



Comments & Coordination Report

I-275 / SR 93

From South of 54th Avenue South
to North of 4th Street North

Pinellas County, Florida

APRIL 2016

**PROJECT DEVELOPMENT &
ENVIRONMENT (PD&E) STUDY**

Work Program Item Segment No: 424501-1

Comments and Coordination Report

**I-275 / SR 93 PD&E STUDY
FROM SOUTH OF 54TH AVENUE SOUTH TO NORTH OF 4TH STREET NORTH IN PINELLAS
COUNTY, FLORIDA**

Work Program Item Segment No: 424501-1

This project's Project Development and Environment Study analyzed the need for operational improvements and evaluated the location, conceptual design, and social, economic, and environmental effects of the proposed improvements for the I-275 (SR 93) corridor from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida

Prepared for:

Florida Department of Transportation

District Seven

11201 North McKinley Drive

Tampa, Florida 33612-6456

Prepared by:

HDR Engineering, Inc.

5426 Bay Center Drive, Suite 400

Tampa, Florida 33609

April 2016

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I. Project Description

Report Overview

This report provides the documentation associated with the public involvement program that was developed and implemented for the I-275 (SR 93) Project Development and Environment (PD&E) study. The purpose of the program was to establish open communication with the general public and property owners as well as federal, state, and local agencies and elected officials concerned with the project. Early and continued communication was an integral part of this project to identify potential effects, issues, and solutions.

Information and a request for input and comment was disseminated in the form of an Advance Notification Package, which was mailed to federal, state, and local agencies. A study kick-off newsletter was developed and sent to federal, state, and local agencies as well as elected and appointed officials, the media, and owners of properties in the project area. Department representatives met and corresponded with property owners and the general public throughout the study process. The Public Hearing, which was held September 29, 2015, was advertised in the *Florida Administrative Register* and the *Tampa Bay Times*. Notification of the Public Hearing was sent to property owners, state, federal, and local agencies, elected and appointed officials, and interested parties.

Coordination conducted and public comments received during the PD&E study assisted the Department in selecting the recommended alternative, which consists of providing operational improvements to increase the number of continuous lanes on I-275 to two continuous lanes in each direction along 10.6 miles of the corridor, and to provide toll lanes for the remaining 5.7 miles of I-275. The proposed improvements vary between the three segments of the corridor. The preferred recommended alternative for Segment A (from south of 54th Avenue South to I-175) and Segment B (from I-175 to south of Gandy Boulevard) consists of providing intermittent widening and restriping of existing lanes to form two continuous lanes on I-275 in each direction.

For Segment C (from south of Gandy Boulevard to north of 4th Street North), the recommended alternative includes the widening of I-275 to provide the addition of tolled express lanes, as proposed in the Tampa Bay Express (TBX) Master Plan. This plan proposed the addition of one tolled lane on I-275 in each direction from Gandy Boulevard to 118th Avenue North. From 118th Avenue North to north of 4th Street North, two tolled lanes would be provided in each direction. Access would be provided between the tolled and non-tolled lanes near Gandy Boulevard, at 118th Avenue North, and between 4th Street North and the Howard Frankland Bridge. An initial investment along this segment was identified as a TBX Starter Project. This shorter-term, lower-cost project includes the re-design of the existing auxiliary lanes on I-275 between Roosevelt Boulevard in Pinellas County and SR 60 in Hillsborough County to form a single tolled lane in each direction from south of Gandy Boulevard to the Howard Frankland Bridge. The same access points would be maintained between tolled and non-tolled lanes as proposed in the TBX Master Plan.

Study Description

The Florida Department of Transportation (FDOT), District Seven is conducted a PD&E Study for I-275 (SR 93) from 54th Avenue South to north of 4th Street North in Pinellas County. The 16.3-mile study analyzed the need for operational improvements for the corridor and evaluated the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. This PD&E study was conducted by the FDOT to provide documented environmental and engineering analyses, to assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the type, conceptual design, and location of the necessary improvements within the I-275 PD&E study limits. The project limits are shown on **Figure 1-1**.



Figure 1-1 – Project Location Map

II. Public Involvement Plan

A comprehensive Public Involvement Plan (PIP) was developed and implemented as part of this study. The purpose of this plan was to inform and solicit responses from all interested parties including local residents, public officials, agencies, and business owners. The plan included three newsletters: a Tampa Bay Express Workshop mailing, a Public Hearing Newsletter, and a Notice of the Location and Design Concept Acceptance (LDCA) Newsletter at the completion of the study. These materials are described further in Sections IV and VI. The plan also included an Advance Notification package and a Public Hearing.

III. Advance Notification Package

Advance Notification

Through the Efficient Transportation Decision Making (ETDM)/ Advance Notification process, FDOT informed federal, state, regional, and local agencies of this project and its scope of anticipated activities. The project's Advance Notification package was distributed to the Florida State Clearinghouse on March 29, 2013 and forwarded to those agencies listed below. Agencies that were represented on the ETDM District 7 Environmental Technical Advisory Team (ETAT) are indicated in the following table. Copies of the ETDM/Advance Notification package may be found in **Appendix A**.

Advance Notification Mailing List

Federal
Federal Highway Administration, Division Administrator
Federal Highway Administration - ETAT Representative
Federal Emergency Management Agency- Mitigation Division, Chief
Federal Railroad Administration- Director
Federal Railroad Administration
Federal Transit Administrator - ETAT Representative
U.S. Department of the Interior - Bureau of Land Management, Southeastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior - U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - ETAT Representative
U.S. Department of Interior - U.S. Fish and Wildlife Service- ETAT Representative
U.S. Army Corps of Engineers-Regulatory Branch- ETAT Representative
U.S. Department of Commerce - National Marine Fisheries Service- Habitat Conservation Division - ETAT Representative
U.S. Department of Commerce-National Marine Fisheries Service- Southeast Regional Administrator

U.S. Department of Agriculture - Natural Resources Conservation Service
U.S. Department of Interior - National Park Service - Southeast Regional Office - ETAT Representative
Federal Aviation Administration - Airports District Office
U.S. Department of Health and Human Services - National Center for Environmental Health
U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities - Environmental Services Staff
U.S. Coast Guard- Seventh District - Commander (oan) - ETAT Representative
U.S. Forest Service - ETAT Representative
Tribal
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida - ETAT Representative
Miccosukee Tribe of Indians of Florida - ETAT Representative
Seminole Nation of Oklahoma
State
Florida Fish and Wildlife Conservation Commission - ETAT Representative
Florida Department of Environmental Protection - ETAT Representative
Florida Department of Environmental Protection - State Clearinghouse
Florida Department of Economic Opportunity - ETAT Representative
Florida Department of State - ETAT Representative
Florida Department of Agriculture and Consumer Services - ETAT Representative
Florida Intrastate Highway System, Central Office
Florida Inland Navigation District
Regional
Tampa Bay Regional Planning Council
Southwest Florida Water Management District - ETAT Representative
FOOT Environmental Management Office, Engineer/Manager
Florida Department of Transportation, District Seven
Pinellas County Metropolitan Planning Organization

Summary of Agency Comments and Responses

Several agencies commented on the project through their participation during the project's ETDM publication process. A Programming Screen Summary Report (PSSR) was published for this project on July 26, 2013. Due to the frequent publication of the project's PSSRs, the reader is referred to the following link (<http://etdmpub.floratat.org/est/#>). The project ETDM reference number is 12556.

IV. TBX Workshop

FDOT conducted two public workshops for the proposed new “Tampa Bay Express” toll lanes along the interstate system in the Tampa Bay area. Tolloed express lanes are being proposed in Segment C of the I-275 PD&E study in Pinellas County, as well as I-275, I-4, and I-75 in Hillsborough County.

The first workshop was held in Pinellas County on January 27, 2015 from 5:00 p.m. to 7:00 p.m. at Minnreg Hall, 6340 126th Ave. N in Largo, Florida, and the second workshop was held in Hillsborough County on January 29, 2015 from 5:00 p.m. to 7:00 p.m. at TPepin Hospitality Centre, 4121 N 50th St. in Tampa, Florida.

On January 13, 2015, notification post cards were mailed to 17,401 property owners and 100 other stakeholders (including homeowner associations, civic groups, and neighborhood associations). Elected officials and agencies were notified by email of the public workshops on January 14, 2015. Advertisements for the public workshops were published in the Tampa Tribune and Tampa Bay Times on January 13, 2015; in the Centro Tampa on January 16, 2015; and in the Florida Administrative Register on January 16, 2015.

The public workshops were open-house style meetings with no formal presentation. All information displayed was the same for both workshops. The workshops provided interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed express lanes. The draft Tampa Bay Express Master Plan and concept plans for Master Plan projects and Starter Projects were available for review at the workshops. A project video showed continuously during the workshops and provided general information about express lanes and dynamic tolling. The FDOT and consultant staffs were available to answer questions and take comments. Public meeting materials were posted to the project website, www.tampabayexpress.com, following the workshops.

At the Pinellas meeting, forty-seven (47) people signed the attendance sheets and ten (10) comment forms were collected at the meeting. The comments included four (4) responses in favor of express lanes, four (4) responses not in favor of express lanes, and two (2) comments with an unclear position, but stated concerns.

V. Coordination Efforts

Agency Coordination and Local Government Meetings

Throughout the course of the study, the FDOT held meetings with the ETDM District 7 ETAT, the Pinellas County Metropolitan Planning Organization (MPO), the City of St. Petersburg, and other interested parties. Specific meetings included:

- Pinellas Suncoast Transit Authority (PSTA) in summer 2014
- TBX was presented to the Pinellas County MPO Board in spring 2015
- Kenwood Historic District Board in summer 2015

- City of St. Petersburg staff in summer 2015
- Pinellas MPO Technical Coordinating Committee (TCC) in fall 2015
- Pinellas MPO Citizens Advisory Committee (CAC) in fall 2015
- Pinellas MPO Board in fall 2015

VI. Public Hearing

Public Hearing Advertisements

A Public Hearing was held on Tuesday, September 29, 2015 from 5:30 p.m. to 7:30 p.m. at the First Baptist Church – Heritage Hall located at 1900 Gandy Boulevard, St. Petersburg, FL 33702. The Hearing was an opportunity for the public to comment and provide input regarding specific location, design, socio-economic effects, and environmental effects associated with the recommended alternative.

The Public Hearing was advertised in the *Florida Administrative Register* on September 22, 2015. The Hearing was also advertised as a 5.5" x 10" legal display (**Figure 6-1**) in the *Tampa Bay Times* on Friday, September 11, 2015 and on Monday, September 21, 2015.



PUBLIC HEARING ANNOUNCEMENT

**I-275/SR 93 from south of 54th Avenue S to north of 4th Street N
Pinellas County, Florida**

WPI Segment # 424501-1, ETDM # 12556

You are invited to attend and participate in the Florida Department of Transportation (FDOT), District Seven, public hearing for a Project Development and Environment (PD&E) study of I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. This public hearing is being held to allow interested persons the opportunity to provide comments concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The 16.3-mile study evaluates the need for operational improvements and congestion management for the corridor.

The public hearing will be:

Date: **Tuesday, September 29, 2015**

Time: **5:30 p.m. to 7:30 p.m.**

Location: **First Baptist Church - Heritage Hall
1900 Gandy Boulevard N.
St. Petersburg, FL 33702**

Department representatives will be available at the public hearing beginning at 5:30 p.m. to answer questions and discuss the project informally. Draft project documents and other project related materials will be displayed and a PowerPoint presentation will run continuously during the open house. At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. A court reporter will be available to receive comments in a one-on-one setting. Written comments can be submitted at the hearing, mailed to the FDOT (address below), or emailed to sara.hall@dot.state.fl.us or kirk.bogen@dot.state.fl.us. All comments must be postmarked or emailed by **Friday, October 9, 2015**.

Draft project documents will be available for public review from September 8, 2015 to October 9, 2015, at the following locations and on the project website, <http://active.fdotd7studies.com/i275/54th-to-4th/>.

FDOT - District 7
11201 N. McKinley Dr.
Tampa, FL 33612-6454
(800) 226-7220

St. Petersburg Public Library - North Branch
861 70th Ave. N.
St. Petersburg, FL 33702
(727) 893-7214

St. Petersburg Public Library - South Branch
2300 Roy Hanna Dr. S.
St. Petersburg, FL 33712
(727) 893-7244

Persons wishing to submit comments, in place of or in addition to oral comments, may do so at the hearing or by sending them to Sara Hall or Kirk Bogen, Florida Department of Transportation, District 7, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612-6454 or at sara.hall@dot.state.fl.us or kirk.bogen@dot.state.fl.us. All comments must be postmarked on or before Friday, October 9, 2015, to become part of the public hearing record.

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Lee Royal, Government Liaison Administrator, at least seven (7) days prior to the public hearing at (813) 975-6427 or email lee.royal@dot.state.fl.us.

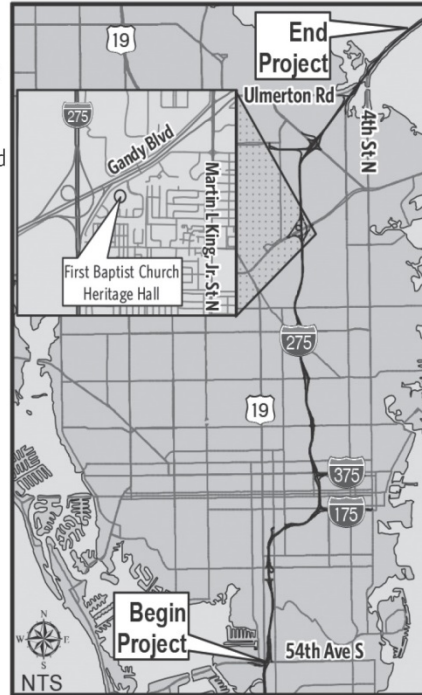


Figure 6-1 – I-275 PD&E Study Public Hearing Legal Display Ad

The Public Hearing newsletter was mailed on September 3, 2015. This newsletter announced the date, time, and location of the Hearing. It also served as a notice to those property owners (pursuant to Florida Statutes 339.155) whose property falls either partly or entirely within 300 feet of the right-of-way line of the proposed project.

Project documents were available for public review from September 4, 2015 through October 9, 2015 at the following three locations:

- FDOT – District 7, 11201 N. McKinley Dr., Tampa, FL 33612-6454;
- St. Petersburg Public Library – North Branch, 8610 70th Ave N., St. Petersburg, FL 33702; and
- St. Petersburg Public Library – South Branch, 2300 Roy Hanna Dr. S., St. Petersburg, FL 33712.

The day of the Public Hearing, FDOT representatives and HDR staff were available between 5:30 p.m. and 6:30 p.m. to answer questions and discuss the project informally. Draft project documents and other project related materials including aerial maps and display boards were displayed showing the proposed improvements. The Public Information Video was shown continuously until 6:30 p.m. at which time the FDOT representative began the formal portion of the Hearing. Immediately following the formal portion of the Hearing, the informal open house resumed and continued until 7:45 p.m.

During the Hearing's open house, a court reporter was available to receive comments in a one-on-one setting. In addition, verbal statements, written statements, and exhibits submitted at the Hearing became part of the official Public Hearing record. Comments submitted via mail were to be postmarked by October 9, 2015 to become part of the official Public Hearing record.

One hundred twenty five (125) people signed in at the Public Hearing. Twenty-one (21) people commented on the project during the formal portion of the Hearing, nine (9) written comments were received at the hearing, and twenty-one (21) written comments were received prior to October 9, 2015 when the official comment period closed. Four (4) additional comments were received on October 13, 2015. Copies of all written comments received at the Public Hearing, during the public comment period, and thereafter are provided in **Appendix B**. A copy of the official Public Hearing transcript is provided in **Appendix C**.

The Public Hearing was held in accordance with 23 CFR 771 and Titles VI and VIII of the Civil Rights Acts of 1964 and 1968 and the Americans with Disabilities Act of 1990.

Public Hearing Process Comments

A total of fifty five (55) comments were received during the Public Hearing process for this project, twenty one (21) verbal, and thirty (30) written within the official comment period window and (4) after the official comment period closed. The comments were primarily directed at individual concerns regarding the need for the project, right-of-way acquisition required for stormwater management facilities, introduction of managed lanes within Segment C, providing lane continuity for improved safety, concern for money

being spent on roadway improvements that should be spent on transit/public transportation, and support for construction of noise walls.

Verbal Comments Received During Formal Comment Period

All verbal comments received at the Public Hearing appear in the official Public Hearing transcript shown in **Appendix C**.

Written Comments Received at Public Hearing:

A copy of the nine (9) written comments received at the Public Hearing appears in **Appendix B**.

Comments Received by Email/Mail:

Twenty-one (21) comments were received by email or mail prior to the October 9, 2015 public comment period deadline. Four (4) comments were received after the official comment period ended. The comments are included in **Appendix B**.

VII. Recommended Alternative

Recommended Alternative Selection

The recommended alternative for I-275 (SR 93) was selected by working in cooperation with state and federal agencies and local governments, as well as through the review of the public comments that were received throughout the study process. The FDOT identified minimal environmental effects would occur should the recommended alternative be constructed. No relocations of residences or businesses are anticipated.

Recommended Build Alternative

The Recommended Build Alternative consists of providing operational improvements to increase the number of continuous lanes on I-275 to two continuous lanes in each direction along 10.6 miles of the corridor, and to provide toll lanes for the remaining 5.7 miles of I-275. In order to describe the specific types of improvements proposed for the study corridor, I-275 is divided into three segments:

- Segment A (from south of 54th Avenue South to I-175)
- Segment B (from I-175 to south of Gandy Boulevard)
- Segment C (from south of Gandy Boulevard to north of 4th Street North)

In Segments A and B, the Recommended Build Alternative consists of providing intermittent widening and restriping of existing lanes to form two continuous lanes on I-275 in each direction. The graphic below illustrates the existing and proposed number of continuous lanes on I-275. The proposed lane continuity improvements will enhance traffic operations by minimizing the number of lane changes occurring on I-275 (**Figure 7.1**).

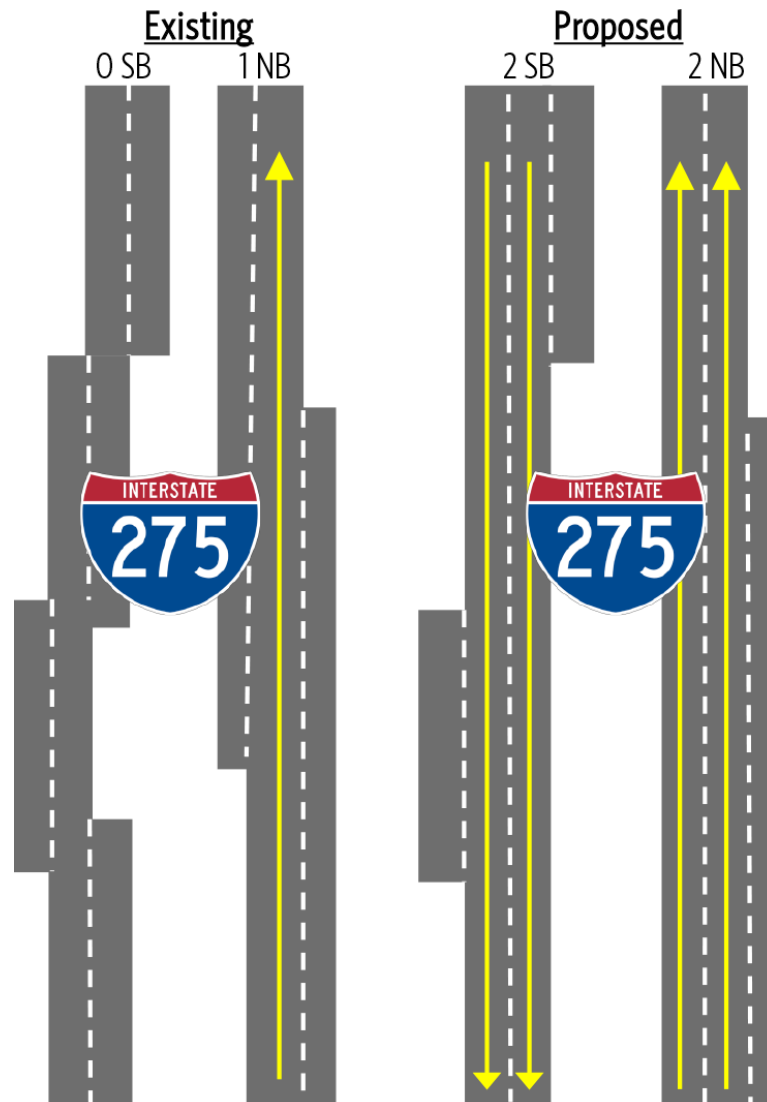


Figure 7-1 – I-275 Existing and Proposed Lane Continuity Improvements

In Segment C, the proposed widening of I-275 consists of the addition of tolled express lanes to form the Master Plan and Starter projects described below.

I-275 (Segment C) is a component of the TBX toll lanes. As part of the TBX Master Plan, one tolled lane is to be added to I-275 in each direction from Gandy Boulevard to 118th Avenue North. From 118th Avenue North to north of 4th Street North, two tolled lanes will be provided in each direction on I-275 (**Figure 7-2**). Access will be provided between the tolled and non-tolled lanes near Gandy Boulevard, at 118th Avenue North, and between 4th Street North and the Howard Frankland Bridge. The express lane typical section generally consists of six non-tolled lanes (three in each direction) and four tolled lanes (two in each direction). A marked four-foot buffer containing traffic delineators (i.e., vertical PVC posts) separate the tolled and non-tolled lanes.

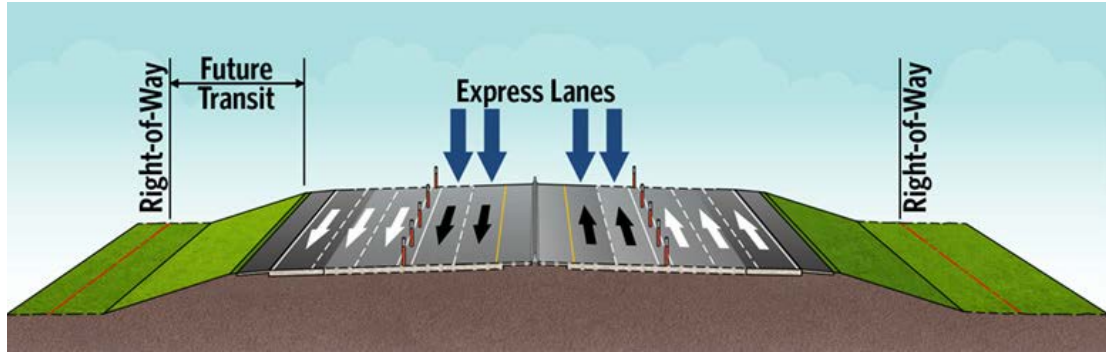


Figure 7-2 – TBX Master Plan Proposed Typical Section (Segment C)

The FDOT underwent an evaluation to identify a series of lower cost tolled lane projects that can be funded in the FDOT's Five-Year Work Program. These initial projects could be built within a five-year or less time period and then later be incorporated into the Master Plan projects at minimal additional costs. The shorter-term, lower-cost improvements are considered the "Starter Projects." The Starter Project improvements in Segment C consist of redesignating the existing auxiliary lanes on I-275 between Roosevelt Boulevard in Pinellas County and SR 60 in Hillsborough County to form a single-tolled lane in each direction from south of Gandy Boulevard to the Howard Frankland Bridge while maintaining the same access points between tolled and non-tolled lanes as the TBX Master Plan Project (**Figure 7-3**).

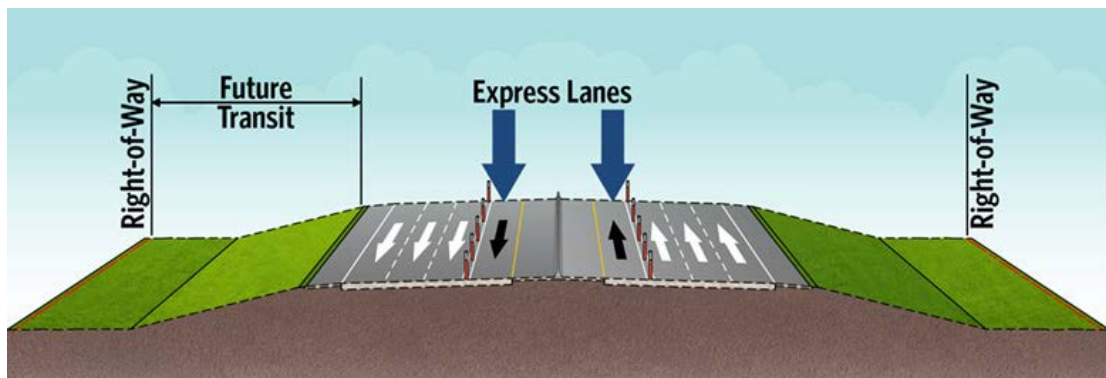


Figure 7-3 – TBX Starter Project Proposed Typical Section (Segment C)

Appendix A

Advance Notification Package

I-275 / SR93 PD&E Study

WPI Segment No.: 424501-1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

March 29, 2013

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

Dear Ms. Milligan:

SUBJECT: Advance Notification
I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North
ETDM Number: 12556
WPI Segment Number: 424501-1
Pinellas County, Florida

The Florida Department of Transportation (FDOT) is evaluating alternative capacity and operational improvements along Interstate 275/State Road 93 (I-275/S.R. 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County.

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

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

In addition, please review the project's consistency, to the maximum extent feasible, with the requirements of **Chapter 163 of the Florida Statutes**.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as **ETDM #12556 – I-275 from South of 54th Avenue South to North of 4th Street North**. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: <http://etdmpub.fl.a-etat.org/est>.

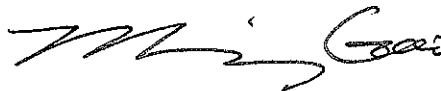
We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within 60 days of the Programming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

Your comments should be submitted via the EST if you are an ETAT representative, e-mailed to the District contact, or via mail addressed to:

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

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ming Gao', with a stylized flourish at the end.

Ming Gao, P.E.
Intermodal Systems Development Manager

MG/ms
Attachments

cc list:

Federal Highway Administration, Division Administrator
Federal Highway Administration – **ETAT Representative**
Federal Emergency Management Agency – Mitigation Division, Chief
Federal Railroad Administration – Director
Federal Railroad Administration
Federal Transit Administrator – **ETAT Representative**
U.S. Department of the Interior – Bureau of Land Management, Southeastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior – U.S. Geological Survey, Chief
U.S. Environmental Protection Agency – **ETAT Representative**
U.S. Department of Interior – U.S. Fish and Wildlife Service – **ETAT Representative**
U.S. Army Corps of Engineers-Regulatory Branch – **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service – Habitat Conservation
Division – **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service – Southeast Regional
Administrator
U.S. Department of Agriculture – Natural Resources Conservation Service
U.S. Department of Interior – National Park Service – Southeast Regional Office – **ETAT
Representative**
Federal Aviation Administration - Airports District Office
U.S. Department of Health and Human Services – National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs – Office of Trust Responsibilities –
Environmental Services Staff
U.S. Coast Guard – Seventh District – Commander (oan) – **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida – **ETAT Representative**
Miccosukee Tribe of Indians of Florida – **ETAT Representative**
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission – **ETAT Representative**
Florida Department of Environmental Protection – **ETAT Representative**
Florida Department of Environmental Protection – **State Clearinghouse**
Florida Department of Economic Opportunity – **ETAT Representative**
Florida Department of State – **ETAT Representative**
Florida Department of Agriculture and Consumer Services – **ETAT Representative**
Florida Intrastate Highway System, Central Office
Tampa Bay Regional Planning Council
Southwest Florida Water Management District – **ETAT Representative**
FDOT Environmental Management Office, Engineer/Manager
Florida Department of Transportation, District Seven
Pinellas County Metropolitan Planning Organization

Advance Notification Package

Project #12556 - I-275 from South of 54th Avenue S. to North of 4th Street N.

Programming Screen - Published on 04/04/2013

Printed on: 4/04/2013

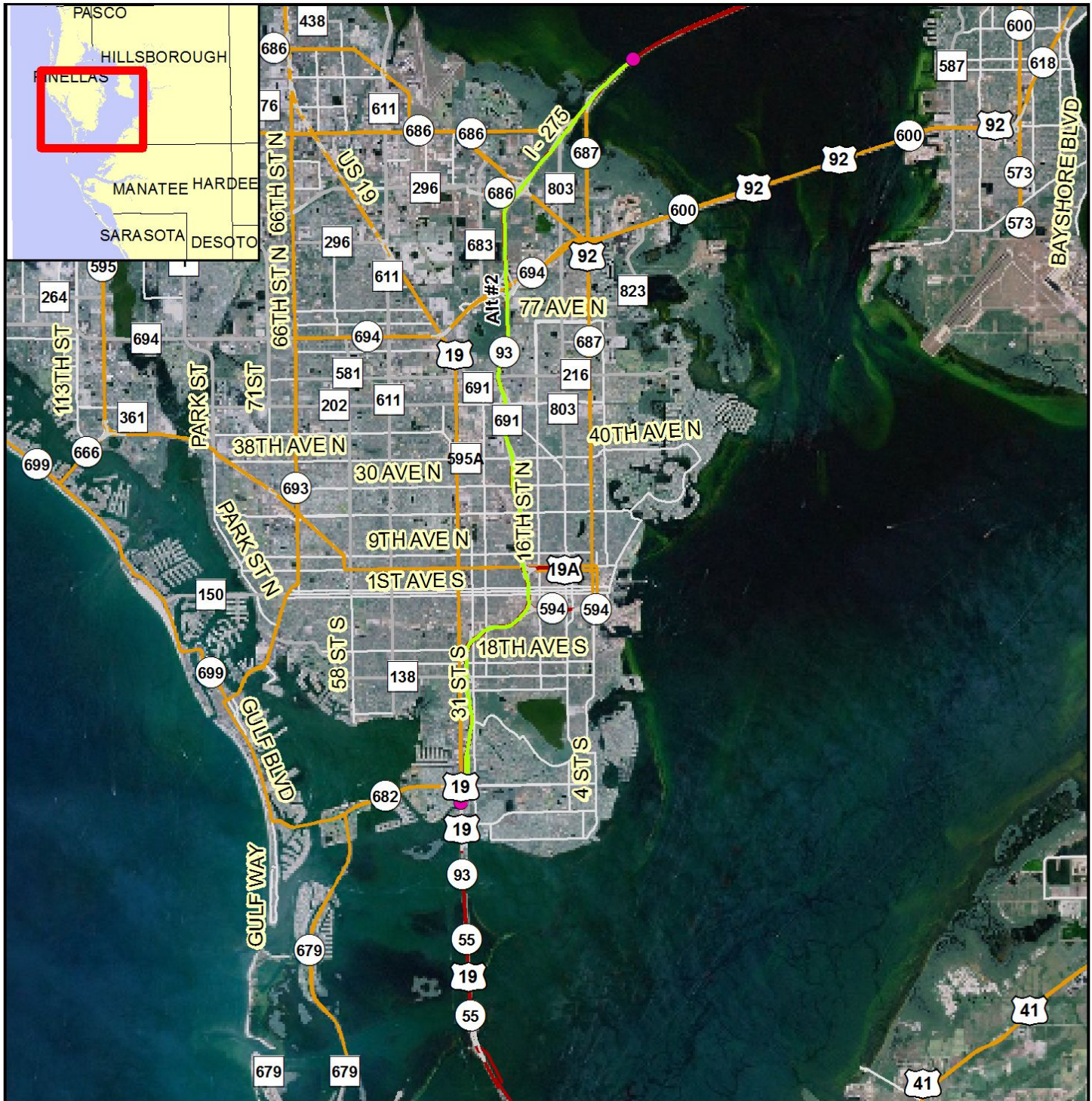
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I. Location Maps

12556 I-275 from South of 54th Avenue S. to North of 4th Street N.

South of 54th Avenue South to North of 4th Street North



Project Aerial Map



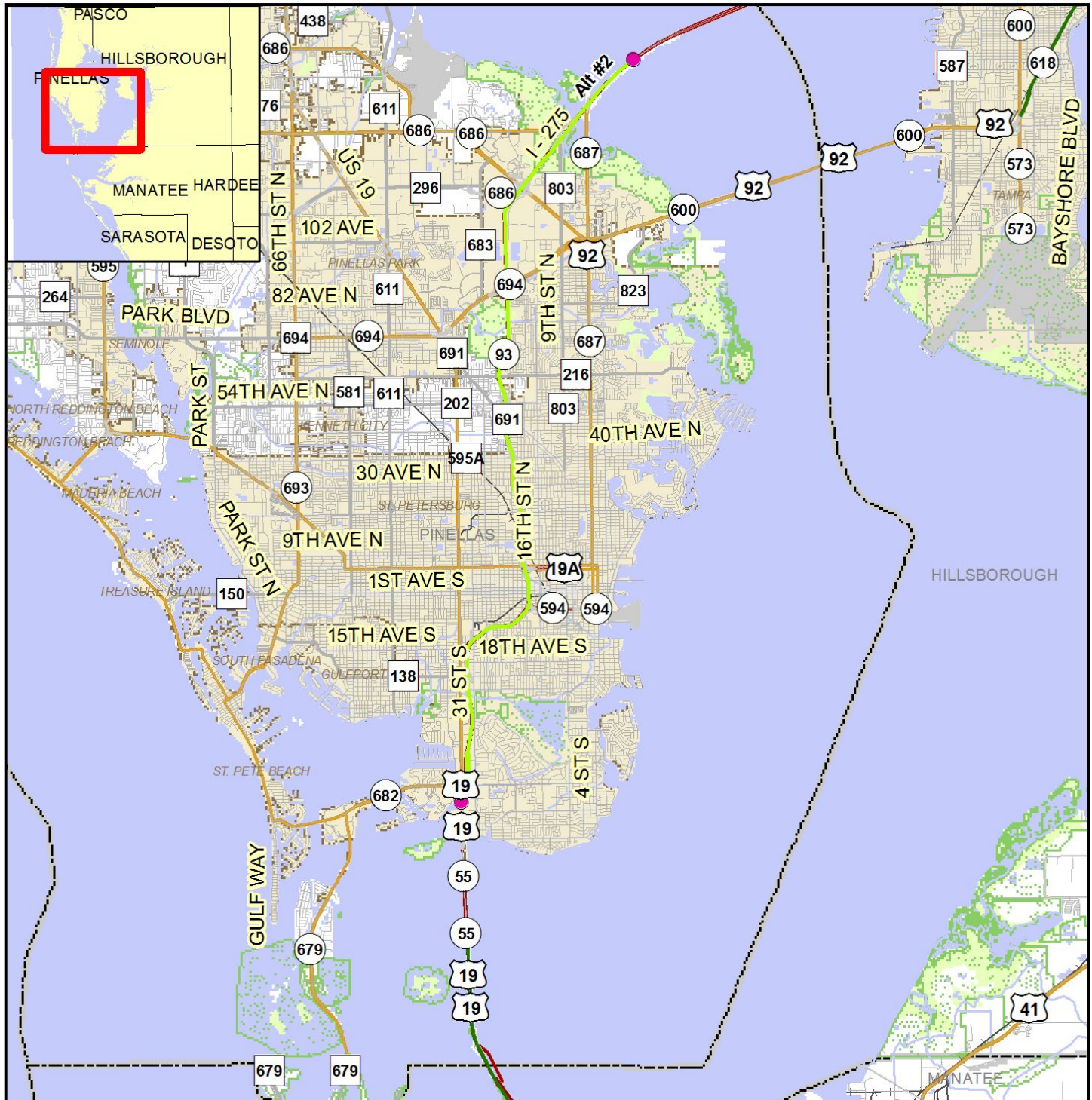
Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

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

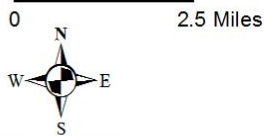
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12556 I-275 from South of 54th Avenue S. to North of 4th Street N.

South of 54th Avenue South to North of 4th Street North



Project Location Map



Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

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

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II. Fact Sheet

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #12556 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Overview

#12556 I-275 from South of 54th Avenue S. to North of 4th Street N.

District: District 7

County: Pinellas

Planning Organization: FDOT District 7

Plan ID: 12556

Federal Involvement: Maintain Federal Eligibility Federal Permit Federal Action Federal Funding

Phase: Programming Screen

From: South of 54th Avenue South

To: North of 4th Street North

Financial Management No.: 42450112201

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

Project Web Site: <https://www.pinellascounty.org/mpo/>

Snapshot Data From: Current Project Data

a. Purpose and Need

Purpose and Need Statement

The purpose of the project is to provide lane continuity, maximize the corridor's capacity, and improve the overall safety and operating conditions of the facility within the project limits.

Need

A capacity improvement is needed along I-275 from south of 54th Avenue South to north of 4th Street North in order to relieve a current capacity deficiency between 22nd Avenue North and Gandy Boulevard; to ameliorate projected future capacity deficiencies; to accommodate projected population and employment growth; to improve lane continuity; and because the crash rates along this segment of I-275 are higher than the statewide average crash rates. Each of these factors is discussed in more detail below.

Project Status

FDOT District 7 Planning conducted the Interstate 275 (SR 93) Lane Continuity Study which was completed in October 2008. The purpose of the Study was to evaluate and develop operational improvements in lane continuity on I-275 from the Skyway Bridge North Toll Plaza to Gandy Boulevard in Pinellas County. Also, the Study was to document existing and future operational and safety conditions within the corridor and to recommend possible improvements to alleviate any existing deficiencies. The Study addressed both short term traffic operational type improvements and longer term major geometric improvements. As a long range improvement, the Study recommended adding a lane to I-275 in each direction from the 54th Avenue South interchange area to Gandy Boulevard. According to the Study, the estimated cost for improvements is \$317 million and will be implemented using Strategic Intermodal System (SIS) funds. This estimate includes Design, Construction, Construction Engineering Inspection (CEI) and 25% Project Unknowns. The current PD&E study will evaluate two alternatives, the addition of one lane in each direction and the addition of managed lanes, and will represent an extension of the studys northern limit from Gandy Boulevard to north of 4th Street North.

Plan Consistency

The addition of special use/managed lanes is included in the FDOT's Approved SIS Highway Component 2035 Cost Feasible Plan, dated December 2009, which indicates PD&E and PE (\$5,350,000 and \$9,416,000 respectively) are slated for funding eligibility in 2025. The Pinellas Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP) was adopted on December 9, 2009, and amended April 11, 2012. The I-275 PD&E Study from Sunshine Skyway Bridge to SR 694 (Gandy Blvd.) is included in the MPO's list of 2021 - 2025 Cost Feasible Roadway Projects (Table 56. Committed, Cost Feasible and Policy Plan Roadway Project of the LRTP). Project limits, phasing and funding is consistent with FDOT's SIS 2035 Cost Feasible Plan mentioned above. This project is also consistent with the Transportation Element of the Pinellas County Comprehensive Plan adopted March 18, 2008. This project is being conducted in order to be consistent with other managed lane studies being conducted along I-275 and other interstates

within the Tampa Bay region. The project is not listed in the 2035 LRTP for right of way or construction. The FDOT will coordinate with Pinellas County MPO to include this project in the Cost Feasible LRTP.

As an FIHS/SIS facility and part of the regional roadway network, I-275 is included in the Regional 2035 Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC) and adopted in January 2010.

Lane Continuity

Currently, I-275 from south of 54th Avenue South to 4th Street North has one continuous lane in the northbound direction and no continuous lanes in the southbound direction. The proposed lane additions to I-275 is anticipated to provide three continuous lanes in the northbound direction and two continuous lanes in southbound direction between 54th Avenue South and 4th Street North; thereby potentially improving the safety of motorists by reducing driving decisions for lane changes.

Regional Connectivity

I-275 is a north-south interstate highway that is a major trade and tourism corridor and provides a loop for I-75 through urbanized areas of the Tampa-St. Petersburg area. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

I-275 connects with multiple other SIS facilities, including Interstate 4 and Interstate 75. Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

Safety/Crash Rates

Crash data from the Florida Department of Highway Safety and Motor Vehicles indicated there were 2,431 crashes recorded in the project limits during the five year period of 2006 through 2010. There were a total of 1,487 injuries and 23 fatalities. The crash rates were higher than the average statewide crash rate for urban interstates around certain interchanges within the project limits, and along mainline sections between 22nd Avenue and 54th Avenue North. The crash data for the five year period of 2006 through 2010 is presented in **Table A**.

Safety within the project limits will be enhanced due to the additional capacity that will be provided by the additional lanes on I-275. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles.

Emergency Evacuation

I-275 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.

Future Population and Employment Growth in Corridor

The 2006 permanent population of Pinellas County, according to the Pinellas County MPO's 2035 Long Range Transportation Plan (LRTP), adopted on December 9, 2009 was 944,605 and was anticipated to increase by 12% to 1,060,260 by 2035. This reflected an average annual increase of 3,988 persons, or about 0.4 percent per year from the 2006 estimate. The University of Florida's Bureau of Economic and Business Research estimated the April 1, 2011, population of Pinellas County as 918,496, and projects the 2035 population to be between 746,400 (this is the low projection, which represents a decrease of 19% from the 2011 population) to 1,074,100 (the high projection, which is an increase of 17%).

Based on the Pinellas County MPOs 2035 LRTP, employment in 2006 was 565,400 and is projected to be 671,000 in 2035, an increase of 18.7%. This reflects an average annual increase of 3,641 employees, or about 0.6 percent per year from the 2006 estimate. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Due to the fact that Pinellas County is so densely populated, and there are very few large areas of developable land remaining, large scale development projects cannot be easily accommodated. Much of the future growth in the County will

be provided by aggressive redevelopment programs and infill potential. Pinellas County has a healthy and diverse economic base which includes a concentration in the manufacturing industry. I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown St. Petersburg further reinforce the need for improvements in the I-275 corridor.

Current and Future Traffic

In 2010, I-275 from south of 54th Avenue South to 4th Street North in Pinellas County carried 50,500 - 151,500 Average Annual Daily Traffic (AADT) with 5% of the traffic being trucks. By 2035, I-275 within these limits is projected to reach volumes of approximately 93,200 - 214,300 AADT. The existing volume ranges on I-275 (2010 AADT) within the limits stated above were taken directly from the 2010 Florida Traffic Information (FTI) DVD, which was developed by the FDOT Transportation Statistics Office. The future year (2035) projections within the same limits were derived from the current Tampa Bay Regional Planning Model (TBRPM), utilizing a 0.95 MOCF on TBRPM Volumes. The truck percentage of 5% was derived by taking an average of truck percentages from all of the count stations along the corridor. Based on the Generalized Annual Average Daily Volumes for a six-lane freeway from the FDOT 2009 Quality/Level of Service (LOS) Handbook, the existing LOS is "D" or better, with the segment between 22nd Avenue North and Gandy Boulevard operating at an unacceptable LOS, currently LOS F. Without the proposed improvement, the operating conditions will continue to deteriorate and will operate at LOS "F". The accepted LOS standard for I-275 in this area is "D". The 2010 and 2035 AADT and LOS information is presented in **Table B**.

Multi-Modal Service

Existing transit service in Pinellas County within the project limits is operated by Pinellas Suncoast Transit Authority (PSTA). A review of the Geographic Information System analysis data from the ETDM Planning Screen indicates that there are 20 bus transit routes located within the 500-foot buffer distance. One bus route (300X) runs along I-275 from Hillsborough County and exits at Dr. Martin Luther King Jr. Blvd. Future transit service within and/or adjacent to the project limits is planned as defined in the Pinellas County MPO's 2035 Long Range Transportation Plan, the PSTA Transit Development Plan (FY2011 FY2020), and the Pinellas County Alternative Analysis. In addition to these plans, the Howard Frankland Bridge PD&E and Regional Transit Corridor Evaluation Study is considering a Managed Lanes Alternative that would connect to the project limits.

Access to Intermodal Facilities and Freight Activity Centers

The Pinellas County MPO - Goods Movement Study, December 2008, identifies the interstate system represented by I-275, I-175 and I-375 as a regional freight mobility corridor and indicates that it is essential to maintain adequate capacity and efficient operations within these corridors.

I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSXT Corridor, Saint Petersburg Seaport, Port of Tampa, Gateway Triangle, Tampa International Airport and Saint Petersburg-Clearwater International Airport. Improvements to I-275 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

b. Project Description

Project Description Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the need for capacity and operational improvements along I-275 from south of 54th Avenue South to north of 4th Street North in Pinellas County. A capacity project is proposed to improve the operation of I-275. The project length is approximately 16.3 miles. I-275, as it currently exists, is a limited access urban interstate highway with a four-lane divided typical section to the south of 54th Avenue South. Between 54th Avenue South and north of 4th Street North, I-275 fluctuates between four and ten lanes, but is typically a six-lane divided limited access urban interstate highway. The

existing roadway has 12-foot lanes, 12-foot inside and outside shoulders (10-foot paved) and generally open drainage with a median width that varies from 40 to 65 feet. This PD&E study will evaluate ways to improve capacity, lane continuity and safety along I-275. The addition of general purpose travel lanes and interchange improvements will be evaluated in order to improve lane continuity and address capacity needs within the corridor. The addition of managed lanes to improve capacity along the corridor and meet future traffic demands will also be evaluated. The addition of general purpose lanes, interchange improvements, and addition of managed lanes will be evaluated to increase safety along the I-275 corridor. To the maximum extent possible, roadway improvements will be constructed within the existing right of way. Additional right of way is anticipated only for offsite stormwater treatment facilities and interchange improvements.

A Planning Screen Summary Report was published for this project on March 22, 2011. Please note the limits of the Planning Screen were only from south of 54th Avenue South to Gandy Boulevard. The limits of this project were expanded to provide continuity with the managed lanes study being considered across the Howard Frankland Bridge.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Land Use Changes

Project PED Comments

The EST GIS analysis identified transportation, high density residential, commercial and services, and utilities as the four major existing land uses within the 500-foot buffer distance. The Pinellas Planning Council Countywide Future Land Use Plan (amended Oct. 16, 2012) identified planned redevelopment mixed-use, industrial, transportation/utility, residential urban and medium, recreation/open space, and preservation as the future land uses along the project corridor.

The addition of special use/managed lanes is included in the FDOT's Approved SIS Highway Component 2035 Cost Feasible Plan, dated December 2009, which indicates PD&E and Design (\$5,350,000 and \$9,416,000 respectively) are planned in the cost feasible between 2020 and 2025. A master plan study is underway and for this segment, a PD&E Study will be performed to address lane continuity whether the managed lanes are feasible or not. The Pinellas Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP) was adopted on December 9, 2009, and amended April 11, 2012. The I-275 PD&E Study from Sunshine Skyway Bridge to SR 694 (Gandy Blvd.) is included in the MPO's list of 2021 - 2025 Cost Feasible Roadway Projects (Table 56. Committed, Cost Feasible and Policy Plan Roadway Project of the LRTP). The FDOT's SIS 2035 Cost Feasible Plan shows I-275 Study from Sunshine Skyway Bridge to SR 694 (Gandy Blvd.), however, it is in the process of being updated to be consistent. This project is also consistent with the Transportation Element of the Pinellas County Comprehensive Plan adopted March 18, 2008. This project is being conducted in order to be consistent with other managed lane studies being conducted along I-275 and other interstates within the Tampa Bay region. The project is not listed in the 2035 LRTP for right of way or construction. The FDOT will coordinate with Pinellas County MPO to include this project in the Cost Feasible LRTP and to revise the project limits.

As an FIHS/SIS facility and part of the regional roadway network, I-275 is included in the Regional 2035 Long Range Transportation Plan developed by the West Central Florida MPOs' Chairs' Coordinating Committee (CCC) and adopted in January 2010.

The proposed project is expected to result in minimal involvement with land use resources.

2. Social

Project PED Comments

Social resources are listed in Contaminated Sites, Infrastructure, Special Designations, Aesthetics, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The EST GIS analysis identified several Census Blockgroups that have a median family income below \$25,000 and several Census Blockgroups that have a minority population over 40% within the 500-foot buffer distance. The EST GIS also identified one Front Porch Community within the 100-foot buffer distance, one assisted housing and two social

service facilities within the 200-foot buffer distance, and two community centers, two cultural centers, four additional social service facilities, eight religious centers, and two Mobile Home and RV Parks within the 500-foot buffer distance. While additional right-of-way may be required depending on the typical section proposed, the project will be designed to avoid/minimize potential impacts to the community fabric/social cohesion to the greatest extent practicable. This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994). The proposed project is expected to result in moderate involvement with social resources.

3. Relocation Potential

Project PED Comments

The EST GIS analysis identified transportation, high density residential, commercial and services, and utilities as the four major land uses within the 500-foot buffer distance. Additional right-of-way is anticipated only for offsite stormwater treatment facilities and interchange improvements. The project will be designed, however, to avoid/minimize potential relocation impacts to the greatest extent practicable. Impacts to these land uses will be considered and alternatives will be developed to avoid or minimize relocations during project development. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. A Conceptual Stage Relocation Plan will be prepared for this project provided that any potential right-of-way acquisition outcome results in relocation needs. The proposed project is expected to result in minimal involvement with relocation.

4. Farmlands

Project PED Comments

The EST GIS analysis identified no prime or unique farmlands within the 5,280-foot buffer distance. The proposed project will have no involvement with farmland resources.

5. Aesthetic Effects

Project PED Comments

The EST GIS analysis identified 16.1 acres (0.84%) of Low Density Residential and 368.9 acres (19.35%) of High Density Residential within the 500-foot buffer distance. The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed in detail during the preparation of Project Development.

6. Economic

Project PED Comments

The EST GIS analysis identified several Census Blockgroups that have a median family income below \$25,000 and several Census Blockgroups that have a minority population over 40% within the 500-foot buffer distance. One Enterprise Zone, one Development of Regional Impact (DRI), and two Planned Unit Developments (PUDs) are located within the 100-foot buffer distance, one additional DRI is located within the 200-foot buffer distance, and one additional DRI and two additional PUDs are located within the 500-foot buffer distance.

I-275 is a north-south interstate highway that is a major trade and tourism corridor and provides a loop for I-75 through urbanized areas of the Tampa-St. Petersburg area. I-275 is part of the Florida Intrastate Highway System (FIHS), which is comprised of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. The FIHS is part of a statewide transportation network that provides for movement of goods and people at high speeds and high traffic volumes. The FIHS is the Highway Component of the Strategic Intermodal System (SIS), which is a statewide network of highways, railways, waterways and transportation hubs that handle the bulk of Florida's passenger and freight traffic.

I-275 connects with multiple other SIS facilities, including Interstate 4 and Interstate 75. Preserving the operational integrity and regional functionality of I-275 is critical to mobility, as it is a vital link in the transportation network that

connects the Tampa Bay region to the remainder of the state and the nation.

The 2006 permanent population of Pinellas County, according to the Pinellas County MPO's 2035 Long Range Transportation Plan (LRTP), adopted on December 9, 2009 was 944,605 and was anticipated to increase by 12% to 1,060,260 by 2035. This reflected an average annual increase of 3,988 persons, or about 0.4 percent per year from the 2006 estimate. The University of Florida's Bureau of Economic and Business Research estimated the April 1, 2011, population of Pinellas County as 918,496, and projects the 2035 population to be between 746,400 (this is the low projection, which represents a decrease of 19% from the 2011 population) to 1,074,100 (the high projection, which is an increase of 17%).

Based on the Pinellas County MPO's 2035 LRTP, employment in 2006 was 565,400 and is projected to be 671,000 in 2035, an increase of 18.7%. This reflects an average annual increase of 3,641 employees, or about 0.6 percent per year from the 2006 estimate. These socioeconomic projections are used in the Tampa Bay Regional Planning Model (TBRPM) to estimate travel demand in the future.

Due to the fact that Pinellas County is so densely populated, and there are very few large areas of developable land remaining, large scale development projects cannot be easily accommodated. Much of the future growth in the County will be provided by aggressive redevelopment programs and infill potential. Pinellas County has a healthy and diverse economic base which includes a concentration in the manufacturing industry. I-275 is an important link for travelers in the Tampa Bay area as it provides regional accessibility to area tourist and recreational destinations, major employment/activity centers, and is a popular and convenient route for commuters and other work-related travel both north and south of the area. Normal traffic growth associated with increasing population in the Tampa Bay region, as well as traffic growth from increased development activity in downtown St. Petersburg further reinforce the need for improvements in the I-275 corridor.

The proposed project will enhance economic resources and regional connectivity.

7. Mobility

Project PED Comments

The EST GIS analysis identified several Bus Transit Routes, railroad, railroad siding, and one Transportation Disadvantaged Service Provider Area within the 100-foot buffer distance.

Existing transit service in Pinellas County within the project limits is operated by Pinellas Suncoast Transit Authority (PSTA). A review of the Geographic Information System analysis data from the ETDM Planning Screen indicates that there are 20 bus transit routes located within the 500-foot buffer distance. One bus route (300X) runs along I-275 from Hillsborough County and exits at Dr. Martin Luther King Jr. Blvd. Future transit service within and/or adjacent to the project limits is planned as defined in the Pinellas County MPO's 2035 Long Range Transportation Plan, the PSTA Transit Development Plan (FY2011 FY2020), and the Pinellas County Alternative Analysis (AA) <http://www.pinellasontrack.com/>. The Pinellas AA is a key step in developing an interconnected regional transit system in West Central Florida. The study findings are a blueprint for implementing premium transit service (such as bus rapid transit or light rail) connecting major residential, employment, and activity centers within Pinellas County and to Hillsborough County via the Howard Frankland Bridge. The locally preferred alternative for the Pinellas AA is along the majority of this I-275 corridor. In addition to these plans, the Howard Frankland Bridge PD&E and Regional Transit Corridor Evaluation Study is considering a Managed Lanes Alternative that would connect to the project limits.

The Pinellas County MPO - Goods Movement Study, December 2008, identifies the interstate system represented by I-275, I-175 and I-375 as a regional freight mobility corridor and indicates that it is essential to maintain adequate capacity and efficient operations within these corridors. I-275 is part of the highway network that provides access to regional intermodal facilities/freight activity centers such as the Dome Industrial Center, South Central CSXT Corridor, Saint Petersburg Seaport, Port of Tampa, Gateway Triangle, Tampa International Airport and Saint Petersburg-Clearwater International Airport. Improvements to I-275 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

The proposed project will enhance mobility resources.

ii. Cultural

1. Section 4(f) Potential

Project PED Comments

Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

2. Historic and Archaeological Sites

Project PED Comments

Several Cultural Resource Assessment Surveys (CRAS) have been prepared which overlap and are adjacent to this project corridor; however, a CRAS has not yet been prepared for this project corridor. When the CRAS is prepared, it will reflect the results of performing a systematic archaeological field survey and a historic structures survey for the project's APE which includes the bridges, project corridor, and stormwater management facilities. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the National Register of Historic Places (NRHP).

The EST GIS analysis identified one Florida Master Site File (FMSF) Cemetery, one FMSF Historic Bridge, 76 FMSF Historic Standing Structures, 5 FMSF Archaeological or Historic Sites, and one NRHP-listed district Kenwood Historic District within the 500-foot buffer distance. The proposed project could result in moderate involvement with historic and archaeological sites.

Section 4(f) Potential: Section 4(f) involvement is unknown at this time and will depend on the results of the CRAS. There may be involvement if any NRHP-eligible resources are identified.

3. Recreation Areas

Project PED Comments

The EST GIS analysis identified Submerged Lands Act, one Low Greenways Ecological Priority Linkage, two Medium and one Low Office of Greenways and Trails (OGT) multi-use trails priorities, one Medium OGT paddling trails priority, and Pinellas Trail within the 100-foot buffer distance and two National Park Projects, Maximo Community Playground, Palmetto Park, Norwood Secondary School, Imagine Charter School, and Sawgrass Lake Park Trail within the 500-foot buffer distance. All measures will be taken to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. The proposed project could result in moderate involvement with recreational areas.

Section 4(f) Potential: Additional right-of-way (ROW) is anticipated only for offsite stormwater treatment facilities and interchange improvements. It is anticipated that Section 4(f) resources will be avoided, but coordination will occur with the Federal Highway Administration (FHWA) during Project Development as additional ROW location needs are determined.

iii. Natural

1. Wetlands

Project PED Comments

The EST GIS analysis National Wetlands Inventory identified 2.0 acres (0.11%) of Lacustrine, 154.8 acres (8.12%) of Estuarine, and 78.4 acres (4.11%) of Palustrine within the 500-foot buffer distance. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. The proposed project is expected to result in minimal involvement with wetland resources.

2. Water Quality and Quantity

Project PED Comments

The EST GIS analysis identified six 303(D) 1998 Impaired Waters within the 100-foot buffer distance and 26 USEPA Water Quality Data Monitoring Stations within the 500-foot buffer distance. Principal Aquifers of the State of Florida described as Other Rocks is 354 acres (90.37%) within the 100-foot buffer distance. The Recharge Areas of the Floridan Aquifer shows a Discharge of 1 to 5 as 28.54%, Discharge of Less Than 1 as 38.06%, and Recharge of 1 to 10 as 33.41% within the 100-foot buffer distance. Watershed Conditions 305(B) Fair is 62.6%, Good is 18.27%, and Poor is 19.13% within the 100-foot buffer distance. The project will be designed to meet state water quality and quantity

requirements, and best management practices will be utilized during construction. The proposed project is expected to result in moderate involvement with water quality and quantity resources.

3. Floodplains

Project PED Comments

The EST GIS analysis Special Flood Hazard Areas identified 85.7 acres (21.9%) of Zone AE and 26.1 acres (6.67%) of Zone VE within the 100-foot buffer distance, 202.6 acres (26.38%) of Zone AE and 52.5 acres (6.83%) of Zone VE within the 200-foot buffer distance, and 564.6 acres (29.61%) of Zone AE and 123.0 acres (6.45%) of Zone VE within the 500-foot buffer distance. A Location Hydraulics Report (LHR) will be prepared in Project Development. An evaluation of floodplain impacts and alternatives to avoid adverse effects and incompatible development in the floodplains will also be undertaken. Efforts will be made to avoid or minimize impacts to floodplain resources and functions. Engineering design features and hydrological drainage structures will be intended such that stormwater transport, flow, and discharge meet or exceed flood control requirements. The proposed project is expected to result in moderate involvement with floodplain resources.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **Yes**

Project is subject to a consistency review as required by **15 CFR 930**.

5. Wildlife and Habitat

Project PED Comments

The EST GIS analysis identified that the project within the Greater Tampa Bay Ecosystem Management Area 100% within the 100-foot buffer distance. Rare and Imperiled Fish list four occurrences and two Woodstork Core Foraging Areas are within the 100-foot buffer distance. A Wetland Evaluation / Biological Assessment Report (WEBAR) will be prepared for this project. The proposed project is expected to result in minimal involvement with wildlife and habitat resources since the project does not involve the Bay.

6. Coastal and Marine

Project PED Comments

The EST GIS analysis identified that 8 environmentally sensitive shorelines, Light and Moderate Florida Sea Grass Bed Scar Damage, 2 aquatic preserves, Mangrove Swamp, and Continuous and Discontinuous Seagrass Beds are within the 500-foot buffer distance and the Coastal Barrier Resource System within the 5,280-foot buffer distance. The proposed project will have minimal to no involvement with coastal or marine resources since the resources are primarily south of the project limits.

iv. Physical

1. Noise

Project PED Comments

One noise barrier, Noise Barrier ID 1210710315190341912, is located within the 100-foot buffer distance. The EST GIS analysis identified transportation, high density residential, commercial and services, and utilities as the four major land uses within the 500-foot buffer distance. Three group care facilities are located within the 200-foot buffer distance and nine additional group care facilities and one laser facility are located within the 500-foot buffer distance. There are no eye clinics, hospitals, or other features that may be sensitive to potential noise and vibration effects located within the 500-foot buffer distance. The proposed project is expected to result in moderate involvement with noise resources and will be analyzed in detail during Project Development.

2. Air Quality

Project PED Comments

The project is located within two air quality maintenance areas and one presumptive nonattainment area within the 100-foot buffer distance. One ambient air monitoring station and one USEPA power plant are within 5,280-foot buffer distance.

The proposed project is expected to result in minimal involvement with air quality resources.

3. Contamination

Project PED Comments

The EST GIS analysis identified one Brownfield location boundary within the 100-foot buffer distance and four Hazardous Waste Facilities, 17 Petroleum Contamination Monitoring Sites, one Super Act Well, nine USEPA Resource Conservation and Recovery Act Regulated Facilities, and seven Super Act Risk Sources within the 500-foot buffer distance. A Contamination Screening Evaluation Report (CSER) will be prepared for this project. Any source identified will be assessed to determine the need for remediation during construction. The proposed project is expected to result in moderate involvement with potential sources of contamination.

4. Infrastructure

Project PED Comments

The EST GIS analysis identified railroad and railroad siding within the 100-foot buffer distance, one wireless antenna structure location within the 200-foot buffer distance, and one Federal Aviation Administration Obstruction within the 500-foot buffer distance. The proposed project is expected to result in minimal involvement with infrastructure resources.

5. Navigation

Project PED Comments

The EST GIS analysis identified Cats Point Channel as a Potential Navigable Waterway and 7 USCG Aids to Navigation within the 5,280-foot buffer distance. The proposed project is expected to result in minimal involvement with navigation resources.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

The EST GIS analysis identified three Outstanding Florida Waters; Pinellas County Aquatic Preserve within the 100-foot buffer distance, Gateway within the 200-foot buffer distance on the north end of the project, and the Boca Ceiga Bay Aquatic Preserve within the 500-foot buffer distance, but south of the project. The proposed project is expected to result in minimal involvement with Outstanding Waters resources since the project does not cross over these waters.

2. Special Designations: Aquatic Preserves

Project PED Comments

The EST GIS analysis identified two aquatic preserves in the projects area; Pinellas County Aquatic Preserve within the 100-foot buffer distance and the Boca Ceiga Bay Aquatic Preserve within the 500-foot buffer distance, but to the south of the project. The proposed project will have minimal to no involvement with the aquatic preserves since the resources are primarily south of the project limits and this project does not cross over these preserves.

3. Special Designations: Scenic Highways

Project PED Comments

The EST GIS analysis identified no Scenic Highways within the 5,280-foot buffer distance. The proposed project will have no involvement with Scenic Highway resources.

4. Special Designations: Wild and Scenic Rivers

Project PED Comments

The EST GIS analysis identified no Wild and Scenic Rivers within the 5,280-foot buffer distance. The proposed project will have no involvement with Wild and Scenic River resources.

d. Anticipated Permits

Permit	Type	Conditions	Review Org	Review Date
--------	------	------------	------------	-------------

Large Construction (>= 5 AC)	Stormwater		FDOT District 7	07/03/12
Environmental Resource Permit	Water		FDOT District 7	07/03/12
Individual Permit	USACE		FDOT District 7	07/03/12
Environmental Resource Permit	State		FDOT District 7	07/03/12
Section 10/Section 404 Department of the Army Permit	USACE		FDOT District 7	01/11/13

e. Anticipated Technical Studies

Technical Study Name	Type	Conditions	Review Org	Review Date
Location Hydraulics Report	ENGINEERING		FDOT District 7	07/03/2012
Bridge Development Report	ENGINEERING		FDOT District 7	01/11/2013
Public Involvement Plan	ENVIRONMENTAL		FDOT District 7	07/03/2012
Noise Study Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
Public Hearing Transcript	ENVIRONMENTAL		FDOT District 7	07/03/2012
Traffic Analysis	ENGINEERING		FDOT District 7	07/03/2012
Public Hearing Scrapbook	ENVIRONMENTAL		FDOT District 7	07/03/2012
Comments and Coordination Report	ENVIRONMENTAL		FDOT District 7	07/03/2012
VE Info Report	ENGINEERING		FDOT District 7	07/03/2012
Preliminary Engineering Report	ENGINEERING		FDOT District 7	07/03/2012
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 7	07/03/2012
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 7	07/03/2012
Interchange Modification Report (IMR)	ENGINEERING		FDOT District 7	07/03/2012
Type II Categorical Exclusion	ENVIRONMENTAL		FDOT District 7	07/03/2012
Wetlands Evaluation and Biological Assessment Report	ENVIRONMENTAL		FDOT District 7	01/11/2013

III. Form SF-424: Application for Federal Assistance

Application for Federal Assistance SF-424		Version 02
*1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		*2. Type of Application * If Revision, select appropriate letter(s) <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision *Other (Specify) _____
3. Date Received:		4. Applicant Identifier: WPI Segment No.: 424501-1
5a. Federal Entity Identifier:		*5b. Federal Award Identifier:
State Use Only:		
6. Date Received by State:		7. State Application Identifier:
8. APPLICANT INFORMATION:		
*a. Legal Name: FLORIDA DEPARTMENT OF TRANSPORTATION		
*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6001874		*c. Organizational DUNS: 8093971020000
d. Address:		
*Street 1: 11201 N. McKinley Drive		
Street 2: FDOT, District Seven		
*City: Tampa		
County: Hillsborough		
*State: Florida		
Province: _____		
*Country: _____		
*Zip / Postal Code 33612-6456		
e. Organizational Unit:		
Department Name: FDOT Intermodal Systems Development Department		Division Name: FDOT District Seven
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.		*First Name: Ming
Middle Name: _____		
*Last Name: Gao		
Suffix: _____		
Title: Intermodal Systems Development Manager		
Organizational Affiliation:		
*Telephone Number: 813-975-6454		Fax Number: 813-975-6443
*Email: ming.gao@dot.state.fl.us		

Application for Federal Assistance SF-424	Version 02
*9. Type of Applicant 1: Select Applicant Type: A.State Government Type of Applicant 2: Select Applicant Type: Type of Applicant 3: Select Applicant Type: *Other (Specify)	
*10 Name of Federal Agency: U.S. Department of Transportation	
11. Catalog of Federal Domestic Assistance Number: <u>20-205</u> CFDA Title: <u>Planning and Construction</u>	
*12 Funding Opportunity Number: *Title: 	
13. Competition Identification Number: Title: 	
14. Areas Affected by Project (Cities, Counties, States, etc.): Pinellas County Unincorporated & Incorporated Pinellas County, St. Petersburg	
*15. Descriptive Title of Applicant's Project: I-275 (S.R. 93) from south of 54 th Avenue South to north of 4 th Street North PD&E Study. This PD&E study will evaluate ways to improve capacity, lane continuity and safety along I-275. The addition of general purpose travel lanes and interchange improvements will be evaluated in order to improve lane continuity and address capacity needs within the corridor. The addition of managed lanes to improve capacity along the corridor and meet future traffic demands will also be evaluated. The addition of general purpose lanes, interchange improvements, and addition of managed lanes will be evaluated to increase safety along the I-	

275 corridor. To the maximum extent possible, roadway improvements will be constructed within the existing right of way. Additional right of way is anticipated only for offsite stormwater treatment facilities and interchange improvements. The project length is approximately 16.3 miles along I-275 in Pinellas County.

OMB Number: 4040-0004

Expiration Date: 01/31/2009

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

*a. Applicant: FL-014

*b. Program/Project: FL-013

17. Proposed Project:

*a. Start Date: 05-01-2012

*b. End Date: Unknown

18. Estimated Funding (\$):

*a. Federal	<u>\$332 million</u>
*b. Applicant	<u>Unknown</u>
*c. State	<u>Unknown</u>
*d. Local	<u>Unknown</u>
*e. Other	<u>Unknown</u>
*f. Program Income	<u>Unknown</u>
*g. TOTAL	<u>\$332 M + Unknown</u>

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

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 03/22/13
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E. O. 12372

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

☐ Yes ☒ No

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

☒ ** I AGREE

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

Authorized Representative:

Prefix: Mr. *First Name: Ming

Middle Name: _____

*Last Name: Gao

Suffix: _____

*Title: Intermodal Systems Development Manager

*Telephone Number: 813-975-6454

Fax Number: 813-975-6443

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

*Signature of Authorized Representative:

A handwritten signature in black ink, appearing to read "Ming Gao", is written over a horizontal line.

*Date Signed: 03/29/2013

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)
Prescribed by OMB Circular A-102

Application for Federal Assistance SF-424

Version 02

***Applicant Federal Debt Delinquency Explanation**

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

IV. Transmittal List

Official Transmittal List

	Organization	Name
1.	Bureau of Indian Affairs	* Office of Trust Responsibilities - Environmental Services Staff
2.	FDOT District 7	Andrews, James
3.	FDOT District 7	Rhinesmith, Robin
4.	Federal Aviation Administration	* Airports District Office
5.	Federal Highway Administration	Anderson, Linda
6.	Federal Highway Administration	Cunill, Buddy
7.	Federal Highway Administration	Kendall, Cathy
8.	Federal Highway Administration	Sullivan, Joseph
9.	Federal Highway Administration	Williams, Marvin L.
10.	Federal Transit Administration	Youngkin, Dale
11.	FIHS Central Office	Hatim, Khaleda
12.	FL Department of Agriculture and Consumer Services	Hardin, Dennis
13.	FL Department of Agriculture and Consumer Services	Morris, Vince
14.	FL Department of Economic Opportunity	Hallock-Solomon, Jeannette
15.	FL Department of Economic Opportunity	Wiglesworth, Chris
16.	FL Department of Environmental Protection	Milligan, Lauren P.
17.	FL Department of Environmental Protection	Stahl, Chris
18.	FL Department of State	Jones, Ginny L.
19.	FL Department of State	McClarnon, Daniel
20.	FL Department of State	McManus, Alyssa
21.	FL Department of State	Parsons, Timothy
22.	FL Department of Transportation	Bixby, Marjorie
23.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
24.	FL Fish and Wildlife Conservation Commission	Gorham, Bonita
25.	FL Fish and Wildlife Conservation Commission	Poole, MaryAnn
26.	FL Fish and Wildlife Conservation Commission	Sanders, Scott
27.	Florida Inland Navigation District	* Mr. David Roach
28.	Florida's Turnpike Enterprise	Post, John
29.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Colley Billie, Chairman
30.	Muscogee (Creek) Nation	* The Honorable Mr. George Tiger, Principal Chief
31.	National Marine Fisheries Service	Rydene, David A.
32.	National Marine Fisheries Service	Sramek, Mark
33.	National Park Service	Barnett, Anita
34.	Natural Resources Conservation Service	Robbins, Rick A.
35.	Pinellas County MPO	Bartolotta, Al
36.	Pinellas County MPO	Brinson, Ryan
37.	Poarch Band of Creek Indians	* The Honorable Mr. Buford Rolin, Chairman
38.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
39.	Seminole Tribe of Florida	Backhouse, Paul N.
40.	Seminole Tribe of Florida	Swing, Alison
41.	Seminole Tribe of Florida	* The Honorable Mr. James E. Billie, Chairman
42.	Seminole Tribe of Florida	York, Elliott
43.	Southwest Florida Water Management District	Collins, Chastity
44.	Southwest Florida Water Management District	O'Neil, Paul W.
45.	Southwest Florida Water Management District	Ritter, Monte

46.	Tampa Bay Regional Planning Council	Cooper, Suzanne T.
47.	Tampa Bay Regional Planning Council	Meyer, John M.
48.	US Army Corps of Engineers	Barron, Robert B.
49.	US Army Corps of Engineers	Lips, Garrett
50.	US Coast Guard	Stratton, Gene
51.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
52.	US Department of Housing and Urban Development	* Regional Environmental Officer
53.	US Department of Interior	* Bureau of Land Management, Eastern States Office
54.	US Department of Interior	Director, USGS-FISC
55.	US Environmental Protection Agency	Dominy, Madolyn
56.	US Environmental Protection Agency	Leah, Ettema
57.	US Fish and Wildlife Service	Monaghan, Jane

* Hardcopy recipient

Appendix B

Official Comments

I-275 / SR93 PD&E Study

WPI Segment No.: 424501-1

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Monday, October 12, 2015 7:09 AM
To: McWaters, Kent; Hempel, Debra
Cc: Shroyer, Brian; Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: FW: 424501-1: I-275/SR 93 PD&E Study Website Comments

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

-----Original Message-----

From: Andrew Darrow [<mailto:Darrow75@gmail.com>]
Sent: Friday, October 09, 2015 4:26 PM
To: Bogen, Kirk
Cc: jhall@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Kirk Bogen

Name:
Andrew Darrow

E-Mail:
Darrow75@gmail.com

Comments:

My wife and I are vehemently opposed to this project as it stands. I find it highly suspect that, although you had a public hearing in regards to this project, you refused to answer any of the pertinent questions raised.

At the very least, this highway expansion will significantly lower our property value and at the worst will result in the state forcibly taking the home we have worked so hard to make our own. I find the concept of eminent domain vile and I am doubtful that the state will offer a true fair market value for our property if it comes to that.

Instead of expanding the highway and encouraging even more congestion, why not look at alternative modes of transportation for the people of Pinellas and Hillsborough County. FDOT should be looking at expanding bus services, and consider offering ferry service between St. Pete and Tampa in order to ease the congestion rather than looking to expand the only option people currently have and in the process threatening to take people's property in the name of "progress" for the state.

Address:
2150 41st Ave N

City:
SAINT PETERSBURG

State:
FLORIDA

Zip:
33714

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 173.78.121.228
(pool-173-78-121-228.tampfl.fios.verizon.net)
Date/Time: October 9, 2015 4:25 pm
Coming from (referrer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Windows NT 6.3; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/45.0.2454.101
Safari/537.36

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE
AH-TAH-THI-KI MUSEUM

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
30290 JOSIE BILLIE HWY
PMB 1004
CLEWISTON, FL 33440
PHONE: (863) 983-6549
FAX: (863) 902-1117



TRIBAL OFFICERS
CHAIRMAN
JAMES E. BILLIE
VICE CHAIRMAN
MITCHELL CYPRESS
SECRETARY
LAVONNE KIPPENBERGER
TREASURER
PETER HAHN

October 7, 2015

Ms. Sara Hall
Project Manager
FDOT District Seven
11201 N. McKinley Drive
Tampa, Florida 33612
Phone: (813) 975-6448
Email: sara.hall@dot.state.fl.us

Subject: FDOT I-275 / SR93 PD&E Study, Pinellas County, Florida
THPO#: 0028819

Dear Ms. Hall,

Thank you for contacting the Seminole Tribe of Florida's Tribal Historic Preservation Office (STOF-THPO) regarding the public meeting regarding the PD&E Study for the proposed improvements to FDOT I-275 / SR93, Pinellas County, Florida. Because the project lies within an area that is of historical importance to the Tribe, we would like to ensure that adequate provisions are made to identify and assess any historic properties that may be present within the APE. We respectfully request that, under all applicable Federal legislation, consultation continue between the STOF-THPO and FDOT for this project. Please notify the STOF-THPO of any developments regarding this project and we look forward to working with you throughout the planning process.

Respectfully,

Andrew J. Weidman, MA, RPA
STOF-THPO, Compliance Review Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Office: 863-983-6549 x12216
Email: andrewweidman@semtribe.com

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Tuesday, October 06, 2015 10:51 AM
To: solarpete
Cc: Wey, Matthew; McWaters, Kent; Shroyer, Brian
Subject: RE: idea on I275 in st pete

Thank you your comment. We will respond, if appropriate, once the comment period had ended.

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: solarpete [<mailto:solarpowerpete@tampabay.rr.com>]
Sent: Tuesday, October 06, 2015 10:34 AM
To: Bogen, Kirk
Subject: idea on I275 in st pete

why not raise a new expressway above the one there in the middle like they did in Tampa on the salmon expressway. Less in pact on neighborhoods No need to make the neighborhoods smaller just go up and add area inside for a high speed train

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Sunday, October 04, 2015 10:14 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Marable, Lori; Beasley, Lee; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

Sent using OWA for iPad

From: Veatrice Farrell <deuceslvestpetemainstreet@gmail.com>
Sent: Friday, October 2, 2015 5:19:22 PM
To: Bogen, Kirk
Cc: jhall@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Kirk Bogen

Name:
Veatrice Farrell

E-Mail:
deuceslvestpetemainstreet@gmail.com

Comments:
The proposed expansion of I-275 would tear through a certified Florida Main Street, The Deuces Live, Inc.

On behalf of the Design Committee of the Deuces Live, I am requesting an additional public hearing in this community.

Address:
833 22nd Street South

City:
St. Petersburg

State:
Florida

Zip:
33712

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 107.144.114.112 (107-144-114-112.biz.bhn.net)
Date/Time: October 2, 2015 5:19 pm
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Windows NT 6.3; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/45.0.2454.101
Safari/537.36

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, September 30, 2015 11:37 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: Fw: I275 and Tierra Verde Bridge

Sent using OWA for iPhone

From: Kenneth Jezek <jezek51@gmail.com>
Sent: Tuesday, September 29, 2015 1:47:17 PM
To: Bogen, Kirk
Cc: Kenneth Jezek
Subject: I275 and Tierra Verde Bridge

Dear Mr. Bogen,

I understand FDOT is soliciting comments for improvements to I275 in Pinellas. My opinion is that the frequent lane changes, left and right exits and merges complicates travel on that stretch of road. The left exit from the Skyway onto 54th st South can be problematic with drivers too eager to use the left lane approaching the turn off solely for speed. The left entrance and merge from 54th Street South onto I 275 North can also be chaotic (especially given the lane shifts at 31 st South). The entrance ramp from 22nd St S to I 275 north is always a confusion as it looks like the oncoming traffic has the right of way. Splitting the highway at the 31st South left exits is always the scene of traffic trying to sort out which lane to be in. The exit at 54 St North which should be relatively simple is also a case where people seem to wait till the last minute to merge into the through lanes.

I hope FDOT will find some creative long term solutions. In the near term, maybe clearer lane markers at 22nd St S would help. Putting more FHP cars on the road to discourage aggressive drivers would also help. Sen. Latvala indicated this would be the case but I have not seen much increase in patrol cars yet myself.

I also attach an earlier message I sent about the Tierra Verde Bridge. Perhaps it got lost in the ether so I am resending. I assume there will be public hearings on this project and would appreciate being kept informed about same.

Thanks

Kenneth Jezek
Tierra Verde

----- Forwarded message -----

From: Kenneth Jezek <jezek51@gmail.com>
Date: Sat, Aug 29, 2015 at 12:35 PM
Subject: Tierra Verde Bridge
To: kirk.bogen@dot.state.fl.us

Dear Mr. Bogen,

Kris Carson recommended I contact you regarding the construction of a new Tierra Verde Bridge. I understand that funds are not yet allocated. But I also understand that the bridge will need to be replaced in 5 years per comments from Sen. Brandes and Rep. Peters during Tierra Verde Community Association meetings. I have examined the possible bridge design posted at the TVCA meeting room and I am also sure that your office has been making preparations to begin formal planning and execution.

First let me note that work on the Bayway bridge leading to St. Pete beach was exceptional. So I hope the Tierra Verde Bridge will be singularly attractive and also safe. The later point is now my primary concern given that the height of the span in the preliminary design is greater than the Bayway bridge. Similarly the slope leading down to Tierra Verde is steeper. Given that I live at the base of the current bridge, I can tell you that traffic coming down the current span is already fast and often careless. I want to avoid an even more challenging traffic situation in the future and so the reason for my letter. Moreover, I want to make sure that quality of life here in the Village Condominiums is not sacrificed in any way.

An earlier option that I believe came from FDOT was to reduce the south facing slope by moving the current channel north. I understand this requires concurrence and commitment from the Corps of Engineers. While obtaining Corps involvement can be arduous, I think it is worthwhile to fully explore this option now lest a funding window is missed. For example, at a meeting to discuss water quality last night, Rep. Jolly outlined an approach for obtaining Corps commitment for a project on nearby Shell Key. I think the strategy he outlined could be similarly fruitful for the Tierra Verde Bridge.

I would like to request that someone from your office contact Mr. Jolly to explore this possibility as soon as reasonable. Moving the channel north will mean a more gentle approach into Tierra Verde and also minimize impact on my home. Although I am not a civil engineer, I am willing to help in terms of contacting local officials and such to argue the case. Should there be merit in soliciting a federal grant to augment local funds, I am willing to help with proposal review. I have written many successful proposals for various federal agencies and have found that pre-submission reviews even by non-experts can be helpful in preparing a successful proposal.

Sincerely,

Kenneth Jezek
127 1st Street East
#105
Tierra Verde, FL 33715
jezek51@gmail.com

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, September 30, 2015 11:27 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

Sent using OWA for iPhone

From: Liz Johnson <ljohnson@lcsjohnson.com>
Sent: Tuesday, September 29, 2015 5:00:27 PM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Liz Johnson

E-Mail:
ljohnson@lcsjohnson.com

Comments:

This project is being marketed to the unsuspecting taxpayers as an "improvement". Just look at the plan: it clearly is anything but an improvement. It is a 20-year project of pure destruction. It will raze historic buildings and crush burgeoning neighborhoods. Tampa Bay does not need these so-called "improvements".

We don't need to invite more cars on the road. What we need is alternate means of transportation that get cars off the road. Don't put BILLIONS of dollars towards antiquated methods of moving people from A to B. Look to the most prosperous cities in the country (Boston, New York, DC, San Francisco, etc.) and you will see one of the things people find most attractive about those places is how people get around: light rail, *reliable* mass transit, bike lanes, and pedestrian-friendly intersections.

Address:
5708 River Ter

City:
Tampa

State:
FL

Zip:
33604

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 96.252.212.128
(pool-96-252-212-128.tampfl.fios.verizon.net)
Date/Time: September 29, 2015 5:00 pm
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, September 30, 2015 11:25 PM
To: Gao, Ming; Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

Sent using OWA for iPhone

From: Carla Bristol <carlab.bristol@gmail.com>
Sent: Wednesday, September 30, 2015 12:19:07 AM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Carla Bristol

E-Mail:
carlab.bristol@gmail.com

Comments:

I'm a business owner located at the intersection of 9th Avenue and 22nd Street South near the Dr. Carter G. Woodson African American History Museum and the Historic Manhattan Casino. I attended the hearing today after only learning about it yesterday. I shared it with over 500 people via Facebook yesterday and the feedback was the same. Why are we now hearing about this and why isn't there a hearing in South County since that would be the first zone started. The majority of the Southside residents impacted by Area "A" from 54th Avenue South thru I-175 did not receive adequate notification. We are requesting that a hearing be held on the Southside at Manhattan Casino or Dr. Carter G. Woodson so we can hear from the community.

Address:
909 22nd Street South

City:
Saint Petersburg

State:
FL

Zip:
33712

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 70.126.201.100 (70-126-201-100.res.bhn.net)
Date/Time: September 30, 2015 12:19 am
Coming from (referer):

<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>

Using (user agent): Mozilla/5.0 (compatible; MSIE 10.0; Windows NT 6.2; Win64; x64; Trident/6.0; Touch; MASMJS)

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, September 30, 2015 11:22 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: Fw: I-275 South St Petersburg FL comments

Sent using OWA for iPhone

From: David Cleotelis <dcleo@aol.com>
Sent: Wednesday, September 30, 2015 8:34:15 AM
To: Bogen, Kirk
Subject: I-275 South St Petersburg FL comments

Kirk,
I heard you were looking for public comment to improvements for traffic congestion on this stretch of roadway. I've been a resident of Pinellas county for many years and have been trying to figure this out for years. Here are my observations. There are too many feeder entrance ramps on this stretch of road which creates the congestion. Too many people getting on and getting off the roadway for just a few miles. Cars merging into traffic and cars changing lanes to get off the roadway. My suggestion is to make all the entrance lanes an extra lane for through traffic, create a parallel frontage road and close a few of the on/off ramps. This will allow the traffic to flow more smoothly. Additionally much of the traffic in this area uses I -275 south to go downtown st pete or to go south to 375 there really are no other options. We should consider road improvements and extension of existing alternative e.g. 689 through to 4th st, 9th ave widening to get out of downtown or into downtown as an alternative, connector for us 19 to I 275 south further North and after the downtown exits. Some of the proposals will help but will not address the basic design problem of knowing where people are going to and from and why they are all using that section of 275 for a short distance as an on/off connector to where they are going because there are not many alternatives

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Wednesday, September 30, 2015 11:41 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Marable, Lori; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

Sent using OWA for iPhone

From: Theresa D. Jones <Tdjones67.tj@gmail.com>
Sent: Monday, September 28, 2015 11:22:55 AM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Theresa D. Jones

E-Mail:
Tdjones67.tj@gmail.com

Comments:

I don't support imposing any tolls to this portion of I275, which runs the entire length of St. Petersburg. Tolls will bring financial hardship to anyone who travels through St. Petersburg with nothing benefiting our residents. Please don't do this.

Address:
4055 3rd Avenue South

City:
St. Petersburg

State:
Florida

Zip:
33711

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 72.185.80.172 (72-185-80-172.res.bhn.net)
Date/Time: September 28, 2015 11:22 am
Coming from (referer):
<http://active.fdot7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Linux; Android 4.4.2; SM-G386T1
Build/KOT49H) AppleWebKit/537.36 (KHTML, like Gecko) Version/4.0
Chrome/30.0.0.0 Mobile Safari/537.36 [FB_IAB/FB4A;FBAV/47.0.0.25.125;]



Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

Public Hearing

I-275/SR 93

Project Development & Environment (PD&E) Study

From south of 54th Avenue South to north of 4th Street North

WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

WHERE IS THE JUSTIFICATION FOR THIS COMING FROM?

WHERE IS THE MONEY COMING FROM?

WHERE IS JUSTIFICATION FOR THIS?

WHO SAID THEY WANT THIS?

WHO BENEFITS?

PROVE THIS IS THE BEST SOLUTION WITH VERIFIABLE EVIDENCE
OR ADMIT THE PROJECT IS NOT THE BEST SYSTEM.

Contact Information (please print):

Name: JASON BALL

Address: 5302 IDLE FOREST PL

City: TAMPA State: Zip: 33614

Email: JASONHOUSETPA@YAHOO.COM

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

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao at the address on the back of this comment form, no later than Friday, October 9, 2015. All comments are part of the project record and are available for viewing by the public and the media.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. If you need special accommodations under the Americans with Disabilities Act or if you require translation services (free of charge) please contact Lee Royal, Government Liaison Administrator, at (813) 975-6405, (800) 226-7220 or lee.royal@dot.state.fl.us.



Project Development and Environment Study

I-275/SR 93 PD&E Study

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Comment Form

Tuesday, September 29, 2015

I275

The overpass at HAINES ROAD IS OVERGROWN WITH BRAZILIAN PEPPER TREES. ALTHOUGH THE AREA IS NOT VISIABLE ON THE INTERSTATE. IT IS VERY VISIABLE ON HAINES ROAD & 23rd ST N.

COMMENT: 38 AVE N - Entrance/Exit is landscaped with 100's of plants/trees.

Contact Information (please print):

Name: ANN MARIE CONNOR

Address: 5225 Robin Ln N

City: ST Petersburg State: FL Zip: 33714

Email: amc.amccconnor@gmail.com

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Project Development & Environment (PD&E) Study

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Comment Form

Tuesday, September 29, 2015

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery.**Contact Information** (please print):

Name: Tom Rask

Address: _____

City: _____ State: _____ Zip: 33716

Email: tom@rask.com

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

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**I-275/SR 93 PD&E Study**From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556**Public Hearing****I-275/SR 93****Project Development & Environment (PD&E) Study****From south of 54th Avenue South to north of 4th Street North****WPI Segment #: 424501-1****Comment Form**

Tuesday, September 29, 2015

I desire a xerox copy of sheet #15, it's in the PER.

I have had hubcaps sail into my yard. Also, a few years ago some shot a gun on I275 & the bullet hit our fence & flew into our car, it broke our windshield inside mirror, etc. This was reported officially in a police report.

A Mr. Benet was contacted. We (also) stopped having children play in the backyard. Results: Bushes were planted along I275 behind our home. So much for concern of citizens by bureaucracy.

Consequently, what kind of a noise protection fence will be provided to protect citizens. I am thanking you in advance, should you desire to reply.

Contact Information (please print):Name: BEN CHAPINSKIAddress: 4300 22ND ST. N.City: ST. PETERSBURG State: FL Zip: 33714Email: BRWEK@me.com

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

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Public Hearing

I-275/SR 93

Project Development & Environment (PD&E) Study

From south of 54th Avenue South to north of 4th Street North

WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery.

Contact Information (please print):

Name: Jim Lampe

Address: _____

City: _____ State: _____ Zip: _____

Email: jc1154@yahoo.com

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

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**Public Hearing****I-275/SR 93****Project Development & Environment (PD&E) Study****From south of 54th Avenue South to north of 4th Street North****WPI Segment #: 424501-1****Comment Form**

Tuesday, September 29, 2015

While I approve of the lane continuation project along 275 in central St. Pete, I am against lane widening ~~and~~ in anticipation of the Tampa Bay Express project. I request that the lane continuation project be unbundled from Tampa Bay Express and that FDOT remove the TBE project and replace it with a true mass transit plan.

I am also eager to have FDOT consider plans to remove the 175 and 375 highway spurs and reconnect the urban street grid in downtown St. Pete. ~~I am also concerned with the~~

I am also concerned with the lack of pedestrian access plans in this proposed project. I suggest FDOT better integrate current pedestrian bridges and access into the project and plan for improvements to these plans

Contact Information (please print):Name: Amanda BrownAddress: 6503 N. 21st StreetCity: Tampa State: FL Zip: 33610

Email: _____

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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

Public Hearing I-275/SR 93

Project Development & Environment (PD&E) Study
From south of 54th Avenue South to north of 4th Street North
WPI Segment #: 424501-1

- Name
- Address
275 is our Interstate and we are in this together
We need to clear from

Comment Form

Tuesday, September 29, 2015

This project is doubling down on our region's greatest transportation weakness: automobile dependence. The state is going into billions of dollars of debt, to be paid back over many years. If the tolls fail to support the debt payments, we may never see another ^{major} transportation project in this area for a generation. Despite this, this project is being pushed forward with a great deal of speed when it should be given sober consideration. The Express Bus operation is ^{promoted as} dismissed but not funded and fails to even begin to transform our flawed, unbalanced approach to transportation in the region. Beyond that, ~~there~~ as an automobile travel option, it is limited to those who can afford it due to the tolling model.

induced demand mistakes - sprawl

Contact Information (please print):

Name: Laura Lawson
Address: 304 W Hilda
City: Tampa State: FL Zip: 33603
Email: lauralaw@mindspring.com



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

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since

of any and all options. This is in the best interest of our people
future growth patterns
the economic viability of our growing area.



Project Development and Environment Study

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Comment Form

Tuesday, September 29, 2015

CONSIDERATION:

ON AREA FROM 62ND AVE NORTH TO SCHOOL THE
DIAGRAM DEMONSTRATES A "RIGHT-OF-WAY" WALL THAT
WILL MOST LIKELY BE 18' HIGH AND VERY COSTLY. THIS
ALSO CREATES A HUGE RYR SORF FOR RESIDENTS ON THEIR
PROPERTY LINES.

PROPOSAL:

RE-EVALUATE A "SHOULDER BARRIER" POSSIBLY 10'-12'
WHICH WOULD NOT ONLY BE ECONOMICALLY MORE FEASIBLE
BUT GIVE RESIDENCE A VISUAL FREEDOM FROM THEIR
BACK YARDS.

CONSIDERING THE 42,600 / RESIDENT - THIS
WALL COULD BE BUILT.

Contact Information (please print):

Name: DR. G. S. PIERCE, SR.

Address: 6721 23RD ST. N.

City: ST. PETERS State: FL Zip: 33701

Email: ATLASORTHO@AOL.COM

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

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao at the address on the back of this comment form, no later than Friday, October 9, 2015. All comments are part of the project record and are available for viewing by the public and the media.

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Comment Form

Tuesday, September 29, 2015

For 22nd AVE S. NB on ramp, Please make a dedicated merge lane. It appears to be in the Plan but I wanted to be sure this dangerous merge area was addressed.

Contact Information (please print):

Name: Tom Ando

Address: 4532 35th ST. S

City: St. Petersburg State: FL Zip: 33711

Email: t.ando@turtlese.com

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

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao at the address on the back of this comment form, no later than Friday, October 9, 2015. All comments are part of the project record and are available for viewing by the public and the media.

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Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Tuesday, September 29, 2015 1:46 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent; Hempel, Debra
Cc: Beasley, Lee; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

FYI

Sent using OWA for iPhone

From: Natty Moss Bond <nattymossbond@mac.com>
Sent: Tuesday, September 29, 2015 10:13:41 AM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Natty Moss Bond

E-Mail:
nattymossbond@mac.com

Comments:
Oh and another thing... most of the people who will benefit from this are travelers to Miami and south of here...they already have a road for that that skips Tampa and St Pete. you could spend your money on that road!

Address:
1500 39th Avenue S

City:
St Petersburg

State:
FL

Zip:
33711-2546

Sent from (ip address): 97.96.93.206 (97-96-93-206.res.bhn.net)
Date/Time: September 29, 2015 10:13 am
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Macintosh; Intel Mac OS X 10_10_4)
AppleWebKit/600.7.12 (KHTML, like Gecko) Version/8.0.7 Safari/600.7.12

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Tuesday, September 29, 2015 1:45 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent; Hempel, Debra
Cc: Beasley, Lee; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

FYI

Sent using OWA for iPhone

From: Natty Moss Bond <nattymossbond@mac.com>
Sent: Tuesday, September 29, 2015 10:09:28 AM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Natty Moss Bond

E-Mail:
nattymossbond@mac.com

Comments:
I am against the widening of the St Petersburg portion of I275. please don't do it. Of course it would just be a mess for years. We don't need that here. Build a rail instead!

Address:
1500 39th Avenue S

City:
St Petersburg

State:
FL

Zip:
33711-2546

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 97.96.93.206 (97-96-93-206.res.bhn.net)
Date/Time: September 29, 2015 10:09 am
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Macintosh; Intel Mac OS X 10_10_4)
AppleWebKit/600.7.12 (KHTML, like Gecko) Version/8.0.7 Safari/600.7.12

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Monday, September 28, 2015 3:20 PM
To: Shroyer, Brian; Wey, Matthew; McWaters, Kent
Cc: Beasley, Lee; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

Sent using OWA for iPhone

From: Gwendolyn Reese <gwen.reese@gmail.com>
Sent: Monday, September 28, 2015 11:48:56 AM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Gwendolyn Reese

E-Mail:
gwen.reese@gmail.com

Comments:

The purpose of this email is to comment on the I-275 proposal. I do not support the planned widening if it will have a negative effect on the businesses along the 22nd Street corridor nor do I support a toll.

Address:
2501 Union Street So

City:
St. Petersburg

State:
Florida

Zip:
33712

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 173.168.183.154 (173-168-183-154.res.bhn.net)
Date/Time: September 28, 2015 11:48 am
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (Windows NT 10.0; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/45.0.2454.99
Safari/537.36

Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Friday, September 25, 2015 8:31 AM
To: Wey, Matthew; Hempel, Debra; McWaters, Kent
Cc: Shroyer, Brian; Royal, Lee; Marable, Lori; Speese, Christopher
Subject: FW: Project I-275/SR 93 Questions

Matt,

Please draft a response to the questions below realizing the Department may have to provide answers to parts of the questions.

Thanks

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

From: AnnMarie Connor [<mailto:amc.amcconnor@gmail.com>]
Sent: Thursday, September 24, 2015 7:28 PM
To: Bogen, Kirk
Subject: Fwd: Project I-275/SR 93 Questions

----- Forwarded message -----

From: "AnnMarie Connor" <amc.amcconnor@gmail.com>
Date: Sep 24, 2015 12:22 PM
Subject: Project I-275/SR 93 Questions
To: <sara.hall@dot.state.fl.us>
Cc:

Hello Sara,

Question1-- Is there any easement changes on the east side of I275 and the 4600 block North?

Question2 -- Will you add my address to your mailing list? I am caring for my fathers home.

Question3 -- Currently there is a lot of trash on the easement on the east side of I275 and the 4600 block North. How do I request clean-up?

Question 4 -- Why do the exit/entrance ramps on 38th Ave N have so much lush landscaping (100s of plants) and the 4600 block North has zero landscaping.

Question 5 -- How can get a decibel reading at 4621 23rd ST N?

Thank you

AnnMarie Connor (personal representative for Jeremiah Connor)
5225 Robin Ln N
St Petersburg, FL 33714
[727-542-2373](tel:727-542-2373)

Hempel, Debra

From: Royal, Lee <Lee.Royal@dot.state.fl.us>
Sent: Thursday, September 24, 2015 4:44 PM
To: Nabbducks@aol.com
Cc: Bogen, Kirk; Hempel, Debra; Speese, Christopher
Subject: WPI: 424501-1 I-275 from S of 54th Ave. S. to N of 4th St. N.

Dear W. C. Turner,

Below is the web link to the project documents. The document titled "Preliminary Engineering Report" contains line drawings and aerials with the recommended alternative. If you have further questions, please call Mr. Kirk Bogen, Environmental Management Engineer at (813) 975-6448. Thank you.

<http://active.fdotd7studies.com/i275/54th-to-4th/public-involvement/project-documents/>

Lee (Royal) Beasley, AICP
Government Liaison Administrator, D-7
813.975.6427



Hempel, Debra

From: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>
Sent: Thursday, September 24, 2015 11:39 AM
To: Wey, Matthew; Shroyer, Brian; Hempel, Debra
Subject: FW: 424501-1: I-275/SR 93 PD&E Study Website Comments

Please prepare a response and add her to mailing list.

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

-----Original Message-----

From: Bonnie perkins [<mailto:Bonnieperkins1957@gmail.com>]
Sent: Wednesday, September 23, 2015 5:37 PM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Bonnie perkins

E-Mail:
Bonnieperkins1957@gmail.com

Comments:

just wanting to know if my house that is off the 38th ave north exit is in the way of the expansion of the widening of the interstate

Address:
2046 38th ave north

City:
saint Petersburg

State:
florida

Zip:
33713

Please add me to the mailing list to receive project updates:
yes

Sent from (ip address): 75.76.115.171
(dynamic-75-76-115-171.knology.net)
Date/Time: September 23, 2015 5:37 pm
Coming from (referer):
<http://active.fdotd7studies.com/i275/54th-to-4th/send-us-your-comments/>
Using (user agent): Mozilla/5.0 (iPad; CPU OS 8_4 like Mac OS X)

Keigher, Elizabeth

From: Wey, Matthew
Sent: Wednesday, September 23, 2015 2:03 PM
To: Hempel, Debra; Keigher, Elizabeth
Cc: St. George, Bryan; Quinn, Tom; McWaters, Kent
Subject: FW: 424501-1: I-275/SR 93 PD&E Study Website Comments

-----Original Message-----

From: Bogen, Kirk [<mailto:Kirk.Bogen@dot.state.fl.us>]
Sent: Tuesday, September 22, 2015 9:11 PM
To: Wey, Matthew; Hempel, Debra
Cc: Shroyer, Brian; Marable, Lori; Royal, Lee; Speese, Christopher
Subject: Fw: 424501-1: I-275/SR 93 PD&E Study Website Comments

For your files.

Sent using OWA for iPhone

From: Feral Lewis <sanguinesquirrel@outlook.com>
Sent: Tuesday, September 22, 2015 4:18:08 PM
To: Hall, Sara
Cc: Bogen, Kirk; mgreene@acp-fl.com
Subject: 424501-1: I-275/SR 93 PD&E Study Website Comments

To:
Sara Hall

Name:
Feral Lewis

E-Mail:
sanguinesquirrel@outlook.com

Comments:

I am glad to see you guys are finally looking to improve I275 in Pinellas. I would like to suggest you take care to smooth out the curves and limit object/plants that make the curves blind. Many people slow significantly at each curve, increasing risks and flow issues.

Limiting left hand exits would also be more ideal. The curves with the most issue is the SB split at I175, SB before 54th Avenue N, NB after 22nd Ave S where lanes split for the left hand exit, then again at the I175 split.

Address:
909 63rd avenue s

City:
Saint Petersburg

State:
Florida

Zip:
33705

Please add me to the mailing list to receive project updates:



Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

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From south of 54th Avenue South to north of 4th Street North

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Comment Form

Tuesday, September 29, 2015

The proposed improvements for this project show an additional AA Transit Corridor being placed across private property just north of Gandy Blvd. from 28th St. N running northeast to I-275. Specifically, the corridor is shown crossing parcels 23-30-16-47333-001-0300 and 23-30-16-47333-001-0400. GB3 Partners LLLP owns this land and has developed a large portion of this property already. GB3 Partners is concerned the proposal fails to recognize the current improvements to the largest parcel already and the actual water management already in place on the listed parcels. The proposed corridor would cut off access to large portions for the parcels and place a hardship on the current use of the property.

Contact Information (please print):

Name: Matthew Sokolowski

Address: 2750 Eagle Ave North

City: Saint Petersburg State: FL Zip: 337716

Email: matt@greatbaybud.com

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

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Keigher, Elizabeth

From: Wey, Matthew
Sent: Thursday, September 17, 2015 12:46 PM
To: Keigher, Elizabeth; Hempel, Debra
Subject: Fwd: I-275 Public Hearing

Fyi

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Bogen, Kirk" <Kirk.Bogen@dot.state.fl.us>
Date: 09/17/2015 12:06 PM (GMT-05:00)
To: Bogdan Asztalos <bogifilms@verizon.net>, "Hall, Sara" <Sara.Hall@dot.state.fl.us>
Cc: "Wey, Matthew" <Matthew.Wey@hdrinc.com>, "Hempel, Debra" <Debra.Hempel@hdrinc.com>, "Shroyer, Brian" <Brian.Shroyer@dot.state.fl.us>, "Marable, Lori" <Lori.Marable@dot.state.fl.us>, "Royal, Lee" <Lee.Royal@dot.state.fl.us>
Subject: RE: I-275 Public Hearing

Thank you for your comment.

Kirk Bogen, P.E.
Environmental Management Engineer
FDOT District Seven
Intermodal Systems Development
kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x6448
FAX: (813) 975-6451

-----Original Message-----

From: Bogdan Asztalos [<mailto:bogifilms@verizon.net>]
Sent: Saturday, September 12, 2015 9:05 AM
To: Hall, Sara
Cc: Bogen, Kirk
Subject: I-275 Public Hearing

Dear Sara Hall and Kirk Bogen,

I'd like to submit a comment on upcoming I-275 Public Hearing on September 29, 2015.

I would like to have noise pollution issues to be addressed on this segment of I-275. Noise pollution is as important environmental problem as polluted water runoff or air pollution. All major cities have some form of noise barrier installed from Atlanta to Washington D. C. Even parts of Tampa installed noise protection along parts of I-275 and I-4. Please consider installing noise barriers along I-275 in parts of the City of St. Petersburg in areas where residential homes are directly affected. Also Sawgrass Nature Preserve would benefit from such installments providing a quiet environment for wildlife and public.

Respectfully, Bogdan Asztalos

Public Hearing
I-275/SR 93
Project Development & Environment (PD&E) Study
From south of 54th Avenue South to north of 4th Street North
WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

The idea of Toll lanes on the Interstate 275 is unacceptable. We pay taxes so as not to incur the cost of Tolls. I am 100% Against Toll lanes on I 275. IF a tax increase is needed then do that, do not start a toll system because we know where that will lead, and this we don't want.

Contact Information (please print):

Name: Robert Staples
Address: 6740 22nd St N
City: St Pete State: FL Zip: 33702
Email: ras19532@hotmail.com

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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

Public Hearing

I-275/SR 93

Project Development & Environment (PD&E) Study

From south of 54th Avenue South to north of 4th Street North

WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

I have no problem with the project if it moves fast. Hire a company that has the man power to complete the job in a timely fashion, instead of leaving our neighborhood with a turn up interstate for years like so many other projects.

ROAD PLANNING 2015SEP10PM 2:15

Contact Information (please print):

Name: Kevin Picard

Address: 4726 22nd St.

City: St. Pete State: FL Zip: 33714

Email: KGPFrench@gmail.com

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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

Public Hearing I-275/SR 93

2015 OCT 13 PM 4:13

Project Development & Environment (PD&E) Study From south of 54th Avenue South to north of 4th Street North WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

Vertical Ventures St. Pete would like to voice our concerns in regards to the proposed interstate project. In particular how it may affect our business. We currently lease from the City of St. Petersburg JDMU Parcel No. 7. The economic consequences to our business would be catastrophic if our customers could not access and use this parking lot. If construction or the potential storage of equipment or materials in this lot caused it to be unavailable, our small business would suffer greatly. Thank you for your consideration in this matter.

Co-Owner Vertical Ventures

Contact Information (please print):

Name: Vertical Ventures St. Pete
Address: 116 18th Street S.
City: St. Petersburg State: FL Zip: 33712
Email: stpete@verticalventures.com



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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETD # 12556

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Public Hearing
I-275/SR 93
Project Development & Environment (PD&E) Study
From south of 54th Avenue South to north of 4th Street North
WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

Thank you for the opportunity to comment on the I-275/SR 93 PD&E Study. I have reviewed the mailing, attended the meeting on 9/29/15, reviewed proposed project documents and listened to attendees' comments and concerns. I have conducted my own research into the projects ultimate objectives.

I question YOU! What law allows the privatization of **public** roadways? Charging tolls will be a burden on local citizens. The tolls collected will be paid to private corporations and will not contribute nor trickle down to local business.

As the FDOT & TBX proposal effects all citizens of Pinellas County, therefore ALL citizens of the Pinellas County MUST be notified of this proposal; not just those in the 300' right of way.

Transparency of the "*proposed*" project is nonexistent at this juncture. My research has revealed that the "*proposed*" project is part of a much larger contrived plan revolving around Port Tampa Bay revitalization, as boasted in "Port Tampa Bay Magazine, Spring, 2014". As boasted by those companies noted in the "Magazine" then tax those corporations, who will profit from the usage of public roadways.

I do not consent. I oppose this project. Your study is incomplete!

Sovereign

Pinellas County

Saint Petersburg, FL

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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

2015 OCT 13 PM 4:14

Public Hearing

I-275/SR 93

Project Development & Environment (PD&E) Study

From south of 54th Avenue South to north of 4th Street North

WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

Would like to see Barriers put up on
275 along sections where there is
Housing. Traffic has increased & noise
has become a major problem.
TKS,

Contact Information (please print):

Name: BETTY MYERS

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

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included on the mailing list for this
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Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

Public Hearing

I-275/SR 93

Project Development & Environment (PD&E) Study

From south of 54th Avenue South to north of 4th Street North

WPI Segment #: 424501-1

Comment Form

Tuesday, September 29, 2015

I PURCHASED PROPERTY AT THE CORNER OF 400 20TH ST N
AND 2001 4TH AVE N, AND PLANNED IMPROVEMENTS AND
WOULD LIKE TO KNOW IF I ~~SHOULD~~ SHOULD PROCEED OR NOT

Contact Information (please print):

Name: ALYNE MEYER

Address: 400 20TH ST N

City: ST PETERSBURG State: FL Zip: 33713

Email: alynem99@gmail.com

☒ If you did not receive notice of this
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Appendix C

Public Hearing Transcript

I-275 / SR93 PD&E Study

WPI Segment No.: 424501-1

IN THE MATTER OF:
FLORIDA DEPARTMENT OF TRANSPORTATION HEARING

HEARING
September 29, 2015

Executive Reporting Service
Suntrust Building
300 1st Avenue South, Suite 402
St. Petersburg, Florida 33701
Phone: (727) 823-4155/(800) 337-7740
Fax: (800) 621-9077
www.executivereporting.com

1 September 29, 2015

7:33 p.m.

2 - - -

3 MR. GAO: Good evening. My name is Ming Gao.
4 I am the Intermodal Systems Development manager
5 for District 7 of the Florida Department of
6 Transportation. Welcome to the public hearing. I
7 see a big turnout here. That's great.

8 Can you hear me?

9 ATTENDEES: (Collectively) Yes.

10 MR. GAO: Okay. So this public hearing is for
11 the Project Development and Environment or PD&E
12 Study for Interstate 275 in Pinellas County,
13 Florida. This public hearing concerns the
14 proposed operational and congestion relief
15 improvements for I-275 from the south of 54th
16 Avenue South to north of 4th Street North, a
17 distance of approximately 16.3 miles. The Work
18 Program Item or WPI segment number is 424501-1.

19 Today is Tuesday, September 29, 2015, and it's
20 approximately 6:31 p.m. We are assembled in the
21 Heritage Hall of the First Baptist Church, 1900
22 Gandy Boulevard North in St. Petersburg, Florida.

23 This public hearing is being held to give all
24 interested persons the right to understand the
25 project and comment on their concerns to the FDOT.

1 Public participation at this hearing is encouraged
2 and solicited without regard to race, color,
3 creed, religion, sex, age, national origin,
4 disability, or family status. This public hearing
5 is being held in accordance with applicable
6 federal and state laws. Those citations are
7 listed on the board next to the sign-in table.

8 This public hearing was advertised consistent
9 with federal and state requirements and is being
10 conducted consistent with the Americans with
11 Disabilities Act of 1990. This information is
12 also provided in the project brochure.

13 This is your opportunity to receive
14 information on the project, officially comment on
15 the recommended alternative for I-275, and review
16 project documents available here this evening.
17 The recommended alternative is based on
18 engineering and environmental analyses completed
19 to date, as well as on public comments that we
20 have received.

21 Now I'm going to provide a short description
22 of the transportation improvements proposed for
23 I-275. To effectively describe these
24 improvements, the I-275 study corridor is
25 separated into three segments. I will describe

1 these segments starting from the southern end of
2 the project closest to the Sunshine Skyway Bridge
3 and move northward towards the northern end of the
4 project closest to the Howard Frankland Bridge.

5 Segment A is from south of 54th Avenue South
6 to I-175; Segment B is from I-175 to south of
7 Gandy Boulevard; and lastly, Segment C is from
8 south of Gandy Boulevard to north of 4th Street
9 North.

10 In Segment A, the recommended alternative
11 consists of providing lane continuity improvements
12 to enhance operations on I-275 by reducing the
13 number of lane-changing maneuvers for motorists.
14 For this study, "lane continuity" refers to the
15 ability for motorists to remain in one travel lane
16 while traversing a portion of I-275 without being
17 forced to change lanes so as to avoid exiting the
18 highway.

19 Today there are no continuous lanes on I-275
20 in the southbound direction and one continuous
21 lane in the northbound direction. The proposed
22 lane continuity improvement will provide two
23 continuous lanes in each direction of I-275.

24 For Segment B, the recommended alternative
25 consists of providing operational improvements and

1 accommodations for enhanced multimodal
2 opportunities along I-275. The operational
3 improvements proposed for I-275 are intended to
4 enhance lane continuity, but they would not
5 increase the number of through travel lanes on
6 I-275. The multimodal opportunities include:
7 preservation of the existing 64-foot median on
8 I-275, of which 40 foot can be used for future
9 transit services.

10 The last segment, Segment C, is part of Tampa
11 Bay Express or "TBX" for short. TBX is a regional
12 master plan being developed by the Department to
13 implement tolled express lanes on interstate
14 facilities within Tampa Bay. These proposed
15 express lanes can be built next to existing
16 nontolled lanes and are demonstrated as a solution
17 to urban traffic congestion.

18 The recommended alternative for Segment C
19 consists of the TBX Master Plan improvements,
20 which include providing a single express lane in
21 each direction of I-275 from Gandy Boulevard to
22 118th Avenue North and two express lanes in each
23 direction from 118th Avenue North to north of 4th
24 Street North. Access between the tolled and
25 nontolled lanes will be provided south of Gandy

1 Boulevard at 118th Avenue North and between 4th
2 Street North and the Howard Frankland Bridge. A
3 marked four-foot buffer containing traffic
4 delineators -- these are flexible vertical posts
5 mounted into the roadway -- will be used to
6 separate the tolled and nontolled lanes.

7 The FDOT has also developed lower-cost tolled
8 lane projects that can be funded in the near
9 future. These initial projects could be built in
10 the near future and then later be incorporated
11 into the master plan projects at minimum
12 additional cost.

13 The short-term, lower-cost improvements are
14 considered the starter projects. The starter
15 project improvements in Segment C consist of
16 redesignating the existing auxiliary lane in each
17 direction of I-275 between Roosevelt Boulevard in
18 Pinellas County and State Road 60 in Hillsborough
19 County to form a single tolled lane in each
20 direction from south of Gandy Boulevard to the
21 Howard Frankland Bridge, while also maintaining
22 the same access points between tolled and
23 nontolled lanes as the TBX Master Plan Project.

24 One of the unavoidable consequences of
25 transportation projects is the necessary

1 acquisition of privately-owned land and the
2 subsequent relocation of families or businesses
3 displaced by such acquisition. For this project,
4 we do not anticipate the need to acquire
5 right-of-way to construct the proposed roadway
6 improvements associated with the recommended build
7 alternative.

8 However, right-of-way acquisition may be
9 needed to construct stormwater management
10 facilities and floodplain compensation sites. The
11 location of these facilities will be identified
12 during the design phase of the project.

13 If all or part of your property is being
14 acquired, you will be provided a written
15 explanation of your legal rights in eminent
16 domain. You will be contacted by an appraiser who
17 will inspect your property to become familiar with
18 its unique characteristics. We encourage you to
19 be present during the inspection and provide
20 information about your property which would be
21 helpful in determining its value. After the
22 appraisal is complete, a right-of-way specialist
23 will meet with you to negotiate in good faith and
24 serve as a point of contact throughout the
25 process.

1 If you are required to move as a result of an
2 FDOT project, you will be treated in a fair and
3 helpful manner and in compliance with the Uniform
4 Relocation Assistance Act. You will be eligible
5 for relocation advisory services, and you may also
6 be eligible for relocation payments including
7 moving expenses, replacement housing costs, or
8 business-reestablish expenses. A relocation
9 specialist will be assigned to assist you
10 throughout the relocation process.

11 If you're not satisfied with the Department's
12 determination of your eligibility for payment or
13 the amount of that payment, you may appeal that
14 determination. You will be furnished any
15 necessary forms and notified of the procedures to
16 follow in making that appeal.

17 A special word of caution. If you move before
18 the property you occupy is acquired or before you
19 receive notification of the relocation benefits
20 that you might be entitled to, your benefits may
21 be jeopardized.

22 The right-of-way specialists who are familiar
23 with this process are available this evening and
24 will be happy to answer your questions. They will
25 provide you with copies of the acquisition and

1 relocation assistance brochures.

2 Dave Eaton and Andrew Nappi, please stand --
3 they are back there -- so that you know who to see
4 regarding these types of issues. Thanks.

5 We hope you have watched the short PowerPoint
6 presentation created to describe the
7 transportation improvements proposed for the I-275
8 study corridor and features of the enhanced
9 highway in greater detail.

10 The FDOT Work Program includes funding for
11 design of the TBX Starter Project improvements in
12 fiscal year 2016 and construction in fiscal year
13 2020. The lane continuity improvements in
14 Segments A and B and the TBX Master Plan Project
15 in Segment C are not currently funded.

16 That was a brief summary of the proposed
17 transportation improvements. Now I will explain
18 the FDOT public hearing process.

19 When you arrived this evening you should have
20 received an information packet containing an
21 informational handout and a comment form. If you
22 weren't able to sign in or did not receive an
23 information packet, please stop by our sign-in
24 table before leaving this evening. You should
25 have also had the opportunity to view the

1 audiovisual presentation that is continuously
2 running throughout the public hearing.

3 Those who wish to provide comments during this
4 formal portion of the public hearing should
5 complete a speaker's card and submit it to a
6 Department representative. If you did not receive
7 a card and would like to make a public comment,
8 please raise your hand and a Department
9 representative will be happy to provide you with
10 one.

11 In addition to making an oral statement during
12 this portion of the hearing, you can also make a
13 comment after this presentation to the court
14 reporter who is here tonight. You can also submit
15 your comments to the Department in writing.
16 Comment forms can be placed in one of the comment
17 boxes this evening, or you can complete the form
18 at a later date and mail it to us at the
19 preprinted address on the back of the sheet. You
20 can also email comments to us at the project
21 website found on the front of the handout. Please
22 keep in mind that comments must be postmarked or
23 emailed no later than Friday, October 9, 2015, to
24 be included in the official public hearing record.

25 Before I continue, I would like to recognize

1 any elected officials or their representatives who
2 are here tonight. Please stand and introduce
3 yourselves.

4 MR. KORNEILL: Steve Kornell, St. Pete City
5 Councilman.

6 MR. GAO: Welcome. Thank you.

7 MR. RICE: Darden Rice, St. Pete City Council,
8 MPO, and PSTA.

9 MR. GAO: Thanks for coming.

10 Anyone else?

11 ATTENDEES: (No response.)

12 MR. GAO: Well, thank you.

13 So at this time we will begin the public
14 comments. I will call each speaker in the order
15 in which their request was received. In an effort
16 to accommodate all requests to speak, we ask that
17 each speaker keep their comments to three minutes.
18 Those who wish to provide additional comments may
19 return to the microphone following the last
20 speaker, or you may present your additional
21 comments directly to the court reporter at the end
22 of tonight's hearing.

23 As I call your name, please step to the
24 microphone and state your name and address before
25 making your comment. If you have questions,

1 please see one of the Department representatives
2 following this portion of the hearing.

3 The first speaker I have is Ernest Starkey.

4 MR. STARKEY: My name is Ernest Starkey. I
5 live at 527 84th Avenue North, St. Petersburg.

6 First of all, I would like to say I appreciate
7 FDOT trying to do improvements in this county.
8 With that being said, I'd appreciate that FDOT
9 would complete the current ones that they are
10 on -- the ones that are on our major roadways: US
11 19, Ulmerton Road, and now the Gandy Boulevard
12 exit. This is getting a little bit out of hand.

13 I can't speak for everyone here, but I can say
14 that as a current resident for 26 years here in
15 Pinellas County, construction is way out of hand.
16 If the FDOT wants to start another major project
17 on another major roadway, let's finish the ones we
18 have. Let's not start another major project until
19 we know that those are completed or at least to
20 the end.

21 Also, the other thing that I have with the
22 FDOT currently is I understand that they do
23 construction bids to different companies -- one's
24 like in a time bid and the other is like you have
25 this much time. Maybe that is something the FDOT

1 needs to consider changing as well. This putting
2 a bid out there -- Ulmerton Road has been under
3 construction for the 26 years that I've lived
4 here. Never have I ever seen it not under any
5 construction. When is it going to end? That's
6 crazy. That's a major artery. Okay?

7 That being said, that's probably a
8 construction company that's been given multiple
9 years to do whatever they want. That has got to
10 change. The FDOT needs to start contracting
11 people that are under certain time constraints:
12 "You have this much time to finish it or we're
13 going to fine you or you're not going to get your
14 money."

15 So please take that into consideration when
16 you're talking about starting another major
17 roadway project in this county. Let's finish the
18 ones that we have before we start another one.
19 Okay?

20 Thank you.

21 MR. GAO: Thank you.

22 Next I have Jay Lee.

23 MR. LEE: Good evening, FDOT. Good evening,
24 community.

25 My name is Jay Lee. I reside at 9934 56th

1 Avenue North, St. Pete. I have some concerns for
2 the community in terms of being notified for
3 appraisals to their property and things like that.
4 My main concern is if there is a blueprint
5 available to the public where people can access on
6 the Web, go to your office and grab this
7 information so that they wouldn't have to rely on
8 someone calling them and saying, "Hey, your
9 property is going to be used by a project that we
10 are putting in place."

11 I also want to piggyback on the gentleman,
12 Ernest, before me who stated the roads that are
13 being worked on and they're not being completed or
14 there is a long period. You know, I'm looking at
15 275 in Hillsborough County. People have been
16 telling me that has been going on for almost ten
17 years. They stopped and restarted again. The
18 traffic is terrible. I wouldn't want to see that
19 in Pinellas County as well having developers to
20 come here -- we call it "milking the clock" and
21 "milking your money."

22 So we want to make sure that you guys are
23 going to stay on top of that and fine them just
24 like he said.

25 And, also, I'm looking at a transcript being

1 typed up here, where a transcript of this hearing
2 will be available to the public as well.

3 Thank you.

4 MR. GAO: Thank you.

5 Annmarie Connor?

6 MS. CONNOR: I decline.

7 MR. GAO: Okay. Thank you.

8 John Shuster?

9 MR. SHUSTER: For those of you who aren't
10 familiar on how this works generally or how it
11 worked last time, when it was around the last time
12 when the interstate went through, we were promised
13 a noise abatement law, which we never received. A
14 number of my neighbors tried to get that done.
15 DOT was never responsive to that. So if this
16 project does go forward, don't hold your breath as
17 far as a noise abatement law goes. I'm predicting
18 they will run out of money.

19 My grandfather, being like I, wanted to know
20 what was going on with anything around his
21 property. When the interstate went through
22 originally, he noticed that the city was running a
23 water main right up next to the interstate fence
24 through his yard. He wanted to know what was
25 going on with this.

1 Well, apparently the city had made some sort
2 of a deal, lien, lease, or who knows with the city
3 to accommodate them because water mains were being
4 cut off. So this right-of-way was provided by DOT
5 for the city to run its water mains through.

6 Well, this spring the city came out and
7 decided that they had to replace all of the water
8 mains on the avenues, on mine and the next one
9 down. And the reason they needed to do that is
10 because it was old cast-iron lines that needed to
11 be replaced -- you know, bad-tasting water and all
12 that -- plastic pipe would be better.

13 Well, the net effect of what they did was they
14 eliminated those lines that ran right along the
15 fence. So it's obvious to me those lines are
16 being vacated for a reason. My way of thinking is
17 that the reason they're being eliminated is
18 because the city plans to take that land.

19 Now, we're told right now that there is no
20 plans as far as these ponds, where the placement
21 is going to be on these ponds. Well, it just so
22 happens that my avenue and the two adjacent happen
23 to be right next to an existing pond, right next
24 to where there is another lane being added on 22nd
25 Avenue entrance ramp. So obviously we're going to

1 need to expand that pond. We're being told "We
2 don't know where we're going to put these ponds.
3 That's going to be in the plan. We don't know
4 yet."

5 Now, if there's anyone else here that believes
6 that the city came out and vacated those lines so
7 I can get -- me and my neighbors on either avenue
8 next to the interstate can have the plastic lines,
9 better-tasting water rather than these
10 plastic-upgraded lines that the city put in when
11 the interstate was built originally -- those were
12 plastic-upgraded lines. So the city is upgrading
13 by getting rid of upgraded lines. You can either
14 believe that or you can believe this is a done
15 deal and that pond is going to be expanded and
16 it's going to take part of my property.

17 You know, the President told me I could keep
18 my doctor, I could keep my plan, I'll pay \$2,500
19 less a year. Well, I think the city did the same
20 thing to me when they told me they were upgrading
21 my lines so I would have better-tasting water.

22 I think I can see what's going on. This is a
23 done deal and there are people here who are going
24 to lose property and I think I'm probably one of
25 them. Obviously FDOT has an agenda and they don't

1 want to tell us that this is already a done deal
2 and they have already decided where the ponds are
3 going.

4 Thank you.

5 MR. GAO: Thank you.

6 Tom Rask?

7 MR. RASK: Thank you. Tom Rask, 13565
8 Heritage Drive, Seminole, Florida. I'm
9 incorporated in Pinellas County.

10 I only found out about this meeting today. I
11 know there is a great turnout, but there were
12 other people who only found out today, and perhaps
13 better notice can be given.

14 One FDOT staffer said that you've met all of
15 the requirements, but you can always go beyond the
16 requirements. You are advertising in the paper.
17 Newspaper circulation is dropping. A lot of
18 people don't have newspapers. So just as a
19 general comment, I know this is a great turnout,
20 but the more turnout the better so we get better
21 outcomes.

22 On Ulmerton I understand there were
23 right-of-way issues for people that build things
24 in the right-of-way. That's part of the delay,
25 but I would like to -- I hope that FDOT is

1 studying some of the delays on Ulmerton and
2 elsewhere because, as you can hear from the
3 previous comments, it creates resistance. I think
4 that some of this mistrust is because of local
5 government, frankly, more so than FDOT.

6 I wanted to say to the gentleman who just
7 spoke that if he thinks it's a done deal, he can
8 find out by making a public records request.
9 Maybe it is a done deal and maybe it isn't. I
10 don't know.

11 This project looks pretty good to me based on
12 what I see, but I only learned about this hearing
13 today. I just wanted to encourage him to make
14 those public records request because they have to
15 hand over those records to you if they exist. If
16 there are records that show that they plan to put
17 the pond there, they would have to give those
18 records to you.

19 MR. SHUSTER: No. It's in Winks (phonetic).

20 MR. RASK: Well, it could be. Public records
21 requests are pretty good for turning up
22 information, but there is a distrust. I bring
23 that up not to make a political point, but because
24 it's something FDOT is going to have to deal with.
25 In fact, this was not going to be part of my

1 comment today. It was only going to be that on
2 the surface, this project looks good.

3 Please give a little more notice and try to
4 improve the notice process, but it is clearly
5 something FDOT is going to have to deal with.

6 We have in St. Pete right now a situation I'm
7 sure you've all heard of. It's reported in the
8 news about school zones not meeting FDOT
9 requirements. And why was that? So they could
10 write more speeding tickets. That's terrible to
11 jeopardize the safety of children to write more
12 speeding tickets. And that's not on FDOT; that's
13 on the City of St. Pete.

14 We have a sheriff's department investigation
15 over in Hillsborough, what they call "Hillsborough
16 Effort." So I'm just bringing that up actually in
17 a constructive way that FDOT needs to be aware
18 that there is a lot of distrust. Not so much --
19 recognizing his comments, not so much of FDOT, but
20 the other public agencies that will be involved.

21 So I look forward to learning more about this
22 project as it goes along. I don't really have an
23 opinion now. I do recognize that some people will
24 lose their property, and that's a serious issue.

25 Thank you.

1 MR. GAO: Thank you.

2 Next I have Ted Fahrendorf.

3 MR. FAHRENDORF: My question was already
4 answered.

5 MR. GAO: Okay. Thank you.

6 Lou Ellis?

7 MR. ELLIS: My name is Lou Ellis. I live off
8 of 54th Avenue on 25th Street.

9 I was hoping to get an answer, but it don't
10 look like I'm going to get one tonight from
11 anybody. What is going to happen to 54th Avenue
12 and some of the other roads going east and west
13 where you have to rebuild a bridge? Like I said,
14 I expected to get an answer, but you can't give me
15 the answer.

16 MR. GAO: One of our representatives can
17 answer --

18 MR. ELLIS: They're going to have to widen
19 that bridge out, and there is a couple more on
20 down the line the same way. But I'm concerned
21 because I live next to that road.

22 MR. GAO: Okay. I'm sure one of our folks can
23 show you the location and explain to you how we
24 construct bridge-widening projects.

25 MR. ELLIS: Okay. Thank you very much.

1 MR. GAO: Thank you.

2 Edward Ringwald?

3 MR. RINGWALD: Good evening. My name is
4 Edward Ringwald. I'm in Tampa, Florida. I'm the
5 webmaster of interstate275florida.com, the website
6 of "all things Interstate 275 in the Tampa Bay
7 region."

8 The reason why I'm here tonight is that I am
9 against the Tampa Bay Express component that's
10 being presented in Segment C of the PD&E Study
11 that's being proposed for I-275, and there are
12 some reasons. I'll try to be brief.

13 First of all, the present lack of commuter
14 choices that face Tampa Bay residents every day.
15 Right now we have no real based mass transit, and
16 uneven bus mass transit makes car ownership a
17 must.

18 Second, commuter rail, of which the Tampa Bay
19 region lacks now, is the viable alternative. It
20 can take a lot of commuter traffic off of 275 and
21 is preferred over TBX.

22 Miami already has 95 Express on I-95, but it
23 was constructed way after the Tri-Rail -- their
24 commuter railroad down there -- was implemented.
25 Why is FDOT wanting to build TBX before other

1 alternatives such as commuter rail first?

2 I agree 275 needs to be realigned for traffic
3 movement through St. Petersburg due to the weaving
4 movements that now exist. And when I-275 was
5 built, it was originally I-75 until the decision
6 was made by FDOT to extend I-75 south to Miami,
7 and that's why you have 75 out there in
8 Hillsborough County today.

9 So in short, we need better transit choices.
10 TBX is going to add to more congestion without the
11 other transit alternatives that the Tampa Bay
12 region desperately needs.

13 Thank you.

14 MR. GAO: Thank you.

15 Next I have Ben Chapinski.

16 MR. CHAPINSKI: Hi. My name is Ben Chapinski.
17 I would like to say that I've lived in both the
18 East and the West. I've lived in the Workers'
19 Paradise. And listening to these comments, I can
20 see that a lot of people are unhappy. So I'd like
21 to just say a few things.

22 I don't think that these bureaucrats represent
23 us. I don't think that they care about us. A few
24 years ago -- I've been living here for
25 approximately 20 years. I used to come to many

1 meetings just like this in the Soviet Union -- the
2 Workers' Paradise side, as I said -- and the
3 bureaucrats over there I think are quite similar
4 to here.

5 A few years go I complained about hubcaps, et
6 cetera, falling into my backyard. It was
7 dangerous for the children, and therefore we
8 couldn't allow the children out there. Then what
9 happened is somebody shot a gun. The gun [sic]
10 went through our fence, the gun went into my
11 wife's car -- I mean, into our family car, went
12 through the windshield, and hit the mirror. If
13 someone was in the car, they would have been
14 killed.

15 So therefore I called the city. I got ahold
16 of a fellow by the name of Mr. Bennett. He sent
17 someone over. They checked out the area, and what
18 did they did do? They planted a few bushes in the
19 backyard. So that is why I would like to say that
20 these people don't represent you. This is a joke.
21 I hope this is on TV; maybe it will make national
22 TV. Something has to be done. Maybe the new
23 mayor will do something.

24 What's very pertinent and is pertinent to all
25 of us is that we need a protective sound barrier,

1 like this first gentleman said, to protect the
2 children and to protect the community. Many
3 states all around the country have these fences.
4 We don't have them. What's the reason?

5 Thank you very kindly. Thank you for
6 listening.

7 MR. GAO: Laura Lawson?

8 MS. LAWSON: Good evening. My name is Laura
9 Lawson. I live at 304 West Hilda Street in Tampa.
10 That's in Central Tampa. I appreciate you-all
11 having me here. As you know, we've been having a
12 robust discussion about this project over there.
13 You've probably read about that. But my feeling
14 is that 275 is Pinellas and Hillsborough's
15 interstate, and we need to be careful when we
16 think about what we're doing with it.

17 My major concern that affects you-all as well
18 is that this project doubles down on our region's
19 greatest transportation weakness, automobile
20 dependency. The previous gentleman spoke to this
21 issue. While at least in Hillsborough where it's
22 touted as an express bus project, the buses aren't
23 funded, but just merely promoted. It fails to
24 even begin to transform our flawed, unbalanced
25 approach to transportation in the region.

1 Beyond that, the automobile travel option is
2 limited to those who can afford it due to the
3 tolling model. Beyond that, the state is going
4 into billions of dollars of debt to be paid back
5 over many years. If the tolls fail to support the
6 debt payments, we may never see another major
7 transportation project in this area for more than
8 a generation. I think that's a significant
9 concern when we're talking about investing
10 billions of dollars.

11 Despite that, this project is being pushed
12 forward with a great deal of speed when it should
13 be given sober consideration in light of all of
14 the things that we've learned since the '90s when
15 the idea of expanding the interstate first came
16 into play -- things like induced demand causing
17 more traffic congestion, things like sprawling
18 development associated with huge large highways
19 that impact the ability of our region to provide
20 walkability, other transportation objects,
21 meaningful public transportation. These are the
22 things for the millennial generation, which I'm
23 not actually part of, but I admire them for their
24 commitment and desire to see more options and to
25 see more livability.

1 So in any event, for all of these reasons, I
2 believe that this project needs more consideration
3 than it has received at this point due to the
4 speed which it has moved forward.

5 Thanks.

6 MR. GAO: Thank you.

7 Jason Ball?

8 MR. BALL: Hi. My name is Jason Ball. I'm a
9 resident of Tampa. I used to live over in the
10 Pinellas Park area for several years, back in the
11 '90s/early 2000s.

12 Some of you folks want to keep in mind when
13 you're looking at this project we're talking about
14 tonight that it's not just you folks that are
15 looking at this project. They want to do this
16 kind of tolling thing on the entire interstate
17 system in the Bay area. The early plan they have
18 right now is about 78 miles of these on Interstate
19 4 and 275 and 75. They're building them right now
20 on the Veterans Expressway, they're extending them
21 up to the Suncoast corridor, and they want to
22 bring them down to St. Pete. They're talking,
23 kind of, about doing it just to Gandy, but it's
24 already in your Pinellas MPO LRTP that they'll
25 take them all the way to the Skyway and into

1 downtown St. Pete.

2 Also keep in mind the cost they're talking
3 about tonight is a couple hundred million. Again,
4 that's just this segment, just this piece. The
5 overall project is so expensive we honestly still
6 don't know how much it costs. They won't tell us.
7 They put out a graphic earlier this year that the
8 piece only at Tampa will be about 6 million. That
9 didn't include basic stuff like buying the land
10 and actually getting an estimate from the builder
11 who was going to build it. So that price is going
12 to go way up; right?

13 Just like they did the I-4 connector, they
14 said it was going to cost 324 million, and it
15 winded up being over 600. So there's always cost
16 increases. Just keep that in mind. The road
17 they're talking about is going to pretty much use
18 up all of our transportation revenues for decades
19 to come.

20 Thank you.

21 MR. GAO: Thank you.

22 Leo Murray?

23 LEO MURRAY: Good evening. My name is Leo
24 Murray. I'm here representing the Meadowlawn
25 neighborhood association, and our interest in the

1 project from the association is the area of the
2 northbound lanes from 62nd Avenue North up to
3 Turner Creek 77th Avenue. Turner Creek is the
4 outflow from Sawgrass Lake Park, and we have a
5 number of homes that border the right-of-way. The
6 right-of-way fence is the back of their backyard
7 property.

8 We have other homes that are in cul-de-sacs
9 where the right-of-way fencing is on the side of
10 their house, and then we have other homes on 22nd
11 Street where the right-of-way fence is directly in
12 front of their house. They have 22nd Street --
13 it's kind of narrow because it just ends in a
14 cul-de-sac. There are about a dozen homes there.
15 The right-of-way fence isn't much further than the
16 wall right there from the edge of their property
17 where the gutter is.

18 So our concern is the noise abatement. And I
19 talked with you tonight and I also talked to
20 another gentleman back there in the yellow shirt
21 earlier tonight. They indicated -- you had both
22 indicated that there is a noise abatement included
23 in the project along there, but I couldn't get a
24 definitive answer as to whether it would survive
25 to the final funding and actually be built.

1 Those homes along there were built in the
2 early '70s. I talked to several people that are
3 still the original owners and were there at the
4 time the homes were built back in '72. I actually
5 looked at one of them when they had some model
6 homes there along 22nd Street just north of 62nd
7 Avenue. They were told at the time that there was
8 going to be a noise abatement wall put in, but
9 none was ever put in. I don't know if that's true
10 or not or whether it was misrepresented by the
11 builder, but it never went in.

12 The noise along there is considerable, and
13 we're just hoping that when everything is said and
14 done that the noise abatement wall will be
15 included in this project, like I said, between
16 62nd Avenue and 77th Avenue or Turners Creek on
17 the east side of the interstate on the northbound
18 lanes.

19 Thank you.

20 MR. GAO: Thank you.

21 Chris Vela?

22 MR. VELA: Hello. My name is Christopher
23 Vela. I live in Hillsborough County right by the
24 I-4/I-275 interchange in historic Ybor City. I'm
25 also a representative of Sunshine Citizens, and

1 I'm here today to tell you to really be critical
2 about this project. Empower yourself with the
3 knowledge that we have on our website. Take
4 yourself over to the MPO and understand what this
5 project means.

6 You're going to lose a lot of property in
7 this. You're going to lose a lot of money on this
8 project. We actually have a study here that was
9 in the TBX master Plan in particular to this
10 segment over here. Looking at the FDOT traffic
11 counts, you don't need additional lanes. In fact,
12 we don't even need toll lanes.

13 And as Jason was saying, this is actually a
14 part of a larger network. This part of it is
15 called SIS. So the State of Florida wants to run
16 express lanes throughout the whole state basically
17 going from Miami to Alabama, then to Georgia. So
18 they basically want to toll the heck out of
19 everybody in the state, plus try to fund this
20 project that's going to be over \$9 billion. Keep
21 in mind that most of these projects are done
22 through like design/build. And so what that means
23 is once a contractor kind of gets ahold of that,
24 you're going to have very little input and
25 oversight. So there's going to be a middleman

1 involved.

2 I can tell you that, at least on the
3 Hillsborough County side, we're having a lot of
4 commitment issues, and this has occurred all the
5 way back from the '90s. There was a lot of
6 crosswalks that were supposed to be, you know,
7 installed and of course improvements. Many of
8 those things never occurred, and if they did
9 occur, they were decades later. So there is a
10 huge commitment issue as well.

11 Someone said here earlier that there's a lot
12 of projects that are still incomplete, and that is
13 true. We need to take care of what we have right
14 now, and we also need to look at alternatives. No
15 build is definitely a good option, but also
16 looking at other transit opportunities like
17 dedicated bus services, circulators. We need to
18 put those things first. We need to bring those
19 options to the table. I mean, this meeting right
20 here they're talking about eminent domain issues
21 and land acquisitions. I mean, that's not how you
22 start a good conversation about transportation.

23 So, again, please just go to your MPO, your
24 local MPO. We will have -- I will be available
25 after this meeting if anybody wants to talk about

1 the next steps or educating yourself about
2 transportation.

3 Thank you all for being here. It's wonderful.
4 Have a good evening.

5 MR. GAO: Thank you.

6 Next is Kathleen Ford.

7 MS. FORD: Hello. I'm Kathleen Ford, 7477
8 18th Street Northeast. And I just read this
9 little bit here on "A Smart Solution-Tampa Bay
10 Express. TBX is helping change things by giving
11 you an exciting new commuting option. TBX allows
12 drivers who choose to pay the express lane toll a
13 smoother ride to wherever they're going."

14 Honestly, folks, that just sucks. I don't
15 like any of the express lanes. I don't like that
16 at all for our state. I don't think that's what
17 Eisenhower envisioned when he put into place this
18 magnificent interstate system that we have in the
19 United States of America.

20 We have neglected it, no doubt. We need to
21 take care of it. It's an important piece of our
22 infrastructure. But to suddenly create a class of
23 citizens who can go fast over a class of citizens
24 who cannot by merely paying is just atrocious. I
25 just wanted you-all to know that I am adamantly

1 opposed to this.

2 MR. GAO: Dan Harvey?

3 MR. HARVEY: Good evening. Dan Harvey at 1425
4 Central Avenue, St. Petersburg. I would like to
5 say that I think the interstate systems worked
6 very well in St. Pete for 40 years, and I would
7 like to thank those who had the insight to put it
8 through. Coming down the west coast of Florida
9 through our county or through the city and being
10 able to get to the beaches so quick is really
11 nice. And the interstate feeders into the
12 downtown area -- 375 and I-175 -- I think is
13 ingenious. I would never like to see those roll
14 back. I would also commend you on the trees that
15 you've planted in the right-of-ways.

16 I hope through this public input all these
17 problems that we're talking about can be addressed
18 and solved.

19 Thank you.

20 MR. GAO: Thank you.

21 Is there anyone else that would like to make a
22 statement?

23 ATTENDEES: (No response.)

24 MR. GAO: Okay. So the public hearing
25 transcript, written --

1 One more?

2 UNIDENTIFIED SPEAKER: I have a question. I
3 haven't seen anywhere who pays for this. Where is
4 the money coming from? Did I miss that? Is it in
5 there?

6 MR. SHUSTER: You didn't miss it. It's not in
7 there.

8 UNIDENTIFIED SPEAKER: It's not in there? Who
9 pays for this? Is it the federal government?
10 state government? county?

11 MR. SHUSTER: Federal.

12 UNIDENTIFIED SPEAKER: Is it me who pays for
13 it? I just want to know who is going to pay for
14 it?

15 UNIDENTIFIED SPEAKER: Federal highway
16 dollars.

17 UNIDENTIFIED SPEAKER: Do you answer
18 questions?

19 MR. GAO: Well, this is a public hearing
20 format. I would love to get with you after this
21 hearing and have a discussion with you.

22 UNIDENTIFIED SPEAKER: Okay. That's great.

23 UNIDENTIFIED SPEAKER: Just out of curiosity,
24 why does it have to be a sidebar discussion where
25 nobody else can hear the answer?

1 MR. GAO: Well, projects are paid for by
2 transportation trust funds -- state, federal, and
3 local. They all come together. That's something
4 I can discuss, but it will take a long time. This
5 is a public hearing. I would like to wrap this up
6 and be done and we can have a discussion.

7 MR. STARKEY: And just to add to my comment
8 from earlier. Living here 26 years, I would for
9 once, before I die, in this lifetime love to see
10 traffic flow normal without any major construction
11 anywhere and see how that actually works before
12 you guys build another major project around this
13 area. That would be nice.

14 MR. GAO: Thank you.

15 Anyone else?

16 MR. RASK: I have one last comment. Since
17 I've been here, I don't think you've ever done
18 reconstruction or added on to 275 through this
19 area. So your planning has worked, and we're not
20 going to get a whole lot bigger. I don't know if
21 I'm going to spend a whole lot of money changing
22 what we have. If modes of transportation change
23 and people drive less cars or share cars -- we're
24 pretty fortunate. We live in a landlocked area.
25 I think it's been pretty well done.

1 MR. RASK: I'd also like to add, as I said
2 earlier, I just learned about this hearing earlier
3 today, and I forgot to say that I think it's good
4 that we go slow on this. I do agree with some of
5 the sentiments mentioned here before. For
6 instance, about the tolling, that may or may not
7 be a good idea. I don't know what I think about
8 that. I have mixed experiences with tolling in
9 the state of Florida.

10 The reason to go slow is because technology is
11 changing very quickly. People are working from
12 home; they're telecommuting; Uber; driverless
13 cars, which will increase the throughput on these
14 interstates. We may find in 15 years that we just
15 need the capacity we have now as far as the
16 physical capacity because we'll actually be able
17 to put more cars through. We don't know. Nobody
18 has an answer to that. So in a way, I'm glad this
19 project would develop over a long period of time
20 because things change very quickly.

21 Thank you.

22 MR. GAO: Anyone else?

23 MR. LEE: I also would like to add -- do I
24 need to get to the microphone?

25 MR. GAO: Please, so the court reporter can

1 report it.

2 MR. LEE: I also would like to add that I
3 moved here last year from Washington, D.C., and
4 early on I had to take public transportation. The
5 buses run like every hour. I think if we can
6 change the time on the bus, add a circulator, add
7 some ferries so people can get back and forth
8 across the water, that will cut down on the
9 traffic as well.

10 I think that is what someone had mentioned
11 earlier. That would be key to starting a project
12 rather than having the citizens come up with
13 money, doing tolls, express lanes, and suff like
14 that. So I think we should start small and try to
15 grow transportation first, increase the timing,
16 run more frequently so that people can be more --
17 you know, have more incentives in using public
18 transportation rather than trying to drive through
19 heavy traffic.

20 MR. GAO: Thank you.

21 If you don't mind, can you restate your name
22 again so we can have it in the official record?

23 MR. LEE: Yes, sir. My name is Jay Lee.

24 MR. GAO: Thank you.

25 And would you state your name?

1 MR. SHUSTER: Yes. I need to put my name in
2 the official record. John Shuster, 2035 26th
3 Avenue North.

4 And I would just like to reiterate that I
5 don't believe for a moment that the city would be
6 out replacing upgraded waterlines running right
7 along the interstate fence into my yard unless
8 they plan to expand over into my property like I
9 said before. So it's very hard for me to believe
10 that this project, as Mr. Gao is telling us, isn't
11 going forward and that they don't know where the
12 ponds are going to be going. I find that very
13 hard to believe.

14 I can't imagine why the city would decide to
15 just come out into my little neighborhood there
16 and replace these lines right along the
17 interstate, right where they are in the way of
18 that pond expanding, like I said. With this extra
19 lane being added at 22nd Avenue North, I just will
20 never believe that for a moment.

21 I wish that DOT could be more forthcoming on
22 what their plans are in that regard.

23 Thank you.

24 MR. GAO: Thank you.

25 Anyone else?

1 MS. BROWN: Yes. My name is Amanda Brown. I
2 live in Tampa, Florida 33610. I've lived in
3 St. Pete previously. I'm also a member of the
4 shuffleboard club and many other cultural
5 institutions here in St. Pete.

6 While I think some of the lane continuation
7 projects proposed here are a good idea, I'm
8 seriously concerned as to why these are coming
9 about now and being bundled with the Tampa Bay
10 Express project. I would like to see them
11 unbundled from the Tampa Bay Express project, and
12 they can still continue on without Tampa Bay
13 Express.

14 I would also like to see possible alternatives
15 put forth into this project. A lot of people in
16 this community would like to see the 175 and 375
17 either removed or seriously whittled down because
18 it just brushes people past downtown and breaks up
19 a lot of the cultural and urban street cred within
20 the downtown area. So I hope that FDOT would
21 seriously consider those projects as part of this.

22 And also I think FDOT needs to do a much
23 better job of public outreach in terms of this.
24 Like many people have echoed here, many of us just
25 learned about this meeting this week. I think

1 that's fairly sad. Thank you.

2 MR. GAO: Another speaker?

3 MR. HARDISON: Hello. I'm Dylan Hardison of
4 5368 78th Avenue, which is in Pinellas Park. I'm
5 a statistic of one probably. But I am 30 years
6 old. I have lived in Pinellas County my entire
7 life, and I do not drive a car. In the meanwhile,
8 it takes a very long time to bike here -- it's
9 just kind of crazy -- because of the interstate.
10 So I'm not sure if this is a good idea or not.
11 But if there is funding for this, then I would
12 hope that there's funding to make it a little bit
13 less dangerous to get to certain parts of our
14 county, at the very least, not to speak of
15 actually being able to get to Tampa from here.

16 So that's my comment.

17 MR. GAO: Thank you.

18 Anybody else?

19 MR. MULLEN: My name is Robert Mullen. I've
20 lived in the same house for 30 years right up
21 against 275, and I honestly believe that you
22 people -- and when I say "you people," I mean the
23 people involved in this project -- are going to do
24 it regardless of what we say because you can. I
25 would like to find where there is some more input

1 before you go ahead and do this project. I would
2 also like to know if they're going to -- how much
3 of my property they are going to take. Am I going
4 to lose my house? All this and I have no way of
5 knowing that tonight.

6 When I moved into that house, it was right up
7 against 275. I had people tell me my property was
8 worth 10- to 15,000 less because of the area I
9 lived in.

10 If you put another lane in there, my house is
11 going to be worth a heck of a lot less or I'm
12 going to end up losing it if you say you need the
13 property because I'm right up against the fence.
14 I don't think it's going to help anything because
15 it's been there for -- when I moved into that area
16 that I'm in right now, you were just finishing up
17 on 275, and I had the impression that was it. 275
18 was what was going to take care of everything,
19 transportation problems. There were all these
20 people that had the brains that said this was
21 going to work. Thirty years later you're saying
22 "No, it's not going to work. People can pay money
23 to go back and forth." What's going to happen in
24 another 30 years from now? I just think somebody
25 has got to have some input in this before they

1 start doing these things.

2 I just don't think that my being here tonight
3 is going to change anything, and what I'm saying
4 is not going to change anything. But when I have
5 to walk out my front door and go, at least I know
6 I tried.

7 Thank you.

8 MR. GAO: Anyone else?

9 MR. SHUSTER: I'm going to leave one last
10 thing with you. We're told that this project may
11 be built or it may not be built. I believe the
12 decision has already been made to build, as I've
13 said. But to believe that it may be built or it's
14 not going to be built, then why are we talking
15 about the relocation? Why are we taking about
16 taking people's property? We're at a meeting
17 where the plan is not showing anyone's property
18 being lost. "This is just a project. We won't
19 know until the actual plan who is going to lose
20 their property."

21 So this idea that the project may go forward
22 or it may not go forward, we're upsetting a lot of
23 people over losing their property when this may
24 not happen. Is that responsible?

25 So either DOT is not being upfront with us as

1 far as whether this is a done deal -- I believe it
2 is -- or they're being irresponsible by scaring a
3 bunch of people when this may not even go forward.
4 Now, which is it? Are you being irresponsible or
5 dishonest? Because those are the two choices.

6 Thank you.

7 MR. GAO: Thank you.

8 MS. KLINKER: Hi, everyone. Thank you. My
9 husband and I have lived in the same --

10 MR. GAO: Could you state your name and
11 address, please?

12 MS. KLINKER: Thank you. Jeanette Hitowa
13 Klinker, and I live at 3718 21st Street North. My
14 husband Greg and I have lived in the same house
15 for going on 21 years. Okay?

16 We had very little notice -- a little less
17 than two weeks' notice in the mail for this. Very
18 poor planning on their part, DOT. Okay?

19 We have raised a family, and now we are
20 raising grandchildren. Grandchildren. Okay? I'm
21 40 years old raising grandchildren. Okay? And
22 I've read that you've done your archeological
23 research. Okay? That's broadband.

24 Now, you started out talking about buying out
25 people's properties. That's real -- that's wrong.

1 Okay? You've done your research, and now you're
2 talking about sending people out to appraise
3 properties. Did you once send people out to talk
4 about, "Hey," you know, "who are you as a person?
5 What are your families like?" You can give me a
6 dollar or \$100,000, but you are not taking my
7 house. I don't care. I don't care. They can try
8 to take my house. Okay?

9 UNIDENTIFIED SPEAKER: Eminent domain, they
10 can take your house.

11 MS. KLINKER: Okay. You can say what you
12 want, but you are not taking my house. I don't
13 care. You can try, but you're going to have a
14 fight on your hands. Go ahead.

15 MR. GAO: Anyone else that would like to make
16 a statement?

17 I would like to ask the next speakers to
18 please get a speaker card.

19 MS. CONNOR: I have one.

20 MR. GAO: Go ahead.

21 MS. CONNOR: Hi. My name is Annmarie Connor,
22 4621 23rd Street North. Our front door faces 275.
23 It's level with the side of the street, a fence,
24 and a chain fence, and then cars all day long, all
25 day long, all day long.

1 I came to this meeting because I was concerned
2 about the noise, the view. Listening to all of
3 you, you know, my suggestion really would be to --
4 why don't you get -- approach this with making
5 this more pleasant and helpful to the residents
6 that live along I-275 instead of going for the
7 meat [sic] and the roads and building it and then
8 worrying about the residents?

9 Thank you.

10 MS. HOLMES: Hi. My name is Mary Holmes, and
11 I live at 6672 23rd Street North here at St.
12 Petersburg. I just want to say I'm a disabled
13 person, and I'm here to represent disabled people
14 as well. The south barrier wall, it is a very
15 important issue that we've been having to fight
16 for so many years, but to me it's more about
17 safety. We have had cars crashing behind our
18 walls, our fences that are almost ending in our
19 backyards. Is that taken in consideration? It's
20 got to be taken in consideration.

21 I don't care if you want to expand the
22 highway. Please build that wall. It's not a
23 sound barrier wall only. It is a safety issue
24 that we are all carrying living there. And we all
25 decided to buy those homes. That wasn't your

1 decision; it was ours. But we're trying to keep
2 the house pretty, and as much as possible, please
3 help us with that.

4 The other issue is if you don't build that
5 wall, our value of our homes are just decreasing
6 and nobody wants to buy those homes. We don't
7 want to move. We're trying to do our best to pay
8 it off, but in the future -- nobody knows what the
9 future is. I was fine until a year ago when I
10 became disabled. You just don't know what's going
11 to happen. So please help us. I'm asking for
12 help on building that sound barrier wall, and
13 please do it safely for our children, our
14 families.

15 Another thing that I want to say is I heard
16 the representative here for PSTA, the
17 transportation system. As a disabled person I
18 want to say it is very disappointing to see how
19 these people -- the drivers treat disabled people.
20 He's terrible. To hear and see the treatment from
21 the drivers to the disabled people. I used to
22 take the bus, and I don't want to anymore because
23 they treat us so badly.

24 Thank you very much.

25 MR. GAO: Thank you.

1 Anyone else?

2 MR. HARVEY: I don't know whether anybody has
3 considered it, but I've been sitting there
4 thinking about it. If you buy people's
5 property -- and you can if you want to. I
6 understand you can make somebody sell if they
7 don't want to in eminent domain -- the money that
8 you give me for my house, I couldn't go someplace
9 else and buy the equivalent because it's worth
10 less money against 275. I've had real estate come
11 by and tell me what my house is worth and people
12 ain't going to buy it. So I decided to fix my
13 house up because I'm going to die there. I'm 76.
14 I went ahead and spent thousands of dollars on my
15 house all on the inside and everything. You
16 people won't give me that money. You'll give me
17 just what you think the house is worth, you know.
18 I've had a bank check it out because of the area.
19 The area has a lot to do with it. So you're
20 robbing people when you make them move, period.

21 MR. BALL: Jason Ball from Tampa again. I
22 just wanted to add real quick too, folks.
23 Obviously pretty much everybody here has got a lot
24 of concerns about this. Do not feel like you do
25 not have a say in this or like it's already done

1 and we're just stuck having to pay billions of
2 dollars for decades to come.

3 UNIDENTIFIED SPEAKER: It is done.

4 MR. BALL: They're not done. They have to do
5 a design process --

6 UNIDENTIFIED SPEAKER: They can do -- I was
7 told they can do what they want to do.

8 MR. BALL: Well, potentially. But if we raise
9 enough stink, they'll stop.

10 UNIDENTIFIED SPEAKER: Eminent domain will
11 take your house.

12 MR. BALL: That's the one thing we do have
13 going for us is the MPO organizations. They have
14 one in Hillsborough and one in Pinellas County.
15 These are formed by the federal government to make
16 sure that when federal funding is used on
17 transportation projects that the communities needs
18 are met by those projects. That's something like
19 the state agency doesn't come and just bulldoze
20 through your neighborhood when nobody wanted it.

21 So there is an entire process they have to
22 follow. There is elected officials you can reach
23 out to. Ken Welch is primary, the Board of County
24 Commissioner. His entire district is where 275
25 is. He would definitely be somebody to reach out

1 to. He is also on the MPO board.

2 These people have to answer to you to get
3 elected into office. That's how they get on the
4 MPO board. So this is what I'm saying to you.
5 Reach out to your county commissioners, reach out
6 to MPO board members; tell your friends, your
7 family, your neighbors, your coworkers. They want
8 your money, and there is only one way to stop it.
9 That's by speaking up. That's why we live in a
10 democracy, not in a royalty or whatever they did
11 in Europe when we left.

12 Thank you.

13 MR. GAO: Thank you.

14 Anyone else that would like to speak?

15 Seeing none. The public hearing transcript,
16 written statements, exhibits, and reference
17 materials will be available for public inspection
18 in the District 7 office, 11201 North McKinley
19 Drive, Tampa, Florida, within three weeks.

20 It is approximately 7:33 p.m. I hereby
21 officially close the formal portion of the public
22 hearing for the I-275 PD&E Study. The Florida
23 Department of Transportation thanks you for
24 attending.

25 Remember, be alert today, alive tomorrow, and

1 safety doesn't happen by accident. Good night.

2 (Meeting concluded at 7:33 p.m.)

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1 CERTIFICATE OF REPORTER

2 STATE OF FLORIDA)

3 COUNTY OF PINELLAS)

4

5 I, Heidi Fabrikant, FPR, do hereby certify that I
6 was authorized to and did report the foregoing meeting,
7 and that the transcript, pages 1 through 51, is a true
8 and correct record of my stenographic notes.

9

10 Dated this 19th day of October, 2015.

11

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Heidi Fabrikant FPR

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