boulevard to Citrus Park; that is, to
11 Ehrlich Road in the region of Citrus Park.

12 To extend the route northerly to a
13 terminus on Dale Mabry Highway via either route is
14 a highly questionable decision.

15 Unfortunately, it appears that DOT and
16 the Authority seem committed to ignoring the
17 obviously best, most versatile and yet feasible
18 route; I-275 at Eisenhower Boulevard to I-275 at
19 Bearss, B-E-A-R-S-S.

20 Strong leadership is needed at this
21 point to redirect the effort toward such an
22 alignment. The failure to create a belt in this
23 way is to duplicate the mistake in design and
24 routing of the east/west or south crosstown
25 expressway. Better to stop the expressway at

1 Ehrlich than to continue it foolishly to Dale
2 Mabry terminus. Thank you.

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1 STATE OF FLORIDA)
2 COUNTY OF HILLSBOROUGH)

3 I, CATHY J. JOHNSON, Registered
4 Professional Reporter and Notary Public in and for
5 the State of Florida at large, hereby certify that
6 the Public Hearing was recorded in Stenotypy and
7 electronically by me and that the foregoing pages
8 constitute a true and correct transcription of my
9 recordings thereof.

10 I FURTHER CERTIFY that I am neither an
11 attorney nor of counsel for the parties to this
12 cause nor a relative or employee of any attorney
13 connected with this litigation and that I have no
14 interest in the outcome of this action.

15 WITNESS my hand and seal this 17th
16 day of March, 1985, at Tampa, Hillsborough County,
17 Florida.

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My Commission Expires
December 9, 1988
Notary Public, State of Florida
My Commission Expires Dec. 9, 1988
Bonded thru Emp. Fair - Insurance, 1984