

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation  
In cooperation with the US Coast Guard

US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD

District: FDOT District 7

County:

ETDM Number: 14335

Financial Management Number: 441250-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Craig Fox

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to be 'K. Stal', is written over a horizontal line.

May 16, 2025

Director Office of Environmental Management  
Florida Department of Transportation

For additional information, contact:

Craig Fox, P.E.  
FDOT Project Manager  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612  
(813) 975-6082  
craig.fox@dot.state.fl.us

Prime Consulting Firm:  
Kisinger Campo & Associates

Consulting Project Manager:  
Michael Campo, P.E.

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 06/20/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

## Table of Contents

|  |    |
|--|----|
| 1. Project Information .....   | 1  |
| 1.1 Project Description .....  | 1  |
| 1.2 Purpose and Need .....   | 7  |
| 1.3 Planning Consistency .....   | 7  |
| 2. Environmental Analysis Summary .....                                    | 10 |
| 3. Social and Economic .....   | 11 |
| 3.1 Social .....   | 11 |
| 3.2 Economic .....   | 12 |
| 3.3 Land Use Changes .....   | 12 |
| 3.4 Mobility .....   | 14 |
| 3.5 Aesthetic Effects .....  | 15 |
| 3.6 Relocation Potential .....   | 15 |
| 3.7 Farmland Resources .....   | 17 |
| 4. Cultural Resources .....  | 18 |
| 4.1 Section 106 of the National Historic Preservation Act .....            | 18 |
| 4.2 Section 4(f) of the USDOT Act of 1966, as amended .....                | 19 |
| 4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965 ..... | 19 |
| 4.4 Recreational Areas and Protected Lands .....                           | 19 |
| 5. Natural Resources .....   | 21 |
| 5.1 Protected Species and Habitat .....                                    | 21 |
| 5.2 Wetlands and Other Surface Waters .....                                | 26 |
| 5.3 Essential Fish Habitat (EFH) .....                                     | 28 |
| 5.4 Floodplains .....  | 29 |
| 5.5 Sole Source Aquifer .....  | 29 |
| 5.6 Water Resources .....  | 30 |
| 5.7 Aquatic Preserves .....  | 31 |
| 5.8 Outstanding Florida Waters .....                                       | 31 |
| 5.9 Wild and Scenic Rivers .....   | 31 |

|                                       |    |
|---------------------------------------|----|
| 5.10 Coastal Barrier Resources .....  | 31 |
| 6. Physical Resources .....           | 32 |
| 6.1 Highway Traffic Noise .....       | 32 |
| 6.2 Air Quality .....                 | 33 |
| 6.3 Contamination .....               | 33 |
| 6.4 Utilities and Railroads .....     | 35 |
| 6.5 Construction .....                | 35 |
| 7. Engineering Analysis Support ..... | 37 |
| 8. Permits .....                      | 38 |
| 9. Public Involvement .....           | 39 |
| 10. Commitments Summary .....         | 42 |
| 11. Technical Materials .....         | 44 |
| Attachments .....                     | 45 |



# 1. Project Information

## 1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements to US 92/SR 600/Gandy Boulevard (Blvd) including roadway widening, bridge widening and/or replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the study are from US 92/SR 687/4th Street North in St. Petersburg (Pinellas County) to CR 587/South West Shore Blvd in Tampa (Hillsborough County), a distance of approximately 7.0 miles. The project study area and project limits are shown in Figure 1-1. The existing Gandy Blvd is a four-lane divided roadway with sidewalks and segments of shared-use paths. Over Old Tampa Bay is an existing eastbound bridge (#100300), constructed in 1975, and westbound bridge (#100585), constructed in 1996. Currently, neither bridge over Old Tampa Bay provides pedestrian or bicycle accommodations. Gandy Blvd is part of FDOT's Strategic Intermodal System (SIS) and a designated hurricane evacuation route. FDOT's functional classification for Gandy Blvd is an urban principal arterial-other roadway. The project is located in Sections 7 and 8 of Township 30 South, Range 18 East, and Sections 15, 16, 17, 18, and 19 of Township 30 South, Range 17 East. Proposed improvements include a 4-lane to 6-lane controlled access elevated roadway, frontage roads and shared-use paths.

This study has been subdivided into three distinct segments for the purposes of concept development and build alternative analysis.

- Segment 1 (Pinellas Segment) - From 4th Street North to the western terminus of the Gandy bridges over Old Tampa Bay
- Segment 2 (Bay Segment) - Gandy bridges over Old Tampa Bay
- Segment 3 (Hillsborough Segment) - From the eastern terminus of the Gandy bridges over Old Tampa Bay to West Shore Blvd

This study provides engineering and environmental documentation and analysis to aid FDOT in determining the type, preliminary design, and location of the improvements to Gandy Blvd. An elevated viaduct and multiple overpasses along with the widening and/or replacement of the Gandy Blvd bridges over Old Tampa Bay will be utilized to improve the current roadway conditions. In addition to addressing roadway capacity, this project will also address the need for pedestrian and bicycle accommodations with proposed shared-use paths on both sides of Gandy Blvd. Currently, short segments of on-street bicycle accommodations along the outside paved shoulders are present within Segment 1 and parallel shared-use path segments located near the right-of-way within the study area. The project's proposed improvements require an estimated 11.78 acres of right-of-way to be acquired. The construction year is not currently identified since construction funding is currently not programmed for any segments within the FDOT Five-Year Work Program.

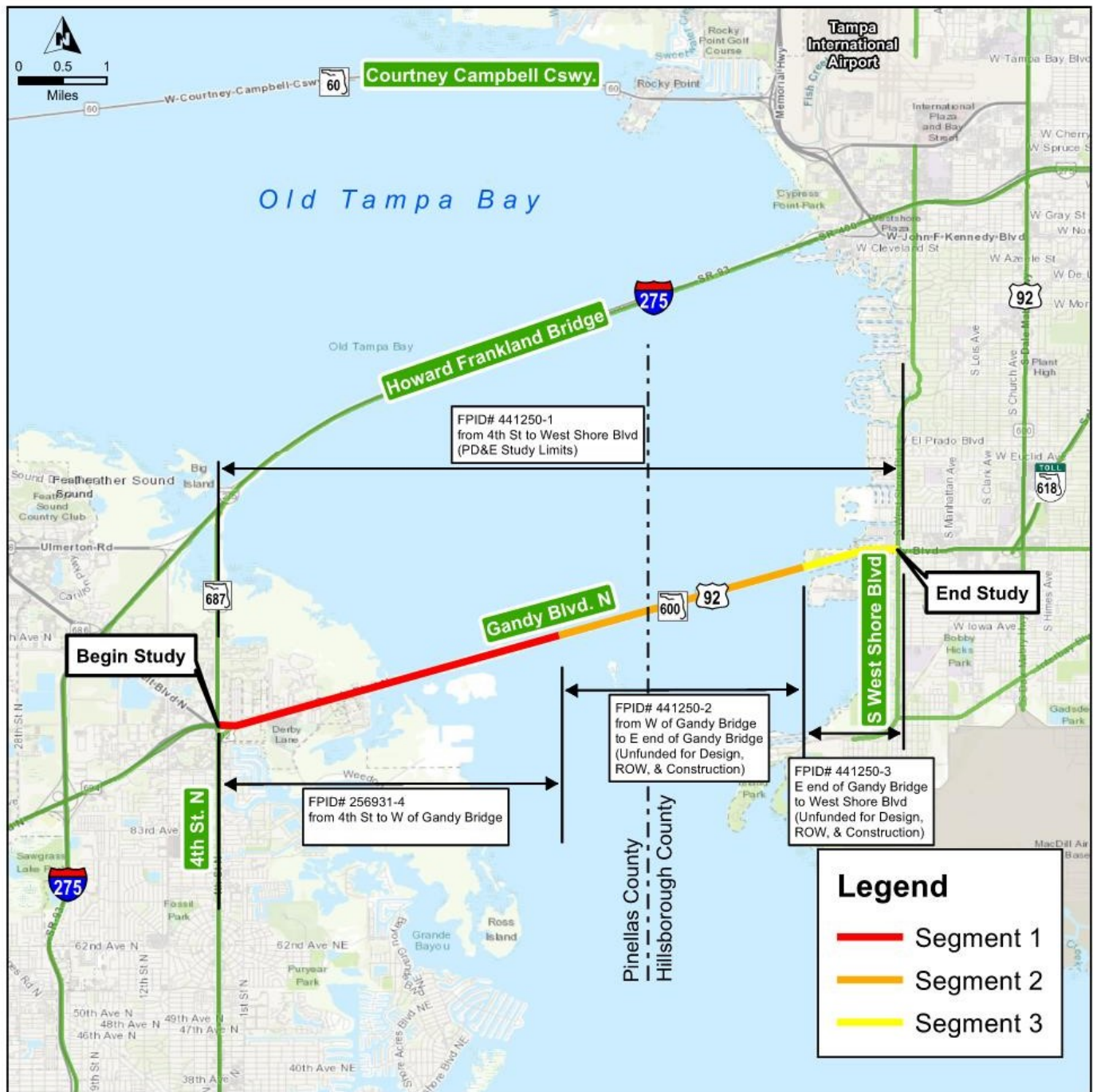


Figure 1-1: Project Location Map

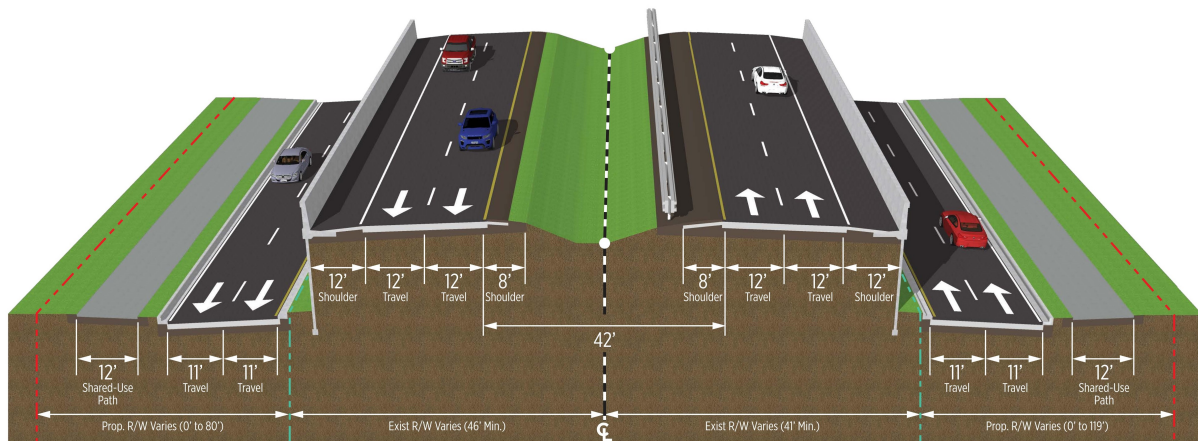
## Proposed Facility

### Segment 1:

#### Typical Section 1

The Preferred Alternative for Segment 1 (Pinellas Segment) includes three typical sections. Typical Section 1 is proposed from 4th Street North to Brighton Bay Blvd NE and from east of San Martin Blvd to approximately 3,000 feet east of San Fernando Drive. This typical section consists of an elevated controlled access facility with two 12-foot travel lanes, varying

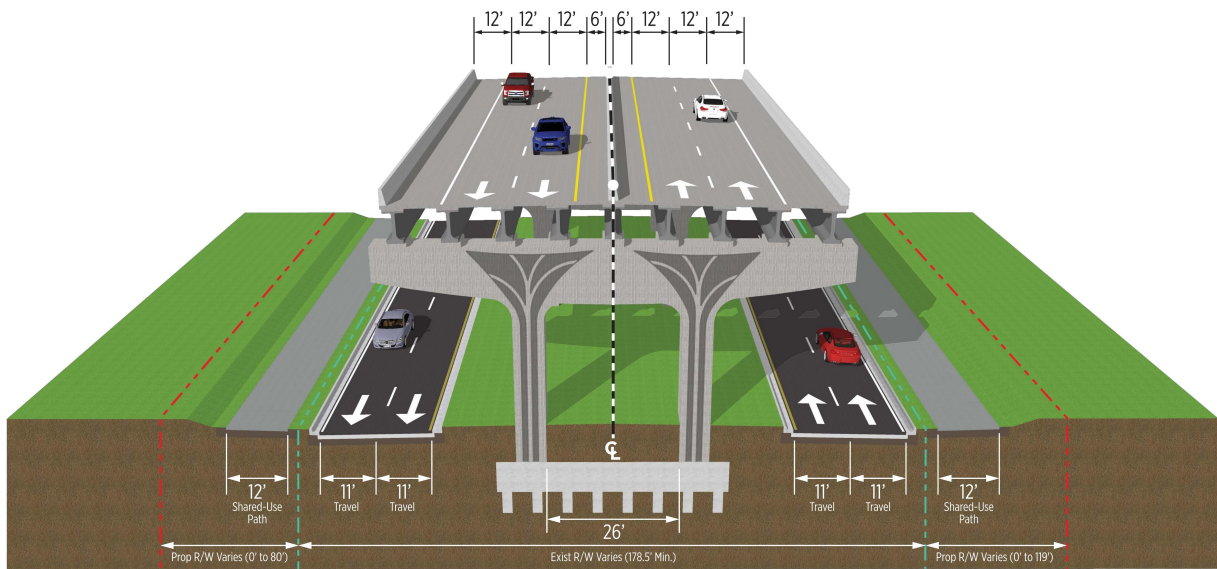
inside paved shoulder widths (6 feet to 10 feet), 12-foot paved outside shoulders in each direction, and a 42-foot depressed median separated by guardrail. The local traffic will be accommodated along eastbound and westbound one-way frontage roads consisting of two 11-foot travel lanes with curb and gutter and a twelve-foot shared-use path in each direction as shown in Figure 1-2.



**Figure 1-2: Segment 1 - Typical Section from 4th Street N to Brighton Bay Blvd NE; San Martin Blvd to San Fernando Drive**

### Typical Section 2

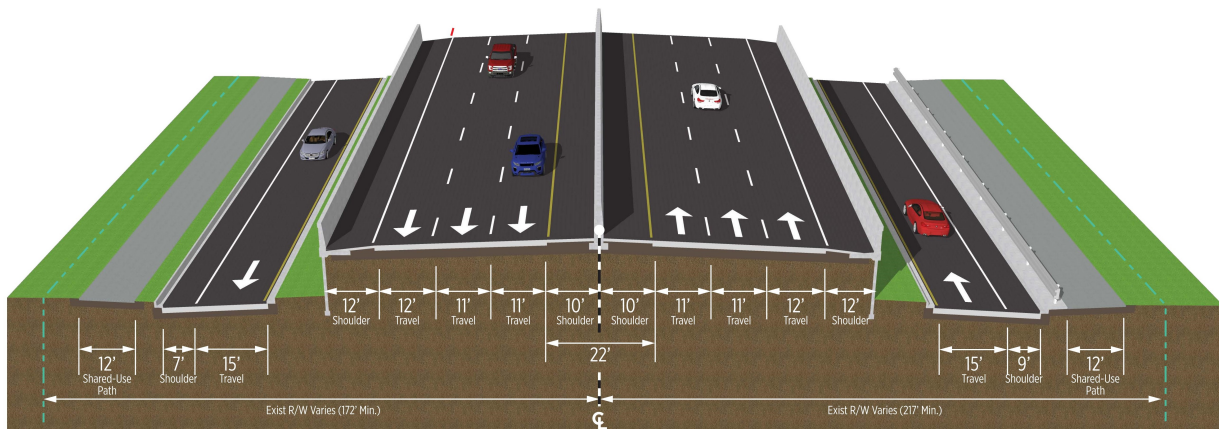
Typical Section 2 (Figure 1-3) is proposed from west of Brighton Bay Blvd NE to San Martin Blvd and consists of a centered elevated viaduct with frontage roads on both sides. The viaduct consists of two 12-foot travel lanes with six-foot inside shoulders and 12-foot outside shoulders in each direction separated by a concrete barrier wall. The eastbound and westbound frontage roads consist of two 11-foot travel lanes with curb and gutter and a 12-foot shared-use path in each direction.



**Figure 1-3: Segment 1 - Typical Section 2 from Brighton Bay Blvd NE to San Martin Blvd**

### Typical Section 3

Typical Section 3 (Figure 1-4) is proposed from East of San Fernando Drive to the west end of the Gandy bridges over Old Tampa Bay. Typical Section 3 consists of an elevated controlled access roadway with two 11-foot travel lanes and one 12-foot travel lane, ten-foot paved inside shoulders, and 12-foot paved outside shoulders in each direction separated by a barrier wall. The median transitions from 42 feet to 22 feet. A one-lane at-grade frontage road is proposed with a 15-foot travel lane, varying outside shoulder widths (seven feet to nine feet paved), curb and gutter, and a 12-foot shared-use path in each direction. One of the frontage roads will provide access to shared-use path parking and includes guardrail along the outside shoulder on the south side along the beach area.

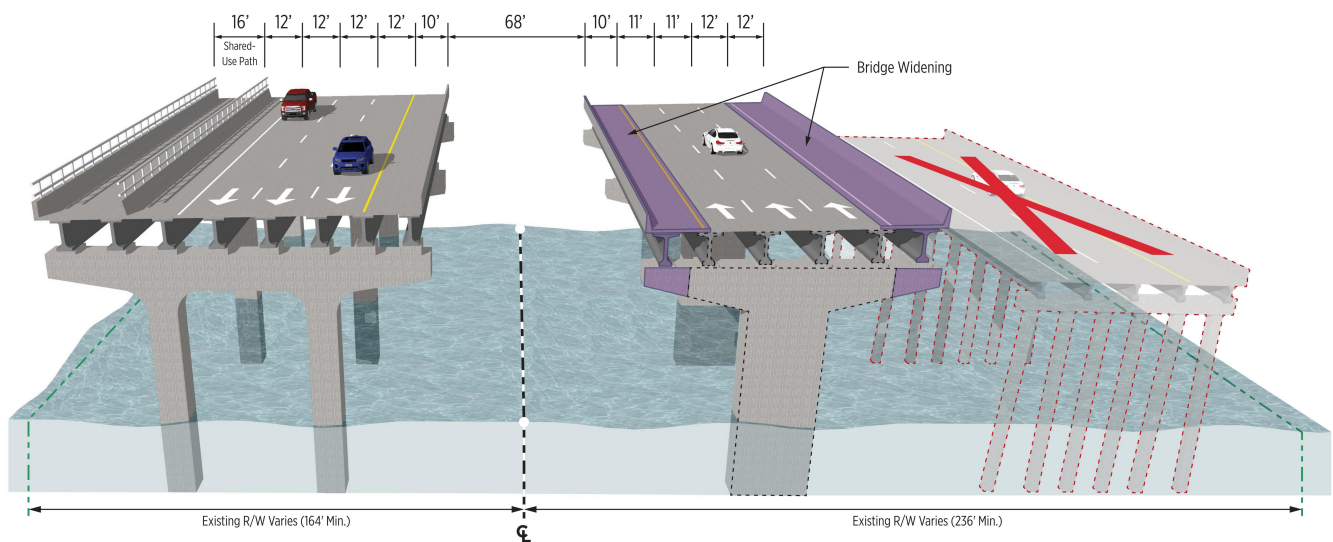


**Figure 1-4: Segment 1 - Typical Section 3 from East of San Fernando Dr to West end of Gandy Bridges over Old Tampa Bay**



**Segment 2:****Typical Section 4**

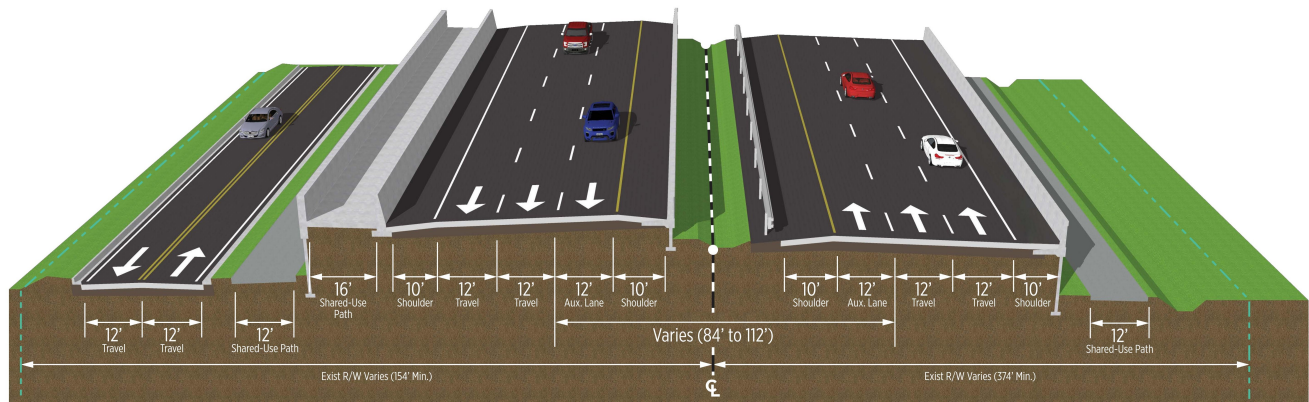
The Preferred Alternative for Segment 2 (Bay Segment) includes Typical Section 4 (Figure 1-5) with three travel lanes in each direction and a shared-use path on the north side of the westbound bridge. As part of the Preferred Alternative, the existing eastbound bridge (#100300) will be demolished. The existing westbound bridge (#100585) will be widened to both the north and south sides and placed into service as the eastbound bridge with two 11-foot travel lanes and one 12-foot travel lane along with a ten-foot inside shoulder and 12-foot outside shoulder. A new westbound bridge will be constructed on the north side of the widened bridge which will consist of three 12-foot travel lanes, ten-foot inside shoulder, 12-foot outside shoulder, and a 16-foot shared-use path separated by barrier wall. Typical Section 4 includes approximately 68 feet of separation between the two bridges for constructability. Regarding the navigational channel, the existing minimum horizontal navigational clearance will remain at 65 feet due to the existing westbound bridge (#100585) being widened. The existing vertical navigational clearance of 43.6 feet will be increased to 65 feet due to removal of the existing eastbound bridge (#100300).



**Figure 1-5: Segment 2 - Typical Section 4 Bridges over Old Tampa Bay**

**Segment 3:****Typical Section 5**

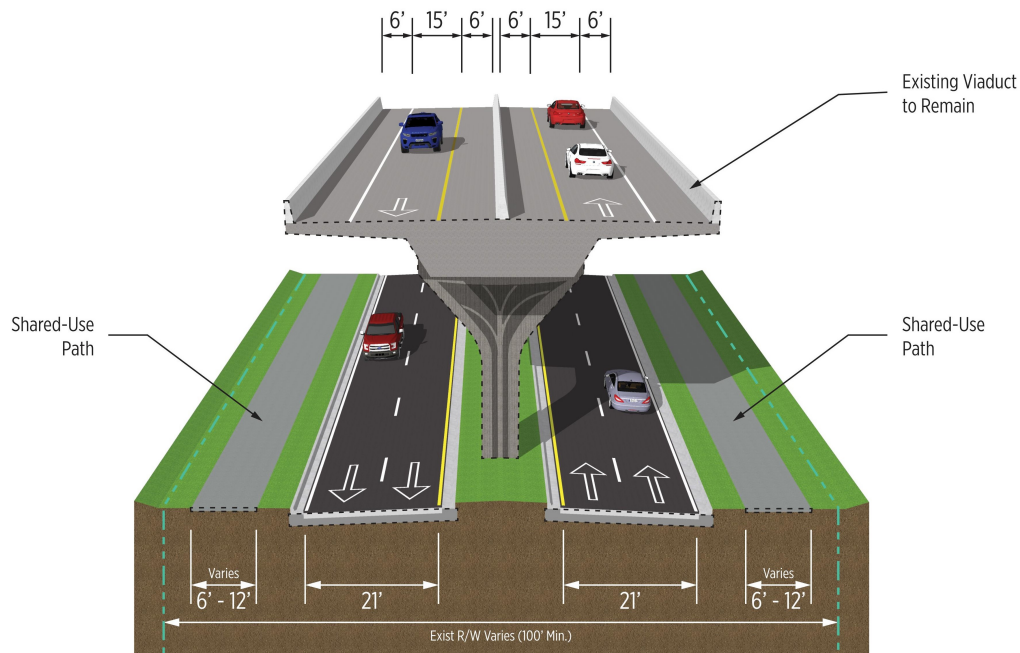
The Preferred Alternative for Segment 3 (Hillsborough Segment) Typical Section 5 (Figure 1-6) provides a four-lane and six-lane divided typical section. Typical Section 5 is a transitional typical section proposed between the east end of the Gandy bridges over Old Tampa Bay to west of the Selmon Expressway two-lane elevated viaduct which begins in the median. Typical Section 5 consists of three 12-foot travel lanes, ten-foot paved inside shoulders bordered with guardrail and barrier wall, and ten-foot paved outside shoulders with barrier wall in each direction. The inside travel lanes function as the general use lanes across the Gandy bridges and becomes the entrance and exit lanes for the Selmon Expressway viaduct in the median. A 12-foot wide shared-use path is proposed on both sides of the roadway.



**Figure 1-6: Segment 3 - Typical Section 5 from East end of Gandy Bridges to West of Selmon Expressway Viaduct**

### Typical Section 6

Typical Section 6 (Figure 1-7) is proposed from west of Selmon Expressway Viaduct to West Shore Blvd. The proposed improvements within the limits of Typical Section 6 are limited to operational improvements. The proposed typical section will match the existing roadway with a four-lane divided roadway, one 10-foot travel lane and one 11-foot travel lane in each direction with the existing Selmon Expressway two-lane viaduct within the median.



**Figure 1-7: Segment 3 - Typical Section 6 West of Selmon Expressway Viaduct to West Shore Blvd**

## 1.2 Purpose and Need

The purpose of this project is to reduce traffic congestion and improve pedestrian and bicycle accommodations on Gandy Blvd.

This project is needed to address current and future traffic demand and to address pedestrian and bicycle accommodations with potential connectivity over Old Tampa Bay. According to Forward Pinellas (Metropolitan Planning Organization) Active Transportation Plan, construction of bike lanes and a trail from 4th Street to west of San Martin Blvd is planned. The Duke Energy/Pinellas Trail Loop from 28th Street to San Martin Blvd and the San Martin Blvd Trail from Macoma Drive (at Patuca Road NE) to Gandy Blvd are also planned.

**Transportation Demand:** The US 92/SR 600/Gandy Blvd PD&E study was divided into three segments for the purposes of roadway capacity and pedestrian/bicycle analysis. Segment 1, from 4th Street to the west end of the Gandy bridges, operates at a level of service (LOS) D in the existing year 2020 and is forecasted to operate at LOS E in the design year 2050. Segment 2, encompassing the Gandy bridges over Old Tampa Bay, operates at LOS C in the existing year 2020 and is forecasted to operate near capacity at LOS D in the design year 2050. Segment 3, from the east end of the Gandy Bridges to West Shore Blvd, operates at LOS C in the existing year 2020 and is forecasted to operate at LOS C in the design year 2050. The 2020 Annual Average Daily Traffic (AADT) was compared to 2019 AADT within the project area, in order to determine any affects on traffic volumes, from the COVID-19 Pandemic. As a result, traffic volumes similar to pre-pandemic levels along the traffic corridor were used.

**Multi-Modal:** On the western side of the Gandy bridge, a sidewalk is present on the south side of the roadway from the vicinity of 99th Avenue North to approximately 0.25 miles east of San Fernando Drive. On the north side of the roadway a sidewalk is present from Oak Street to Brighton Bay Blvd NE. At Brighton Bay Blvd NE, a shared-use path begins and terminates in the vicinity of the west end of Gandy bridges over Old Tampa Bay. East of the Gandy bridges, sidewalks are present on both sides of the roadway from the vicinity of Gandy Park South to West Shore Blvd. There are no pedestrian or bicycle accommodations located on the Gandy bridges. This project will address the need for bicycle and pedestrian improvements along the US 92/SR 600/Gandy Blvd corridor.

**Project Status:** The project is included in the Forward Pinellas adopted 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan for the segment of Gandy Blvd from 4th Street to west of Gandy bridge to add one lane in each direction with preliminary engineering funds in 2024-2025 (\$3.53 million) and 2036-2040 (\$8.29 million), and the Gandy bridge segment for bridge replacement (4 to 6 lanes) is included for preliminary engineering funds in 2041-2050 (\$64.68 million). Funding for design and right-of-way for Gandy Blvd from east of 4th Street to west of Gandy bridge is included in the Forward Pinellas 2024/25-2028/29 Transportation Improvement Program (TIP) for years 2024/2025 for a grade separated overpass at Brighton Bay Blvd. The State Transportation Improvement Program (STIP) includes preliminary engineering funds for 2024/2025 but there are no right-of-way or construction funds identified for Gandy Blvd from 4th Street to west of Gandy bridge. The project is also in the Hillsborough Transportation Planning Organization (TPO) 2050 LRTP Cost Feasible Projects for fiscal year 2036-2040 with preliminary engineering funds (\$8.28 million) for the Gandy bridge segment. Additionally, the segment of Gandy Blvd from east of Gandy bridge to West Shore Blvd is included in the LRTP in fiscal years 2036-2040 with preliminary engineering funds (\$2.98 million) and construction funds (\$14.70 million). For these two segments, future phases of preliminary engineering and construction are outside of the five-year timeframe of the current Hillsborough TPO TIP and FDOT STIP for fiscal years 2024/25-2028/29.

## 1.3 Planning Consistency

256931-4: Pinellas County - Gandy Blvd from 4th to W of Gandy Bridge

441250-2: Hillsborough County - Gandy Blvd from W of Gandy Bridge to E of Gandy Bridge; and

441250-3: Hillsborough County - Gandy Blvd from E of Gandy Bridge to Westshore Blvd

**Segment Description:** 256931-4: Pinellas County - Gandy Blvd from 4th to W of Gandy Bridge

| Currently Adopted LRTP-CFP | COMMENTS   |                                  |                    |   |
|----------------------------|--|----------------------------------|--------------------|---|
| Yes                        | Gandy Blvd from 4th St to West of Gandy bridge is included in the Pinellas Forward adopted 2050 LRTP Cost Feasible Plan Projects list for years 2024-2025 for Final Design phase (\$3.53 million) and for years 2041-2050 for Right-of-Way phase (\$64.68 million). The Forward Pinellas current TIP 2024/25-2028/29 includes funding for Final Design phase in 2024. Pinellas Forward adopted 2050 LRTP Cost Feasible Plan Projects also includes the Gandy bridge for years 2036-2040 for Final Design phase (8.29 million). |                                  |                    |   |
|                            | Currently Approved   | \$                               | FY                 | COMMENTS  |
| <b>PE (Final Design)</b>   |  |                                  |                    |   |
| TIP                        | Y  | \$3.48 million                   | FY 2024            | PE is funded in the LRTP for FY 24-25.  |
| STIP                       | Y  | \$3.50 million<br>\$0.86 million | FY 2024<br>FY 2025 | Project/Limits: US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE<br>Improvement: Grade separation with frontage roads & trail<br>Project Length: 3.266 mi |
| <b>R/W</b>                 |  |                                  |                    |   |
| TIP                        | N  | N/A                              |                    |   |
| STIP                       | N  | N/A                              |                    |   |
| <b>Construction</b>        |  |                                  |                    |   |
| TIP                        | N  | N/A                              |                    |   |
| STIP                       | N  | N/A                              |                    |   |

**Segment Description:** 441250-2: Hillsborough County - Gandy Blvd from W of Gandy Bridge to E of Gandy Bridge

| Currently Adopted LRTP-CFP | COMMENTS   |     |    |  |
|----------------------------|--|-----|----|--|
| Yes                        | 441250-2: Hillsborough County - Gandy Blvd from W of Gandy bridge to E of Gandy bridge is funded for Final Design (\$8.28 million) in Hillsborough TPO (Formerly Known As: Hillsborough MPO) 2050 LRTP page 108 in the 2036-2040 band. Pinellas Forward adopted 2050 LRTP Cost Feasible Plan Projects also includes the Gandy bridge for years 2036-2040 for Final Design phase (8.29 million). The funding is outside the current TIP/STIP timeframe. There is no right-of-way phase needed for this project. |     |    |  |
|                            | Currently Approved   | \$  | FY | COMMENTS                               |
| <b>PE (Final Design)</b>   |  |     |    |  |
| TIP                        | N  | N/A |    | PE is funded in the LRTP for FY 36-40. |
| STIP                       | N  | N/A |    | PE is funded in the LRTP for FY 36-40. |
| <b>R/W</b>                 |  |     |    |  |
| TIP                        | N  | N/A |    |  |
| STIP                       | N  | N/A |    |  |
| <b>Construction</b>        |  |     |    |  |
| TIP                        | N  | N/A |    |  |
| STIP                       | N  | N/A |    |  |



**Segment Description:** 441250-3: Hillsborough County - Gandy Blvd from E of Gandy Bridge to West Shore Blvd

| Currently Adopted LRTP-CFP | COMMENTS   |     |    |  |
|----------------------------|--|-----|----|--|
| Yes                        | 441250-3: Hillsborough County - Gandy Blvd from E of Gandy bridge to West Shore Blvd is funded for Final Design (\$2.98 million) and Construction (\$14.70 million) in Hillsborough TPO's 2050 LRTP page 108 in the 2036-2040 band, which is outside the current TIP/STIP timeframe. There is no right-of-way phase needed for this project. |     |    |  |
|                            | Currently Approved   | \$  | FY | COMMENTS   |
| <b>PE (Final Design)</b>   |  |     |    |  |
| <b>TIP</b>                 | N  | N/A |    | PE is funded in the LRTP for FY 36-40.           |
| <b>STIP</b>                | N  | N/A |    | PE is funded in the LRTP for FY 36-40.           |
| <b>R/W</b>                 |  |     |    |  |
| <b>TIP</b>                 | N  | N/A |    | No right-of-way phase needed for the project.    |
| <b>STIP</b>                | N  | N/A |    | No right-of-way phase needed for the project.    |
| <b>Construction</b>        |  |     |    |  |
| <b>TIP</b>                 | N  | N/A |    | Construction is funded in the LRTP for FY 36-40. |
| <b>STIP</b>                | N  | N/A |    | Construction is funded in the LRTP for FY 36-40. |

## 2. Environmental Analysis Summary

| Issues/Resources   | Significant Impacts?*    |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|  | Yes                      | No                                  | Enhance                             | NoInv                               |
| <b>3. Social and Economic</b>                            |                          |                                     |                                     |                                     |
| 1. Social  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. Economic  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 3. Land Use Changes                                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 4. Mobility  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. Aesthetic Effects                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 6. Relocation Potential                                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 7. Farmland Resources                                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>4. Cultural Resources</b>                             |                          |                                     |                                     |                                     |
| 1. Section 106 of the National Historic Preservation Act | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. Section 4(f) of the USDOT Act of 1966, as amended     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 3. Section 6(f) of the Land and Water Conservation Fund  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. Recreational Areas and Protected Lands                | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>5. Natural Resources</b>                              |                          |                                     |                                     |                                     |
| 1. Protected Species and Habitat                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. Wetlands and Other Surface Waters                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 3. Essential Fish Habitat (EFH)                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 4. Floodplains   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 5. Sole Source Aquifer                                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. Water Resources                                       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 7. Aquatic Preserves                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 8. Outstanding Florida Waters                            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 9. Wild and Scenic Rivers                                | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 10. Coastal Barrier Resources                            | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>6. Physical Resources</b>                             |                          |                                     |                                     |                                     |
| 1. Highway Traffic Noise                                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. Air Quality   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 3. Contamination   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 4. Utilities and Railroads                               | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 5. Construction  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

### USCG Permit

- ☐ A USCG Permit IS NOT required.
- ☒ A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

The study area is located in Pinellas and Hillsborough Counties and portions of the study area are within unincorporated Pinellas County, City of St. Petersburg and City of Tampa. Social resources were evaluated to determine if the Preferred Alternative results in effects on community resources and protected groups. Analysis of the study area's demographics and potential for disproportionate impacts to distinct communities was completed.

There are community features located along the approximately 7-mile study area which include the recreational facilities A.J. Palonis Jr. Park and Gandy Park South within FDOT right-of-way, and a social resource group care facility (Goodwill Industries). The Preferred Alternative will enable community features along the project limits to continue operations and maintain public access to services.

Additionally, the Preferred Alternative's proposed shared-use path and intersection improvements will maintain community cohesion by continuing to allow bicyclist and pedestrians safe access along and across Gandy Blvd by filling in gaps in existing shared-use paths. The proposed improvements will also maintain access for Emergency Services to respond, as needed, in a timely manner.

The Gandy Blvd Preferred Alternative requires 10.48 acres of additional right-of-way for the proposed widening of Gandy Blvd and 1.30 acres of right-of-way for one stormwater management facility (SMF) site. The total additional right-of-way required for the project is approximately 11.78 acres and involves a total of 21 parcels. Residential properties, containing multi-family units, will be impacted by proposed clips and strips of frontage property along Gandy Blvd, but no residential relocations are anticipated from the Preferred Alternative. Additionally, business properties will be impacted which includes three potential business relocations located in Pinellas County. The right-of-way required for the Preferred Alternative will not impact community features and will not prevent community features from continuing to service the community.

The demographics of the project study area were obtained through a Sociocultural Data Report (SDR) analysis. The SDR evaluated demographics within 500 feet of the study area. A copy of the SDR is in the project file. Table 3-1 summarizes the demographics of the study area, Pinellas County, and Hillsborough County based on the 2016-2020 American Community Survey data from the SDR.

| Category                       | Study Area | Pinellas County | Hillsborough County |
|--------------------------------|------------|-----------------|---------------------|
| Total Population               | 1,826      | 970,985         | 1,451,358           |
| <b>Age, Race and Ethnicity</b> |            |                 |                     |
| Median Age                     | 38         | 48.4            | 37.4                |
| % Age 65+                      | 17.96%     | 24.84%          | 14.25%              |
| % White                        | 73.77%     | 80.00%          | 67.09%              |
| % Hispanic/Latino (Any Race)   | 12.32%     | 9.89%           | 29.07%              |
| % Black or African American    | 10.35%     | 10.28%          | 16.71%              |
| % Other                        | 2.14%      | 1.61%           | 4.24%               |

|   |          |          |          |
|---|----------|----------|----------|
| % Asian Alone                                 | 4.82%    | 3.45%    | 4.18%    |
| <b>Language</b>                               |          |          |          |
| % Speak English Not Well or Not At All        | 1.47%    | 2.18%    | 6.23%    |
| <b>Income, Housing and Disability Trends</b>  |          |          |          |
| Median Household Income                       | \$57,267 | \$56,419 | \$60,566 |
| % Occupied Housing Units w/No Vehicle         | 7.84%    | 7.57%    | 6.21%    |
| % Households Below Poverty Level              | 12.80%   | 11.27%   | 13.39%   |
| % Population 20 to 64 Years with a disability | 12.95%   | 11.57%   | 9.58%    |

**Table 3-1: Study Area and County Demographics**

No identified communities will be adversely or disproportionately impacted by the project.

### 3.2 Economic

The Preferred Alternative includes an elevated viaduct roadway and will add a frontage road along both sides of Gandy Blvd within Pinellas County. The elevated viaduct is proposed as a bridge or raised roadway within sections of the project limits which will result in a partial blockage of the view to and from Gandy Blvd and adjacent businesses. However, businesses and community facilities will remain visible from the at-grade portion of Gandy Blvd. Therefore, minor economic impacts, if any, to businesses are anticipated along the project corridor. Additionally, the Preferred Alternative will maintain access to local businesses and community features along Gandy Blvd with proposed frontage roads and access management improvements along with providing increased highway capacity.

The Preferred Alternative includes proposed right-of-way takes to businesses in Pinellas County that will result in impacts to some of the business's parking spaces. Proposed impacts to business parking spaces are not anticipated to result in a take of the business, and the impacted business's will be compensated during the FDOT right-of-way acquisition process.

The facility is designed to carry regional traffic and thus enhances freight and travel for businesses located near the corridor and in surrounding urban areas of St. Petersburg and Tampa as Gandy Blvd is one of three major east-west connectors in the Tampa Bay area. The Gandy Blvd improvements will accommodate increased travel demand resulting from population and employment growth in the region.

Three potential business relocations may occur as a result of the Preferred Alternative within Pinellas County. However, the impacts to these businesses will not significantly impact the economic resources of Pinellas County or the region.

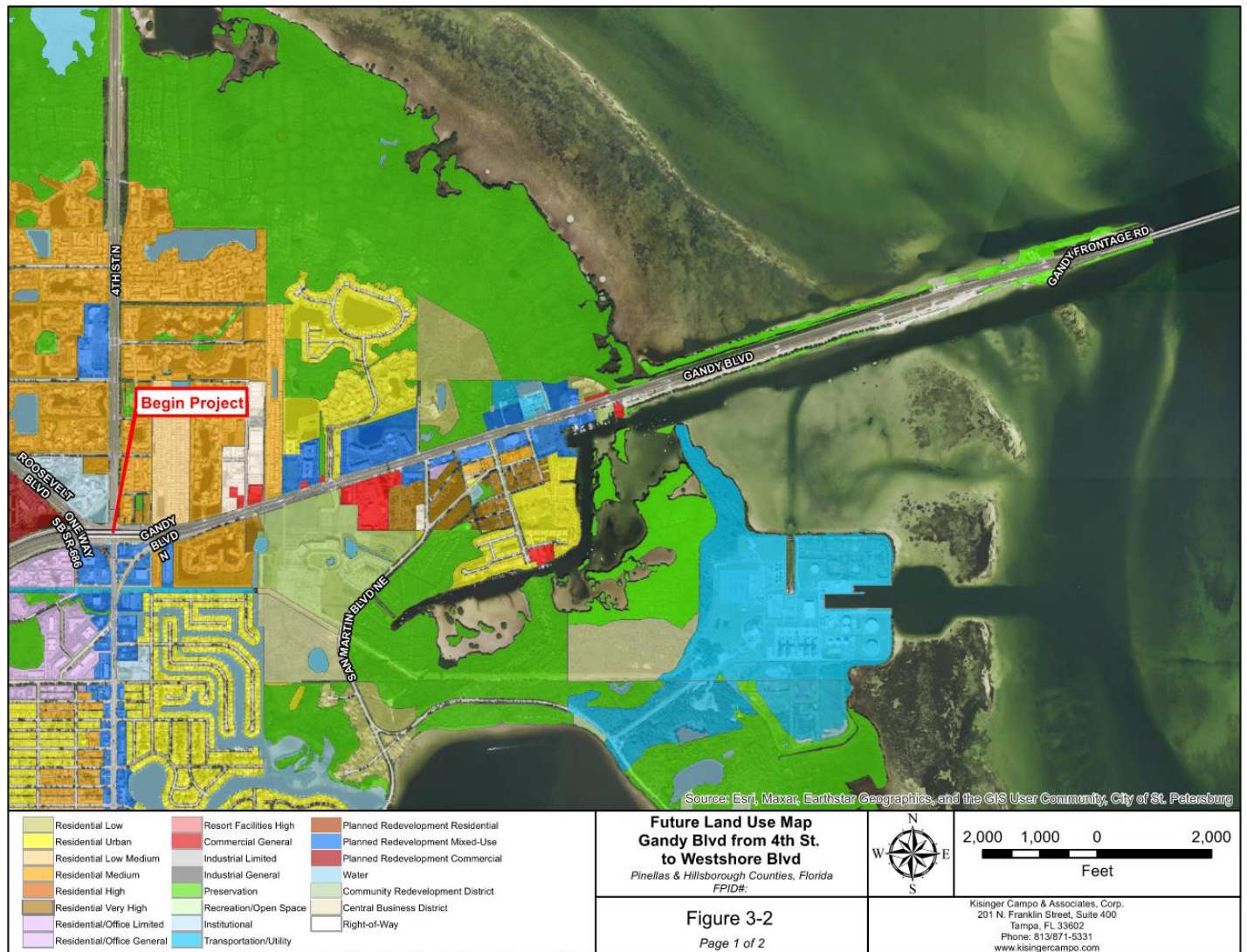
### 3.3 Land Use Changes

Existing land use vegetative cover along the study area was classified utilizing a variety of resources including the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS), (1999), National Wetlands Inventory (NWI), the Natural Resources Conservation Service's (NRCS) Soil Surveys for Pinellas and Hillsborough Counties, U.S. Geological Survey (USGS) topographical maps, aerial photographs, land use mapping from the Southwest Florida Water Management District (SWFWMD), and field verification during habitat and species reviews. Land use in the central portion of the study area is dominated by Bays and Estuaries, and the western and eastern ends of the study limits are interspersed with urban development consisting of commercial and residential land uses. The study area contains open lands and undeveloped areas of shoreline and mangrove swamp connected to Old Tampa Bay.

The major land uses along the project area within a 500-foot buffer include approximately 8.96% Transportation, 8.17% Residential, 3.67% Open Land, 8.07% Commercial and Services, 1.43% Institutional, 7.25% Recreational, 3.67% Open Lands (Urban), 0.27% Upland Hardwood Forests, 1.06% Reservoirs, 50.18% Bays and Estuaries, 5.90% Mangrove Swamps, 0.3% Saltwater Marshes, 0.38% Stream and Lake Swamps, 0.08% Wetland Forested Mixed, 0.05% Freshwater Marshes, 3.05% Shorelines, 0.05% Salt Flats, 1.16% Communications and 0.24% Utilities.

The Preferred Alternative will require additional right-of-way in locations on the north and south side of Gandy Blvd to accommodate the future roadway configuration. Although there are three potential business relocations with a commercial future land use zone, the project is consistent with the future land use map and will not change the existing land use patterns. The Future Land Use Map, Figure 3-2, contains GIS layers from Pinellas County, City of St. Petersburg and City of Tampa future land uses.

One of the two stormwater management facilities will impact an existing vacant parcel zoned as residential. No changes to the existing land use for this parcel due to the proposed stormwater management facility is anticipated.



**Figure 3-2: Page 1 - Future Land Use Map**



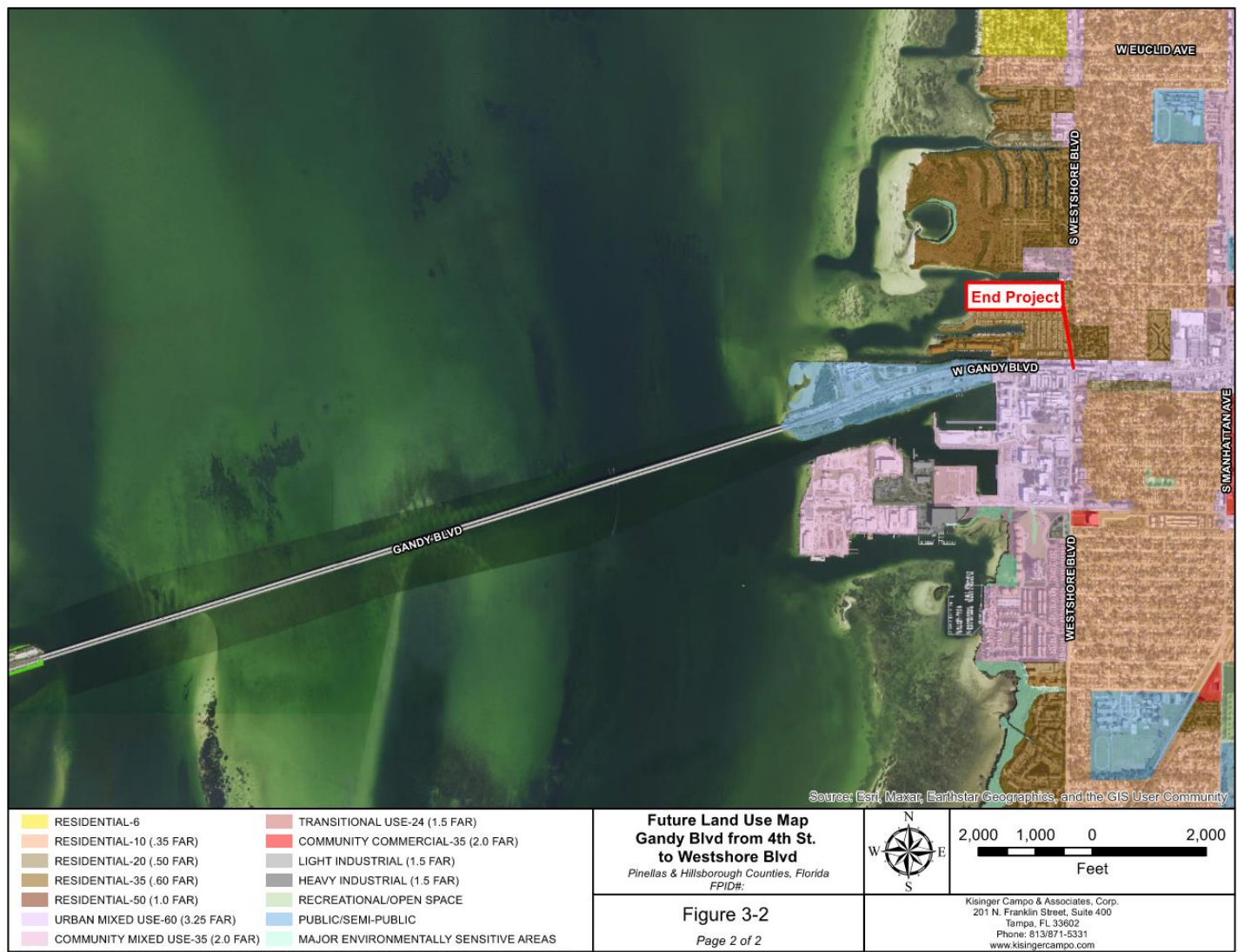


Figure 3-2: Page 2 - Future Land Use Map

### 3.4 Mobility

The proposed improvements will increase capacity and enhance mobility with intersection improvements along the project corridor plus provide multimodal accommodations, e.g., 12 feet wide shared-use path on both sides of Gandy Blvd and connections including a proposed shared-use path on Gandy Blvd bridge over Old Tampa Bay to connect to existing trails and filling trail gaps that are part of the Pinellas Trail Loop, Friendship Trail, and W. Gandy Blvd Trail.

There are two locations currently used as public parking along the project corridor that will be impacted with the Preferred Alternative. The two public parking areas are located on the north side of the land causeway next to the beginning of the existing Gandy bridges. The Preferred Alternative will provide a parking area on the southwest side of Gandy bridges, in Pinellas County, and will increase the number of available parking spaces along with providing safe access to and from the parking area. However, the existing parking area on the east side of Gandy bridges, in Hillsborough County, will not be

replaced, but there is ample public parking spaces located adjacent to this area at A.J. Palonis Jr. Park and Gandy Park South which provide access to the adjacent parks and shared-use paths.

Additionally, Gandy Blvd is vital to local and regional transportation as it provides access across Old Tampa Bay between St. Petersburg and Tampa, and is utilized as a hurricane evacuation route. Gandy Blvd is essential in the movement of goods throughout the Tampa Bay area, the state and nationally. The project includes the addition of a controlled access facility with a 4-lane and 6-lane elevated viaduct and frontage roads along with intersection improvements. The proposed additional travel lanes and viaduct system is consistent with Gandy Blvd outside the project limits and so the project will provide connection to the existing 4-lane viaduct system along Gandy Blvd west of 4th Street N and connection at the east end of the study limits to the existing 2-lane viaduct system of the Selmon Expressway (SR 618) Extension.

There is an existing transit route along Gandy Blvd for Pinellas Suncoast Transit Authority (PSTA) Route 100X. The travel route goes to and from Downtown St. Petersburg to Downtown Tampa with stops along Gandy Blvd. The Preferred Alternative will not impact access to public transit as bus stops will continue to be located along Gandy Blvd and frontage roads.

The proposed improvements include placement of crosswalks and a potential pedestrian crossing between 4th Street and Brighton Bay Blvd NE.

### **3.5 Aesthetic Effects**

The Preferred Alternative will utilize the existing right-of-way and require additional right-of-way along portions of the project limits. The existing roadway currently contains residential and commercial development adjacent or in close proximity to the existing right-of-way. The viewshed for motorists and residents is not expected to change significantly since the proposed improvements are widening the existing roadway and will be similar in nature. Additionally, the elevated viaduct will be located within the middle of the roadway with frontage roads and a shared-use path on both sides of the roadway. This will partially block the view across Gandy Blvd at some locations however the roadway will have a similar appearance containing roadway features. Furthermore, similar roadway features are currently located east and west of the project limits. For residents and businesses located between San Fernando Drive and the west end of Gandy bridges over Old Tampa Bay, the elevated control access roadway is lower than the viaduct bridges and will not impede the view to Old Tampa Bay and adjacent mangroves. Therefore, the Preferred Alternative will not significantly impact the viewshed of adjacent businesses or residences.

The project includes the expansion of one existing stormwater management facility and one new stormwater management facility at an off-site location as shown on the concept plans. Potential noise barriers have been identified as part of this study to minimize impacts on highway traffic noise sensitive sites. The FDOT will conduct public engagement during the design phase for potential noise barriers and for the viaduct bridge pier aesthetics between Brighton Bay Blvd NE and San Martin Blvd. Additionally, there are several sensitive areas that contribute to the community's identity that are considered historic resources eligible for listing on the National Register of Historic Places (NRHP) however the Preferred Alternative will not result in viewshed impacts or impact a contributing feature of any historic resource. Therefore, no adverse impacts are anticipated from the proposed improvements.

### 3.6 Relocation Potential

The proposed project is anticipated to require 10.48 acres of right-of-way for the Preferred Alternative's roadway improvements and require 1.30 acres for stormwater management facilities. The project's total required right-of-way, 11.78 acres, will involve right-of-way acquisition from 21 parcels. The property appraiser parcel identification numbers are provided in Table 3-2 for the proposed right-of-way acquisition. In addition, the Preferred Alternative is anticipated to have no residential relocations but will have three potential business relocations. The proposed right-of-way acquisitions and potential business relocations do not result in any significant impacts to distinct populations.

| County       | Parcel Identification Number  |
|--------------|-------------------------------|
| Pinellas     | 17-30-17-00000-310-0100       |
| Pinellas     | 17-30-17-54855-000-0020       |
| Pinellas     | 17-30-17-28638-004-0010       |
| Pinellas     | 17-30-17-00000-410-0300       |
| Pinellas     | 17-30-17-28638-004-0130       |
| Pinellas     | 17-30-17-00000-410-0200       |
| Pinellas     | 17-30-17-28638-005-0030       |
| Pinellas     | 17-30-17-00000-410-0100       |
| Pinellas     | 17-30-17-28638-006-0100       |
| Pinellas     | 17-30-17-28638-006-0120       |
| Pinellas     | 16-30-17-73424-000-0000       |
| Pinellas     | 16-30-17-30880-000-0001       |
| Pinellas     | 19-30-17-00000-120-0200       |
| Pinellas     | 19-30-17-93701-000-0001       |
| Pinellas     | 18-30-17-00000-440-0900       |
| Pinellas     | 18-30-17-00000-440-1000       |
| Pinellas     | 17-30-17-00000-330-0100       |
| Pinellas     | 17-30-17-00000-340-0600       |
| Pinellas     | 17-30-17-00000-340-0700       |
| Pinellas     | 17-30-17-00000-340-0500       |
| Hillsborough | A-08-30-18-ZZZ-000005-52970.1 |

**Table 3-2: Parcel Identification Numbers for Proposed Right-of-Way Acquisition**

The three potential business relocations are located in Pinellas County and include a gas station, liquor store and gentlemen's club. There are suitable opportunities for relocation to commercial properties for sale within the area and surrounding Pinellas County. Details are included in the Conceptual Stage Relocation Plan (CSRP), located in the project file. The CSRP, dated July 2023, contains comparable replacement sites within 10-miles of the proposed business relocations. The potential sites for sale or lease at the time of the CSRP included four retail business sites for sale and 10 comparable retail business sites for lease.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).



### **3.7 Farmland Resources**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Tampa - St. Petersburg with no designated farmlands adjacent to the project corridor.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A Cultural Resource Assessment Survey (CRAS) (August 2022) was prepared under separate cover and is located in the project file. The archaeological survey of the existing and proposed right-of-way identified no archaeological sites or archaeological occurrences. One previously recorded ineligible National Register of Historic Places (NRHP) archaeological site (8PI01888) is within the Gandy Blvd right-of-way, but no evidence of this resource was found. The CRAS also identified and evaluated 44 historic buildings or structures within the Area of Potential Effects (APE). These resources include 19 previously recorded and 25 newly recorded historic resources. Within the APE, the Homes of Regency Cove (8HI13647) was recommended to be eligible for listing on the NRHP by the SHPO on December 13, 2016. There are three potentially eligible structures that contribute to this resource within the APE: 8HI13701, 8HI13702, and 8HI13703. The Yardage Unlimited (8PI00487) was also previously recommended eligible for NRHP listing on June 2, 1995. The project will not directly or indirectly impact the Homes of Regency Cove (8HI13647), its three contributing structures, or the Yardage Unlimited (8PI00487), and will not have an adverse effect on any of those resources. Furthermore, the Derby Lane Historic District (8PI12021) was recommended eligible for NRHP listing on May 30, 2012, by SHPO. The project proposes improvements within the historic district boundary of Derby Lane (8PI12021), the improvements which includes adding a shared-use path will require the acquisition of approximately 98.3 feet of right-of-way. This right-of-way acquisition will remove part of the Derby Lane parking lot, which is a non-contributing feature of the NRHP-eligible historic district (8PI12021) and does not contain historic fabric associated with the historic dog track. The proposed improvements will be at grade within the Derby Lane parking lot and does not impact the viewshed. Therefore, the proposed improvements will be consistent with the current appearance of the historic district and will not have an adverse effect on Derby Lane Historic District (8PI12021).

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, SHPO found the CRAS complete and sufficient and provided concurrence on September 26, 2022. The SHPO concurrence letter is attached.

The CRAS includes Appendix A that contains the 2022 CRAS Ponds Addendum for the proposed stormwater management facility (SMF) identified as Pond 1, Pond 2A, and Pond 2B. Background research indicated that no previously documented archaeological sites were within the ponds APE. The results of the archaeological survey were negative for cultural material and no new or previously recorded sites were identified within the SMF archaeological APE. One previously recorded historic resource was identified within the SMF historic resources APE which also overlaps with the roadway APE for the Gandy Blvd. CRAS. The proposed Pond 2B is within the boundaries of the NRHP eligible Derby Lane Historic District (8PI12021). The historical/architectural field survey resulted in the identification of no additional historic resources within the APE. Pond 2B within the boundaries of NRHP-eligible Derby Lane Historic District (8PI12021)

was reviewed in relation to the Derby Lane Historic District (8PI12021). Due to the numerous existing ponds in and around the historic district, the addition of Pond 2B will not significantly alter the setting of Derby Lane Historic District (8PI12021). Therefore, the historic district will continue to express its significance under Criterion A, and its NRHP eligibility status will not be affected. As such, the construction of Pond 2B will have no adverse effect on the Derby Lane Historic District (8PI12021). SHPO provided concurrence on the 2022 CRAS Pond Addendum included in Appendix A of the CRAS on September 26, 2022. The SHPO concurrence letter is attached.

## **4.2 Section 4(f) of the USDOT Act of 1966, as amended**

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

There are three Section 4(f) resources within and adjacent to the project study area. The Gandy Blvd Preferred Alternative includes roadway and intersection improvements that will be constructed mostly within the existing FDOT right-of-way. Additional right-of-way will be required for improvements along Gandy Blvd and for one stormwater management facility site along the corridor in Pinellas County.

Based on supporting technical material located in the project file, the Preferred Alternative meets the requirements for a Section 4(f) No Use determination which has been made by OEM on October 11, 2023, for the Tampa Bay Westshore Paddling Trail. Additionally, a historic Section 4(f) No Use determination has been made by OEM on August 12, 2024, for the Derby Lane Historic District since the proposed acquisition is located on a non-contributing part of the historic district. Documentation for each resource's No Use determinations is included in the attached Section 4(f) Resources Report.

Furthermore, Section 4(f) has been determined Not Applicable for the Friendship Trail, Pinellas Trail Loop, A.J. Palonis Jr. Park, Gandy Park South, and W. Gandy Blvd Trail due to all of them being located on FDOT right-of-way and having a primary use designated as transportation. Information on each resource, description of the project's involvement with the resource and justification for the Not Applicable determination is located in the project file.

The FDOT acknowledges a late discovery prior to the public hearing of a potential impact to a potential Section 4(f) protected resource which was determined to also be state-owned conservation lands, the Gateway Project Upland Land Lease No. 3376. Following the public hearing, the preferred alternative was modified by incorporating a gravity wall in order to avoid impacts to this property. There will be no acquisition or occupation of land from the protected property, on either a temporary or permanent basis. Additionally, there are no meaningful proximity impacts to the protected property, and there will be no impacts to the access and usage of the protected property. The facility will not be used for construction, staging, storing, stockpiling, or any other purpose. Therefore, the project will have No Use of the Gateway Project Upland Lease No. 3376. Therefore, a Section 4(f) No Use determination was made by OEM on August 28, 2024.

## **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

#### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area

There are no state-owned conservation lands within the project area that are subject to review and approval by the Acquisition Council. However, there is a state-owned conservation land adjacent to the project area, identified as Gateway Project Upland Land Lease No. 3376. The project will have no involvement with the Gateway Project Upland Land Lease No. 3376.

In Hillsborough County, there are two recreational facilities, A.J. Palonis Jr. Park and Gandy Park South, within the project limits. The Preferred Alternative includes driveway improvements and shared-use paths adjacent to each park along with providing connections to existing park trails.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The study area, including preferred pond sites, was assessed for the presence of suitable habitat for federal- and state-listed, and protected species.

Literature reviews, agency database searches, and preliminary field reviews (2020 and 2022) of potential habitat areas were conducted to identify state and federally protected species occurring or potentially occurring within the study area. Several federal and state listed and/or protected faunal and floral species were identified that have potential to exist within the project area. A Natural Resources Evaluation (NRE) Report (February 2023) was prepared for this project and can be found in the project file. A summary of the effect determinations for listed and protected species is provided below.

#### Federal Listed Species

The FDOT has made effect determinations for federal endangered (E) and threatened (T) species listed in Table 5-1.

| Group   | Scientific Name               | Common Name            | Federal Listing Status | Effect Determination                       |
|---------|-------------------------------|------------------------|------------------------|--|
| Plants  | <i>Bonamia gradiflora</i>     | Florida bonamia        | T                      | No Effect                                  |
|         | <i>Campanula robinsiae</i>    | Brooksville bellflower | E                      | No Effect                                  |
|         | <i>Chionanthus pygmaeus</i>   | Pygmy fringe-tree      | E                      | No Effect                                  |
|         | <i>Chrysopsis floridana</i>   | Florida golden aster   | E                      | No Effect                                  |
| Birds   | <i>Calidris canutus rufa</i>  | Red knot               | T                      | May Affect, Not Likely to Adversely Affect |
|         | <i>Charadrius melodus</i>     | Piping plover          | T                      | May Affect, Not Likely to Adversely Affect |
|         | <i>Laterallus jamaicensis</i> | Eastern black rail     | T                      | No Effect                                  |
|         | <i>Mycteria americana</i>     | Wood stork             | T                      | May Affect, Not Likely to Adversely Affect |
| Mammals | <i>Trichechus manatus</i>     | West Indian manatee    | T                      | May Affect, Not Likely to Adversely Affect |
| Reptile | <i>Crocodylus actus</i>       | American crocodile     | T                      | May Affect, Not Likely to Adversely Affect |
|         | <i>Caretta</i>                | Loggerhead sea turtle  | T                      | May Affect, Not Likely to Adversely Affect |
|         | <i>Chelonia mydas</i>         | Green sea turtle       | E                      | May Affect, Not Likely to Adversely Affect |
|         | <i>Drymarchon couperi</i>     | Eastern indigo snake   | T                      | May Affect, Not Likely to Adversely Affect |

|      |                                     |                          |   |  |
|------|-------------------------------------|--------------------------|---|--|
|      | <i>Lepidochelys kempii</i>          | Kemp's Ridley sea turtle | E | May Affect, Not Likely to Adversely Affect |
| Fish |                                     |                          |   |  |
|      | <i>Acipenser oxyrinchus desotoi</i> | Gulf sturgeon            | T | May Affect, Not Likely to Adversely Affect |
|      | <i>Manta birostris</i>              | Giant manta ray          | T | May Affect, Not Likely to Adversely Affect |
|      | <i>Pristis pectinata</i>            | Smalltooth sawfish       | E | May Affect, Not Likely to Adversely Affect |

**Table 5-1: Federal Listed Species Effect Determinations**

The NRE's findings for federal threatened (T) and endangered (E) species are based on:

Eastern indigo snake (T): No Eastern indigo snakes were observed during field reviews and minimum suitable habitat is present. However, FDOT commits to the most recent version of the U.S. Fish and Wildlife Service (USFWS) Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction. With the above commitment, the Eastern Indigo Snake Programmatic Effect Determination Key was used to support the effect determination of "may affect, not likely to adversely affect" for this project.

Eastern black rail (T): No suitable habitat is present, and no individuals were observed during field reviews. Furthermore, there has not been any documented Eastern black rail occurrences within the project study area. Therefore, an effect determination of "no effect" was made for the Eastern black rail.

Piping plover (T) and red knot (T): For the piping plover, suboptimal suitable habitat, sandy beaches, exist in the project area and these areas will remain post-construction. Also, the red knot utilizes beaches and mud flats in Florida as stopover foraging areas. The project area does contain a small amount of low quality foraging habitat for the red knot in areas currently utilized for parking. However, neither species was observed during field reviews. The project effect determination resulted in a "may affect, not likely to adversely affect" the piping plover and red knot.

Wood stork (T): Suitable foraging habitat is present within the project action area and a wood stork was observed flying over the project area. A commitment has been made that FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank. The Wood Stork Key for Central and North Peninsular Florida was used to support the effect determination of "may affect, not likely to adversely affect".

Gulf sturgeon (T): Suitable habitat for the Gulf sturgeon is within the project action area. Some occurrences are documented along west coast of Florida, but no direct observations were made within the project area. Therefore, a commitment was added stating the National Marine Fisheries Service (NMFS) Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office will be utilized during construction. With this commitment, an effect

determination of "may affect, not likely to adversely affect" the gulf sturgeon was made for the project.

West Indian manatee (E): Manatees are known to occur in Old Tampa Bay but none were observed in the project area. The USFWS and Florida Fish and Wildlife Conservation Commission (FWC) Standard Manatee Construction Conditions for In-Water Work will be utilized during construction. With this commitment, the manatee effect determination key resulted in a "may affect, not likely to adversely affect" determination for the project.

American crocodile (T): Suitable habitat for the American crocodile is within the project action area but no American crocodiles were observed during field reviews. Since the project is at the northern most range for the species and the NMFS Protected Species Construction Conditions will be utilized during construction, the project effect determination resulted in a "may affect, not likely to adversely affect" for the American crocodile.

Sea turtles - loggerhead and green sea turtles (T); and Kemp's ridley sea turtles (E): Old Tampa Bay is contiguous to the Florida Gulf Coast and sea turtles have been documented in Old Tampa Bay. No sea turtles were observed during field reviews; also, no suitable nesting habitat is present for these species within the project area. FDOT commits that the NMFS Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office will be utilized during construction. Additionally, FDOT commits that in-water work will only be conducted from official sunrise until official sunset times. If nighttime in-water work is necessitated, FDOT will reinstate consultation with the jurisdictional resource agency to identify appropriate conservation measures and receive the necessary authorizations prior to commencement of nighttime in-water work. Therefore, an effect determination of "may affect, not likely to adversely affect" was made for the loggerhead sea turtle, green sea turtle and Kemp's ridley sea turtle.

Smalltooth sawfish (E) and giant manta ray (T) : Suitable habitat for both species is present in Old Tampa Bay. These species were not observed during field reviews. However, FDOT commits that the NMFS Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office will be utilized during construction. Therefore, an effect determination of "may affect, not likely to adversely affect" the smalltooth sawfish and giant manta ray was made for the project.

Federal listed plants: Brooksville bellflower (E), pygmy fringetree (E), Florida bonamia (T), and Florida golden aster (E) . Suitable habitat is not present for these plants nor were any of the species observed during field reviews; therefore, federal listed plants are not anticipated within the project area. The FDOT has made an effect determination of "no effect" for these federal listed plant species.

### **USFWS Critical Habitat**

The study area was assessed for Critical Habitat designated by Congress in 50 CFR Part 17. The project area does not include USFWS designated Critical Habitat for any species within Old Tampa Bay. Therefore, the project will have no adverse modifications of Critical Habitat.

On July 19, 2023, NMFS proposed a rule to designate marine critical habitat for population segments of the green sea turtle. The proposed rule includes in-water locations of the project area within Old Tampa Bay from the mean high water line to a depth of 20 meters. If the rule is enacted and areas of designated green sea turtle critical habitat are impacted during future project phases of the project, consultation will be completed with NMFS.

On October 3, 2023, the short-tailed snake (*Lampropeltis extenuata*) was proposed for listing on the federal endangered species list as threatened (Proposed T). No suitable habitat for this species is present as no longleaf pine, xeric oak sandhills, scrub or xeric hammock habitats are located in the project study area. The short-tailed snake was not observed

during field reviews. This species was not included in the NRE. Since it is not currently listed, an effect determination was not made for short-tailed snake.

Additionally, on September 14, 2022, the tricolored bat (*Perimyotis subflavus*) was proposed for listing on the federal endangered species list as endangered (Proposed E). Foraging habitat is present in the project area along with minimal amounts of roosting habitat, in tree cavities and artificial structures. The tricolored bat was not observed during site visits nor was an effect determination made for tricolored bat.

If the short-tailed snake or tricolored bat are listed on the endangered species list during a future project phase, consultation will be completed with USFWS.

### State Listed Species

The FDOT has made an effect determination for state endangered (E) and threatened (ST) species listed in Table 5-2.

| Group   | Scientific Name                          | Common Name              | State Listing Status | Effect Determination          |
|---------|--|--------------------------|----------------------|-------------------------------|
| Plants  | <i>Calopogon multiflorus</i>             | Many-flowered grass-pink | ST                   | No Effect Anticipated         |
|         | <i>Centrosema Arenicola</i>              | Sand butterfly pea       | E                    | No Effect Anticipated         |
|         | <i>Lechea cernua</i>                     | Nodding pinweed          | ST                   | No Effect Anticipated         |
|         | <i>Linum carteri</i> var. <i>smallii</i> | Small's flax             | E                    | No Effect Anticipated         |
|         | <i>Nemastylis floridana</i>              | Celestial lily           | E                    | No Effect Anticipated         |
|         | <i>Nolina atopocarpa</i>                 | Florida beargrass        | ST                   | No Effect Anticipated         |
|         | <i>Pteroglossaspis ecristata</i>         | Giant orchid             | ST                   | No Effect Anticipated         |
| Birds   | <i>Athene cunicularia floridana</i>      | Florida burrowing owl    | ST                   | No Adverse Effect Anticipated |
|         | <i>Charadrius nivosus</i>                | Snowy plover             | ST                   | No Adverse Effect Anticipated |
|         | <i>Egretta caerulea</i>                  | Little blue heron        | ST                   | No Adverse Effect Anticipated |
|         | <i>Egretta rufescens</i>                 | Reddish egret            | ST                   | No Adverse Effect Anticipated |
|         | <i>Egretta tricolor</i>                  | Tricolored heron         | ST                   | No Adverse Effect Anticipated |
|         | <i>Haematopus palliatus</i>              | American oystercatcher   | ST                   | No Adverse Effect Anticipated |
|         | <i>Platalea ajaja</i>                    | Roseate spoonbill        | ST                   | No Adverse Effect Anticipated |
|         | <i>Rychops niger</i>                     | Black skimmer            | ST                   | No Adverse Effect Anticipated |
|         | <i>Sternula antillarum</i>               | Least tern               | ST                   | No Adverse Effect Anticipated |
| Reptile | <i>Gopherus polyphemus</i>               | Gopher tortoise          | ST                   | No Adverse Effect Anticipated |

**Table 5-2: State Listed Species Effect Determinations**

Below is a summary of findings for state-designated threatened (ST) faunal species:

Gopher tortoise (ST) : Minimal suitable habitat is present within the study limits and no potentially occupied gopher tortoise burrows were identified within the project area. An implementation measure is included in the NRE to conduct



comprehensive surveys for tortoises and their burrows prior to construction per the most recent FWC Gopher Tortoise Permitting Guidelines. If potentially occupied burrows are found within 25 ft. of ground disturbance activities, permitting will be conducted per FWC guidelines based on final design and survey results. Therefore, an effect determination of "no adverse effect anticipated" was made the gopher tortoise.

Florida burrowing owl (ST) : There are open lands that provide suitable habitat for this species; however, no individuals were observed. Areas of suitable habitat will be reassessed during design. An implementation measure is included in the NRE to conduct a pre-construction survey for the Florida burrowing owl. Therefore, the project results in an effect determination of "no adverse effect anticipated" for the Florida burrowing owl.

American oystercatcher (ST), black skimmer (ST), least tern (ST) and snowy plover (ST) : The project contains some suboptimal suitable habitat. Areas are frequently disturbed due to beaches being used by people and as a parking area. No American oystercatchers, black skimmers or snowy plovers were observed during field reviews however least terns were observed within the beach area of Segment 1. To avoid potential impacts to nesting shorebirds, FDOT commits that a pre-construction survey by a qualified Permitted Monitor will occur for beach-nesting birds utilizing the current *FWC Imperiled Beach-Nesting Birds Species Conservation and Permitting Guidelines* and coordination with FWC to implement the appropriate conservation measures as needed prior to construction. An effect determination of "no adverse effect anticipated" has been made for the American oystercatcher, black skimmer, least tern and snowy plover.

Little blue heron (ST), reddish egret (ST), tricolored heron (ST), and roseate spoonbill (ST) : The project contains suitable foraging habitat in freshwater, brackish and saltwater habitats, and suitable nesting habitat is present within wooded vegetated areas. No reddish egrets, tricolored herons, or roseate spoonbills were observed during field reviews however a little blue heron was observed in the project area. The project results in an effect determination of "no adverse effect anticipated" for the little blue heron, reddish egret, tricolored heron and roseate spoonbill.

State listed plants: Many-flowered grass-pink (ST), sand butterfly pea (E), nodding pinweed (ST), small's flax (E), celestial lily (E), giant orchid (ST), and Florida beargrass (ST) . Suitable habitats are not present for these state listed plants nor were any of the species observed during field reviews; therefore, state listed plants are not anticipated within the project area. An effect determination of "no effect" was made for these state listed plant species.

### **Protected Species**

The project will not impact other protected species which include the bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*) and the Florida black bear (*Ursus americanus floridanus*). A bald eagle was observed flying over Segment 3 of the project limits. However, no bald eagle nests or 660-foot protective nest buffer are within the project area. No Florida black bears were observed during field reviews. Although ospreys and three osprey nests were observed within the study area, any nests deemed necessary to be removed during construction will be removed during the osprey non-nesting season pursuant to state regulations. Since the bald eagle, osprey and Florida black bear are not listed, a project effect determination was not made.

### **Agency Coordination:**

Consultation with the USFWS and NMFS, and coordination with the FWC was initiated prior to the February 2023 public hearing. The USFWS concurrence was received on March 31, 2023, included as an attachment, and a FWC letter agreeing with the determinations of effect was received on March 22, 2023, included as an attachment.

Due to specifics of the bridge design and potential shoreline armoring not being known until the design phase along with potential construction methods, Section 7 Consultation with NMFS has not been completed during the PD&E study.

However, NMFS did find the NRE accurate and complete at this stage but did request the implementation of "ramp-up" procedures during in-water pile driving. Therefore, FDOT commits that a ramp-up procedure will be utilized at the beginning of each pile-driving event, and a ramp-up procedure is also required for impact hammer proofing of any pipe piles installed with a vibratory hammer during construction within Old Tampa Bay. With the project commitments, the project is not anticipated to result in a jeopardy opinion for any listed species.

Based on coordination with NMFS, FDOT commits to reinitiating consultation during design and permitting with NMFS for the following species: sea turtles, smalltooth sawfish, giant manta ray, and gulf sturgeon; and providing the information necessary to determine the type, degree, and extent of impacts to listed species by the proposed project. FDOT will develop mitigation measures in consultation with the USFWS and NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements will be provided by FDOT in a subsequent project re-evaluation prior to each segment advancing to construction.

## 5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Wetlands and surface waters were classified based on the NWI, FLUCCS, and the USFWS guidelines. Wetland locations and boundaries were identified and approximated using aerial interpretation and field reconnaissance in the fall of 2020 and spring of 2022. Wetland boundaries were visually approximated using the Corps of Engineers Wetland Delineation Manual (1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (2010), The Florida Wetlands Delineation Manual (1995), and Rule 62-340, Florida Administrative Code (F.A.C.), Delineation of the Landward Extent of Wetlands and Surface Waters.

The NRE documented approximately 6.71 acres of direct impacts to wetlands and 1.11 acres of impacts to other surface waters. Secondary wetland impacts are approximately 4.02 acres. All wetland impacts are to mangrove swamp habitat. The total wetland functional loss for the Preferred Alternative was evaluated in accordance with the Uniform Mitigation Assessment Method (UMAM), Chapter 62-345, F.A.C., and included 6.71 acres of mangrove swamp direct impacts, 4.02 acres of mangrove swamp secondary impacts, and 0.48 acres of saltwater estuarine surface water impacts. The impacts result in a total functional loss of 5.55 UMAM units.

The Preferred Alternative's wetland and other surface water impact totals were updated following the public hearing and resulted in a revised total of 6.58 acres of permanent wetland (mangrove) impacts and 4.03 acres of secondary wetland impacts with a total functional loss of 5.39 units. The Preferred Alternative wetland impact table and functional loss table are shown below in Table 5-3 and Table 5-4, respectively.

| Wetland ID | FLUCFCS | Description     | Direct Impact (Acres) |
|------------|---------|-----------------|-----------------------|
| WL 4       | 612     | Mangrove Swamps | 0.057                 |
| WL 6       | 612     | Mangrove Swamps | 3.728                 |

|                        |     |                           |                       |
|------------------------|-----|---------------------------|-----------------------|
| WL 7                   | 612 | Mangrove Swamps           | 0.357                 |
| WL 8                   | 612 | Mangrove Swamps           | 2.441                 |
| SW 4                   | 540 | Bays and Estuaries        | 0.211                 |
| SW 6                   | 510 | Reservoirs                | 0.018                 |
| SW 7                   | 510 | Reservoirs                | 0.066                 |
| SW 8                   | 510 | Reservoirs                | 0.202                 |
| SW 9                   | 540 | Bays and Estuaries        | 0.150                 |
| SW 11                  | 540 | Bays and Estuaries        | 0.029                 |
| SW 16                  | 510 | Reservoirs                | 0.025                 |
| SW 18                  | 510 | Reservoirs                | 0.404                 |
| <b>Total Impacts</b>   |     |                           |                       |
| Direct Wetland Impacts |     | Secondary Wetland Impacts | Surface Water Impacts |
| 6.58 (ac)              |     | 4.03 (ac)                 | 1.11 (ac)             |

**Table 5-3: Wetland and Surface Water Impact Table**

| Wetland ID                             | Wetland Type        | Impact Type | UMAM Delta | Impact Area (ac.) | Functional Loss |
|--|---------------------|-------------|------------|-------------------|-----------------|
| WL 4                                   | Saltwater Forested  | Direct      | 0.70       | 0.06              | 0.04            |
|  |                     | Secondary   | 0.13       | 0.09              | 0.01            |
| WL 6                                   | Saltwater Forested  | Direct      | 0.70       | 3.73              | 2.61            |
|  |                     | Secondary   | 0.13       | 2.75              | 0.36            |
| WL 7                                   | Saltwater Forested  | Direct      | 0.70       | 0.36              | 0.25            |
|  |                     | Secondary   | 0.13       | 0.13              | 0.02            |
| WL 8                                   | Saltwater Forested  | Direct      | 0.70       | 2.44              | 1.71            |
|  |                     | Secondary   | 0.13       | 1.06              | 0.14            |
| SW 4                                   | Saltwater Estuarine | Direct      | 0.80       | 0.21              | 0.17            |
| SW 9                                   | Saltwater Estuarine | Direct      | 0.47       | 0.15              | 0.07            |
| SW 11                                  | Saltwater Estuarine | Direct      | 0.47       | 0.03              | 0.01            |
| <b>Total Direct Functional Loss</b>    |                     |             |            |                   | 4.86            |
| <b>Total Secondary Functional Loss</b> |                     |             |            |                   | 0.53            |
| <b>Total Functional Loss</b>           |                     |             |            |                   | 5.39            |

**Table 5-4: UMAM Functional Loss**

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statute (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Wetland mitigation options include purchase of wetland mitigation credits through an approved mitigation bank, or creation, restoration or enhancement of wetlands within the project watersheds. The study area is located within the Tampa Bay Drainage Regulatory Basin. Currently, this basin has at least one mitigation bank, Tampa Bay Mitigation Bank, with credits available for both state and federal estuarine wetland mitigation. In addition, the Old Tampa Bay Water Quality

Improvement Project has available credits that may be used for mitigation for this project. Since the project will provide mitigation within the same basin, a cumulative impact analysis will not be required.

Pursuant to Executive Order 11990 Protection of Wetlands, all federally-funded highway projects are to protect wetlands to the fullest extent possible. In accordance with this policy, wetland and surface water impacts have been minimized to the extent practicable by designing concepts within existing uplands, developed right-of-way and adjacent developed lands along with utilizing bridges and gravity walls to reduce the project's footprint within adjacent wetlands and surface waters. There is no practicable alternative to construction in wetlands. As avoidance and minimization measures have been applied with the development of the Preferred Alternative, and mitigation will be provided for any unavoidable wetland impacts. Therefore, the proposed project will have no significant short-term or long-term adverse impacts to wetlands or surface waters. A NRE was prepared for this project and is included in the project file. The U.S. Army Corps of Engineers (USACE), Florida Department of Environmental Protection (FDEP), and SWFWMD provided comments in acknowledgment of the NRE while providing requests that will be fulfilled during the permitting process. Agency comments and responses are attached, see NRE Agency Reviews and Responses.

### **5.3 Essential Fish Habitat (EFH)**

Based on coordination with the National Marine Fisheries Service to comply with Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), FDOT commits to reinitiate consultation and provide information necessary to complete consultation on the Essential Fish Habitat (EFH) of managed species such as red drum, reef fish, coastal migratory pelagics, shrimp, spiny lobster, large coastal sharks, and small coastal sharks prior to advancing the project to construction. The letter from National Marine Fisheries Service is intended to provide reasonable assurance, per 23 CFR § 771.133, that requirements of the MSFCMA are able to and will be met prior to construction. The status of this commitment will be updated in any subsequent project re-evaluations.

EFH, as defined by the Magnuson-Stevens Act, is present within Old Tampa Bay. An EFH assessment has been prepared as part of the NRE, and consultation with NMFS has been initiated prior to the February 2023 public hearing. Instead of a consultation letter, NMFS provided comments in the attached NRE Agency Reviews and Responses. Since specifics of the bridge design and potential shoreline armoring will not be known until the design phase along with potential construction methods, MSFCMA Consultation with NMFS has not been completed during the PD&E study. Therefore, NMFS comment on the NRE stated "there will be a need to coordinate with NMFS staff regarding the selection of appropriate compensatory mitigation to offset impacts to mangrove and seagrass functional losses, once impacts" are finalized. With the commitment to reinitiate consultation, the project is not anticipated to result in significant adverse effects to the EFH of managed species. Consultation with NMFS will continue during the environmental permitting phase of the project in accordance with the MSFCMA.

Documented in the NRE and coordinated with NMFS, the Preferred Alternative impacts approximately 7.10 acres of wetlands and surface waters designated as EFH. The habitats being directly impacted include 6.71 acres of mangrove swamp wetlands, 0.388 acres of estuarine surface water substrate and 0.002 acres of seagrass. The potential impact to EFH in the project area has been minimized through the previous removal of the Friendship Trail bridge north of the existing bridges, along with utilizing existing filled causeways for bridge approaches and roadway. Multiple avenues of protection will be employed to avoid and minimize any potential effects to EFH. Some of the measures employed will include project commitments, best management practices (BMPs) during construction, adherence to FDOT's Standard Specification for Road and Bridge Construction, and unavoidable EFH impacts will be mitigated via purchase of wetland (mangrove) credits.

Following the project's public hearing, the Preferred Alternative's EFH impact total was reduced due to a reduction in mangrove swamp impacts from 6.71 acres to 6.58 acres. As a result, the Preferred Alternative's revised EFH impact total is 6.97 acres.

The proposed project will not have significant direct impacts, indirect impacts or cumulative impacts to EFH, resulting in no representative species or life stages of a species being significantly impacted. Therefore, the FDOT has determined the project will have more than minimal but less than substantial effects on EFH.

Based on coordination with NMFS, FDOT commits to reinitiating consultation during design and permitting with NMFS for EFH; and providing the information necessary to determine the type, degree, and extent of impacts to EFH potentially adversely impacted by the proposed project. FDOT will develop mitigation measures in consultation with NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements for the impacted resources will be provided by FDOT in a subsequent project re-evaluation prior to each segment advancing to construction.

## **5.4 Floodplains**

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report (LHR) (February 2023) was prepared for the project and is located in the project file. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Pinellas County (August 24, 2021) and Hillsborough County (October 7, 2021) indicate that the entirety of the project lies within Zone AE and Zone VE of the 100-year floodplain with elevations ranging from nine to 14 feet NAVD. The floodplain is associated with and directly connected to Old Tampa Bay and is tidally influenced.

It is anticipated that approximately 119.84 acres of floodplain impacts will occur due to proposed roadway improvements and preferred stormwater ponds due to fill and extension of the existing cross drains. The proposed floodplain impacts were determined to be minimal when compared to the overall extent of floodplain. The floodplains are tidally influenced; therefore, floodplain compensation is not required, and no floodplain compensation areas have been identified as part of this study. The floodplain encroachment was classified as "minimal" since the impacts on human life, transportation, and natural and beneficial floodplain values are not significant, and can be resolved with minimal effort.

There are no federally regulated floodways within the project limits.

The proposed cross drains will perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to significantly increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

## **5.5 Sole Source Aquifer**

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

The proposed drainage basins are the same as the existing basins. All the basins ultimately outfall to the Old Tampa Bay, which is subject to Total Maximum Daily Load (TMDL) regulations established by the U.S. Environmental Protection Agency (EPA) and Tampa Bay Estuary Program (TBEP) to improve nutrient levels within the watershed area. Basins 1 and 2 discharge to Tinney Creek and both stormwater treatment and attenuation are required. These basins have proposed stormwater management facilities to meet these requirements. Basins 3 and 4 discharge directly to Old Tampa Bay and are tidally influenced, so stormwater attenuation is not required. In lieu of traditional stormwater treatment methods, it is proposed that these basins utilize credits from the Old Tampa Bay Water Quality Improvement Project for Nitrogen mitigation. The Water Quality Improvement Project was conducted by FDOT to restore historic flow patterns within the Old Tampa Bay and created a ledger of mitigation credits that can be utilized by eligible FDOT projects to offset Nitrogen removal requirements.

Ponds shall be sized so that the post development discharge rate (or volume) does not exceed the pre-development discharge rate (or volume) for critical duration (one-hour through three-day) storm and up to the 100-year storm for basins subject to historical flooding.

SWFWMD water quality requirements will be met for wet detention ponds and dry retention ponds. Wet detention ponds will provide treatment for one inch over the net new Directly Connected Impervious Areas (DCIA) for alterations to existing public roadways. Dry retention ponds will provide treatment for on-half inch over net new DCIA for alteration to existing public roadways.

Dry retention swales have been identified in select areas throughout the project limits to provide nutrient loading reductions and are intended for Best Management Practices by preventing oils, grease, and debris from directly flowing into wetlands and surface waters.

The recommended Pond 1 for Basin 1 is located east of 4th Street and it is an expanded existing permitted pond within the existing FDOT right-of-way.

The recommended Pond 2B is an offsite wet detention pond proposed to provide treatment and attenuation for the entirety of the Basin 2 area and to compensate for the volume lost in the existing permitted swales.

There are no additional recommend pond sites in Basin 3 and Basin 4. Stormwater runoff will still discharge directly into the bay and in lieu of a traditional stormwater management facility, mitigation credits from the Old Tampa Bay Water Quality Improvement Project are available and will be used. This was discussed during meetings with SWFWMD on August 3, 2021, and Tampa Bay Estuary Program on August 31, 2021. Furthermore, the east end of the project limits will continue to drain to the Tampa Hillsborough Expressway Authority (THEA) stormwater management facilities.

During future project phases and prior to construction, an Environmental Resource Permit and a National Pollutant Discharge Elimination System Construction Generic Permit will be required to construct the project. Also, a Stormwater Runoff Control Concept (SRCC) will be developed during the design phase of each segment and the SRCC will include a conceptual layout for sediment and erosion control. Construction Best Management Practices for erosion and sediment control are anticipated to include use of stormwater filter socks, silt fence, turbidity fence and floating turbidity curtains.

Additional information regarding proposed drainage conditions is documented in the Pond Siting Report (PSR), LHR, and Water Quality Impact Evaluation (WQIE) prepared for this project and included in the project file.

## **5.7 Aquatic Preserves**

Within Pinellas County, the project is located adjacent to the boundaries of the Pinellas County Aquatic Preserve. State Lands records, DM ID 146347, documents the 1944 Final Judgement by the U.S. District Court and 1948 Deed granting ownership to FDOT for the Gandy Blvd land causeway and bridges over Old Tampa Bay. Therefore, the project's Preferred Alternative will not have an impact to State Lands included under protection of the Pinellas County Aquatic Preserve.

## **5.8 Outstanding Florida Waters**

There is one Outstanding Florida Waters (OFW), Pinellas County Aquatic Preserve, adjacent to the project area within Pinellas County.

Additionally, located to the north and south of the project corridor in Pinellas County area are two OFWs that will not be impacted by the Preferred Alternative; Gateway and Weedon Island State Preserve, respectively.

As a result of the OFW, the project will adhere to the OFW water quality treatment criteria, when possible, without creating a hardship for FDOT to provide 50% additional treatment. For locations unable to meet the OFW treatment requirements, the project proposed to utilize available water quality credits from the Old Tampa Bay Water Quality Improvement Project.

## **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

## **5.10 Coastal Barrier Resources**

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

This project is identified as a Type I project pursuant to 23 CFR Part 772 and 335.17, F.S. A total of 469 noise sensitive receptors representing 25 Common Noise Environments (CNEs) properties listed in Table 6-1 for which there are Noise Abatement Criteria for the use of the land were evaluated. The 457 properties are comprised of residential land use, seven recreational areas, three restaurants (i.e., outdoor dining areas), a television studio, and a public meeting room (i.e., U.S. Coast Guard Auxiliary Flotilla 7-9). The noise receptor locations and maps can be found in Appendix B of the Noise Study Report, located in the project file.

| Common Noise Environment No. | Subdivision/Location                       | Activity Category      | Number of Receptors |
|------------------------------|--|------------------------|---------------------|
| 1                            | L C Sharks Fish Market Bar & Grill         | E - Restaurant         | 1                   |
| 2                            | Vantage Point Apartments                   | B - Residential        | 59                  |
| 3                            | Vantage Point Apartments Common Area       | C - Recreational Area  | 1                   |
| 4                            | Twin City Manufactured Home Community      | B - Residential        | 4                   |
| 5                            | The Getaway Restaurant                     | E - Restaurant         | 1                   |
| 6                            | The Grande Verandahs                       | B - Residential        | 7                   |
| 7                            | The Grande Verandahs Common Area           | C - Recreational Area  | 1                   |
| 8                            | WTSP Television Station                    | D - Television Studio  | 1                   |
| 9                            | Peridot Palms                              | B - Residential        | 92                  |
| 10                           | Kahuna's Bar & Grill                       | E - Restaurant         | 1                   |
| 11                           | Tortuga Pointe                             | B - Residential        | 39                  |
| 12                           | Pinewood Village Common Area               | C - Recreational Area  | 1                   |
| 13                           | Pinewood Village                           | B - Residential        | 11                  |
| 14                           | Itopia Condominiums                        | B - Residential        | 4                   |
| 15                           | Itopia Condominiums Common Area            | C - Recreational area  | 1                   |
| 16                           | Gateway Mobile Home Park                   | B - Residential        | 43                  |
| 17                           | Sienna Bay Apartments Common Area          | C - Recreational area  | 1                   |
| 18                           | Sienna Bay Apartments                      | B - Residential        | 8                   |
| 19                           | Coast Guard Auxiliary                      | D- Public Meeting Room | 1                   |
| 20                           | Marina Pointe Condominiums                 | B - Residential        | 40                  |
| 21                           | Westshore Club II Condominiums             | B - Residential        | 36                  |
| 22                           | Westshore Club II Condominiums Common Area | C - Recreational Area  | 1                   |
| 23                           | Homes of Regency Cove Mobile Home Park     | B - Residential        | 6                   |



|       |   |                       |     |
|-------|---|-----------------------|-----|
| 24    | Culbreath Key Bayside Condominiums                | B - Residential       | 108 |
| 25    | Culbreath Key Bayside Condominiums<br>Common Area | C - Recreational Area | 1   |
| Total |   |                       | 469 |

**Table 6-1: Common Noise Environments**

The results of the traffic noise analysis indicate that 159 of the 469 noise sensitive receptors in nine of the CNEs would be impacted by traffic noise in the project's design year (2050) with the Preferred Alternative. Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as abatement measures, but these measures were not determined to be either feasible or reasonable methods of reducing/eliminating the predicted impact. Noise barriers were also considered. Based on the results of the evaluation, noise barriers, evaluated five feet within the FDOT's right-of-way, were determined to potentially be a feasible and reasonable traffic noise abatement method for 3 of the 9 impacted CNEs which include Vantage Point Apartments, Gateway Mobile Home Park, and Sienna Bay Apartments (see sheets 1 and 2 in Preferred Alternative Concept Plans included in the Final Preliminary Engineering Report). Furthermore, noise barriers were determined to not be a feasible or reasonable traffic noise abatement method at 6 of the 9 impacted CNEs which include The Grande Verandahs, Peridot Palms, Tortuga Pointe, Marina Pointe Condominiums, Westshore Club II Condominiums, and Culbreath Key Bayside Condominiums Common Area.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Table 3-7 of the Noise Study Report contingent upon the following conditions:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
- The detailed analysis confirms that the cost of a noise barrier would not exceed the cost effective criteria;
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved; and
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed.

The final recommendation on the construction of noise barriers will be made during the project's final design phase and will consider the results of design-phase public involvement activities.

## 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

A carbon monoxide screening model was not required or performed.

## 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) (June 2022) was prepared for the project, under separate cover and is located within the project file, to document potential contamination concerns along the project corridor.

Based on the methodologies performed as part of this study, 22 potential contamination sites were identified as having the potential for hazardous material or petroleum impacts. Of these 22 sites, listed in Table 6-3, 14 received an initial risk rating of Low, five received a risk rating of Medium, one a risk rating of High. The five sites rated as Medium include four active gasoline stations, and one former gasoline station/vacant lot. The one site rated as High is an active gas station (Mobil-Whiteway #545) with ongoing groundwater remedial actions for a prior petroleum discharge in 1988. As a result, there is potential for benzene at the site. The presence of this material would require special handling, management, and removal during dewatering activities, if required during construction. For the locations rated No (2 locations) or Low (14 locations) for contamination, no further action is required. These locations have been determined not to have any contamination risk to the study area at this time.

| Site Name  | Site Address   | Contamination Risk Rating |
|--|--|---------------------------|
| Bon Secours-Maria Manor Nursing Home                                   | 10300 4th St N, St. Petersburg, FL                                   | Low                       |
| Former Amoco #1463-Jims Triangle                                       | 9901 4th St N, St. Petersburg, FL                                    | Low                       |
| I C Sharks   | 10020 Gandy Blvd, St. Petersburg, FL                                 | Low                       |
| Barney's Motorcycle Sales Inc.   | 10375 Oak St NE/10411 Gandy Blvd                                     | Low                       |
| Goodwill Industries-Suncoast Inc                                       | 10596 Gandy Blvd N, St. Petersburg, FL                               | Low                       |
| Former Timm's Station  | 10690 Gandy Blvd N (Formerly 10700 Gandy Blvd N), St. Petersburg, FL | Low                       |
| Former Gandy Boat Yard (Thomas A. King Estate - West Parcel)           | Formerly 12016 Gandy Blvd, St. Petersburg, FL                        | Low                       |
| Former Pirates Landing Bait Shop (Thomas A. King Estate - East Parcel) | Formerly 12020 Gandy Blvd, St. Petersburg, FL                        | Low                       |
| Former Mariner Yacht Sales Inc   | 12022 Gandy Blvd, St. Petersburg, FL                                 | Low                       |
| Former I C Sharks  | 13050 Gandy Blvd N, St. Petersburg, FL                               | Low                       |
| Former Gandy Bridge Park and Ride                                      | West Gandy Blvd, St. Petersburg FL                                   | Low                       |
| US Marine Corps Reserve  | 5121 W Gandy Blvd, Tampa, FL   | Low                       |
| Former Coastal Mart #603   | 5002 W Gandy Blvd, Tampa, FL   | Low                       |
| Former Imperial Yacht Basin Marina                                     | 5000 W Gandy Blvd, Tampa, FL   | Low                       |
| 7-Eleven #38123  | 10820 Gandy Blvd N, St. Petersburg, FL                               | Medium                    |
| Former Gasoline/Service Station  | 12004 Gandy Blvd, St. Petersburg, FL                                 | Medium                    |
| RaceTrac #441  | 12025 Gandy Blvd, St. Petersburg, FL                                 | Medium                    |
| Shell/Circle K & Jetstar Tanker Spill,                                 | 4801 W Gandy Blvd, Tampa, FL   | Medium                    |
| 7-Eleven #37149  | 4747 W Gandy Blvd, Tampa, FL   | Medium                    |
| Mobil-Whiteway #545  | 10021 4th St N, St. Petersburg FL                                    | High                      |

**Table 6-3: Low, Medium and High Risk Rated Contamination Sites**

A Medium risk rated site, RaceTrac #441, is a proposed right-of-way acquisition and business relocation. The gas pump island is located within the proposed right-of-way and the underground tank farm is located approximately 20 feet north of the proposed right-of-way. With the site's potential for groundwater and soil contamination, Level II testing will be required to determine if groundwater or soil contamination is present, and Level III remediation is required prior to or during construction.

Prior to the commencement of construction activities, for potentially impacted sites Level II testing for Medium and High rated sites are required to verify or determine the extent of impacts. Soil and groundwater samples will be collected to evaluate petroleum contamination within the existing or proposed right-of-way.

## 6.4 Utilities and Railroads

Utilities and railroads are discussed further in the Preliminary Engineering Report (PER) for this project. There are no railroads within the project limits. There are 16 utility owners that were identified throughout the study corridor, as shown in Table 6-4, based on the Utility Assessment Package, prepared under separate cover and located in the project file.

To evaluate potential surface and subsurface conflicts associated with the Preferred Alternative, the 16 utility owners were contacted to verify ownership and operation of utilities along with identifying existing and proposed utility locations in relation to the proposed roadway improvements. As a result, depending on the location and the depth of utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. This includes potential relocation of underground water and wastewater facilities for the City of St. Petersburg, Duke Energy buried and overhead transmission lines in Pinellas County, fiber and transmission lines located on Gandy Blvd bridge, and the Florida Gas Transmission gas line easement located in Pinellas County.

| Utility Owner            | Type of Facilities                     |
|--------------------------|--|
| AT&T                     | Transmission Line                      |
| CenturyLink              | Telecommunications Line                |
| Spectrum Sunshine State  | Fiber Optic                            |
| City of Tampa Sewer      | Wastewater Collection                  |
| City of Tampa Water      | Water Distribution                     |
| City of St. Petersburg   | Water, Wastewater, and Reclaimed Water |
| Duke Energy              | Buried and Overhead Distribution Lines |
| Fiberlight               | Transmission Line                      |
| Florida Gas Transmission | Gas Line                               |
| Frontier Communications  | Fiber Optics                           |
| WOW! (Knology)           | Fiber Optics                           |
| MCI                      | Transmission Line                      |
| Tampa Airport Pipeline   | Jet Fuel Line                          |
| Tamps Electric Company   | Buried and Overhead Distribution Lines |
| TECO Peoples Gas         | Gas Distribution                       |
| ZAYO                     | Fiber Optic                            |

**Table 6-4: Utility Owners and Facility Types**

## 6.5 Construction

Entrances to all businesses and residences will be maintained to the maximum extent possible during project construction. A Temporary Traffic Control Plan to maintain traffic during construction will be developed during the final design phase for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary air, noise, water quality, traffic flow, and visual effects for the businesses, residents and travelers within the immediate vicinity of the project. These effects will be minimized through the application of the Department's *Standard Specifications for Road and Bridge Construction* and NPDES Construction Generic Permit for greater than one acre of ground disturbance. The project will also implement FDOT's Stormwater Runoff Control Concept design requirements.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (April 2025) .

## 8. Permits

The following environmental permits are anticipated for this project:

### **Federal Permit(s)**

USACE Section 10 or Section 404 Permit  
USCG Bridge Permit

### **Status**

To be acquired  
To be acquired

### **State Permit(s)**

DEP or WMD Environmental Resource Permit (ERP)  
DEP National Pollutant Discharge Elimination System Permit

### **Status**

To be acquired  
To be acquired

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

The U.S. Coast Guard (USCG) is a cooperating agency for this PD&E study. The draft Type 2 Categorical Exclusion Determination Form was reviewed by USCG, and coordination was completed regarding the project's future USCG bridge permit application. This is summarized and included in USCG Cooperating Agency Correspondence (Mar. 2023) located in the project file. USCG has determined that the project does not require a Navigational Impact Study nor is the project located over a federal navigational channel.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14335. An ETDM Programming Screen Summary Report containing comments from the Environmental Technical Advisory Team (ETAT) was published on November 8, 2018. The ETAT evaluated the project's effects on various natural, physical, and social resources.

A Public Involvement Plan was developed at the beginning of the study, updated in September 2022, and is included in the project file.

An initial study Newsletter was distributed to residences and businesses along the project corridor in June 2021.

A project website, <https://www.fdotd7studies.com/projects/gandy-4th-to-westshore/>, was created to provide the public with project specific information and to give the public an opportunity to make comments and sign up for the project mailing list. Website comments have been received from the public since June 2021. Comments received primarily have been in support of the project requesting improvements to bicycle and pedestrian safety, and vehicle safety for vehicles exiting a business along with comments regarding localized flooding concerns and requests to be added to the project mailing list.

The project was presented to the Forward Pinellas, Metropolitan Planning Organization (MPO), staff and committees in April 2021. The meetings included a presentation to explain the study location and limits, existing and proposed typical sections, proposed access management and stormwater management facilities, discuss potential environmental effects, project cost and schedule, and discuss the public hearing along with answering project questions. No formal comments were received. Presentations included:

- April 2, 2021 - Forward Pinellas Bicycle/Pedestrian Advisory Committee
- April 22, 2021 - Forward Pinellas Citizens Advisory Committee
- April 28, 2021 - Forward Pinellas Technical Coordinating Committee

The project was also presented to the Hillsborough Transportation Planning Organization (TPO) staff and committees in June and August 2021. The meetings included a presentation to explain the study location and limits, existing and proposed typical sections, proposed access management and stormwater management facilities, discuss potential environmental effects, project cost and schedule, and discuss the public hearing along with answering project questions. No formal comments were received. Presentations included:

- June 2, 2021 - Hillsborough TPO Citizens Advisory Committee
- June 7, 2021 - Hillsborough TPO Technical Advisory Committee
- June 16, 2021 - Hillsborough TPO Livable Roadways Committee

- June 16, 2021 - Hillsborough TPO Bicycle/Pedestrian Advisory Committee
- August 4, 2021 - Hillsborough TPO Citizens Advisory Committee
- August 11, 2021, Hillsborough TPO Board

Additionally, the following meetings were held with stakeholders. The meetings included a presentation of project material to discuss and explain the study location and limits, existing and proposed typical sections, proposed roadway alignment and stormwater management facilities and requirements, and potential environmental effects along with answering project questions and providing guidance for future SWFWMD permit requirements and the project's water quality improvements. No formal comments were received.

- December 12, 2021, met with City of Tampa, Parks and Recreation Department regarding improvements to A.J. Palonis Jr. Park.
- September 30, 2021, and September 6, 2022, met with Pinellas County Parks and Conservation Resources Department regarding causeway segment in Pinellas County.
- August 3, 2021, met with SWFWMD for Environmental Resource Permit (ERP) pre-application meeting.
- August 31, 2021, met with Tampa Bay Estuary Program staff to discuss project and use of Tampa Bay Water Quality Improvement Project.

Coordination was completed with the project's Cooperating Agency, the USCG. A meeting was held on March 21, 2023, with USCG to discuss the PD&E study and the project's future USCG Bridge Permit application and is documented in the USCG Cooperating Agency Correspondence (Mar. 2023) located in the project file. The Preferred Alternative for the Gandy Blvd bridges was discussed along with requirements to obtain the USCG Bridge Permit Modification during the design phase. Following the meeting, confirmation was provided to USCG that the Gandy Blvd bridges do not cross a federal navigational channel. Therefore, USACE 408 review is not required for the project during the permitting process.

**Date of Public Hearing:** 02/28/2023

#### **Summary of Public Hearing**

A public hearing was held on Tuesday, February 28, 2023, in Pinellas County at the Pinellas Park Performing Arts Center, 4951 78th Avenue N., Pinellas Park, Florida. The public hearing allowed stakeholders and interested persons an opportunity to attend in-person along with an option to attend virtually. The public hearing was held to present information to and receive input from stakeholders and interested persons regarding the proposed improvements to Gandy Blvd. in Pinellas and Hillsborough Counties.

The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m., followed by resuming the open house until 7:30 p.m. FDOT staff and its consultants were available at the public hearing to discuss the project and answer questions. Additionally, a separate group of FDOT staff was available for the virtual attendees during the public hearing to answer any questions. A continuously running PowerPoint presentation describing the project and the proposed improvements to Gandy Blvd was shown during the open house portion of the public hearing, and also available for the virtual attendees prior to the formal portion of the public hearing. Project display boards were available for review at the in-person public hearing location and for review online.

A total of 82 people (excluding FDOT and project staff) signed in at the in-person public hearing, and total of 42 people (excluding FDOT staff) signed in at the virtual portion of the public hearing. There was a total of 36 comments received during the public hearing comment period which ended on March 10, 2023: 24 written comments, 11 verbal statements made during the formal portion, and 1 comment made directly to the court reporter. The public hearing transcript and certification are attached.



Public comments made during the public hearing comment period were mainly regarding bicycle and pedestrian facilities and safety of its' users, traffic operations, business impacts, access management for businesses and residential properties, and highway traffic noise. A majority of the comments received were in support of or had no opinion on the project's Preferred Alternative.

All comments received and responses to comments are documented in the Comments and Coordination Report. The public comments were considered in the development of the Preferred Alternative.

## 10. Commitments Summary

1. FDOT will conduct public engagement during the design phase for the viaduct bridge pier aesthetics between Brighton Bay Blvd NE and San Martin Blvd.
2. FDOT will conduct submerged aquatic vegetation surveys during the seagrass growing season (June - September) in order to finalize impacts to these resources during the permitting process.
3. The NMFS Protected Species Construction Conditions, NOAA Fisheries Southeast Regional Office will be utilized during construction.
4. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
5. A pre-construction survey by a qualified Permitted Monitor will occur for beach-nesting birds utilizing the current FWC *Imperiled Beach-Nesting Birds Species Conservation and Permitting Guidelines* and coordination with FWC to implement the appropriate conservation measures as needed prior to construction.
6. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.
7. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
8. FDOT commits to reinitiating consultation during design and permitting with NMFS for the following species: sea turtles, smalltooth sawfish, giant manta ray, and gulf sturgeon; and providing the information necessary to determine the type, degree, and extent of impacts to listed species potentially adversely impacted by the proposed project. FDOT will develop mitigation measures in consultation with NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation will be provided by FDOT in a subsequent project re-evaluation prior to each segment advancing to construction.
9. In-water work will only be conducted from official sunrise until official sunset times. If nighttime in-water work is necessitated, FDOT will reinitiate consultation with the jurisdictional resource agencies to identify appropriate conservation measures and receive the necessary authorizations prior to commencement of nighttime in-water work.
10. Barge or other vessel anchorage will not be allowed in seagrass bed areas unless those areas are permitted for seagrass impacts.
11. The NMFS Vessel Strike Avoidance Measures, NOAA Fisheries Southeast Regional Office will be utilized during construction.
12. A ramp-up procedure will be utilized at the beginning of each pile-driving event, and a ramp-up procedure is also required for impact hammer proofing of any pipe piles installed with a vibratory hammer during construction within Old Tampa Bay.
13. FDOT commits to reinitiating consultation during design and permitting with NMFS for EFH; and providing the information necessary to determine the type, degree, and extent of impacts to EFH potentially adversely impacted by the proposed project. FDOT will develop mitigation measures in consultation with NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements for the impacted resources will be provided by FDOT in a subsequent project re-evaluation prior to each segment advancing to construction.

14. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Table 3-7 of the Noise Study Report contingent upon the following conditions: Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement; The detailed analysis confirms that the cost of a noise barrier would not exceed the cost effective criteria; All safety and engineering conflicts or issues related to construction of a noise barrier are resolved; and the residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed.

## 11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

USCG Cooperating Agency Correspondence (Mar. 2023)  
Sociocultural Data Report (Dec. 2022)  
Conceptual Stage Relocation Plan (July 2023)  
Cultural Resource Assessment Survey (Aug. 2022)  
Natural Resources Evaluation (Feb. 2023)  
Location Hydraulics Report (Feb. 2023)  
Pond Siting Report (Feb. 2023)  
Water Quality Impact Evaluation (Oct. 2022)  
Utilities Assessment Package (Nov. 2022)  
Noise Study Report (Aug. 2023)  
Contamination Screening Evaluation Report (Sept. 2023)  
Project Traffic Analysis Report (Feb. 2023)  
Preliminary Engineering Report (April 2025)  
Comments and Coordination Report (Aug. 2023)  
Public Involvement Plan (Sept. 2022)

## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation (April 2025)

### **Cultural Resources**

Cultural Resource Assessment Survey SHPO Concurrence (Sept. 2022)

Section 4(f) Report

### **Natural Resources**

Natural Resources Evaluation Agency Reviews and Responses (Mar. 2023)

FWC NRE Concurrence Letter (Mar. 2023)

USFWS Concurrence Sticker (Mar. 2023)

### **Public Involvement**

Public Hearing Certification (Oct. 2023)

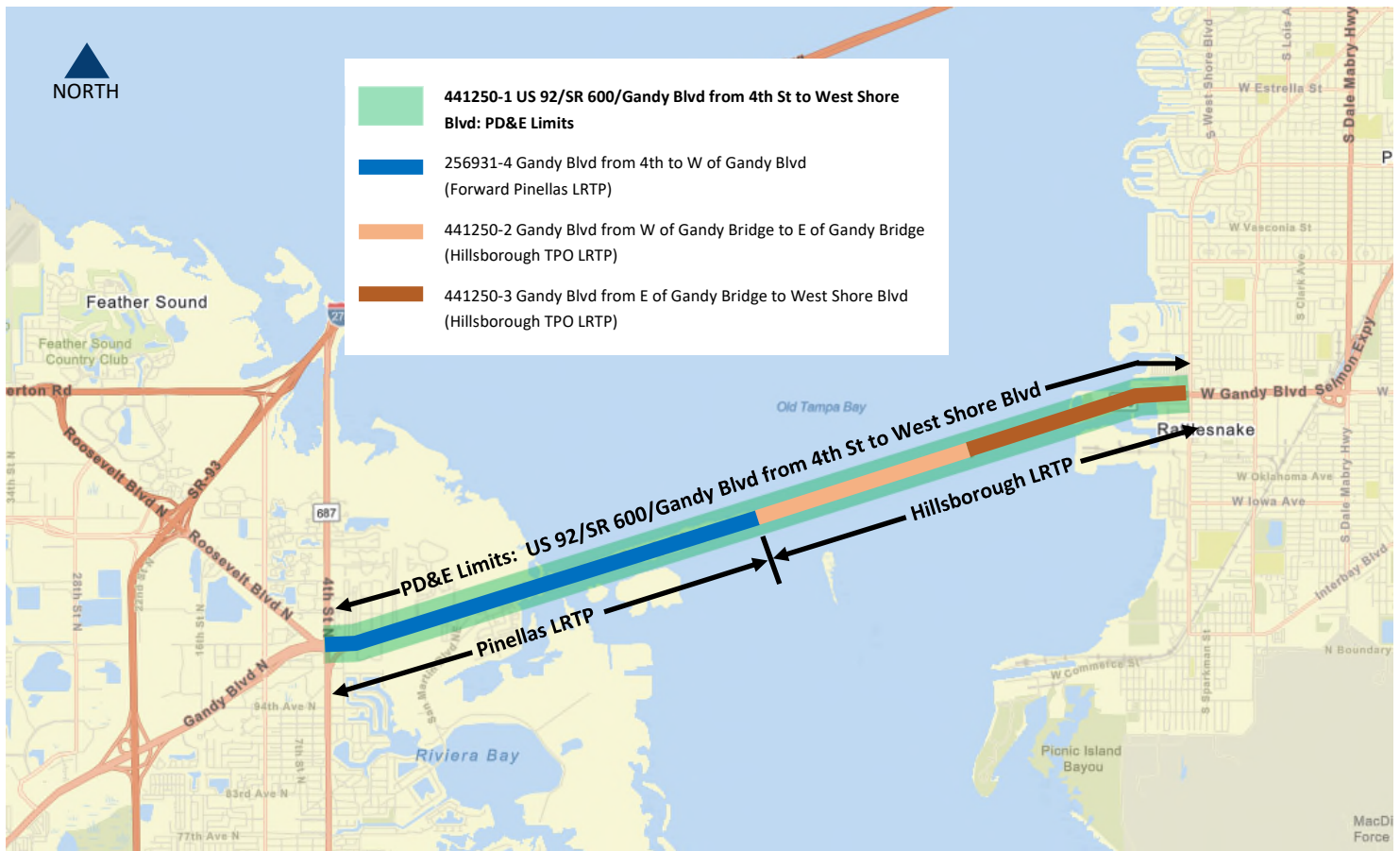
Public Hearing Transcript (Oct. 2023)

## **Planning Consistency Appendix**

### **Contents:**

Project Plan Consistency Documentation (April 2025)

## 441250-1 US 92/SR 600/Gandy Blvd from 4th St S to West Shore Blvd PD&E LIMITS AND CONSTRUCTION PROJECT SEGMENTS





Advantage Pinellas: Cost Feasible Plan Projects

| Project Level | Facility   | From                     | To                           | Project Description   | Project Type | 2024-2025 (YOE) |     |           | 2026-2030 (YOE) |     |           | 2031-2035 (YOE) |          |          | 2036-2040 (YOE) |          |          | 2041-2050 (YOE) |           |          | Source   |                             |
|---------------|--|--------------------------|------------------------------|---|--------------|-----------------|-----|-----------|-----------------|-----|-----------|-----------------|----------|----------|-----------------|----------|----------|-----------------|-----------|----------|--|-----------------------------|
|               |  |                          |                              |   |              | PE/PDE          | ROW | CST       | PE/PDE          | ROW | CST       | PE/PDE          | ROW      | CST      | PE/PDE          | ROW      | CST      | PE/PDE          | ROW       | CST      |  |                             |
| County        | Forest Lakes Blvd  | SR 580                   | SR 584                       | Projects to Add Roadway Capacity                                    | Roadway      |                 |     | \$ 9.71   |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Starkey Rd   | Flamevine                | Bryan Dairy Rd               | Projects to Add Roadway Capacity                                    | Roadway      |                 |     |           |                 |     | \$ 24.23  |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 54th Ave N   | 49th St                  | 34th St                      | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     | \$ 6.22   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| City          | Douglas Rd   | Commerce Blvd            | Race Track Rd.               | Roadway Enhancement   | Bike-Ped     |                 |     |           |                 |     | \$ 18.59  |                 |          |          |                 |          |          |                 |           |          | Local Funding                                    |                             |
| County        | Starkey Rd   | Bryan Dairy Rd           | Ulmerton Rd                  | Projects to Add Roadway Capacity                                    | Roadway      |                 |     |           |                 |     | \$ 9.63   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 62nd Ave N   | 49th St N                | 34th St N                    | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     | \$ 30.58  |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (all MPOs)    |                             |
| County        | 102nd Ave N  | 137th St.                | 125th St.                    | Multi modal improvements and drainage                               | Bike-Ped     |                 |     |           |                 |     | \$ 4.98   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 102nd Ave N  | 125th St N               | 113th St N                   | Multi modal improvements and drainage                               | Bike-Ped     |                 |     |           |                 |     | \$ 6.71   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| State         | Drew St  | Osceola Ave              | Saturum Ave                  | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 22.72  |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| State         | Drew St  | Saturum Ave              | US 19                        | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | See above |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| County        | Pinellas Trail Loop Phase 3                              | Ulmerton Rd              | Belclair Rd                  | Addition of a 12' multiuse trail                                    | Bike-Ped     |                 |     |           |                 |     | \$ 14.51  |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| City          | 22nd St S  | 9th Ave S                | 5th Ave S                    | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 2.96   |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| City          | 22nd St S  | 18th Ave S               | 11th Ave S                   | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 2.53   |                 |          |          |                 |          |          |                 |           |          | Carbon Reduction Program (CRP) - TMA             |                             |
| SIS           | I-275  | N of 38th Ave            | N of 4th St                  | Add 1 express lane in each direction                                | Roadway      |                 |     |           |                 |     | \$ 471.12 |                 |          |          |                 |          |          |                 |           |          | Strategic Intermodal System                      |                             |
| County        | San Martin Blvd Trail                                    | Macoma Dr                | Gandy Blvd                   | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.72   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Joe's Creek Greenway Trail                               | 71st St                  | 28th St                      | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 61.75  |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| State         | Alt US 19/Bayshore                                       | Curlew Rd/Causeway       | N/A                          | Intersection operational improvements                               | Roadway      |                 |     |           |                 |     | \$ 35.23  |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| State         | Alt US 19  | East Bay Drive           | N/A                          | Intersection operational improvements                               | Roadway      |                 |     |           |                 |     | \$ 0.72   |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| State         | Alt US 19  | Rosery Rd                | N/A                          | Intersection operational improvements                               | Roadway      |                 |     |           |                 |     | \$ 1.16   |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| State         | Alt US 19  | Walsingham Rd            | N/A                          | Intersection operational improvements                               | Roadway      |                 |     |           |                 |     | \$ 0.59   |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| City          | 18th Ave S / Salt Creek Trail Ext                        | 37th St                  | E of 16th St N               | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 17.63  |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (all MPOs)    |                             |
| City          | 28th St N  | 18th Ave S               | 5th Ave S                    | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 1.85   |                 |          |          |                 |          |          |                 |           |          | Transportation Alternatives Set-Aside (all MPOs) |                             |
| City          | 28th St N  | Pinellas Trail           | 1st Ave N                    | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 1.52   |                 |          |          |                 |          |          |                 |           |          | Transportation Alternatives Set-Aside (all MPOs) |                             |
| City          | 28th St N  | 1st Ave N                | 13th Ave N                   | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 1.39   |                 |          |          |                 |          |          |                 |           |          | Carbon Reduction Program (CRP) - TMA             |                             |
| City          | 22nd St S  | 5th Ave S                | 1st Ave N                    | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 2.08   |                 |          |          |                 |          |          |                 |           |          | Carbon Reduction Program (CRP) - TMA             |                             |
| City          | Central Ave  | US 19/4th St             | 31st St                      | Operational and safety improvements                                 | Roadway      |                 |     |           |                 |     | \$ 0.99   |                 |          |          |                 |          |          |                 |           |          | Transportation Alternatives Set-Aside (all MPOs) |                             |
| City          | 4th St N/S   | 5th Ave S                | 5th Ave N                    | Conversion of one-way pair  | Roadway      |                 |     | \$ 1.13   |                 |     |           |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| City          | 3rd St N/S   | 5th Ave S                | 5th Ave N                    | Conversion of one-way pair  | Roadway      |                 |     | See above |                 |     |           |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| County        | 71st St N  | 38th Ave N               | 54th Ave N                   | Addition of a multiuse trail  | Bike-Ped     |                 |     |           |                 |     | \$ 9.36   |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| City          | 78th Ave N   | 49th St                  | US 19                        | Multi modal improvements and drainage                               | Bike-Ped     |                 |     | \$ 1.50   |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| State         | 4th St N   | Gandy Blvd               | Big Island Gap Bridge        | Addition of a multiuse trail  | Bike-Ped     |                 |     |           |                 |     | \$ 7.30   |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| State         | Ulmerton Rd  | Fountain Parkway         | I-275                        | Addition of a multiuse trail  | Bike-Ped     |                 |     |           |                 |     | \$ 3.17   |                 |          |          |                 |          |          |                 |           |          | State Highway System                             |                             |
| SIS           | I-275  | N of 4th St              | N of Howard Frankland Bridge | Interstate Bridge Replacement                                       | Roadway      |                 |     | \$ 945.40 |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Strategic Intermodal System                      |                             |
| City          | 118th Ave N  | Belcher Rd               | 62nd St N                    | Addition of a multiuse trail  | Bike-Ped     |                 |     |           |                 |     | \$ 2.53   |                 |          |          |                 |          |          |                 |           |          | Transportation Alternatives Set-Aside (all MPOs) |                             |
| County        | McMullen Booth Rd  | Tampa Rd                 | East Lake Rd                 | Addition of a multiuse trail crossing the Lake Tarpon Outfall Canal | Bike-Ped     | \$ 2.98         |     |           |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | S. Petersburg/Clearwater International Airport           | N/A                      | N/A                          | Airport Runway Expansion  | Airport      |                 |     | \$ 82.50  |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Park St  | 54th Ave N               | S of Park Blvd               | Add Capacity  | Roadway      |                 |     |           |                 |     | \$ 6.45   | \$ 1.94         | \$ 32.25 |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | East Lake Rd   | Curlew Rd                | Trinity                      | Add through lanes, replace bridges and intersection improvements    | Roadway      |                 |     |           |                 |     | \$ 174.15 |                 |          |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 62nd Ave N   | 49th St N                | 66th St N                    | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     | \$ 43.22  |                 |          |          |                 |          |          |                 |           |          | Local Option Fuel Tax (1-4-Cent) Revenues        |                             |
| County        | 142nd Ave N  | Belcher Rd               | 66th St N                    | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 1.56  | \$ 1.56         | \$ 15.60 |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 126th Ave N  | US 19 (SR 55)            | W of 49th St                 | New Roadway   | Roadway      |                 |     |           |                 |     |           |                 |          | \$ 83.85 |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 126th Ave N  | W of 49th St             | 34th St                      | New Roadway   | Roadway      |                 |     |           |                 |     | \$ 4.13   |                 |          |          | \$ 7.80         |          |          |                 |           |          | State Shared Fuel Tax Revenues                   |                             |
| County        | Belclair Rd  | Keene Rd                 | US 19 (SR 55)                | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     |           | \$ 0.65         | \$ 14.19 |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Highland Ave   | Easy Bay Dr              | Belclair Rd                  | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     |           | \$ 0.65         | \$ 19.35 |          |                 |          |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Belcher Rd   | Druoid Rd                | Drew St                      | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     | \$ 3.35   |                 |          |          | \$ 7.80         | \$ 40.56 |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 102nd Ave N  | 113th St N               | Seminole Blvd                | Multi modal improvements and drainage                               | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          | \$ 0.97  | \$ 0.58         | \$ 7.76   |          | Local Government Infrastructure Sales Tax        |                             |
| County        | 102nd Ave N  | 18th St N                | Halkay Roberts Pl N          | Multi modal improvements and drainage                               | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Local Funding                                    |                             |
| County        | 113th/Duane Rd   | 150th Ave                | Park Blvd                    | Add turn lanes and multi modal improvements                         | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 0.78  | \$ 4.68         | \$ 12.48 |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Sunset Point Rd / Main St                                | Kings Highway            | Keene Rd                     | Intersection and multi modal improvements                           | Bike-Ped     |                 |     |           |                 |     | \$ 21.90  |                 |          |          |                 |          |          |                 |           |          | Local Option Fuel Tax (1-4-Cent) Revenues        |                             |
| County        | Indian Rocks Rd  | Walsingham Rd            | Kent Drive                   | Multi modal improvements and drainage                               | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 2.34  | \$ 2.34         | \$ 31.20 |          |                 |           |          | Local Option Fuel Tax (1-4-Cent) Revenues        |                             |
| County        | Keystone Rd  | Eastlake Rd              | County Line                  | Add turn lanes  | Roadway      |                 |     |           |                 |     |           |                 |          | \$ 0.78  | \$ 0.78         | \$ 7.80  |          |                 |           |          | Local Option Fuel Tax (1-4-Cent) Revenues        |                             |
| County        | Klosterman Rd  | Alt US 19                | Belcher Rd                   | Add turn lanes, multi modal improvements and drainage               | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          | \$ 1.55  | \$ 0.97         | \$ 15.52  |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Anclote Blvd   | L & R Industrial Rd      | Alt US 19                    | Add turn lanes, multi modal improvements                            | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 0.78  | \$ 0.47         | \$ 7.80  |          |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| County        | Haines Rd  | 50th Ave N               | 58th Ave N                   | Add turn lanes, sidewalk gaps and drainage                          | Roadway      |                 |     |           |                 |     | \$ 0.65   | \$ 0.39         |          |          |                 |          | \$ 4.68  |                 |           |          | Local Government Infrastructure Sales Tax        |                             |
| State         | Tyrone Blvd Overpass Removal/Trail Overpass Construction | Pinellas Trail Crossing  | 71st St N                    | Overpass Removal/Trail Overpass Construction                        | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          |          | \$ 4.78         |           | \$ 42.98 | State Highway System                             |                             |
| State         | SR 590/NE Coachman Rd                                    | Drew St                  | McMullen-Booth Rd            | Roadway Enhancement   | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          |          | \$ 2.35         |           | \$ 21.11 | State Highway System                             |                             |
| City          | Dixton Ave Extension                                     | Woodhill Dr              | Morris Blvd                  | New Roadway   | Roadway      |                 |     |           |                 |     | \$ 1.57   |                 |          |          |                 |          |          |                 |           |          | Local Funding                                    |                             |
| SIS           | US 19 (SR 55)  | S of Timberlane Rd       | N of Nebraska Ave            | Add Capacity and Interchanges                                       | Roadway      |                 |     |           |                 |     |           |                 |          | \$ 20.29 |                 |          |          |                 |           |          | \$ 361.92  | Strategic Intermodal System |
| SIS           | US 19 (SR 55)  | South of Lake Street     | Pinellas Trail               | Add Capacity and Interchanges                                       | Roadway      |                 |     |           |                 |     |           |                 |          |          |                 |          |          |                 |           |          | Strategic Intermodal System                      |                             |
| SIS           | US 92 (Gandy Bridge)                                     | West end of Gandy Bridge | East end of Gandy Bridge     | Bridge Replacement (4 to 6)   | Roadway      |                 |     |           |                 |     |           |                 |          | \$ 8.29  |                 |          |          |                 |           |          | Strategic Intermodal System                      |                             |
| SIS           | US 92/Gandy Blvd   | 4th St                   | W of Gandy Bridge            | Add 1 Lane each direction (4 to 6)                                  | Roadway      | \$ 3.53         |     |           |                 |     |           |                 |          |          |                 |          |          |                 | \$ 64.68  |          | Strategic Intermodal System                      |                             |
| SIS           | I-275  | I-375                    | N of 38th Ave N              | Add Express Lanes (4 to 6)  | Roadway      |                 |     | \$ 15.91  |                 |     |           |                 |          |          |                 |          |          |                 | \$ 231.97 |          |  | Strategic Intermodal System |
| SIS           | I-275  | S of 54th Ave S          | N of I-375                   | Lane continuity improvements  | Roadway      |                 |     |           |                 |     |           |                 |          |          |                 |          |          |                 | \$ 89.88  |          |  | Strategic Intermodal System |
| County        | 28th St Trail  |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 1.37   | \$ 3.42         | \$ 8.89  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (all MPOs)    |                             |
| County        | Duke Energy Trail at Roosevelt Blvd & 28th St            |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.87   | \$ 2.18         | \$ 5.66  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| County        | Sunset Point Rd / Main St                                |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.46   | \$ 1.16         | \$ 3.02  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| City          | 9th Ave N  | Park St                  | 1st St N                     | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.98   | \$ 2.43         | \$ 6.37  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| County        | Nebraska Ave Loop  |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 1.42   | \$ 3.55         | \$ 9.22  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| City          | Oldsmar Trail  |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 0.30  | \$ 0.74         | \$ 1.93  |          |                 |           |          | Surface Transportation Block Grant (all MPOs)    |                             |
| City          | 70th Ave N   |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 0.62  | \$ 1.56         | \$ 4.06  |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
| City          | 18th Ave S   | 4th St                   | 55th St                      | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.18   | \$ 0.45         | \$ 1.17  |          |                 |          |          |                 |           |          | Surface Transportation Block Grant (all MPOs)    |                             |
| State         | Duke Energy Trail at 4th St & Gandy Blvd                 |                          |                              | Dedicated facility for bicyclists and pedestrians                   | Bike-Ped     |                 |     |           |                 |     | \$ 0.87   | \$ 2.18         | \$ 5.66  |          |                 |          |          |                 |           |          | Carbon Reduction Program (CRP) - TMA             |                             |
| State         | Trail Overpasses   |                          |                              | Overpass  | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          |          | \$ 2.62         | \$ 6.55   | \$ 17.02 | Surface Transportation Block Grant (TMA)         |                             |
|               | Local Grant Program Funding                              |                          |                              |   | Bike-Ped     |                 |     |           |                 |     |           |                 |          | \$ 22.58 |                 |          |          |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
|               | Local Grant Program Funding                              |                          |                              |   | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          | \$ 31.20 |                 |           |          | Surface Transportation Block Grant (TMA)         |                             |
|               | Local Grant Program Funding                              |                          |                              |   | Bike-Ped     |                 |     |           |                 |     |           |                 |          |          |                 |          |          |                 |           |          | </   |                             |





Florida Department of

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Web Application

**Federal Aid Management** David Williams - Manager

## STIP Project Detail and Summaries Online Report

\*\* Repayment Phases are not included in the Totals \*\*

| Selection Criteria         |                 |
|----------------------------|-----------------|
| Current STIP               | Detail          |
| Financial Project:256931 4 | As Of:11/1/2024 |

| HIGHWAYS                                  |                                    |   |        |                                       |      |                         |                 |
|---|------------------------------------|---|--------|---------------------------------------|------|-------------------------|-----------------|
| Item Number: 256931 4                     |                                    | Project Description: US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE |        |                                       |      |                         | *SIS*           |
| District: 07                              |                                    | County: PINELLAS  |        | Type of Work: ADD LANES & RECONSTRUCT |      | Project Length: 3.266MI |                 |
| Extra Description:                        |                                    | GRADE SEPARATION WITH FRONTAGE ROADS & TRAIL.   |        |                                       |      |                         |                 |
|   |                                    |   |        | Fiscal Year                           |      |                         |                 |
| Phase / Responsible Agency                |                                    | <2025   | 2025   | 2026                                  | 2027 | 2028                    | >2028 All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT |                                    |   |        |                                       |      |                         |                 |
| Fund Code:                                | ACSU-ADVANCE CONSTRUCTION (SU)     | 2,131,609   |        |                                       |      |                         | 2,131,609       |
|   | DDR-DISTRICT DEDICATED REVENUE     | 44,238  |        |                                       |      |                         | 44,238          |
|   | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 36,554  | 11,507 |                                       |      |                         | 48,061          |
|   | DS-STATE PRIMARY HIGHWAYS & PTO    | 10,093  |        |                                       |      |                         | 10,093          |
|   | SU-STP, URBAN AREAS > 200K         | 1,279,383   | 74,174 |                                       |      |                         | 1,353,557       |
| Phase: PRELIMINARY ENGINEERING Totals     |                                    | 3,501,877   | 85,681 |                                       |      |                         | 3,587,558       |
| Item: 256931 4 Totals                     |                                    | 3,501,877   | 85,681 |                                       |      |                         | 3,587,558       |
| Project Totals                            |                                    | 3,501,877   | 85,681 |                                       |      |                         | 3,587,558       |
| Grand Total                               |                                    | 3,501,877   | 85,681 |                                       |      |                         | 3,587,558       |

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

| 5-Year TIP   |                                    |             |           |           |           |           |           |            |             |
|--|------------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|------------|-------------|
| DISTRICT 7   |                                    |             |           |           |           |           |           |            |             |
| HIGHWAYS   |                                    |             |           |           |           |           |           |            |             |
| <div>Project Description: TOLL OPERATIONS SUNSHINE<br/>Item Number: 000101 1      SKYWAY      *SIS*<br/>District: 07      County: PINELLAS      Type of Work: TOLL PLAZA      Project Length: 4.288M      L RTP Reference: Objective 2.2</div>   |                                    |             |           |           |           |           |           |            |             |
|  |                                    | Fiscal Year |           |           |           |           |           |            |             |
| Phase / Responsible Agency   |                                    | <2025       | 2025      | 2026      | 2027      | 2028      | 2029      | >2029      | All Years   |
| OPERATIONS / MANAGED BY FDOT   |                                    |             |           |           |           |           |           |            |             |
| Fund Code:   | D-UNRESTRICTED STATE PRIMARY       | 89,776      |           |           |           |           |           |            | 89,776      |
|  | TO01-SUNSHINE SKYWAY               | 98,840,776  | 5,816,419 | 5,994,792 | 6,178,518 | 6,367,895 | 6,473,019 | 27,949,701 | 157,621,120 |
|  | Phase: OPERATIONS Totals           | 98,930,552  | 5,816,419 | 5,994,792 | 6,178,518 | 6,367,895 | 6,473,019 | 27,949,701 | 157,710,896 |
|  | Item: 000101 1 Totals              | 98,930,552  | 5,816,419 | 5,994,792 | 6,178,518 | 6,367,895 | 6,473,019 | 27,949,701 | 157,710,896 |
|  | Project Totals                     | 98,930,552  | 5,816,419 | 5,994,792 | 6,178,518 | 6,367,895 | 6,473,019 | 27,949,701 | 157,710,896 |
|  |                                    |             |           |           |           |           |           |            |             |
| <div>Project Description: TOLL OPERATIONS PINELLAS<br/>Item Number: 000153 1      BAYWAY      *SIS*<br/>District: 07      County: PINELLAS      Type of Work: TOLL PLAZA      Project Length: 1.016M      L RTP Reference: Objective 2.2</div>   |                                    |             |           |           |           |           |           |            |             |
|  |                                    | Fiscal Year |           |           |           |           |           |            |             |
| Phase / Responsible Agency   |                                    | <2025       | 2025      | 2026      | 2027      | 2028      | 2029      | >2029      | All Years   |
| OPERATIONS / MANAGED BY FDOT   |                                    |             |           |           |           |           |           |            |             |
| Fund Code:   | TO03-PINELLAS BAYWAY               | 40,589,955  | 2,316,488 | 2,386,235 | 2,460,160 | 2,536,303 | 2,588,618 | 11,148,463 | 64,026,222  |
|  | Item: 000153 1 Totals              | 40,589,955  | 2,316,488 | 2,386,235 | 2,460,160 | 2,536,303 | 2,588,618 | 11,148,463 | 64,026,222  |
|  | Project Totals                     | 40,589,955  | 2,316,488 | 2,386,235 | 2,460,160 | 2,536,303 | 2,588,618 | 11,148,463 | 64,026,222  |
|  |                                    |             |           |           |           |           |           |            |             |
| <div>Project Description: US 92/SR<br/>600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF<br/>Item Number: 256931 4      GANDY BRIDGE      *SIS*<br/>District: 07      County: PINELLAS      Type of Work: ADD LANES &amp; RECONSTRUCT      Project Length: 3.266MI      L RTP Reference: Table 8.3, #20</div> <div>Extra Description: GRADE SEPARATION WITH FRONTAGE ROADS &amp; TRAIL.</div> |                                    |             |           |           |           |           |           |            |             |
|  |                                    | Fiscal Year |           |           |           |           |           |            |             |
| Phase / Responsible Agency   |                                    | <2025       | 2025      | 2026      | 2027      | 2028      | 2029      | >2029      | All Years   |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT  |                                    |             |           |           |           |           |           |            |             |
| Fund Code:   | ACSU-ADVANCE CONSTRUCTION (SU)     | 2,131,609   |           |           |           |           |           |            | 2,131,609   |
|  | DDR-DISTRICT DEDICATED REVENUE     | 33,800      |           |           |           |           |           |            | 33,800      |
|  | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 25,044      |           |           |           |           |           |            | 25,044      |
|  | DS-STATE PRIMARY HIGHWAYS & PTO    | 9,502       |           |           |           |           |           |            | 9,502       |
|  | SU-STP, URBAN AREAS > 200K         | 1,279,383   |           |           |           |           |           |            | 1,279,383   |
| Phase: PRELIMINARY ENGINEERING Totals  |                                    | 3,479,338   |           |           |           |           |           |            | 3,479,338   |

|                      |   |                    |                | Project Costs (Present Day Dollars - 2024) |          |          |            |                     |                         | Project Funding FY 2031-FY 2035* |        |        |          | Project Funding FY 2036-FY 2040* |          |          |          | Project Funding FY 2041-FY 2050* |        |          |            |
|----------------------|---|--------------------|----------------|--|----------|----------|------------|---------------------|-------------------------|----------------------------------|--------|--------|----------|----------------------------------|----------|----------|----------|----------------------------------|--------|----------|------------|
| Facility             | Limits  | Description        | Funding Source | PD&E                                       | PE       | ROW      | CST        | TOTAL COST ESTIMATE | TOTAL COST YOE ESTIMATE | PD&E                             | PE     | ROW    | CST      | PD&E                             | PE       | ROW      | CST      | PD&E                             | PE     | ROW      | CST        |
| SR 60 EB             | N of Spruce Street / Tampa International Airport Interchange to N of Memorial Highway | Widen 6 to 8 Lanes | Federal/ State |  | \$0.52   |          | \$46.18    | \$46.69             | \$72.84                 |                                  |        |        |          |                                  | \$0.80   |          | \$72.04  |                                  |        |          |            |
| US 41                | S of Pendola Point / Madison Avenue to S of Causeway Boulevard                        | Widen 4 to 6 Lanes | Federal/ State |  |          | \$35.62  |            | \$35.62             | \$69.10                 |                                  |        |        |          |                                  |          |          |          |                                  |        | \$69.10  |            |
| US 92 (Gandy Bridge) | East end of Gandy Bridge to West Shore Boulevard                                      | Widen 4 to 6 Lanes | Federal/ State |  | \$1.91   |          | \$9.42     | \$11.33             | \$17.67                 |                                  |        |        |          |                                  | \$2.98   |          | \$14.70  |                                  |        |          |            |
| US 92 (Gandy Bridge) | West End of Gandy Bridge to East End of Gandy Bridge                                  | Widen 4 to 6 Lanes | Federal/ State |  | \$5.31   |          |            | \$5.31              | \$8.28                  |                                  |        |        |          |                                  | \$8.28   |          |          |                                  |        |          |            |
|                      |   |                    | TOTALS         | \$2.00                                     | \$112.55 | \$249.05 | \$2,735.00 | \$3,128.47          | \$5,446.29              | \$0.00                           | \$0.00 | \$0.00 | \$566.12 | \$3.12                           | \$141.57 | \$106.17 | \$701.37 | \$0.00                           | \$1.55 | \$351.13 | \$3,575.26 |

Table notes:  
PD&E = Project Development and Environment; PE = Preliminary Engineering or Design; ROW = Right-of-Way; CST = Construction; YOE = Year of Expenditure.

The presented 2024 project costs were derived from the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) Cost Feasible Plan 2035-2050, July 2024. Projects were inflated to Year of Expenditure using the inflation factors in the 2050 FDOT Revenue Forecast Handbook.

Right-of-Way phase includes both Right-of-Way Acquisition/Mitigation and Right-of-Way Support.

Construction includes both Construction and Construction Support.

Inflation factors included in the FDOT 2050 Revenue Forecast Handbook for project costs in 2024/25 present day values were applied to generate year of expenditure (YOE) project values;

Inflation factors included: 1.29 = FY 2031-FY 2035, 1.56 = FY 2036-FY 2040, and 1.94 = FY 2041-FY 2050.

<sup>1</sup> The Suncoast Parkway project was derived from the Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2025-FY 2029.

<sup>2</sup> These projects were derived from the FDOT SIS Second Five Year Plan FY 2028/2029-FY 2032/2033.

## **Cultural Resources Appendix**

### **Contents:**

Cultural Resource Assessment Survey SHPO Concurrence (Sept. 2022)

Section 4(f) Report



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. Malcolm McKinley Drive  
Tampa, Florida 33612-6403

JARED W. PERDUE, P.E.  
SECRETARY

September 22, 2022

Alissa S. Lotane  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
R.A. Grey Building  
500 S. Bronough Street  
Tallahassee, Florida 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) from 4<sup>th</sup> Street to Westshore Boulevard Project  
Development and Environment Study, Hillsborough and Pinellas Counties, Florida  
Financial Project Identification No.: 441250-1-22-01

Dear Ms. Lotane,

Enclosed please find one copy of the *Cultural Resource Assessment Survey for the Gandy Boulevard (US 92/SR 600) from 4<sup>th</sup> Street to Westshore Boulevard Project Development and Environment Study, Hillsborough and Pinellas Counties, Florida*. Also enclosed are the Florida Master Site File (FMSF) forms, a Survey Log, and a CD containing electronic versions of these files.

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of proposed improvements to Gandy Boulevard (US 92/State Road (SR) 600) 4<sup>th</sup> Street to Westshore Boulevard in Hillsborough and Pinellas Counties, Florida. The Florida Department of Transportation (FDOT), District 7, is conducting a Project Development and Environment (PD&E) study to evaluate location and design concepts for widening the current divided four-lane facility to six lanes, adding grade separations at major intersections along the approximate 7.2-mile- (11.6-kilometer)-long corridor, and improving pedestrian and bicycle accommodations. The project improvements are eligible for federal funding and will occur within existing and proposed new right-of-way. It should be noted that a separate CRAS addendum addressing three proposed retention pond locations within Pinellas County was also completed concurrently with the mainline roadway CRAS report. The ponds CRAS addendum is included as an appendix to the main document.

The project area of potential effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. The project APE was defined to include the existing and proposed right-of-way along Gandy Boulevard and extended to the back or side property lines of parcels adjacent to the project, or a distance of no more than 328 feet (100 meters) from the maximum right-of-way line. The archaeological survey was confined to the existing and proposed right-of-way, while the architectural history survey included the entire APE.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the National Register of Historic Places (NRHP). The work was conducted to comply with Public Law 113-287 (Title 54 United States Code [U.S.C.]), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), the Archaeological and Historic Preservation Act of 1974, as amended, 36 Code of Federal Regulations Part 800 (Protection of Historic Properties), and all laws, regulations, and guidelines promulgated by the State of Florida governing cultural resources work, in particular Chapters 267.031(1) and 267.12, Florida Statutes and 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's PD&E Manual (revised July 2020), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The work was performed by professional archaeologists who meet the qualifications established in the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738–44739).

Due to the presence of commercial development, buried utilities, and manmade terrain throughout the entire project corridor, the archaeological survey was limited to a pedestrian survey and surface inspection for artifacts and other archaeological deposits. Because the corridor APE consists of urban land and dredged material associated with the construction of Gandy Bridge (FDOT Bridge No. 100585), subsurface testing was not conducted. The archaeological survey for the three pond sites consisted of the excavation of five shovel tests within the pond footprints, all of which were negative for cultural material. No archaeological sites or archaeological occurrences were recorded within the Gandy Bridge direct effects APE. One previously recorded archaeological site (8PI01888) is within the APE. No evidence of this resource was encountered during the current survey and no updated resource form was prepared as part of this submittal. No further archaeological work is recommended.

The architectural survey resulted in the identification and evaluation of 44 historic resources within the Gandy Boulevard indirect effects APE in Hillsborough and Pinellas Counties. These resources include 19 previously recorded historic resources and 25 newly recorded historic resources. The previously recorded historic resources include one linear resource (8HI14464), one bridge (8HI06758/8PI00122), four resource groups (8HI11878, 8HI13647, 8PI12013, and 8PI12021), 11 buildings (8HI11495, 8HI12215, 8HI12217, 8HI12218, 8HI13703, 8PI00487, 8PI12012, 8PI12016, 8PI12024–8PI12026), and two structures (8HI13701, 8HI13702). The newly recorded historic resources include six resource groups (8PI14022–8PI14026, and 8PI14033), 16 buildings

*Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) PD&E  
Hillsborough and Pinellas Counties, Florida  
FPID #441250-1-22-01  
Page 3 of 7*

(8PI14003-8PI14017 and 8PI14032), two structures (8PI14030 and 8PI14031), and one bridge (8HI15218/8PI14462).

The SHPO recommended the Homes of Regency Cove (8HI13647) eligible for NRHP listing on December 13, 2016, under Criterion A for associations with Community Planning and Development and under Criterion B for associations with Welburn Guernsey, an early proponent of planned trailer communities on Florida's west coast and founder of planned retirement community Guernsey City. The Guernsey City Pool (8HI13701), Guernsey City Shuffleboard Courts (8HI13702), and Friendship Hall (8HI13703) are all contributing resources to the Homes of Regency Cove (8HI13647). Given that only a small portion of the Homes of Regency Cove (8HI13647) building complex falls within the current APE, it is outside the scope of the current study to reevaluate 8HI13647. However, no information was identified during the present survey to overturn the previous evaluation, and it remains NRHP-eligible. The three individual resources (8HI13701, 8HI13702, and 8HI13703) also remain contributing to 8HI13647 based on the current survey.

No work is proposed within the boundary of 8HI13647 as part of this project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard, which borders the building complex to the south. All proposed work will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8HI13647 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8HI13647, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8HI13647 or any of the contributing resources (8HI13701, 8HI13702, and 8HI13703) within the APE.

Barney's Mini Storage (8PI12013) was previously recommended ineligible for listing in the NRHP, and the current survey confirms this previous assessment. The newly recorded building complex at 12030 Gandy Boulevard North (8PI14024) is also recommended ineligible for the NRHP due to lack of significant historical associations and architectural distinction. The information was insufficient to make a recommendation of NRHP eligibility for the Sienna Bay Apartment Homes (8PI14026), as only a small portion of this resource group is within the current APE.

No work is proposed within the boundary of 8PI14026 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its northern right-of-way. These proposed activities border the building complex to the south and will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8PI14026 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI14026, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI14026.

The Yardage Unlimited (8PI00487) building was previously recommended eligible for NRHP listing on June 2, 1995, for community planning and development and architecture. Based on the current survey, the District recommends 8PI00487 remain NRHP-eligible under the same criteria. No work is proposed within the boundary of 8PI00487 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its northern right-of-way. These proposed activities border the building to the south and will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8PI00487 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI00487, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI00487.

The Sahara Motel (8PI14009), located at 10910 Gandy Boulevard North, is a newly recorded resource within Pinellas County. Based on the field survey and further research, Resource 8PI14009 is recommended eligible for listing in the NRHP under Criterion A for its connection to the Tourism and Commerce of the port-war period in the Tampa Bay area. Resource 8PI14009 is also recommended eligible under Criterion C, as it remains a good example of post-World War II, Mid-Century Modern motel architecture. No work is proposed within the parcel containing 8PI14009 or directly adjacent to the historic building as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of Gandy Boulevard North and construction of a concrete sidewalk/shared-use path within that road's southern ROW. These proposed activities border the historic property on the north side but will remain within the existing Gandy Boulevard North ROW. A modern sidewalk is already present in this location, and the historic motel has been in close proximity to the roadway throughout its history. No historic fabric associated with 8PI14009 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. Gandy Boulevard North is an existing modern, asphalt-paved roadway within the setting of 8PI14009, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will have no adverse effect on 8PI14009.

The three mobile home parks (8PI14022, 8PI14023, and 8PI14025) are within the APE. Gateway Mobile Home Park (8PI14022) is recommended ineligible for the NRHP due to lack of significant historical associations and architectural and stylistic distinction. The information with which to assess the eligibility of Twin City Mobile Home Park (8PI14023) or Pinewood Mobile Village (8PI14025) was insufficient, as only a small portion of these resource groups were within the APE. However, no work is proposed within the boundaries of 8PI14023 or 8PI14025 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its right-of-way. These proposed activities that border the resource groups will remain within the existing West Gandy Boulevard right-of-way, and no historic fabric associated with either resource group will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI14023 and 8PI14025, and the proposed improvements will be consistent with the



current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI14023 or 8PI14025.

Gandy Bridge (8HI06758/8PI00122) is a previously recorded bridge within Hillsborough and Pinellas Counties. Currently, the demolished bridge is marked only by concrete approach slabs with low concrete guardrails on either side of Tampa Bay. Due to loss of historic integrity caused by the removal of almost all the bridge structure, the District recommends Gandy Bridge (8HI06758/8PI00122) ineligible for listing in the NRHP. The Marine Corps Reserve Center Historic District (8HI11878) was recommended ineligible for NRHP listing by the SHPO on November 29, 2013, and the current survey confirms this previous recommendation. Derby Lane Historic District (8PI12021) was recommended eligible for NRHP listing by the SHPO on May 30, 2012 (ACI 2012b). As only a small portion of the district is within the current APE, it is outside the scope of the current study to reevaluate 8PI12021. However, no information was identified during the present survey to overturn the previous evaluation, and it remains NRHP-eligible. Proposed work within the boundary of 8PI12021 consists of adding additional lanes to West Gandy Boulevard, which borders the district to the north, construction of a concrete shared-use path south of the road, and acquisition of approximately 98.3 feet (30.0 meters) of right-of-way south of West Gandy Boulevard. These improvements will remove part of the Derby Lane parking lot, which is a non-contributing feature of the NRHP-eligible historic district (8PI12021) and does not contain historic fabric associated with the historic dog track. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI12021, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed mainline improvements will not have an adverse effect on Derby Lane Historic District (8PI12021).

Proposed Pond 2B is also within the boundaries of the NRHP-eligible Derby Lane Historic District (8PI12021), and therefore, the ponds CRAS addendum reviewed the pond site in relation to the historic district to determine the appropriate measures for evaluation and potential project-related effects. Because only a small portion of the district is within the Gandy Boulevard Ponds APE, a reevaluation was beyond the scope of this study, and the district remains NRHP-eligible. Proposed pond construction within the boundary of 8PI12021 will impact an approximate 0.4-ha (1-ac) area in the extreme northwest corner of the district and is located a considerable distance from the district's contributing resources. Regarding project-related effects, there are numerous existing ponds both in and around the Derby Lane Historic District, and it is the District's opinion that the addition of another pond will not significantly alter the setting. The historic district will continue to express its significance under Criterion A, and its NRHP eligibility status will not be affected. As such, the construction of Pond 2B will have no adverse effect on the Derby Lanes Historic District.

The WSUN Radio Complex (8PI14033) is recommended ineligible for NRHP listing due to loss of historic integrity, as the original towers have been demolished, and new towers were constructed on the base and foundations of the original towers. The Gandy Causeway Seawall (8HI14464) was recommended ineligible for NRHP listing on October 12, 2020, and the District concurs with this previous recommendation.

Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) PD&E  
Hillsborough and Pinellas Counties, Florida  
FPID #441250-1-22-01  
Page 6 of 7

The remaining 27 resources (8HI11495, 8HI12215, 8HI12217, 8HI12218, 8HI15218/8PI14462, 8PI12012, 8PI12016, 8PI12024–8PI12026, 8PI14003–8PI14008, 8PI14010–8PI14017, and 8PI14030–8PI14032) lack the architectural or engineering distinction and the significant historical associations necessary to be considered for listing in the NRHP, and all are recommended ineligible. No additional potential historic districts were identified. No further architectural history survey is recommended.

Based on the results of this CRAS, it is the opinion of the District that the proposed undertaking will have *no adverse effect* on NRHP-listed or eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact me at (813) 975-6496 or Robin.Rhinesmith@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rhinesmith", with a stylized flourish at the end.

Robin Rhinesmith  
Environmental Manager  
FDOT, District 7

Enclosures

cc: Deena Woodward, FDOT OEM  
Craig Fox, FDOT  
Elizabeth Chambless, SEARCH

Jason Newton, SEARCH  
Michael Campo, KCA  
Martin Horwitz, KCA

Cultural Resource Assessment Survey  
 Gandy Boulevard (US 92/SR 600) PD&E  
 Hillsborough and Pinellas Counties, Florida  
 FPID #441250-1-22-01  
 Page 7 of 7

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2018-997E. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

**Kelly L. Chase**  
 DSHPO  
 DN: cn=Kelly L. Chase, DSHPO, o, ou,  
 email=kelly.chase@dos.myflorida.co  
 m, c=US  
 Date: 2022.09.26 09:20:00 -04'00'

9.26.2022

Alissa S. Lotane, Director

Date

Florida Division of Historical Resources

## Section 4(f) Resources

Florida Department of Transportation

US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD

District: FDOT District 7

County:

ETDM Number: 14335

Financial Management Number: 441250-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Craig Fox

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval . . . . . 1

Tampa Bay Westshore Paddling Trail . . . . . 2

Derby Lane Historic District . . . . . 3

Gateway Project Upland Land Lease No. 3376 . . . . . 5

Project-Level Attachments . . . . . 6

Resource Attachments . . . . . 8

## Summary and Approval

| Resource Name                              | Facility Type                       | Property Classification    | Owner/Official with Jurisdiction                 | Recommended Outcome | OEM SME Action           |
|--|-------------------------------------|----------------------------|--|---------------------|--------------------------|
| Tampa Bay Westshore Paddling Trail         | Paddling Trail                      | Park/Rec Area              | City of Tampa, Parks and Recreation Department   | No Use              | Determination 10-11-2023 |
| Derby Lane Historic District               | Cultural Resource/Historic District | Historic Site              | FDHR State Historic Preservation Officer         | No Use              | Determination 08-12-2024 |
| Gateway Project Upland Land Lease No. 3376 | State Lands Lease for Conservation  | Wildlife/Water Fowl Refuge | Pinellas County Parks and Conservation Resources | No Use              | Determination 08-28-2024 |

## Tampa Bay Westshore Paddling Trail

**Facility Type:** Paddling Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: N/A

Latitude: 27.890329 Longitude: -82.542897

**Description of Property:**

The Tampa Bay Westshore Paddling Trail is an approximately 6-mile long unmarked paddling trail. The paddling trail begins approximately 300-feet south of Gandy Blvd. bridges along the east shore of Old Tampa Bay and then extends north underneath the Gandy Blvd. bridges and continues north to its endpoint south of the Howard Franklin Bridge. The Tampa Bay Westshore Paddling Trail also connects to other padding trails in Old Tampa Bay. Access to the paddling trail for kayakers and canoers is via Gandy Boat Ramp, open sunrise to sunset, or other boat ramps in the area. The paddling trail does not have a specific location or channel within Old Tampa Bay.

**Owner/Official with Jurisdiction:** City of Tampa, Parks and Recreation Department

**Relationship Between the Property and the Project**

The undesignated location of the Tampa Bay Westshore Paddling Trail is along the east side of Old Tampa Bay under the Gandy Blvd. bridges. Paddlers currently utilize multiple open water areas under the bridges. Access under the bridges will remain open during construction for areas outside active construction work zones. Also, post construction, access will continue in open water areas as newly constructed bridge piles will be in line with existing bridge piles in the water to maintain navigation. The vertical clearance will be the same elevation or greater underneath the Gandy Blvd. bridges.

The project has no permanent acquisition of land from the Section 4(f) property; no temporary occupancies of land that are adverse in terms of the statute's preservation purpose; and no proximity impacts which significantly impair the protected functions of the property therefore the recommend level of Section 4(f) evaluation is No Use.

**Yes    No**

☐☒

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 10-11-2023

## Derby Lane Historic District

**Facility Type:** Cultural Resource/Historic District

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: 10490 Gandy Blvd N, Saint Petersburg, FL, 33702, USA

Latitude: 27.86566 Longitude: -82.62789

**Description of Property:**

The Derby Lane Historical District (8PI12021) is roughly bounded by SR 694 to the north, San Martin Boulevard Northeast to the south, and private parcels to the east and west. The resource group is bounded by the extent of Parcel IDs 20-30-17-00000-210-0100 and 20-30-17-00000-210-0300.

The Derby Lane Historical District (8PI12021) was primarily used for greyhound racing and various forms of gambling between 1925 and 1962 in Pinellas County. The resource group consists of two recorded resources and seven unrecorded resources, none of which are within the current project corridor. The Derby Lane Historic District (8PI12021) was recommended eligible for listing on the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) on May 30, 2012.

**Owner/Official with Jurisdiction:** FDHR State Historic Preservation Officer

**Relationship Between the Property and the Project**

There is only a small portion of the Derby Lane Historic District (8PI12021) within the current Area of Potential Effects (APE). Proposed work within the boundary of the Derby Lane Historic District (8PI12021) as part of the Gandy Blvd PD&E Study consists of adding additional lanes to West Gandy Blvd, which borders the district to the north, construction of a concrete shared-use path south of the road, and acquisition of approximately 98.3 feet (30.0 meters) of right-of-way south of West Gandy Blvd.

These improvements will remove part of the Derby Lane parking lot, which is a non-contributing feature of the NRHP-eligible Derby Lane Historic District (8PI12021) and does not contain historic fabric associated with the historic dog track. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Blvd is an existing modern, asphalt-paved roadway within the setting of the Derby Lane Historic District (8PI12021), and the proposed improvements will be consistent with its current appearance.

One of the preferred stormwater treatment ponds, Pond 2B, is proposed to be located on a 1.30 acre vacant parcel within the boundary of the Derby Lane Historic District (8PI12021). The parcel is in a non-contributing area, and it was determined to have no adverse effect on the resource.

Therefore, the proposed improvements will not have an adverse effect on Derby Lane Historic District (8PI12021). The SHPO concurred with the Gandy Blvd PD&E Study CRAS (August 2022) findings on September 26, 2022.

**Yes No**

☐☒

Will the property be "used" within the meaning of Section 4(f)?



**Recommended Outcome:** No Use

**OEM SME Determination Date:** 08-12-2024

## Gateway Project Upland Land Lease No. 3376

**Facility Type:** State Lands Lease for Conservation

**Property Classification:** Wildlife/Water Fowl Refuge

**Address and Coordinates:**

Address: N/A

Latitude: 27.871725 Longitude: -82.611999

**Description of Property:**

The Gateway Project Upland Land Lease No. 3376 (Gateway Project) is located north of Gandy Blvd containing wetlands and uplands adjacent to Old Tampa Bay in Pinellas County. The leased property is part of the larger Gateway Project which contains several adjacent areas of state lands totaling 698.7 acres. The Gateway Project is included in the Weedon Island Preserve management plan. There is no public access to the Gateway Project located between Gandy Blvd and 4th Street N. Also, no recreational areas are located north of Gandy Blvd within this location of the Gateway Project. For example, there are no hiking trails, boardwalks, piers, observation towers, kayak launches, paddling trails or exhibit centers located north of Gandy Blvd. All public access and recreational facilities are located at 1800 Weedon Drive Northeast, St. Petersburg, FL 33702 and are shown on the attached Amenities Map from the Weedon Island Management Plan Executive Summary presented at the June 2022 Acquisition and Restoration Council meeting. These amenities are fully within the boundary of the Weedon Island Preserve, which is approximately half a mile to the south of and separate from the Gateway Project Lease Area. The Gateway Project land is leased by Pinellas County from the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida until September 11, 2045 and is managed for conservation and protection of natural and cultural resources. There are no recorded cultural resources within the entirety of the boundaries of Lease No. 3376.

**Owner/Official with Jurisdiction:** Pinellas County Parks and Conservation Resources

**Relationship Between the Property and the Project**

The Gateway Project is adjacent to the north side of Gandy Blvd and proposed improvements. Following the public hearing, the preferred alternative was modified by incorporating a gravity wall in order to avoid impacts to this property.

The Noise Study Report for this PD&E study included noise Receptors 6-1 and 6-2 immediately adjacent to the state lands. The project's traffic noise model predicted noise levels for the Build condition to be 64.4 decibels on the A-weighted scale (dB(A)) at Receptor 6-1 and 58.7 dB(A) at Receptor 6-2. These predicted noise levels do not approach, meet, or exceed the Noise Abatement Criteria for activity category C which is 66 dB(A) for a Section 4(f) resource.

The project has no permanent or temporary acquisition of land from the Section 4(f) property; no temporary occupancies of land that are adverse in terms of the statute's preservation purpose; and no proximity impacts which significantly impair the protected functions of the property therefore the recommend level of Section 4(f) evaluation is No Use.

**Yes No**

☐
☒

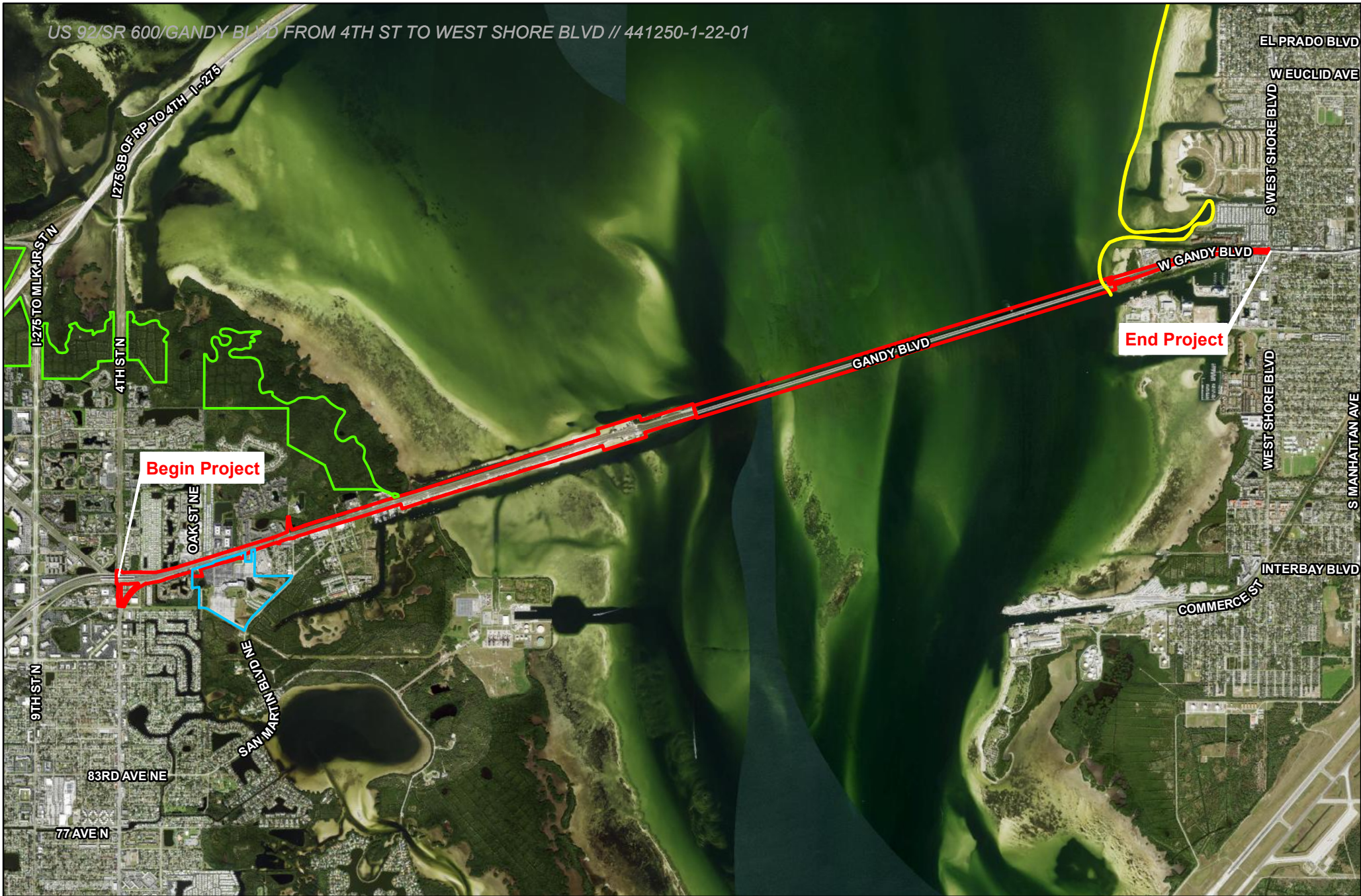
Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 08-28-2024

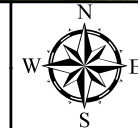
## Project-Level Attachments

Section 4f Resource Map

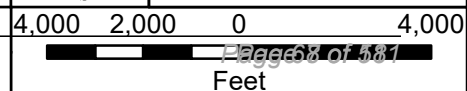


- Legend**
- Proposed ROW
  - Derby Lane Historic District
  - Gateway Project Upland Land Lease
  - Tampa Bay Westshore Paddling Trail

**Section 4(f) Resources Map**  
**US 92/SR 600/Gandy Boulevard**  
**from 4<sup>th</sup> St. to West Shore Blvd.**  
 Pinellas & Hillsborough Counties, Florida



Kisinger Campo & Associates, Corp.  
 201 N. Franklin Street, Suite 400  
 Tampa, FL 33602  
 Phone: 813/871-5331  
[www.kisingercampo.com](http://www.kisingercampo.com)



## Resource Attachments

### Tampa Bay Westshore Paddling Trail

Tampa Westshore Paddling Trail Aerial

Tampa Westshore Paddling Trail Location and Build Alternative

### Derby Lane Historic District

Derby Lane Historic District Map

Cultural Resource Assessment Survey SHPO Concurrence (Sept. 2022)

### Gateway Project Upland Land Lease No. 3376

Concept Plan and Lease Area

Amendment Upland Lease

Weedon Island Preserve Management Plan Amenities Map

## **Tampa Bay Westshore Paddling Trail**

### **Contents:**

Tampa Westshore Paddling Trail Aerial

Tampa Westshore Paddling Trail Location and Build Alternative

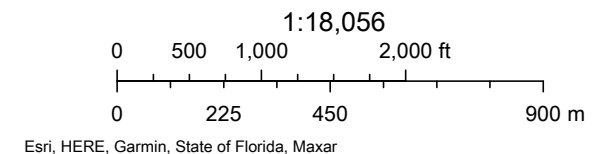


# Tampa Bay Westshore Paddling Trail Aerial

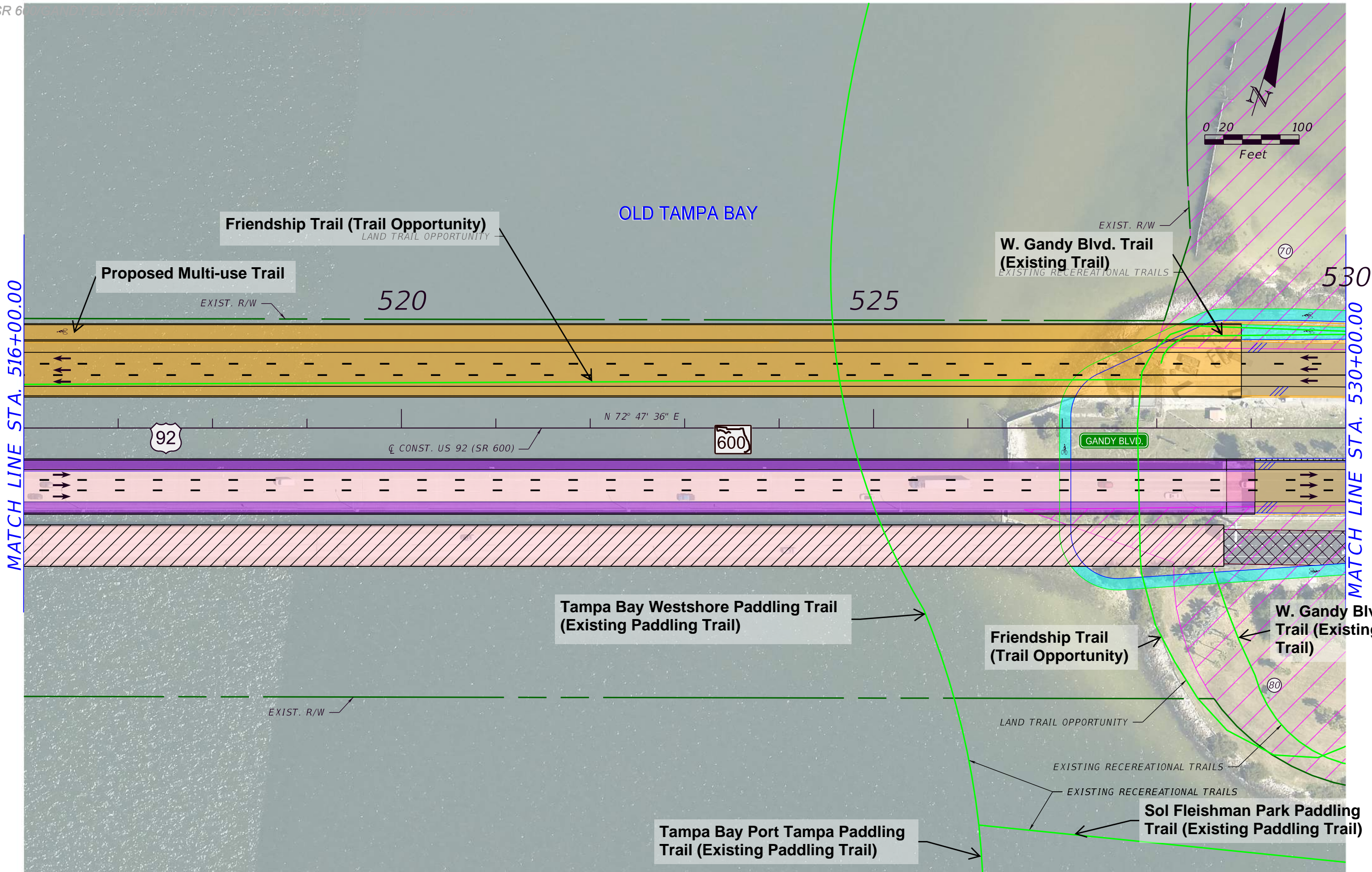


July 10, 2023















Existing Recreational Trails







PREFERRED ALTERNATIVE

| LEGEND  |  |   |                                       | Kisinger Campo & Associates Corp.<br>201 N. Franklin Street, Suite 400<br>Tampa, Florida 33602<br>Florida Certificate of Authorization No. 02317<br>Engineer of Record: Branan Anderson, P.E.<br>P.E. No.: 78438 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION                                    |                          |              | GANDY BLVD. PD&E - HILLSBOROUGH | SHEET<br>NO.         |  |
|---|--|---|---------------------------------------|--|---|--------------------------|--------------|---------------------------------|----------------------|--|
|  | EXISTING PARCEL                                  |  | PROPOSED ROADWAY                      |  |  | PROPOSED BRIDGE WIDENING | ROAD NO.     | COUNTY                          | FINANCIAL PROJECT ID |  |
|  | EXISTING R/W LINE                                |  | PROPOSED ELEVATED ROADWAY             |   | PROPOSED BRIDGE DEMOLITION  | SR 600                   | HILLSBOROUGH | 441250-1-22-01                  | CONCEPT PLANS (24)   |  |
|  | PROPOSED R/W LINE                                |  | PROPOSED BRIDGE                       |   | PROPOSED MILLING & RESURFACING  |                          |              |                                 |                      |  |
|  | PROPOSED RETAINING WALL                          |  | PROPOSED SIDEWALK/<br>SHARED USE PATH |   | PROPOSED PAVEMENT REMOVAL   |                          |              |                                 |                      |  |
|  | TRACT NETWORK                                    |  | POND ALTERNATIVES                     |   | PROPOSED BUSINESS<br>RELOCATION   |                          |              |                                 |                      |  |
|  | SECT. 4(F) RECREATIONAL<br>AREA - NOT APPLICABLE |   |                                       |  |   |                          |              |                                 |                      |  |
|  | EXISTING BRIDGE                                  |   |                                       |  |   |                          |              |                                 | Page 12 of 58<br>24  |  |



## **Derby Lane Historic District**

### **Contents:**

Derby Lane Historic District Map

Cultural Resource Assessment Survey SHPO Concurrence (Sept. 2022)





**Legend**

Project Study Area

Derby Lane Historic District

Proposed Pond

**Section 4(f) Resources Map**  
**US 92/SR 600/Gandy Boulevard**  
**from 4<sup>th</sup> St. to West Shore Blvd.**  
*Pinellas & Hillsborough Counties, Florida*

Kisinger Campo & Associates, Corp.  
 201 N. Franklin Street, Suite 400  
 Tampa, FL 33602  
 Phone: 813/871-5331  
[www.kisingercampo.com](http://www.kisingercampo.com)

500 250 0 500

Feet

Page 74 of 181





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 N. Malcolm McKinley Drive  
Tampa, Florida 33612-6403

JARED W. PERDUE, P.E.  
SECRETARY

September 22, 2022

Alissa S. Lotane  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
R.A. Grey Building  
500 S. Bronough Street  
Tallahassee, Florida 32399-0250

Attn: Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) from 4<sup>th</sup> Street to Westshore Boulevard Project  
Development and Environment Study, Hillsborough and Pinellas Counties, Florida  
Financial Project Identification No.: 441250-1-22-01

Dear Ms. Lotane,

Enclosed please find one copy of the *Cultural Resource Assessment Survey for the Gandy Boulevard (US 92/SR 600) from 4<sup>th</sup> Street to Westshore Boulevard Project Development and Environment Study, Hillsborough and Pinellas Counties, Florida*. Also enclosed are the Florida Master Site File (FMSF) forms, a Survey Log, and a CD containing electronic versions of these files.

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of proposed improvements to Gandy Boulevard (US 92/State Road (SR) 600) 4<sup>th</sup> Street to Westshore Boulevard in Hillsborough and Pinellas Counties, Florida. The Florida Department of Transportation (FDOT), District 7, is conducting a Project Development and Environment (PD&E) study to evaluate location and design concepts for widening the current divided four-lane facility to six lanes, adding grade separations at major intersections along the approximate 7.2-mile- (11.6-kilometer)-long corridor, and improving pedestrian and bicycle accommodations. The project improvements are eligible for federal funding and will occur within existing and proposed new right-of-way. It should be noted that a separate CRAS addendum addressing three proposed retention pond locations within Pinellas County was also completed concurrently with the mainline roadway CRAS report. The ponds CRAS addendum is included as an appendix to the main document.

The project area of potential effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. The project APE was defined to include the existing and proposed right-of-way along Gandy Boulevard and extended to the back or side property lines of parcels adjacent to the project, or a distance of no more than 328 feet (100 meters) from the maximum right-of-way line. The archaeological survey was confined to the existing and proposed right-of-way, while the architectural history survey included the entire APE.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the National Register of Historic Places (NRHP). The work was conducted to comply with Public Law 113-287 (Title 54 United States Code [U.S.C.]), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, including Section 106 (54 U.S.C. §306108), the Archaeological and Historic Preservation Act of 1974, as amended, 36 Code of Federal Regulations Part 800 (Protection of Historic Properties), and all laws, regulations, and guidelines promulgated by the State of Florida governing cultural resources work, in particular Chapters 267.031(1) and 267.12, Florida Statutes and 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's PD&E Manual (revised July 2020), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The work was performed by professional archaeologists who meet the qualifications established in the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738–44739).

Due to the presence of commercial development, buried utilities, and manmade terrain throughout the entire project corridor, the archaeological survey was limited to a pedestrian survey and surface inspection for artifacts and other archaeological deposits. Because the corridor APE consists of urban land and dredged material associated with the construction of Gandy Bridge (FDOT Bridge No. 100585), subsurface testing was not conducted. The archaeological survey for the three pond sites consisted of the excavation of five shovel tests within the pond footprints, all of which were negative for cultural material. No archaeological sites or archaeological occurrences were recorded within the Gandy Bridge direct effects APE. One previously recorded archaeological site (8PI01888) is within the APE. No evidence of this resource was encountered during the current survey and no updated resource form was prepared as part of this submittal. No further archaeological work is recommended.

The architectural survey resulted in the identification and evaluation of 44 historic resources within the Gandy Boulevard indirect effects APE in Hillsborough and Pinellas Counties. These resources include 19 previously recorded historic resources and 25 newly recorded historic resources. The previously recorded historic resources include one linear resource (8HI14464), one bridge (8HI06758/8PI00122), four resource groups (8HI11878, 8HI13647, 8PI12013, and 8PI12021), 11 buildings (8HI11495, 8HI12215, 8HI12217, 8HI12218, 8HI13703, 8PI00487, 8PI12012, 8PI12016, 8PI12024–8PI12026), and two structures (8HI13701, 8HI13702). The newly recorded historic resources include six resource groups (8PI14022–8PI14026, and 8PI14033), 16 buildings

*Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) PD&E  
Hillsborough and Pinellas Counties, Florida  
FPID #441250-1-22-01  
Page 3 of 7*

(8PI14003-8PI14017 and 8PI14032), two structures (8PI14030 and 8PI14031), and one bridge (8HI15218/8PI14462).

The SHPO recommended the Homes of Regency Cove (8HI13647) eligible for NRHP listing on December 13, 2016, under Criterion A for associations with Community Planning and Development and under Criterion B for associations with Welburn Guernsey, an early proponent of planned trailer communities on Florida's west coast and founder of planned retirement community Guernsey City. The Guernsey City Pool (8HI13701), Guernsey City Shuffleboard Courts (8HI13702), and Friendship Hall (8HI13703) are all contributing resources to the Homes of Regency Cove (8HI13647). Given that only a small portion of the Homes of Regency Cove (8HI13647) building complex falls within the current APE, it is outside the scope of the current study to reevaluate 8HI13647. However, no information was identified during the present survey to overturn the previous evaluation, and it remains NRHP-eligible. The three individual resources (8HI13701, 8HI13702, and 8HI13703) also remain contributing to 8HI13647 based on the current survey.

No work is proposed within the boundary of 8HI13647 as part of this project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard, which borders the building complex to the south. All proposed work will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8HI13647 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8HI13647, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8HI13647 or any of the contributing resources (8HI13701, 8HI13702, and 8HI13703) within the APE.

Barney's Mini Storage (8PI12013) was previously recommended ineligible for listing in the NRHP, and the current survey confirms this previous assessment. The newly recorded building complex at 12030 Gandy Boulevard North (8PI14024) is also recommended ineligible for the NRHP due to lack of significant historical associations and architectural distinction. The information was insufficient to make a recommendation of NRHP eligibility for the Sienna Bay Apartment Homes (8PI14026), as only a small portion of this resource group is within the current APE.

No work is proposed within the boundary of 8PI14026 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its northern right-of-way. These proposed activities border the building complex to the south and will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8PI14026 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI14026, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI14026.

The Yardage Unlimited (8PI00487) building was previously recommended eligible for NRHP listing on June 2, 1995, for community planning and development and architecture. Based on the current survey, the District recommends 8PI00487 remain NRHP-eligible under the same criteria. No work is proposed within the boundary of 8PI00487 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its northern right-of-way. These proposed activities border the building to the south and will remain within the existing West Gandy Boulevard right-of-way. No historic fabric associated with 8PI00487 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI00487, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI00487.

The Sahara Motel (8PI14009), located at 10910 Gandy Boulevard North, is a newly recorded resource within Pinellas County. Based on the field survey and further research, Resource 8PI14009 is recommended eligible for listing in the NRHP under Criterion A for its connection to the Tourism and Commerce of the port-war period in the Tampa Bay area. Resource 8PI14009 is also recommended eligible under Criterion C, as it remains a good example of post-World War II, Mid-Century Modern motel architecture. No work is proposed within the parcel containing 8PI14009 or directly adjacent to the historic building as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of Gandy Boulevard North and construction of a concrete sidewalk/shared-use path within that road's southern ROW. These proposed activities border the historic property on the north side but will remain within the existing Gandy Boulevard North ROW. A modern sidewalk is already present in this location, and the historic motel has been in close proximity to the roadway throughout its history. No historic fabric associated with 8PI14009 will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. Gandy Boulevard North is an existing modern, asphalt-paved roadway within the setting of 8PI14009, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed improvements will have no adverse effect on 8PI14009.

The three mobile home parks (8PI14022, 8PI14023, and 8PI14025) are within the APE. Gateway Mobile Home Park (8PI14022) is recommended ineligible for the NRHP due to lack of significant historical associations and architectural and stylistic distinction. The information with which to assess the eligibility of Twin City Mobile Home Park (8PI14023) or Pinewood Mobile Village (8PI14025) was insufficient, as only a small portion of these resource groups were within the APE. However, no work is proposed within the boundaries of 8PI14023 or 8PI14025 as part of the project. Proposed work in the vicinity of the resource consists of roadway widening of West Gandy Boulevard and construction of a concrete sidewalk within its right-of-way. These proposed activities that border the resource groups will remain within the existing West Gandy Boulevard right-of-way, and no historic fabric associated with either resource group will be compromised by the proposed improvements. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI14023 and 8PI14025, and the proposed improvements will be consistent with the

current appearance. Therefore, the proposed improvements will not have an adverse effect on 8PI14023 or 8PI14025.

Gandy Bridge (8HI06758/8PI00122) is a previously recorded bridge within Hillsborough and Pinellas Counties. Currently, the demolished bridge is marked only by concrete approach slabs with low concrete guardrails on either side of Tampa Bay. Due to loss of historic integrity caused by the removal of almost all the bridge structure, the District recommends Gandy Bridge (8HI06758/8PI00122) ineligible for listing in the NRHP. The Marine Corps Reserve Center Historic District (8HI11878) was recommended ineligible for NRHP listing by the SHPO on November 29, 2013, and the current survey confirms this previous recommendation. Derby Lane Historic District (8PI12021) was recommended eligible for NRHP listing by the SHPO on May 30, 2012 (ACI 2012b). As only a small portion of the district is within the current APE, it is outside the scope of the current study to reevaluate 8PI12021. However, no information was identified during the present survey to overturn the previous evaluation, and it remains NRHP-eligible. Proposed work within the boundary of 8PI12021 consists of adding additional lanes to West Gandy Boulevard, which borders the district to the north, construction of a concrete shared-use path south of the road, and acquisition of approximately 98.3 feet (30.0 meters) of right-of-way south of West Gandy Boulevard. These improvements will remove part of the Derby Lane parking lot, which is a non-contributing feature of the NRHP-eligible historic district (8PI12021) and does not contain historic fabric associated with the historic dog track. All proposed work will be at-grade, and no viewshed concerns will be introduced. West Gandy Boulevard is an existing modern, asphalt-paved roadway within the setting of 8PI12021, and the proposed improvements will be consistent with its current appearance. Therefore, the proposed mainline improvements will not have an adverse effect on Derby Lane Historic District (8PI12021).

Proposed Pond 2B is also within the boundaries of the NRHP-eligible Derby Lane Historic District (8PI12021), and therefore, the ponds CRAS addendum reviewed the pond site in relation to the historic district to determine the appropriate measures for evaluation and potential project-related effects. Because only a small portion of the district is within the Gandy Boulevard Ponds APE, a reevaluation was beyond the scope of this study, and the district remains NRHP-eligible. Proposed pond construction within the boundary of 8PI12021 will impact an approximate 0.4-ha (1-ac) area in the extreme northwest corner of the district and is located a considerable distance from the district's contributing resources. Regarding project-related effects, there are numerous existing ponds both in and around the Derby Lane Historic District, and it is the District's opinion that the addition of another pond will not significantly alter the setting. The historic district will continue to express its significance under Criterion A, and its NRHP eligibility status will not be affected. As such, the construction of Pond 2B will have no adverse effect on the Derby Lanes Historic District.

The WSUN Radio Complex (8PI14033) is recommended ineligible for NRHP listing due to loss of historic integrity, as the original towers have been demolished, and new towers were constructed on the base and foundations of the original towers. The Gandy Causeway Seawall (8HI14464) was recommended ineligible for NRHP listing on October 12, 2020, and the District concurs with this previous recommendation.

Cultural Resource Assessment Survey  
Gandy Boulevard (US 92/SR 600) PD&E  
Hillsborough and Pinellas Counties, Florida  
FPID #441250-1-22-01  
Page 6 of 7

The remaining 27 resources (8HI11495, 8HI12215, 8HI12217, 8HI12218, 8HI15218/8PI14462, 8PI12012, 8PI12016, 8PI12024–8PI12026, 8PI14003–8PI14008, 8PI14010–8PI14017, and 8PI14030–8PI14032) lack the architectural or engineering distinction and the significant historical associations necessary to be considered for listing in the NRHP, and all are recommended ineligible. No additional potential historic districts were identified. No further architectural history survey is recommended.

Based on the results of this CRAS, it is the opinion of the District that the proposed undertaking will have *no adverse effect* on NRHP-listed or eligible historic properties. No further work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact me at (813) 975-6496 or Robin.Rhinesmith@dot.state.fl.us.

Sincerely,



Robin Rhinesmith  
Environmental Manager  
FDOT, District 7

Enclosures

cc: Deena Woodward, FDOT OEM  
Craig Fox, FDOT  
Elizabeth Chambless, SEARCH

Jason Newton, SEARCH  
Michael Campo, KCA  
Martin Horwitz, KCA



Cultural Resource Assessment Survey  
 Gandy Boulevard (US 92/SR 600) PD&E  
 Hillsborough and Pinellas Counties, Florida  
 FPID #441250-1-22-01  
 Page 7 of 7

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☒ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2018-997E. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:

**Kelly L. Chase**  
 DSHPO  
Digitally signed by Kelly L. Chase,  
 DN: cn=Kelly L. Chase, DSHPO, o, ou,  
 email=kelly.chase@dos.myflorida.co  
 m, c=US  
 Date: 2022.09.26 09:20:00 -04'00'

9.26.2022

Alissa S. Lotane, Director

Date

Florida Division of Historical Resources

## **Gateway Project Upland Land Lease No. 3376**

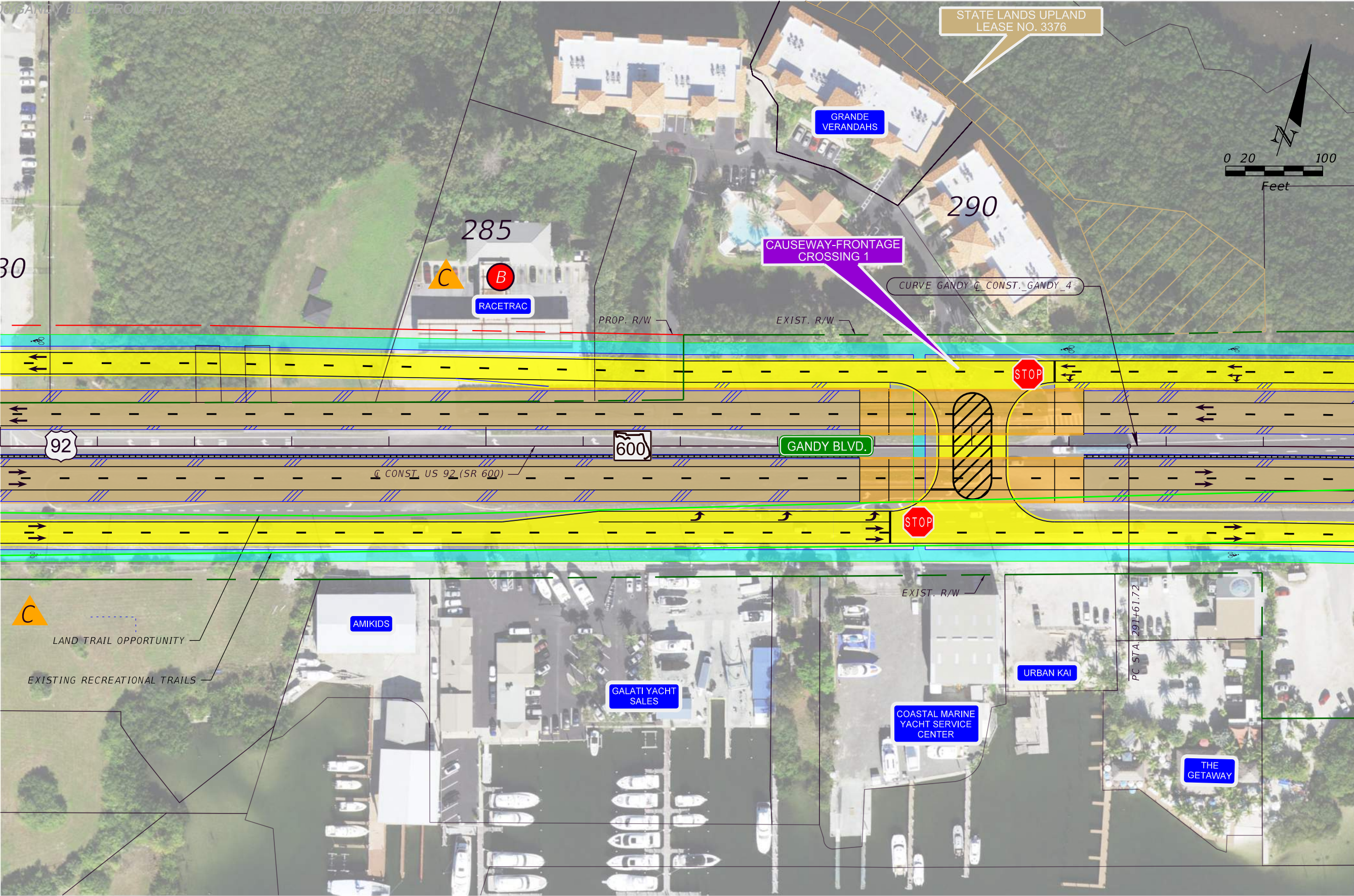
### **Contents:**

Concept Plan and Lease Area

Amendment Upland Lease

Weedon Island Preserve Management Plan Amenities Map





| LEGEND                       |                                   |                                | Kisinger Campo & Associates Corp.<br>201 N. Franklin Street, Suite 400<br>Tampa, Florida 33602<br>Florida Certificate of Authorization No. 02317<br>Engineer of Record: Branan Anderson, P.E.<br>P.E. No.: 78438 | STATE OF FLORIDA<br>DEPARTMENT OF TRANSPORTATION |          |                      | GANDY BLVD. PD&E - PINELLAS WEST | SHEET<br>NO. |
|------------------------------|-----------------------------------|--------------------------------|--|--|----------|----------------------|----------------------------------|--------------|
| EXISTING PARCEL              | PROPOSED ROADWAY                  | PROPOSED BRIDGE WIDENING       |  | ROAD NO.   | COUNTY   | FINANCIAL PROJECT ID |                                  |              |
| EXISTING R/W LINE            | PROPOSED ELEVATED ROADWAY         | PROPOSED BRIDGE DEMOLITION     |  | SR 600   | PINELLAS | 441250-1-22-01       |                                  |              |
| PROPOSED R/W LINE            | PROPOSED BRIDGE                   | PROPOSED MILLING & RESURFACING |  |  |          |                      |                                  |              |
| PROPOSED RETAINING WALL      | PROPOSED SIDEWALK/SHARED USE PATH | PROPOSED PAVEMENT REMOVAL      |  |  |          |                      |                                  |              |
| PROPOSED TRAIL NETWORK       | PROPOSED SIDEWALK/SHARED USE PATH | PROPOSED BUSINESS RELOCATION   |  |  |          |                      |                                  |              |
| SECT. 4(F) RECREATIONAL AREA | POND ALTERNATIVES                 |                                |  |  |          |                      |                                  |              |
| EXISTING BRIDGE              |                                   |                                |  |  |          |                      |                                  |              |



12

**Document Type: Current Upland Lease [CUL Coversheet]**

|                         |   |            |                  |             |              |
|-------------------------|---|------------|------------------|-------------|--------------|
| <b>Linked</b>           | <b>FL-SOLARIS #</b>   |            |                  | <b>L331</b> | <b>DM ID</b> |
| <b>Instrument Desc.</b> | <b>AMENDMENT</b>  |            |                  |             |              |
| <b>Lease #</b>          | <b>3376</b>   |            |                  |             |              |
| <b>Amendment #</b>      | <b>1</b>  |            |                  |             |              |
| <b>Document Date</b>    | <b>2/4/2014</b>   |            |                  |             |              |
| <b>Original County</b>  | <b>PINELLAS</b>   |            |                  |             |              |
| <b>Section(s)</b>       | <b>35, 36 ----- 01, 02, 12 -----07, 08, 16, 17</b>                                |            |                  |             |              |
| <b>Township(s)</b>      | <b>29S</b>  | <b>30S</b> | <b>30S</b>       |             |              |
| <b>Range(s)</b>         | <b>16E</b>  | <b>16E</b> | <b>17E</b>       |             |              |
| <b>Total Area</b>       |   |            | <b>Area Unit</b> |             |              |
| <b>Recording County</b> | <b>B:</b>   |            | <b>Pg:</b>       | <b>Type</b> |              |
| <b>Instrument #</b>     |   |            |                  |             |              |
| <b>Comments:</b>        | Amend #1 revises and replaces section numbers 8, 13, and 24 of Parent lease #3376 |            |                  |             |              |

**Date prepped:**  
3/13/2014

**Flip Cards:** ✓

**Land Use Summary #**

**Do not link to BTLDS - Link to LITS**

**MAA'd For Rescan & Additional Pgs.**

**Scan Box #**

The information on this page was collected during the prep phase of scanning and is an aid for data entry. Please refer to the document actual information.

ATL1

BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT  
TRUST FUND OF THE STATE OF FLORIDA

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AMENDMENT NUMBER ONE TO LEASE NUMBER 3376

THIS LEASE AMENDMENT is entered into this 4<sup>th</sup> day of FEBRUARY, 2014, by and between the BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND OF THE STATE OF FLORIDA, hereinafter referred to as "LESSOR" and PINELLAS COUNTY, FLORIDA, a political subdivision of the State of Florida, hereinafter referred to as "LESSEE";

W I T N E S S E T H

WHEREAS, LESSOR, by virtue of Section 253.03, Florida Statutes, holds title to certain lands and property for the use and benefit of the State of Florida; and

WHEREAS, on September 12, 1995, LESSOR and LESSEE entered into Lease Number 3376 (the "lease"); and

WHEREAS, LESSOR and LESSEE desire to amend the lease to revise and replace section numbers 8, 13, and 24 of Lease Number 3376.

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, the parties hereto agree as follows:

1. Section 8 of Lease Number 3376 is hereby amended and replaced by the following section:

8. Management Plan: LESSEE shall prepare and submit a Management Plan for the lease premises in accordance with Chapter 18-2 and 18-4, Florida Administrative Code, within 12 months of the effective date of this lease. The Management Plan shall be submitted to LESSOR for approval through the Division of State Lands. The leased premises shall not be developed or physically altered in any way other than what is necessary for security and

maintenance of the leased premises without the prior written approval of LESSOR until the Management Plan is approved. LESSEEE shall provide LESSOR with an opportunity to participate in all phases of preparing and developing the Management Plan for the leased premises. The Management Plan shall be submitted to LESSOR in draft form for review and comments within ten months of the effective date of this lease. LESSEEE shall give LESSOR reasonable notice of the application for receipt of any state, federal or local permits as well as any public hearings or meetings relating to the development or use of the leased premises. LESSEE shall not proceed with development of said leased premises including, but not limited to, funding, permit applications, design or building contracts until the Management Plan required herein has been submitted and approved. Any financial commitments made by LESSEE which are not in compliance with the terms of this lease shall be done at the LESSEE's own risk. The Management Plan shall emphasize the original management concept as approved by LESSOR at the time of acquisition which established the primary public purpose for which the leased premises were acquired. The approved Management Plan shall provide the basic guidance for all management activities and shall be reviewed jointly by LESSEE and LESSOR at least every ten (10) years. LESSEE shall not use or alter the leased premises except as provided for in the approved Management Plan without the prior written approval of LESSOR. The Management Plan prepared under this lease shall identify management strategies for exotic species, if present. The introduction of exotic species is prohibited, except when specifically authorized by the approved Management Plan.

2. Section 13 of Lease Number 3376 is hereby amended and replaced by the following section:

Page 2 of 6  
Amendment Number One to Lease No. 3376  
Revised 05/13

13. Insurance Requirements: During the term of this lease LESSEE shall procure and maintain policies of fire, extended risk, and liability insurance coverage. The extended risk and fire insurance coverage shall be in an amount equal to the full insurable replacement value of any improvements or fixtures located on the leased premises. The liability insurance coverage shall be in amounts not less than \$200,000.00 per occurrence and \$300,000.00 per accident for personal injury, death, and property damage on the leased premise. Such policies of insurance shall name LESSOR, the State of Florida and LESSEE as co-insureds. LESSEE shall submit written evidence of having all insurance policies required herein prior to the effective date of this lease and shall submit annually thereafter, written evidence of maintaining such insurance to the Bureau of Land Management Services, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399. LESSEE shall purchase all policies of insurance from a financially-responsible insurer duly authorized to do business in the State of Florida. In the alternative, LESSEE may elect to be self-insured pursuant to Section 768.28, Florida Statute, and shall provide written evidence of self-insurance to LESSOR. LESSEE'S self-insurance shall provide for casualty and liability coverage. LESSEE shall immediately notify LESSOR and the insurer of any erection or removal of any building or other improvement on the leased premises and any changes affecting the value of any improvements and shall request the insurer to make adequate changes in the coverage to reflect the changes in value. LESSEE shall be financially responsible for any loss due to failure to obtain adequate insurance coverage, and failure to maintain such policies or certificate in the amounts set fourth shall constitute a breach of this lease.

3. Section 24 of Lease Number 3376 is hereby amended and replaced by the following section:

Page 3 of 6  
Amendment Number One to Lease No. 3376  
Revised 05/13

24. Notice: All notices given under this lease shall be in writing and shall be served by certified mail including, but not limited to, notice of any violation served pursuant to 253.04, Florida Statutes, to the last address of the party to whom notices is to be given, as designated by such party in writing. LESSOR and LESSEE hereby designate their address as follows:

LESSOR: Division of State Lands  
Bureau of Land Management Services  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399

LESSEE: Pinellas County Real Estate Management  
Real Property Division  
509 East Avenue South  
Clearwater, Florida 33756

4. It is understood and agreed by LESSOR and LESSEE that in each and every respect the terms of Lease Number 3376, except as amended, shall remain unchanged and in full force and effect and the same are hereby ratified, approved and confirmed by LESSOR and LESSEE as of the date of this amendment.

5. It is understood and agreed by LESSOR and LESSEE that this Amendment Number One to Lease Number 3376 is hereby binding upon the parties hereto and their successors and assigns.



IN WITNESS WHEREOF, the parties have caused this lease amendment to be executed on the day and year first above written.

David Lee Fewell  
Witness

DAVE FEWELL  
Print/Type Witness Name

Kathy Griffin  
Witness

Kathy Griffin  
Print/Type Witness Name

STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me this 4<sup>th</sup> day of FEBRUARY, 2014, by Cheryl C. McCall, Chief, Bureau of Public Land Administration, Division of State Lands, State of Florida Department of Environmental Protection, as agent for and on behalf of the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida. She is personally known to me.

BOARD OF TRUSTEES OF THE INTERNAL  
IMPROVEMENT TRUST FUND OF THE  
STATE OF FLORIDA

By: Cheryl C. McCall (SEAL)  
CHERYL C. McCALL, CHIEF,  
BUREAU OF PUBLIC LAND  
ADMINISTRATION, DIVISION OF  
STATE LANDS, STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL  
PROTECTION

"LESSOR"

David Lee Fewell  
Notary Public, State of Florida

Print/Type Notary Name

Commission Number:

Commission Expires



Approved as to Form and Legality

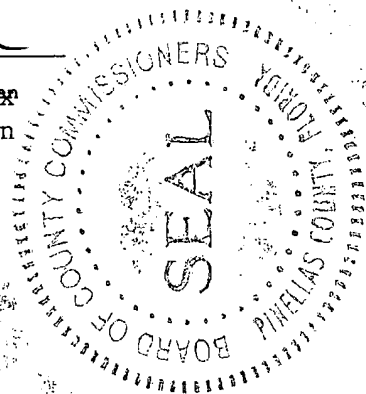
By: [Signature]  
DEP Attorney

[Signature]  
Witness  
[Signature]  
Print/Type Witness Name  
Norman D. Loy  
Witness  
Norman D. Loy  
Print/Type Witness Name

Pinellas County Board of County Commissioners

By: Karen Seel  
~~XXXXXXXXXXXX~~  
Karen Seel, Chairman

"LESSEE"



STATE OF FLORIDA  
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me this 14 day of January, 2014, Karen Seel as Chairman, on behalf of the Board of County Commissioners of Pinellas County, Florida. He is personally known to me or has produced identification.

Norman D. Loy  
Notary Public, State of Florida  
Norman D. Loy  
Print/Type Notary Name

Commission Number:  
Commission Expires:



NORMAN D. LOY  
MY COMMISSION # EE 185883  
EXPIRES: April 2, 2016  
Bonded Thru Budget Notary Services

APPROVED AS TO FORM  
OFFICE OF COUNTY ATTORNEY

By MZas  
Attorney

FOR INFORMATIONAL PURPOSES ONLY

(1) 3376

OALS102

BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND  
OF THE STATE OF FLORIDA

LEASE AGREEMENT

Lease No. 3376

THIS LEASE AGREEMENT, made and entered into this 12<sup>th</sup> day of September 1995, by and between the BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND OF THE STATE OF FLORIDA hereinafter referred to as "LESSOR", and PINELLAS COUNTY, FLORIDA hereinafter referred to as "LESSEE".

LESSOR, for and in consideration of mutual covenants and agreements hereinafter contained, does hereby lease to said LESSEE, the lands described in paragraph 2 below, together with the improvements thereon, and subject to the following terms and conditions:

1. DELEGATIONS OF AUTHORITY: LESSOR'S responsibilities and obligations herein shall be exercised by the Division of State Lands, Department of Environmental Protection.
2. DESCRIPTION OF PREMISES: The property subject to this lease, is situated in the County of Pinellas, State of Florida and is more particularly described in Exhibit "A" attached hereto and hereinafter called the "leased premises".
3. TERM: The term of this lease shall be for a period of 50 years commencing on September 12, 1995 and ending on September 11, 2045 unless sooner terminated pursuant to the provisions of this lease.
4. PURPOSE: LESSEE shall manage the leased premises only for the conservation and protection of natural and historical resources and for resource based public outdoor recreation which is compatible with the conservation and protection of these public lands, as set forth in subsection 253.023(11), Florida Statutes, along with other related uses necessary for the accomplishment of this purpose as designated in the Management Plan required by paragraph 8 of this lease.
5. QUIET ENJOYMENT AND RIGHT OF USE: LESSEE shall have the right of ingress and egress to, from and upon the leased

premises for all purposes necessary to the full quiet enjoyment by said LESSEE of the rights conveyed herein.

6. UNAUTHORIZED USE: LESSEE shall, through its officers and employees prevent the unauthorized use of the leased premises or any use thereof not in conformity with this lease.

7. ASSIGNMENT: This lease shall not be assigned in whole or in part without the prior written consent of LESSOR. Any assignment made either in whole or in part without the prior written consent of LESSOR shall be void and without legal effect.

8. MANAGEMENT PLAN: LESSEE shall prepare and submit a Management Plan for the leased premises in accordance with Chapters 18-2 and 18-4, Florida Administrative Code, within 12 months of the effective date of this lease. The Management Plan shall be submitted to LESSOR for approval through the Division of State Lands. The leased premises shall not be developed or physically altered in any way other than what is necessary for security and maintenance of the leased premises without the prior written approval of LESSOR until the Management Plan is approved. LESSEE shall provide LESSOR with an opportunity to participate in all phases of preparing and developing the Management Plan for the leased premises. The Management Plan shall be submitted to LESSOR in draft form for review and comments within ten months of the effective date of this lease. LESSEE shall give LESSOR reasonable notice of the application for and receipt of any state, federal or local permits as well as any public hearings or meetings relating to the development or use of the leased premises. LESSEE shall not proceed with development of said leased premises including, but not limited to, funding, permit applications, design or building contracts until the Management Plan required herein has been submitted and approved. Any financial commitments made by LESSEE which are not in compliance with the terms of this lease shall be done at LESSEE'S own risk. The Management Plan shall emphasize the original management concept as approved by LESSOR at the time of acquisition which established the primary public purpose for which the leased premises were acquired. The approved Management Plan shall

provide the basic guidance for all management activities and shall be reviewed jointly by LESSEE and LESSOR at least every five (5) years. LESSEE shall not use or alter the leased premises except as provided for in the approved Management Plan without the prior written approval of LESSOR. The Management Plan prepared under this lease shall identify management strategies for exotic species, if present. The introduction of exotic species is prohibited, except when specifically authorized by the approved Management Plan.

9. EASEMENTS: All easements including, but not limited to, utility easements are expressly prohibited without the prior written approval of LESSOR. Any easement not approved in writing by LESSOR shall be void and without legal effect.

10. SUBLEASES: This lease is for the purposes specified herein and subleases of any nature are prohibited, without the prior written approval of LESSOR. Any sublease not approved in writing by LESSOR shall be void and without legal effect.

11. RIGHT OF INSPECTION: LESSOR or its duly authorized agents, representatives or employees shall have the right at any and all times to inspect the leased premises and the works and operations of LESSEE in any matter pertaining to this lease.

12. PLACEMENT AND REMOVAL OF IMPROVEMENTS: All buildings, structures, improvements, and signs shall be constructed at the expense of LESSEE in accordance with plans prepared by professional designers and shall require the prior written approval of LESSOR as to purpose, location and design. Further, no trees, other than non-native species, shall be removed or major land alterations done without the prior written approval of LESSOR. Removable equipment and removable improvements placed on the leased premises by LESSEE which do not become a permanent part of the leased premises will remain the property of LESSEE and may be removed by LESSEE upon termination of this lease.

13. INSURANCE REQUIREMENTS: During the term of this lease LESSEE shall procure and maintain policies of fire, extended risk, and liability insurance coverage. The extended risk and fire insurance coverage shall be in an amount equal to the full

insurable replacement value of any improvements or fixtures located on the leased premises. The liability insurance coverage shall be in amounts not less than \$100,000.00 per occurrence and \$200,000.00 per accident for personal injury, death, and property damage on the leased premises. Such policies of insurance shall name LESSOR, the State of Florida and LESSEE as co-insureds. LESSEE shall submit written evidence of having procured all insurance policies required herein prior to the effective date of this lease and shall submit annually thereafter, written evidence of maintaining such insurance to the Bureau of Land Management Services, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399. LESSEE shall purchase all policies of insurance from a financially-responsible insurer duly authorized to do business in the State of Florida. In the alternative, LESSEE may elect to be self-insured pursuant to Section 768.28, Florida Statutes, and shall provide written evidence of such self-insurance to LESSOR. LESSEE'S self-insurance shall provide for casualty and liability coverage. LESSEE shall immediately notify LESSOR and the insurer of any erection or removal of any building or other improvement on the leased premises and any changes affecting the value of any improvements and shall request the insurer to make adequate changes in the coverage to reflect the changes in value. LESSEE shall be financially responsible for any loss due to failure to obtain adequate insurance coverage, and the failure to maintain such policies or certificate in the amounts set forth shall constitute a breach of this lease.

14. INDEMNIFICATION: Each party is responsible for all personal injury and property damage attributable to the negligent acts or omissions of that party and the officers and employees thereof. Nothing herein shall be construed as an indemnity or a waiver of sovereign immunity enjoyed by any party hereto, as provided in Section 768.28, Florida Statutes, as amended, or any other law providing limitations on claims, including limitations of liability enjoyed by a landowner providing land to the public for outdoor recreation purposes, as provided in Section 375.251, Florida Statutes.

15. PAYMENT OF TAXES AND ASSESSMENTS: Neither the LESSOR nor the LESSEE is currently subject to any ad valorem taxes or drainage or special assessments. If at any time in the future the LESSEE loses its exemption from ad valorem taxes or drainage or special assessments, this lease shall automatically terminate effective from the date of imposition of taxation.

16. NO WAIVER OF BREACH: The failure of LESSOR to insist in any one or more instances upon strict performance of any one or more of the covenants, terms and conditions of this lease shall not be construed as a waiver of such covenants, terms or conditions, but the same shall continue in full force and effect, and no waiver of LESSOR of any of the provisions hereof shall in any event be deemed to have been made unless the waiver is set forth in writing, signed by LESSOR.

17. TIME: Time is expressly declared to be of the essence of this lease.

18. NON DISCRIMINATION: LESSEE shall not discriminate against any individual because of that individual's race, color, religion, sex, national origin, age, handicap, or marital status with respect to any activity occurring within the leased premises or upon lands adjacent to and used as an adjunct of the leased premises.

19. UTILITY FEES: LESSEE shall be responsible for the payment of all charges for the furnishing of gas, electricity, water and other public utilities to the leased premises and for having the utilities turned off when the leased premises are surrendered.

20. MINERAL RIGHTS: This lease does not cover petroleum or petroleum products or minerals and does not give the right to LESSEE to drill for or develop the same.

21. RIGHT OF AUDIT: LESSEE shall make available to LESSOR all financial and other records relating to this lease, and LESSOR shall have the right to audit such records at any reasonable time during the term of this lease. This right shall be continuous until this lease expires or is terminated. This lease may be terminated by LESSOR should LESSEE fail to allow

public access to all documents, papers, letters or other materials made or received in conjunction with this lease, pursuant to the provisions of Chapter 119, Florida Statutes.

22. CONDITION OF PREMISES: LESSOR assumes no liability or obligation to LESSEE with reference to the conditions of the leased premises. The leased premises herein are leased by LESSOR to LESSEE in an "as is" condition, with LESSOR assuming no responsibility for the care, repair, maintenance or improvement of the leased premises for the benefit of LESSEE.

23. COMPLIANCE WITH LAWS: LESSEE agrees that this lease is contingent upon and subject to LESSEE obtaining all applicable permits and complying with all applicable permits, regulations, ordinances, rules and laws of the State of Florida or the United States or of Pinellas County and/or any municipality in which the leased premises is located.

24. NOTICE: All notices given under this lease shall be in writing and shall be served by certified mail including, but not limited to, notice of any violation served pursuant to 253.04, Florida Statutes, to the last address of the party to whom notice is to be given, as designated by such party in writing. LESSOR and LESSEE hereby designate their address as follows:

LESSOR: Department of Environmental Protection  
Division of State Lands  
Bureau of Land Management Services  
Mail Station 130  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399

LESSEE: Pinellas County  
Pinellas County Real Estate Management Division  
315 Court Street  
Clearwater, Florida 33516

25. BREACH OF COVENANTS, TERMS, OR CONDITIONS: Should LESSEE breach any of the covenants, terms, or conditions of this lease, LESSOR shall give written notice to LESSEE to remedy such breach within sixty (60) days of such notice. In the event LESSEE fails to remedy the breach to the satisfaction of LESSOR within sixty (60) days of receipt of written notice, LESSOR may either terminate this lease and recover from LESSEE all damages LESSOR may incur by reason of the breach including, but not limited to, the cost of recovering the leased premises and



attorneys' fees or maintain this lease in full force and effect and exercise all rights and remedies herein conferred upon LESSOR.

26. DAMAGE TO THE PREMISES: LESSEE agrees that it will not do, or suffer to be done, in, on or upon the leased premises or as affecting said leased premises, any act which may result in damage or depreciation of value to the leased premises, or any part thereof. LESSEE shall not dispose of any contaminants including, but not limited to, hazardous or toxic substances, chemicals or other agents used or produced by in LESSEE'S operations, on the leased premises or on any adjacent state land or in any manner not permitted by law.

27. SURRENDER OF PREMISES: Upon termination or expiration of this lease, LESSEE shall surrender the leased premises to LESSOR. In the event no further use of the leased premises or any part thereof is needed, LESSEE shall give written notification to the Bureau of Land Management Services, Division of State Lands, Department of Environmental Protection, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399 at least six (6) months prior to the release of any or all of the leased premises. Notification shall include a legal description, this lease number, and an explanation of the release. The release shall only be valid if approved by LESSOR through the execution of a release of lease instrument with the same formality as this lease. Upon release of all or any part of the leased premises or upon termination or expiration of this lease, all improvements including both physical structures and modifications to the leased premises shall become the property of LESSOR, unless LESSOR gives written notice to LESSEE to remove any or all such improvements upon termination of this lease shall be at LESSOR'S sole discretion. Prior to surrender of all or any part of the leased premises a representative of the Division of State Lands shall perform an on-site inspection and the keys to any building on the leased premises shall be turned over to the Division. If the improvements do not meet all conditions as set forth in paragraphs 12 and 35 herein, LESSEE shall pay all costs necessary

to meet the prescribed conditions.

28. BEST MANAGEMENT PRACTICES: LESSEE shall implement applicable Best Management Practices for all activities conducted under this lease in compliance with paragraph 1802.004(1)(d), Florida Administrative Code, which have been selected, developed, or approved by LESSOR or other land managing agencies for the protection and enhancement of the leased premises.

29. PUBLIC LANDS ARTHROPOD CONTROL PLAN: LESSEE shall carry out an arthropod control plan in accordance with the existing plan approved June 15, 1989, and any subsequent amendments thereof. Said plan shall be incorporated into the Management Plan, required by paragraph (8) of this lease.

30. PROHIBITIONS AGAINST LIENS OR OTHER ENCUMBRANCES: Fee title to the leased premises is held by LESSOR. LESSEE shall not do or permit anything to be done which purports to create a lien or encumbrance of any nature against the real property contained in the leased premises including, but not limited to, mortgages or construction liens against the leased premises or against any interest of LESSOR therein.

31. PARTIAL INVALIDITY: If any term, covenant, condition or provision of this lease shall be ruled by a court of competent jurisdiction, to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

32. ARCHAEOLOGICAL AND HISTORIC SITES: Execution of this lease in no way affects any of the parties' obligations pursuant to Chapter 267, Florida Statutes. The collection of artifacts or the disturbance of archaeological and historic sites on state-owned lands is prohibited unless prior authorization has been obtained from the Department of State, Division of Historical Resources. The Management Plan prepared pursuant to Chapters 18-2 and 18-4, Florida Administrative Code, shall be reviewed by the Division of Historical Resources to insure that adequate measures have been planned to locate, identify, protect and preserve the archaeological and historic sites and properties on the leased premises.

33. DUPLICATE ORIGINALS: This lease is executed in duplicate originals each of which shall be considered an original for all purposes.

34. ENTIRE UNDERSTANDING: This lease sets forth the entire understanding between the parties and shall only be amended with the prior written approval of LESSOR.

35. MAINTENANCE OF IMPROVEMENTS: LESSEE shall maintain the real property contained within the leased premises and the improvements located thereon, in a state of good condition, working order and repair including, but not limited to, keeping the leased premises free of trash or litter, meeting all building and safety codes in the location situated, maintaining the planned improvements as set forth in the approved Management Plan and maintaining any and all existing roads, canals, ditches, culverts, risers and the like in as good condition as the same may be on the effective date of this lease; provided, however, that any removal, closure, etc, of the above improvements shall be acceptable when the proposed activity is consistent with the goals of conservation, protection and enhancement of the natural and historical resources within the leased premises and with the approved Management Plan.

36. GOVERNING LAW: This lease shall be governed by and interpreted according to the laws of the State of Florida.

37. SECTION CAPTIONS: Articles, subsections and other captions contained in this lease are for reference purposes only and are in no way intended to describe, interpret, define or limit the scope, extent or intent of this lease or any provisions thereof.

38. FISCAL FUNDING: In the event funds are not appropriated by the LESSEE in any succeeding fiscal year for the purposes described herein, then this Lease shall be deemed to terminate at the expiration of the last fiscal year for which funds were appropriated and expended. In the event of termination, LESSEE continues to be responsible for returning the lease condition required by the Lease upon termination, subject to future funding in later fiscal years,

IN WITNESS WHEREOF, the parties have caused this lease to be executed on the day and year first above written.

BOARD OF TRUSTEES OF THE INTERNAL  
IMPROVEMENT TRUST FUND OF THE  
STATE OF FLORIDA

Catherine S. Newell  
Witness  
Printed/typed name  
Judith A. Booth  
Witness  
Printed/typed name

By: Percy W. Mallison, Jr. (SEAL)  
DIRECTOR, DIVISION OF STATE  
LANDS, DEPARTMENT OF  
ENVIRONMENTAL PROTECTION

"LESSOR"

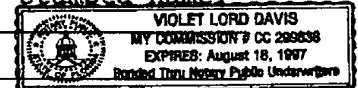
STATE OF FLORIDA  
COUNTY OF LEON

The foregoing instrument was acknowledged before me this  
9th day of October 1995, by Percy W. Mallison, Jr.,  
as Director, Division of State Lands, Department of Environmental  
Protection, as agent for and on behalf of the Board of Trustees  
of the Internal Improvement Trust Fund of the State of Florida,  
who is personally known to me.

Violet Lord Davis  
Notary Public, State of Florida  
Printed, typed or stamped name:

(SEAL)

Commission No. \_\_\_\_\_



My Commission Expires: \_\_\_\_\_

Approved as to Form and Legality

By: Shirley K. Kern

DEP Attorney

BOARD OF COUNTY COMMISSIONERS OF  
PINELLAS COUNTY, FLORIDA

BY: Steven M. Heibert (SEAL)

Its: CHAIRMAN

Attest: KARLEEN F. D. BLUMBERG  
Clerk of Circuit Court

Print name: \_\_\_\_\_

By: Norma Grant  
Deputy Clerk of the  
Circuit Court

Print name: Norma Grant

APPROVED AS TO FORM  
OFFICE OF COUNTY ATTORNEY  
SUBJECT TO PROPER EXECUTION  
By: Shirley K. Kern  
Att. Co. Attorney

Jo Anne Reilly  
Witness  
Printed/typed name

Witness

Printed/typed name

STATE OF FLORIDA  
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me this  
12 day of September 1995, by Steven M. Heibert, as  
Chairman, as agent for and on behalf of  
the Board of County Commissioners of Pinellas County, Florida,  
who is personally known to me.

Eleanor Calcese  
Notary Public, State of Florida  
Printed, typed or stamped name:

(SEAL)

Commission No. \_\_\_\_\_

My Commission Expires: \_\_\_\_\_



ELEANOR CALCESE  
MY COMMISSION # CC435328 EXPIRES  
March 28, 1999  
BONDED THRU TROY FAIR INSURANCE, INC.

Page 10 of 21  
Lease No. 3376

84064095  
 Clerk Circuit Court  
 MAR 30 1 10 PM '84  
 84063419  
 SPECIAL WARRANTY DEED

13,085.80  
 0.15728 PAGE 1513  
 0.15728 PAGE 405

18 18049129 77  
 40 34.00  
 TOTAL 34.00 01

THIS INDENTURE, made this 27<sup>th</sup> day of March, 1984, between RUTH B. KIRBY, KATHERINE BECKSTROM, JOSEPH FEIN and WILLARD FEIN, as all of the Trustees of The Ed C. Wright Trust, hereinafter called "Grantor", and The Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, hereinafter referred to as "Grantee", whose mailing address is as follows: Department of Natural Resources, 3900 Commonwealth Boulevard, Room 412, Land Acquisition, Tallahassee, Florida 32303.

W I T N E S S E T H :

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00), and other good and valuable consideration, to it in hand paid, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, its successors and assigns forever, all that certain parcel of land lying and being in the County of Pinellas, State of Florida, as more particularly described in Schedule A annexed hereto, and by this reference made a part hereof.

TOGETHER with all of the tenements, hereditaments, appurtenances and riparian rights thereto belonging or in anywise appertaining including timber rights, water rights and oil, gas and mineral rights to the real property described in Schedule A annexed hereto.

TOGETHER without warranty any interest of Grantor in any streams, canals, water bodies, drainage ditches, alleys, roads, streets, easements of access and utility rights of way, abutting or adjoining the real property described in Schedule A annexed hereto.

Subject to taxes accruing subsequent to December 31, 1983, and all easements, restrictions and reservations of record among the Public Records of Pinellas County, Florida.

Instrument being re-recorded to correct documentary stamp error

This Instrument Prepared By  
 and Return To:

Stephen J. Mitchell, Esquire  
 Annis, Mitchell, Cockey,  
 Edwards & Roehn, P.A.  
 Suite 2100  
 One Tampa City Center  
 Tampa, Florida 33602

01 Cash 11 Chg  
 40 Rec 34.00  
 41 DS  
 43 Int  
 54 Tot 34.00

NO. 3376  
 EXHIBIT A  
 PAGE 11 OF 21

MAR 29 6 52 PM '84  
 Clerk Circuit Court  
 KATHERINE BECKSTROM

D. R. 5728 PAGE 1514

D. R. 5728 PAGE 466

TO HAVE AND TO HOLD the above described premises, with the appurtenances, on to the said Grantee, its successors and assigns, in fee simple forever.

AND THE GRANTOR does specifically warrant the title to said property subject to the matters referred to above and will defend the same against the lawful claims of all persons claiming by, through or under the Grantor, but not otherwise.

IT IS EXPRESSLY understood and agreed that the individuals executing this instrument do so solely in his or her capacity as a Trustee of The Ed C. Wright Trust, and that said individuals shall not be personally liable for any acts or actions of The Ed C. Wright Trust and that all parties concerned shall look solely to The Ed C. Wright Trust property for satisfaction of any claims.

IN WITNESS WHEREOF, the Grantor has caused these presents to be duly executed in its name, by those hereunto duly authorized, the day and year first above written.

Signed, sealed and delivered  
in the presence of:

THE ED C. WRIGHT TRUST

F. Stewart Hayle

By: Ruth B. Kirby  
Ruth B. Kirby, individually  
and as Trustee

Sandra L. Simpson

F. Stewart Hayle

By: Katherine Beckstrom  
Katherine Beckstrom, individually  
and as Trustee

Sandra L. Simpson

F. Stewart Hayle

By: Joseph Fein  
Joseph Fein, individually  
and as Trustee

Sandra L. Simpson

F. Stewart Hayle

By: Willard Fein  
Willard Fein, individually  
and as Trustee

Sandra L. Simpson

2

NO. 3376  
EXHIBIT A  
PAGE 12 OF 21

D. 2. 5728 PAGE 1515

D. 2. 5728 PAGE 162

STATE OF FLORIDA  
COUNTY OF Duval

BEFORE ME, the undersigned authority, personally appeared RUTH B. KIRBY, who acknowledged to me that she is the person who executed the above instrument individually and as Trustee of The Ed C. Wright Trust.

SWORN TO AND SUBSCRIBED before me this 27th day of March 1984.

[Signature]  
Notary Public, State of Florida  
at Large

My Commission Expires:  
Notary Public, State of Florida  
My Commission Expires June 2, 1987  
Bonded Thru Troy Fain - Insurance, Inc.

STATE OF FLORIDA  
COUNTY OF Duval

BEFORE ME, the undersigned authority, personally appeared KATHERINE BECKSTROM, who acknowledged to me that she is the person who executed the above instrument individually and as Trustee of The Ed C. Wright Trust.

SWORN TO AND SUBSCRIBED before me this 27th day of March 1984.

[Signature]  
Notary Public, State of Florida  
at Large

My Commission Expires:  
Notary Public, State of Florida  
My Commission Expires June 2, 1987  
Bonded Thru Troy Fain - Insurance, Inc.

STATE OF FLORIDA  
COUNTY OF Duval

BEFORE ME, the undersigned authority, personally appeared JOSEPH FEIN, who acknowledged to me that he is the person who executed the above instrument individually and as Trustee of The Ed C. Wright Trust.

SWORN TO AND SUBSCRIBED before me this 27th day of March 1984.

[Signature]  
Notary Public, State of Florida  
at Large

My Commission Expires:  
Notary Public, State of Florida  
My Commission Expires June 2, 1987  
Bonded Thru Troy Fain - Insurance, Inc.

NO. 3376  
EXHIBIT A  
PAGE 13 OF 21

O. i. 5728 PAGE 1516

~~O. i. 5728 PAGE 408~~

STATE OF FLORIDA  
COUNTY OF Pinellas

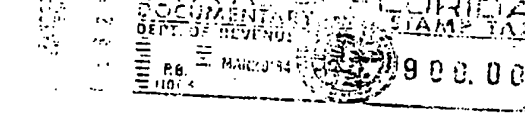
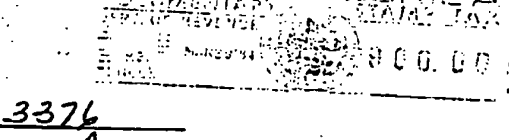
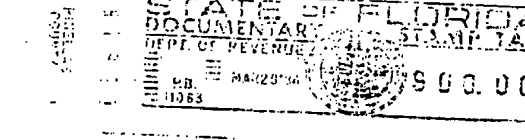
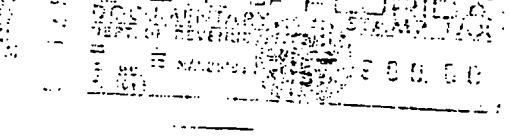
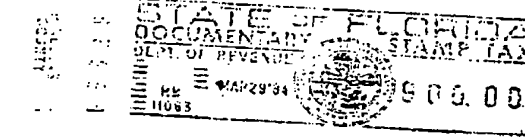
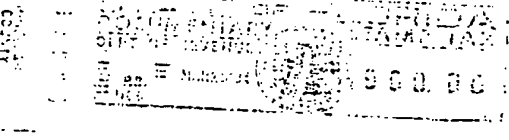
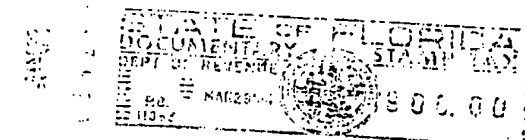
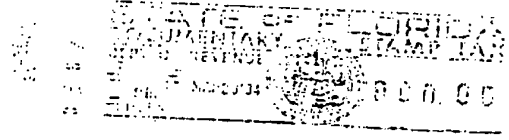
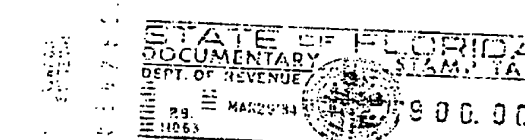
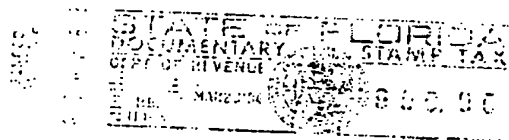
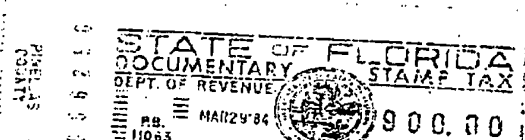
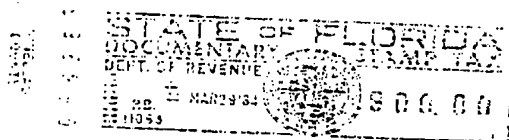
BEFORE ME, the undersigned authority, personally appeared WILLARD FEIN, who acknowledged to me that she is the person who executed the above instrument individually and as Trustee of The Ed C. Wright Trust.

SWORN TO AND SUBSCRIBED before me this 27th day of March 1984.

[Signature]  
Notary Public, State of Florida  
at Large

My Commission Expires: 01/29/86  
Notary Public, State of Florida  
My Commission Expires June 2, 1987  
Bonded thru 2/29/87, Twin Insurance, Inc.

SJM25(3)



NO. 3376  
EXHIBIT A  
PAGE 14 OF 21



## SCHEDULE A

THE PROPERTY CONSISTS OF PARCELS 103, 108, 109, 110, 111, 112 and 114  
**PARCEL 103**

1-5728 PAGE 409

A PORTION OF GOVERNMENT LOTS 3 AND 4 IN FRACTIONAL SECTION 35 AND A PORTION OF GOVERNMENT LOT 1 IN FRACTIONAL SECTION 36, ALL IN TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, AND A PORTION OF THE NORTHEAST 1/4 OF SECTION 2 AND A PORTION OF FRACTIONAL SECTION 1, ALL IN TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

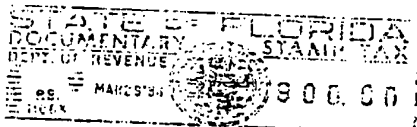
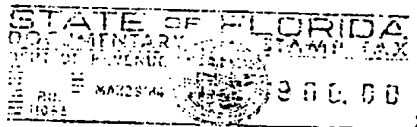
O. 2. 5728 PAGE 1517

FROM THE NORTHEAST CORNER OF FEATHER COVE UNIT ONE, AS RECORDED IN PLAT BOOK 85, PAGES 74-75, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, AS A POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, S. 89°51'16"E., 2677.58 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 2; THENCE ALONG SAID SECTION LINE, S. 00°24'43"W., 1033.59 FEET CALCULATED, 1033.49 FEET MEASURED, TO THE NORTHWEST CORNER OF THE SOUTH 1400 FEET OF THE WEST 1140.89 FEET OF THE NORTHWEST 1/4 OF SAID SECTION 1; THENCE ALONG THE NORTH LINE THEREOF, S. 89°50'58"E., 1140.90 FEET TO THE NORTHEAST CORNER THEREOF; THENCE ALONG THE EAST LINE THEREOF S. 00°24'43"W., 400.01 FEET TO THE NORTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5273, PAGE 1962, OF PINELLAS COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE THEREOF, S. 90°00'00"E., 1000.00 FEET; THENCE ALONG THE EAST LINE THEREOF, S. 00°13'05"W., 1122.37 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 2, N. 00°10'21"E., 227.48 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE OF GOVERNMENT LOT 3 IN SAID FRACTIONAL SECTION 35, CONTINUE N. 00°10'21"E., 231.59 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

LESS THE FOLLOWING DESCRIBED PARCEL: FROM THE NORTHEAST CORNER OF FEATHER COVE UNIT ONE, AS RECORDED IN PLAT BOOK 85, PAGES 74-75, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, AS A POINT OF REFERENCE; THENCE ALONG THE NORTH LINE OF SAID SOUTH 2433.57 FEET THEREOF S. 89°51'16" E., 1734.37 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID LINE S. 89°51'16" E., 188.32 FEET; THENCE LEAVING SAID LINE N. 52°11'59" W., 73.66 FEET; THENCE N. 89°51'16" W., 130.00 FEET; THENCE S. 00°08'44" W., 45.00 FEET TO THE POINT OF BEGINNING.

AND



O. 3376  
 XHIBIT A  
 AGE 15 OF 21

Page 1 of 4

## PARCEL 108

A. PORTION OF THE SOUTH 1/2 OF FRACTIONAL SECTION 1, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LESS RIGHTS-OF-WAY FOR STATE ROAD 688 (ULMERTON ROAD), STATE ROAD 400 (INTERSTATE 275), AND A BORROW PIT, BEING DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF SAID SECTION 1, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, AS A POINT OF REFERENCE; THENCE ALONG THE WEST LINE OF SAID SECTION 12, S.00°07'43"W., 12.00 FEET TO THE SURVEY LINE OF STATE ROAD 688, AS DESCRIBED IN OFFICIAL RECORDS BOOK 460, PAGE 332 OF PINELLAS COUNTY, FLORIDA; THENCE ALONG SAID SURVEY LINE S.89°49'48"E., 4201.70 FEET TO STATION 195+00; THENCE LEAVING SAID SURVEY LINE, N.00°10'12"E., 200.00 FEET TO A POINT WHERE THE RIGHT-OF-WAY OF SAID STATE ROAD 688 (ULMERTON ROAD) ENDS AND THE RIGHT-OF-WAY OF SAID STATE ROAD 400 (INTERSTATE 275, AS DESCRIBED IN OFFICIAL RECORDS BOOK 381, PAGE 90) BEGINS, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE FOLLOWING SAID RIGHT-OF-WAY OF STATE ROAD 400, N.00°10'12"E., 248.67 FEET, MORE OR LESS, TO CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A NORTHWESTERLY, THEN NORTHEASTERLY DIRECTION TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF A BORROW PIT DESCRIBED IN OFFICIAL RECORDS BOOK 381, PAGE 91 OF PINELLAS COUNTY, FLORIDA, SAID POINT BEING 720.11 FEET, MORE OR LESS, N.00°10'12"E., OF THE POINT OF BEGINNING, AND ALSO HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE ALONG SAID RIGHT-OF-WAY N.00°10'12"E., 194.73 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "C" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE NORTHERLY RIGHT-OF-WAY OF SAID STATE ROAD 688 (ULMERTON ROAD), SAID LINE BEING 200.00 FEET NORTHERLY OF THE AFOREMENTIONED SURVEY LINE, N.89°49'48"W., 2554.35 FEET; THENCE LEAVING SAID RIGHT-OF-WAY, N.29°18'50"E., 581.50 FEET; THENCE S.70°11'30"E., 340.00 FEET; THENCE N.00°01'15"E., 864.11 FEET; THENCE N.55°17'23"W., 887.89 FEET TO A POINT ON THE EASTERLY BOUNDARY OF AN 80-FOOT INGRESS-EGRESS EASEMENT DESCRIBED IN OFFICIAL RECORDS BOOK 4197, PAGE 237, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5273, PAGE 1962, ALL OF PINELLAS COUNTY, FLORIDA; THENCE LEAVING SAID EASEMENT BOUNDARY ALONG THE SOUTH LINE OF SAID LANDS, S.90°00'00"E., 494.12 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "D" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO AFOREMENTIONED POINT "C".

AND

## PARCEL 109

THAT PART OF THE NORTHEAST 1/4 AND THAT PART OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LYING NORTHWESTERLY OF S.R. 400 (INTERSTATE 275) LESS ROAD RIGHTS-OF-WAY FOR S.R. 688 (ULMERTON ROAD), S.R. 400 (INTERSTATE 275), AND S.R. 688 (NINTH STREET NORTH).

AND

## PARCEL 110

THAT PART OF THE NORTHEAST 1/4 AND THAT PART OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LYING SOUTHEASTERLY OF S.R. 400 (INTERSTATE 275), LESS ROAD RIGHTS-OF-WAY FOR S.R. 400 (INTERSTATE 275) AND S.R. 688 (NINTH STREET NORTH).

SUBJECT TO THE FOLLOWING CONTINUOUS DRAINAGE EASEMENT: LYING WITHIN 25 FEET EACH SIDE OF THE FOLLOWING-DESCRIBED DITCH CENTERLINE: COMMENCE ON THE EAST LINE OF SAID SECTION 12, AT A POINT 2580.77 FEET (2581.96 FEET, DEED) NORTHERLY OF THE SOUTHEAST CORNER THEREOF; THENCE S.60°12'45"W. (S.59°53'08"W., DEED) A DISTANCE OF 79.00 FEET; THENCE S.72°44'53"W. (S.72°25'16"W., DEED) A DISTANCE OF 137.94 FEET TO THE WESTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH, A 400-FOOT RIGHT-OF-WAY). CONTINUE THENCE S.72°44'53"W. (S.72°25'16"W., DEED) 349.74 FEET TO THE END OF SAID DITCH CENTERLINE. LESS AND EXCEPT ANY PORTION OF SAID EASEMENT WHICH LIES WITHIN THE DEDICATED RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH)

NO. 3376

AND

EXHIBIT A

PAGE 16 OF 21

Page 2 of 4

D. R. 5728 PAGE 1519

PARCEL 111

D. R. 5728 PAGE 411

A PORTION OF GOVERNMENT LOTS 3 AND 4, AND A PORTION OF THE SOUTHWEST 1/4 OF FRACTIONAL SECTION 7, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF SAID SECTION 7 AS A POINT OF REFERENCE; THENCE ALONG THE WEST LINE OF SAID SECTION 7, N.00°12'45"E., 916.44 FEET; THENCE LEAVING SAID SECTION LINE S.89°48'50"E., 200.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH, A 400-FOOT RIGHT-OF-WAY) FOR A POINT OF BEGINNING; THENCE CONTINUE S.89°48'50"E., 1208.14 FEET; THENCE N.53°49'29"E., 438.25 FEET; THENCE N.67°57'40"E., 197.57 FEET; THENCE N.01°40'49"E., 212.64 FEET; THENCE N.86°41'37"E., 488.85 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF S.R. 687 (FOURTH STREET NORTH, A 430-FOOT RIGHT-OF-WAY); THENCE ALONG THE WESTERLY RIGHT-OF-WAY OF AFOREMENTIONED S.R. 687 (FOURTH STREET NORTH) N.00°06'38"E., 1526.23 FEET; THENCE FOLLOWING A CHANGE IN DIRECTION IN SAID RIGHT-OF-WAY N.89°53'22"W., 113.14 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER KNOWN AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE AFOREMENTIONED EASTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH) N.00°12'45"E., 1744.24 FEET; THENCE FOLLOWING A CHANGE IN DIRECTION OF SAID RIGHT-OF-WAY S.89°47'15"E., 154.61 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER KNOWN AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN AN EASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

AND

PARCEL 112

A PORTION OF THE SOUTHEAST 1/4, TOGETHER WITH A PORTION OF GOVERNMENT LOT 2 IN FRACTIONAL SECTION 7, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, LESS ROAD RIGHT-OF-WAY FOR STATE ROAD 687 (FOURTH STREET NORTH), BEING DESCRIBED AS FOLLOWS:

COMMENCE ON THE CENTERLINE OF STATE ROAD 687 (FOURTH STREET NORTH, A 430 FOOT RIGHT-OF-WAY), AT A POINT 1510.95 FEET NORTHERLY OF THE SOUTH LINE OF SAID SECTION 7 FOR A POINT OF REFERENCE; THENCE S.89°50'57"E., 230.00 FEET TO THE EASTERLY RIGHT-OF-WAY OF THE AFOREMENTIONED STATE ROAD 687 (FOURTH STREET NORTH) FOR A POINT OF BEGINNING; THENCE LEAVING SAID RIGHT-OF-WAY, CONTINUE S.89°50'57"E., 360.51 FEET; THENCE S.34°33'01"E., 849.46 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 812.45 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION 7; THENCE ALONG SAID LINE S.89°51'23"E., 381.28 FEET TO THE SOUTHWEST CORNER OF THE NORTH 1352.00 FEET OF THE SOUTH 2164.45 FEET OF THE EAST 1200.00 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION 7; THENCE ALONG THE WEST LINE THEREOF N.00°16'38"E., 1262.17 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE EASTERLY RIGHT-OF-WAY OF AFOREMENTIONED STATE ROAD 687 (FOURTH STREET NORTH) N.00°06'38"E., 1506.54 FEET; THENCE ALONG A CHANGE OF DIRECTION OF SAID RIGHT-OF-WAY S.89°53'22"E., 149.49 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

AND

NO. 3376  
EXHIBIT A  
PAGE 17 OF 21

Page 3 of 4

D. 5728 PAGE 1520

PARCEL 114

D. 5728 PAGE 412

A PORTION OF THE SOUTHWEST 1/4, TOGETHER WITH A PORTION OF GOVERNMENT LOT 2 IN FRACTIONAL SECTION 8, AND A PORTION OF THE NORTHEAST 1/4 OF FRACTIONAL SECTION 17, AND A PORTION OF FRACTIONAL SECTION 16 WHICH LIES NORTHERLY AND WESTERLY OF STATE ROAD 600 (GANDY BOULEVARD), ALL IN TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

1 FROM THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 8 AS A POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE THEREOF S.89°56'14"E., 2644.54 FEET TO THE SOUTHEAST CORNER THEREOF, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 17; THENCE ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 17, S.00°21'33"W., 1145.20 FEET; THENCE LEAVING SAID NORTH-SOUTH CENTERLINE S.60°51'09"E., 1329.66 FEET; THENCE S.21°31'26"E., 817.03 FEET, TO A POINT ON A LINE WHICH IS 80.00 FEET NORTHERLY AT RIGHT ANGLES AND PARALLEL TO THE EAST-WEST CENTERLINE OF SAID SECTION 17; THENCE ALONG SAID LINE N.89°40'53"E., 1170.97 FEET TO A POINT 80.00' NORTHERLY OF THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 17; THENCE LEAVING SAID LINE S.82°43'44"E., 376.74 FEET; THENCE S.65°36'24"E., 279.87 FEET; THENCE S.39°16'18"E., 136.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 600 (GANDY BOULEVARD, SAID RIGHT-OF-WAY BEING 200 FEET NORTHERLY AND WESTERLY OF THE CENTERLINE); THENCE ALONG SAID RIGHT-OF-WAY N.72°47'21"E., 146.22 FEET; THENCE ALONG A CHANGE OF DIRECTION OF SAID RIGHT-OF-WAY N.17°12'39"W., 60.00 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 8, N.00°16'38"E., 1702.50 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

NO. 3376  
EXHIBIT A  
PAGE 18 OF 24

Page 4 of 4

## PARCEL 108

## SCHEDULE A-4 CONTINUED

A PORTION OF THE SOUTH 1/2 OF FRACTIONAL SECTION 1, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LESS RIGHTS-OF-WAY FOR STATE ROAD 688 (ULMERTON ROAD), STATE ROAD 400 (INTERSTATE 275), AND A BORROW PIT, BEING DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF SAID SECTION 1, SAID POINT ALSO BEING THE NORTHWEST CORNER OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, AS A POINT OF REFERENCE; THENCE ALONG THE WEST LINE OF SAID SECTION 12, S.00°07'43"W., 12.00 FEET TO THE SURVEY LINE OF STATE ROAD 688, AS DESCRIBED IN OFFICIAL RECORDS BOOK 460, PAGE 332 OF PINELLAS COUNTY, FLORIDA; THENCE ALONG SAID SURVEY LINE S.89°49'48"E., 4201.70 FEET TO STATION 195+00; THENCE LEAVING SAID SURVEY LINE, N.00°10'12"E., 200.00 FEET TO A POINT WHERE THE RIGHT-OF-WAY OF SAID STATE ROAD 688 (ULMERTON ROAD) ENDS AND THE RIGHT-OF-WAY OF SAID STATE ROAD 400 (INTERSTATE 275, AS DESCRIBED IN OFFICIAL RECORDS BOOK 381, PAGE 90) BEGINS, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE FOLLOWING SAID RIGHT-OF-WAY OF STATE ROAD 400, N.00°10'12"E., 248.67 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A NORTHWESTERLY, THEN NORTHEASTERLY DIRECTION TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF A BORROW PIT DESCRIBED IN OFFICIAL RECORDS BOOK 381, PAGE 91 OF PINELLAS COUNTY, FLORIDA, SAID POINT BEING 720.11 FEET, MORE OR LESS, N.00°10'12"E., OF THE POINT OF BEGINNING, AND ALSO HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE ALONG SAID RIGHT-OF-WAY N.00°10'12"E., 194.73 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "C" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE NORTHERLY RIGHT-OF-WAY OF SAID STATE ROAD 688 (ULMERTON ROAD), SAID LINE BEING 200.00 FEET NORTHERLY OF THE AFOREMENTIONED SURVEY LINE, N.89°49'48"W., 2554.35 FEET; THENCE LEAVING SAID RIGHT-OF-WAY, N.29°18'50"E., 581.50 FEET; THENCE S.70°11'30"E., 340.00 FEET; THENCE N.00°01'15"E., 864.11 FEET; THENCE N.55°17'23"W., 887.89 FEET TO A POINT ON THE EASTERLY BOUNDARY OF AN 80-FOOT INGRESS-EGRESS EASEMENT DESCRIBED IN OFFICIAL RECORDS BOOK 4197, PAGE 237, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5273, PAGE 1962, ALL OF PINELLAS COUNTY, FLORIDA; THENCE LEAVING SAID EASEMENT BOUNDARY ALONG THE SOUTH LINE OF SAID LANDS, S.90°00'00"E., 494.12 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "D" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO AFOREMENTIONED POINT "C".

## PARCEL 109

THAT PART OF THE NORTHEAST 1/4 AND THAT PART OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LYING NORTHWESTERLY OF S.R. 400 (INTERSTATE 275) LESS ROAD RIGHTS-OF-WAY FOR S.R. 688 (ULMERTON ROAD), S.R. 400 (INTERSTATE 275), AND S.R. 688 (NINTH STREET NORTH),

## PARCEL 110

THAT PART OF THE NORTHEAST 1/4 AND THAT PART OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 12, TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, LYING SOUTHEASTERLY OF S.R. 400 (INTERSTATE 275), LESS ROAD RIGHTS-OF-WAY FOR S.R. 400 (INTERSTATE 275) AND S.R. 688 (NINTH STREET NORTH),

SUBJECT TO THE FOLLOWING CONTINUOUS DRAINAGE EASEMENT: LYING WITHIN 25 FEET EACH SIDE OF THE FOLLOWING-DESCRIBED DITCH CENTERLINE: COMMENCE ON THE EAST LINE OF SAID SECTION 12, AT A POINT 2580.77 FEET (2581.96 FEET, DEED) NORTHERLY OF THE SOUTHEAST CORNER THEREOF; THENCE S.60°12'45"W. (S.59°53'08"W., DEED) A DISTANCE OF 79.00 FEET; THENCE S.72°44'53"W. (S.72°25'16"W., DEED) A DISTANCE OF 137.94 FEET TO THE WESTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH, A 400-FOOT RIGHT-OF-WAY). CONTINUE THENCE S.72°44'53"W. (S.72°25'16"W., DEED) 349.74 FEET TO THE END OF SAID DITCH CENTERLINE. LESS AND EXCEPT ANY PORTION OF SAID EASEMENT WHICH LIES WITHIN THE DEDICATED RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH)

NO. 3376  
EXHIBIT A  
PAGE 19 OF 21

## PARCEL 111

A PORTION OF GOVERNMENT LOTS 3 AND 4, AND A PORTION OF THE SOUTHWEST 1/4 OF FRACTIONAL SECTION 7, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF SAID SECTION 7 AS A POINT OF REFERENCE; THENCE ALONG THE WEST LINE OF SAID SECTION 7, N.00°12'45"E., 916.44 FEET; THENCE LEAVING SAID SECTION LINE S.89°48'50"E., 200.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH, A 400-FOOT RIGHT-OF-WAY) FOR A POINT OF BEGINNING; THENCE CONTINUE S.89°48'50"E., 1208.14 FEET; THENCE N.53°49'29"E., 438.25 FEET; THENCE N.67°57'40"E., 197.57 FEET; THENCE N.01°40'49"E., 212.64 FEET; THENCE N.86°41'37"E., 488.85 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF S.R. 687 (FOURTH STREET NORTH, A 430-FOOT RIGHT-OF-WAY); THENCE ALONG THE WESTERLY RIGHT-OF-WAY OF AFOREMENTIONED S.R. 687 (FOURTH STREET NORTH) N.00°06'38"E., 1526.23 FEET; THENCE FOLLOWING A CHANGE IN DIRECTION IN SAID RIGHT-OF-WAY N.89°53'22"W., 113.14 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER KNOWN AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE AFOREMENTIONED EASTERLY RIGHT-OF-WAY OF S.R. 688 (NINTH STREET NORTH) N.00°12'45"E., 1744.24 FEET; THENCE FOLLOWING A CHANGE IN DIRECTION OF SAID RIGHT-OF-WAY S.89°47'15"E., 154.61 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER KNOWN AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN AN EASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

## PARCEL 112

A PORTION OF THE SOUTHEAST 1/4, TOGETHER WITH A PORTION OF GOVERNMENT LOT 2 IN FRACTIONAL SECTION 7, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, LESS ROAD RIGHT-OF-WAY FOR STATE ROAD 687 (FOURTH STREET NORTH), BEING DESCRIBED AS FOLLOWS:

COMMENCE ON THE CENTERLINE OF STATE ROAD 687 (FOURTH STREET NORTH, A 430 FOOT RIGHT-OF-WAY), AT A POINT 1510.95 FEET NORTHERLY OF THE SOUTH LINE OF SAID SECTION 7 FOR A POINT OF REFERENCE; THENCE S.89°50'57"E., 230.00 FEET TO THE EASTERLY RIGHT-OF-WAY OF THE AFOREMENTIONED STATE ROAD 687 (FOURTH STREET NORTH) FOR A POINT OF BEGINNING; THENCE LEAVING SAID RIGHT-OF-WAY, CONTINUE S.89°50'57"E., 360.51 FEET; THENCE S.34°33'01"E., 849.46 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 812.45 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION 7; THENCE ALONG SAID LINE S.89°51'23"E., 381.28 FEET TO THE SOUTHWEST CORNER OF THE NORTH 1352.00 FEET OF THE SOUTH 2164.45 FEET OF THE EAST 1200.00 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION 7; THENCE ALONG THE WEST LINE THEREOF N.00°16'38"E., 1262.17 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE EASTERLY RIGHT-OF-WAY OF AFOREMENTIONED STATE ROAD 687 (FOURTH STREET NORTH) N.00°06'38"E., 1506.54 FEET; THENCE ALONG A CHANGE OF DIRECTION OF SAID RIGHT-OF-WAY S.89°53'22"E., 149.49 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

NO. 3376  
EXHIBIT A  
PAGE 20 OF 21

## PARCEL 114

A PORTION OF THE SOUTHWEST 1/4, TOGETHER WITH A PORTION OF GOVERNMENT LOT 2 IN FRACTIONAL SECTION 8, AND A PORTION OF THE NORTHEAST 1/4 OF FRACTIONAL SECTION 17, AND A PORTION OF FRACTIONAL SECTION 16 WHICH LIES NORTHERLY AND WESTERLY OF STATE ROAD 600 (GANDY BOULEVARD), ALL IN TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 8 AS A POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE THEREOF S.89°56'14"E., 2644.54 FEET TO THE SOUTHEAST CORNER THEREOF, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 17; THENCE ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 17, S.00°21'33"W., 1145.20 FEET; THENCE LEAVING SAID NORTH-SOUTH CENTERLINE S.60°51'09"E., 1329.66 FEET; THENCE S.21°31'26"E., 817.03 FEET, TO A POINT ON A LINE WHICH IS 80.00 FEET NORTHERLY AT RIGHT ANGLES AND PARALLEL TO THE EAST-WEST CENTERLINE OF SAID SECTION 17; THENCE ALONG SAID LINE N.89°40'53"E., 1170.97 FEET TO A POINT 80.00 FEET NORTHERLY OF THE SOUTHEAST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 17; THENCE LEAVING SAID LINE S.82°43'44"E., 376.74 FEET; THENCE S.65°36'24"E., 279.87 FEET; THENCE S.39°16'18"E., 136.76 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 600 (GANDY BOULEVARD, SAID RIGHT-OF-WAY BEING 200 FEET NORTHERLY AND WESTERLY OF THE CENTERLINE); THENCE ALONG SAID RIGHT-OF-WAY N.72°47'21"E., 146.22 FEET; THENCE ALONG A CHANGE OF DIRECTION OF SAID RIGHT-OF-WAY N.17°12'39"W., 60.00 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 8, N.00°16'38"E., 1702.50 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

## PARCEL 103

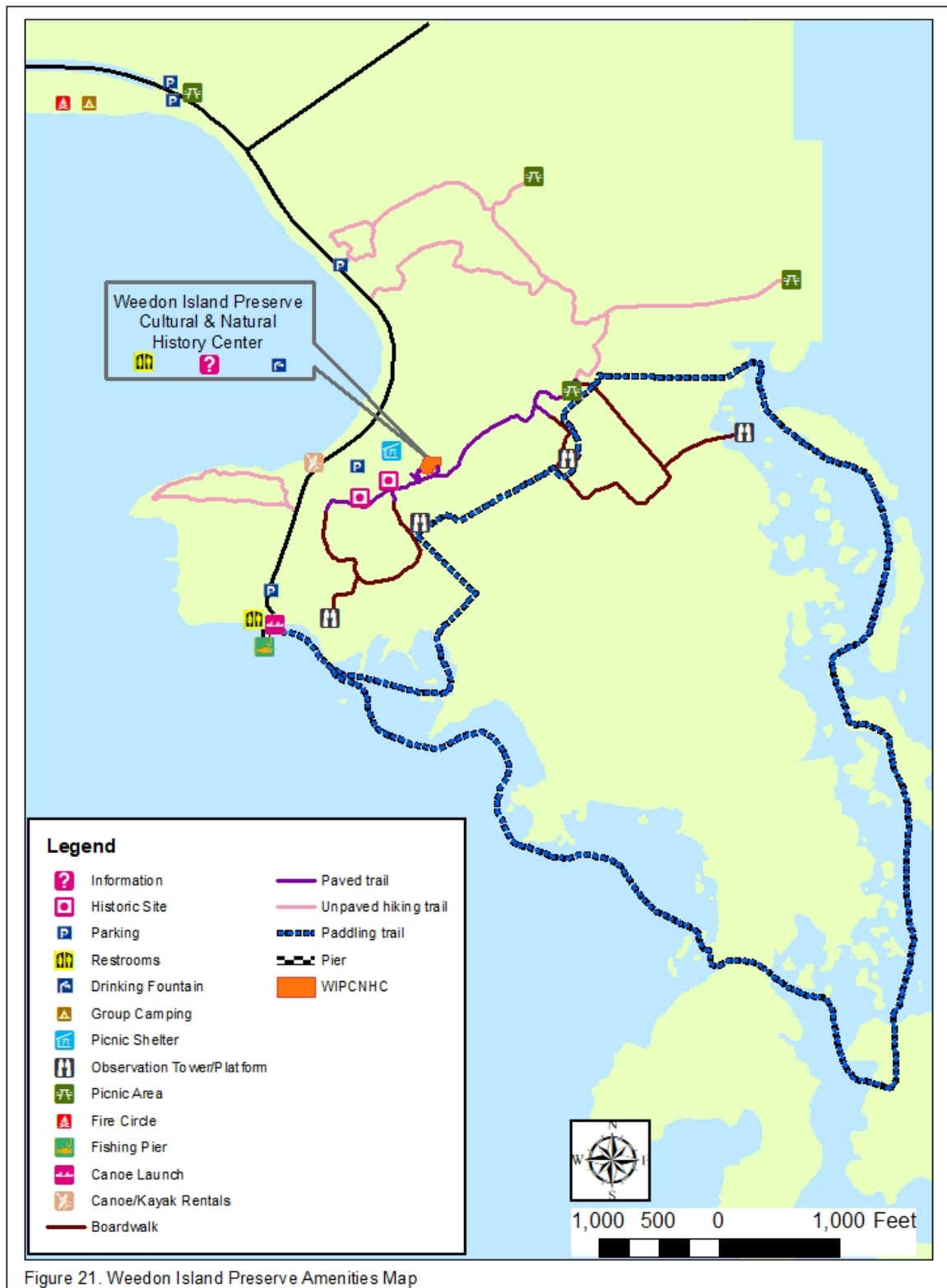
A PORTION OF GOVERNMENT LOTS 3 AND 4 IN FRACTIONAL SECTION 35 AND A PORTION OF GOVERNMENT LOT 1 IN FRACTIONAL SECTION 36, ALL IN TOWNSHIP 29 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, AND A PORTION OF THE NORTHEAST 1/4 OF SECTION 2 AND A PORTION OF FRACTIONAL SECTION 1, ALL IN TOWNSHIP 30 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF FEATHER COVE UNIT ONE, AS RECORDED IN PLAT BOOK 85, PAGES 74-75, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, AS A POINT OF BEGINNING; THENCE ALONG THE NORTH LINE OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, S.89°51'16"E., 2677.58 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 2; THENCE ALONG SAID SECTION LINE, S.00°24'43"W., 1033.59 FEET CALCULATED, 1033.49 FEET MEASURED, TO THE NORTHWEST CORNER OF THE SOUTH 1400 FEET OF THE WEST 1140.89 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 1; THENCE ALONG THE NORTH LINE THEREOF, S.89°50'58"E., 1140.90 FEET TO THE NORTHEAST CORNER THEREOF; THENCE ALONG THE EAST LINE THEREOF S.00°24'43"W., 400.01 FEET TO THE NORTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5273, PAGE 1962, OF PINELLAS COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE THEREOF, S.90°00'00"E., 1000.00 FEET; THENCE ALONG THE EAST LINE THEREOF, S.00°13'05"W., 1122.37 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "A" FOR CONVENIENCE.

RETURN THENCE TO THE POINT OF BEGINNING; THENCE ALONG THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 2, N.00°10'21"E., 227.48 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE OF GOVERNMENT LOT 3 IN SAID FRACTIONAL SECTION 35, CONTINUE N.00°10'21"E., 231.59 FEET, MORE OR LESS, TO THE MEAN HIGH WATER LINE, SAID POINT HEREINAFTER REFERRED TO AS POINT "B" FOR CONVENIENCE; THENCE FOLLOWING THE MEAN HIGH WATER LINE IN A SOUTHEASTERLY DIRECTION TO THE AFOREMENTIONED POINT "A".

LESS THE FOLLOWING DESCRIBED PARCEL: FROM THE NORTHEAST CORNER OF FEATHER COVE UNIT ONE, AS RECORDED IN PLAT BOOK 85, PAGES 74-75, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 2433.57 FEET OF THE NORTHEAST 1/4 OF SAID SECTION 2, AS A POINT OF REFERENCE; THENCE ALONG THE NORTH LINE OF SAID SOUTH 2433.57 FEET THEREOF S.89°51'16"E., 1734.37 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID LINE S.89°51'16"E., 188.32 FEET; THENCE LEAVING SAID LINE N.52°11'50"W., 73.66 FEET; THENCE N.89°51'16"W., 130.00 NO. 3376 FEET; THENCE S.00°24'43"W., 45.00 FEET TO THE POINT OF BEGINNING.

EXHIBIT A  
PAGE 21 OF 21





## **Natural Resources Appendix**

### **Contents:**

Natural Resources Evaluation Agency Reviews and Responses (Mar. 2023)

FWC NRE Concurrence Letter (Mar. 2023)

USFWS Concurrence Sticker (Mar. 2023)



# Document Reviews and Responses

## Event Details

**Event:** 441250-1 US 92/SR 600/Gandy Boulevard from 4th St. to West Shore Blvd. - Natural Resources Evaluation

**Managing Organization:** FDOT District 7

**End Date:** 03/20/2023

**Start Date:** 02/16/2023

**Description:**

Natural Resources Evaluation dated February 2023 for Work Program Item Segment No. 441250-1 US 92/SR 600/Gandy Boulevard from 4th St to West Shore Blvd

**Related Document Review Event(s):** There are no other Document Review events related to this event.

**Related ETDM Project(s):** #14335 - SR 600/Gandy Boulevard from 4th Street to Westshore Boulevard

## Event Documents

| Document (PDF)                               | Size    | Description   |
|--|---------|---|
| <a href="#">Natural Resources Evaluation</a> | 38.6 MB | Natural Resources Evaluation dated February 2023 for WPIS 441250-1 US 92/SR 600/Gandy Blvd from 4th St to West Shore Blvd |

## Agency Reviewers

| Organization                                 | Name                      |
|--|---------------------------|
| FDEP - State 404 Program                     | Jennifer Walton           |
| FDEP - State 404 Program                     | Allan Popak               |
| Southwest Florida Water Management District  | Chastity LaRiche          |
| US Fish and Wildlife Service                 | Mark Cantrell             |
| FL Department of Environmental Protection    | Chris Stahl               |
| FL Fish and Wildlife Conservation Commission | Jason Hight               |
| US Army Corps of Engineers                   | Michelle L Gilbert        |
| FL Fish and Wildlife Conservation Commission | Laura DiGruttolo          |
| Southwest Florida Water Management District  | Przemyslaw Kuzlo          |
| US Army Corps of Engineers                   | Veronica del Carmen Beech |
| US Army Corps of Engineers                   | Lisa Lovvorn              |
| National Marine Fisheries Service            | David A. Rydene           |
| FL Fish and Wildlife Conservation Commission | Robert Irving             |
| US Fish and Wildlife Service                 | Jose Rivera               |
| US Fish and Wildlife Service                 | Zakia Williams            |

## Responders

| Organization    | Name             |
|-----------------|------------------|
| FDOT District 7 | Kirk R. Bogen    |
| FDOT District 7 | Allison Conner   |
| FDOT District 7 | Craig Fox        |
| FDOT District 7 | Robin Rhinesmith |

## Review Confirmation Recipients

| Organization    | Name             |
|-----------------|------------------|
| FDOT District 7 | Kirk R. Bogen    |
| FDOT District 7 | Allison Conner   |
| FDOT District 7 | Craig Fox        |
| FDOT District 7 | Robin Rhinesmith |

## Document Reviews

### Document

Natural Resources Evaluation

### Official Reviews

| Organization             | Reviewer    | Review Date | Global      |
|--------------------------|-------------|-------------|-------------|
| FDEP - State 404 Program | Allan Popak | 03/17/2023  | Global: Yes |

**Comments:**

No comments

| Organization             | Reviewer    | Review Date | Global      |
|--------------------------|-------------|-------------|-------------|
| FDEP - State 404 Program | Allan Popak | 03/17/2023  | Global: Yes |

**Comments:**

No comments

| Organization             | Reviewer    | Review Date | Global      |
|--------------------------|-------------|-------------|-------------|
| FDEP - State 404 Program | Allan Popak | 03/17/2023  | Global: Yes |

**Comments:**

Florida Department of Transportation (FDOT), District 7, is conducting a Project Development and Environment (PD&E) Study (Study) to evaluate improvements to US 92/SR 600/Gandy Boulevard (Gandy Blvd) including roadway widening, bridge widening and replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the Study are from US 92/SR 687/4th Street North in St. Petersburg (Pinellas County) to CR 587/South West Shore Boulevard in Tampa (Hillsborough County), a distance of approximately 7.0 miles.

Nine wetlands and 18 other surface waters (OSWs) were identified within the study area. Forested wetlands within the study area consist of both estuarine and non-estuarine wetlands. The surface waters consist of the waters of Tampa Bay, estuarine pools, and multiple stormwater ponds.

The Preferred Alternative will result in 6.71 acres of direct impacts to wetlands and 1.11 acres of direct impacts to other surface waters. Direct impacts were not assessed for the removal of the bridge or replacement bridge over Tampa Bay, as there will be no net loss of surface waters due to the replacement.

The project may create secondary impacts to wetlands. Adverse secondary impacts (indirect impacts) were calculated using a 25-ft buffer from direct wetland impacts. The Preferred Alternative will result in 4.02 acres of secondary impacts.

The FTE has determined that there is no practicable alternative to construction impacts occurring in wetlands and surface waters due to the need for a roadway extension to reduce traffic congestion and address safety considerations.

Compensatory mitigation for direct and secondary wetland impacts are proposed to be completed through the use of a private mitigation bank and any other mitigation options that satisfy state and federal requirements.

**Wetland and Other Surface Water Impacts****Wetland**

Mangrove Swamps: 6.704 ac

**Surface Water**

Reservoir: 0.715 ac

Bays and Estuaries: 0.039

**Total Impacts**

Direct wetland: 6.71 ac

Secondary wetland: 4.02 ac

Surface water impacts: 1.11 ac

The Florida Department of Environmental Protection (The Department) has reviewed the Natural Resource Evaluation (NRE) for the proposed PPEC. Upon the review it appears will occur which is a United States Army Corps of Engineers (USACOE) retained water. This project may require review and permitting through the USACOE.

Prior to evaluation for permitting purposes, wetland and surface water limits within the project corridor should be delineated in accordance with Chapter 62-340, F.A.C.

Unified Mitigation Assessment Method (UMAM) will need to be performed in accordance with Chapter 62-345, F.A.C. and submitted with the application.

Mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values in accordance with the State 404 Mitigation Hierarchy in the State 404 Applicant's Handbook 8.3.3.

Conditions for an Individual permit in Chapters 62-331.053, F.A.C. and 62-331.054, F.A.C. will need to be met.

A complete Alternatives Analysis will be required for the Department's review of the project.

Chapter 62-331.053 (1)(a) F.A.C.

(1) No dredge or fill activity shall be permitted if there is a practicable alternative to the proposed activity which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. The Agency shall require the applicant to submit an alternatives analysis completed in accordance with the provisions below. Guidance for completing an alternatives analysis is in Appendix C of the 404 Handbook.

(a) For the purpose of this condition, practicable alternatives shall include, but shall not be limited to:

1. Activities which do not involve dredging or filling in state-assumed waters;
2. Locations where dredge or fill activities would have less adverse impact than the proposed project location, so long as the alternative does not have other significant adverse environmental consequences.

Avoid impacts to the wetland and other surface waters as much as possible. Design should show avoidance and minimization of impacts to other surface waters and wetlands as much as possible.

| Organization                              | Reviewer    | Review Date | Global      |
|---|-------------|-------------|-------------|
| FL Department of Environmental Protection | Chris Stahl | 03/10/2023  | Global: Yes |

**Comments:**

none

| Organization                      | Reviewer        | Review Date | Global      |
|-----------------------------------|-----------------|-------------|-------------|
| National Marine Fisheries Service | David A. Rydene | 02/17/2023  | Global: Yes |

**Comments:**

National Marine Fisheries Service (NMFS) staff has reviewed the Natural Resource Evaluation (NRE) Report for the widening of Gandy Boulevard (US 92/SR 600) from 4th Street North to West Shore Boulevard (FPID 441250-1-22-01; ETDM 14335) in Pinellas and Hillsborough Counties, Florida, as part of the project's Project Development and Environment (PD&E) Study. NMFS offers the following comments. In general, NMFS finds the NRE to be accurate and complete at this stage in project development. NMFS believes that when sufficient information regarding bridge design and construction methodologies, including pile type and size, pile installation methods, number of piles installed per day, and number of strikes per pile (or minutes of vibratory hammer use for vibratory installation) are provided to NMFS, that an Endangered Species Act Section 7 consultation can be initiated and completed. Information on demolition activities and the installation of any temporary work trestles will also need to be included. NMFS requests the implementation of "ramp-up" procedures during any in-water impact pile driving. Additionally, there will be a need to coordinate with NMFS staff regarding the selection of appropriate compensatory mitigation to offset impacts for mangrove and seagrass functional losses, once impacts to those Essential Fish Habitats are finalized. Thank you for the opportunity to provide comments on this project's NRE.

**Reviewer Document:**

[NMFS\\_Pile driving info to request.pdf](#)

| Organization                                | Reviewer         | Review Date | Global      |
|---|------------------|-------------|-------------|
| Southwest Florida Water Management District | Przemyslaw Kuzlo | 03/10/2023  | Global: Yes |

**Comments:**

The Southwest Florida Water Management District (SWFWMD) has reviewed the Natural Resources Evaluation (NRE) for the referenced project. The SWFWMD is providing the following comments for consideration for the provided NRE:

1. Please note that as of December 22, 2020, the Florida Department of Environmental Protection (FDEP) was delegated the Federal 404 Permitting. The Environment Resource Permit (ERP) procedure has been modified to allow for joint site inspections with the FDEP to streamline the overall permitting process. As part of the 404 Assumption, the binding of wetland and surface water lines, associated with a project area, can only be

- accomplished through a Formal Wetland Delineation, as of the time of this report. It appears the project is located within the limits of the Retained Waters so coordination and permitting will remain in the jurisdiction of the U. S. Army Corps of Engineers (USACE).
2. The NRE report identified wetland systems located outside of the project limits but within the 300-foot buffer used for this stage of project review. Please note that Subsection 7.2.2(e)(2)(e) of the ERP Applicant's Handbook Volume I, indicates regulated activities within 200 feet of the landward extent of a wetland will require field established flags pursuant to Chapter 62-340, Florida Administrative Code (F.A.C.)
  3. The NRE provided the Uniform Mitigation Assessment Method (UMAMs) for the impacted wetlands. Please note that the UMAMs will only be reviewed during the permitting process with the District and FDEP and are not being agreed upon through this NRE review.
  4. The NRE indicates that wetland mitigation impacts will be offset by the purchase of credits from the Tampa Bay Mitigation Bank, which I have confirmed the service area for this mitigation bank covers the project area. Due to the high demand of mitigation bank credits a Letter of Reservation will be required as part of the permitting review process once the functional loss is established through UMAMs.
  5. The NRE indicates a Conservation Easement (CE) utilized as wetland mitigation for the ERP issued for The Verandahs of Brighton Bay, is adjacent to the project area. Please note that impacts to a recorded CE will require Governing Board approval along with additional wetland mitigation to offset the original wetland impacts through that District permit.
  6. Demolition of the existing Eastbound Bridge will require additional permit specific conditions and coordination due to the manatees in the vicinity of the proposed work, which is detailed in Section 3.3.14 of the NRE document.
  7. Wetland and surface water impacts will require additional noticing to be sent to coordinating agencies in accordance with the Coastal Zone Management Act (CZMA). If any comments or conditions are received from the coordinating agencies, including the Florida Fish and Wildlife Conservation Commission (FFWCC), then those items become completeness items for the permit issuance by the District.
  8. The NRE states that no surface water impacts were accounted for the demolition of the existing eastbound bridge on Gandy Boulevard. Please note that temporary impacts may need to be qualified and quantified as part of the permit due to the work in, on, or over wetlands and/or surface waters.
  9. Review of the 2022 Seagrass layer in the SWFWMD ArcMap Geographic Information System (GIS) indicates there are seagrass beds located within the project area, which potential could be impacted by the demolition, construction, and widening of bridges located within Tampa Bay. Please note that wetland mitigation for impacts to seagrass beds will require either the purchase of seagrass credits from a mitigation bank or the creation of new seagrass areas. Please coordinate with District staff during the design stage of this project to help streamline the process as it relates to this type of wetland mitigation. The Tampa Bay Estuary Program and Surface Water Improvement and Management (SWIM) are currently working on several restorations and enhancement projects located near Tampa Bay. Since Public Interest Criteria may need to be addressed as part of the review for the Sovereign Submerged Lands (SSL), it may behoove the FDOT to contact these programs to enquire about future restoration efforts for the Tampa Bay area.
  10. The proposed project will impact wetland and surface waters associated with Tampa Bay. The bottomlands located within Pinellas County are classified as SSLs and Aquatic Preserve. Impacts to these systems will require proprietary authorization as part of the permit. Review of the FDEP SSL Mapviewer indicates the footprint of the existing bridges may be associated with TIFF #146347 which is located in STR 8, 10, 15, 16, 19/30S/17E. The portion located in Hillsborough County will require additional coordination with the Tampa Port Authority, who has been delegated the authority over the bottomlands in Hillsborough County.
  11. Please be advised, due to the use of SSLs within the limits of the Pinellas County Aquatic Preserve related to the widening or replacement of Gandy Boulevard Bridge, Public Interest Criteria will need to be addressed as required through Chapter 18-20, F.A.C. During the review of Public Interest Criteria the "environmental, social and economic" (Chapter 18-20, F.A.C.) benefits and "environmental, social, and economic" costs associated with the construction of the new bridge will be considered.

| Organization               | Reviewer                  | Review Date | Global             |
|----------------------------|---------------------------|-------------|--------------------|
| US Army Corps of Engineers | Veronica del Carmen Beech | 03/13/2023  | <b>Global: Yes</b> |

#### Comments:

The Florida Department of Transportation's preferred alternative would directly impact 0.002 acre of seagrasses, 6.71 acres of mangroves, 0.388 acre of submerged bottoms (substrate), and 1.11 acre of other surface waters. Project would result in 4.02 acres of secondary impacts.

-Please include the UMAM assessment and scoring worksheets with the application and the Natural Resources Evaluation.

-In addition to a Section 404 of the Clean Water Act permit, FDOT would also need a Section 10 of the Rivers and Harbors Act permit. The Corps would review the application under both regulations concurrently.

-There are two Conservation Easements (CE) within the study area. If any of the CEs were used for mitigation on COE permit or are associated with a COE permit and impacts are being proposed, FDOT shall coordinate with the COE prior to impacting these areas.

-COE agrees that consultations with the United States Fish and Wildlife Service and the National Marine Fisheries Service are needed.

-Proposed impacts to Essential Fish Habitat amount to approximately 7.46 acres. Coordination with the National Marine Fisheries-Habitat Conservation Division would be needed to address direct and indirect impacts and mitigation proposal.

-Page 79 of the document indicates that the direct impacts to the substrate would be 0.388 acre. In other sections of the document, the impacts to substrate are listed at 0.288 acre.



**Florida Fish  
and Wildlife  
Conservation  
Commission**

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MyFWC.com

March 22, 2023

Allison Conner  
Florida Department of Transportation District 7  
11201 N. McKinley Dr.  
Tampa, FL 33612  
[Allison.Conner@dot.state.fl.us](mailto:Allison.Conner@dot.state.fl.us)

Re: US 92 Gandy Boulevard from 4<sup>th</sup> Street to West Shore Boulevard Natural Resource  
Evaluation

Dear Ms. Conner:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District 7 is conducting a Project Development and Environmental Study (PD&E) to evaluate roadway and safety improvements on US 92/SR 600/Gandy Boulevard, including roadway widening, bridge widening and/or replacement, stormwater facilities, and pedestrian and bicycle accommodations. This 7.0-mile project was reviewed as ETDM 14335, and project limits extend from US 92 in St. Petersburg (Pinellas County) to South West Shore Boulevard in Tampa (Hillsborough County).

The NRE was prepared as part of the PD&E Study to document and summarize potential impacts to wetlands, federally and state protected species, and protected habitats within the proposed roadway project. FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species. FWC staff looks forward to further coordination for species specific surveys and permitting during the project's Design Phase.

For specific technical questions regarding this information, please contact Terry Gilbert at (850) 728-1103 or [terry.gilbert@MyFWC.com](mailto:terry.gilbert@MyFWC.com). All other inquiries may be directed to our office at [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,

A handwritten signature in purple ink that reads "Laura DiGruttolo".

Laura DiGruttolo  
Biological Administrator II  
Office of Conservation Planning Services

ld/tg  
US-92 Gandy Boulevard from 4<sup>th</sup> St. to Westshore Boulevard\_53171\_3222023

# Natural Resources Evaluation

## Gandy Boulevard (US 92/SR 600)

### from 4<sup>th</sup> Street to West Shore Boulevard

### Project Development and Environment Study

Pinellas & Hillsborough Counties, Florida

Financial Project ID: 441250-1-22-01

Federal Aid Project No. TBD

ETDM #14335

Prepared for:



Florida Department of Transportation  
District Seven

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

F



Florida Ecological Services Field Office

Service Project Code No. **23-I-0060783**

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, a new consultation involving potential effects to listed species becomes necessary, or if a new species is listed, reinitiation or consultation may be necessary.

**JOSE RIVERA**

Date: 2023.03.31 14:36:29

Environmental Review Supervisor

Date

# EXECUTIVE SUMMARY

---

Florida Department of Transportation (FDOT), District 7, is conducting a Project Development and Environment (PD&E) Study (Study) to evaluate improvements to US 92/SR 600/Gandy Boulevard (Gandy Blvd) including roadway widening, bridge widening and replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the Study are from US 92/SR 687/4<sup>th</sup> Street North in St. Petersburg (Pinellas County) to CR 587/South West Shore Boulevard in Tampa (Hillsborough County), a distance of approximately 7.0 miles. The project study area and project limits are shown in **Figure 1-1**. The project is located in Sections 7 and 8 of Township 30 South, Range 18 East, and Sections 15, 16, 17, 18, and 19 of Township 30 South, Range 17 East. The results of the Study will aid FDOT District 7 and the FDOT Office of Environmental Management (OEM) in deciding the location and design concept for the proposed improvements.

Gandy Boulevard is part of FDOT's Strategic Intermodal System (SIS) and a designated hurricane evacuation route. FDOT's functional classification for Gandy Boulevard is an urban principal arterial-other roadway. The roadway is a 4-line divided roadway with a bridge over Tampa Bay. It is divided into three roadway segments for the purposes of this Study.

The alternatives analysis involved consideration the preferred build alternative. The Preferred Alternative will be evaluated and compared to assess potential effects to the natural and physical environment, to determine their ability to meet the project's Purpose and Need, to obtain and consider agency and public comments, and to ensure compliance with all applicable federal and state laws. The Preferred Alternative will be depicted on typical roadway sections and conceptual design plans.

Stormwater management for water quality treatment and runoff attenuation will be provided using wet detention ponds within some basins, while regional approaches to nutrient removal will be taken in other basins by utilizing the Old Tampa Bay water Quality Improvement Project and optional supplemental dry retention swales.

This Natural Resources Evaluation (NRE) has been prepared as part of the PD&E Study to assess the widening alternatives and identify potential impacts to natural resources throughout the Gandy Boulevard corridor. The purpose of this NRE is to document protected species and their habitats and verify the locations of wetlands and surface waters within the project corridor in order to determine potential impacts to these resources, provide rationale to support species effect determinations, identify avoidance and minimization measures, and quantify mitigation for the recommended Preferred Alternative. This NRE has been prepared in accordance FDOT's *PD&E Manual* (FDOT, 2020) and the current Natural Resources Evaluation Outline and Guidance (FDOT, 2022).

The Preferred Alternative is located within the following United States Fish and Wildlife Service (USFWS) Consultation Areas (CA): piping plover (*Charadrius melodus*) and West Indian manatee (*Trichechus manatus latirostris*). The Preferred Alternative falls within the Core Foraging Areas (CFA) for three wood stork colonies. The existing habitats in the study area may also support



other federally protected species, as well as state protected species. Based on the results of the general wildlife and species-specific surveys, data collection, and USFWS' effect determination key, the Preferred Alternative will not jeopardize the continued existence of a protected species and/or result in the destruction or adverse modification of critical habitat. However, additional coordination with wildlife agencies will be required during the design and permitting phase, and additional wildlife surveys may be required prior to construction. **Table ES-1** identifies the protected species that were evaluated in this document, their regulatory status, and the effect determination under the Preferred Alternative.

ES-1: Effect Determinations for Protected Species

| GROUP   | SCIENTIFIC NAME                     | COMMON NAME            | LISTING STATUS <sup>1</sup> |       | EFFECT DETERMINATION |
|---------|-------------------------------------|------------------------|-----------------------------|-------|----------------------|
|         |                                     |                        | FEDERAL                     | STATE |                      |
| Avian   | <i>Athene cunicularia floridana</i> | Florida burrowing owl  |                             | T     | NAEA                 |
|         | <i>Calidris canutus rufa</i>        | Red knot               | T                           |       | MANLAA               |
|         | <i>Charadrius melodus</i>           | Piping plover          | T                           |       | MANLAA               |
|         | <i>Charadrius nivosus</i>           | Snowy plover           |                             | T     | NAEA                 |
|         | <i>Egretta caerulea</i>             | Little blue heron      |                             | T     | NAEA                 |
|         | <i>Egretta rufescens</i>            | Reddish egret          |                             | T     | NAEA                 |
|         | <i>Egretta tricolor</i>             | Tricolored heron       |                             | T     | NAEA                 |
|         | <i>Haliaeetus leucocephalus</i>     | Southern bald eagle    | BGEMA                       |       |                      |
|         | <i>Haematopus palliatus</i>         | American oystercatcher |                             | T     | NAEA                 |
|         | <i>Laterallus jamaicensis</i>       | Eastern black rail     | T                           |       | No Effect            |
|         | <i>Mycteria americana</i>           | Wood stork             | T                           |       | MANLAA               |
|         | <i>Pandion haliaetus</i>            | Osprey                 | MBTA                        |       |                      |
|         | <i>Platalea ajaja</i>               | Roseate spoonbill      |                             | T     | NAEA                 |
|         | <i>Rynchops niger</i>               | Black skimmer          |                             | T     | NAEA                 |
|         | <i>Sternula antillarum</i>          | Least tern             |                             | T     | NAEA                 |
| Mammal  | <i>Perimyotis subflavus</i>         | Tricolored bat         | C                           |       |                      |
|         | <i>Trichechus manatus</i>           | West Indian manatee    |                             |       | MANLAA               |
|         | <i>Ursus americanus floridanus</i>  | Florida black bear     |                             | M     |                      |
| Reptile | <i>Crocodylus actus</i>             | American crocodile     | T                           |       | MANLAA               |
|         | <i>Caretta</i>                      | Loggerhead turtle      | T                           |       | MANLAA               |
|         | <i>Chelonia mydas</i>               | Green turtle           | E                           |       | MANLAA               |
|         | <i>Drymarchon couperi</i>           | Eastern indigo snake   | T                           |       | MANLAA               |
|         | <i>Lepidochelys kempii</i>          | Kemp's Ridley turtle   | E                           |       | MANLAA               |
|         | <i>Gopherus polyphemus</i>          | Gopher tortoise        |                             | T     | NAEA                 |

| GROUP  | SCIENTIFIC NAME                          | COMMON NAME              | LISTING STATUS <sup>1</sup> |       | EFFECT DETERMINATION |
|--------|--|--------------------------|-----------------------------|-------|----------------------|
|        |  |                          | FEDERAL                     | STATE |                      |
| Fish   | <i>Acipenser oxyrinchus desotoi</i>      | Gulf sturgeon            | I                           |       | MANLAA               |
|        | <i>Manta birostris</i>                   | Giant manta ray          | T                           |       | MANLAA               |
|        | <i>Pristis pectinata</i>                 | Smalltooth sawfish       | E                           |       | MANLAA               |
| Plants | <i>Bonamia gradiflora</i>                | Florida bonamia          | T                           |       | No Effect            |
|        | <i>Calopogon multiflorus</i>             | Many-flowered grass-pink |                             | T     | NEA                  |
|        | <i>Campanula robinsiae</i>               | Brooksville bellflower   | E                           |       | No Effect            |
|        | <i>Centrosema Arenicola</i>              | Sand butterfly pea       |                             | E     | NEA                  |
|        | <i>Chionanthus pygmaeus</i>              | Pygmy fringe-tree        | E                           |       | No Effect            |
|        | <i>Chrysopsis floridana</i>              | Florida golden aster     | E                           |       | No Effect            |
|        | <i>Lechea cernua</i>                     | Nodding pinweed          |                             | T     | NEA                  |
|        | <i>Linum carteri</i> var. <i>smallii</i> | Small's flax             |                             | E     | NEA                  |
|        | <i>Nemastylis floridana</i>              | Celestial lily           |                             | E     | NEA                  |
|        | <i>Nolina atopocarpa</i>                 | Florida beargrass        |                             | T     | NEA                  |
|        | <i>Pteroglossaspis ecristata</i>         | Giant orchid             |                             | T     | NEA                  |

MANLAA = May Affect, Not Likely to Adversely Affect

NEA = No Effect Anticipated

NAEA = No Adverse Effect Anticipated

1 = FWC listing status was not included for species with the same federal listing status due to the State's deferment of federal status under Chapter 68A-27, FAC.

Wetlands and other surface waters (OSW) with potential to be affected by the proposed project were identified within the Gandy Boulevard study area. An assessment was performed for wetlands and OSW in accordance with the Uniform Mitigation Assessment Method (UMAM) pursuant to Chapter 62-345, F.A.C., to determine the functional value provided by the wetlands and OSW and the amount of mitigation required to offset adverse impacts. OSW classified as permitted reservoirs were not included in the assessment as mitigation will not be required for impacts to these OSW. The Preferred Alternative will directly impact approximately 6.71 acres of wetlands and 1.11 acres of other surface waters. Secondary impacts to adjacent wetlands are approximately 4.02 acres. The total project impacts result in a functional loss of 5.55 units for state and federal jurisdictional wetlands. Mitigation for unavoidable adverse wetland impacts will be provided through the purchase of credits from a mitigation bank or the Old Tampa Bay Water Quality Improvement Project credits that may be used for mitigation for this project in order to satisfy all mitigation requirements of Part IV, Chapter 373 F.S., and U.S.C. 1344.

Essential Fish Habitat (EFH) has been identified within the study area. An EFH assessment was conducted and included as part of this NRE. The Preferred Alternative will impact approximately

7.10 acres of wetlands and surface waters designated as EFH. The wetland habitats being directly impacted include 0.002 acres of seagrass, 0.388 acres to the substrate, and 6.71 acres of mangrove swamps. The potential impact to EFH in the project area has been minimized through the replacement of the bridge structure like-for-like to the previous bridge, along with utilizing existing filled causeways for bridge approaches and roadway. The proposed project will not have significant direct or indirect impacts on EFH, based on the relatively minor impact to EFH, resulting in no representative species or life stages of a species being significantly impacted. Table ES-2 identifies impacts to EFH within the project area.

ES-2: Impacts to EFH

| Wetland ID             | FLUCFCS | Classification | Description                   | Impact Type   | Wetland/Surface Water Impact (Acres) |
|------------------------|---------|----------------|-------------------------------|---------------|--------------------------------------|
| WL 4                   | 612     | E1UBL          | Mangrove Swamps               | Direct (Fill) | 0.057                                |
| WL 6                   | 612     | E2FO3N         | Mangrove Swamps               | Direct (Fill) | 3.849                                |
| WL 7                   | 612     | E2FO3N         | Mangrove Swamps               | Direct (Fill) | 0.357                                |
| WL 8                   | 612     | E2FO3N         | Mangrove Swamps               | Direct (Fill) | 2.441                                |
| SW 4                   | 540     | E1UBL          | Bays and Estuaries            | Direct (Fill) | 0.209                                |
| SW 4                   | 540     | E2USN          | Bays and Estuaries (Seagrass) | Direct (Fill) | 0.002                                |
| SW 9                   | 540     | PFO3R          | Bays and Estuaries            | Direct (Fill) | 0.150                                |
| SW 11                  | 540     | E1UBL          | Bays and Estuaries            | Direct (Fill) | 0.029                                |
| Direct Wetland Impacts |         |                | Surface Water Impacts         |               |                                      |
| 6.71 (ac)              |         |                | 0.39 (ac)                     |               |                                      |

E1UBL Estuarine, Subtidal, Unconsolidated Bottom, Subtidal

E2FO3N Estuarine, Intertidal, Forested, Broad-leaved Evergreen, Regularly Flooded

E2USN Estuarine, Intertidal, Unconsolidated Shore, Regularly Flooded

PFO3R Palustrine, Forested, Broad-leaved Evergreen, Seasonally Flooded

## **Public Involvement Appendix**

### **Contents:**

Public Hearing Certification (Oct. 2023)

Public Hearing Transcript (Oct. 2023)

## PUBLIC HEARING CERTIFICATION

### US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD

**Project Development and Environment (PD&E) Study**

**from FROM E OF 4TH ST TO WESTSHORE BLVD**

**, Florida**

**Financial Management No.: 441250-1-22-01**

I certify that a public hearing was conducted on 02/28/2023, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Craig Fox

(Name)

October 4, 2023

Date

Craig Fox, P.E. Project Development Supervisor

(Title of FDOT Representative)



#### Link to Public Hearing Transcript

1 - [44125012201-CE2-D7-Public\\_Hearing\\_Transcript-2023-1004.pdf](#)

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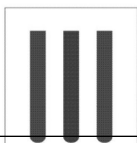
407.423.9900  
Fax 407.841.2779  
Toll Free 855-MYDEPOS



1 NOTICE OF PUBLIC HEARING  
2 US 92/SR 600/GANDY BOULEVARD PD&E STUDY  
3 FROM 4TH STREET TO WEST SHORE BOULEVARD  
4 PINELLAS AND HILLSBOROUGH COUNTIES, FLORIDA  
5 WORK PROGRAM ITEM SEGMENT NUMBER: 441250-1  
6 ETDM NO.: 14335  
7 \_\_\_\_\_/  
8 PUBLIC HEARING BEFORE THE FLORIDA DEPARTMENT OF  
9 TRANSPORTATION DISTRICT SEVEN  
10 DATE: FEBRUARY 28, 2023  
11 TIME: 5:30 P.M. - 7:30 P.M.  
12 REPORTER: ASHLEIGH MAWYER  
13 PLACE: PINELLAS PARK PERFORMING ARTS CENTER  
14 4951 SEVENTY-EIGHT AVENUE NORTH  
15 PINELLAS PARK, FLORIDA 33781

APPEARANCES

1  
2  
3 In-Person Staff: Craig Fox, Hearing Moderator; Amber  
4 Russo, On-Site GoToWebinar Host; Bianca Speights, On-  
5 Site GoToWebinar Support Staff; Todd Flemister Technical  
6 Support; Richard Moss; Justin Hall; Kirk Bogen; Michael  
7 Campo; Branan Anderson; Tricia Caldwell; Rosana Correa;  
8 Robin Rhinesmith; Martin Horowitz; Allyson Burke; Renato  
9 Chuw; Jensen Hackett; Suzanne Monk; Kristen Carson;  
10 Faith Blair; Joe Murphy; Roger Roscoe; Robert Blanton;  
11 Carrol Fowler; Brian Hunter; David Guttenplan; Benjamin  
12 Salvo; Donald Marco' Diana Albarracin; David Hubert;  
13 Jason Labarbera; Vincent Shine; Jason Houck; Dayna  
14 Duffy; Amanda Ashby  
15  
16 Virtual Staff: Ashley Henzel, Virtual Comments Moderator  
17 Via GoToWebinar; Dean Grumbach, Virtual Question  
18 Delegator; Karen Ford, Virtual Tech Support; Kaylee  
19 Bledsoe, Attendee Support Staff; Erik Fleming; Jason  
20 LaBarbera; Allison Conner; Gregg Hamm; Ed Albritton;  
21 David Botello  
22  
23  
24  
25



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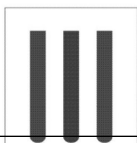
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Page 127 of 181

|    |                                    |      |
|----|------------------------------------|------|
| 1  | INDEX                              |      |
|    |                                    | Page |
| 2  | - Formal Presentation              | 7    |
|    | - In-Person Public Comments:       |      |
| 3  | Deborah Passerini                  | 17   |
|    | Ellen Gallagher                    | 19   |
| 4  | Noah Adelson                       | 22   |
|    | Jessica Icerman                    | 24   |
| 5  | Ronald Wallace                     | 25   |
|    | Andrew Fowler                      | 25   |
| 6  | Andre Blanc                        | 25   |
|    | James Kendrick                     | 26   |
| 7  | Charles Wannemacher                | 27   |
|    | Christopher Creyts                 | 28   |
| 8  | Stephanie Adelson                  | 33   |
| 9  | - Virtual Comments                 |      |
|    | Kevin Loather                      | 30   |
| 10 | Grady Pridgen                      | 30   |
|    | Maggie Tur                         | 30   |
| 11 | Carla Aguilera                     | 30   |
|    | Randolph Williams                  | 30   |
| 12 | Diane Briette                      | 31   |
|    | Scott Tashkin                      | 31   |
| 13 | Justice Rollof                     | 31   |
| 14 | Closing....                        | 34   |
| 15 | - Court Reporter Recorded Comments |      |
|    | Todd Hempstead                     | 35   |
| 16 | Certificate of Reporter....        | 38   |
| 17 |                                    |      |
| 18 |                                    |      |
| 19 |                                    |      |
| 20 |                                    |      |
| 21 |                                    |      |
| 22 |                                    |      |
| 23 |                                    |      |
| 24 |                                    |      |
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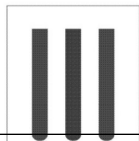
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STIPULATION

The public meeting before the Florida Department of Transportation District Seven taken at Pinellas Park Performing Arts Center, 4951 Seventy-Eight Avenue North, Pinellas Park, Florida 33781 on Tuesday the 28th day of February 2023 at approximately 5:48 p.m.; said public meeting was taken pursuant to the Florida rules of civil procedure.

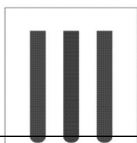


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PROCEEDINGS

MR. FOX: Good evening. Welcome to the public hearing for the US 92/State Road 600/Gandy Boulevard Partner Development and Environment or PD&E study from 4th Street to West Shore Boulevard in Pinellas and Hillsborough Counties, a distance of approximately seven miles. The word program -- work Program Item or WPI segment number is 441250-1. My name is Craig Fox. I am a PD&E project manager for District 7 of the Florida Department of Transportation or FDOT. Today is Tuesday, February 28, 2023, and it is approximately 6:30 p.m. This public hearing is being held both in person and with an option to attend virtually. For those attending in person, we are assembled at the Pinellas Park Performing Arts Center located at 4951 78th Avenue North, Pinellas Park, Florida. For those attending virtually, thank you for participating online via GoToWebinar. FDOT District 7 is conducting the public hearing this evening to provide you with an opportunity to discuss the project and to submit comments on this PD&E study. Public participation is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or family status. This public hearing

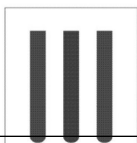


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1 is being held and was advertised in accordance with  
2 applicable federal and state laws, as shown on the  
3 citation board located next to the sign-in sheet  
4 table and is being conducted in accordance with the  
5 American Disabilities Act of 1990. This information  
6 is also provided in the project newsletter you  
7 received in the mail or can be found at the sign-in  
8 table and online on the project website. The  
9 environmental review, consultation, and other  
10 actions required by applicable federal environmental  
11 laws for this project are being -- or have been  
12 carried out by the FDOT pursuant to 23 United States  
13 Code Section 327, and a memorandum of understanding  
14 dated May 26, 2022, and executed by the Federal  
15 Highway Administration and FDOT. This is your  
16 opportunity to receive information on the US  
17 92/State Road 600/Gandy Boulevard PD&E study, and  
18 officially provide your comments to be included in  
19 the public hearing record. The preferred build  
20 alternative for the Gandy Boulevard proposed  
21 improvement -- improvements are based on  
22 environmental and engineering analysis completed to  
23 date as well as the public comments that we  
24 received. The project team looked at various  
25 environmental effects in the -- in the alternative

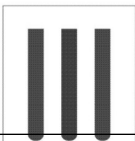


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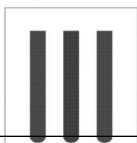
1 analysis. The project alternatives were evaluated  
2 for impacts to natural and cultural resources and on  
3 the social and physical environments. Results of  
4 the cultural, natural, social, and physical  
5 environmental analysis are contained in the  
6 documents on display here tonight and are available  
7 on the project website. Staff are available to  
8 answer questions regarding these reports. The  
9 results were the following. Section 106 of the  
10 National Historic Preservation Act requires agencies  
11 to consider the effects of their actions on cultural  
12 resources. There were 44 historical resources and  
13 one archeological site identified within the  
14 project's area of potential effects. Three historic  
15 resources are eligible for listing in the National  
16 Register of Historic Places. However, there will be  
17 no adverse effects to any national registered sites  
18 or resources as a result of the project's proposed  
19 improvements. The natural resources assessed as  
20 part of the project included wetlands and other  
21 surface waters and protected species and habitat.  
22 The widening of Gandy Boulevard as proposed is  
23 estimated to impact approximately 6.71 acres of  
24 wetlands and 1.11 acres of other surface waters.  
25 These habitats also include essential fish habitat,

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1 of which the projects will impact an area of  
2 approximately 7.10 acres. However, the proposed  
3 project will result in no adverse effects to species  
4 or their habitat. The social environment results  
5 are the effects of the community for accommodation  
6 of the roadway widening and anticipated offsite  
7 stormwater management facilities. The acquisition of  
8 additional right of way is anticipated and 23  
9 parcels may be affected. This right-of-way  
10 acquisition is anticipated to involve no residential  
11 relocations and three business relocations. The  
12 potential relocations are shown on the concept  
13 plans. The physical environment was evaluated as a  
14 result of proposed improvements. 159 properties are  
15 anticipated to be affected by an increased level of  
16 traffic noise. There are three locations within the  
17 distorted corridor where potential noise barriers  
18 were determined to be cost-reasonable and feasible  
19 traffic noise abatement measures. There are  
20 potentially one high and five medium-risk  
21 contaminated sites adjacent to the project's  
22 improvements. One site is on a location proposed  
23 for right-of-way acquisition but is not expected to  
24 adversely affect the project. The purpose of this  
25 project is to reduce traffic congestion and improve

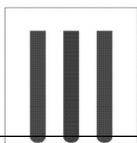


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1 pedestrian and bicycle accommodations on this  
 2 portion of Gandy Boulevard in Pinellas and  
 3 Hillsborough Counties. The proposed improvements  
 4 will include adding grade-separated travel lanes,  
 5 add grade frontage lanes, multi-use trails for  
 6 pedestrians and bicyclists, and construction of  
 7 stormwater management facilities. As shown in the  
 8 concept plans on display at today's hearing and  
 9 available online for virtual attendees, the proposed  
 10 build alternative is comprised of five preferred  
 11 typical sections. All typical sections accommodate  
 12 a designed speed of 55 mile-an-hour for the  
 13 controlled access lanes and 30 to 45 miles an hour  
 14 for the frontage lanes. Typical Section 1 from 4th  
 15 Street North to west of Brighton Bay Boulevard  
 16 Northeast, and from east of San Martin Boulevard to  
 17 approximately 3000 feet east of San Fernando Drive,  
 18 consists of a controlled access roadway facility  
 19 with two 12-foot uninterrupted travel lanes in each  
 20 direction, paved inside shoulders varying in width  
 21 from four feet to eight feet, and 10-foot paved  
 22 outside shoulders. The proposed travel lanes are  
 23 separated by a 46-foot depressed median and  
 24 guardrail. The typical section also includes a  
 25 frontage road system for local traffic with two 11-

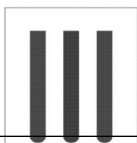


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1 foot lanes in each direction. A 12-foot multi-use  
2 trail is proposed on the outside of both frontage  
3 roads. The second typical section extends from  
4 Brighton Bay Boulevard to San Martin Boulevard. It  
5 includes an elevated viaduct with two 12-foot  
6 uninterrupted travel lanes in each direction  
7 separated by a concrete barrier wall. It has 6-foot  
8 inside shoulders and 10-foot outside shoulders,  
9 similar to Typical Section 1. It provides --  
10 similar to Typical Section 1, it provides an at-  
11 grade frontage road system for local traffic with  
12 two 11-foot lanes in each direction and 12-foot  
13 multi-use trails outside of both frontage roads.  
14 Typical Section 3 extends from approximately 3000  
15 feet east of San Fernando Drive to the west end of  
16 the Gandy Bridges in Pinellas County. It consists of  
17 a controlled access roadway facility with three 12-  
18 foot uninterrupted travel lanes in each direction  
19 separated by a barrier wall with 10-foot paved  
20 inside and outside shoulders. It also includes a  
21 frontage road system for local traffic with one 15-  
22 foot lane in each direction. A 12-foot multi-use  
23 trail is proposed on the outside of both frontage  
24 roads. Typical Section 4 covers the limits of Gandy  
25 Boulevard crossing Old Tampa Bay. This typical

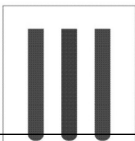


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1 section includes two separate eastbound and  
2 westbound bridges. Each bridge provides three 12-  
3 foot lanes and 10-foot inside and outside shoulders.  
4 The existing westbound bridge will be widened and  
5 reconfigured to accommodate the eastbound traffic.  
6 A new bridge will be constructed to accommodate the  
7 westbound traffic and to provide a 16-foot multi-use  
8 trail separated from the travel lanes by a barrier  
9 wall. The existing eastbound bridge over Old Tampa  
10 Bay will be demolished. The existing western  
11 extension of State Road -- the existing western  
12 extension of State Road 618/Lee Roy Selmon  
13 Expressway terminates in the median of Gandy  
14 Boulevard just east of the Gandy Bridges in  
15 Hillsborough County. The proposed inside travel  
16 lanes for Gandy Boulevard will connect to the  
17 expressway at its terminus. The fifth preferred  
18 typical section for Gandy Boulevard begins east of  
19 this connection. It consists of resurfacing the  
20 existing four-lane divided roadway with a 10-foot  
21 inside and 11-foot outside travel lane in each  
22 direction. It includes a median that varies in  
23 width and accommodates the existing Lee Roy Selmon  
24 Expressway two-lane elevated viaduct. Typical  
25 Section 5 includes minor proposed intersection and



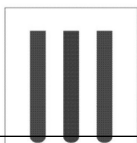
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1 access management improvements as well as an  
2 auxiliary lane serving the relocated Gandy boat rent  
3 turnout approximately 800 feet west of Ridge Street.  
4 With the introduction of the controlled access  
5 roadway, access to and from adjacent properties and  
6 site sheets along both sides of Gandy Boulevard will  
7 be provided along the frontage roads and will  
8 enhance safety. All proposed median openings --  
9 median opening access are shown on the content plans  
10 on display at an in-person hearing and online for  
11 virtual attendees. This hearing is an opportunity  
12 for the public to provide input on the proposed  
13 project improvements. The existing right of way  
14 along Gandy Boulevard within the project limits  
15 varies from 100 feet to 389 feet wide. Additionally,  
16 right of way will need to be acquired to encompass  
17 all elements of the roadway typical sections.  
18 Additional right of way will also need to be  
19 acquired for constructing and maintaining proposed  
20 offsite facilities for stormwater management along  
21 the projects. The concept plans show locations where  
22 all binary acquisitions are anticipated. Now I am  
23 going to give you some information about right-of-  
24 way acquisition and how you can make comments on the  
25 project. On projects such as this, one of the

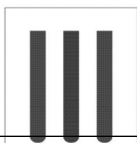


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1       unavoidable consequences is a necessary acquisition  
2       of properties and the relocation of families and  
3       businesses. For this project, we anticipate the  
4       relocation of zero residences and three businesses.  
5       All right-of-way acquisition will be conducted in  
6       accordance with Florida Statute 339.09 and the  
7       Federal Uniform Relocation Assistance and Real  
8       Property Acquisition Policies Act of 1970, commonly  
9       known as the Uniform Act. If you are required to  
10      make any type of move because of a Department of  
11      Transportation project, you can be expected to be  
12      treated in a fair and helpful manner, and in  
13      compliance with the Uniform Relocation Assistance  
14      act. If a move is required, you will be contacted  
15      by an appraiser who will inspect your property. We  
16      encourage you to be present during the inspection  
17      and provide information about the value of your  
18      property. You may also be eligible for relocation  
19      advisory services and payment benefits. If you are  
20      being moved and you are unsatisfied with the  
21      Department's determination of your eligibility for  
22      payment or the amount of that payment, you may  
23      appeal that determination. You'll be promptly  
24      furnished necessary forms and notified of the  
25      procedures to be followed in the making of that

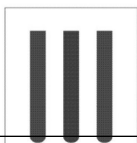


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1 appeal. A special word of caution, if you move  
2 before you receive notification of the relocation  
3 benefits that might be entitled to you, your  
4 benefits may be jeopardized. The acquisition and  
5 relocation specialists who are supervising this  
6 program are Joe Murphy and Faith Blair. They'll be  
7 happy to answer your questions and will also furnish  
8 you with copies of the relocation assistance  
9 brochures. Joe and Faith, please stand. So that  
10 anyone who is involved in the acquisition of  
11 relocation on this project will know who they need  
12 to see regarding their property. For virtual  
13 attendees, we have Patricia Berg available to you to  
14 answer your questions in the question box. For  
15 those who have arrived in person this evening, you  
16 should have received a project newsletter. If you  
17 are not able to sign in or did not receive the  
18 handout, please stop by our sign-in table at the  
19 rear before leaving this evening. If you have not  
20 already done so, please feel free to watch the  
21 presentation that's running continuously at the  
22 public hearing tonight in the adjacent room. It  
23 describes the proposed improvements to US 92/State  
24 Road 600/Gandy Boulevard in greater detail. The  
25 presentation and newsletter are also available

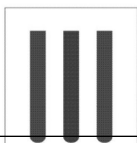


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TOMORROW'S TECHNOLOGY TODAY

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1 online at the project website for virtual attendees.  
2 Before I continue, I would like to recognize any  
3 elected officials or their representatives who are  
4 here tonight or participating virtually. For those  
5 attending in person, please stand and introduce  
6 yourself for the record. Are there any elected  
7 officials or the representatives attending  
8 virtually? Please raise your hand virtually and we  
9 will unmute you to introduce yourself for the  
10 record. All right. None were identified online.  
11 Anyone desiring to make a statement or present  
12 written views and/or exhibits regarding the  
13 location, conceptual design, social, economic, or  
14 environmental effects of the widening of US 92/State  
15 Road 600/Gandy Boulevard will now have an  
16 opportunity to do so. We will take comments on the  
17 in-person attendees first and then the virtual  
18 attendees. Those attending in person who wish to  
19 provide comments during this formal portion of the  
20 public hearing should complete the speaker's card  
21 and submit it to a department representative. If  
22 you did not receive a speaker's card and would like  
23 to make a public comment, please raise your hand and  
24 an FDOT representative will be happy to provide you  
25 with one. In addition to making an oral statement

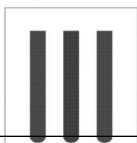


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CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 during this portion of the hearing, you can also  
2 make a comment to the court reporter here tonight  
3 after the -- after this formal portion of the public  
4 hearing. For those attending virtually, we will  
5 call on those who are pre-registered to make a  
6 formal public comment first. Our online moderator  
7 will call your name and unmute you one at a time  
8 when it's your turn to speak. Any others who wish  
9 to make a comment, please raise your virtual hand at  
10 the end when the time comes and we will call on you.  
11 You may also submit your comments to the FDOT in  
12 writing. Comment forms can be placed in one of the  
13 comment boxes this evening. These comment forms are  
14 also available online and you can complete the form  
15 at a later time and mail it to us at the pre-printed  
16 address on the back of the comment form. You may  
17 also submit comments to us through the project  
18 website found on the front of the newsletter  
19 handout. Please keep in mind that comments must be  
20 postmarked or e-mailed no later than Friday, March  
21 10, 2023, to be included in the official public  
22 hearing record. At this time, we will begin taking  
23 public comments. I will start with the in-person  
24 attendees and call a speaker in the order in which  
25 their speaker card was received. After all of the



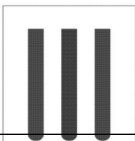
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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
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TAMPA, FL 33602

1 in-person attendees have made their public comment,  
2 virtual attendees will be given their opportunity to  
3 comment starting with those who pre-registered.  
4 Please limit your comments to the US 92/State Road  
5 600/Gandy Boulevard PD&E study and limit them to  
6 three minutes in order to allow everyone an  
7 opportunity to speak. Those who wish to provide  
8 additional comments in person may return to the  
9 microphone following the last speaker, or you may  
10 present additional comments directly to the court  
11 reporter at the end of the formal portion of  
12 tonight's hearing. For those in person, as I call  
13 your name, please step to the microphone and state  
14 your name and address clearly into the microphone  
15 before making your comment so that the court  
16 reporter can capture that information. If you  
17 represent an organization, municipality, or other  
18 public agency, please provide that information as  
19 well. If you have questions and do not wish to make  
20 a public comment, please see one of the FDOT  
21 representatives following this portion of the  
22 hearing. The first speaker is Deborah Passerini.  
23 Please come to the microphone. The second speaker  
24 will be Ellen.

25 MS. PASSERINI: Good evening. My name is

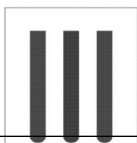


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 Deborah Passerini. I am President and CEO of  
 2 Goodwill Industries-Suncoast Incorporated. Goodwill  
 3 has been at our 10596 Gandy Boulevard location since  
 4 1964. Our mission is to help people achieve their  
 5 full potential through the dignity and power of work  
 6 and through lifelong learning. During those last 59  
 7 years that we have been on Gandy Boulevard, we have  
 8 helped several million people, literally, with  
 9 disabilities and with other barriers to employment.  
 10 We've helped them secure careers and to become a  
 11 part of our communities. To do that, millions of  
 12 people have donated goods to Goodwill that we have  
 13 sold to produce funds that support many of the  
 14 services that Goodwill provides, and we have  
 15 promoted reuse, literally, of millions of tons of  
 16 material goods for the betterment of our community.  
 17 I have to say that Goodwill has to indicate its  
 18 concerns about this proposed project. We are  
 19 concerned for the extensive damage to our social  
 20 enterprise, our business model, which has allowed us  
 21 to help, literally, millions of people. We're  
 22 concerned that it'll negatively impact the  
 23 visibility as well as safe accessibility for  
 24 donations. We live -- we have millions of donors  
 25 who have given us goods, and we're concerned about



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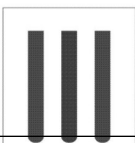
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CORPORATE ORLANDO, FL 32801  
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 TAMPA, FL 33602

1 the multimillion-dollar store that we operate on  
2 Gandy Boulevard, which will produce about 3.6 to \$4  
3 million this year. And that's so important because  
4 it fuels the services that Goodwill provides. As I  
5 said, we still fund many, many of our services. So  
6 the concern is that this project will damage  
7 Goodwill, countless lives, and our community  
8 ultimately. Again, I have to state our concern  
9 about this project. I want to emphasize visibility  
10 is a concern that we need support with respect to  
11 appropriate signage. That we need to maintain the  
12 open bridge concept that is currently identified or  
13 designed into the project in order to facilitate  
14 visibility from ground level. We are very concerned  
15 about traffic. We operate 54-footers and those  
16 trucks need to get to 20 different stores. We need  
17 to maintain the dedicated U-turn at Derby Lane when  
18 coming from west or from east to west. We also need  
19 to maintain the dedicated stoplight and turning  
20 radius at San Martin, and it's important for me to  
21 note that we need stormwater runoff. Thank you so  
22 much.

23 MR. FOX: Thank you. The next speaker is  
24 Ellen --

25 MS. GALLAGHER: Gallagher.



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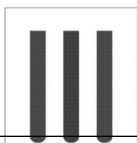
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CORPORATE ORLANDO, FL 32801  
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1 MR. FOX: Gallagher. Thank you. Please come  
2 to the microphone and the following speaker will be  
3 Noah Adelson.

4 MS. GALLAGHER: Good evening. My name is Ellen  
5 Gallagher and I am a member of My Cycling Community  
6 Tampa Bay, and I'm one of the many cyclists here  
7 tonight who resides in the greater Tampa Bay area.  
8 Numerous organized cycling groups in this area have  
9 been in existence for over 35 years and are made up  
10 of hundreds of cycling enthusiasts. Our cycling  
11 communities provide comradery, friendly competition,  
12 and fitness, but above all, safety is most  
13 important. On average, organized cycling groups  
14 cross the Gandy Bridge as a group two times a month,  
15 inclusive of upwards of 100 cyclists. That equates  
16 to approximately 43,000 miles annually just across  
17 the Gandy Bridge alone. Imagine, though, what the  
18 numbers could be if there were a safe and cycling-  
19 friendly section. So many cyclists are reluctant to  
20 ride over the bridge for safety concerns. The  
21 proposed improvements would result in even more  
22 cyclists from St. Pete and Tampa accessing the Gandy  
23 Bridge for recreational purposes and cyclists using  
24 the roadway for transportation to and from work.  
25 While it's unfortunate when cars fly past us at

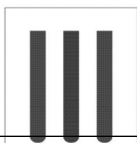


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 dangerously high speeds, honking aggressively at our  
2 group, it's even more unfortunate that we've  
3 witnessed our friends and members of our cycling  
4 communities hurt or even killed while crossing  
5 Gandy. According to the Department of Highway  
6 Safety and Motor Vehicles, in 2021 there were 183  
7 bicycle-related fatalities in Florida. Almost a  
8 third were in the Tampa Bay area. This number's  
9 increased in 2022. When accounting for the rate of  
10 fatalities per 100,000 people, our state has the  
11 highest number of bicycle-related deaths across the  
12 country. Many of us sitting here tonight have  
13 personally encountered too many close calls with  
14 motorists. Thankfully most did not end in disaster  
15 but undoubtedly put our lives at risk. While we are  
16 all individually motivated to cycle for different  
17 reasons, none of us does so professionally and  
18 simply said, we all want to make it home to our  
19 friends and family safely after a ride. We cannot  
20 emphasize enough the criticality of moving forward  
21 with the proposed amendments for both phases one and  
22 two. The widening of lanes along with the bike and  
23 pedestrian path improvements will effectively  
24 provide additional safety for cyclists, pedestrians,  
25 and the motorists crossing the Gandy Bridge. As



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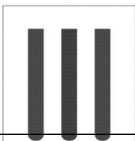
TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 hardly improvements, we would also like to make the  
2 following minor suggestions to maximize return on  
3 the FDOT investment. Ensure the path is clearly  
4 marked with separate lanes for cyclists and  
5 pedestrians. Consider adding "share the road" or  
6 "watch for cyclists signs." When widening the road  
7 itself, consider a second white-painted line between  
8 the lane. I know I speak on behalf of all the  
9 cyclists in the room tonight and the ones that  
10 couldn't attend in support of the much-needed  
11 progress in the Tampa Bay area to make it a safer  
12 bicycle- and pedestrian-friendly city. Thank you.

13 MR. FOX: Thank you. The next speaker is Noah  
14 Adelson. Please come to the microphone. And the  
15 following speaker will be Jessica Icerman.

16 MR. ADELSON: Hello. My name is Noah Adelson.  
17 I live at 655 Addison Drive Northeast, St.  
18 Petersburg, Florida 33716, and I also am a member of  
19 MCC Tampa Bay. I too am a cyclist. I live within  
20 the Brighton Bay development. Logically, the Gandy  
21 Bridge is the closest in an uninterrupted riding  
22 zone close to my home. I mean, it's three and a  
23 half miles away. But for safety reasons, I don't go  
24 over the bridge in a group or alone. My mother was  
25 witness to a fatal accident earlier -- this past

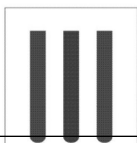


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 year on the Gandy Bridge involving a motorist and a  
 2 cyclist, and the cyclist was hit and killed on the  
 3 runoff lane coming onto the Hillsborough side of the  
 4 bridge. So to see a safe car-free environment for  
 5 cyclists to proceed across the bridge is a priority  
 6 for me to be able to ride across the bridge and to  
 7 become one of the, hopefully, hundreds and thousands  
 8 of new users across the bridge on a daily and weekly  
 9 basis. My personal concerns for the project are  
 10 construction impacts on the -- construction impacts  
 11 on cycling across the bridge and on Gandy Boulevard  
 12 on the Pinellas and Hillsborough side. As the road  
 13 is widened and prepared for construction, I want to  
 14 ensure that there's a safe environment for cyclists  
 15 to continue doing what they do just about every day.  
 16 And you know, have that space to ride despite the  
 17 interruptions that construction will provide. I'd  
 18 also like to draw attention to the usage volume that  
 19 will greatly increase. Courtney Campbell Causeway  
 20 is a great example of this. There are many, many  
 21 users, rollerbladers, walkers, pedestrians, cyclists  
 22 that flock to that bridge on a daily basis and will  
 23 the current provisions for multi-use trails be  
 24 sufficient for the expected additional volume that  
 25 will come back such as when the Friendship Trail was



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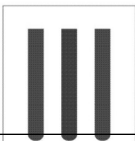
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CORPORATE ORLANDO, FL 32801  
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1 originally built or was originally was taken down  
2 10, 20 years ago. Thank you.

3 MR. FOX: Thank you. The next speaker is  
4 Jessica Icerman. Please come to the microphone.  
5 And the following speaker will be Ronald Wallace.

6 MS. ICERMAN: Good evening. My name is Jessica  
7 Icerman. I am a -- an attorney representing  
8 Goodwill Industries-Suncoast Incorporated. My  
9 address is 401 East Jackson Street, Tampa, Suite  
10 2100. So I have concerns, request for assurances,  
11 and some potential quote solutions. The concerns  
12 are loss of drive-by traffic, loss of visibility, a  
13 decrease in property value, and a limitation of  
14 future redevelopment of the property, construction  
15 interruptions, and noise. Some assurances we would  
16 like to have is that the PSTA service will remain  
17 uninterrupted during and after construction. This  
18 is actually important for our reentry facility. So  
19 Goodwill at that location has a reentry facility and  
20 many of its residents do not have vehicles and rely  
21 on public transit to get to their employment so that  
22 transit needs to be maintained. Also, there is a  
23 current stormwater issue on the property and we're  
24 hoping that this project could address, not only  
25 maintain stormwater but improve the stormwater



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CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 situation at the property. We'd also like  
2 assurances that Goodwill can maintain the existing  
3 access points onto Gandy Boulevard. Some proposed  
4 solutions are potentially adding a protected U-turn  
5 lane at San Martin Boulevard, providing assistance  
6 in obtaining larger, taller signs, compensation for  
7 advertising billboards, full compensation for  
8 business damages, severance damages, or other relief  
9 required by law, and we thank you for hosting us  
10 today.

11 MR. FOX: Thank you. The next speaker is  
12 Ronald Wallace.

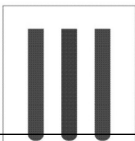
13 MR. WALLACE: No comment.

14 MR. FOX: The next speaker is Andre Fowler.

15 MR. BLANC: Blanc.

16 MR. FOX: All right. Please come to the  
17 microphone. And the following speaker will be James  
18 Kendrick.

19 MR. BLANC: Good evening. I'm Andre Blanc and  
20 will be an owner at Marina Point. Just a couple  
21 concerns. When they did the exit into Marina Point  
22 off of Gandy right now, it's -- you can only turn  
23 one way. You can only turn north. So I'm wondering  
24 what the provisions are for both entrance and exit  
25 into the new project. That'd be one concern. Also,



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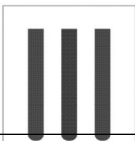
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CORPORATE ORLANDO, FL 32801  
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TAMPA, FL 33602

1       there is a piece of property right on the south side  
2       of Gandy in the West Shore Marina where they -- they  
3       use it for flood relief. I'm wondering if there's --  
4       what the conversation has then as far as protecting  
5       that. Or you know because that is supposed to be a  
6       new development for a restaurant. Wondering if  
7       there's any discussion on that. And then lastly,  
8       I'm a member for the Coast Guard Auxiliary Flotilla  
9       79, which is right at the Gandy boat landing. We  
10      just secured a 30-year lease on our facility there  
11      and I'm assuming that this project does not impact  
12      that, so I have that question. And other than that,  
13      I support it. I too am a cyclist and would like a  
14      safe way to cross Gandy. So that's it.

15           MR. FOX: Thank you. The next speaker is James  
16      Kendrick. Please come to the microphone. And the  
17      following speaker will be Charles Wannemacher.

18           MR. KENDRICK: Hello. My name is James  
19      Kendrick and I represent Kahuna's Bar and Grill, St.  
20      Petersburg, a tradition here in St. Petersburg for  
21      28 years. 10515 Gandy Boulevard North. And as well  
22      as we are the property owners of JJ's Market and  
23      Delhi on the corner of Brighton Bay Boulevard and  
24      Gandy. Our first impression of the project is --  
25      it's disappointing. We kind of graded it about a B



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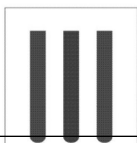
TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 minus, especially when it came to the pedestrian and  
 2 cycling side of the north side of Gandy. There  
 3 really was not much consideration as far as  
 4 businesses in that location, especially in the --  
 5 specifically the Kahuna parking lot. In 2010, when  
 6 the road was widened to accommodate the flybridge at  
 7 4th Street, they pretty much stopped the sidewalks  
 8 through that area. As far as the Kahuna  
 9 specifically, they pushed the parking or the  
 10 sidewalk south to accommodate the cyclists through  
 11 the Kahuna parking lot, which still has not been  
 12 addressed. Thank you.

13 MR. FOX: Thank you. The next speaker is  
 14 Charles Wannemacher.

15 MR. WANNEMACHER: You got it right. Most  
 16 people don't. Good evening. My name's Charles  
 17 Wannemacher. I've been a resident of Tampa Bay for  
 18 my entire life. I'm 24 years old. Grew up here, I  
 19 live here. I work here, I went to school here. In  
 20 2019, I was involved in a very serious cycling  
 21 accident, a collision with a car. Spent about six  
 22 days in the ICU. That's a pretty bad injury. So as  
 23 you can imagine, I'm an advocate for safer cycling  
 24 on the roads that I grew up on. So I am obviously  
 25 here to support some mixed-use path -- mixed use



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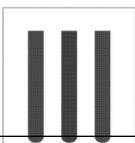
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 JACKSONVILLE, FL 32256  
 TAMPA, FL 33602



1 paths on Gandy Boulevard. Some of the concerns that  
2 I do have are the lack of the physical barrier on  
3 Typical Section 3 on the left side between the  
4 mixed-use path and the frontage road. I'm also  
5 concerned about how intersections are going to be  
6 handled in this project. My accident involved a car  
7 turning out in front of me. I know there's multiple  
8 businesses that are along the Gandy that will  
9 continue to exist when this path is in place, and I  
10 would really like to see a solution for ensuring  
11 that cars can get into those businesses while  
12 allowing cyclists to pass safely by them. So that a  
13 similar situation to what I was involved in is  
14 unlikely to happen again. Thank you.

15 MR. FOX: Is there anyone else in person who  
16 would like to make a public comment? All right. If  
17 you will just grab a -- yeah, grab a form. You can  
18 fill it out after. Yeah. State your name and  
19 address for the record please.

20 MR. CREYTS: My name is Christopher Creyts. I  
21 live at 211 Woodbine Avenue in Temple Terrace,  
22 Florida. Now, I'd like to say that these are great  
23 improvements, but I would hope that in the future  
24 when you do these improvements, that there's some  
25 type of maintenance plan which is currently not in



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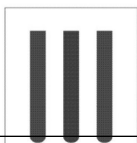
TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 effect at all on the Gandy Bridge there. So if you  
 2 could have it cleaned and maintained, that would be  
 3 great. And then also about 50 yards right before  
 4 the boat ramp going eastbound or I'm sorry -- yes,  
 5 eastbound, coming from St. Pete to Tampa, you have  
 6 literally bottlenecked all the cyclists down without  
 7 a shoulder or a place to go and we're trapped in  
 8 cement or forced into traffic that usually is coming  
 9 from 70 to 100 miles an hour. So we literally have  
 10 nowhere to go. So in the future, if you could plan  
 11 on having some, you know, either a bike lane or a  
 12 shoulder there, that would be wonderful. That's  
 13 all. Thank you.

14 MR. FOX: Thank you. Is there anyone else in  
 15 person who would like to make a public comment?  
 16 That appears to be all public speakers from here at  
 17 the in- person location. We will now hear public  
 18 comments from those who are joining us virtually  
 19 through GoToWebinar. Ashley Henzel will be  
 20 moderating this portion of public comments, so I  
 21 will now turn it over to Ashley.

22 MS. HENZEL: Thank you Craig. We will now call  
 23 upon our online participants who requested to speak  
 24 at registration. Please state your name and  
 25 address. If you represent an organization,



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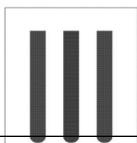
TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
 JACKSONVILLE, FL 32256  
 TAMPA, FL 33602

1 municipality, or other public body, please provide  
2 that information as well. Again, we ask that you  
3 limit your comments to three minutes. Before you  
4 speak, we will call your name and turn on your audio  
5 controls so your microphone will be active. Please  
6 make sure that you have not self-muted, which you  
7 can undo by clicking on the microphone icon in the  
8 GoToWebinar control panel as shown on this slide.  
9 State your name and address clearly so our court  
10 reporter can capture that information. The first  
11 virtual speaker is Kevin Loather. Kevin, you can  
12 unmute yourself.

13 MR. LOATHER: I have no comment. I'm here for  
14 observational purposes.

15 MS. HENZEL: Okay, thank you. Our next public  
16 speaker is Grady Pridgen. Grady Pridgen, are you  
17 online? (no comment) Okay. We'll move on to Maggie  
18 Tur. (no comment) Okay, we'll move on to Carla  
19 Aguilera. (no comment) No Carla. How about Randolph  
20 Williams? Randolph, you can unmute yourself please.  
21 Randolph, can you unmute yourself? Okay, we will  
22 come back to you. We had two hands that were raised  
23 earlier. One was Diane Briette; did you want to  
24 make a public comment? You can unmute yourself,  
25 please.



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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 MS. BRIETTE: No comment. Thank you.

2 MS. HENZEL: Okay, thank you. We also had an  
3 earlier hand raised, Scott Tashkin. Scott, you can  
4 unmute yourself.

5 MR. TASHKIN: Hi. Can you hear me?

6 MS. HENZEL: Oh, yep.

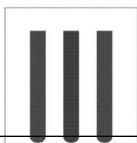
7 MR. TASHKIN: Oh, okay. It worked. I'd like  
8 to comment on the importance of the continued use  
9 and access to Gandy Beach on the south side of  
10 Hoover Boulevard. Oh, my name is Scott Tashkin.  
11 I'm at 13090 Gandy Boulevard, The Getaway, which is  
12 a restaurant. And overall it looks like the plan  
13 could be very exciting. I have some concerns about  
14 the continued access to people on the beach area.  
15 So for me, the importance would be that they have  
16 the ingress/egress that they do now to Gandy Beach.  
17 And that's my comment.

18 MS. HENZEL: Thank you. Next speaker is  
19 Michael Campo. You can unmute yourself. Okay.  
20 Thank you. We'll move on to the next raised hand,  
21 Justice Rollof.

22 MR. ROLLOF: Hi there. Can you hear me?

23 MS. HENZEL: Yes. Thank you.

24 MR. ROLLOF: Okay. My name is Justice Rollof.  
25 I live at 3909 West Cleveland Street in Tampa,

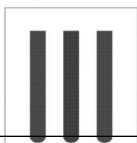


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 Florida. I heard a lot of personal interests here  
2 tonight regarding this project and I just wanted to  
3 make a comment about the state of Florida's  
4 transportation in general. I think that widening  
5 the roadways an amicable endeavor as we want to keep  
6 the roads moving smoothly, but I do have a concern  
7 in the fact that studies show that when you widen  
8 roadways, you're inducing demand of more drivers,  
9 which is ultimately going to put more cars on the  
10 road and take away from encouraging people to use  
11 other modes of transit. Specifically that there are  
12 none available in the form of light rail, bus rapid  
13 transit, and that biking and walking are fairly  
14 hazardous as many, many thousands of cars every day  
15 are speeding by, as the cyclists know. As well as  
16 having transportation options built into this  
17 project in advance would make sense to me as we're  
18 already going to be building something new, so why  
19 not put something there so that way we can access  
20 more public transportation. So that way the people,  
21 for example, who are working at Goodwill and they  
22 might be disabled and they're not able to drive a  
23 vehicle, maybe they could take public transport and  
24 have that access to a job that they may have not had  
25 otherwise. So that's my comment is that our



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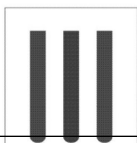
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JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 taxpayer dollars are going towards widening these  
2 roadways and spending money on putting more cars in  
3 the road, which puts more people at risk that are  
4 walking, biking rather than paying more attention to  
5 misuse such as intermodal trains, buses, etcetera.  
6 Thank you.

7 MS. HENZEL: Thank you. Are there any other  
8 attendees virtually that would like to make a  
9 comment? Please raise your hand. Okay, we have no  
10 more virtual speakers. I will now turn the meeting  
11 back over to Craig.

12 MR. FOX: Thank you, Ashley. We have an  
13 additional in-person speaker. Stephanie Adelson,  
14 please come to the microphone.

15 MS. ADELSON: Hello. My name is Stephanie  
16 Adelson. I live at 655 Addison Drive. I represent  
17 myself and my mother who owns 659 Addison Drive. So  
18 we are family members of cyclists, but more  
19 unfortunately, I was witness to a fatal vehicle  
20 accident on September 24, 2022, that killed Jessica  
21 Bibza. Jessica was at that intersection that one of  
22 the gentlemen earlier mentioned where the bike lane  
23 ends and there's nowhere for the biker to go, so  
24 they're forced to merge into traffic. And I feel  
25 horrible for the person who was driving the car as



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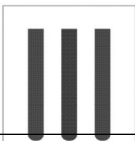
TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 well as the entire family of that avid athlete  
2 because there was no solution for either of them.  
3 There was no place for the biker to go or the car to  
4 go, and that you've got bikes right next to cars  
5 that are going 55, 60 miles an hour. So when  
6 planning this future project, please consider more  
7 distance between the cars and the cyclists and also  
8 please consider how they -- those bike lanes end and  
9 that there's a way for the bikers to get away from  
10 the traffic or to continue on their path. Maybe  
11 even some yield signs would be nice. I support the  
12 idea of increased cycling signage as well to share  
13 the road with cyclists. Thank you.

14 CLOSING

15 MR. FOX: The public hearing transcripts,  
16 written statements, exhibits, and reference  
17 materials will be available for public inspection at  
18 the FDOT District 7 Office located at 11201 North  
19 McKinley Drive, Tampa, Florida within three weeks.  
20 It is approximately 7:19 p.m. I hereby close the  
21 formal portion of the public hearing for the US  
22 92/State Road 600/Gandy Boulevard Project  
23 Development and Environment study from 4th Street to  
24 West Shore Boulevard in Pinellas and Hillsborough  
25 Counties, Work Program Item segment number 441250-1.



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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

1 You may continue to view the materials on display  
2 and speak with our product staff. On behalf of the  
3 Florida Department of Transportation, thank you for  
4 attending. Remember to be alert today, alive  
5 tomorrow. Safety doesn't happen by accident. Good  
6 night and thank you for your time.

7 (HEARING CONCLUDED AT 7:29 P.M.)

8 COURT REPORTER RECORDED COMMENTS

9 THE REPORTER: We are ready. What is your  
10 name?

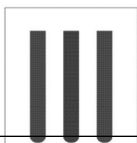
11 MR. HEMPSTEAD: Todd Hempstead.

12 THE REPORTER: T-O-T?

13 MR. HEMPSTEAD: T-O-D-D H-E-M-P-S-T-E-A-D.

14 THE REPORTER: And what can I do for you?

15 MR. HEMPSTEAD: Okay, so I just had two  
16 comments relative to the design as it's shown now.  
17 Both are relative to the Oak Street, which comes off  
18 Gandy Boulevard and the associated Barney's Mini  
19 Storage business that's right there. Okay, so first  
20 comment is coming from the elevated down onto the  
21 frontage road, the going west -- the second down  
22 ramp drops off right at Oak Street, so it provides  
23 no real ability for someone to take that second ramp  
24 and be able to access Oak Tree because you'll be  
25 going too fast and have to cut immediately across



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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602



1 two lanes. So if there were any way to move that  
 2 down ramp back a little bit, you would then be able  
 3 to more conveniently and easily access Oak Street.  
 4 Otherwise, they have to know pretty much when they  
 5 get off the bridge that they have to get onto the  
 6 frontage road all the way down there in order to  
 7 access Oak Street headed west. All right. The  
 8 second one is the bike trail that will go right in  
 9 front of the Barney's Mini Storage office that's  
 10 there comes very, very close to the building and  
 11 parking lot. There's really only about the depth of  
 12 a car, it looks like, in the parking lot. So in  
 13 order to access it, they'll have to go across the  
 14 bike lane and when they back up, they'll have to  
 15 back up into the bike lane in order just to even get  
 16 turned around to get out of the parking lot. So if  
 17 there's any way to create a little more space in  
 18 there with the bike lane, that would probably.

19 THE REPORTER: Anything else?

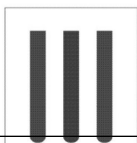
20 MR. HEMPSTEAD: That's it.

21 THE REPORTER: All right.

22 MR. HEMPSTEAD: All right.

23 THE REPORTER: Thank you so much, Mr.  
 24 Hempstead.

25 MR. HEMPSTEAD: Thank you.



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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
 JACKSONVILLE, FL 32256  
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1 THE REPORTER: Uh-huh.

2 MR. HEMPSTEAD: Verandas Condominium

3 Association is going to be adversely affected by  
4 this project. They're taking a lot of our right  
5 away rather than splitting it between our side of  
6 the street and the other side of noise barriers.  
7 And he said that there were probably no noise  
8 barriers for other residents either. So instead of  
9 us, they're more concerned about business across the  
10 street than they are about the residents who live  
11 there. So what happens with this now?

12 THE REPORTER: Are you done?

13 MR. HEMPSTEAD: Yes, I'm done.

14 MR. HOROWITZ: Take a seat. We'll get started  
15 here at 6:30. Thank you so much and we're glad you  
16 came out tonight.

17

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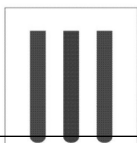
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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
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C E R T I F I C A T E

STATE OF FLORIDA)

COUNTY OF ORANGE)

I, Ashleigh Mawyer, Court Reporter and Notary  
Public for the State of Florida at Large, do hereby  
certify that I was authorized to and did report the  
foregoing proceeding, and that said transcript is a true  
record of the said proceeding.

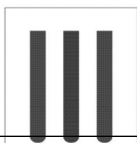
I FURTHER CERTIFY that I am not of counsel for,  
related to, or employed by any of the parties or  
attorneys involved herein, nor am I financially  
interested in said action.

Submitted on: September 6, 2023.

*Ashleigh Mawyer*

Ashleigh Mawyer

Court Reporter, Notary Public

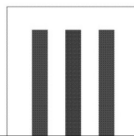


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

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| <hr/> \$<br><hr/> \$4 19:2<br><hr/> 1<br>1 9:14 10:9,10<br>1.11 7:24<br>10 16:21 24:2<br>100 12:15 20:15<br>29:9<br>100,000 21:10<br>10515 26:21<br>10596 18:3<br>106 7:9<br>10-foot 9:21<br>10:8,19<br>11:3,20<br>11 9:25<br>11201 34:18<br>11-foot 10:12<br>11:21<br>12 10:17 11:2<br>12-foot 9:19<br>10:1,5,12,22<br>13090 31:11<br>14335 1:6<br>15 10:21<br>159 8:14<br>16-foot 11:7<br>17 3:3<br>183 21:6<br>19 3:3<br>1964 18:4<br>1970 13:8 | 1990 6:5<br><hr/> 2<br>20 19:16 24:2<br>2010 27:5<br>2019 27:20<br>2021 21:6<br>2022 6:14 21:9<br>33:20<br>2023 1:10 4:7<br>5:12 16:21<br>38:17<br>2100 24:10<br>211 28:21<br>22 3:4<br>23 6:12 8:8<br>24 3:4 27:18<br>33:20<br>25 3:5,6<br>26 3:6 6:14<br>27 3:7<br>28 1:10 3:7<br>5:12 26:21<br>28th 4:6<br><hr/> 3<br>3 10:14 28:3<br>3.6 19:2<br>30 3:9,10,11<br>9:13<br>3000 9:17 10:14<br>30-year 26:10<br>31 3:12,13 | 327 6:13<br>33 3:8<br>33716 22:18<br>33781 1:15 4:6<br>339.09 13:6<br>34 3:14<br>35 3:15 20:9<br>38 3:16<br>389 12:15<br>3909 31:25<br><hr/> 4<br>4 10:24<br>401 24:9<br>43,000 20:16<br>44 7:12<br>441250-1 1:5<br>5:8 34:25<br>45 9:13<br>46-foot 9:23<br>4951 1:14 4:5<br>5:16<br>4th 1:3 5:5<br>9:14 27:7<br>34:23<br><hr/> 5<br>5 11:25<br>5:48 1:11 4:7<br>50 29:3<br>54-footers<br>19:15<br>55 9:12 34:5 | 59 18:6<br><hr/> 6<br>6 38:17<br>6.71 7:23<br>6:30 5:12 37:15<br>60 34:5<br>600/Gandy 1:2<br>5:3 6:17 14:24<br>15:15 17:5<br>34:22<br>618/Lee 11:12<br>655 22:17 33:16<br>659 33:17<br>6-foot 10:7<br><hr/> 7<br>7 3:2 5:10,19<br>34:18<br>7.10 8:2<br>7:19 34:20<br>7:29 35:7<br>70 29:9<br>78th 5:16<br>79 26:9<br><hr/> 8<br>800 12:3<br><hr/> 9<br>92/SR 1:2<br>92/State 5:3<br>6:17 14:23<br>15:14 17:4<br>34:22 |
|--|---|---|---|



MILESTONE | REPORTING COMPANY

TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|  |   |  |   |
|--|---|--|---|
| <p><b>A</b></p> <p><b>abatement</b> 8:19</p> <p><b>ability</b> 35:23</p> <p><b>able</b> 14:17 23:6<br/>32:22 35:24<br/>36:2</p> <p><b>access</b> 9:13,18<br/>10:17<br/>12:1,4,5,9<br/>25:3 31:9,14<br/>32:19,24 35:24<br/>36:3,7,13</p> <p><b>accessibility</b><br/>18:23</p> <p><b>accessing</b> 20:22</p> <p><b>accident</b> 22:25<br/>27:21 28:6<br/>33:20 35:5</p> <p><b>accommodate</b><br/>9:11 11:5,6<br/>27:6,10</p> <p><b>accommodates</b><br/>11:23</p> <p><b>accommodation</b><br/>8:5</p> <p><b>accommodations</b><br/>9:1</p> <p><b>accordance</b><br/>6:1,4 13:6</p> <p><b>According</b> 21:5</p> <p><b>accounting</b> 21:9</p> <p><b>achieve</b> 18:4</p> <p><b>acquired</b><br/>12:16,19</p> <p><b>acquisition</b></p> | <p>8:7,10,23<br/>12:24 13:1,5,8<br/>14:4,10</p> <p><b>acquisitions</b><br/>12:22</p> <p><b>acres</b> 7:23,24<br/>8:2</p> <p><b>across</b> 20:16<br/>21:11<br/>23:5,6,8,11<br/>35:25 36:13<br/>37:9</p> <p><b>act</b> 6:5 7:10<br/>13:8,9,14</p> <p><b>action</b> 38:15</p> <p><b>actions</b> 6:10<br/>7:11</p> <p><b>active</b> 30:5</p> <p><b>actually</b> 24:18</p> <p><b>add</b> 9:5</p> <p><b>adding</b> 9:4 22:5<br/>25:4</p> <p><b>Addison</b> 22:17<br/>33:16,17</p> <p><b>addition</b> 15:25</p> <p><b>additional</b> 8:8<br/>12:18 17:8,10<br/>21:24 23:24<br/>33:13</p> <p><b>Additionally</b><br/>12:15</p> <p><b>address</b> 16:16<br/>17:14 24:9,24<br/>28:19 29:25<br/>30:9</p> | <p><b>addressed</b> 27:12</p> <p><b>Adelson</b> 3:4,8<br/>20:3 22:14,16<br/>33:13,15,16</p> <p><b>adjacent</b> 8:21<br/>12:5 14:22</p> <p><b>Administration</b><br/>6:15</p> <p><b>advance</b> 32:17</p> <p><b>adverse</b> 7:17<br/>8:3</p> <p><b>adversely</b> 8:24<br/>37:3</p> <p><b>advertised</b> 6:1</p> <p><b>advertising</b><br/>25:7</p> <p><b>advisory</b> 13:19</p> <p><b>advocate</b> 27:23</p> <p><b>affect</b> 8:24</p> <p><b>affected</b> 8:9,15<br/>37:3</p> <p><b>age</b> 5:24</p> <p><b>agencies</b> 7:10</p> <p><b>agency</b> 17:18</p> <p><b>aggressively</b><br/>21:1</p> <p><b>ago</b> 24:2</p> <p><b>Aguilera</b> 3:11<br/>30:19</p> <p><b>Albarracin</b> 2:12</p> <p><b>Albritton</b> 2:20</p> <p><b>alert</b> 35:4</p> <p><b>alive</b> 35:4</p> | <p><b>Allison</b> 2:20</p> <p><b>allow</b> 17:6</p> <p><b>allowed</b> 18:20</p> <p><b>allowing</b> 28:12</p> <p><b>Allyson</b> 2:8</p> <p><b>alone</b> 20:17<br/>22:24</p> <p><b>already</b> 14:20<br/>32:18</p> <p><b>alternative</b><br/>6:20,25 9:10</p> <p><b>alternatives</b><br/>7:1</p> <p><b>am</b> 5:9 12:22<br/>18:1 20:5<br/>22:18,19 24:7<br/>26:13 27:24<br/>38:12,14</p> <p><b>Amanda</b> 2:14</p> <p><b>Amber</b> 2:3</p> <p><b>amendments</b><br/>21:21</p> <p><b>American</b> 6:5</p> <p><b>amicable</b> 32:5</p> <p><b>amount</b> 13:22</p> <p><b>analysis</b> 6:22<br/>7:1,5</p> <p><b>and/or</b> 15:12</p> <p><b>Anderson</b> 2:7</p> <p><b>Andre</b> 3:6<br/>25:14,19</p> <p><b>Andrew</b> 3:5</p> <p><b>annually</b> 20:16</p> <p><b>answer</b> 7:8</p> |
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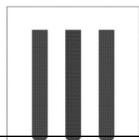


**MILESTONE | REPORTING COMPANY**

TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|  |  |   |  |
|--|--|---|--|
| <p>14:7,14</p> <p><b>anticipate</b> 13:3</p> <p><b>anticipated</b><br/>8:6,8,10,15<br/>12:22</p> <p><b>anyone</b> 14:10<br/>15:11 28:15<br/>29:14</p> <p><b>Anything</b> 36:19</p> <p><b>appeal</b> 13:23<br/>14:1</p> <p><b>APPEARANCES</b> 2:1</p> <p><b>appears</b> 29:16</p> <p><b>applicable</b><br/>6:2,10</p> <p><b>appraiser</b> 13:15</p> <p><b>appropriate</b><br/>19:11</p> <p><b>approximately</b><br/>4:7 5:7,12<br/>7:23 8:2 9:17<br/>10:14 12:3<br/>20:16 34:20</p> <p><b>archeological</b><br/>7:13</p> <p><b>area</b> 7:14 8:1<br/>20:7,8 21:8<br/>22:11 27:8<br/>31:14</p> <p><b>arrived</b> 14:15</p> <p><b>Arts</b> 1:13 4:5<br/>5:16</p> <p><b>Ashby</b> 2:14</p> <p><b>Ashleigh</b> 1:12<br/>38:6,23</p> | <p><b>Ashley</b> 2:16<br/>29:19,21 33:12</p> <p><b>assembled</b> 5:15</p> <p><b>assessed</b> 7:19</p> <p><b>assistance</b><br/>13:7,13 14:8<br/>25:5</p> <p><b>associated</b><br/>35:18</p> <p><b>Association</b><br/>37:3</p> <p><b>assuming</b> 26:11</p> <p><b>assurances</b><br/>24:10,15 25:2</p> <p><b>athlete</b> 34:1</p> <p><b>attend</b> 5:14<br/>22:10</p> <p><b>Attendee</b> 2:19</p> <p><b>attendees</b> 9:9<br/>12:11 14:13<br/>15:1,17,18<br/>16:24 17:1,2<br/>33:8</p> <p><b>attending</b><br/>5:14,17<br/>15:5,7,18 16:4<br/>35:4</p> <p><b>attention</b> 23:18<br/>33:4</p> <p><b>attorney</b> 24:7</p> <p><b>attorneys</b> 38:14</p> <p><b>audio</b> 30:4</p> <p><b>authorized</b> 38:8</p> <p><b>auxiliary</b> 12:2<br/>26:8</p> | <p><b>available</b> 7:6,7<br/>9:9 14:13,25<br/>16:14 32:12<br/>34:17</p> <p><b>Avenue</b> 1:14 4:5<br/>5:16 28:21</p> <p><b>average</b> 20:13</p> <p><b>avid</b> 34:1</p> <p><b>away</b> 22:23<br/>32:10 34:9<br/>37:5</p> <hr/> <p>B</p> <hr/> <p><b>bad</b> 27:22</p> <p><b>Bar</b> 26:19</p> <p><b>Barney's</b> 35:18<br/>36:9</p> <p><b>barrier</b> 10:7,19<br/>11:8 28:2</p> <p><b>barriers</b> 8:17<br/>18:9 37:6,8</p> <p><b>based</b> 6:21</p> <p><b>basis</b> 23:9,22</p> <p><b>Bay</b> 9:15<br/>10:4,25 11:10<br/>20:6,7 21:8<br/>22:11,19,20<br/>26:23 27:17</p> <p><b>beach</b><br/>31:9,14,16</p> <p><b>become</b> 18:10<br/>23:7</p> <p><b>begin</b> 16:22</p> <p><b>begins</b> 11:18</p> <p><b>behalf</b> 22:8</p> | <p>35:2</p> <p><b>benefits</b> 13:19<br/>14:3,4</p> <p><b>Benjamin</b> 2:11</p> <p><b>Berg</b> 14:13</p> <p><b>betterment</b><br/>18:16</p> <p><b>Bianca</b> 2:4</p> <p><b>Bibza</b> 33:21</p> <p><b>bicycle</b> 9:1<br/>22:12</p> <p><b>bicycle-related</b><br/>21:7,11</p> <p><b>bicyclists</b> 9:6</p> <p><b>bike</b> 21:22<br/>29:11 33:22<br/>34:8<br/>36:8,14,15,18</p> <p><b>biker</b> 33:23<br/>34:3</p> <p><b>bikers</b> 34:9</p> <p><b>bikes</b> 34:4</p> <p><b>biking</b> 32:13<br/>33:4</p> <p><b>billboards</b> 25:7</p> <p><b>binary</b> 12:22</p> <p><b>bit</b> 36:2</p> <p><b>Blair</b> 2:10 14:6</p> <p><b>Blanc</b> 3:6<br/>25:15,19</p> <p><b>Blanton</b> 2:10</p> <p><b>Bledsoe</b> 2:19</p> <p><b>board</b> 6:3</p> |
|--|--|---|--|

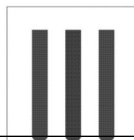


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|   |   |  |  |
|---|---|--|--|
| <b>boat</b> 12:2 26:9<br>29:4<br><b>body</b> 30:1<br><b>Bogen</b> 2:6<br><b>Botello</b> 2:21<br><b>bottlenecked</b><br>29:6<br><b>Boulevard</b> 1:2,3<br>5:3,5 6:17,20<br>7:22 9:2,15,16<br>10:4,25<br>11:14,16,18<br>12:6,14 14:24<br>15:15 17:5<br>18:3,7 19:2<br>23:11 25:3,5<br>26:21,23 28:1<br>31:10,11<br>34:22,24 35:18<br><b>box</b> 14:14<br><b>boxes</b> 16:13<br><b>Branan</b> 2:7<br><b>Brian</b> 2:11<br><b>bridge</b><br>11:2,4,6,9<br>19:12<br>20:14,17,20,23<br>21:25 22:21,24<br>23:1,4,5,6,8,1<br>1,22 29:1 36:5<br><b>bridges</b> 10:16<br>11:2,14<br><b>Briette</b> 3:12<br>30:23 31:1<br><b>Brighton</b> 9:15<br>10:4 22:20 | 26:23<br><b>brochures</b> 14:9<br><b>build</b> 6:19 9:10<br><b>building</b> 32:18<br>36:10<br><b>built</b> 24:1<br>32:16<br><b>Burke</b> 2:8<br><b>bus</b> 32:12<br><b>buses</b> 33:5<br><b>business</b> 8:11<br>18:20 25:8<br>35:19 37:9<br><b>businesses</b><br>13:3,4 27:4<br>28:8,11<br><hr/> C<br><hr/> <b>Caldwell</b> 2:7<br><b>Campbell</b> 23:19<br><b>Campo</b> 2:7 31:19<br><b>capture</b> 17:16<br>30:10<br><b>car</b> 27:21 28:6<br>33:25 34:3<br>36:12<br><b>card</b> 15:20,22<br>16:25<br><b>careers</b> 18:10<br><b>car-free</b> 23:4<br><b>Carla</b> 3:11<br>30:18,19<br><b>carried</b> 6:12<br><b>Carrol</b> 2:11 | <b>cars</b> 20:25<br>28:11 32:9,14<br>33:2 34:4,7<br><b>Carson</b> 2:9<br><b>Causeway</b> 23:19<br><b>caution</b> 14:1<br><b>cement</b> 29:8<br><b>Center</b> 1:13 4:5<br>5:16<br><b>CEO</b> 18:1<br><b>Certificate</b><br>3:16<br><b>certify</b> 38:8,12<br><b>Charles</b> 3:7<br>26:17 27:14,16<br><b>Christopher</b> 3:7<br>28:20<br><b>Chuw</b> 2:9<br><b>citation</b> 6:3<br><b>city</b> 22:12<br><b>civil</b> 4:8<br><b>cleaned</b> 29:2<br><b>clearly</b> 17:14<br>22:3 30:9<br><b>Cleveland</b> 31:25<br><b>clicking</b> 30:7<br><b>close</b> 21:13<br>22:22 34:20<br>36:10<br><b>closest</b> 22:21<br><b>Closing</b> 3:14<br>34:14<br><b>Coast</b> 26:8 | <b>Code</b> 6:13<br><b>collision</b> 27:21<br><b>color</b> 5:24<br><b>comes</b> 16:10<br>35:17 36:10<br><b>coming</b> 19:18<br>23:3 29:5,8<br>35:20<br><b>comment</b> 15:23<br>16:2,6,9,12,13<br>,16<br>17:1,3,15,20<br>25:13 28:16<br>29:15<br>30:13,17,18,19<br>,24 31:1,8,17<br>32:3,25 33:9<br>35:20<br><b>comments</b> 2:16<br>3:2,9,15 5:22<br>6:18,23 12:24<br>15:16,19<br>16:11,17,19,23<br>17:4,8,10<br>29:18,20 30:3<br>35:8,16<br><b>commonly</b> 13:8<br><b>communities</b><br>18:11 20:11<br>21:4<br><b>community</b> 8:5<br>18:16 19:7<br>20:5<br><b>compensation</b><br>25:6,7<br><b>competition</b><br>20:11 |
|---|---|--|--|

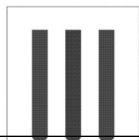


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|   |  |  |   |
|---|--|--|---|
| <b>complete</b> 15:20<br>16:14<br><b>completed</b> 6:22<br><b>compliance</b><br>13:13<br><b>comprised</b> 9:10<br><b>comradery</b> 20:11<br><b>concept</b> 8:12<br>9:8 12:21<br>19:12<br><b>conceptual</b><br>15:13<br><b>concern</b><br>19:6,8,10<br>25:25 32:6<br><b>concerned</b><br>18:19,22,25<br>19:14 28:5<br>37:9<br><b>concerns</b> 18:18<br>20:20 23:9<br>24:10,11 25:21<br>28:1 31:13<br><b>CONCLUDED</b> 35:7<br><b>concrete</b> 10:7<br><b>Condominium</b><br>37:2<br><b>conducted</b> 6:4<br>13:5<br><b>conducting</b> 5:19<br><b>congestion</b> 8:25<br><b>connect</b> 11:16<br><b>connection</b><br>11:19<br><b>Conner</b> 2:20 | <b>consequences</b><br>13:1<br><b>consider</b> 7:11<br>22:5,7 34:6,8<br><b>consideration</b><br>27:3<br><b>consists</b> 9:18<br>10:16 11:19<br><b>constructed</b><br>11:6<br><b>constructing</b><br>12:19<br><b>construction</b><br>9:6<br>23:10,13,17<br>24:14,17<br><b>consultation</b><br>6:9<br><b>contacted</b> 13:14<br><b>contained</b> 7:5<br><b>contaminated</b><br>8:21<br><b>content</b> 12:9<br><b>continue</b> 15:2<br>23:15 28:9<br>34:10 35:1<br><b>continued</b><br>31:8,14<br><b>continuously</b><br>14:21<br><b>control</b> 30:8<br><b>controlled</b><br>9:13,18 10:17<br>12:4<br><b>controls</b> 30:5 | <b>conveniently</b><br>36:3<br><b>conversation</b><br>26:4<br><b>copies</b> 14:8<br><b>corner</b> 26:23<br><b>Correa</b> 2:7<br><b>corridor</b> 8:17<br><b>cost-reasonable</b><br>8:18<br><b>counsel</b> 38:12<br><b>Counties</b> 1:4<br>5:6 9:3 34:25<br><b>countless</b> 19:7<br><b>country</b> 21:12<br><b>County</b> 10:16<br>11:15 38:4<br><b>couple</b> 25:20<br><b>court</b> 3:15 16:2<br>17:10,15 30:9<br>35:8 38:6,24<br><b>Courtney</b> 23:19<br><b>covers</b> 10:24<br><b>Craig</b> 2:3 5:9<br>29:22 33:11<br><b>create</b> 36:17<br><b>creed</b> 5:24<br><b>Creyts</b> 3:7<br>28:20<br><b>criticality</b><br>21:20<br><b>cross</b> 20:14<br>26:14<br><b>crossing</b> 10:25 | 21:4,25<br><b>cultural</b><br>7:2,4,11<br><b>current</b> 23:23<br>24:23<br><b>currently</b> 19:12<br>28:25<br><b>cut</b> 35:25<br><b>cycle</b> 21:16<br><b>cycling</b><br>20:5,8,10,13,1<br>8 21:3 23:11<br>27:2,20,23<br>34:12<br><b>cyclist</b> 22:19<br>23:2 26:13<br><b>cyclists</b><br>20:6,15,19,22,<br>23 21:24<br>22:4,6,9<br>23:5,14,21<br>27:10 28:12<br>29:6 32:15<br>33:18 34:7,13<br><hr/> <div>D</div> <hr/> <b>daily</b> 23:8,22<br><b>damage</b> 18:19<br>19:6<br><b>damages</b> 25:8<br><b>dangerously</b><br>21:1<br><b>date</b> 1:10 6:23<br><b>dated</b> 6:14<br><b>David</b><br>2:11,12,21 |
|---|--|--|---|



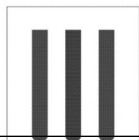
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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602



|   |   |   |   |
|---|---|---|---|
| <b>day</b> 4:6 23:15<br>32:14<br><b>Dayna</b> 2:13<br><b>days</b> 27:22<br><b>Dean</b> 2:17<br><b>deaths</b> 21:11<br><b>Deborah</b> 3:3<br>17:22 18:1<br><b>decrease</b> 24:13<br><b>dedicated</b><br>19:17,19<br><b>Delegator</b> 2:18<br><b>Delhi</b> 26:23<br><b>demand</b> 32:8<br><b>demolished</b><br>11:10<br><b>department</b> 1:8<br>4:3 5:10 13:10<br>15:21 21:5<br>35:3<br><b>Department's</b><br>13:21<br><b>depressed</b> 9:23<br><b>depth</b> 36:11<br><b>Derby</b> 19:17<br><b>describes</b> 14:23<br><b>design</b> 15:13<br>35:16<br><b>designed</b> 9:12<br>19:13<br><b>desiring</b> 15:11<br><b>despite</b> 23:16<br><b>detail</b> 14:24 | <b>determination</b><br>13:21,23<br><b>determined</b> 8:18<br><b>development</b> 5:4<br>22:20 26:6<br>34:23<br><b>Diana</b> 2:12<br><b>Diane</b> 3:12<br>30:23<br><b>different</b> 19:16<br>21:16<br><b>dignity</b> 18:5<br><b>direction</b> 9:20<br>10:1,6,12,18,2<br>2 11:22<br><b>directly</b> 17:10<br><b>disabilities</b><br>6:5 18:9<br><b>disability</b> 5:25<br><b>disabled</b> 32:22<br><b>disappointing</b><br>26:25<br><b>disaster</b> 21:14<br><b>discuss</b> 5:21<br><b>discussion</b> 26:7<br><b>display</b> 7:6 9:8<br>12:10 35:1<br><b>distance</b> 5:6<br>34:7<br><b>distorted</b> 8:17<br><b>District</b> 1:9<br>4:4 5:10,19<br>34:18<br><b>divided</b> 11:20 | <b>documents</b> 7:6<br><b>dollars</b> 33:1<br><b>Donald</b> 2:12<br><b>donated</b> 18:12<br><b>donations</b> 18:24<br><b>done</b> 14:20<br>37:12,13<br><b>donors</b> 18:24<br><b>draw</b> 23:18<br><b>drive</b> 9:17<br>10:15 22:17<br>32:22 33:16,17<br>34:19<br><b>drive-by</b> 24:12<br><b>drivers</b> 32:8<br><b>driving</b> 33:25<br><b>drops</b> 35:22<br><b>Duffy</b> 2:14<br><b>during</b> 13:16<br>15:19 16:1<br>18:6 24:17<br><hr/> E<br><hr/> <b>earlier</b> 22:25<br>30:23 31:3<br>33:22<br><b>easily</b> 36:3<br><b>east</b> 9:16,17<br>10:15 11:14,18<br>19:18 24:9<br><b>eastbound</b><br>11:1,5,9<br>29:4,5<br><b>economic</b> 15:13 | <b>Ed</b> 2:20<br><b>effect</b> 29:1<br><b>effectively</b><br>21:23<br><b>effects</b> 6:25<br>7:11,14,17<br>8:3,5 15:14<br><b>eight</b> 9:21<br><b>either</b> 29:11<br>34:2 37:8<br><b>elected</b> 15:3,6<br><b>elements</b> 12:17<br><b>elevated</b> 10:5<br>11:24 35:20<br><b>eligibility</b><br>13:21<br><b>eligible</b> 7:15<br>13:18<br><b>Ellen</b> 3:3 17:24<br>19:24 20:4<br><b>else</b> 28:15<br>29:14 36:19<br><b>e-mailed</b> 16:20<br><b>emphasize</b> 19:9<br>21:20<br><b>employed</b> 38:13<br><b>employment</b> 18:9<br>24:21<br><b>encompass</b> 12:16<br><b>encountered</b><br>21:13<br><b>encourage</b> 13:16<br><b>encouraged</b> 5:23<br><b>encouraging</b> |
|---|---|---|---|

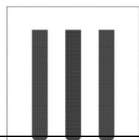


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TOMORROW'S TECHNOLOGY TODAY

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|  |   |  |   |
|--|---|--|---|
| <p>32:10</p> <p><b>endeavor</b> 32:5</p> <p><b>engineering</b><br/>6:22</p> <p><b>enhance</b> 12:8</p> <p><b>ensure</b> 22:3<br/>23:14</p> <p><b>ensuring</b> 28:10</p> <p><b>enterprise</b><br/>18:20</p> <p><b>enthusiasts</b><br/>20:10</p> <p><b>entire</b> 27:18<br/>34:1</p> <p><b>entitled</b> 14:3</p> <p><b>entrance</b> 25:24</p> <p><b>environment</b> 5:4<br/>8:4,13 23:4,14<br/>34:23</p> <p><b>environmental</b><br/>6:9,10,22,25<br/>7:5 15:14</p> <p><b>environments</b><br/>7:3</p> <p><b>equates</b> 20:15</p> <p><b>Erik</b> 2:19</p> <p><b>especially</b><br/>27:1,4</p> <p><b>essential</b> 7:25</p> <p><b>estimated</b> 7:23</p> <p><b>etcetera</b> 33:5</p> <p><b>ETDM</b> 1:6</p> <p><b>evaluated</b> 7:1<br/>8:13</p> | <p><b>evening</b> 5:2,20<br/>14:15,19 16:13<br/>17:25 20:4<br/>24:6 25:19<br/>27:16</p> <p><b>everyone</b> 17:6</p> <p><b>example</b> 23:20<br/>32:21</p> <p><b>exciting</b> 31:13</p> <p><b>executed</b> 6:14</p> <p><b>exhibits</b> 15:12<br/>34:16</p> <p><b>exist</b> 28:9</p> <p><b>existence</b> 20:9</p> <p><b>existing</b><br/>11:4,9,10,11,2<br/>0,23 12:13<br/>25:2</p> <p><b>exit</b> 25:21,24</p> <p><b>expected</b> 8:23<br/>13:11 23:24</p> <p><b>expressway</b><br/>11:13,17,24</p> <p><b>extends</b> 10:3,14</p> <p><b>extension</b><br/>11:11,12</p> <p><b>extensive</b> 18:19</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p><b>facilitate</b><br/>19:13</p> <p><b>facilities</b> 8:7<br/>9:7 12:20</p> <p><b>facility</b> 9:18<br/>10:17 24:18,19</p> | <p>26:10</p> <p><b>fact</b> 32:7</p> <p><b>fair</b> 13:12</p> <p><b>fairly</b> 32:13</p> <p><b>Faith</b> 2:10<br/>14:6,9</p> <p><b>families</b> 13:2</p> <p><b>family</b> 5:25<br/>21:19 33:18<br/>34:1</p> <p><b>fast</b> 35:25</p> <p><b>fatal</b> 22:25<br/>33:19</p> <p><b>fatalities</b><br/>21:7,10</p> <p><b>FDOT</b> 5:11,19<br/>6:12,15 15:24<br/>16:11 17:20<br/>22:3 34:18</p> <p><b>feasible</b> 8:18</p> <p><b>February</b> 1:10<br/>4:7 5:11</p> <p><b>federal</b><br/>6:2,10,14 13:7</p> <p><b>feel</b> 14:20<br/>33:24</p> <p><b>feet</b> 9:17,21<br/>10:15 12:3,15</p> <p><b>Fernando</b> 9:17<br/>10:15</p> <p><b>fifth</b> 11:17</p> <p><b>fill</b> 28:18</p> <p><b>financially</b><br/>38:14</p> | <p><b>first</b> 15:17<br/>16:6 17:22<br/>26:24 30:10<br/>35:19</p> <p><b>fish</b> 7:25</p> <p><b>fitness</b> 20:12</p> <p><b>five</b> 8:20 9:10</p> <p><b>Fleming</b> 2:19</p> <p><b>Flemister</b> 2:5</p> <p><b>flock</b> 23:22</p> <p><b>flood</b> 26:3</p> <p><b>Florida</b><br/>1:4,8,15<br/>4:3,6,8<br/>5:10,17 13:6<br/>21:7 22:18<br/>28:22 32:1<br/>34:19 35:3<br/>38:3,7</p> <p><b>Florida's</b> 32:3</p> <p><b>Flotilla</b> 26:8</p> <p><b>fly</b> 20:25</p> <p><b>flybridge</b> 27:6</p> <p><b>foot</b> 10:1,18,22<br/>11:3</p> <p><b>forced</b> 29:8<br/>33:24</p> <p><b>Ford</b> 2:18</p> <p><b>foregoing</b> 38:9</p> <p><b>form</b> 16:14,16<br/>28:17 32:12</p> <p><b>formal</b> 3:2<br/>15:19 16:3,6<br/>17:11 34:21</p> <p><b>forms</b> 13:24</p> |
|--|---|--|---|



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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
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|   |  |   |   |
|---|--|---|---|
| <p>16:12,13</p> <p><b>forward</b> 21:20</p> <p><b>four-lane</b> 11:20</p> <p><b>Fowler</b> 2:11 3:5<br/>25:14</p> <p><b>Fox</b> 2:3 5:2,9<br/>19:23 20:1<br/>22:13 24:3<br/>25:11,14,16<br/>26:15 27:13<br/>28:15 29:14<br/>33:12 34:15</p> <p><b>free</b> 14:20</p> <p><b>Friday</b> 16:20</p> <p><b>friendly</b><br/>20:11,19</p> <p><b>friends</b> 21:3,19</p> <p><b>Friendship</b><br/>23:25</p> <p><b>front</b> 16:18<br/>28:7 36:9</p> <p><b>frontage</b><br/>9:5,14,25<br/>10:2,11,13,21,<br/>23 12:7 28:4<br/>35:21 36:6</p> <p><b>fuels</b> 19:4</p> <p><b>full</b> 18:5 25:7</p> <p><b>fund</b> 19:5</p> <p><b>funds</b> 18:13</p> <p><b>furnish</b> 14:7</p> <p><b>furnished</b> 13:24</p> <p><b>future</b> 24:14<br/>28:23 29:10<br/>34:6</p> | <p><u>G</u></p> <p><b>Gallagher</b> 3:3<br/>19:25 20:1,4,5</p> <p><b>Gandy</b> 6:20 7:22<br/>9:2 10:16,24<br/>11:13,14,16,18<br/>12:2,6,14<br/>18:3,7 19:2<br/>20:14,17,22<br/>21:5,25 22:20<br/>23:1,11<br/>25:3,22<br/>26:2,9,14,21,2<br/>4 27:2 28:1,8<br/>29:1<br/>31:9,11,16<br/>35:18</p> <p><b>general</b> 32:4</p> <p><b>gentlemen</b> 33:22</p> <p><b>Getaway</b> 31:11</p> <p><b>given</b> 17:2<br/>18:25</p> <p><b>glad</b> 37:15</p> <p><b>goods</b><br/>18:12,16,25</p> <p><b>Goodwill</b><br/>18:2,12,14,17<br/>19:4,7 24:8,19<br/>25:2 32:21</p> <p><b>GoToWebinar</b><br/>2:4,5,17 5:19<br/>29:19 30:8</p> <p><b>grab</b> 28:17</p> <p><b>grade</b> 9:5 10:11</p> <p><b>graded</b> 26:25</p> <p><b>grade-separated</b></p> | <p>9:4</p> <p><b>Grady</b> 3:10<br/>30:16</p> <p><b>great</b> 23:20<br/>28:22 29:3</p> <p><b>greater</b> 14:24<br/>20:7</p> <p><b>greatly</b> 23:19</p> <p><b>Gregg</b> 2:20</p> <p><b>grew</b> 27:18,24</p> <p><b>Grill</b> 26:19</p> <p><b>ground</b> 19:14</p> <p><b>group</b> 20:14<br/>21:2 22:24</p> <p><b>groups</b> 20:8,13</p> <p><b>Grumbach</b> 2:17</p> <p><b>Guard</b> 26:8</p> <p><b>guardrail</b> 9:24</p> <p><b>Guttenplan</b> 2:11</p> <p><u>H</u></p> <p><b>habitat</b> 7:21,25<br/>8:4</p> <p><b>habitats</b> 7:25</p> <p><b>Hackett</b> 2:9</p> <p><b>half</b> 22:23</p> <p><b>Hall</b> 2:6</p> <p><b>Hamm</b> 2:20</p> <p><b>hand</b> 15:8,23<br/>16:9 31:3,20<br/>33:9</p> <p><b>handled</b> 28:6</p> <p><b>handout</b> 14:18</p> | <p>16:19</p> <p><b>hands</b> 30:22</p> <p><b>happen</b> 28:14<br/>35:5</p> <p><b>happens</b> 37:11</p> <p><b>happy</b> 14:7<br/>15:24</p> <p><b>hardly</b> 22:1</p> <p><b>having</b> 29:11<br/>32:16</p> <p><b>hazardous</b> 32:14</p> <p><b>headed</b> 36:7</p> <p><b>hear</b> 29:17<br/>31:5,22</p> <p><b>heard</b> 32:1</p> <p><b>hearing</b> 1:1,8<br/>2:3<br/>5:3,13,20,25<br/>6:19 9:8<br/>12:10,11 14:22<br/>15:20<br/>16:1,4,22<br/>17:12,22<br/>34:15,21 35:7</p> <p><b>held</b> 5:13 6:1</p> <p><b>Hello</b> 22:16<br/>26:18 33:15</p> <p><b>help</b> 18:4,21</p> <p><b>helped</b> 18:8,10</p> <p><b>helpful</b> 13:12</p> <p><b>Hempstead</b> 3:15<br/>35:11,13,15<br/>36:20,22,24,25<br/>37:2,13</p> <p><b>H-E-M-P-S-T-E-</b></p> |
|---|--|---|---|

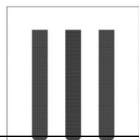


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|   |  |  |   |
|---|--|--|---|
| <b>A-D</b> 35:13<br><b>Henzel</b> 2:16<br>29:19,22 30:15<br>31:2,6,18,23<br>33:7<br><b>hereby</b> 34:20<br>38:7<br><b>herein</b> 38:14<br><b>Hi</b> 31:5,22<br><b>high</b> 8:20 21:1<br><b>highest</b> 21:11<br><b>Highway</b> 6:15<br>21:5<br><b>Hillsborough</b><br>1:4 5:6 9:3<br>11:15 23:3,12<br>34:24<br><b>historic</b><br>7:10,14,16<br><b>historical</b> 7:12<br><b>hit</b> 23:2<br><b>home</b> 21:18<br>22:22<br><b>honking</b> 21:1<br><b>Hoover</b> 31:10<br><b>hope</b> 28:23<br><b>hopefully</b> 23:7<br><b>hoping</b> 24:24<br><b>Horowitz</b> 2:8<br>37:14<br><b>horrible</b> 33:25<br><b>Host</b> 2:4<br><b>hosting</b> 25:9 | <b>Houck</b> 2:13<br><b>hour</b> 9:13 29:9<br>34:5<br><b>Hubert</b> 2:12<br><b>hundreds</b> 20:10<br>23:7<br><b>Hunter</b> 2:11<br><b>hurt</b> 21:4<br><hr/> I<br><hr/> <b>Icerman</b> 3:4<br>22:15 24:4,6,7<br><b>icon</b> 30:7<br><b>ICU</b> 27:22<br><b>I'd</b> 23:17 28:22<br>31:7<br><b>idea</b> 34:12<br><b>identified</b> 7:13<br>15:10 19:12<br><b>I'm</b> 20:6<br>25:19,23<br>26:3,8,11<br>27:18,23 28:4<br>29:4 30:13<br>31:11 37:13<br><b>imagine</b> 20:17<br>27:23<br><b>immediately</b><br>35:25<br><b>impact</b> 7:23 8:1<br>18:22 26:11<br><b>impacts</b> 7:2<br>23:10<br><b>importance</b><br>31:8,15 | <b>important</b><br>19:3,20 20:13<br>24:18<br><b>impression</b><br>26:24<br><b>improve</b> 8:25<br>24:25<br><b>improvement</b><br>6:21<br><b>improvements</b><br>6:21 7:19<br>8:14,22 9:3<br>12:1,13 14:23<br>20:21 21:23<br>22:1 28:23,24<br><b>include</b> 7:25<br>9:4<br><b>included</b> 6:18<br>7:20 16:21<br><b>includes</b> 9:24<br>10:5,20<br>11:1,22,25<br><b>inclusive</b> 20:15<br><b>Incorporated</b><br>18:2 24:8<br><b>increase</b> 23:19<br><b>increased</b> 8:15<br>21:9 34:12<br><b>INDEX</b> 3:1<br><b>indicate</b> 18:17<br><b>individually</b><br>21:16<br><b>inducing</b> 32:8<br><b>Industries-</b><br><b>Suncoast</b> 18:2 | 24:8<br><b>information</b><br>6:5,16 12:23<br>13:17 17:16,18<br>30:2,10<br><b>ingress/egress</b><br>31:16<br><b>injury</b> 27:22<br><b>in-person</b> 2:3<br>3:2 12:10<br>15:17 16:23<br>17:1 33:13<br><b>input</b> 12:12<br><b>inside</b> 9:20<br>10:8,20<br>11:3,15,21<br><b>inspect</b> 13:15<br><b>inspection</b><br>13:16 34:17<br><b>instead</b> 37:8<br><b>interested</b><br>38:15<br><b>interests</b> 32:1<br><b>intermodal</b> 33:5<br><b>interruptions</b><br>23:17 24:15<br><b>intersection</b><br>11:25 33:21<br><b>intersections</b><br>28:5<br><b>introduce</b><br>15:5,9<br><b>introduction</b><br>12:4<br><b>investment</b> 22:3 |
|---|--|--|---|

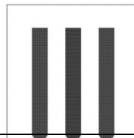


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TOMORROW'S TECHNOLOGY TODAY

CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

|   |   |  |   |
|---|---|--|---|
| <p><b>involve</b> 8:10</p> <p><b>involved</b> 14:10<br/>27:20 28:6,13<br/>38:14</p> <p><b>involving</b> 23:1</p> <p><b>issue</b> 24:23</p> <p><b>Item</b> 5:8 34:25</p> <p><b>it'll</b> 18:22</p> <p><b>I've</b> 27:17</p> <hr/> <p>J</p> <hr/> <p><b>Jackson</b> 24:9</p> <p><b>James</b> 3:6 25:17<br/>26:15,18</p> <p><b>Jason</b> 2:13,19</p> <p><b>Jensen</b> 2:9</p> <p><b>jeopardized</b><br/>14:4</p> <p><b>Jessica</b> 3:4<br/>22:15 24:4,6<br/>33:20,21</p> <p><b>JJ's</b> 26:22</p> <p><b>job</b> 32:24</p> <p><b>Joe</b> 2:10 14:6,9</p> <p><b>joining</b> 29:18</p> <p><b>Justice</b> 3:13<br/>31:21,24</p> <p><b>Justin</b> 2:6</p> <hr/> <p>K</p> <hr/> <p><b>Kahuna</b><br/>27:5,8,11</p> <p><b>Kahuna's</b> 26:19</p> <p><b>Karen</b> 2:18</p> | <p><b>Kaylee</b> 2:18</p> <p><b>Kendrick</b> 3:6<br/>25:18<br/>26:16,18,19</p> <p><b>Kevin</b> 3:9 30:11</p> <p><b>killed</b> 21:4<br/>23:2 33:20</p> <p><b>Kirk</b> 2:6</p> <p><b>known</b> 13:9</p> <p><b>Kristen</b> 2:9</p> <hr/> <p>L</p> <hr/> <p><b>labarbera</b> 2:20</p> <p><b>Labarbera</b> 2:13</p> <p><b>lack</b> 28:2</p> <p><b>landing</b> 26:9</p> <p><b>lane</b> 10:22<br/>11:21 12:2<br/>19:17 22:8<br/>23:3 25:5<br/>29:11 33:22<br/>36:14,15,18</p> <p><b>lanes</b><br/>9:4,5,13,14,19<br/>,22<br/>10:1,6,12,18<br/>11:3,8,16<br/>21:22 22:4<br/>34:8 36:1</p> <p><b>Large</b> 38:7</p> <p><b>larger</b> 25:6</p> <p><b>last</b> 17:9 18:6</p> <p><b>lastly</b> 26:7</p> <p><b>later</b> 16:15,20</p> <p><b>law</b> 25:9</p> | <p><b>laws</b> 6:2,11</p> <p><b>learning</b> 18:6</p> <p><b>lease</b> 26:10</p> <p><b>leaving</b> 14:19</p> <p><b>Lee</b> 11:23</p> <p><b>level</b> 8:15<br/>19:14</p> <p><b>life</b> 27:18</p> <p><b>lifelong</b> 18:6</p> <p><b>light</b> 32:12</p> <p><b>limit</b> 17:4,5<br/>30:3</p> <p><b>limitation</b><br/>24:13</p> <p><b>limits</b> 10:24<br/>12:14</p> <p><b>line</b> 22:7</p> <p><b>listing</b> 7:15</p> <p><b>literally</b><br/>18:8,15,21<br/>29:6,9</p> <p><b>little</b> 36:2,17</p> <p><b>live</b> 18:24<br/>22:17,19 27:19<br/>28:21 31:25<br/>33:16 37:10</p> <p><b>lives</b> 19:7<br/>21:15</p> <p><b>Loather</b> 3:9<br/>30:11,13</p> <p><b>local</b> 9:25<br/>10:11,21</p> <p><b>located</b> 5:16<br/>6:3 34:18</p> | <p><b>location</b> 8:22<br/>15:13 18:3<br/>24:19 27:4<br/>29:17</p> <p><b>locations</b> 8:16<br/>12:21</p> <p><b>Logically</b> 22:20</p> <p><b>loss</b> 24:12</p> <p><b>lot</b> 27:5,11<br/>32:1<br/>36:11,12,16<br/>37:4</p> <hr/> <p>M</p> <hr/> <p><b>Maggie</b> 3:10<br/>30:17</p> <p><b>mail</b> 6:7 16:15</p> <p><b>maintain</b><br/>19:11,17,19<br/>24:25 25:2</p> <p><b>maintained</b><br/>24:22 29:2</p> <p><b>maintaining</b><br/>12:19</p> <p><b>maintenance</b><br/>28:25</p> <p><b>management</b> 8:7<br/>9:7 12:1,20</p> <p><b>manager</b> 5:9</p> <p><b>manner</b> 13:12</p> <p><b>March</b> 16:20</p> <p><b>Marco</b> 2:12</p> <p><b>Marina</b> 25:20,21<br/>26:2</p> <p><b>marked</b> 22:4</p> |
|---|---|--|---|

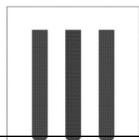


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|   |   |   |   |
|---|---|---|---|
| <b>Market</b> 26:22<br><b>Martin</b> 2:8 9:16<br>10:4 19:20<br>25:5<br><b>material</b> 18:16<br><b>materials</b> 34:17<br>35:1<br><b>Mawyer</b> 1:12<br>38:6,23<br><b>maximize</b> 22:2<br><b>may</b> 6:14 8:9<br>13:18,22 14:4<br>16:11,16<br>17:8,9 32:24<br>35:1<br><b>maybe</b> 32:23<br>34:10<br><b>MCC</b> 22:19<br><b>McKinley</b> 34:19<br><b>mean</b> 22:22<br><b>measures</b> 8:19<br><b>median</b> 9:23<br>11:13,22<br>12:8,9<br><b>medium-risk</b><br>8:20<br><b>meeting</b> 4:3,8<br>33:10<br><b>member</b> 20:5<br>22:18 26:8<br><b>members</b> 21:3<br>33:18<br><b>memorandum</b> 6:13<br><b>mentioned</b> 33:22 | <b>merge</b> 33:24<br><b>Michael</b> 2:6<br>31:19<br><b>microphone</b><br>17:9,13,14,23<br>20:2 22:14<br>24:4 25:17<br>26:16 30:5,7<br>33:14<br><b>mile-an-hour</b><br>9:12<br><b>miles</b> 5:7 9:13<br>20:16 22:23<br>29:9 34:5<br><b>million</b> 18:8<br>19:3<br><b>millions</b><br>18:11,15,21,24<br><b>mind</b> 16:19<br><b>Mini</b> 35:18 36:9<br><b>minor</b> 11:25<br>22:2<br><b>minus</b> 27:1<br><b>minutes</b> 17:6<br>30:3<br><b>mission</b> 18:4<br><b>misuse</b> 33:5<br><b>mixed</b> 27:25<br><b>mixed-use</b> 27:25<br>28:4<br><b>model</b> 18:20<br><b>moderating</b><br>29:20<br><b>moderator</b><br>2:3,16 16:6 | <b>modes</b> 32:11<br><b>money</b> 33:2<br><b>Monk</b> 2:9<br><b>month</b> 20:14<br><b>Moss</b> 2:6<br><b>mother</b> 22:24<br>33:17<br><b>motivated</b> 21:16<br><b>Motor</b> 21:6<br><b>motorist</b> 23:1<br><b>motorists</b><br>21:14,25<br><b>move</b> 13:10,14<br>14:1 30:17,18<br>31:20 36:1<br><b>moved</b> 13:20<br><b>moving</b> 21:20<br>32:6<br><b>much-needed</b><br>22:10<br><b>multimillion-</b><br><b>dollar</b> 19:1<br><b>multiple</b> 28:7<br><b>multi-use</b> 9:5<br>10:1,13,22<br>11:7 23:23<br><b>municipality</b><br>17:17 30:1<br><b>Murphy</b> 2:10<br>14:6<br><b>myself</b> 33:17<br><hr/> N<br><hr/> <b>name's</b> 27:16 | <b>national</b> 5:24<br>7:10,15,17<br><b>natural</b><br>7:2,4,19<br><b>necessary</b><br>13:1,24<br><b>negatively</b><br>18:22<br><b>newsletter</b> 6:6<br>14:16,25 16:18<br><b>nice</b> 34:11<br><b>night</b> 35:6<br><b>Noah</b> 3:4 20:3<br>22:13,16<br><b>noise</b><br>8:16,17,19<br>24:15 37:6,7<br><b>none</b> 15:10<br>21:17 32:12<br><b>nor</b> 38:14<br><b>north</b> 1:14 4:5<br>5:17 9:15<br>25:23 26:21<br>27:2 34:18<br><b>Northeast</b> 9:16<br>22:17<br><b>Notary</b> 38:6,24<br><b>note</b> 19:21<br><b>NOTICE</b> 1:1<br><b>notification</b><br>14:2<br><b>notified</b> 13:24<br><b>nowhere</b> 29:10<br>33:23 |
|---|---|---|---|

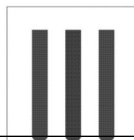


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|  |   |   |   |
|--|---|---|---|
| <p><b>number's</b> 21:8</p> <p><b>Numerous</b> 20:8</p> <hr/> <p>O</p> <hr/> <p><b>Oak</b> 35:17,22,24<br/>36:3,7</p> <p><b>observational</b><br/>30:14</p> <p><b>obtaining</b> 25:6</p> <p><b>obviously</b> 27:24</p> <p><b>office</b> 34:18<br/>36:9</p> <p><b>official</b> 16:21</p> <p><b>officially</b> 6:18</p> <p><b>officials</b><br/>15:3,7</p> <p><b>offsite</b> 8:6<br/>12:20</p> <p><b>Oh</b> 31:6,7,10</p> <p><b>okay</b><br/>30:15,17,18,21<br/>31:2,7,19,24<br/>33:9 35:15,19</p> <p><b>old</b> 10:25 11:9<br/>27:18</p> <p><b>ones</b> 22:9</p> <p><b>online</b> 5:18 6:8<br/>9:9 12:10<br/>15:1,10<br/>16:6,14 29:23<br/>30:17</p> <p><b>On-Site</b> 2:4</p> <p><b>onto</b> 23:3 25:3<br/>35:20 36:5</p> <p><b>open</b> 19:12</p> | <p><b>opening</b> 12:9</p> <p><b>openings</b> 12:8</p> <p><b>operate</b> 19:1,15</p> <p><b>opportunity</b><br/>5:21 6:16<br/>12:11 15:16<br/>17:2,7</p> <p><b>option</b> 5:14</p> <p><b>options</b> 32:16</p> <p><b>oral</b> 15:25</p> <p><b>ORANGE</b> 38:4</p> <p><b>order</b> 16:24<br/>17:6 19:13<br/>36:6,13,15</p> <p><b>organization</b><br/>17:17 29:25</p> <p><b>organized</b><br/>20:8,13</p> <p><b>origin</b> 5:24</p> <p><b>originally</b> 24:1</p> <p><b>others</b> 16:8</p> <p><b>otherwise</b> 32:25<br/>36:4</p> <p><b>outside</b> 9:22<br/>10:2,8,13,20,2<br/>3 11:3,21</p> <p><b>overall</b> 31:12</p> <p><b>owner</b> 25:20</p> <p><b>owners</b> 26:22</p> <p><b>owns</b> 33:17</p> <hr/> <p>P</p> <hr/> <p><b>p.m</b> 1:11 4:7<br/>5:12 34:20</p> | <p>35:7</p> <p><b>Page</b> 3:1</p> <p><b>panel</b> 30:8</p> <p><b>parcels</b> 8:9</p> <p><b>Park</b> 1:13,15<br/>4:4,6 5:15,17</p> <p><b>parking</b><br/>27:5,9,11<br/>36:11,12,16</p> <p><b>participants</b><br/>29:23</p> <p><b>participating</b><br/>5:18 15:4</p> <p><b>participation</b><br/>5:22</p> <p><b>parties</b> 38:13</p> <p><b>Partner</b> 5:4</p> <p><b>pass</b> 28:12</p> <p><b>Passerini</b> 3:3<br/>17:22,25 18:1</p> <p><b>past</b> 20:25<br/>22:25</p> <p><b>path</b> 21:23 22:3<br/>27:25 28:4,9<br/>34:10</p> <p><b>paths</b> 28:1</p> <p><b>Patricia</b> 14:13</p> <p><b>paved</b> 9:20,21<br/>10:19</p> <p><b>paying</b> 33:4</p> <p><b>payment</b><br/>13:19,22</p> <p><b>PD&amp;E</b> 1:2<br/>5:4,9,22 6:17</p> | <p>17:5</p> <p><b>pedestrian</b> 9:1<br/>21:23 27:1</p> <p><b>pedestrian-<br/>friendly</b> 22:12</p> <p><b>pedestrians</b> 9:6<br/>21:24 22:5<br/>23:21</p> <p><b>people</b><br/>18:4,8,12,21<br/>21:10 27:16<br/>31:14 32:10,20<br/>33:3</p> <p><b>per</b> 21:10</p> <p><b>Performing</b> 1:13<br/>4:5 5:16</p> <p><b>person</b> 5:13,15<br/>14:15 15:5,18<br/>17:8,12 28:15<br/>29:15,17 33:25</p> <p><b>personal</b> 23:9<br/>32:1</p> <p><b>personally</b><br/>21:13</p> <p><b>Pete</b> 20:22 29:5</p> <p><b>Petersburg</b><br/>22:18 26:20</p> <p><b>phases</b> 21:21</p> <p><b>physical</b> 7:3,4<br/>8:13 28:2</p> <p><b>piece</b> 26:1</p> <p><b>Pinellas</b><br/>1:4,13,15<br/>4:4,6<br/>5:5,15,17 9:2<br/>10:16 23:12</p> |
|--|---|---|---|



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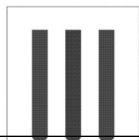
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Page 175 of 181  
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|  |  |   |   |
|--|--|---|---|
| <p>34:24</p> <p><b>placed</b> 16:12</p> <p><b>Places</b> 7:16</p> <p><b>plan</b> 28:25<br/>29:10 31:12</p> <p><b>planning</b> 34:6</p> <p><b>plans</b> 8:13 9:8<br/>12:9,21</p> <p><b>please</b><br/>14:9,18,20<br/>15:5,8,23<br/>16:9,19<br/>17:4,13,18,20,<br/>23 20:1 22:14<br/>24:4 25:16<br/>26:16 28:19<br/>29:24<br/>30:1,5,20,25<br/>33:9,14 34:6,8</p> <p><b>Point</b> 25:20,21</p> <p><b>points</b> 25:3</p> <p><b>Policies</b> 13:8</p> <p><b>portion</b> 9:2<br/>15:19 16:1,3<br/>17:11,21 29:20<br/>34:21</p> <p><b>postmarked</b><br/>16:20</p> <p><b>potential</b> 7:14<br/>8:12,17 18:5<br/>24:11</p> <p><b>potentially</b><br/>8:20 25:4</p> <p><b>power</b> 18:5</p> <p><b>preferred</b> 6:19<br/>9:10 11:17</p> | <p><b>prepared</b> 23:13</p> <p><b>pre-printed</b><br/>16:15</p> <p><b>pre-registered</b><br/>16:5 17:3</p> <p><b>present</b> 13:16<br/>15:11 17:10</p> <p><b>presentation</b><br/>3:2 14:21,25</p> <p><b>Preservation</b><br/>7:10</p> <p><b>President</b> 18:1</p> <p><b>pretty</b> 27:7,22<br/>36:4</p> <p><b>Pridgen</b> 3:10<br/>30:16</p> <p><b>priority</b> 23:5</p> <p><b>probably</b> 36:18<br/>37:7</p> <p><b>procedure</b> 4:9</p> <p><b>procedures</b><br/>13:25</p> <p><b>proceed</b> 23:5</p> <p><b>proceeding</b><br/>38:9,10</p> <p><b>PROCEEDINGS</b> 5:1</p> <p><b>produce</b> 18:13<br/>19:2</p> <p><b>product</b> 35:2</p> <p><b>professionally</b><br/>21:17</p> <p><b>program</b> 1:5<br/>5:7,8 14:6<br/>34:25</p> | <p><b>progress</b> 22:11</p> <p><b>project</b> 5:9,21<br/>6:6,8,11,24<br/>7:1,7,20<br/>8:3,24,25<br/>12:13,14,25<br/>13:3,11<br/>14:11,16 15:1<br/>16:17 18:18<br/>19:6,9,13 23:9<br/>24:24 25:25<br/>26:11,24 28:6<br/>32:2,17<br/>34:6,22 37:4</p> <p><b>projects</b> 8:1<br/>12:21,25</p> <p><b>project's</b><br/>7:14,18 8:21</p> <p><b>promoted</b> 18:15</p> <p><b>promptly</b> 13:23</p> <p><b>properties</b> 8:14<br/>12:5 13:2</p> <p><b>property</b><br/>13:8,15,18<br/>14:12<br/>24:13,14,23<br/>25:1 26:1,22</p> <p><b>proposed</b> 6:20<br/>7:18,22<br/>8:2,14,22<br/>9:3,9,22<br/>10:2,23<br/>11:15,25<br/>12:8,12,19<br/>14:23 18:18<br/>20:21 21:21<br/>25:3</p> <p><b>protected</b> 7:21</p> | <p>25:4</p> <p><b>protecting</b> 26:4</p> <p><b>provide</b> 5:20<br/>6:18 11:7<br/>12:12 13:17<br/>15:19,24<br/>17:7,18 20:11<br/>21:24 23:17<br/>30:1</p> <p><b>provided</b> 6:6<br/>12:7</p> <p><b>provides</b><br/>10:9,10 11:2<br/>18:14 19:4<br/>35:22</p> <p><b>providing</b> 25:5</p> <p><b>provisions</b><br/>23:23 25:24</p> <p><b>PSTA</b> 24:16</p> <p><b>public</b> 1:1,8<br/>3:2 4:3,7<br/>5:2,13,20,22,2<br/>5 6:19,23<br/>12:12 14:22<br/>15:20,23<br/>16:3,6,21,23<br/>17:1,18,20<br/>24:21 28:16<br/>29:15,16,17,20<br/>30:1,15,24<br/>32:20,23<br/>34:15,17,21<br/>38:7,24</p> <p><b>purpose</b> 8:24</p> <p><b>purposes</b> 20:23<br/>30:14</p> <p><b>pursuant</b> 4:8</p> |
|--|--|---|---|



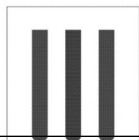
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|  |  |   |   |
|--|--|---|---|
| <p>6:12</p> <p><b>pushed</b> 27:9</p> <p><b>puts</b> 33:3</p> <p><b>putting</b> 33:2</p> <hr/> <p><b>Q</b></p> <hr/> <p><b>question</b> 2:17<br/>14:14 26:12</p> <p><b>questions</b> 7:8<br/>14:7,14 17:19</p> <p><b>quote</b> 24:11</p> <hr/> <p><b>R</b></p> <hr/> <p><b>race</b> 5:23</p> <p><b>radius</b> 19:20</p> <p><b>rail</b> 32:12</p> <p><b>raise</b> 15:8,23<br/>16:9 33:9</p> <p><b>raised</b> 30:22<br/>31:3,20</p> <p><b>ramp</b> 29:4<br/>35:22,23 36:2</p> <p><b>Randolph</b> 3:11<br/>30:19,20,21</p> <p><b>rapid</b> 32:12</p> <p><b>rate</b> 21:9</p> <p><b>rather</b> 33:4<br/>37:5</p> <p><b>ready</b> 35:9</p> <p><b>real</b> 13:7 35:23</p> <p><b>really</b> 27:3<br/>28:10 36:11</p> <p><b>rear</b> 14:19</p> <p><b>reasons</b> 21:17</p> | <p>22:23</p> <p><b>receive</b> 6:16<br/>14:2,17 15:22</p> <p><b>received</b> 6:7,24<br/>14:16 16:25</p> <p><b>recognize</b> 15:2</p> <p><b>reconfigured</b><br/>11:5</p> <p><b>record</b> 6:19<br/>15:6,10 16:22<br/>28:19 38:10</p> <p><b>Recorded</b> 3:15<br/>35:8</p> <p><b>recreational</b><br/>20:23</p> <p><b>redevelopment</b><br/>24:14</p> <p><b>reduce</b> 8:25</p> <p><b>reentry</b><br/>24:18,19</p> <p><b>reference</b> 34:16</p> <p><b>regard</b> 5:23</p> <p><b>regarding</b> 7:8<br/>14:12 15:12<br/>32:2</p> <p><b>Register</b> 7:16</p> <p><b>registered</b> 7:17</p> <p><b>registration</b><br/>29:24</p> <p><b>related</b> 38:13</p> <p><b>relative</b><br/>35:16,17</p> <p><b>relief</b> 25:8<br/>26:3</p> | <p><b>religion</b> 5:24</p> <p><b>relocated</b> 12:2</p> <p><b>relocation</b><br/>13:2,4,7,13,18<br/>14:2,5,8,11</p> <p><b>relocations</b><br/>8:11,12</p> <p><b>reluctant</b> 20:19</p> <p><b>rely</b> 24:20</p> <p><b>remain</b> 24:16</p> <p><b>Remember</b> 35:4</p> <p><b>Renato</b> 2:8</p> <p><b>rent</b> 12:2</p> <p><b>report</b> 38:8</p> <p><b>reporter</b> 1:12<br/>3:15,16 16:2<br/>17:11,16 30:10<br/>35:8,9,12,14<br/>36:19,21,23<br/>37:1,12<br/>38:6,24</p> <p><b>reports</b> 7:8</p> <p><b>represent</b> 17:17<br/>26:19 29:25<br/>33:16</p> <p><b>representative</b><br/>15:21,24</p> <p><b>representatives</b><br/>15:3,7 17:21</p> <p><b>representing</b><br/>24:7</p> <p><b>request</b> 24:10</p> <p><b>requested</b> 29:23</p> <p><b>required</b> 6:10</p> | <p>13:9,14 25:9</p> <p><b>requires</b> 7:10</p> <p><b>residences</b> 13:4</p> <p><b>resident</b> 27:17</p> <p><b>residential</b><br/>8:10</p> <p><b>residents</b> 24:20<br/>37:8,10</p> <p><b>resides</b> 20:7</p> <p><b>resources</b><br/>7:2,12,15,18,19</p> <p><b>respect</b> 19:10</p> <p><b>restaurant</b> 26:6<br/>31:12</p> <p><b>result</b> 7:18<br/>8:3,14 20:21</p> <p><b>results</b> 7:3,9<br/>8:4</p> <p><b>resurfacing</b><br/>11:19</p> <p><b>return</b> 17:8<br/>22:2</p> <p><b>reuse</b> 18:15</p> <p><b>review</b> 6:9</p> <p><b>Rhinesmith</b> 2:8</p> <p><b>Richard</b> 2:6</p> <p><b>ride</b> 20:20<br/>21:19 23:6,16</p> <p><b>Ridge</b> 12:3</p> <p><b>riding</b> 22:21</p> <p><b>right-of</b> 12:23</p> <p><b>right-of-way</b></p> |
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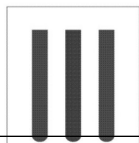
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Page 177 of 181  
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|  |   |   |  |
|--|---|---|--|
| <p>8:9,23 13:5</p> <p><b>risk</b> 21:15 33:3</p> <p><b>road</b> 5:3 6:17</p> <p>9:25 10:11,21</p> <p>11:11,12 14:24</p> <p>15:15 17:4</p> <p>22:5,6 23:12</p> <p>27:6 28:4</p> <p>32:10 33:3</p> <p>34:13,22 35:21</p> <p>36:6</p> <p><b>roads</b></p> <p>10:3,13,24</p> <p>12:7 27:24</p> <p>32:6</p> <p><b>roadway</b> 8:6</p> <p>9:18 10:17</p> <p>11:20 12:5,17</p> <p>20:24</p> <p><b>roadways</b> 32:5,8</p> <p>33:2</p> <p><b>Robert</b> 2:10</p> <p><b>Robin</b> 2:8</p> <p><b>Roger</b> 2:10</p> <p><b>rollerbladers</b></p> <p>23:21</p> <p><b>Rollof</b> 3:13</p> <p>31:21,22,24</p> <p><b>Ronald</b> 3:5 24:5</p> <p>25:12</p> <p><b>room</b> 14:22 22:9</p> <p><b>Rosana</b> 2:7</p> <p><b>Roscoe</b> 2:10</p> <p><b>Roy</b> 11:12,23</p> <p><b>rules</b> 4:8</p> | <p><b>running</b> 14:21</p> <p><b>runoff</b> 19:21</p> <p>23:3</p> <p><b>Russo</b> 2:4</p> <hr/> <p>S</p> <hr/> <p><b>safe</b> 18:23</p> <p>20:18 23:4,14</p> <p>26:14</p> <p><b>safely</b> 21:19</p> <p>28:12</p> <p><b>safer</b> 22:11</p> <p>27:23</p> <p><b>safety</b> 12:8</p> <p>20:12,20</p> <p>21:6,24 22:23</p> <p>35:5</p> <p><b>Salvo</b> 2:12</p> <p><b>San</b> 9:16,17</p> <p>10:4,15 19:20</p> <p>25:5</p> <p><b>school</b> 27:19</p> <p><b>Scott</b> 3:12</p> <p>31:3,10</p> <p><b>seat</b> 37:14</p> <p><b>second</b> 10:3</p> <p>17:23 22:7</p> <p>35:21,23 36:8</p> <p><b>section</b> 6:13</p> <p>7:9 9:14,24</p> <p>10:3,9,10,14,2</p> <p>4 11:1,18,25</p> <p>20:19 28:3</p> <p><b>sections</b> 9:11</p> <p>12:17</p> <p><b>secure</b> 18:10</p> | <p><b>secured</b> 26:10</p> <p><b>segment</b> 1:5 5:8</p> <p>34:25</p> <p><b>self-muted</b> 30:6</p> <p><b>Selmon</b> 11:12,23</p> <p><b>sense</b> 32:17</p> <p><b>separate</b> 11:1</p> <p>22:4</p> <p><b>separated</b> 9:23</p> <p>10:7,19 11:8</p> <p><b>September</b> 33:20</p> <p>38:17</p> <p><b>serious</b> 27:20</p> <p><b>service</b> 24:16</p> <p><b>services</b> 13:19</p> <p>18:14 19:4,5</p> <p><b>serving</b> 12:2</p> <p><b>seven</b> 1:9 4:4</p> <p>5:7</p> <p><b>Seventy-Eight</b></p> <p>1:14 4:5</p> <p><b>several</b> 18:8</p> <p><b>severance</b> 25:8</p> <p><b>sex</b> 5:24</p> <p><b>share</b> 22:5</p> <p>34:12</p> <p><b>sheet</b> 6:3</p> <p><b>sheets</b> 12:6</p> <p><b>Shine</b> 2:13</p> <p><b>Shore</b> 1:3 5:5</p> <p>26:2 34:24</p> <p><b>shoulder</b></p> <p>29:7,12</p> | <p><b>shoulders</b></p> <p>9:20,22</p> <p>10:8,20 11:3</p> <p><b>shown</b> 6:2 8:12</p> <p>9:7 12:9 30:8</p> <p>35:16</p> <p><b>sides</b> 12:6</p> <p><b>sidewalk</b> 27:10</p> <p><b>sidewalks</b> 27:7</p> <p><b>sign</b> 14:17</p> <p><b>signage</b> 19:11</p> <p>34:12</p> <p><b>sign-in</b> 6:3,7</p> <p>14:18</p> <p><b>signs</b> 22:6 25:6</p> <p>34:11</p> <p><b>similar</b> 10:9,10</p> <p>28:13</p> <p><b>simply</b> 21:18</p> <p><b>site</b> 2:5 7:13</p> <p>8:22 12:6</p> <p><b>sites</b> 7:17 8:21</p> <p><b>sitting</b> 21:12</p> <p><b>situation</b> 25:1</p> <p>28:13</p> <p><b>six</b> 27:21</p> <p><b>slide</b> 30:8</p> <p><b>smoothly</b> 32:6</p> <p><b>social</b> 7:3,4</p> <p>8:4 15:13</p> <p>18:19</p> <p><b>sold</b> 18:13</p> <p><b>solicited</b> 5:23</p> <p><b>solution</b> 28:10</p> |
|--|---|---|--|



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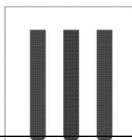
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Page 178 of 181  
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|  |  |   |  |
|--|--|---|--|
| <p>34:2</p> <p><b>solutions</b> 24:11<br/>25:4</p> <p><b>someone</b> 35:23</p> <p><b>sorry</b> 29:4</p> <p><b>south</b> 26:1<br/>27:10 31:9</p> <p><b>space</b> 23:16<br/>36:17</p> <p><b>speak</b> 16:8 17:7<br/>22:8 29:23<br/>30:4 35:2</p> <p><b>speaker</b><br/>16:24,25<br/>17:9,22,23<br/>19:23 20:2<br/>22:13,15<br/>24:3,5<br/>25:11,14,17<br/>26:15,17 27:13<br/>30:11,16 31:18<br/>33:13</p> <p><b>speakers</b> 29:16<br/>33:10</p> <p><b>speaker's</b><br/>15:20,22</p> <p><b>special</b> 14:1</p> <p><b>specialists</b><br/>14:5</p> <p><b>species</b> 7:21<br/>8:3</p> <p><b>specifically</b><br/>27:5,9 32:11</p> <p><b>speed</b> 9:12</p> <p><b>speeding</b> 32:15</p> | <p><b>speeds</b> 21:1</p> <p><b>Speights</b> 2:4</p> <p><b>spending</b> 33:2</p> <p><b>Spent</b> 27:21</p> <p><b>splitting</b> 37:5</p> <p><b>St</b> 20:22 22:17<br/>26:19,20 29:5</p> <p><b>staff</b><br/>2:3,5,16,19<br/>7:7 35:2</p> <p><b>stand</b> 14:9 15:5</p> <p><b>start</b> 16:23</p> <p><b>started</b> 37:14</p> <p><b>starting</b> 17:3</p> <p><b>state</b> 6:2<br/>11:11,12 17:13<br/>19:8 21:10<br/>28:18 29:24<br/>30:9 32:3<br/>38:3,7</p> <p><b>statement</b><br/>15:11,25</p> <p><b>statements</b><br/>34:16</p> <p><b>States</b> 6:12</p> <p><b>status</b> 5:25</p> <p><b>Statute</b> 13:6</p> <p><b>step</b> 17:13</p> <p><b>Stephanie</b> 3:8<br/>33:13,15</p> <p><b>STIPULATION</b> 4:1</p> <p><b>stop</b> 14:18</p> <p><b>stoplight</b> 19:19</p> | <p><b>stopped</b> 27:7</p> <p><b>Storage</b> 35:19<br/>36:9</p> <p><b>store</b> 19:1</p> <p><b>stores</b> 19:16</p> <p><b>stormwater</b> 8:7<br/>9:7 12:20<br/>19:21 24:23,25</p> <p><b>street</b> 1:3 5:5<br/>9:15 12:3 24:9<br/>27:7 31:25<br/>34:23 35:17,22<br/>36:3,7 37:6,10</p> <p><b>studies</b> 32:7</p> <p><b>submit</b> 5:21<br/>15:21 16:11,17</p> <p><b>Submitted</b> 38:17</p> <p><b>sufficient</b><br/>23:24</p> <p><b>suggestions</b><br/>22:2</p> <p><b>Suite</b> 24:9</p> <p><b>supervising</b><br/>14:5</p> <p><b>support</b><br/>2:5,6,18,19<br/>18:13 19:10<br/>22:10 26:13<br/>27:25 34:11</p> <p><b>supposed</b> 26:5</p> <p><b>sure</b> 30:6</p> <p><b>surface</b> 7:21,24</p> <p><b>Suzanne</b> 2:9</p> <p><b>system</b> 9:25<br/>10:11,21</p> | <p><b>T</b></p> <p><b>table</b> 6:4,8<br/>14:18</p> <p><b>taking</b> 16:22<br/>37:4</p> <p><b>taller</b> 25:6</p> <p><b>Tampa</b> 10:25<br/>11:9 20:6,7,22<br/>21:8 22:11,19<br/>24:9 27:17<br/>29:5 31:25<br/>34:19</p> <p><b>Tashkin</b> 3:12<br/>31:3,5,7,10</p> <p><b>taxpayer</b> 33:1</p> <p><b>team</b> 6:24</p> <p><b>Tech</b> 2:18</p> <p><b>Technical</b> 2:5</p> <p><b>Temple</b> 28:21</p> <p><b>terminates</b><br/>11:13</p> <p><b>terminus</b> 11:17</p> <p><b>Terrace</b> 28:21</p> <p><b>thank</b> 5:18<br/>19:21,23 20:1<br/>22:12,13<br/>24:2,3 25:9,11<br/>26:15 27:12,13<br/>28:14<br/>29:13,14,22<br/>30:15<br/>31:1,2,18,20,2<br/>3 33:6,7,12<br/>34:13 35:3,6<br/>36:23,25 37:15</p> <p><b>Thankfully</b></p> |
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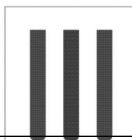


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|   |   |   |   |
|---|---|---|---|
| <p>21:14</p> <p><b>That'd</b> 25:25</p> <p><b>there's</b> 23:14</p> <p>26:3,7 28:7,24</p> <p>33:23 34:9</p> <p>36:11,17</p> <p><b>they'll</b> 14:6</p> <p>36:13,14</p> <p><b>they're</b> 32:22</p> <p>33:24 37:4,9</p> <p><b>third</b> 21:8</p> <p><b>thousands</b> 23:7</p> <p>32:14</p> <p><b>today</b> 5:11</p> <p>25:10 35:4</p> <p><b>today's</b> 9:8</p> <p><b>Todd</b> 2:5 3:15</p> <p>35:11</p> <p><b>T-O-D-D</b> 35:13</p> <p><b>tomorrow</b> 35:5</p> <p><b>tonight</b> 7:6</p> <p>14:22 15:4</p> <p>16:2 20:7</p> <p>21:12 22:9</p> <p>32:2 37:16</p> <p><b>tonight's</b> 17:12</p> <p><b>tons</b> 18:15</p> <p><b>T-O-T</b> 35:12</p> <p><b>towards</b> 33:1</p> <p><b>tradition</b> 26:20</p> <p><b>traffic</b></p> <p>8:16,19,25</p> <p>9:25 10:11,21</p> <p>11:5,7 19:15</p> <p>24:12 29:8</p> | <p>33:24 34:10</p> <p><b>trail</b> 10:2,23</p> <p>11:8 23:25</p> <p>36:8</p> <p><b>trails</b> 9:5</p> <p>10:13 23:23</p> <p><b>trains</b> 33:5</p> <p><b>transcript</b> 38:9</p> <p><b>transcripts</b></p> <p>34:15</p> <p><b>transit</b></p> <p>24:21,22</p> <p>32:11,13</p> <p><b>transport</b> 32:23</p> <p><b>transportation</b></p> <p>1:9 4:4 5:11</p> <p>13:11 20:24</p> <p>32:4,16,20</p> <p>35:3</p> <p><b>trapped</b> 29:7</p> <p><b>travel</b></p> <p>9:4,19,22</p> <p>10:6,18</p> <p>11:8,15,21</p> <p><b>treated</b> 13:12</p> <p><b>Tree</b> 35:24</p> <p><b>Tricia</b> 2:7</p> <p><b>trucks</b> 19:16</p> <p><b>true</b> 38:9</p> <p><b>Tuesday</b> 4:6</p> <p>5:11</p> <p><b>Tur</b> 3:10 30:18</p> <p><b>turn</b> 16:8</p> <p>25:22,23 29:21</p> <p>30:4 33:10</p> | <p><b>turned</b> 36:16</p> <p><b>turning</b> 19:19</p> <p>28:7</p> <p><b>turnout</b> 12:3</p> <p><b>two-lane</b> 11:24</p> <p><b>type</b> 13:10</p> <p>28:25</p> <p><b>typical</b></p> <p>9:11,14,24</p> <p>10:3,9,10,14,2</p> <p>4,25 11:18,24</p> <p>12:17 28:3</p> <hr/> <p>U</p> <hr/> <p><b>Uh-huh</b> 37:1</p> <p><b>ultimately</b> 19:8</p> <p>32:9</p> <p><b>unavoidable</b></p> <p>13:1</p> <p><b>understanding</b></p> <p>6:13</p> <p><b>undo</b> 30:7</p> <p><b>undoubtedly</b></p> <p>21:15</p> <p><b>unfortunate</b></p> <p>20:25 21:2</p> <p><b>unfortunately</b></p> <p>33:19</p> <p><b>Uniform</b></p> <p>13:7,9,13</p> <p><b>uninterrupted</b></p> <p>9:19 10:6,18</p> <p>22:21 24:17</p> <p><b>United</b> 6:12</p> <p><b>unlikely</b> 28:14</p> | <p><b>unmute</b> 15:9</p> <p>16:7</p> <p>30:12,20,21,24</p> <p>31:4,19</p> <p><b>unsatisfied</b></p> <p>13:20</p> <p><b>upon</b> 29:23</p> <p><b>upwards</b> 20:15</p> <p><b>usage</b> 23:18</p> <p><b>users</b> 23:8,21</p> <p><b>usually</b> 29:8</p> <p><b>U-turn</b> 19:17</p> <p>25:4</p> <hr/> <p>V</p> <hr/> <p><b>value</b> 13:17</p> <p>24:13</p> <p><b>varies</b> 11:22</p> <p>12:15</p> <p><b>various</b> 6:24</p> <p><b>varying</b> 9:20</p> <p><b>vehicle</b> 32:23</p> <p>33:19</p> <p><b>vehicles</b> 21:6</p> <p>24:20</p> <p><b>Verandas</b> 37:2</p> <p><b>via</b> 2:17 5:18</p> <p><b>viaduct</b> 10:5</p> <p>11:24</p> <p><b>view</b> 35:1</p> <p><b>views</b> 15:12</p> <p><b>Vincent</b> 2:13</p> <p><b>virtual</b></p> <p>2:16,17,18 3:9</p> |
|---|---|---|---|

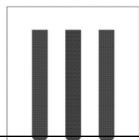


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|   |  |  |  |
|---|--|--|--|
| <p>9:9 12:11<br/>14:12 15:1,17<br/>16:9 17:2<br/>30:11 33:10</p> <p><b>virtually</b><br/>5:14,18 15:4,8<br/>16:4 29:18<br/>33:8</p> <p><b>visibility</b><br/>18:23 19:9,14<br/>24:12</p> <p><b>volume</b> 23:18,24</p> <hr/> <p>W</p> <hr/> <p><b>walkers</b> 23:21</p> <p><b>walking</b> 32:13<br/>33:4</p> <p><b>wall</b> 10:7,19<br/>11:9</p> <p><b>Wallace</b> 3:5<br/>24:5 25:12,13</p> <p><b>Wannemacher</b> 3:7<br/>26:17<br/>27:14,15,17</p> <p><b>watch</b> 14:20<br/>22:6</p> <p><b>waters</b> 7:21,24</p> <p><b>website</b> 6:8 7:7<br/>15:1 16:18</p> <p><b>We'd</b> 25:1</p> <p><b>weekly</b> 23:8</p> <p><b>weeks</b> 34:19</p> <p><b>Welcome</b> 5:2</p> <p><b>we'll</b> 30:17,18<br/>31:20 37:14</p> <p><b>we're</b> 18:21,25</p> | <p>24:23 29:7<br/>32:17 37:15</p> <p><b>west</b> 1:3 5:5<br/>9:15 10:15<br/>12:3 19:18<br/>26:2 31:25<br/>34:24 35:21<br/>36:7</p> <p><b>westbound</b><br/>11:2,4,7</p> <p><b>western</b><br/>11:10,11</p> <p><b>wetlands</b><br/>7:20,24</p> <p><b>we've</b> 18:10<br/>21:2</p> <p><b>white-painted</b><br/>22:7</p> <p><b>wide</b> 12:15</p> <p><b>widen</b> 32:7</p> <p><b>widened</b> 11:4<br/>23:13 27:6</p> <p><b>widening</b> 7:22<br/>8:6 15:14<br/>21:22 22:6<br/>32:4 33:1</p> <p><b>width</b> 9:20<br/>11:23</p> <p><b>Williams</b> 3:11<br/>30:20</p> <p><b>wish</b> 15:18 16:8<br/>17:7,19</p> <p><b>witness</b> 22:25<br/>33:19</p> <p><b>witnessed</b> 21:3</p> | <p><b>wonderful</b> 29:12</p> <p><b>wondering</b> 25:23<br/>26:3,6</p> <p><b>Woodbine</b> 28:21</p> <p><b>work</b> 1:5 5:7<br/>18:5 20:24<br/>27:19 34:25</p> <p><b>worked</b> 31:7</p> <p><b>working</b> 32:21</p> <p><b>WPI</b> 5:8</p> <p><b>writing</b> 16:12</p> <p><b>written</b> 15:12<br/>34:16</p> <hr/> <p>Y</p> <hr/> <p><b>yards</b> 29:3</p> <p><b>yep</b> 31:6</p> <p><b>yield</b> 34:11</p> <p><b>you'll</b> 13:23<br/>35:24</p> <p><b>yourself</b> 15:6,9<br/>30:12,20,21,24<br/>31:4,19</p> <p><b>you've</b> 34:4</p> <hr/> <p>Z</p> <hr/> <p><b>zero</b> 13:4</p> <p><b>zone</b> 22:22</p> |  |
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