

I-275 (SR 93)

From south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida

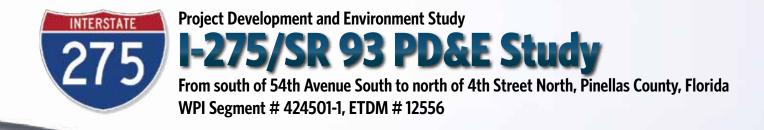
Project Development & Environment Study

WPI Segment No.: 424501-1

Public Hearing Scrapbook

September 29, 2015





CD of Hearing Documents, Hearing Displays, PowerPoint Presentation and Concept Plans



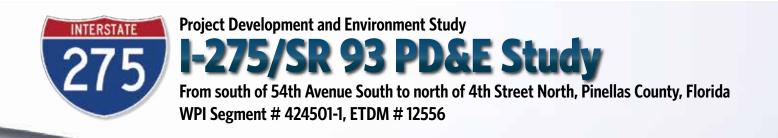


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Introduction

The Florida Department of Transportation (FDOT), District Seven 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 is analyzing the need for operational improvements for the corridor and evaluating the location, conceptual design, and social, economic, and environmental effects of any proposed improvements. This PD&E study was conducted by the FDOT to provide documented environmental and engineering analyses, which will assist the FDOT and the 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 purpose of the public hearing scrapbook is to document the information presented at the public hearing. The scrapbook contains samples of the following materials available for the public at or prior to the hearing.

- Newspaper/Florida Administrative Register Ad
- Newsletter
- Hearing Display Boards
- Presentation Slides
- Sign-in Sheet, Comment Forms, Comment and Speaker Cards
- Photographs of the hearing

A CD with an electronic version of this information is also included at the beginning of the scrapbook.

Background and Project Description:

This public hearing was conducted to provide interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements to the study roadway and in accordance with various federal requirements.

I-275 (SR 93) is a vital link in the local and regional transportation network and serves as a critical evacuation route. I-275 is a divided limited access urban interstate highway facility. Within the project limits, I-275 is a divided highway comprised of two travel lanes in

each direction with one auxiliary lane in each direction from south of 54th Avenue South to I-375. From I-375 to north of 4th Street North, I-275 is a divided highway comprised of three travel lanes with one auxiliary lane in each direction. Due to a series of existing left-hand entrance and exit ramps, there are no continuous travel lanes on I-275 in the southbound direction and only one continuous travel lane in the northbound direction. In order to improve traffic flow on I-275, operational improvements are needed to increase the number of continuous lanes.

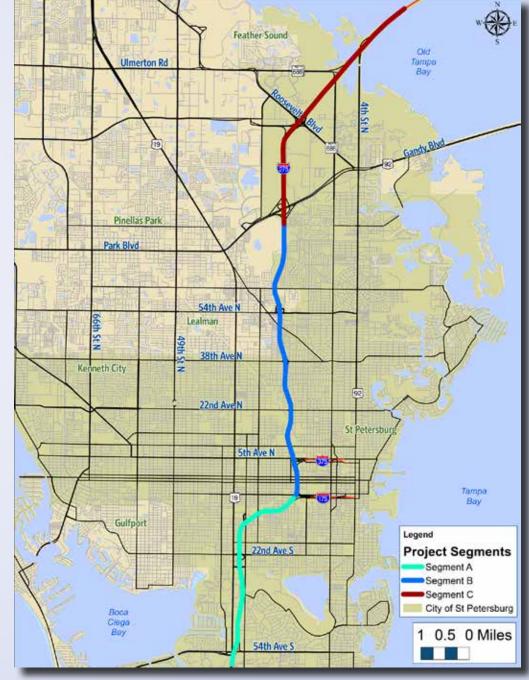
The Recommended Build Alternative consists of providing operational improvements to increase the number of continuous lanes on I-275 to two continuous lanes in each direction along 10.6 miles of the corridor, and to provide toll lanes for the remaining 5.7 miles of I-275. In order to describe the specific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

 ${
m In}$ 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 Tampa Bay Express (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



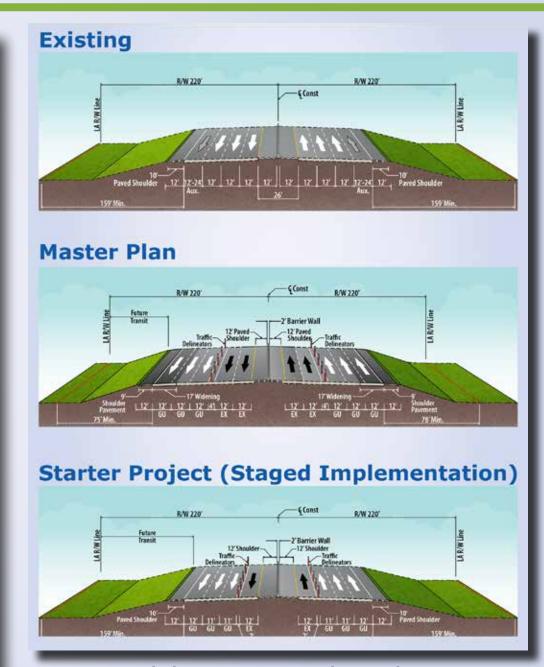


North, two tolled lanes will be provided in each direction on I-275. Access will be provided between the tolled and non-tolled lanes near Gandy Boulevard, at 118th Avenue North, and between 4th Street North and the Howard Frankland Bridge. The express lane typical section generally consists of six non-tolled 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.

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 re-designating 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.



I-275 Existing and Proposed Lane Continuity Improvements



Segment C Existing, TBX Master Plan, and TBX Starter Project Proposed Typical Section



A Public Hearing was held on Tuesday, September 29, 2015 from 5:30 to 7:30 p.m. at the First Baptist Church – Heritage Hall located at 1900 Gandy Boulevard, St. Petersburg, FL 33702.

Prior to the hearing, a notice was published in the *Florida Administrative Register* on September 22, 2015. A legal display ad was published two separate times on September 11 and 21, 2015 in the Tampa Bay Times . Copies of these ads are show in this scrapbook.

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.

One hundred twenty five (125) people signed in at the Public Hearing. Copies of the sign-in sheets are included in this scrapbook. 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.

The informal portion of the public hearing was held from 5:30 p.m. to 6:30 p.m. at First Baptist Church – Heritage Hall in an open house format. Attendees were able to review study maps and exhibits, study documents, and to view a project video which ran continuously (in a separate space) during the informal portion of the hearing. Department and consultant representatives were available during this time to answer any questions. A court reporter was present throughout the hearing to record verbal comments.

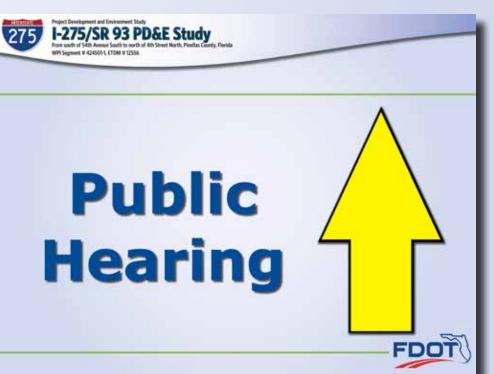
The formal portion of the hearing began at 6:30 p.m. and was held in the First Baptist Church – Heritage Hall. Mr. Ming Gao, the FDOT Department Head of the Intermodal Systems Development, moderated this portion of the meeting. His presentation covered

introductions of FDOT staff, recognition of local public officials, the purpose of the hearing, reference to the exhibit with State and Federal laws cited, and methods of public comment. Following his presentation attendees were given the opportunity to make verbal statements for the official public record. Twenty-one people spoke publicly and following the last speaker the formal portion of the hearing was adjourned at 7:33 p.m. The transcript of the formal portion and all statements made to the court reporter are included in the study's Comments and Coordination Report.

Stations for right-of-way, access management and noise were setup to allow participants the opportunity to ask specific questions on these topics. The stations were staffed by FDOT and consultant representative. Additional information provided at the hearing included the following study documents and reports:

- Draft Final Preliminary Engineering Report
- Draft Section 106 Consultation Case Study Report
- Draft Alternative Stormwater Management Facility Technical Memorandum
- Draft Final Location Hydraulics Memorandum
- Draft Final Contamination Screening Evaluation Report
- Draft Final Wetland Evaluation and Biological Assessment Report
- Draft Final Design Traffic Technical Memorandum
- Type II Categorical Exclusion
- Draft Final Noise Study Report
- Air Quality Memorandum
- Draft Final Cultural Resource Assessment Survey
- Public Involvement Program

The Public Hearing





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

Advertisements

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:

Tuesday, September 29, 2015 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

861 70th Ave. N. St. Petersburg, FL 33702

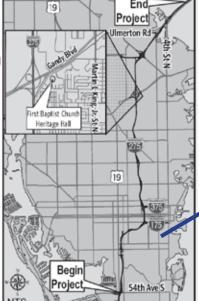
St. Petersburg Public Library - North Branch St. Petersburg Public Library - South Branch 2300 Roy Hanna Dr. S. St. Petersburg, FL 33712

FDOT

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.







PUBLIC HEARING ANNOUNCEMENT

Join USF St. Petersburg as it celebrates its 50th Anniversary!

Saturday Morning Market Vendors All Children's Hospital Kids Zone . Live Music . Food Trucks USF vs FSU Watch Party . Rowdies Soccer Clinic







OPINION

Context lost in images of shootings by police

Hometown Pinellas

ID 16444621

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

The Florida Department of Transportation, District Seven, announces a hearing to which all persons are invited. DATE AND TIME: Tuesday, September 29, 2015, 5:30 p.m. - 7:30 p.m.; open house; 6:30 p.m., formal

PLACE: First Baptist Church Heritage Hall, 1900 Gandy Boulevard N., St. Petersburg, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: 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

The public hearing will be Tuesday, September 29, 2015, 5:30 p.m. - 7:30 p.m. at the 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 or email: 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, 1(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

A copy of the agenda may be obtained by contacting: Sara Hall, Project Manager or Kirk Bogen, Environmental Management Engineer, 11201 N. Malcolm McKinley Drive, MS7-500, Tampa, Florida 33612-6454. Phone: Sara Hall, (813)975-6173 or Kirk Bogen, (813)975-6448, email: sara.hall@dot.state.fl.us or kirk.bogen@dot.state.fl.us. Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Lee Royal, Government Liaison Administrator, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612-6456, (813)975-6427, lee.royal@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).





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

Newsletter



The Public Hearing is being held in the following location:

PLACE: First Baptist Church

We Want Your Input!

ne public's perucipation in dy process. We encourage v put throughout the study.

bout the study, please contact

oject Manager OT District Søve 201 N. McKinley Drive, MS 7-500 fampa, FL 33612 813) 975-6173 800) 226-7220 ra hall e dot state fl.us

irk Bogen, PE Environmental Ma

11201 N. McKimley Drive, MS 7-50 Tampa, FL 33612 (813) 975-6448

ledia Contact

risten carson
while Information Officer rubic information Officer FDOT District Seven 1201 N. McKimley Drive, MS 7-100 Tampa. FL 33612 913) 975-6202

Dear Property Owner or Interested Citizen:

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 1-275 (SR 93) from south of 54th Avenue South to north of 4th Street North, 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.

This letter also serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the edge of right-of-way of the proposed project. However, this does not mean that all properties will be directly affected.

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 also be submitted at the hearing, mailed to the FDOT, or emailed to sara.hall@dot. state.fl.us. All comments must be postmarked or emailed by Friday, October 9, 2015. The FDOT welcomes and appreciates everyone's participation in the study.

If you have questions about the project or the scheduled hearing, please contact Sara Hall, Project Manager, at (813) 975-6173, sara. hall@dot.state.fl.us or Kirk Bogen, Environmental Management Engineer, at (813) 975-6448, kirk.bogen@dot.state.fl.us.

Sincerely

Ming Gao, PE Intermodal Systems Development Manager



I-275/SR 93 PD&E Study From South of 54th Avenue South to North of 4th Street North, Pinellas County, Florid

Study?

A PD&E study is a comprehensive evaluation of social, cultural, economic, and environmental effects associated with a proposed transportation improvement. This analysis, along with public input, enables the FDOT in cooperation with Recommended Build Alternative other state/federal agencies and local governments, to determine the location
The Recommended Build Alternative consists of providing operational and future design of the proposed improvements.

Project Purpose and Need

The purpose of this project is to provide for operational improvements that maximize capacity within the 1-275 corridor, improve lane continuity, and connect I-275 within Pinellas County to the future network of express lanes planned for the Tampa Bay Region. Improvements are needed within the I-275 corridor to help improve existing traffic congestion, enhance safety, and better accommodate future travel demands associated with projected growth in employment and population. The addition of express lanes is included in the Segments A and B Pinellas County Metropolitan Planning Organization (MPO) 2040 Long Range The Recommended Alternative consists of providing intermittent widening

County, 1-275 links the Tampa Bay Region with the remainder of the state and on 1-275. the nation supporting commerce, trade, and tourism. Preserving the operational integrity and regional functionality of I-275 is critical to the mobility and economy of the Tampa Bay Region.

Project Description

I-275 is a limited access urban interstate highway facility that runs in a north and south direction through Pinellas County. The posted speed limit is 65 miles per hour, Within the project limits, I-275 is a divided highway comprised of two travel lanes with one auxiliary lane in each direction from south of 54th Avenue South to I-375. From I-375 to north of 4th Street North, I-275 is a divided highway comprised of three travel lanes with one auxiliary lane in each direction. Due to a series of existing left-hand entrance and exit ramps, there are no continuous travel lanes on I-275 in the southbound direction and only one continuous travel lane in the northbound direction. In order to improve traffic flow on I-275. operational improvements are needed to increase the number of continuous

What Improvement Alternatives are Being Considered? No-Build Alternative

The No-Build Alternative assumes that, with the exception of the improvements that are already planned and funded, the existing conditions would remain for 1-275 within the project limits and only routine maintenance activities would occur until the design year 2040. The advantages of the No-Build Alternative include no new costs for design and construction, no effects to existing land uses and natural resources, and no disruption to the public during construction. However, the disadvantages of the No-Build Alternative are the project's purpose and need would not be met and the project would result in increased congestion and user costs. The traffic analyses for this alternative indicates

What is a Project Development and Environment (PD&E) that by the year 2040, a significant portion of the I-275 Corridor would operate below acceptable levels of service. However, this alternative will remain a viable alternative throughout the PD&E Study process.

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, 1-275 is divided into

- 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)

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 I-275 is a vital link in the local and regional transportation network and serves continuous lanes on I-275. The proposed lane continuity improvements will as a critical evacuation route. As a major north-south corridor through Pinellas enhance traffic operations by minimizing the number of lane changes occurring





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

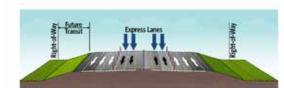


Segment C

The proposed widening of I-275 consists of the addition of tolled express lanes to form the Master Plan and Starter projects described in the following paragraphs.

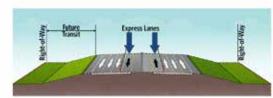
TBX Master Plan Project

1-275 (Segment C) is a component of the Tampa Bay Express (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 (see graphic below). Access will be provided between the toiled 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 delineaters (i.e., vertical PVC posts) separate the tolled and non-tolled lanes.



TBX Starter Project (Staged Implementation)

projects could be built within a five-year or less time period and then later be Alternative. 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 re-designating 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 (see graphic below).



or more information on this project go to ttp://active.fdotd7studies.com/i275/54th-to-4th

A Smart Solution - Tampa Bay Express

TBX is helping change things by giving you an exciting new commuting option. TBX allows drivers who chose to pay the express lane toll a smoother ride to wherever they're going. All it takes is a SunPass, and then you're ready to use TBX lanes whenever you like.

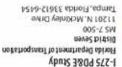
A number of ideas have been explored to help reduce traffic congestion, but they are either too expensive or unworkable over the long run (adding more non-toll lanes to our highways). Express toll lanes are the best solution because:

- They can be built next to existing non-toll lanes, making them easy to use.
- They can be maintained through toll collections without the need for tax money.
- Express toll lanes are demonstrated to be an effective solution to urban traffic

The price for using TBX lanes will vary according to motorist demand: when demand is lower, prices will be lower; when demand rises, so will the price. This is known as "dynamic pricing," and it is used in the travel industry (hotels, airlines, rental cars), the utility industry (electricity and water), and other industries as well. While prices vary according to demand, it is important to remember that once you enter a TBX lane, the price is fixed at the price you entered. For more information go to www.tampabayexpress.com.

The environmental and sociocultural impacts of the proposed Build Alternative were compared to a No-Build Alternative in an evaluation matrix. Although the No-Build Alternative experiences less impacts than the Recommended Build Alternative, the detrimental effects of increased traffic congestion and reduced The FDOT underwent an evaluation to identify a series of lower cost tolled lane highway safety associated with the No-Build Alternative potentially outweighs projects that can be funded in the FDOT's Five-Year Work Program. These initial the minimal impacts as a result of implementing the Recommended Build

Anna Carlos San	No-Bold	Reco	mmended	Build Aftern	ative
Evaluation Criteria	Alternative	Segment A	Segment B	Segment C	Total
Potential Right-of-Way (ROW) Impa	cts		00 E		4
Additional ROW Needed for Roadway (acres)	.0	0	0	0	.0
Additional ROW Needed for Ponds (acres)	0	0.5	8,6	13	10,4
Potential Environmental Effects					
Archaeological/Historic Sites	16	2	14	0	16
Noise-Sensitive Sites	993	192	972	158	1322
Wetlands (acres)	.0	0	0	0.74	0.74
Threatened and Endangered Species	Low	Low	Low	Low	Low
Contamination and Hazardous Material Sites	13	5	4	- 4	В
Estimated Project Costs (Smillions)					
Right-of-Way Needed for Ponds	\$0	\$3.95	\$18.18	\$0.98	\$23.11
Construction	\$0	\$19.21	\$45.65	\$134.05	\$198.91
Preliminary Engineering Design	\$0	\$1.33	\$3.19	\$9.37	\$13.98
Construction Engineering Inspection	\$0	\$1.33	\$3.19	\$9.37	\$13.98
Total Capital Costs	\$0	\$25.82	\$70.21	\$153.77	\$249.80



We understand that when a transportation project proposes the acquisition of private property,

you may have questions and concerns. To better educate and inform you about the right-ofway acquisition process and your rights, the department has created real estate acquisition and

relocation brochures. These brochures and other education materials will be available at the public

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the departments' Project Manager or a Right-of-Way Representative at your



aft project documents and other project reads

t. Petersburg Public Library - North Branch onday Wednesday & Friday 10:00 am. - 6:00 p

uesday & Hursday, 10:00 a.m. - 8:00 p.m. uhuntay, 10:00 - 6:00 p.m.

Non-Discrimination Laws and Regulations Compliance

Copies of the brochures may also be found on our website:

http://www.dot.state.fl.us/rightofway/Documents.shtm

Right-of-Way Acquisition Procedure

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 American with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Lee Royal, Government Liaison Administrator, at (813) 975-6427, (800) 226-7220, or email: lee. royal@dot.state.fl.us at least 7 working days in advance of the hearing.

En Español

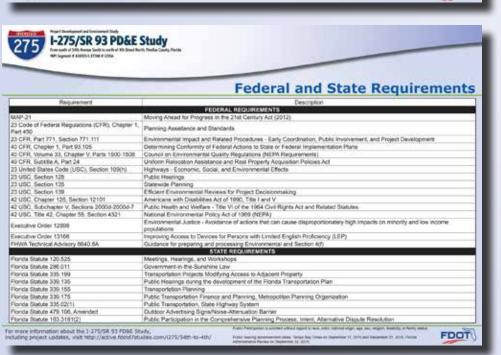
hearing.

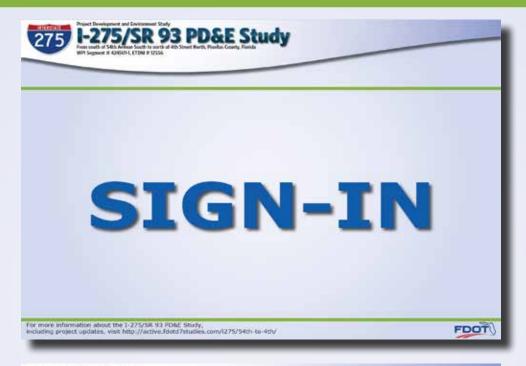
Si usted tiene preguntas o commentaries o si simplemente desea mas informacion sobre este Proyecto, favor de ponerse en contacto con la senora Elba Lopez, al teléfono (813) 975-6403 o correo electrónico elba.lopez@dot.state.fl.us.

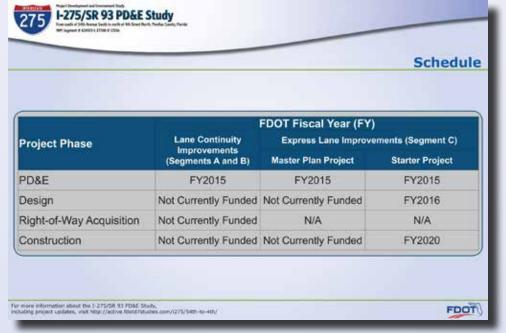


Display Board Graphics













I-275/SR 93 PD&E Study

Cultural Resource Survey Results:
 - Kenwood Historic District

- 4 Individual Historic Resources
- No Archaeological Sites

Officer Reviewed and Concurred

Anticipate "No Adverse Effect"

For more information about the 1-275/SR 93 FD&E Study, including project updates, wait http://active.fdots/latures.co

Conclusion

Form

•FHWA and State Historic Preservation

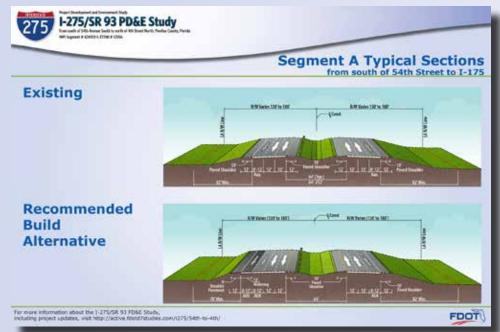
•A Draft Section 106 Case Study Report is Available for Viewing at this Hearing

Comments may be Made on Comment

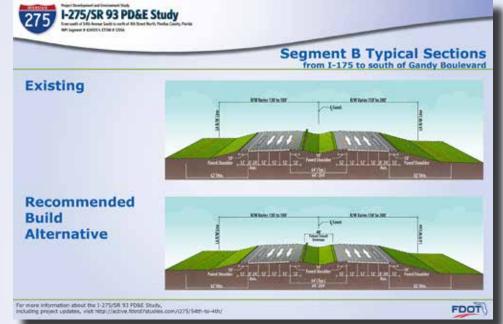
Project Development and Environment Study

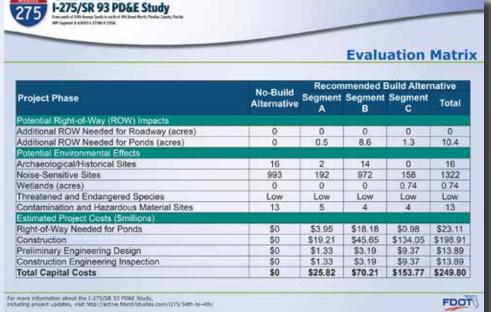
I-275/SR 93 PD&E Study

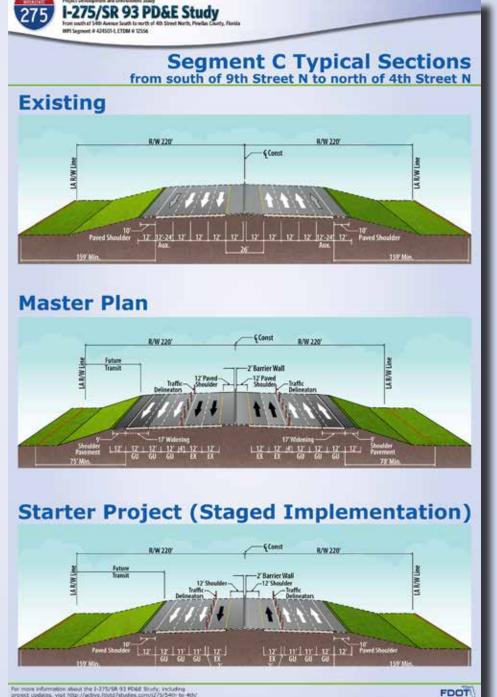
From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida WPI Segment # 424501-1, ETDM # 12556



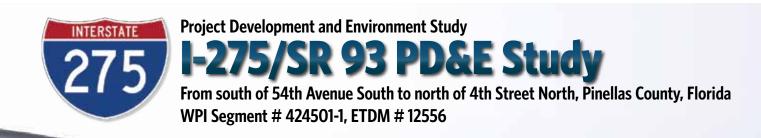




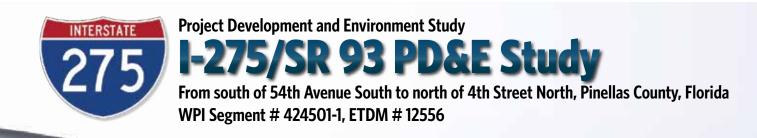


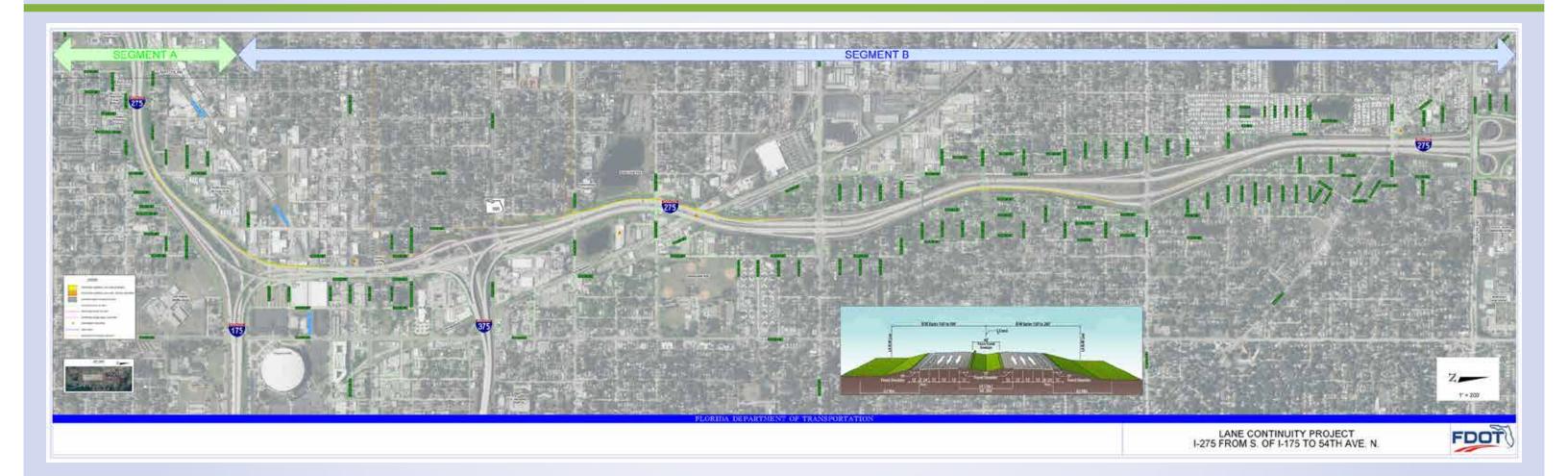


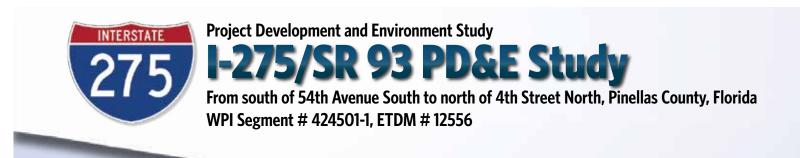




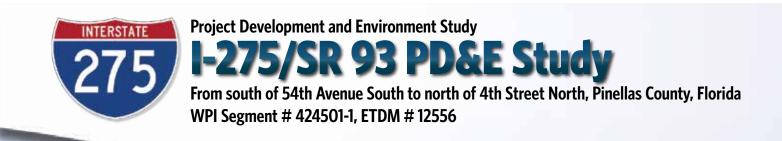




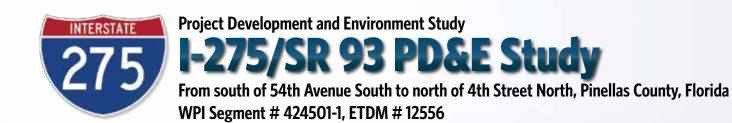






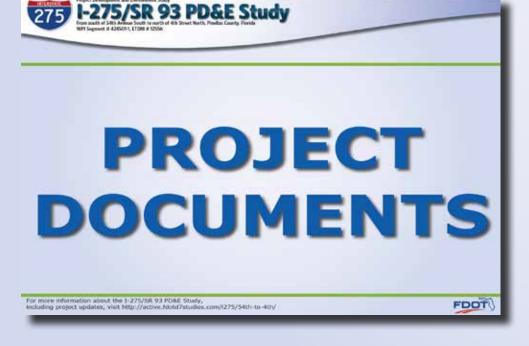


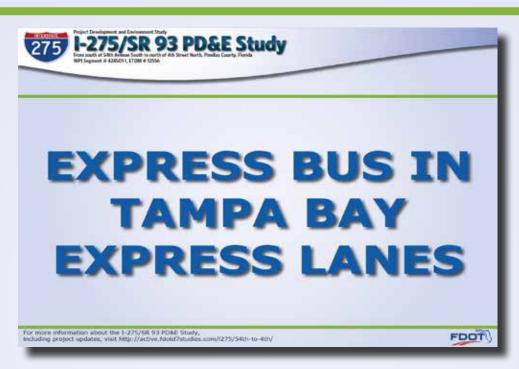


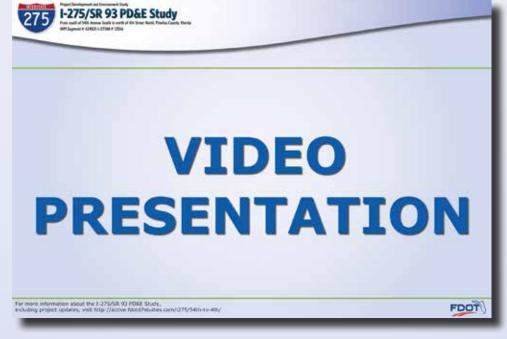


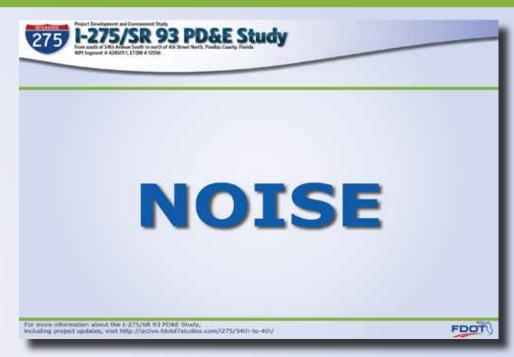


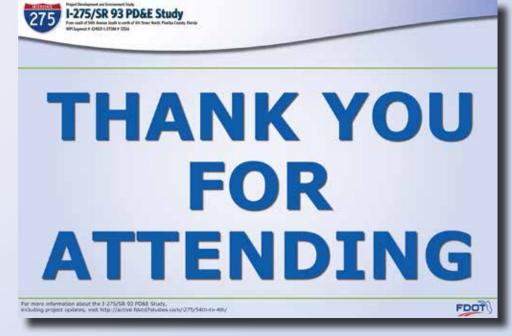
1-275/SR 93 PD&E Study









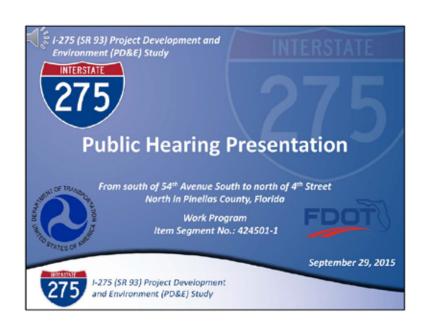




I-275/SR 93 PD&E Study

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

PowerPoint Presentation & Script



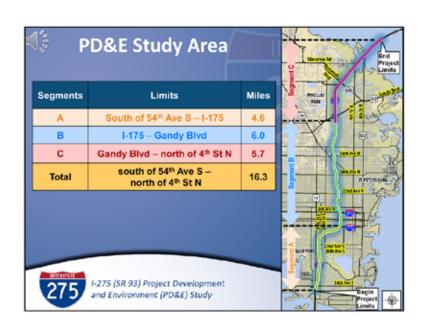
The Florida Department of Transportation welcomes you to the Public Hearing for the I-275 Project Development and Environment Study (or PD&E Study).

This meeting is being conducted in partnership with the Federal Highway Administration and will provide interested citizens such as yourself an opportunity to ask questions and offer comments about the alternatives being proposed.



As indicated on the Citation Board located at the sign-in table, this project complies with the non-discrimination laws and regulations; and

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



The I-275 PD&E Study in Pinellas evaluates the need for operational and congestion relief improvements for a 16.3 mile section of I-275 from south of 54th Avenue South to north of 4th Street North.

To better describe the transportation needs, the study corridor is divided into three unique segments:

- Segment A is from south of 54th Avenue South to I-175, a distance of 4.6 miles;
- Segment B is from I-175 to south of Gandy Boulevard, a distance of 6.0 miles; and
- Segment C is from south of Gandy Boulevard to north of 4th Street North, a distance of 5.7 miles.

Lane continuity improvements (a term that will be discussed in further detail) is proposed for Segments A and B, while tolled express lanes are proposed for Segment C.



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

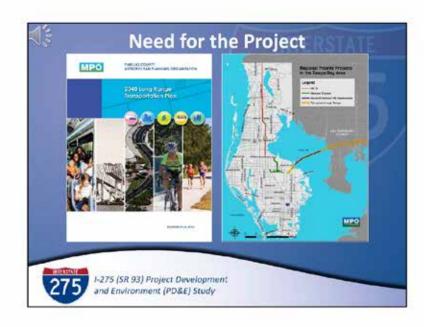


The purpose of the PD&E Study is to provide documented environmental and engineering analysis which will help the FDOT and the Federal Highway Administration reach a decision on the type, conceptual design, and location of the necessary improvements within the I-275 study limits.

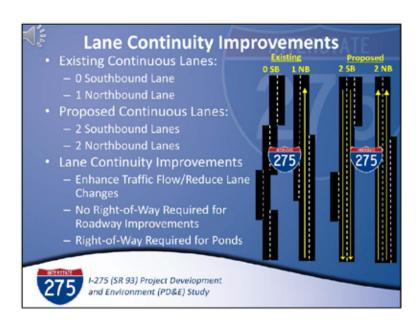
The proposed improvements are needed to improve existing operational deficiencies on I-275, address present and future traffic congestion, and maintain mobility for freight and goods movement along a regionally significant transportation corridor.

This study satisfies the National Environmental Policy Act and other applicable policies, regulations, and procedures.

Finally, this study seeks to obtain local community input and participation.



The Pinellas County Metropolitan Planning Organization (MPO) has identified the need to improve I-275 and has documented this need in their 2040 Long Range Transportation Plan.



Lane continuity refers to the ability for motorists to remain in a travel lane without being forced to change lanes in order to avoid exiting the highway.

As shown in this graphic, there is minimal to no existing lane continuity on I-275 in Pinellas County.

The proposed lane continuity improvements provide two continuous lanes in both the northbound and southbound directions of I-275.

Traffic flow on I-275 is projected to improve as a result of the reduced number of lane changes, and there is no right of way required to implement these roadway improvements.

However, right of way will be required for stormwater management facilities and floodplain compensation.



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



The Recommended Build Alternative for Segment A consists of providing intermittent widening and restriping of southbound I-275 to form two continuous lanes in both the northbound and southbound directions of I-275.



The Recommended Build Alternative for Segment B consists of providing operational improvements to enhance traffic flow, and restriping of existing lanes to form two continuous lanes in each direction of I-275.

In addition, accommodations for future transit envisioned as part of the Federal Transit Administration approved Pinellas Alternatives Analysis are provided within the I-275 median.



The Recommended Build Alternative for Segment C consists of providing tolled express lanes adjacent to the existing non-tolled travel lanes on I-275.

The proposed improvements in Segment C are part of the Tampa Bay Express (TBX) Master Plan, or TBX for short.

The TBX Master Plan identifies the need for one 12-foot tolled express lane in each direction of I-275 from south of Gandy Boulevard to Roosevelt Boulevard and two 12-foot tolled express lanes in each direction of I-275 from Roosevelt Boulevard to north of 4th Street North.

The tolled lanes are to be separated from the non-tolled lanes by a 4-foot buffer with traffic delineators.





The FDOT has evaluated the feasibility of providing tolled express lanes to interstate facilities within Tampa Bay.

The TBX Master Plan identifies the required number of tolled lanes and geographical limits of the proposed express lane system to meet the long-term transportation needs of the region.

The I-275 Pinellas PD&E Study incorporates the key findings from the TBX Master Plan and serves as the primary mechanism for seeking Federal Highway Administration approval of the location and conceptual design of the proposed improvements.

Although tolled express lanes on I-275 are projected to begin just south of Gandy Boulevard, relief to traffic congestion on I-275 is proposed through Lane Continuity Improvements.



The FDOT has developed a lower-cost express lanes project (otherwise referred to as the "Starter Project"), which provides for one tolled express lane in each direction of I-275 from south of Gandy Boulevard to north of 4th Street North.

To initiate the staged implementation of express lane improvements, the existing auxiliary lanes in both directions of I-275 between Roosevelt Boulevard in Pinellas County and SR 60 in Hillsborough County will be re-designated as a tolled express lane.

The Starter Project is an implementable short-term project that is anticipated to be open to traffic within the next five years, while the Master Plan project is likely not anticipated to occur until after 2030.



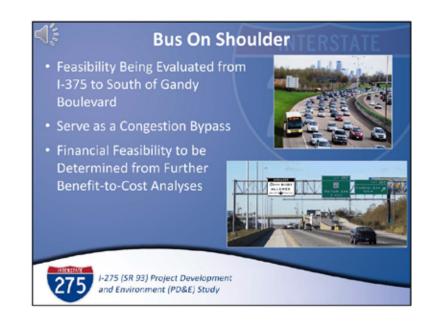
This PD&E Study also evaluates the need for Transportation System Management improvements (or TSM for short) at interchange ramp terminal intersections within the study corridor.

TSM improvements are low-cost/shorter-term traffic safety and operational fixes.

Examples of TSM improvements include, but are not limited to: ramp widening, improved signing/markings, lane re-designations, signal retiming, new signal control, ramp metering and turn bay lengthening.



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



The FDOT, in partnership with PSTA, is also presently evaluating the feasibility of operating buses on shoulders between Downtown St. Petersburg and the proposed tolled express

The ability to operate buses on the existing shoulder allows travel time savings for public transit users, as a result of the buses being able to bypass potential congestion on I-275.

The existing paved shoulders along I-275 are sufficient to accommodate the traffic loadings from buses; however, there are locations where there may be insufficient width beneath bridges to accommodate a wide enough shoulder to run buses. As such, the FDOT is currently evaluating the benefit of providing the express bus alternative relative to the cost to modify existing bridge structures.



Lastly, with implementation of tolled express lanes on I-275, additional opportunities are created to enhance public transit for commuters in Tampa Bay.

The FDOT, in coordination with transit agencies, is evaluating premium transit service to be operated within the proposed TBX tolled express lanes.

The express bus transit service is anticipated to operate every 10 to 30 minutes during peak travel periods, and every 30 to 60 minutes during non-peak travel periods.

The primary benefits of the express bus service include serving as a mode of travel to "bypass" congestion on I-275, and removing motorists that would otherwise drive their vehicles.



Although there are numerous benefits associated with the Recommended Build Alternative, there are also potential effects.

This PD&E Study analyzes several factors to assess potential effects of the proposed improvements.

They include: Construction Cost, Right of Way Acquisition and Relocation Aspects, Floodplain Involvement, Wetlands Encroachments, Threatened and Endangered Species, Noise and Air Effects,

Cultural and Historic Resources, and Potential Contamination.



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



In accordance with Chapter 267 of the Florida Statutes and the National Historic Preservation Act of 1966 (Section 106), a Cultural Resource Assessment Survey was conducted to identify cultural resources within the project's area of potential effect.

The historic resources identified include: Kenwood Historic District, 4 individual historic resources and no archaeological sites.

Both the Federal Highway Administration and the State Historic Preservation Officer concurred with the results of the survey.

A "no adverse effect" conclusion is anticipated for the historic resources identified in the

A Section 106 Case Study Report was prepared to document any impacts to the identified historic resources.

This draft report is available at this hearing for your review, and comments will be accepted.



There are advantages and disadvantages associated with the Build Alternative.

The advantages include:

Improved safety;

Improved regional connectivity;

Increased roadway capacity; and

The Build Alternative is consistent with local plans.

The disadvantage of the Build Alternative include:

Costs associated with the design, and the construction of the improvements; In addition there may be temporary traffic disruption during construction and minimal environmental effects.



The No-Build Alternative is also considered a viable alternative and will remain so for the duration of the study. Under this alternative, no improvements would be made to I-275.

Advantages of the No-Build Alternative include:

- No new costs associated with design or construction of the project; and
- · No traffic disruptions due to construction activities.

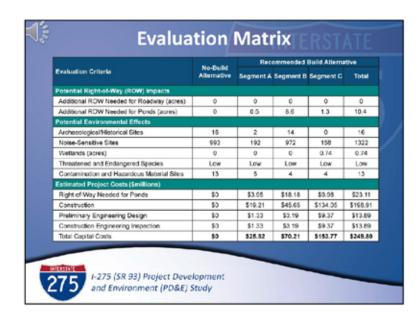
The disadvantages of the No-Build Alternative include:

- · An increase in traffic congestion and the corresponding safety concerns;
- Continued deterioration of air quality caused by increased emissions related to traffic congestion; and
- The No-Build Alternative will not be consistent with local plans.



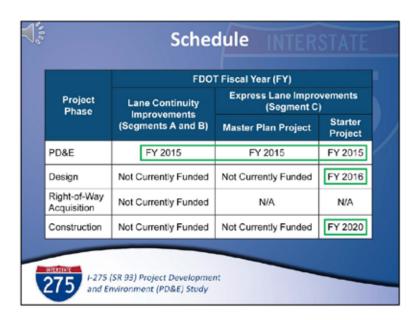
I-275/SR 93 PD&E Study

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



These potential effects are summarized in the Evaluation Matrix provided in your handout and on display.

Project team representatives are here tonight to discuss any questions you may have regarding these subjects.

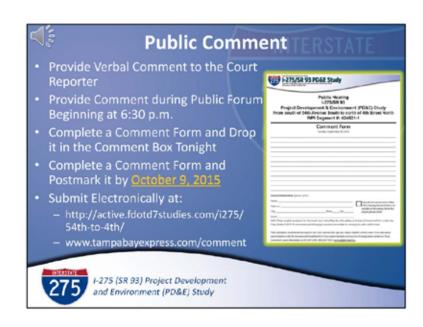


Following the Hearing, the study team will review all public input, finalize the documents and submit them to the Federal Highway Administration for review and approval of Location Design and Concept Acceptance or LDCA. This approval is anticipated by December 2015.

The design of the recommended Starter Project express lane improvements is anticipated to commence in Fiscal Year 2016.

The construction of the recommended Starter Project express lane improvements is anticipated in Fiscal Year 2020.

Currently, lane continuity improvements and the Master Plan Project are not currently funded.



There are several ways to make comment as part of the Public Hearing record. You can speak directly to the court reporter that is on hand this evening.

A court reporter will also take comments stated at a formal session which begins at 6:30 p.m. Project representatives will moderate this formal public comment session and may limit speaking times. Please complete a speakers card and hand it to a representative at the sign-in table to indicate your interest to speak publicly.

You may also complete a comment form available at the comment table and drop it in one of the comment boxes tonight; or mail written comments to the address listed on the back of the comment form.

Comments can also be submitted electronically through the project's websites

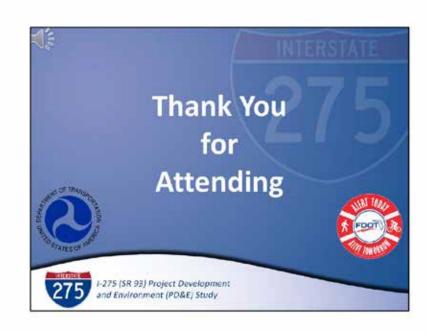
All submittals must be received or postmarked by October 9, 2015 to become part of the public hearing record.

All comments received, regardless of how they are submitted, will be reviewed and considered.



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



Thank you for attending the Public Hearing for the I-275 PD&E Study in Pinellas County. We appreciate your participation in this project.

Remember to be Alert Today, Alive Tomorrow.

Safety doesn't happen by accident.

Sample Comment Form & Speaker Card

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								
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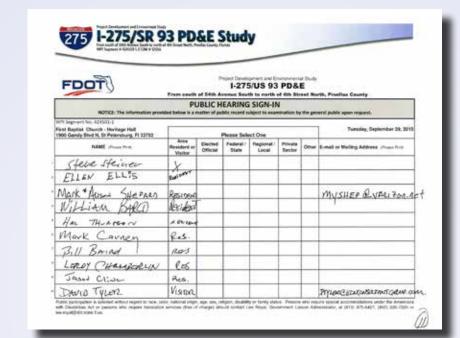


I-275/SR 93 PD&E Study

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

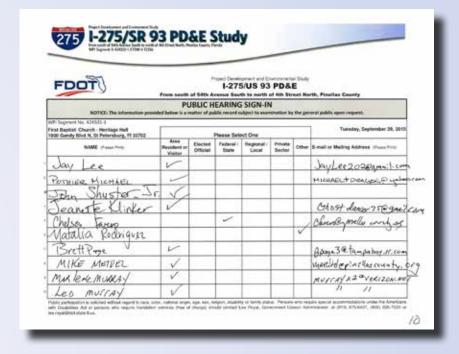
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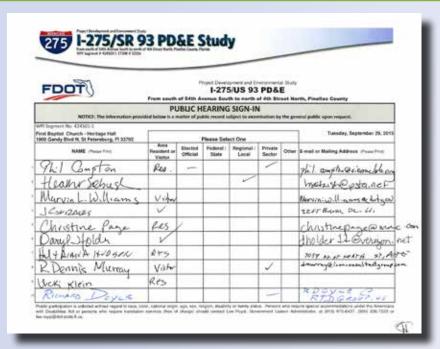
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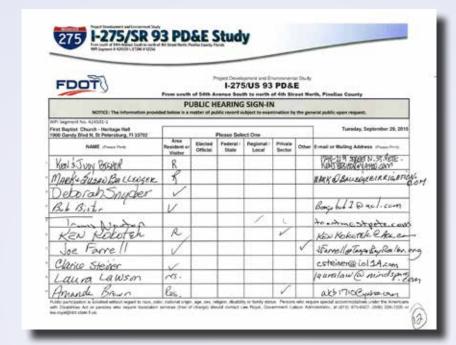


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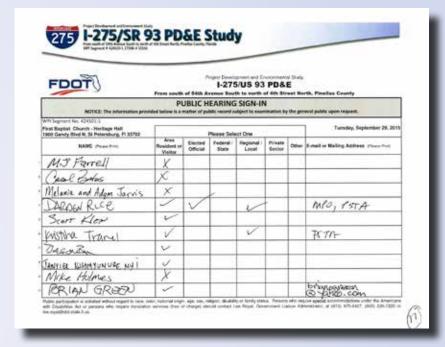
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I-275/SR 93 PD&E Study From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida

WPI Segment # 424501-1, ETDM # 12556

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FDOT	-		1-27	5/US 93	PD&	E	oth, Pinelius County
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KAME (Pass Pro)	Area Resident or Visitor	Bismed	Federal / State	Regional Local	Private Sector	Other	E-mail or Malling Address (Passa Pass
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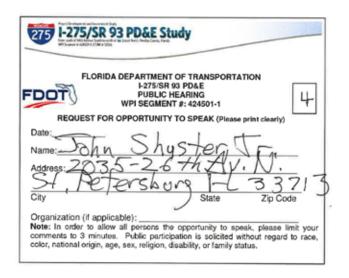


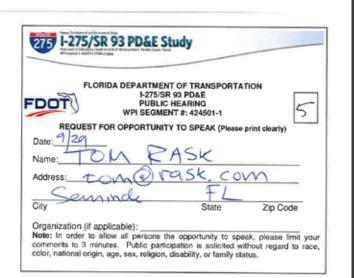
I-275/SR 93 PD&E Study

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

FLORIDA DEPARTMENT OF TRANSPORTATION I-275/SR 93 PD&E PUBLIC HEARING WPI SEGMENT #: 424501-1 REQUEST FOR OPPORTUNITY TO SPEAK (Please print clearly) Date: 9/27/J Name: ERNEST STARKEY Address: 527 94 AVE //. ST. fefersburg City State Zip Code Organization (if applicable): Note: In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

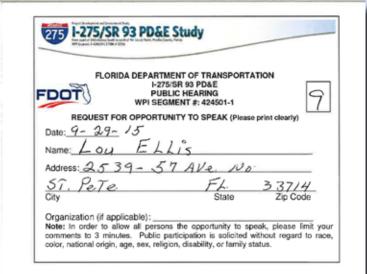
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y	WPI SEGMENT #: 42	4501-1	
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Date: 9/29/1	5		
Name: Jay	Lee		
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Speaker Cards

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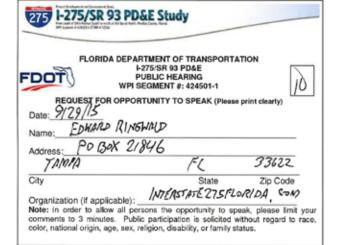
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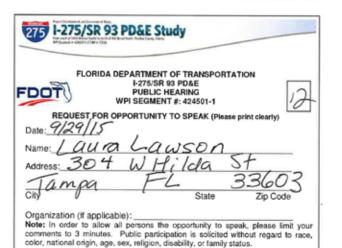


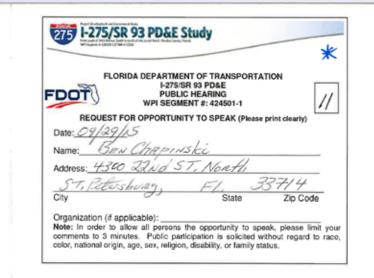


I-275/SR 93 PD&E Study

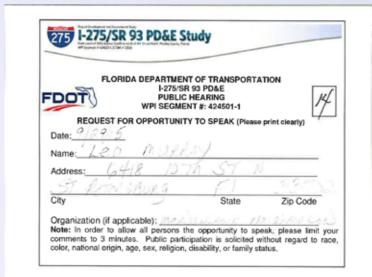
From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida WPI Segment # 424501-1, ETDM # 12556

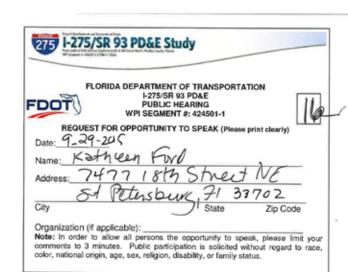


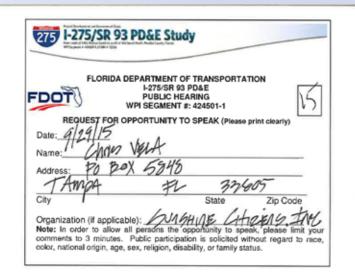


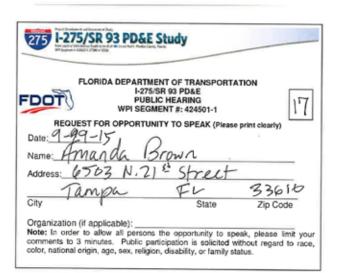


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Date: 9-29			
Name: JASON BALL			
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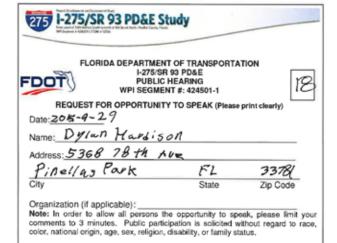


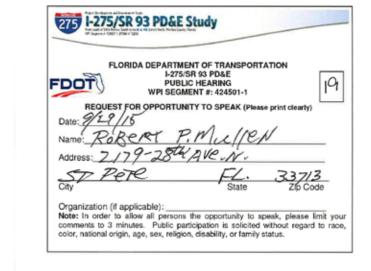


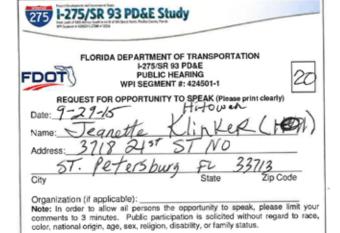


I-275/SR 93 PD&E Study

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







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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 Photos



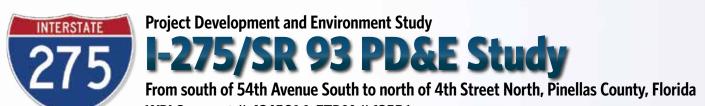












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