

FINAL COMMENTS AND COORDINATION REPORT

**S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
Pinellas County, Florida**

Work Program Item Segment No: 410755 1



Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612**

June 2008

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Prepared by:



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June 2008

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Section 1.0

INTRODUCTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study for bridge and roadway improvement alternatives along S.R. 679 (Pinellas Bayway Structure E) over the Gulf Intracoastal Waterway, hereafter referred to as the Intracoastal Waterway. The project location map (Figure 1-1) illustrates the location and limits of the PD&E Study.

1.1 PURPOSE

The purpose of the PD&E Study was to provide documented environmental and engineering analyses to assist FDOT and the United States Coast Guard (USCG), the lead federal agency, in reaching a decision as to the type, location, and conceptual design of roadway and bridge improvements to the S.R. 679 (Pinellas Bayway Structure E) crossing of the Intracoastal Waterway. The PD&E Study also satisfies the requirements of the National Environmental Policy Act of 1969 (NEPA) and other state and federal regulations.

The PD&E Study documents the need for the improvements, and presents the procedures that FDOT utilized to develop and evaluate various improvement alternatives including rehabilitation and replacement of the existing double-leaf bascule bridge (Bridge Number 150049) known locally as the Tierra Verde Bridge. FDOT collected information relating to the engineering and environmental characteristics essential for alternatives and analytical decisions. FDOT then established design criteria and developed preliminary alternatives. The comparison of alternatives is based on a variety of parameters utilizing a matrix format. This process identified the alternative which would have the least impact, while providing the necessary improvements. The study also solicited input from the community and users of the facility. The design year for the analysis is 2030.

1.2 PROJECT DESCRIPTION

The PD&E Study limits encompass the portion of S.R. 679 from south of Madonna Boulevard (milepost 8.242) in Tierra Verde to south of S.R. 682 (milepost 9.335) in Pinellas County, Florida, a distance of 1.093 miles (mi). The project is located within Sections 8, 17, and 20, Township 32 South, Range 16 East, and within the Pass-A-Grille Beach United States Geological Survey (USGS) quad map (quad Number 3022). Structure E is a low-level bascule structure that spans the Intracoastal Waterway, a marked federal navigational channel which generally runs between the mainland and the nearly contiguous barrier islands along the Gulf of Mexico. S.R. 679 is not part of the National Highway System, the Florida Intrastate Highway System, or the Strategic Intermodal System (SIS); however, the Intracoastal Waterway within the PD&E Study area is on the SIS. In addition, both S.R. 682 and S.R. 679 are designated hurricane evacuation routes by the Florida State Emergency Response Team (SERT).

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

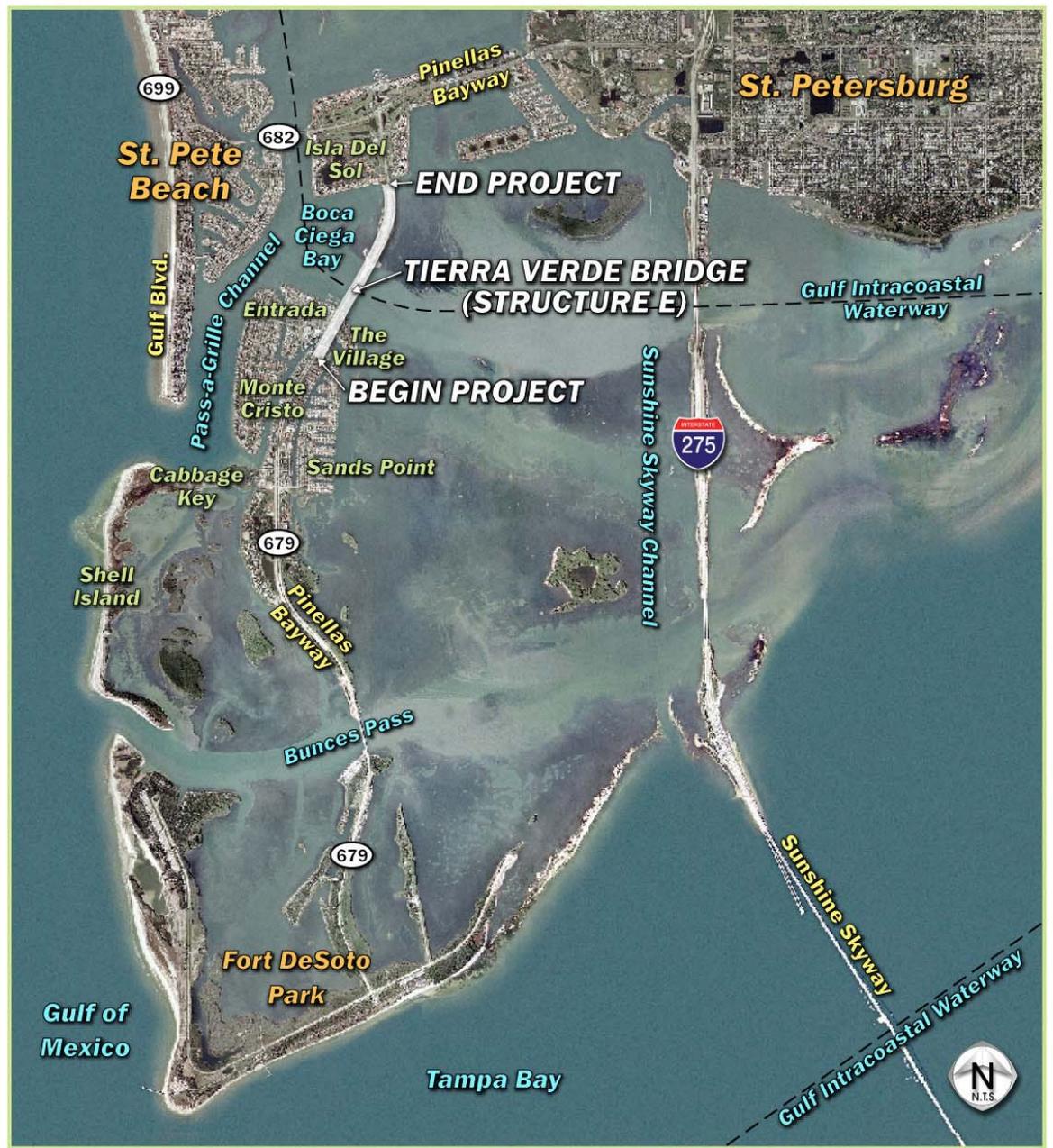
Pinellas County, Florida



WPI Segment No : 410755-1

PROJECT LOCATION MAP

Figure 1-1



S.R. 679 was originally constructed in 1961 to join the man-made islands of Tierra Verde with Isla Del Sol in St. Petersburg in Pinellas County. S.R. 679 is a north-south urban minor arterial that provides the only vehicular access to the islands of Tierra Verde and Mullet Key, where Fort De Soto Park is located. S.R. 679 is part of the Pinellas Bayway toll system, which also includes S.R. 682.

Routine bridge inspections have identified safety and structural problems associated with the age of the existing bridge, including concrete delaminations, spalls, cracks, and other deficiencies. Structure E is functionally obsolete and is rated “scour critical.” It also contains fracture critical elements, meaning that members are subject to tension such that failure could result in collapse of the bridge. The remaining service life under normal maintenance conditions is estimated to be six years, meaning that under the current normal maintenance program, the bridge will need to be rehabilitated or replaced by year 2011. Improvement alternatives considered for this facility include rehabilitation, rehabilitation (with widening), and replacement with a low-level bascule bridge, a mid-level bascule bridge, or a high-level fixed-bridge.

1.3 PUBLIC INVOLVEMENT PROGRAM

The FDOT recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, FDOT is committed to conducting a pro-active Public Involvement Plan (PIP) that focuses on soliciting community participation throughout the PD&E process. Therefore, FDOT prepared the PIP in compliance with the *Project Development and Environment Manual*, Section 339.155 Florida Statutes (F.S.), Executive Orders 11990 and 11988, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, 23 Code of Federal Regulations (CFR) 771, Title VI of the United States Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act as amended, and the Americans with Disabilities Act of 1990 (ADA). It is believed that the positive value of implementing a strong public involvement effort will result in public awareness and support for the project.

FDOT considers the public involvement level of significance as ‘high’ for a number of reasons. As previously suggested, S.R. 679 (Pinellas Bayway) serves as the only roadway connection between the mainland of Pinellas County and the islands of Tierra Verde and Fort De Soto Park. Fort De Soto Park is the largest and most active park in the county, hosting more than 2.7 million visitors each year, many of which access the park via automobile. S.R. 679 (Pinellas Bayway) is also the primary evacuation route for the concentrated residential population of Tierra Verde. A comprehensive and organized public involvement effort was necessary to gather input and disseminate information in this area.

Completion of the PIP (July 2005) was the first step in the public involvement process, which continued throughout the project life. The PIP described the local community and the various methods by which the FDOT would disseminate project information and solicit input from the community. The PIP is shown in Appendix A. This Comments and Coordination Report documents the public outreach activities and the results of those efforts.

Section 2.0

AGENCY COORDINATION

2.1 INTRODUCTION

The positive value of establishing lines of communication with government agencies and implementing effective public outreach results in valuable feedback, timely decision-making, public awareness, and support for the project. As such, the Florida Department of Transportation (FDOT) is committed to coordinating with federal, state, and local agencies and organizations, in addition to conducting a proactive public involvement program. The purpose of this section is to document the efforts of the project team in the realm of agency coordination.

2.2 EFFICIENT TRANSPORTATION DECISION MAKING

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the FDOT Central Environmental Management Office has recently established the Efficient Transportation Decision Making (ETDM) process. This streamlining was in response to the provisions contained within the *Transportation Equity Act for the 21st Century (TEA-21)*, which the United States Congress passed in July 1999. Additional information regarding the ETDM system or project-related ETDM comments is available on the ETDM website at: <http://etdmpub.flh-etat.org/>. The premises for ETDM include:

- Early and continuous agency involvement
- Good data upon which to base decisions
- Better transportation decisions

2.2.1 ENVIRONMENTAL TECHNICAL ADVISORY TEAM

Each of FDOT's seven geographic regions has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under the National Environmental Policy Act of 1969 (NEPA). ETAT is responsible for interacting with FDOT and the Metropolitan Planning Organizations (MPOs) throughout the ETDM process. At the beginning of this project, ETAT reviewed the purpose and need, reviewed direct impacts, recommended avoidance and minimization, suggested mitigation strategies, provided secondary and cumulative effects commentary, assessed degree of effect, and coordinated to reduce conflicts. The FDOT ETAT includes representatives from the following agencies. An asterisk (*) indicates those agencies that submitted

responses within the ETDM system for this Project Development and Environment (PD&E) Study.

Federal Agencies

- U.S. Coast Guard*
- Federal Transit Administration*
- Federal Highway Administration*
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers*
- U.S. Department of Commerce - National Marine Fisheries Service*
- U.S. Department of Agriculture - Natural Resources Conservation Service*
- U.S. Department of Interior - U.S. Fish and Wildlife Service*

State Agencies

- Florida Department of Agriculture and Consumer Services
- Florida Department of Community Affairs
- Florida Department of Environmental Protection*
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State*
- Florida Department of Transportation

Regional/Local Agencies

- Southwest Florida Water Management District
- Tampa Bay Regional Planning Council
- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida

2.2.2 SUMMARY OF ETAT COMMENTS

The S.R. 679 PD&E Study was submitted to ETAT via the programming screen of the ETDM process in May 2004. The comment period lasted for a total of 45 days ending in July 2004. From the close of the comment period, FDOT had 60 days to submit a response to each comment. The Programming Screen Summary Report (which is located in the project file) was finalized on December 7, 2004. FDOT anticipates that this process will eventually replace the Advance Notification (AN) process for early agency coordination. A detailed summary of the ETAT comments and responses is provided below.

United States Coast Guard

Comment

Navigation – The United States Coast Guard (USCG) assigned a Minimal to None Degree of Effect for potential navigation impacts.

A Coast Guard Bridge Permit will be required for the replacement of Pinellas Bayway Bridge Structure E. The navigational guide clearances established for this reach of waterway are:

- 100-foot (ft) horizontal clearance (HC) between face of fendering system for either a movable span bridge or a fixed-bridge.
- 21-ft vertical clearance (VC) at mean high water (MHW) throughout the 100-ft HC for a movable span bridge in the closed position -- in the open position VC would be unlimited.
- 65-ft VC at MHW throughout the 100-ft HC for a high-level fixed-bridge.

Response

FDOT acknowledges the comments from the USCG. The Pinellas Bayway Structure (Structure E) spans over the Intracoastal Waterway (ICW), a navigable waterway, connecting Boca Ciega Bay to the Gulf of Mexico. It provides a HC between fenders of 89 ft. The water depth in the channel under Structure E at Mean Lower Low Water (MLLW) is approximately 20 ft and the VC is 25 ft at center.

Structure E is manned 10 hours a day, 7 days a week. The bridge is currently opened from 9 a.m. to 7 p.m. every 20 minutes and on demand all other times. There are alternative routes for vessels traveling to and from Boca Ciega Bay. Smaller vessels, traveling from the Gulf of Mexico, can access Boca Ciega Bay using Bunces Pass. All other vessels can access these areas by traveling south around Mullet Key. Also, within the 200-ft buffer area is a boat marina.

A USCG Bridge Permit will be required if the bridge is replaced. Also, any improvements to the existing structure would need to meet USCG established guide clearances for bridges along the ICW. The navigational guide clearances established for this reach of waterway are: 100-ft HC between face of fendering system for either a movable span bridge or a fixed-bridge; 21-ft VC at MHW throughout the 100-ft HC for a movable span bridge in the closed position; and 65-ft VC at MHW throughout the 100-ft HC for a high-level fixed-bridge.

Due to potential public controversy as experienced on adjacent bridges related to VC preferences of the public, FDOT recommends a Degree of Effect of Moderate. These issues will be appropriately addressed during the PD&E Study.

Federal Transit Administration

Comment

Mobility - The Federal Transit Administration (FTA) assigned a Minimal to None Degree of Effect for potential impacts to mobility.

Response

FDOT concurs with the FTA and recommends a Degree of Effect of Minimal to None. There is no fixed transit route service currently existing within the project area. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. A boat marina exists within the 500-ft area. Also, the Florida Circumnavigational Trail is a proposed recreational trail within the 100-ft buffer area. A Section 4(f) Evaluation may need to be conducted to assess the impacts to this resource. FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

Federal Highway Administration

Comment

Coastal and Marine - The Federal Highway Administration (FHWA) assigned a Minimal to None Degree of Effect for potential coastal and marine impacts.

The Geographic Information System (GIS) reports from the ETAT screens show continuous and discontinuous seagrass beds within 200 ft of the structure. Potential impacts to these areas should be identified, as well as the project commitments needed to sufficiently protect these areas. Construction activities should monitor compliance with the commitments to protect these areas.

Response

FDOT concurs with the United States Army Corp of Engineers (USACE) on the Degree of Effect of Moderate. FDOT acknowledges the comments received from FHWA and USACE regarding seagrasses, mangroves, and estuarine areas. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. Six acres (59.3 percent) of the proposed project, within the 100-ft buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). There are some discontinuous and continuous seagrasses within the 200-ft buffer area. There is also a small amount (0.8 percent) of light seagrass bed scar damage within the 500-ft buffer area. Potential impacts to these areas will be identified and project commitments will be developed to sufficiently protect these areas. FDOT did not receive comment from the Florida Department of Environmental Protection (FDEP) concerning Coastal Zone Consistency Compliance.

Comment

Engineering - Will the new typical section for the proposed bridge match the typical sections on either end of the bridge?

Response

*In regard to your agency's question about the typical section, the new typical section for the replacement of the Pinellas Bayway Structure E **will** match the typical sections on either end of the bridge. As we indicated in the Project Description Report, the existing bridge is two lanes undivided. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, **no** additional lanes will be considered. The existing structure has no shoulders and 3-ft sidewalks on the outside, which does not meet current design standards. FDOT expects the new typical section for the bridge replacement will include 10-ft outside shoulders and 6-ft sidewalks; however, there will be a transition area on the bridge approaches to taper down to the existing roadway typical section.*

Comment

Project Description/Purpose and Need – The information provided in the Project Description Report identifies population growth for the entire county, but includes little information regarding population and economic growth on the islands served by the bridge that would determine travel demand. Future phases of the project should be supported with information that analyzes the growth specific to the area that will be served by the bridge.

Response

*Your agency also indicated concerns regarding population, economic growth, and resulting travel demand for the proposed project. As FDOT indicated in the Project Description Report and also in the response above, the proposed bridge replacement is **not** a capacity project. The Purpose and Need Statement refers to less than 7 percent of the land area in Pinellas County being vacant property suitable for development, and indicates that future growth in the County is expected to be redevelopment and infill development activities. On that basis, you could conclude the forecasted growth for the barrier islands of Tierra Verde and Mullet Key would be minimal. The Bayway Structure E on S.R. 679 is the only bridge and roadway that serves residents, business owners, and visitors to and from these islands and the mainland. As we mentioned in the Purpose and Need Statement, the proposed replacement of the bridge is based on structural problems associated with the age of the existing bridge and other safety issues. Based on these factors, FDOT trusts that your agency will find the purpose and need for the proposed project is acceptable.*

Comment

Coordination and Consistency - The project is not consistent with the Long Range Transportation Plan (LRTP). Future project phases may not proceed unless the LRTP is amended to include this as a cost feasible project.

Response

In response to your agency's comments regarding Coordination and Consistency, FDOT acknowledges the proposed project is not consistent with the Pinellas MPOs LRTP. FDOT considers it appropriate that a new bridge crossing, and/or replacement of an existing bridge to provide additional capacity, be included in an MPOs LRTP based on future socioeconomic forecasts and resulting travel demand; however, this project does not fall into that category. We acknowledge your agency's statement that future project phases would not be allowed to proceed without amending the LRTP to make the project consistent; however, that is not the case with the proposed project.

The need for the proposed replacement of the Pinellas Bayway Structure E was identified through routine bridge inspections conducted as part of the FDOT's ongoing bridge inspection program. Based on the overall deterioration and diminished structural integrity of the existing bridge, as well as other potential safety concerns, FDOT programmed a PD&E Study to evaluate various alternatives for replacing the existing bridge. As we indicated previously, no additional lanes will be considered during the PD&E Study. FDOT trusts that your agency's concerns related to plan consistency have been addressed by these comments.

United States Army Corps of Engineers

Comment

Wetlands - USACE assigned a Moderate Degree of Effect for potential impacts to wetlands.

Project may result in the loss of seagrasses, mangroves, and estuarine areas. Project may also require USCG review/permit, and not USACE.

Response

FDOT concurs with the National Marine Fisheries Service (NMFS) on the Degree of Effect of Substantial. FDOT acknowledges the comments received from NMFS, United States Fish and Wildlife Service (USFWS), and USACE. As indicated in the Project Description Report, the proposed project is to replace the existing two-lane undivided bascule structure. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, no additional lanes will be considered. FDOT recognizes that there is a substantial amount of wetlands that include Essential Fish Habitat (EFH). FDOT will employ avoidance and minimization of impacts during project development. FDOT acknowledges NMFS's preference that the proposed bridge widening occur east of S.R. 679, immediately north of the existing Pinellas Bayway Structure E, to avoid impacts to Submerged Aquatic Vegetation (SAV) and related estuarine habitats. FDOT will evaluate this alignment alternative in project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with NMFS.

Comment

Coastal and Marine - USACE assigned a Moderate Degree of Effect for potential coastal and marine impacts.

Project may result in the loss of seagrasses, mangroves, and estuarine areas. Project may also require USCG review/permit, and not USACE.

Response

FDOT concurs with the USACE on the Degree of Effect of Moderate. FDOT acknowledges the comments received from FHWA and USACE regarding seagrasses, mangroves, and estuarine areas. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. Six acres (59.3 percent) of the proposed project, within the 100-ft buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). There are some discontinuous and continuous seagrasses within the 200-ft buffer area. There is also a small amount (0.8 percent) of light seagrass bed scar damage within the 500-ft buffer area. Potential impacts to these areas will be identified and project commitments will be developed to sufficiently protect these areas. FDOT did not receive comment from FDEP concerning Coastal Zone Consistency Compliance.

United States Department of Commerce – National Marine Fisheries Service

Comment

Wetlands - NMFS assigned a Substantial Degree of Effect for potential impacts to wetlands.

The project area contains EFH designated for adult pink shrimp; postlarval, juvenile and adult red drum; juvenile red and gag grouper; adult gray, yellowtail, and lane snappers; and juvenile Spanish mackerel. EFH designation was through the 1998 generic amendment of the Gulf of Mexico Fishery Management Council's Fishery Management Plans for the Gulf of Mexico. The 1998 generic amendment was prepared as required by the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Specific categories of EFH which would be affected from the proposed activities include SAV, mangrove wetlands, estuarine and marine water column, and sand, shell, and rock substrates. In addition to being designated as EFH for the listed federally-managed species, the project area provides nursery, foraging, and refuge habitat for other commercially and recreationally important fish and shellfish, such as blue crab, bay scallop, bluefish, striped mullet, spotted seatrout and Atlantic croaker. Further, blue crab, snapper, red drum, tarpon, and shrimp are of "national economic importance" as identified pursuant to *Section 906(e)(1) of the Water Resources Development Act of 1986 (PL 99-602)*, and therefore, are Aquatic Resources of National Importance (ARNI). SAV and mangrove wetland habitats provide sediment stabilization, habitat diversity, and direct and indirect (detrital) food sources for various other marine species (Zieman and Zieman 1989; Odum et al. 1982). Unvegetated subtidal areas serve as productive growth sites for macro- and microphytic algae, benthic diatoms, benthic dinoflagellates, polychaete worms, crustaceans, mollusks, and insect larvae. As such, these areas are

important sources of food for fish and invertebrates that are of commercial, recreational, and ecological importance (Armstrong 1987).

Based upon the information contained in the FDOT's online Environmental Screening Tool (EST), and our site inspection during a low water event on June 4, 2004, it appears that approximately 0.32 acre of SAV, 200 square feet of mangrove wetland, and 0.18 acre of unvegetated sand, shell, and rock substrates would be adversely affected through proposed bridge widening and potential fill activities within estuarine open water and wetlands. In addition, the proposed alignment of the replacement S.R. 679 bridge structure depicted in the EST indicates that widening activities would occur to the west of the existing causeway, north of the Pinellas Bayway Structure E. Our field visit revealed that this area contains dense SAV and related fishery habitats. Alternatively, the open water area to the east of the existing causeway contains sparse patches of SAVs and a minimum of hardbottom habitats. The National Oceanic and Atmospheric Administration (NOAA) Fisheries would prefer that the proposed bridge widening occur to the east of S.R. 679, immediately north of the existing Pinellas Bayway Structure E, to avoid impacts to SAV and related estuarine habitats. If it is determined that alignment of the replacement bridge and roadway features can not be relocated to avoid impacts to SAVs west of the causeway, NOAA Fisheries recommends that 2:1 in-kind compensatory mitigation be implemented prior to commencement of bridge replacement activities. Further, to minimize interim losses of this valuable fishery habitat, it is recommended that the project be postponed until an adequate SAV mitigation and contingency plans are identified and full recovery of restored SAV habitat has been achieved. In the event that SAV restoration activities are not successful at the time of anticipated bridge replacement activities, a SAV restoration contingency plan be implemented immediately, or the proposed project should not be authorized.

If you have questions regarding our views on this project, or need technical assistance in developing an adequate mitigation plan to compensate for impacts to aquatic resources as a result of this project, please contact Mark Sramek in our St. Petersburg, Florida office. Mr. Sramek can be reached via e-mail at Mark.Sramek@noaa.gov or by calling (727) 570-5311. Literature Cited: Armstrong, N.E. 1987. The ecology of open-bay bottoms of Texas: a community profile. U.S. Fish Wildl. Serv. Biol. Rep. 85(7.12). 104pp. Odum W.E., C.C. McIvor, and T.J. Smith III. 1982. The ecology of the mangroves of south Florida: a community profile. U.S. Fish and Wildlife Service, Office of Biological Services, Washington D.C. FWS/OBS-81/24. 144pp. Zieman, J.C., and R.T. Zieman. 1989. The ecology of the seagrass meadows of the west coast of Florida: a community profile. U.S. Fish Wildl. Serv. Biol. Rep. 85(7.25). 155 pp.

Response

FDOT concurs with NMFS on the Degree of Effect of Substantial. FDOT acknowledges the comments received from NMFS, USFWS and USACE. As indicated in the Project Description Report, the proposed project is to replace the existing two-lane undivided bascule structure. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, no additional lanes will be considered. FDOT recognizes that there is a substantial amount of wetlands that include EFH. FDOT will

employ avoidance and minimization of impacts during project development. FDOT acknowledges NMFS's preference that the proposed bridge widening occur east of S.R. 679, immediately north of the existing Pinellas Bayway Structure E, to avoid impacts to SAV and related estuarine habitats. FDOT will evaluate this alignment alternative in project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the NMFS.

United States Department of Agriculture - Natural Resources Conservation Service

Comment

Farmlands - The Natural Resources Conservation Service (NRCS) assigned a Minimal to None Degree of Effect for potential farmlands impacts.

There is no unique farmland in this area.

Response

FDOT concurs with NRCS in that there are no unique farmlands within this project; therefore, FDOT recommends a Degree of Effect of Minimal to None.

United States Fish and Wildlife Service

Comment

Wetlands - The USFWS assigned a Minimal to None Degree of effect for potential impacts to wetlands.

There are a number of federally listed plant and animal species and habitats that support them, which the USFWS deems a high level of importance.

The proposed removal and replacement project crosses an open water estuarine system. The Service recommends if possible, to first, avoid, and second, minimize, any in-water adverse affects that would contribute to a decline in water quality and the resultant effect on the aforementioned sea grasses and other aquatic resources.

Response

*FDOT concurs with NMFS on the Degree of Effect of Substantial. FDOT acknowledges the comments received from NMFS, USFWS and USACE. As indicated in the Project Description Report, the proposed project is to replace the existing two-lane undivided bascule structure. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, **no** additional lanes will be considered. FDOT recognizes that there is a substantial amount of wetlands that include EFH. FDOT will employ avoidance and minimization of impacts during project development. FDOT acknowledges NMFS's preference that the proposed bridge widening occur east of S.R. 679, immediately north of the existing Pinellas Bayway Structure E, to avoid impacts to SAV and related estuarine habitats. FDOT will evaluate this alignment alternative in project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the NMFS.*

Comment

Wildlife and Habitat - The USFWS assigned a Moderate Degree of Effect for potential impacts to wildlife and habitat.

There are a number of federally listed plant and animal species and habitats that support them, which the USFWS deems a high level of importance.

The Service has reviewed our GIS database and the GIS database on the EST for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources. The proposed project includes the replacement of the existing 1,430-ft bridge that spans over the ICW from Tierra Verde to Isla del Sol in Boca Ciega Bay in Pinellas County. A majority of the existing bridge is within an area that is designated by the State of Florida as the Boca Ciega (Pinellas County) Aquatic Preserve. A review of the EST shows nearby continuous and discontinuous seagrass beds. Seagrasses, such as turtle grass (*Thalassia testudinum*), manatee grass (*Syringodium filiforme*), and shoal grass (*Halodule wrightii*), provide valuable feeding and nursery habitat for large populations of invertebrates and fishes, as well as forage for federally listed species such as the green sea turtle (*Chelonia mydas*), loggerhead sea turtle (*Caretta caretta*), hawksbill sea turtle (*Eretmochelys imbricata*), leatherback sea turtle (*Dermochelys coriacea*), Kemp's ridley sea turtle (*Lepidochelys kempii*), wood stork (*Mycteria americana*), bald eagle (*Haliaeetus leucocephalus*), and the West Indian manatee (*Trichechus manatus latirostris*). Seagrasses have experienced declines in abundance and distribution due to water quality degradation and direct loss of habitat due to dredge and fill activities (e.g., navigation channels, marinas), boating impacts in shallow water (e.g., propeller scars and groundings) and other development activities (e.g., construction of causeways and bridges and seawalls). Manatees are commonly found throughout coastal and inland waterways in peninsular Florida including waterways similar to those located near the proposed project site. In winter months, they tend to aggregate near industrial warm water discharges in Tampa Bay and warmer waters in the Caloosahatchee and Orange rivers, and in inland waters of the Everglades and Ten Thousand Island area. With regard to the manatee, the Service makes specific project recommendations in the "Additional Comments" section below. In a similar manner, the proposed project may impact any of the previously mentioned federally listed sea turtles. Jurisdiction for sea turtles at sea, marine mammals other than manatees, and federally listed/protected seagrasses belongs to the NOAA Fisheries (NMFS). The EST showed no other federally listed species on or near the proposed project area. A site visit has not been conducted by the Service. We assume that listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of other listed species as well as other fish and wildlife resources.

Additional Comments

- 1) If selected, the Service would support the "No-Build" Alternative.
- 2) Specific bridge removal/replacement details were not supplied in the Project Description Report. The Service would be happy to provide additional comments on

the project upon receipt of more specific project details, such as project timelines/time of year and construction/removal methods, such as blasting, etc. At a minimum, the Service believes it would be appropriate to include the Standard Manatee Construction Conditions in the project plans and specifications.

Response

*FDOT concurs with USFWS on the Degree of Effect of Moderate. As indicated in the Project Description Report, the proposed project is to replace the existing two-lane undivided bascule structure. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, **no** additional lanes will be considered. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. Six acres (59.3 percent) of the proposed project, within the 100-ft buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). Every effort will be made to maximize the treatment of stormwater runoff from the proposed structure. The entire project area is within the Greater Tampa Bay Ecosystem Management Area. Over 72 percent of the project, within the 100-ft buffer area, is also listed as a Greenways Project: Priority Ecological Area. FDOT acknowledges the comments received from USFWS and will conduct an evaluation of the threatened and endangered species, and their supporting habitat, during the PD&E Study. FDOT will develop commitments to avoid and/or minimize harm to the potentially affected species. Also, the Standard Manatee Construction Conditions will be included in the project plans and specifications.*

Florida Department of Environmental Protection

Comment

Section 4(f) Potential - FDEP assigned a Moderate Degree of Effect for Section 4(f) potential.

The proposed project area is within the boundaries of Boca Ciega Bay Aquatic Preserve. Aquatic Preserves are designated as such, in order to maintain an area in an essentially natural or existing condition so that their aesthetic, biological and scientific values may endure for the enjoyment of future generations (*Section 258.36, Florida Statutes [F.S.]*).

If the proposed bridge replacement will require right-of-way (ROW) expansion, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund determine whether the subject properties are no longer needed for conservation purposes and whether the project is in the public interest (*subsection 18-20.004(2), Florida Administrative Code (F.A.C.)*). This requirement must be met before the conveyance of these lands (in the form of a public easement or modification to an existing public easement) can proceed. DEP recommends implementing plans that minimize impacts to this environmentally sensitive area. For projects in aquatic preserves with adopted management plans, consistency with the management plan will be weighed heavily when determining whether the project is in the public interest.

Sovereignty submerged lands authorization (more than likely, a public easement) will be required for this project pursuant to 18-21, F.A.C. Due to the potential for heightened public concern, this project may require direct approval from the Board of Trustees of the Internal Improvement Trust Fund (Governor and Cabinet).

Response

FDOT concurs with FDEP on the Degree of Effect of Moderate. FDOT acknowledges the comments received from FDEP regarding the Boca Ciega Bay Aquatic Preserve and submerged lands. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. Six acres (59.3 percent) of the proposed project, within the 100-ft buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). Also, the Florida Circumnavigational Trail is a proposed recreational trail within the 100-ft buffer area. A Section 4(f) Evaluation may need to be conducted to assess the impacts to these resources. FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

In addition, it should be noted that the USCG is no longer part of the United States Department of Transportation (USDOT); therefore, Section 4(f) of the Department of Transportation Act of 1966 does not apply to USCG projects.

Comment

Water Quality and Quantity - FDEP assigned a Moderate Degree of Effect for potential impacts to water quality and quantity.

Every effort should be made to maximize the treatment of stormwater runoff from the proposed Pinellas Bayway Structure E, as area stormwater ultimately discharges to the Boca Ciega Bay, designated Class II waters, as well as Outstanding Florida Waters (OFW) and Aquatic Preserve under section 62-302.700, F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Pursuant to section 373.414(1), F.S., direct impacts to these water bodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the Environmental Resource Permit (ERP) permitting process. Although the proposed corridors do not appear to overlap submerged grassbeds, the best data available to FDEP indicates there are substantial submerged grassbeds in close proximity to the project area.

We recommend that the PD&E Study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality. Increased stormwater runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be a major concern. Conventional treatment of stormwater (i.e., stormwater ponds, swales) may not be possible due to limited space, while direct run-off to the bay will not be permissible. Direct and indirect impacts to seagrass beds need to be avoided.

FDEP recommends DOT contact DACS, Division of Aquaculture, to obtain the most recent and proposed shellfish harvesting maps and add this information to the site maps.

FDEP also recommends DOT have a Hydrographics Engineer determine the need for a hydrographic assessment. The new bridge will further bisect the bay system, affecting water flow and circulation, sand and sediment transport and other functions.

Response

*FDOT concurs with FDEP on the Degree of Effect of Moderate. As indicated in the Project Description Report, the proposed project is to replace the existing two-lane undivided bascule structure. During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated; however, **no** additional lanes will be considered. The Pinellas Bayway Structure E spans over the Pass-a-Grille Channel, a navigable waterway. Six acres (59.3 percent) of the proposed project, within the 100-ft buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). Every effort will be made to maximize the treatment of stormwater runoff from the proposed structure. There are some discontinuous and continuous seagrasses within the 200-ft buffer area. There is also a small amount (0.8 percent) of light seagrass bed scar damage within the 500-ft buffer area. Potential impacts to these areas will be identified and project commitments will be developed to sufficiently protect these areas. FDOT acknowledges FDEP recommendation to contact the Division of Aquaculture to obtain the most recent and proposed shellfish harvesting maps and to have a Hydrographics Engineer determine the need for a hydrographic assessment. These actions will be considered in project development.*

Florida Department of State

Comment

Historic and Archaeological Sites - The Florida Department of State assigned a Minimal to None Degree of Effect for potential impacts to historic and archaeological sites.

No resources recorded within the 500-ft buffer distance; therefore, no significant resources are likely to be affected by the proposed project.

Response

There are no resources recorded within the 500-ft buffer area and no significant resources are likely to be affected by the proposed project. Therefore, FDOT concurs with the Florida Department of State on the Degree of Effect of Minimal to None.

2.3 ADVANCE NOTIFICATION

FDOT, through the AN process, informed a number of federal, state, regional, and local agencies of this project and its scope of anticipated activities. The AN Package was distributed to the Florida State Clearinghouse on July 25, 2005. A copy of this package is included in Appendix B.

2.3.1 AGENCIES ON MAILING LIST

The following agencies received individual AN Packages. An asterisk (*) indicates those agencies that responded to the package either directly to FDOT or through the Florida State Clearinghouse.

Federal Agencies

- U.S. Coast Guard - Seventh District, Commander (oan)
- Federal Emergency Management Agency - Region IV, Director
- U.S. Department of Commerce - National Marine Fisheries Service*
- U.S. Department of Commerce - National Oceanic and Atmospheric Administration
- U.S. Army Corps of Engineers - Regulatory Branch, District Engineer
- U.S. Department of Agriculture - Natural Resources Conservation Service
- U.S. Department of Health and Human Services - National Center for Environmental Health and Injury Control, Director
- U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities, Director
- U.S. Department of Interior - National Park Service - Southeast Regional Office, Regional Director
- U.S. Department of Interior - U.S. Geological Survey - Environmental Affairs Program, Review Unit Chief
- U.S. Department of Interior - U.S. Fish and Wildlife Service - South Florida Office, Field Supervisor
- U.S. Environmental Protection Agency - Region IV, Regional Administrator

State Agencies

- Florida Department of Community Affairs
- Florida Department of Environmental Protection - Southwest District Office, District Director*
- Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director*
- Florida Department of Transportation - Environmental Management Office, Manager (MS 37)
- Florida Department of Agriculture
- Florida Department of State, Division of Historical Resources

- Florida Transportation Commission, Chairman

Regional/Local Agencies

- Tampa Bay Regional Planning Council, Executive Director*
- Southwest Florida Water Management District, Executive Director*
- Pinellas County*
- City of St. Petersburg*
- City of St. Pete Beach

Indian Tribes

- Miccosukee Tribe of Indians of Florida, Chairperson
- Muscogee (Creek) Nation of Oklahoma, Principal Chief
- Poarch Band of Creek Indians of Alabama, Chairperson
- Seminole Nation of Oklahoma, Principal Chief
- Seminole Tribe of Florida, Chairman Vice-President*

2.3.2 SUMMARY OF AGENCY COMMENTS

The following section provides a summary of the comments submitted by federal, state, or local agencies in response to the AN Package (July 25, 2005). A response to each comment is also provided. The agency comment letters are included in Appendix C.

United States Department of Commerce – National Marine Fisheries Service

Comment

Wetlands - The project was reviewed under ETDM No. 3430 by NMFS and other members of ETAT. Certain estuarine habitats within the project area are designated as EFH and these habitats and potential impacts to them were identified by NMFS at that time. NMFS requested an EFH assessment and outlined the issues that the assessment should cover.

Response

FDOT will prepare a Wetlands Evaluation Memo and an Endangered Species Biological Assessment to document any potential effects to wetland areas, including involvement with seagrasses and EFH, and threatened and endangered species, respectively. FDOT will employ avoidance and minimization of impacts during project development. FDOT will evaluate this alignment alternative in project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the NMFS.

Comment

Wetlands - NMFS staff conducted a site inspection of the project area on August 19, 2005, to assess potential concerns related to living marine resources. Because of the distribution of seagrasses and other EFH resources, NMFS staff recommends that any bridge widening occur to the east of the existing alignment, rather than to the west, to minimize impacts to EFH.

Response

During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated, including widening to the east of the existing structure. FDOT recognizes that there is a substantial amount of wetlands that include seagrasses and EFH. FDOT acknowledges NMFS's preference that the proposed bridge widening occur east of S.R. 679, immediately north of the existing Pinellas Bayway Structure E, to avoid impacts to SAV and related estuarine habitats. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the NMFS.

Comment

Wetlands - NMFS requests that the PD&E Study assess the impacts of channel relocation on seagrass beds adjacent to the bridge. The relocation will likely alter tidal flow and scouring patterns and may adversely impact the existing seagrass beds. Additionally, shading impacts as they relate to seagrasses should also be considered for the three different bridge configurations.

Response

FDOT will evaluate the feasibility of channel relocation during project development. FDOT will prepare a Wetlands Evaluation Memo and an Endangered Species Biological Assessment to document any potential effects to wetland areas, including involvement with seagrasses and EFH, and threatened and endangered species, respectively. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the NMFS.

Comment

Wildlife and Habitat - Consultation with the NMFS Protected Resources Division (PRD) may also be necessary pursuant to the *Endangered Species Act of 1973 (ESA)*. The project area could potentially be inhabited by several sea turtle species and smalltooth sawfish.

Response

FDOT will prepare an Endangered Species Biological Assessment to document any potential effects to threatened and endangered species. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these

resources during project development, FDOT will conduct close coordination with the NMFS.

Florida Department of Environmental Protection

Comment

Wetlands - FDEP advises that rehabilitation of the existing bridge structure may qualify for a Noticed General ERP pursuant to *Rule 40D-400.443, F.A.C.* Bridge replacement will require a Standard General or Individual ERP from the Southwest Florida Water Management District (SWFWMD). Staff has expressed concerns regarding the potential impacts of bridge replacement activities on the extensive mangrove, seagrass, and bay bottom areas of Boca Ciega Bay, designated an Aquatic Preserve, OFW, Class II waters, and a Surface Water Improvement Management (SWIM) waterbody. The designations thus reflected in *Chapters 253, 258, 373, and 403, F.S.*, afford the highest level of state protection to Boca Ciega Bay. Please be advised that the applicant will be required to minimize adverse impacts to wetland and other surface water functions and demonstrate that the proposed stormwater management system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to *Rule 40D-4, F.A.C.* and the SWFWMD *Basis of Review for ERP Applications*.

Response

FDOT will prepare a Wetlands Evaluation Memo and an Endangered Species Biological Assessment to document any potential effects to wetland areas, including involvement with mangroves, seagrasses, and EFH, and threatened and endangered species, respectively. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with FDEP and SWFWMD throughout the remainder of the PD&E Study, particularly during the environmental permitting stage.

Comment

Construction - In addition, the applicant should implement best management practices (BMPs) throughout the proposed construction activities.

Response

FDOT is committed to utilizing BMPs throughout the proposed construction activities.

Comment

Coastal and Marine - The state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the concurrence of the project's consistency with the FCMP and will be determined during the environmental permitting stage.

Response

Comment noted. To ensure consistency with the FCMP, FDOT will coordinate with FDEP throughout the remainder of the PD&E Study, particularly during the environmental permitting stage.

Florida Fish and Wildlife Conservation Commission

Comment

Wetlands - Issue: This project has the potential to address limitations in the current design, and includes the opportunity to remove old roadway causeway and restore estuarine habitats. **Recommendation:** The Florida Fish and Wildlife Conservation Commission (FFWCC) recommend that FDOT analyze the extent to which removing existing fill structures would benefit fish and wildlife. Actions that should be taken under consideration include examination of culverting or eliminating the existing fill causeways.

Response

FDOT recognizes that there is a substantial amount of wetlands, including seagrasses and EFH, within the project area. During the PD&E Study, FDOT will evaluate various alternatives for replacing the existing bridge and will consider measures that may provide improvements to the existing water quality, wetlands, and habitats. FDOT will employ avoidance and minimization of negative impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with the appropriate agencies.

Comment

Wildlife and Habitat - Issue: Bat colonies have been known to establish in cavities in old bridges in urban areas. **Recommendation:** Prior to removal, the existing bridge decks should be inspected for the presence of bat colonies, with particular attention to the Brazilian free-tailed bat, a known urban colonizer. If bats are found, please coordinate with FFWCC concerning the process of relocation. Relocation of bats should only be conducted outside of the maternity season (April-August), so project managers need to plan accordingly.

Response

FDOT will prepare an Endangered Species Biological Assessment to document any potential effects to threatened and endangered species. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with FFWCC, especially if evidence of bat colonies is discovered.

Comment

Wildlife and Habitat - Issue: In-water construction and demolition may pose direct impacts to the West Indian manatee, and possible marine turtles and dolphins. **Recommendation:** The use of explosives to demolish the old structure should be avoided. The standard manatee construction conditions (revised 2005) should be followed whenever in-water work is being performed, including movement of barges or work vessels.

Response

FDOT will prepare an Endangered Species Biological Assessment to document any potential effects to threatened and endangered species. FDOT will employ avoidance and minimization of impacts during project development. FDOT is committed to the implementation of standard manatee construction conditions (as revised 2005) during construction, if deemed necessary. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with FFWCC.

Comment

Wildlife and Habitat - FFWCC recommends project alternatives that confine the proposed bridge improvements to the currently impacted transportation corridor due to the number and variety of listed species that have been observed or that potentially occur in the surrounding area. Staff advises FDOT to evaluate the potential benefits and impacts of various structural alternatives and construction activities on fish and wildlife species. FFWCC looks forward to working with the FDOT to resolve the issues identified in the enclosed letter and ensure that the project minimizes impacts to fish and wildlife resources consistent with *Chapters 370 and 372, F.S.*

Response

During the PD&E Study, various alternatives for replacing the existing bridge will be evaluated. FDOT recognizes that there is a substantial amount of wetlands that include seagrasses and EFH. FDOT will prepare a Wetlands Evaluation Memo and an Endangered Species Biological Assessment to document any potential effects to wetland areas, including involvement with mangroves, seagrasses, and EFH, and threatened and endangered species, respectively. FDOT will employ avoidance and minimization of impacts during project development. To further avoid impacts to these resources during project development, FDOT will conduct close coordination with FFWCC.

Tampa Bay Regional Planning Council

Comment

Coordination - This project is considered to have met the local requirements of the Intergovernmental Coordination and Review process and no further review will be required by the Tampa Bay Regional Planning Council (TBRPC).

Response

Comment noted.

Southwest Florida Water Management District

Comment

Wetlands - Staff has identified a substantial continuous seagrass bed and additional areas of patchy seagrass surrounding the project area. Therefore, coordination with federal, state, and local resource agencies is strongly encouraged. The regulatory requirements of SWFWMD will need to be addressed as the project is developed.

Response

FDOT will coordinate with SWFWMD through the remainder of the PD&E Study, particularly during the environmental permitting stage. In addition, FDOT will prepare a Wetlands Evaluation Memo and an Endangered Species Biological Assessment to document any potential effects to wetland areas, including seagrasses, and threatened and endangered species, respectively.

Pinellas County

Comment

Floodplains and Floodways - The Pinellas County Planning Department indicates that County staff supports the study; however, Environmental Management staff recommends that the 100-year flood elevation (12 ft NAVD88) on the adjacent causeways be taken into consideration during the redesign. Sufficient elevation should be provided, if it has not already, to allow for evacuation of the residents of Tierra Verde in an emergency hurricane/flooding situation.

Response

During the PD&E Study, FDOT will identify potential impacts to floodplains and floodways, and will incorporate commitments in the environmental document. FDOT will coordinate with the appropriate permitting agencies through the remainder of the PD&E Study, particularly during the environmental permitting stage.

City of St. Petersburg – Engineering Department

Comment

Public Participation - City staff requests that plans for the project be presented to the Isla del Sol Owners Association for review and comment as part of the FDOT planning process.

Response

FDOT recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. The Public Involvement Program (PIP) includes various methods by which FDOT will disseminate project information and solicit input

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from the community including Agency Coordination, Public Workshops, Public Hearing, small group meetings, and other public outreach activities. Small group meetings are a key component of the FDOT PIP and FDOT will consider presentation to miscellaneous civic organizations on a case by case basis.

Comment

Bicycle and Pedestrian - The existing bridge has a 5-ft wide on-street bicycle lane. Please incorporate the lane into the typical section for the proposed bridge.

Response

If the final recommendation involves replacement of the Pinellas Bayway, FDOT will include accommodations for bicyclists and pedestrians in the design plans for the new structure.

Comment

Construction - City staff requests that the construction of FPID 410755-1-22-01 (S.R. 679 Bayway Intracoastal) be delayed until the construction of the replacement Pinellas Bayway bridge on S.R. 682 (FPID 256903-1-52-02) is completed.

Response

FDOT recognizes that there are other pertinent projects within the vicinity of the project corridor that may affect the maintenance of traffic during construction of the Pinellas Bayway. Therefore, FDOT is committed to coordinating internally and with the appropriate external agencies during the preliminary design and construction phases to minimize conflict and inconvenience to the traveling public.

City of St. Petersburg – Transportation and Parking Department

Comment

Bicycle and Pedestrian - If the bridge is replaced, the new typical section is expected to include 10-ft outside shoulders and 6-ft sidewalks. The 2025 LRTP shows a future designation for S.R. 679 as part of the Pinellas Trail Extension linking the existing Pinellas Trail to the Fort De Soto Park Trail. The City of St. Petersburg's Bicycle and Pedestrian Master Plan also shows a trail facility along the S.R. 679 corridor, and strongly supports any improvements that can be made within the project limit for bicyclists and pedestrians.

Response

If the final recommendation involves replacement of the Pinellas Bayway, FDOT will include accommodations for bicyclists and pedestrians in the design plans for the new structure.

Comment

Plan Consistency - As mentioned in the “Plan Consistency” section of the ETDM website, this project is not currently listed in the Pinellas County’s 2025 LRTP or the County’s Comprehensive Plan. The project is also not listed in the City of St. Petersburg’s Comprehensive Plan. However, the City will be updating its Comprehensive Plan in early 2006 and will include any projects that are planned, programmed, or under construction for S.R. 679.

Response

FDOT acknowledges the proposed project is not included with the Pinellas County MPOs LRTP or the Pinellas County Comprehensive Plan. FDOT considers it appropriate that a new bridge crossing, and/or replacement of an existing bridge to provide additional capacity, be included in an MPOs LRTP based on future socioeconomic forecasts and resulting travel demand. However, the purpose of this project is not to add capacity. The need for the proposed replacement of the Pinellas Bayway Structure E was identified through routine bridge inspections conducted as part of the FDOT’s ongoing Bridge Inspection Program. Based on the overall deterioration and diminished structural integrity of the existing bridge, as well as other potential safety concerns, FDOT programmed a PD&E Study to evaluate various alternatives for replacing the existing bridge. Recently, in a letter dated September 2, 2005, Pinellas County has deemed the project consistent with the transportation element of the Pinellas County Comprehensive Plan.

Comment

Public Participation - We do not have any comments at this time as to whether the existing bridge should be left alone, rehabilitated, or replaced by a low-level bascule, mid-level bascule, or high-level fixed-span bridge. As mentioned in the AN Fact Sheet, an intensive community involvement plan will be needed to ensure that affected residents in the S.R. 679 corridor and review agencies have an opportunity to examine the advantages and disadvantages of each alternative.

Response

FDOT recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, FDOT is committed to conducting a pro-active PIP that focuses on soliciting community participation throughout the PD&E process. Therefore, FDOT prepared the PIP in compliance with the Project Development and Environment Manual, Section 339.155 F.S., Executive Orders 11990 and 11988, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, 23 Code of Federal Regulations (CFR) 771, and Title VI of the United States Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act as amended. It is believed that the positive value of implementing a strong public involvement effort will result in public awareness and support for the project.

This Comments and Coordination Report documents the various methods by which FDOT disseminated project information and solicited input from the community

including Agency Coordination, Public Workshop, Public Hearing, small group meetings, and other public outreach activities.

Seminole Tribe of Florida

Comment

The Seminole Tribe of Florida has no comment at this time. We would, however, ask that FDOT send any cultural resource/archaeological survey reports that have been or will be done as the project progresses.

Response

FDOT does not anticipate any impacts to cultural resources associated with the Seminole Tribe of Florida. However, FDOT will prepare a Cultural Resource Assessment Survey (CRAS) as a part of the PD&E Study and will provide to the Tribe for review.

2.4 ELECTED OFFICIALS KICK-OFF NOTIFICATION

On August 1, 2005, the FDOT Public Information Officer (PIO) distributed an electronic notification to elected officials to inform the recipients of the initiation of the S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway PD&E Study. The notification consisted of a brief project description, overview of the project approach, and contact information. The project fact sheet served as an attachment to the kick-off notice. The notification was sent to representatives of the following governmental organizations and is included in the project files:

- U.S. Senators
- U.S. Representatives (applicable districts)
- Florida State Senators (applicable districts)
- Florida House of Representatives (applicable districts)
- Pinellas County Board of Commissioners
- Pinellas County Administrator
- Mayor of:
 - City of St. Pete Beach
 - City of St. Petersburg

2.5 LEAD FEDERAL AND COOPERATING AGENCY COORDINATION

The lead federal agency for this project is the USCG. Throughout the duration of the PD&E Study, FDOT coordinated informally with USCG (Miami, Florida office) via phone and email. In addition to participating in the public workshop (April 2006), the USCG provided guidance on the vertical clearance of the structure, navigation issues,

coastal engineering, and permitting. FDOT submitted the Draft Environmental Assessment (EA) and back-up documentation to USCG for approval prior to the Public Hearing. The USCG signed the draft EA for public availability on January 25, 2007.

In addition to the ETDM and AN processes, FDOT initiated coordination with the USACE. FDOT sent a letter dated April 3, 2006 to the USACE District Engineer regarding the process, feasibility, requirements, and responsibilities of relocating the channel near the structure's crossing of the Intracoastal Waterway. On June 21, 2006, the USACE responded via email indicating that the required depth of the Intracoastal Waterway appears to be 9 ft, and that a formal response from the USACE District Office should be forthcoming. No additional response was received. On September 25, 2006, FDOT sent a letter to the USCG asking if USACE should be a Cooperating Agency as part of the ongoing process. On October 10, 2006, the USCG indicated in a letter to FDOT and copied to USACE, that it is appropriate and advantageous that USACE be a Cooperating Agency.

2.6 LOCAL AGENCY COORDINATION

In addition to the ETDM and AN processes, FDOT held meetings with local government agencies with jurisdictions in the project area. FDOT staff presented project graphics and reports, provided project updates, and obtained feedback from the organizations.

**Table 2-1
Local Agency Meetings**

DATE	ORGANIZATION	LOCATION
June 14, 2005	City of St. Petersburg Transportation and Parking Division	City of St. Petersburg
April 26, 2006	Southwest Florida Water Management District	Southwest Florida Water Management District
March 14, 2007	Pinellas County Metropolitan Planning Organization Board	Pinellas County Court House

2.7 OTHER AGENCY COORDINATION

To follow-up on environmental issues revealed during the ETDM Programming Screen, FDOT also coordinated with several state and federal agencies during the PD&E Study, including the State Historic Preservation Office (SHPO), FDEP, NMFS, FFWCC, and USFWS. FDOT provided the agencies the opportunity to obtain copies of the environmental documents and invited them to the public workshop and public hearing. This coordination is further documented in the Finding of No Significant Impact (FONSI).

Section 3.0

ALTERNATIVES PUBLIC WORKSHOP

3.1 INTRODUCTION

In coordination with the United States Coast Guard (USCG), the Florida Department of Transportation (FDOT) held an Alternatives Public Workshop on April 6, 2006 from 5:00 p.m. to 7:00 p.m. at the Island Chapel, 1271 South Pinellas Bayway, Tierra Verde, Florida. The purpose of the meeting was to solicit input from the public regarding the location, design, social, economic, and environmental effects of the proposed alternatives. The proposed alternatives include:



- Alternative 1 - Minor Bridge Rehabilitation
- Alternative 2 - Major Bridge Rehabilitation with Widening
- Alternative 3 - Low-Level Bascule Bridge Replacement
- Alternative 4 - Mid-Level Bascule Bridge Replacement
- Alternative 5 - High-Level Fixed-Bridge Replacement
- Alternative 6 - High-Level Fixed-Bridge Replacement with Channel Relocation

Various roadway improvement options were also evaluated for the reconfiguration of the Madonna Boulevard/Pinellas Bayway intersection. The options included: relocating the Village at Tierra Verde driveway to line up with Madonna Boulevard (Option A); relocating Madonna Boulevard to line up with the Village at Tierra Verde driveway (Option B); and slightly relocating both to “meet in the middle” (Option C). No capacity enhancements were proposed.

3.2 PUBLIC NOTIFICATION

FDOT utilized numerous methods in an effort to invite the public to the workshop. On March 17, 2006, the District Secretary, via the Public Information Officer (PIO) distributed an email notification to the applicable state and local government elected officials. The notification provided a brief synopsis of the project and the project newsletter served as an attachment. On March 19, 2006, FDOT distributed the newsletter to individuals whose property, or a portion of their property, was within 300 feet (ft) of the centerline of the project alternatives FDOT also sent newsletters to federal, state, and

local government agencies, civic organizations, including each of the community/home owner associations on Tierra Verde and Isla del Sol, and other interested parties. The newsletter is displayed in Appendix D of this report.

On April 2, 2006, FDOT published a legal advertisement in the *St. Petersburg Times*. FDOT published additional advertisements in the *Island Reporter*, *Paradise News*, and *Tropical Views* in April 2006. The advertisement is displayed in Appendix D. A week before the meeting, FDOT distributed and posted flyers at the Village at Tierra Verde, the business complex adjacent to the bridge's southern approach, and Fort De Soto Park. The flyer is located in Appendix D.

3.3 WORKSHOP SUMMARY

The workshop was conducted in an informal format with no formal presentation. After signing in, each participant received a handout package, which included the newsletter, matrix, and a comment form (which is located in the project file). The participants were also encouraged to review the audiovisual presentation, which was continuously looped, before visiting the project display area. A copy of the presentation can also be found in the project file.

The project display area featured project graphics illustrating the proposed alternatives, estimated costs, environmental effects, schedule, and an opportunity for public comment. The project display area contained two sets of identical displays for public review. Each set of displays included the following presentation boards, (which is located in the project file).



- Project Location Map
- Project Schedule
- Work Program Information
- Bridge Typical Sections for Each of the Alternatives
- Roadway Typical Sections (At-Grade and On Embankment)
- Vessel Height Data
- Bridge Profiles
- Channel Relocation Option
- Traffic Conflict Points
- Lane Geometry

In addition to the boards, each area displayed roll plots containing conceptual plans for the bridge replacement alternatives (Alternatives 3, 4, 5, and 6) and intersection options (A, B, and C). FDOT also provided a table for the study documents, which included the Draft Preliminary Engineering Report, Draft Traffic Technical Memorandum, Cultural Resource Assessment Survey, and the Bridge Rehabilitation Report. FDOT representatives were available to answer questions and discuss the project.



The Alternatives Public Workshop was held in accordance with 23 Code of Federal Regulations (CFR) 771 and Titles VI and VIII of the Civil Rights Act. Anyone in need of special accommodations under the Americans with Disabilities Act was encouraged to contact the project manager prior to the workshop.

3.3 PUBLIC COMMENTS

FDOT accepted comments throughout the duration of the project; however, special accommodation was made for collecting public comments at the Alternatives Public Workshop. Participants could either fill out the comment form the night of the workshop and submit it in the comment boxes provided in the project display area, or they could mail the comment form to FDOT using the address on the back of the form. In order for project development to proceed, participants were asked to submit or mail comments on or before April 17, 2006. However, all comments are included in the project records.

Approximately 96 individuals participated in the Alternatives Public Workshop, along with 20 project team members. The workshop sign-in sheets can be found in the project file. Approximately 37 individuals submitted written comments at the workshop; 28 individuals mailed comments after the workshop; and four individuals' submitted comments by email. The written comments can also be found in the project file, and a summary of the comments is provided in the following bulleted list:



- 46 of the 69 comments favored Alternative 6
- 17 of the 69 comments favored Intersection Option B
- Stated the need for a traffic signal at the Madonna Boulevard/Pinellas Bayway intersection (24)
- Requested consideration of a four-lane alternative (11)
- Identified a preference for a high fixed-bridge (8)

- Requested a decrease in bridge openings (4)
- Expressed concern that Intersection Option A would affect ability for emergency vehicles to access the Village Building #1 (10)
- Requested quick solution to intersection issues (4)
- Requested consideration of bridge aesthetics (3)
- Expressed preference for bascule bridge (3)
- Expressed concerns regarding the loss of recreation use at the northern bridge approach. (3)
- Identified preference for two-lane alternative (2)
- Requested project website (2)
- Expressed funding concerns (2)
- Other concerns included:
 - Impacts to adjacent businesses
 - Construction timeframe
 - Environmental impacts of channel relocation
 - Noise
 - Design of Madonna Boulevard/Pinellas Bayway intersection

Section 4.0

PUBLIC HEARING

4.1 INTRODUCTION

In coordination with the United States Coast Guard (USCG), the Florida Department of Transportation (FDOT) held a Public Hearing on March 28, 2007 from 4:30 p.m. to 7:00 p.m. at the Tampa Bay Watch Community Center, 3000 South Pinellas Bayway, Tierra Verde, Florida. The purpose of the meeting was to solicit input from the public regarding the location, design, social, economic, and environmental effects of the initial Recommended Alternative. The proposed alternatives include:



- Initial Recommended Alternative (Alternative 6 - High-Level Fixed-Bridge Replacement with Channel Relocation)
- No-Build Alternative (Alternative 1 - Rehabilitation)

The initial Recommended Alternative included the reconfiguration of the Madonna Boulevard/Pinellas Bayway intersection. The recommended intersection option would relocate Madonna Boulevard to line up with the Village at Tierra Verde driveway (Option B). No capacity enhancements were proposed at this time.

4.2 PUBLIC NOTIFICATION



FDOT utilized numerous methods to encourage public participation in the Public Hearing. On March 2, 2007, the District Secretary, via the Public Information Officer (PIO) distributed an email notification to the applicable state and local government elected officials. The notification provided a brief synopsis of the project and the project newsletter served as an attachment. On March 2, 2007, FDOT also distributed the newsletter to individuals whose property, or a portion of their

property, is within 300 feet (ft) of the centerline of the project alternatives. FDOT also sent newsletters to federal, state, and local government agencies, civic organizations,

including each of the community/homeowner associations on Tierra Verde and Isla del Sol, and other interested parties. The newsletter is displayed in Appendix E of this report.

FDOT published legal advertisements in the *St. Petersburg Times-Beach* Edition on March 11, 2007 and March 18, 2007. The advertisement is displayed in Appendix E. FDOT also distributed basic public hearing information to the *Island Reporter*, *Paradise News*, and *Tropical Views*. On March 16, 2007, FDOT distributed and posted flyers at the Village at Tierra Verde, local businesses (including the business complex adjacent to the bridge's southern approach), marinas, Fort De Soto Park, and other miscellaneous locations. The flyer is located in Appendix E. At their request, FDOT also sent 2,000 flyers to the Tierra Verde Community Association for distribution to their members.

4.3 PUBLIC AVAILABILITY

FDOT published a notice of public availability and Public Hearing in the *Florida Administrative Weekly* on March 2, 2007. Project documents were available for public review at St. Pete Beach Library, 365 73rd Avenue, St. Pete Beach from March 6, 2007 to April 9, 2007. Project documents were also available at the hearing and at the FDOT District Seven Office, 11201 North McKinley Drive, Tampa.

4.4 PUBLIC HEARING SUMMARY

4.4.1 MEETING FORMAT

The hearing was conducted in an informal format with a formal opportunity for public testimony. After signing in, each participant received a handout package, which included the newsletter; insert, comment form and speaking card. The participants were also encouraged to review the audiovisual presentation, which was continuously looped, before visiting the project display area. Copies of the handouts and the presentation are included in the Public Hearing Scrapbook.



From 4:30 p.m. until 6:00 p.m., participants could watch the audiovisual presentation, review the board displays, and speak to FDOT representatives in an informal setting. At 6:00 p.m., the formal portion of the public hearing began. FDOT requested that anyone who wanted to offer verbal comments must submit a speaker card and the speakers would be called in the order received. Once all the speakers were finished, the formal hearing was closed and the informal portion of the hearing resumed and continued until 7:00 p.m.

4.4.2 MEETING MATERIALS

The project display area featured project graphics illustrating the proposed alternatives, estimated costs, environmental effects, schedule, and an opportunity for public comment. The project display area included the following presentation boards, which are located in the Public Hearing Scrapbook.

- Project Location Map
- Project Schedule
- Work Program Information
- Alternative 6 Roll Plot with Option B- Relocate Madonna Boulevard
- Alternative 6 Typical Sections
- Channel Relocation
- Traffic Control Points
- Realigned Lane Geometry
- Artist's Renderings
- Matrix

FDOT also provided a table for study documentation, which included the Draft Environmental Assessment, Second Draft Preliminary Engineering Report, Final Traffic Report, Cultural Resource Assessment Survey, Contamination Screening Evaluation Report, Wetlands Evaluation and Biological Assessment Report, Alternative Stormwater Management Facilities Report, Noise Report, and the Air Quality Report. FDOT representatives were available to answer questions and discuss the project.



The Public Hearing was held in accordance with 23 Code of Federal Regulations (CFR) 771 and Titles VI and VIII of the Civil Rights Act. Anyone in need of special accommodations under the Americans with Disabilities Act was encouraged to contact the project manager prior to the hearing.

4.5 PUBLIC PARTICIPATION AND COMMENTS

FDOT accepted comments throughout the study; however, special accommodation was made for collecting public comments at the Public Hearing. Participants could fill out a comment form the night of the hearing and submit it in the comment boxes provided in

the project display area, or they could mail the comment form to FDOT using the address on the back of the form. Also, participants could provide verbal comments to the court reporter in a one-on-one setting or in front of the group during the formal portion of the hearing.

Approximately 164 individuals participated in the Public Hearing, along with 21 project team members. The hearing sign-in sheets are included in the transcript (shown in Appendix F). A total of 52 comments were received during the Public Hearing comment period.



At the hearing, two individuals provided verbal comments during the formal portion, 22 individuals spoke their opinions to the court reporter during the informal portion, and 21 individuals submitted written comments in the comment boxes. The court reporter recorded all verbal comments and prepared a verbatim public hearing transcript. All written comments postmarked by April 9, 2007 were included in the transcript, as well. A summary of the comments is provided in the following bulleted list:

- 37 of the 52 comments identified a preference for a high fixed-bridge
- 9 of the 52 comments expressed preference for bascule bridge
- 12 of the 52 comments did not state any preference, but pointed out concerns
- Stated the need for a traffic signal at the Madonna Boulevard/Pinellas Bayway intersection (12)
- Expressed funding concerns (8)
- Requested quick solution to intersection issues (6)
- Supported toll increase to help funding (5)
- Expressed concerns about island's emergency vehicle access/evacuation (5)
- Expressed no need for a traffic signal at the Madonna Boulevard/Pinellas Bayway intersection (4)
- Requested consideration to extend the bridge further north (4)
- Expressed concern about the bridge being too steep for traffic, pedestrian and/or bicycle use (3)
- Requested consideration of a four-lane alternative (2)



- Requested to raise reminder of causeway road to safer level (2)
- Expressed concern about losing parking for the businesses along Madonna Boulevard (2)
- Expressed concern about who will maintain the depth of the channel and pay for it (2)
- Other concerns included:
 - Impacts to adjacent businesses and recreation areas
 - Construction timeframe
 - Environmental impacts of channel relocation
 - Noise
 - Design of Madonna Boulevard/Pinellas Bayway intersection
 - Bridge aesthetics
 - Providing enough clearance for high mast boats
 - Need for a traffic signal at Sands Point Drive intersection with the Pinellas Bayway
 - Need for a traffic signal at Bahia Del Mar Boulevard/Palma Del Mar Boulevard intersection with the Pinellas Bayway

The FDOT prepared and distributed responses to individual comments in July 2007. A copy of each response letter is shown in Appendix G.

Section 5.0

OTHER PUBLIC OUTREACH ACTIVITIES

5.1 OVERVIEW

In addition to extensive agency coordination, the public workshop and the public hearing, the Florida Department of Transportation (FDOT) also utilized other techniques to disseminate information and obtain feedback from the public. These efforts began early and continued through the final stages of the Project Development and Environment (PD&E) Study.



5.2 SMALL GROUP MEETINGS



The Tierra Verde community has numerous residential units, in addition to a small business community. Almost all of the residents are members of the Tierra Verde Community Association (TVCA); therefore, it was very effective to distribute information through them. The TVCA holds monthly board meetings and quarterly public meetings and distributes information to members through an extensive electronic mail distribution system and an active website. FDOT

presented information to the TVCA Board and residents on several occasions. In addition, FDOT conducted a meeting at the Villages of Tierra Verde, which is the residential community adjacent to the bridge's southern approach on the east side. See Table 5-1 for dates and locations of these meetings.

FDOT also recognized the need to communicate with the Tierra Verde business community. They made several attempts to contact the Tierra Verde Chamber of Commerce, but the organization was non-responsive. FDOT conducted a meeting with the business owners adjacent to the bridge's southern approach on the west side and participated in the Friends of Tierra Verde Public Forum.

**Table 5-1
Small Group Meetings**

DATE	ORGANIZATION	LOCATION
September 12, 2005	TVCA Monthly Board Meeting	TVCA Board Room
November 17, 2005	TVCA 4 th Quarter Public Meeting	TVCA Board Room
March 8, 2006	Village at Tierra Verde	Village at Tierra Verde Clubhouse
March 13, 2006	Tierra Verde Business Owners (Adjacent to Bridge)	TVCA Board Room
October 10, 2006	Friends of Tierra Verde Public Forum	Island Chapel
January 28, 2009	Village at Tierra Verde	Village at Tierra Verde Clubhouse

5.3 *NEWSLETTERS*

At the onset of the PD&E study, FDOT decided to distribute two newsletters. The newsletters were distributed to property owners within 300 feet (ft) of the centerline of the alternatives. FDOT also sent newsletters to federal, state, and local government agencies, civic organizations, including each of the community/homeowner associations on Tierra Verde and Isla del Sol, and other interested parties. The newsletters provided project updates, graphics, and FDOT contact information, and served as the invitation to the public workshop and hearing.

5.4 *FACT SHEET*

The District Public Information Officer (PIO) utilizes the fact sheet to communicate with elected officials having jurisdiction in the project area. The fact sheet is a brief status report consisting of a brief project description, schedule, and contact information. The project fact sheet is typically distributed on-demand and at major project milestones.

5.5 LOCAL PUBLICATIONS

In addition to the *St. Petersburg Times*, the Tierra Verde community has three local publications that circulate regularly on the island. FDOT used *The Island Reporter*, *Paradise News*, and *Tropical Views* to post project updates and inform the public of upcoming meetings. These publications are distributed to all residents on the island bi-monthly or quarterly. In addition, several of these publications and homeowners' associations posted project-related information on their private websites.

Section 6.0

SUMMARY

6.1 CONCLUSION

The Florida Department of Transportation (FDOT) successfully executed the Public Involvement Program (PIP) for the S.R. 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study. Early in the project, FDOT initiated agency coordination through the Efficient Transportation Decision Making (ETDM) system and the Advance Notification (AN) process. A combination of small group meetings, a public workshop, and a public hearing allowed FDOT to exchange information throughout the study.

The local community members, including several active civic organizations, were very interested in the project and actively participated in the small group meetings, workshop, and hearing. FDOT received numerous comments throughout the study. Although a few members of the community desire to keep the ambiance associated with the drawbridge, the majority of comments support a high-level fixed bridge and realignment of Madonna Boulevard to meet the Village at Tierra Verde driveway. The community's main concerns include the safety of the Madonna Boulevard/Pinellas Bayway intersection, the perceived need for additional capacity, and the availability of funds to support future phases of the project.

6.2 INITIAL RECOMMENDED ALTERNATIVE

Upon evaluation of the engineering, environmental, and social effects of the proposed alternatives, FDOT initially recommended Alternative 6, which would replace the existing two-lane double-leaf bascule bridge (Pinellas Bayway Structure E) with a two-lane high-level fixed-bridge structure and provides 65-foot (ft) vertical navigational clearance over a relocated channel. The Madonna Boulevard intersection with S.R. 679 would be relocated to align with the Village at Tierra Verde driveway. Based on the data provided by the bridge tender at Structure E and allowing for tidal fluctuations, this height would allow access to over 99 percent of the waterway vehicles that currently use the channel.

The proposed bridge replacement typical section includes one 12-ft lane and 10-ft shoulder in each direction. The shoulders can accommodate bicyclists and disabled vehicles. A 5-ft sidewalk is included on the west side, separated from the shoulder by a concrete barrier wall. An 11-ft sidewalk is provided on the east side to accommodate Pinellas County's planned multi-use path. The overall width of the fixed-span is 65 ft.

A more detailed analysis of the engineering and environmental issues associated with the recommended alternative is presented in the Preliminary Engineering Report and the Environmental Assessment.

6.3 CHANGE OF THE RECOMMENDED ALTERNATIVE

Subsequent to the Public Hearing, coordination with the United States Army Corps of Engineers (USACE) continued. Two meetings were held with USACE, the first on January 25, 2008. The second meeting, on March 6, 2008, included the Pinellas County Department of Environmental Management (local channel sponsor). Through this coordination process, it was determined that the relocation of the Intracoastal Waterway would involve significant agency coordination between FDOT, USACE, the United States Coast Guard (USCG), Pinellas County as the local sponsor of the waterway, and the federal reviewing agencies. Due to the additional required coordination, additional cost and impacts, potential liabilities, and delay to the schedule estimated at a year or more, the Recommended Alternative was changed to Alternative 5, the high-level fixed-bridge over the existing channel with realignment of The Village driveway. A meeting was held on January 28, 2009 with The Village to coordinate impacts to The Village property, including the need for a construction easement, landscaping and the reconstruction of the guard house. For more information on the change of the Recommended Alternative, please see the *Final Preliminary Engineering Report (PER)*¹.

6.4 COMMITMENTS

As a result of the PD&E Study, FDOT is committed to the following:

- During the design phase, FDOT will evaluate traffic signal warrants at the realigned Madonna Boulevard/Pinellas Bayway intersection to determine if a traffic signal is warranted.
- The replacement bridge and roadway improvements on the northern causeway will not preclude capacity improvements in the future, if needed.
- The FDOT will implement the “Manatee and Sea Turtle Watch Program Guidelines” and “Sea Turtle and Smalltooth Sawfish Construction Conditions” for protection of the five species of marine turtles (green turtle, leatherback turtle, hawksbill turtle, Kemp’s Ridley turtle, loggerhead turtle) potentially occurring in the area. Note that no suitable nesting beaches are found in the project area and protective measures are for turtles in open water only.

6.5 REFERENCES

1. *Final Preliminary Engineering Report*; PBS&J; Tampa, Florida; Revised June 2008.

APPENDICES

Appendix A: Public Involvement Program

Appendix B: Advance Notification Package

Appendix C: Advance Notification Comments

Appendix D: Public Workshop Notices

Appendix E: Public Hearing Notices

Appendix F: Public Hearing Transcript and Comments

Appendix G: FDOT Responses to Public Hearing Comments

APPENDIX A
PUBLIC INVOLVEMENT PROGRAM

**FINAL
PUBLIC INVOLVEMENT PLAN**

**S.R. 679 (PINELLAS BAYWAY) AT INTRACOASTAL WATERWAY
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
PINELLAS COUNTY, FLORIDA**

**WPI Segment No.: 410755 1
Bridge No.: 150049**



In accordance with Part 1, Chapter 8 of the *Project Development and Environment Manual*, this Public Involvement Plan is submitted to the FDOT for review and approval.

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

**May 2005
Revised July 2005**

Submitted by: Shawn M Phillips
PBS&J Project Manager

Approved: [Signature]
Modal Planning and
Development Manager

Date: July 25, 2005

Date: 15 July 05

**FINAL
PUBLIC INVOLVEMENT PLAN**

**S.R. 679 (PINELLAS BAYWAY) AT INTRACOASTAL WATERWAY
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
PINELLAS COUNTY, FLORIDA**

**WPI Segment No.: 410755 1
Bridge No.: 150049**



In accordance with Part 1, Chapter 8 of the *Project Development and Environment Manual*, this Public Involvement Plan is submitted to the FDOT for review and approval.

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

Prepared by:



**5300 West Cypress Street, Suite 200
Tampa, Florida 33607**

**May 2005
Revised July 2005**

PUBLIC INVOLVEMENT PLAN

This plan is in compliance with the *Project Development and Environment (PD&E) Manual*, Section 339.155 Florida Statutes (F.S.), Executive Orders 11990 and 11988, Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act of 1969 (NEPA), 23 Code of Federal Regulations 771, and Title VI of the U.S. Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act as amended. The Florida Department of Transportation (FDOT) recognizes that the success of any transportation improvement is dependent upon a comprehensive public outreach effort. As such, FDOT is committed to conducting a pro-active Public Involvement Plan (PIP) that focuses on soliciting community participation throughout the PD&E process. It is believed that the positive value of implementing a strong public involvement effort will result in public awareness and support for the project. The PIP will be consistent with the requirements contained in the FDOT *PD&E Manual, Part 1, Chapter 8*.

This PIP outlines the various methods by which the FDOT will disseminate project information and solicit input from the community regarding local values and concerns associated with the S.R. 679 (Pinellas Bayway) at Intracoastal Waterway PD&E Study. Completion of the PIP is the first step in the public involvement process, which will continue throughout the project schedule. The PD&E study is scheduled for completion in summer 2007, as shown in Appendix A. This plan will be updated as the project and development phase progresses.

I. Description of Proposed Improvement

WPI Segment No.:	410755 1
Project Limits:	The project limits for this PD&E study span from the approach to Bridge No. 150049 of S.R. 679 (Pinellas Bayway) at Intracoastal Waterway (south of Madonna Boulevard) to S.R. 682 (Pinellas Bayway) in Pinellas County. The project area is located at the southern tip of the county and provides the only connection to the islands of Tierra Verde and Pinellas County's Fort De Soto Park (See the project location map).

Proposed Activity and Level of Significance:	The PD&E study will evaluate the rehabilitation and/or replacement of Bridge No. 150049 of S.R. 679 (Pinellas Bayway) at Intracoastal Waterway and will provide environmental documentation and conceptual design to obtain Location Design Acceptance (LDA) of the recommended improvements.
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S.R. 679 (Pinellas Bayway) at Intracoastal Waterway

Bridge No.: 150049

Pinellas County, Florida



PROJECT LOCATION MAP

WPI Segment No. : 410755-1



II. Background

Bridge No. 150049 of S.R. 679 (Pinellas Bayway) at Intracoastal Waterway is commonly known as Bayway Structure 'E'. This bascule bridge carries S.R. 679 on a tangent on a north-south alignment over Boca Ciega Bay in Pinellas County. The Intracoastal Waterway is perpendicular to the bridge centerline. The existing structure is a 23-span bascule bridge with an overall length of 1,430 feet. The main span over the Intracoastal Waterway is a double leaf bascule span. The bridge is considered a critical structure because it provides the only vehicular access and hurricane evacuation route between the Pinellas County mainland and the islands of Tierra Verde with over 3,500 residents, and Fort De Soto Park, with over 1,100 acres of recreational area.

S.R. 679 (Pinellas Bayway) was constructed in 1961 and has since undergone periodic maintenance and minor repairs, in addition to some major rehabilitation to specific system components. Numerous studies have documented conditions and recommended actions prior to this PD&E study. Currently, the bridge is on a 12-month inspection cycle because of mechanical, electrical, and fracture critical elements. The bridge is listed on the June 2003 FDOT Bridge Inspection Report, as functionally obsolete with a sufficiency rating of 51.0. The deck geometry is appraised to be intolerable and there are substandard bridge railings and approach guardrails, including transitions and ends.

FDOT considers the public involvement level of significance as 'high' for a number of reasons. As previously suggested, S.R. 679 (Pinellas Bayway) serves as the only roadway connection between the mainland of Pinellas County and islands of Tierra Verde and Fort De Soto Park. Fort De Soto Park is the largest and most active park in the county, hosting more than 2.7 million visitors each year, many of which access the park via automobile. S.R. 679 (Pinellas Bayway) is also the primary evacuation route for the concentrated residential population of Tierra Verde. A comprehensive and organized public involvement effort will be necessary to gather input and disseminate information in this area.

III. Project Goals

The purpose of the PD&E study is to evaluate and document rehabilitation and replacement alternatives for the bascule bridge over the Intracoastal Waterway. Information pertaining to the rehabilitation of the S.R. 679 (Pinellas Bayway) was developed under a separate study; however, FDOT will utilize that study as a foundation for discussion of the rehabilitation alternatives within this PD&E study. Bridge replacement alternatives include low-level bascule (26 foot), mid-level bascule, and high-level (65 feet) fixed-span bridges. This study will also consider access management issues related to the commercial and residential driveways near the Madonna Boulevard intersection, as well as explore the use of offsite compensatory treatment ponds. The high-level fixed bridge alternative may require the relocation of the Intracoastal Waterway channel to the north in order to accommodate a reasonable grade along the approach to Tierra Verde. This study will also consider a No-Build alternative. The lead federal agency is the United States Coast Guard (USCG). Due to the public interest in the project, an intensive community involvement plan is anticipated, with many, small

group meetings, extensive agency coordination, a Public Workshop, and a Public Hearing.

IV. Identification of Affected Agencies and Public

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the FDOT-Central Environmental Management Office has recently established the Efficient Transportation Decision Making (ETDM) process. This streamlining was in response to the provisions contained within the *Transportation Equity Act for the 21st Century (TEA-21)*, which the U.S. Congress passed in July 1999.

Each of FDOT's seven geographic regions has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under NEPA. The ETAT is responsible for interacting with the FDOT and Metropolitan Planning Organizations (MPO) throughout the ETDM process. FDOT submitted project data, including purpose and need, project description, base map of alternatives, and geographical information systems (GIS) analysis of environmental issues, to the ETAT via the programming screen of the ETDM process on May 11, 2004. The ETAT reviewed the purpose and need, reviewed direct impacts, recommended avoidance and minimization, suggested mitigation strategies, assessed degree of effect, and coordinated with the FDOT.

In accordance with Part 1, Chapter 2, of the *PD&E Manual*, federal, state, regional, and local agencies having a concern in this project because of jurisdictional review or expressed interest, will also be contacted through the Advance Notification (AN) process. The AN will include summary information from the ETDM system and a reference to the ETDM website. As other concerned public agencies are identified throughout the PD&E study, they also will be listed and contacted. The project mailing lists are included in Appendix B. Members of FDOT-District Seven's ETAT are designated with an asterisk (*) in the list below.

Federal Agencies

- U.S. Coast Guard (USCG)-Seventh District*
- Federal Emergency Management Agency (FEMA)
- U.S. Army Corps of Engineers (USACE)*
- U.S. Environmental Protection Agency (USEPA)-Region IV*
- U.S. Department of Interior-Fish & Wildlife Service (USFWS)*
- U.S. Department of Agriculture (USDA)-Natural Resources Conservation Service*
- U.S. Department of Commerce-National Oceanic and Atmospheric Administration (NOAA)
- U.S. Department of Commerce-National Marine Fisheries Service (NMFS)*
- U.S. Department of Interior-U.S. Geological Survey (USGS)
- U.S. Department of Interior-National Park Service
- U.S. Department of Interior-Bureau of Indian Affairs

U.S. Department of Health and Human Services, Center for Environmental Health
and Injury Control

State Agencies

Florida Department of Agriculture and Consumer Services*
Florida Department of Community Affairs*
Florida Department of Environmental Protection (FDEP)*
Florida Department of State, Division of Historical Resources*
Florida Transportation Commission
Florida Fish and Wildlife Conservation Commission (FFWCC)*
FDOT-Central Environmental Management Office (CEMO)

Regional Agencies

Tampa Bay Regional Planning Council (TBRPC)*
Southwest Florida Water Management District (SWFWMD)*

Indian Tribes

Miccosukee Tribe of Indians of Florida, Chairman*
Muscogee (Creek) Nation of Oklahoma, Principal Chief
Poarch Band of Creek Indians of Alabama, Tribal Chairman
Seminole Nation of Oklahoma, Principal Chief
Seminole Tribe of Florida, Chairman Vice-President*

Local Agencies

Pinellas County Metropolitan Planning Organization
Pinellas-Suncoast Transit Authority (PSTA)
Pinellas County-Economic Development
Pinellas County-Environmental Management
Pinellas County-Parks and Recreation Department
Pinellas County-Planning Department
Pinellas County-Public Works
Pinellas County-Utilities
Pinellas County-Emergency Management
Pinellas County-EMS/Fire Administration
Pinellas County-Sheriff's Office
Pinellas Planning Council

City of St. Petersburg-Transportation Management and Parking Services
City of St. Petersburg-Economic Development and Property Management
City of St. Petersburg-Engineering, Stormwater, and Traffic Operations
City of St. Petersburg-Sheriff's Office
City of St. Petersburg-Fire and Rescue
City of St. Petersburg-Public Utilities
City of St. Petersburg-Neighborhood Partnership

City of St. Petersburg-Recreation
City of St. Petersburg-Parks
City of St. Petersburg-Sanitation
Port of St. Petersburg

City of St. Pete Beach-City Manager
City of St. Pete Beach-Planning Department
City of St. Pete Beach-Public Works
City of St. Pete Beach-Police Department
City of St. Pete Beach-Fire Department

The project team will also distribute a kick-off notification to elected and appointed officials and agencies with jurisdiction in the project area. The notification will be distributed by the District Secretary/Public Information Officer (PIO) and will include a brief project description and fact sheet. The following elected and appointed officials are included on the mailing list:

Elected and Appointed Officials

Mel Martinez, U.S. Senator
Bill Nelson, U.S. Senator
C.W. Bill Young, U.S. Representative
Jim Sebesta, State Senator
Frank Farkas, State Representative
Charlie Justice, State Representative
Frank Peterman, Jr., State Representative
Leslie Waters, State Representative
Pinellas County Board of County Commissioners

- Ronnie Duncan, District 1
- Calvin D. Harris, District 2
- Robert B. Stewart, District 3
- Susan Latvala, District 4
- Karen Williams Seel, District 5
- John Morroni, District 6, Chairman
- Kenneth T. Welch, District 7, Vice-Chairman

Steve Spratt, Pinellas County Administrator
Karen Williams Seel, Chairperson, Pinellas County MPO
Ward Friszolowski, Mayor, City of St. Pete Beach
Rick Baker, Mayor, City of St. Petersburg

In addition to these agencies, the project mailing list includes civic and non-governmental organizations with interest in the project area. Tierra Verde consists of approximately 3,500 residents, both year-round (approximately 85 percent) and seasonal (approximately 15 percent), and over 50 homeowner/condominium associations. Initial research of the Tierra Verde area indicates that 50 percent of the population has at least a bachelor's

degree and the median household income is over \$86,000 dollars per year. The median household age is approximately 48 years. Also, the Tierra Verde population has a large number of retirees. Therefore, it is important for this PIP to utilize a variety of outreach activities to obtain the input of this audience.

With few exceptions, the deed restrictions placed on Tierra Verde during the initial development of residential properties require membership in the Tierra Verde Community Association. Therefore, this organization could play an important role in the exchange of project information. In addition, the Isla del Sol Owner's Association is the umbrella organization that encompasses approximately 10 communities near the northern terminus of the project.

The project team will also generate a mailing list to include property owners and businesses of parcels located within 300 feet of the project centerline. This list will be compiled utilizing current GIS data and field surveys. In addition, users of the islands recreational offerings, including the local marinas and the Fort De Soto Park, will be contacted via flyers and postings. There is only one condominium development directly abutting the project area, The Villages. The project team will initiate several outreach activities to exchange information with the tenants of The Villages and other neighborhood associations. As other concerned non-governmental organizations are identified throughout the PD&E study, they will be added to the mailing list.

Civic Organizations

Tierra Verde Community Association
Isla del Sol Owner's Association
The Villages (abutting property)

Chambers of Commerce

Tierra Verde & Isla del Sol Chamber of Commerce
Tampa Bay Beaches Chamber of Commerce
St. Petersburg Area Chamber of Commerce

Special Interest Groups

Sierra Club-Tampa Bay Group
St. Petersburg Audubon Society

V. Outreach Activities

The following techniques will be employed to notify the public of the PD&E study and to facilitate an early and continuous exchange of ideas and information with the community. The goal of early coordination with the local community is to consider their input prior to key decision making points during the study. In addition, every effort will be made to solicit input from all residents including the seasonal residents in the project area. In addition, the need for special public involvement/public outreach requirements during the

PD&E study will be examined. Non-traditional techniques and solutions may be utilized to encourage public participation in the PD&E study process, including participation in local civic events, displaying project information in local media publications, and organization of small group meetings.

Invitational and Informational Letters/Emails

As suggested previously, the project team developed a mailing list, including email addresses, to obtain input and to communicate key points throughout the PD&E study process. The project team will distribute letters during the AN process. However, email will be utilized to disseminate information during the elected/appointed officials and agencies kick-off notification. Both notifications will contain information about the PD&E study including the study process, current schedule, project milestones, and public outreach activities. Email will also serve as an additional notification device to announce upcoming public meetings and provide project status to agencies and non-governmental organizations throughout the PD&E study. In addition, the Tierra Verde Community Association has an extensive email list, which will allow the project team to distribute project information to the residents via the association's administrative staff.

Fact Sheets

Fact sheets are documents which provide basic information about a project. The project fact sheet will include a project description, project length, schedule, and contact information. These are primarily used by the FDOT District Secretary and PIO in correspondence with elected and appointed officials. The project fact sheet will be updated throughout the PD&E study.

Newsletters

Newsletters are also used to provide basic project information; however, they are designed to inform the public by the use of graphics and photos. Newsletters will include project description, project length, schedule, and contact information, in addition to conceptual alternative information. The project team will prepare two newsletters for this project, which will also serve as an invitation for residents to participate in upcoming public meetings. In addition, the Tierra Verde Community Association distributes a monthly newsletter to residents. The association has agreed to post pertinent project-related information in their newsletter. Upon approval of the FDOT Project Manager, any project-related information will be submitted to the association by the 15th of each month.

Flyers

Because of the substantial amount of recreational visitors to the project area, it will be important to post and distribute flyers near high-traffic areas. The project team will post and distribute flyers in highly visible areas within the Fort De Soto Park and in the local marinas, boat docks, condominium bulletin boards, and businesses. The flyers will encourage recreational visitors and tenants to participate in upcoming public meetings.

Web-based Articles

Although a project-specific website will not be available for this PD&E study, the Tierra Verde Community Association has recently developed a website to communicate pertinent news to its residents. The association president has offered to post project-related information on this website. Caveat: FDOT is not responsible for the accuracy of the content of the website.

Legal/Display Newspaper Advertisements

Legal/display newspaper advertisements will be published in the St. Petersburg Times. These advertisements will be used to announce the date, time, and location of the Public Workshop and Public Hearing for the PD&E study. In addition, the project team will utilize local media offerings, such as Tropical Views, The Island Reporter, and Paradise News to update residents to the project status. A hearing notice will also be placed in the Florida Administrative Weekly. Specific media outlets to be notified are outlined as follows:

Newspapers	
St. Petersburg Times 490 First Avenue South St. Petersburg, Florida 33701	Tropical Views 7217 Gulf Boulevard, Suite 4 St. Pete Beach, Florida 33706
The Island Reporter Info@TheIslandReporter.com	Paradise News P.O. Box 66385 St. Pete Beach, Florida 33736
Florida Administrative Weekly Florida Department of State, Division of Elections *Notices submitted via FDOT General Counsel	

Press Releases

All press releases, news items, and public service announcements will be disseminated through the District PIO. The District PIO may utilize television, radio, and/or print forms of media.

Radio	
<p>Metro Network Communications (Metro Traffic) Suite A3 Tampa, FL 33607 (813) 875-8500 Fax: (813) 876-5125</p>	<p>Clear Channel Traffic 504 Reo St. Tampa, FL 33604 (813) 282-1212 The 24 hour number for traffic is 813-832-1451. Fax: (813) 282-1214</p>
<p>WFLA 970 News (part of Clear Channel) 4002 Gandy Blvd. Tampa, FL 33611 (813) 831-9797 Fax: (813) 831-6397</p>	<p>Mobility Technologies (813) 637-0170 (5 am – 7 pm) Fax: (813) 637-0174 Contact: Mike Meehan or Abe Howard 511tampabay@traffic.com 8134775299@messaging.nextel.com 8134775300@messaging.nextel.com</p>

Source: District Seven Public Information Office (July 2005).

Television	
<p>WFLA - Channel 8 (NBC) 200 South Parker St. Tampa, FL 33606 (813) 228-8888 Fax: (813) 225-2770</p>	<p>Bay News 9 700 Carillon Parkway, Suite 9 St. Petersburg, FL, 33716 Fax: (727) 329-2434</p>
<p>WTSP - Channel 10 (CBS) 11450 Gandy Blvd N St. Pete, FL 33702 (727) 577-1010 Fax: (727) 576-6924</p>	<p>WTVT – Channel 13 (FOX) 3213 W. Kennedy Blvd. Tampa, FL 33609 (813) 876-1313 Fax: (813) 871-3135</p>
<p>WFTS - Channel 28 (ABC Action News) 4045 N. Himes Ave. Tampa, FL 33607 (813) 354-2828 Fax: (813) 870-2828</p>	<p>WB 38 News 7622 Bald Cypress Place Tampa, Florida 33614 (813) 886-9882 Fax: (813) 367-9240</p>

Source: District Seven Public Information Office (July 2005).

Public Meetings

The following meetings will be held to involve the public and interested agencies in the PD&E study process and inform interested parties of the project’s current status:

- **Small Group Meetings** – The project team will initiate three rounds of small groups meetings in an effort to take a proactive approach to public involvement. Participants will include the Tierra Verde Community

Association, Tierra Verde and Isla del Sol Chamber of Commerce, and the businesses and residents directly abutting the project area.

The first set of small group meetings (early Fall 2005) will introduce the project and gain insight on community issues and concerns. The second round (mid-Winter 2005/2006) will provide additional project information and present alternatives analysis prior to the Public Workshop. The third round (early Fall 2006) will present the recommended alternative and environmental matrix prior to the Public Hearing.

This category of meetings will also include efforts to coordinate with Pinellas County and the cities of St. Petersburg and St. Pete Beach, as necessary.

- **Public Workshop** – The project team will conduct a Public Workshop during the PD&E study. Notification to elected officials will be distributed to allow for receipt at least 21 days prior to the workshop and notification to property owners will be distributed to allow for receipt at least 21 days prior to the workshop. The project team will publish one legal advertisement appearing approximately 5-12 days prior to the meeting date inviting the public to participate in the Public Workshop.

The workshop will be conducted utilizing an informal format with a video, aerial photography, concept site plans, conceptual engineering plans, draft documents, and an evaluation matrix available for viewing. The project team will utilize 3-D renderings to assist the public in visualization of the alternatives.

Written comments may be placed in one of the comment boxes or mailed directly to the FDOT.

- **Public Hearing** – The project team will conduct a Public Hearing during the PD&E study. Notification to elected officials will be distributed to allow for receipt at least 21 days prior to the hearing and notification to property owners and will be distributed to allow for receipt at least 21 days prior to the hearing. The project team will publish two legal advertisements, with the first notice appearing approximately 21 days and the second notice appearing approximately 5-12 days prior to the meeting date inviting the public to participate in the Public Hearings and to view the draft documents at specified locations.

The hearing will be conducted utilizing a formal format with a video, aerial photography, concept site plans, conceptual engineering plans, draft documents, and an evaluation matrix featuring the recommended alternative. The project team will utilize 3-D renderings to assist the public in visualization of the alternatives.

A court reporter will document verbal public testimony during the formal portion of the Public Hearing and in a one-on-one setting during the informal portion of the Public Hearing. Written comments received during the comment period, which closes 10 days after the Public Hearing

date, will be included in the Official Public Hearing Record. Written comments may be placed in one of the comment boxes or mailed directly to FDOT. Meeting details will be summarized in the Comments and Coordination Report. A Public Hearing Scrapbook will be developed to document materials shown at the Public Hearing.

FDOT will execute the PIP in compliance with Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968, as amended. Public participation at the public meetings will be encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or family status. In addition, FDOT's intent to comply with Americans with Disabilities Act (ADA) will be denoted in the public advertisements for the Public Hearing, invitational newsletters to property owners and local officials, and Public Hearing handouts. FDOT will offer to accommodate any disabled citizen based on advance notice of the special need. FDOT will also select the Public Hearing site that complies with ADA requirements.

VI. Public Involvement Schedule

As outlined in this PIP, the public outreach consists of a variety of activities, including newsletters, emails, flyers, small group meetings, a Public Workshop, and a Public Hearing. Early completion of these tasks within the project schedule is consistent with a proactive approach to public involvement. Appendix A depicts the public involvement schedule for the potential meetings as a portion of the overall schedule.

VII. Coordination with Local Officials

As suggested previously, in an effort to inform public agencies, the federal, state, and regional agencies will be contacted in a formal AN package. In addition to the AN package, FDOT will send a kick-off notification to local elected/appointed officials and agencies at the beginning of the project. As other concerned public agencies are identified throughout the study, they will also be contacted. Meetings with the elected officials, MPOs, and civic organizations will allow the project team to convey project specific information to the local government. Aerial photography, concept site plans, conceptual engineering layouts, and draft documents will be available during these meetings. FDOT will also distribute notice of availability of the Environmental Assessment and Public Hearing invitations to each of these representatives.

VIII. Analysis and Summary of Public Comments

Public comments will be accepted and encouraged throughout the duration of the project. Project fact sheets/newsletters will contain the FDOT Project Manager contact information. The Public Hearing comment period will remain open for 10 days after the Public Hearing date. Comments received during this period will become part of the Official Public Hearing Record. The project team will provide written responses to comments received during the Public Hearing comment period when warranted. A formal Comments and Coordination Report will be developed that summarizes the Public Involvement process, results, and recommendations. This information will also be included in a dedicated portion of the environmental document. The document, or

summary, will also contain the overall input provided through the other public involvement techniques utilized in the project development process. In addition, the project team will prepare a Public Hearing Scrapbook to document the attendance, meeting materials, etc. from the meeting.

APPENDICES

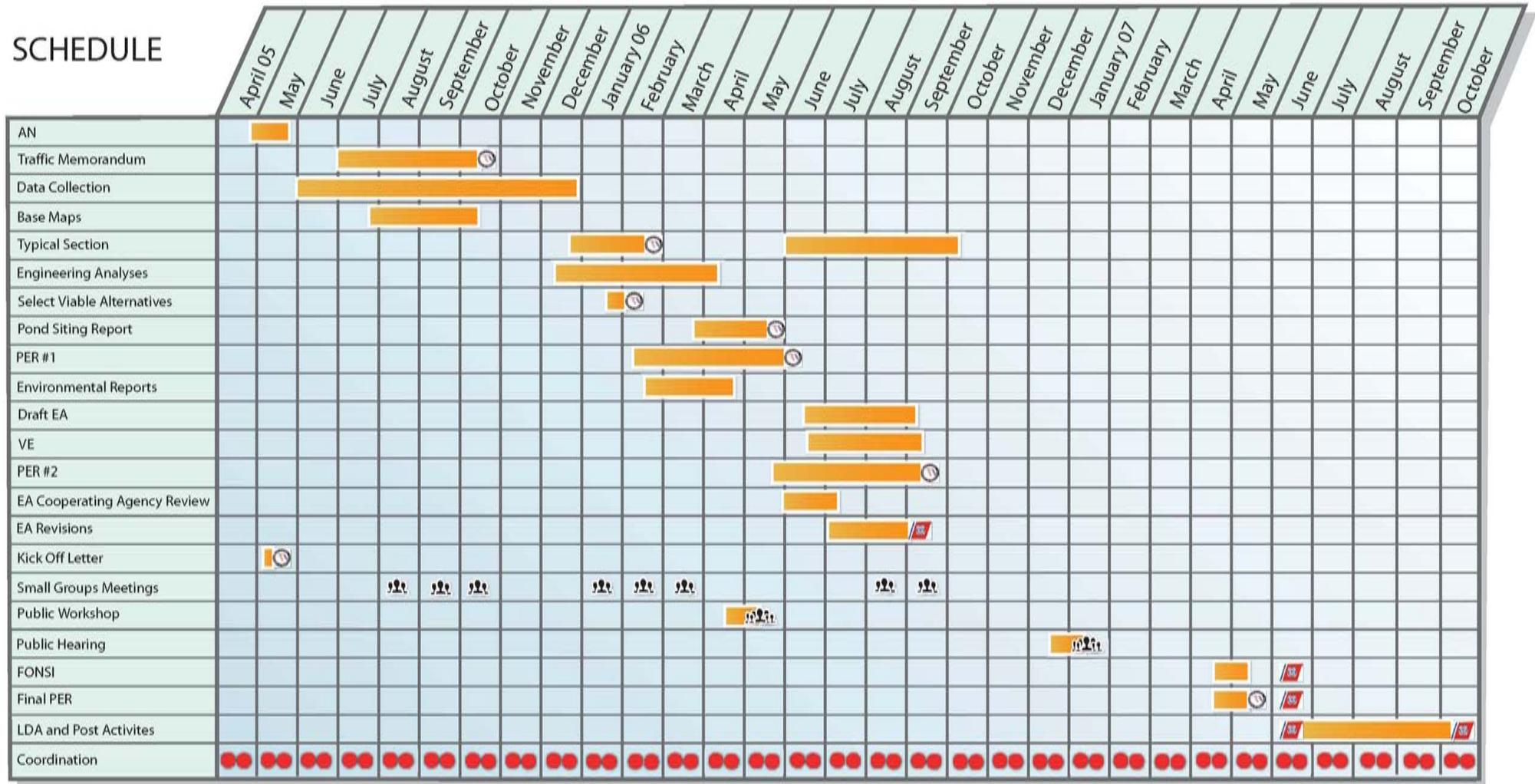
Appendix A: Project Schedule

Appendix B: Project Mailing Lists

APPENDIX A

Project Schedule

SCHEDULE



- Small Group Meeting
- Public Workshop & Hearing
- Coast Guard
- Time Needed
- FDOT Review
- Coordination

SR 679 (Pinellas Bayway)

APPENDIX B

Project Mailing Lists

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Gulf Coast Area Office
Tampa Field Office
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South Atlantic Division
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District Engineer
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Branch Chief
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Director of Bridge Management Programs
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APPENDIX B
ADVANCE NOTIFICATION PACKAGE



Florida Department of Transportation

JEB BUSH
GOVERNOR

11201 N. McKinley Drive Tampa, FL 33612-6456 (813) 975-6077 1-800-226-7220
Modal Planning and Development MS 7-500

JOSE ABREU
SECRETARY

July 25, 2005

Ms. Lauren P. Milligan, Environmental Consultant
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399-3000

SUBJECT: Advance Notification
S.R. 679 (Pinellas Bayway) at Intracoastal Waterway
Project Development and Environment Study
Financial Project No.: 410755-1-22-01
Pinellas County, Florida

Dear Ms. Milligan:

The attached Advance Notification (AN) package is to inform you of the initiation of the S.R. 679 (Pinellas Bayway) at Intracoastal Waterway Project Development and Environment (PD&E) Study in Pinellas County. This information is forwarded to your office for processing to the appropriate state agencies in accordance with *Executive Order 95-359*. Distribution to local and Federal agencies is being made as noted.

Although more specific comments may be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever comments they consider pertinent at this time.

This is a non-Federal-aid action and the Florida Department of Transportation (FDOT), in consultation with the United States Coast Guard (USCG), will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. It is anticipated that an Environmental Assessment will be prepared. A consistency review for this project in accordance with the State's Coastal Zone Management Program and *15 CFR 930* is not required, because no Federal funds are involved.

In addition, please review the proposed improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to *Chapter 163, Florida Statutes*.

Ms. Lauren Milligan
July 25, 2005
Page 2

We are looking forward to receiving your comments on the project within 60 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 60-day comment period. Your comments should be addressed to:

Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "R.M. Clifford". The signature is stylized and cursive.

Robert M. Clifford, AICP
Modal Planning and Development Manager

RC/AJP/rm
Attachments

Ms. Lauren Milligan
July 25, 2005
Page 3

MAILING LIST:

cc:

U.S. Coast Guard - Seventh District

Federal Emergency Management Agency - Region IV, Director

U.S. Department of Commerce - National Marine and Fisheries Service

U.S. Department of Commerce - National Oceanic and Atmospheric Administration

U.S. Army Corps of Engineers - Regulatory Branch, District Engineer

U.S. Department of Agriculture - Natural Resources Conservation Service

U.S. Department of Health and Human Services - National Center for Environmental Health and Injury Control, Director

U.S. Department of Interior - Bureau of Indian Affairs - Office of Trust Responsibilities, Director

U.S. Department of Interior - National Park Service

U.S. Department of Interior - U.S. Geological Survey - Environmental Affairs Program, Review Unit Chief

U.S. Department of Interior - U.S. Fish and Wildlife Service - South Florida Office, Field Supervisor

U.S. Environmental Protection Agency - Region IV, Regional Administrator

Florida Department of Community Affairs

Florida Department of Environmental Protection - Southwest District Office, District Director

Florida Fish and Wildlife Conservation Commission - Office of Environmental Services, Director

Florida Department of Transportation - Environmental Management Office, Manager (MS 37)

Florida Department of Agriculture

Florida Department of State, Division of Historical Resources

Ms. Lauren Milligan

July 25, 2005

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Florida Transportation Commission, Chairman

Tampa Bay Regional Planning Council, Executive Director

Southwest Florida Water Management District, Executive Director

Miccosukee Tribe of Indians of Florida, Chairperson

Muscogee (Creek) Nation of Oklahoma, Principal Chief

Poarch Band of Creek Indians of Alabama, Tribal Chairman

Seminole Nation of Oklahoma, Principal Chief

Seminole Tribe of Florida, Chairman Vice-President

Pinellas County

City of St. Petersburg

City of St. Pete Beach

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

In an attempt to streamline procedures for planning transportation projects, conducting environmental reviews, and developing and permitting projects, the Florida Department of Transportation (FDOT)-Central Environmental Management Office has recently established the Efficient Transportation Decision Making (ETDM) process. Each district has identified an Environmental Technical Advisory Team (ETAT) consisting of representatives from agencies which have statutory responsibility for issuing permits or conducting consultation under the *National Environmental Policy Act* (NEPA). FDOT District Seven submitted the S.R. 679 (Pinellas Bayway) at Intracoastal Waterway (ICW) project into the ETDM system in May 2004. The FDOT District Seven ETAT reviewed the purpose and need, assessed direct impacts, recommended avoidance and minimization, suggested mitigation strategies, and issued degrees of effect. Interested persons can retrieve a summary of the project and resulting ETAT comments by accessing the ETDM website at: <http://etdmpub.fla-etat.org/>.

1. Need for Project:

The purpose of this Project Development and Environment (PD&E) study is to evaluate and document rehabilitation and replacement alternatives for the Bayway bascule bridge over the ICW. This bridge is currently listed as functionally obsolete on the June 2003 FDOT Bridge Inspection Report with a sufficiency rating of 51.0 (100.0 scale). Bridges are assigned a status of structurally deficient once its rating has reached below 50.0. Due to its current condition of deterioration and potential safety problems, the bridge will require replacement or rehabilitation to comply with current bridge/roadway safety and transportation standards. Other reasons that support the purpose and need for the project is its significance to the state transportation system and the public it serves, including regional connectivity, emergency evacuation, marine navigation, future traffic, safety, and bikeways and sidewalks.

Although there are no improvements identified for S.R. 679, including Structure E, in the *Pinellas County Metropolitan Planning Organization (MPO) 2025 Long Range Transportation Plan* completed in December 2001 or the *Pinellas County Comprehensive Plan*, which was adopted February 17, 1998 and last amended on December 21, 2004 a PD&E study was initiated in March 2005. The PD&E study phase, as well as subsequent project phases (e.g. design, right-of-way, and construction) will be referenced in both the Pinellas County MPO 2025 LRTP and the Pinellas County Comprehensive Plan, once the PD&E study is completed and subsequent project phases are funded.

2. Description of the Project:

The purpose of the S.R. 679 (Pinellas Bayway) at ICW PD&E Study is to evaluate and document rehabilitation and replacement alternatives for the Bayway bascule bridge over the ICW. Bridge No. 150049 of S.R. 679 (Pinellas Bayway) at the ICW is commonly known as Bayway Structure 'E'. This bascule bridge carries S.R. 679 on a tangent on a north-south

alignment over Boca Ciega Bay in Pinellas County. The ICW is perpendicular to the bridge centerline. Built in 1961, the existing structure is a 23-span bascule bridge with an overall length of 1,380 feet (ft.). The main span over the ICW is a double leaf bascule span. The bridge is considered a critical structure because it provides the only vehicular access and hurricane evacuation route between the Pinellas County mainland and the islands of Tierra Verde with over 3,500 residents, and Fort De Soto Park, with over 1,100 acres of recreational area.

The project limits are from south of Madonna Boulevard to south of S.R. 682 (Pinellas Bayway). The project is located within Sections 8, 17, and 20, Township 32 South, Range 16 East and within the Pass-A-Grille US Geological Survey (USGS) quad map (quad Number 3022). S.R. 679 is not part of the National Highway System, the Florida Intrastate Highway System, or the Strategic Intermodal System; however, the Intracoastal Waterway within the study area is on the Strategic Intermodal System.

This study will consider a No-Build alternative in addition to a rehabilitation alternative. Bridge replacement alternatives include low-level bascule, mid-level bascule, and high-level fixed-span bridges. This study will also consider access management and intersection improvements near the Madonna Boulevard intersection, as well as explore the use of offsite compensatory treatment ponds. The high-level fixed bridge alternative may require the relocation of the ICW channel to the north in order to accommodate a reasonable grade along the approach to Tierra Verde. An intensive community involvement plan is anticipated, with many small group meetings, extensive agency coordination, an Alternatives Public Workshop, and a Public Hearing.

The United States Coast Guard (USCG) will serve as the lead agency in this study. USCG has determined that the appropriate level of environmental documentation is an Environmental Assessment (EA).

3. Environmental Information:

- a. Land Uses:** The project study area is primarily residential, but also contains commercial land uses. In addition, institutional, recreational, and conservation land uses are directly adjacent to the project study area. The FDOT concurs with the comments from the Florida Department of Community Affairs during the ETAT review and on the Degree of Effect of Minimal to None for the three alternatives. The FDOT will consider potential impacts to all land uses and roadway access during the PD&E study.
- b. Wetlands:** The FDOT acknowledges comments and recommendations from the US Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), and US Army Corps of Engineers (USACE) during the ETAT review. The FDOT concurs with the NMFS that effects to wetlands and fisheries habitat may be considered Substantial. In addition, FDOT is aware of issues pertaining to potential

sovereign submerged lands in the project area. This issue is further discussed in Section (o.).

The ETAT review and field inspection by NMFS of the project area revealed that within the vicinity of the project occurred Submerged Aquatic Vegetation (SAV), mangrove wetlands, and un-vegetated sand, shell, and rock substrates that may be affected by the three build alternatives. FDOT is committed to avoidance and minimization of impacts to listed species and fisheries habitat. An evaluation of the wetlands for the entire project area will be conducted and FDOT will explore methods during the PD&E study to avoid and minimize affect to wetlands. A wetland evaluation report will be prepared during the PD&E study to address these issues. Coordination with the appropriate regulatory agencies will be conducted, including the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (DEP), USACE, NMFS, and local government agencies.

- c. **Floodplains and Water Quality:** S.R. 679 (Pinellas Bayway) at ICW spans over the Pass-a-Grille Channel, a navigable waterway. There is 693 ft. of coastline within the 100 ft. buffer area, 1193 ft. within the 200 ft. buffer area, and 3058 ft. within the 500 ft. buffer area. Six acres (59.3%) of the proposed project, within the 100-ft. buffer area, are classified as an aquatic preserve (Boca Ciega Bay Aquatic Preserve). The FDOT did not receive comments from any agencies concerning floodplains; although there are Special Flood Hazard Area designations within the project area. Impacts to wetlands and floodplains will be identified and incorporated into project commitments in project development; therefore, FDOT recommended a Degree of Effect of Minimal to None.

The FDOT concurs with the DEP comments from the ETAT review and on the Degree of Effect of Moderate. The proposed project is located within the boundaries of the Boca Ciega Bay Aquatic Preserve and there are some discontinuous and continuous seagrasses. During the PD&E study, various alternatives for rehabilitating or replacing the existing bridge will be evaluated. The FDOT acknowledges, and will include in the PD&E study, an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities including retro-fitting of stormwater conveyance systems. If necessary, the FDOT will utilize a Hydrographics Engineer to determine the need for a hydrographic assessment of the bay and the proposed alternatives.

- d. **Wildlife and Habitat:** Upon the ETAT's review, the FDOT concurs with comments from USFWS and the Degree of Effect of Moderate for the three build alternatives. The FDOT acknowledges the comments received from the USFWS and will conduct an evaluation of threatened and endangered species and their support habitat, including Essential Fish Habitat (EFH), during the PD&E study. Coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), Florida Natural

Areas Inventory (FNAI), NMFS and USFWS will also be conducted for the study area.

The proposed project is located within the boundaries of the Boca Ciega Bay Aquatic Preserve. The entire project area is within the Greater Tampa Bay Ecosystem Management Area. Over 72 percent of the project, within the 100-ft. buffer area, is also listed as a Greenways Project: Priority Ecological Area. Based on identified habitat types and information provided by the regulatory agencies, protected species surveys will be conducted during the PD&E study. Field surveys for protected species that potentially occur near the study area will be conducted following established survey protocols and guidance provided by the regulatory agencies. FDOT will assess potential effects on wildlife/protected species and develop appropriate commitments to avoid and/or minimize harm to the potentially affected species. Also, as requested by DEP, the FDOT will obtain the most recent and proposed shellfish harvesting maps and add this information to the site maps from Division of Aquaculture (DACS).

- e. **Outstanding Florida Waters:** The S.R. 679 (Pinellas Bayway) Bridge spans the Boca Ciega Bay which is designated Class II waters, as well as Outstanding Florida Waters, and is an Aquatic Preserve under section 62-302.700, F.A.C., which affords a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. The PD&E study will evaluate any potential impacts and document necessary water quality protection measures, in accordance with Part 2, Chapter 21 of the *FDOT PD&E Manual*.
- f. **Aquatic Preserves:** The proposed project is located within the boundaries of the Boca Ciega Bay Aquatic Preserve. The project area will be evaluated for potential impacts during the PD&E study, in accordance with Part 2, Chapter 19 of the *FDOT PD&E Manual*.
- g. **Coastal Zone Consistency:** This project is located within the boundaries of the Boca Ciega Bay and will be evaluated for Coastal Zone Consistency, as determined by *15 CFR 930*.
- h. **Cultural Resources:** Upon the ETAT review, FDOT agrees with the Florida Department of State's recommendations for a Degree of Effect of Minimal to None for all alternatives. There are no resources recorded within the 500-ft. buffer distance; therefore, no significant resources are likely to be affected by the proposed project.
- i. **Coastal Barrier Resources:** This project is not located in the vicinity of or within a coastal barrier resource unit as defined by the Governor's *Executive Order 8 1-105* and the *Federal Coastal Barrier Resources Act*.

- j. Contamination:** The FDOT recommends a Degree of Effect of Minimal to None for the three build alternatives. A Contamination Screening Evaluation of the area will be conducted during the PD&E study. If sites listed as medium or high are found within the project area, further analysis will be conducted.
- k. Sole Source Aquifer:** Based on a review of the EPA website for Region IV, there are no sole source aquifers shown in Pinellas County.
- l. Noise:** A detailed noise evaluation will be conducted during the PD&E study. Within the vicinity of the project there are noise sensitive areas in the Tierra Verde community.
- m. Essential Fish Habitat:** The FDOT recognizes that there is a substantial amount of wetlands that include EFH. The FDOT will employ avoidance and minimization of impacts during project development. The FDOT acknowledges NMFS's preference that the proposed bridge widening occur east of S.R. 679, immediately north of the existing structure, to avoid impacts to SAV and related estuarine habitats. The FDOT will evaluate this alignment alternative in project development. To further avoid impacts to these resources during project development, the FDOT will conduct close coordination with the NMFS.
- n. Section 4 (f) Properties:** N/A
- o. Other:** FDOT is aware that authorization is required for any construction on or use of sovereign submerged lands owned by the State of Florida. This includes activities such as dredging and filling. The Board of Trustees of the Internal Improvement Trust Fund serves as the proprietor of these State-owned lands and determines how the public's interests may best be served. The largest projects are reviewed by the Board, while staff of the Department and the water management districts have been delegated the authority to take action on most authorizations in accordance with Chapter 18-21 F.A.C. FDOT will coordinate any issues pertaining to sovereign submerged lands with the appropriate agencies as necessary during the PD&E study.

4. Navigable Waterway Crossings:

The S.R. 679 (Pinellas Bayway) Bridge spans over the ICW, a navigable waterway, connecting Boca Ciega Bay to the Gulf of Mexico. It provides a horizontal clearance between fenders of 89 ft. The water depth in the channel under the bridge at Mean Lower Low Water (MLLW) is approximately 20 ft. and the vertical clearance is 25 ft. at center.

The S.R. 679 (Pinellas Bayway) Bridge is manned 10 hours a day 7 days a week. The bridge is currently opened from 9 a.m. to 7 p.m. every 20 minutes. There are alternative routes for vessels traveling to and from Boca Ciega Bay. Smaller vessels, traveling from the Gulf of Mexico, can access Boca Ciega Bay using Bunces Pass. All other vessels can access these

areas by traveling south around Mullet Key. Also, within the 200-ft. buffer area is a boat marina.

A USCG Bridge Permit will be required for any replacement of the S.R. 679 (Pinellas Bayway) Bridge, under *23 CFR 650, Subpart H, Section 650.805*. Also, any improvements to the existing structure may need to meet USCG established guide clearances for bridges along the ICW. The navigational guide clearances established for this reach of waterway are:

- 100 ft. horizontal clearance between face of fendering system for either a movable span bridge or a fixed bridge
- 21 ft. vertical clearance at mean high water (MHW) throughout the 100 ft. horizontal clearance for a movable span bridge in the closed position -- in the open position vertical clearance would be unlimited
- 65 ft. vertical clearance at MHW throughout the 100 ft. horizontal clearance for a high-level fixed bridge

5. Permits Required:

Subsequent to the PD&E study and prior to construction, various permits would be obtained. Agencies which may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development activities):

- USCG Bridge Permit
- SWFWMD - Environmental Resource Permit
- FDEP-Generic Permit for Stormwater Discharge from Large or Small Construction Activities and sovereignty submerged lands authorization, pursuant to 18-21, F.A.C
- USACE - Dredge and Fill Permit



S.R. 679 (Pinellas Bayway) at Intracoastal Waterway
Bridge No.: 150049
Pinellas County, Florida



PROJECT LOCATION MAP

WPI Segment No. : 410755-1



APPENDIX C
ADVANCE NOTIFICATION COMMENTS



Department of Environmental Protection

Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

September 21, 2005

Mr. Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 North McKinley Drive, MS 7-500
Tampa, FL 33612-6456

RE: Department of Transportation – Advance Notification – SR 679 (Pinellas Bayway) at
Intracoastal Waterway PD&E Study, Financial Project No. 410755-1-22-01 – Pinellas
County, Florida.
SAI # FL200507271326C

Dear Mr. Clifford:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced advance notification.

Southwest Florida Water Management District (SWFWMD) staff notes that Tampa Bay is the agency's highest priority Surface Water Improvement and Management (SWIM) waterbody. The goals of the Tampa Bay SWIM Plan include seeking to "increase and preserve the quantity, quality, and diversity of seagrass communities" and "restore an optimum balance of wetland habitats for fish and wildlife while protecting and enhancing existing habitats." Staff has identified a substantial continuous seagrass bed and additional areas of patchy seagrass surrounding the project area. Therefore, coordination with federal, state, and local resource agencies is strongly encouraged. The regulatory requirements of the SWFWMD will need to be addressed as the project is developed. Please refer to the enclosed SWFWMD letter.

The Florida Department of Environmental Protection (DEP) advises that rehabilitation of the existing bridge structure may qualify for a Noticed General Environmental Resource Permit (ERP) pursuant to Rule 40D-400.443, *Florida Administrative Code (F.A.C.)*. Bridge replacement will require a Standard General or Individual ERP from the SWFWMD. Staff has expressed concerns regarding the potential impacts of bridge replacement activities on the extensive mangrove, seagrass, and bay bottom areas of Boca Ciega Bay – designated an Aquatic Preserve, Outstanding Florida Waters (OFW), Class II waters, and a SWIM priority waterbody. The designations thus reflected in Chapters 253, 258, 373, and 403, *Florida Statutes (F.S.)*, afford the highest level of state protection to Boca Ciega Bay. Please be advised that the applicant will be required to minimize adverse impacts to wetland and other surface water functions and demonstrate that the proposed stormwater management system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to Rule 40D-4, *F.A.C.*, and the SWFWMD *Basis of Review for ERP Applications*. In addition, the

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PLANNING UNIT
MICHAEL B. DEARDORF

Mr. Robert M. Clifford
September 21, 2005
Page 2 of 2

applicant should implement best management practices (BMPs) throughout the proposed construction activities. Please see the enclosed DEP memorandum for additional information.

The Florida Fish and Wildlife Conservation Commission (FWC) recommends project alternatives that confine the proposed bridge improvements to the currently impacted transportation corridor due to the number and variety of listed species that have been observed or that potentially occur in the surrounding area. Staff advises FDOT to evaluate the potential benefits and impacts of various structural alternatives and construction activities on fish and wildlife species. The FWC looks forward to working with the FDOT to resolve the issues identified in the enclosed letter and ensure that the project minimizes impacts to fish and wildlife resources consistent with Chapters 370 and 372, *F.S.* Please refer to the enclosed FWC letter for further details and recommendations.

The Pinellas County Planning Department indicates that County staff supports the study; however, Environmental Management staff recommends that the 100-year base flood elevation (12' NAVD88) on the adjacent causeways be taken into consideration during the redesign. Sufficient elevation should be provided, if it has not already, to allow for evacuation of the residents of Tierra Verde in an emergency hurricane/flooding situation. Please refer to the enclosed Pinellas County letter for further information.

Based on the information contained in the application for federal assistance and the enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of any issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

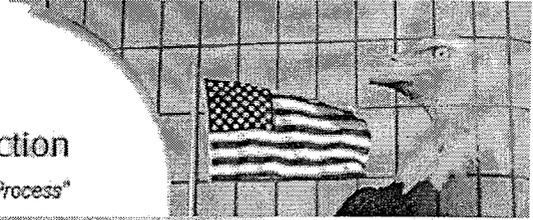
cc: Brenda Arnold, DEP, Southwest District
Rand Frahm, SWFWMD
Mary Ann Poole, FWC
John Meyer, TBRPC



Florida

Department of Environmental Protection

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Categories

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Project Information	
Project:	FL200507271326C
Comments Due:	08/26/2005
Letter Due:	09/25/2005
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - SR 679 (PINELLAS BAYWAY) AT INTRACOASTAL WATERWAY PD&E STUDY, FINANCIAL PROJECT NO. 410755-1-22-01 - PINELLAS COUNTY, FLORIDA.
Keywords:	DOT - SR 679 (PINELLAS BAYWAY) AT INTRACOASTAL WATERWAY - PINELLAS CO.
CFDA #:	20.205
Agency Comments:	
TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL	
This project is considered to have met the local requirements of the Intergovernmental Coordination and Review process and no further review will be required by the TBRPC.	
PINELLAS - PINELLAS COUNTY	
The Pinellas County Planning Department notes that County staff supports the study; however, Environmental Management staff recommended that the 100-year base flood elevation (12' NAVD88) on the adjacent causeways be taken into consideration during the redesign. Sufficient elevation should be provided, if it has not already, to allow for evacuation of the residents of Tierra Verde in an emergency hurricane/flooding situation.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
The study of the bridge replacement would not be inconsistent with Chapters 370 or 372, Florida Statutes; however, because of the number and variety of listed species that have been observed or that potentially occur in the surrounding, we recommend alternatives that confine the project to the currently impacted transportation corridor. We look forward to cooperating with the FDOT in development of the PD&E and to resolve the issues that we have identified in this letter in order to ensure consistency with the Coastal Zone Management Act/Florida Coastal Management Program and to ensure that this project proceeds in a fashion that minimized impacts to fish and wildlife resources and is consistent with statute.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
DEP) advises that rehabilitation of the existing bridge structure may qualify for a Noticed General Environmental Resource Permit (ERP) pursuant to Rule 40D-400.443, F.A.C. Bridge replacement will require a Standard General or Individual ERP from the SWFWMD. Staff has expressed concerns regarding the potential impacts of bridge replacement activities on the extensive mangrove, seagrass, and bay bottom areas of Boca Ciega Bay & designated an Aquatic Preserve, Outstanding Florida Waters (OFW), Class II waters, and a SWIM priority waterbody. The designations thus reflected in Chapters 253, 258, 373, and 403, F.S., afford the highest level of state protection to Boca Ciega Bay. Please be advised that the applicant will be required to minimize adverse impacts to wetland and other surface water functions and demonstrate that the proposed stormwater management system meets the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to Rule 40D-4, F.A.C., and the SWFWMD Basis of Review for ERP Applications. In addition, the applicant should implement best management practices (BMPs) throughout the proposed construction activities.	
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
SWFWMD staff notes that the goals of the Tampa Bay SWIM Plan include seeking to "increase and preserve the quantity, quality, and diversity of seagrass communities" and "restore an optimum balance of wetland habitats for fish and wildlife while protecting and enhancing existing habitats." Staff has identified a substantial continuous seagrass bed and additional areas of patchy seagrass surrounding the project area. Coordination with federal, state, and local resource agencies is strongly encouraged. The regulatory requirements of the SWFWMD will need to be addressed as the project is developed.	



Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
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Lecanto Service Office
Suite 226
3600 West Sovereign Path
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

Sarasota Service Office
6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

August 19, 2005

Lauren P. Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399-3000

Subject: DEPARTMENT OF TRANSPORTATION – ADVANCE
NOTIFICATION – SR679 (PINELLAS BAYWAY) AT
INTRACOASTAL WATERWAY PD&E STUDY, FINANCIAL
PROJECT NO. 410755-1-22-01, PINELLAS COUNTY, FLORIDA.

SAI#:FL200507271326C

Dear Ms. Milligan:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the project referenced above. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
X	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

Tampa Bay was recognized by the Florida Legislature in the Surface Water Improvement and Management (SWIM) Act of 1987 as the Southwest Florida Water Management District's (District) highest priority water body. The Tampa Bay SWIM Plan addresses the legislative charge of the SWIM Program to improve or protect water quality and natural systems. SWIM Plan goals for the water body include seeking to "increase and preserve the quantity, quality, and diversity of seagrass communities." Another goal is to "restore an optimum balance of wetland habitats for fish and wildlife while protecting and enhancing existing habitats." In keeping with the findings of the ETAT review, the District's 2004 Seagrass Mapping Effort (available upon request from the SWIM Program) identifies a substantial continuous seagrass bed and additional areas of patchy seagrass surrounding the project area. Interagency coordination with state and local entities, similar to that proposed with the

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OIP / OLGA

- Heidi B. McCree**
Chair, Hillsborough
- Talmadge G. "Jerry" Rice**
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- Patsy C. Symons**
Secretary, DeSoto
- Judith C. Whitehead**
Treasurer, Hernando
- Edward W. Chance**
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Pinellas
- Janet D. Kovach**
Hillsborough
- Todd Pressman**
Pinellas
- David L. Moore**
Executive Director
- Gene A. Heath**
Assistant Executive Director
- William S. Bilenky**
General Counsel

NMFS, is strongly encouraged. The regulatory requirements of the District will have to be addressed as the project is developed.

This review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department at extension 4423.

Sincerely,

Lori H. Belangia
Lori H. Belangia
Government Planning Coordinator

Florida Department of
Environmental Protection

Memorandum

To: Lauren Milligan, Office of Intergovernmental Programs

From: Brenda Arnold, Southwest District

Date: July 29, 2005

Subject: State Clearinghouse Comments

SAI #: FL05-1326C – FDOT, SR 679 (Pinellas Bayway) at Intracoastal Waterway
PD&E Study – Pinellas County.

The Southwest District has reviewed the above referenced project, and offers the following comments:

Wetland and Permitting Review:

The project entails the rehabilitation or replacement of the SR 679 bascule bridge over the ICW in Boca Ciega Bay. Options are to rehabilitate the existing bridge or replace it with a low, medium, or high fixed span structure.

An environmental resource permit (ERP) will be required for the proposed project. Pursuant to the existing Operating Agreements executed between the Department and the water management districts, as referenced in Chapter 62-113, *F.A.C.*, the Southwest Florida Water Management District is responsible for reviewing and taking final agency action on this activity.

The recommended alternative, from an agency environmental perspective, would be to rehabilitate the existing structure. Depending on the scope and conduct of such activity, an ERP Noticed General Permit, pursuant to Chapter 40D-400.443, *F.A.C.*, "General Permit to The Florida DOT, Counties & Municipalities, for Minor Bridge Alteration, Replacement, Maintenance, and Operation" would probably suffice.

Bridge replacement, on the other hand, would impact extensive mangrove, seagrass, and bay bottom areas outside the existing bridge foot print. This would result from the necessity to construct a replacement bridge adjacent to the existing structure, impacting new areas of Boca Ciega Bay, Pinellas County Aquatic Preserve. It is also likely that the environmental impacts of such construction would exceed the maximum 0.50 acre impact allowed in the Noticed General Permit. A Standard General ERP, or possibly an Individual ERP, would be required for such construction.

Memorandum
SAI # FL05-1326C
Page 2 of 2

Additional concerns include the potential relocation of the ICW channel to the north to maintain a reasonable grade along the approach to Tierra Verde, if a high level fixed bridge is constructed. Also, the existing unrestricted navigation from Boca Ciega Bay to the Gulf of Mexico would be threatened by a fixed span bridge, for which even the highest span would only allow approximately 85% passage based on expert testimony in previous similar cases.

Every effort should be made to employ designs which will minimize wetland impacts as well as implementing best management practices (BMPs), throughout the construction. Based on the limited information provided, it appears that the above proposed construction project could be consistent with our authorities in the Coastal Zone Management Program, depending on its permissibility and final design, and provided all necessary environmental permits are obtained, wetland impacts adequately mitigated, and BMPs scrupulously applied throughout the construction.

We appreciate the opportunity to comment on this project as part of the State Clearinghouse process. Any comments provided previously and those above are not necessarily the final position of the District and may be subject to revision pursuant to additional information and further review. These comments and those previously made do not preclude or deem exempt the applicant from any permitting responsibilities that are required by the FDEP or other applicable agencies. If I can be of further assistance, please do not hesitate to contact me at (813) 744-6100, ext. 440.

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



RODNEY BARRETO
Miami

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VICTOR J. HELLER, Assistant Executive Director

MARY ANN POOLE, DIRECTOR
OFFICE OF POLICY AND STAKEHOLDER COORDINATION
(850)488-6661 TDD (850)488-9342
FAX (850)922-5273

September 9, 2005

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

SEP 12 2005

Re: FL200507271326C, SR 679 (Pinellas
Bayway) at Intercoastal Waterway PD&E
Study, Pinellas County

Dear Ms. Milligan:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated a review of the referenced project and, in accordance with the Coastal Zone Management Act/Florida Coastal Management Program (15 CFR 930, Subpart F), we are providing the following comments and recommendations.

Background

The purpose of this Project Development and Environment (PD&E) study is to evaluate and document rehabilitation and replacement alternatives for the Bayway bascule bridge over the Intercoastal Waterway (ICW). This bridge is currently listed as functionally obsolete on the June 2003, Florida Department of Transportation (FDOT) Bridge Inspection Report with a sufficiency rating of 51.0 (100.0 scale). A bridge is assigned a status of structurally deficient once its rating has reached below 50.0. Due to its current condition of deterioration and potential safety problems, the bridge will require replacement or rehabilitation to comply with current bridge/roadway safety and transportation standards.

This bascule bridge carries State Road (SR) 679 on a north-south alignment over Boca Ciega Bay in Pinellas County. The ICW is perpendicular to the bridge centerline. Built in 1961, the existing structure is a 23-span bascule bridge with an overall length of 1,380 feet. The main span over the ICW is a double leaf bascule span. The bridge is considered a critical structure because it provides the only vehicular access and hurricane evacuation route between the Pinellas County mainland and the islands of Tierra Verde with over 3,500 residents, and Fort De Soto Park, with over 1,100 acres of recreational area. The project limits are from south of Madonna Boulevard

to south of SR 682 (Pinellas Bayway). The project is located within Sections 8, 17, and 20, Township 32 South, Range 16 East. This study will consider a no-build alternative in addition to a rehabilitation alternative. Bridge replacement alternatives include low-level bascule, mid-level bascule, and high-level fixed-span bridges. This study will also consider access management and intersection improvements near the Madonna Boulevard intersection, as well as the use of off-site compensatory treatment ponds. The high-level fixed bridge alternative may require the relocation of the ICW channel to the north in order to accommodate a reasonable grade along the approach to Terra Verde. The United States Coast Guard (USCG) will serve as the lead agency in this study. USCG has determined that the appropriate level of environmental documentation is an Environmental Assessment (EA).

Description of Area Resources and Conditions

The project study area uplands consist primarily of urban residential and commercial land uses. Institutional, recreational, and conservation land uses are directly adjacent to the project study area. The bridge spans the Boca Ciega Bay, a Class II Outstanding Florida Waters within the Boca Ciega Bay Aquatic Preserve. Adjacent aquatic habitats include Submerged Aquatic Vegetation (SAV), including sea grasses and algae, unvegetated sand, shell and rock substrates, and mangrove wetlands.

Based upon wildlife surveys performed in the past by FWC staff in the project area and geographic information system databases of wildlife occurrences in the project roadway vicinity, the following listed species occur or have the potential to occur in the project vicinity: West Indian manatee (*Trichechus manatus*; endangered - E), peregrine falcon (*Falco peregrinus*; E), Atlantic green turtle (*Chelonia mydas mydas*; E), Kemp's ridley turtle (*Lepidochelys kempi*; E), least tern (*Sterna antillarum*; threatened - T), roseate tern (*Sterna dougallii*; T), piping plover (*Charadrius melodus*; T), southeastern snowy plover (*Charadrius alexandrinus tenuirostris*; T), Atlantic loggerhead turtle (*Caretta caretta caretta*; T), roseate spoonbill (*Ajaia ajaja*; species of special concern - SSC), little blue heron (*Egretta caerulea*; SSC), reddish egret (*Egretta rufescens*; SSC), snowy egret (*Egretta thula*; SSC), tricolored heron (*Egretta tricolor*; SSC), white ibis (*Eudocimus albus*; SSC), brown pelican (*Pelicanus occidentalis*; SSC), American oystercatcher (*Haematopus palliatus*; SSC), and black skimmer (*Rhynchops niger*; SSC).

Boca Ciega Bay, Shell Island, and Fort DeSoto Park are regionally significant fish and wildlife habitats, and a major nature-based recreation and sports-fishing area for the Tampa Bay region. The south Pinellas Bay ecosystem contains Strategic Habitat Conservation Areas (SHCA) for little blue heron, snowy egret, tricolored heron, white ibis, roseate spoonbill, reddish egret and, on Sand Key, least tern and snowy plover, as identified by Cox et al. (1994). Cox et al. (1994) also identifies SHCA for black-crowned night herons (*Nycticorax nycticorax*), yellow-crowned night herons (*Nyctinassa violacea*), Wilson's plover (*Charadrius wilsonia*), and the black-whiskered vireo (*Vireo altiloquus*) in the preserves of the area.

Potential Effects and Opportunities

The original construction of Pinellas Bayway linked a series of mangrove and barrier islands to the Pinellas County mainland. Subsequent dredge and fill development urbanized this area of Boca Ciega Bay north of Bunces Pass and significantly altered the mangrove wetlands, the SAV and the hydrology of Boca Ciega Bay. The proposed project has the potential for direct and indirect effects that would potentially benefit or adversely impact any of the above species, depending upon the design of the proposed road improvements. Project impacts may include direct loss and degradation of wetland, transitional, and upland habitats in and around the Boca Ciega Bay region from bridge construction. It is unclear from the submitted materials if the road crossing at Boca Ciega Bay will fully bridge the wetland jurisdictional limits of this regionally significant fish and wildlife habitat. Properly reconstructed bridging of Boca Ciega Bay could reduce some of the impacts to fish and wildlife habitats created by the old causeway.

Issues and Recommendations

Issue: This project has the potential to address limitations in the current design, and includes the opportunity to remove old roadway causeway and restore estuarine habitats.

Recommendation: We recommend that the FDOT analyze the extent to which removing existing fill structures would benefit fish and wildlife. Actions that should be taken under consideration include examination of culverting or eliminating the existing fill causeways.

Issue: Bat colonies have been known to establish in cavities in old bridges in urban areas.

Recommendation: Prior to removal, the existing bridge decks should be inspected for the presence of bat colonies, with particular attention to the Brazilian free-tailed bat, a known urban colonizer. If bats are found, please coordinate with FWC concerning the process of relocation. Relocation of bats should only be conducted outside of the maternity season (April - August), so project managers need to plan accordingly.

Issue: In-water construction and demolition may pose direct impacts to the West Indian manatee, and possibly marine turtles and dolphins.

Recommendation: The use of explosives to demolish the old structure should be avoided. The standard manatee construction conditions (revised 2005) should be followed whenever in-water work is being performed, including movement of barges or work vessels.

Conclusion

The study of the bridge replacement would not be inconsistent with Chapters 370 or 372, Florida Statutes; however, because of the number and variety of listed species that have been observed or that potentially occur in the surrounding, we recommend alternatives that confine the project to the currently impacted transportation corridor. We look forward to cooperating with the FDOT

Ms. Lauren Milligan
Page 4
September 9, 2005

in development of the PD&E and to resolve the issues that we have identified in this letter in order to ensure consistency with the Coastal Zone Management Act/Florida Coastal Management Program and to ensure that this project proceeds in a fashion that minimized impacts to fish and wildlife resources and is consistent with statute. If you or your staff would like to coordinate further on the recommendations contained in this report, please contact me at 850-488-6661, or email me at maryann.poole@MyFWC.com, and I will be glad to help make the necessary arrangements. If your staff has any specific questions regarding our comments, I encourage them to contact Mr. Jim Beever at our office in Punta Gorda (941-575-5784; email james.beever@MyFWC.com).

Sincerely,



Mary Ann Poole, Director
Office of Policy and Stakeholder Coord.

map/jwb
ENV 1-3-2
FL200507271326C.doc

Citations:

Cox, J., R. Kautz, M. MacLaughlin and T. Gilbert, 1994. Closing the Gaps in Florida's Wildlife Habitat Conservation System. Florida Game and Fresh Water Fish Commission.

cc: Mr. Robert M. Clifford, P.E.
Planning Manager
Florida Department of Transportation
District Seven
11201 N. Malcolm McKinley Drive, MS 7-500
Tampa, Florida 33612-6403

Mr. David Hankla
U.S. Fish and Wildlife Service
6620 Southpoint Drive South, Suite 310
Jacksonville, Florida 32216-0912



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August 4, 2005

Mr. Robert Clifford,
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Subject: IC&R #235-05, S.R. 679 (Pinellas Bayway) PD&E Study, Pinellas County

Dear Mr. Clifford:

The Tampa Bay Regional Planning Council recently received a copy of your application for processing under the Intergovernmental Coordination and review program from the FDEP's Office of Intergovernmental Programs.

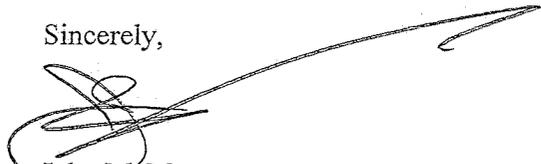
While our agency **does** find the proposal to be regionally significant, initial in-house review does not indicate the necessity for specific action by our Council. All member local governments of the Tampa Bay Regional Planning Council's (TBRPC) Clearinghouse Review Committee and/or TBRPC's full policy board will be notified of your application. You will be contacted if any local concerns are identified.

In accordance with the State's delegated IC&R review requirements, this project is considered to have met the local requirements of the IC&R process and no further review will be required by our Agency. This letter constitutes compliance with IC&R only and does not preclude the applicant from complying with *other* applicable requirements or regulations.

If deemed necessary, please forward a copy of this letter to the federal funding agency to verify compliance with the required Intergovernmental Coordination and Review procedures.

If you have any questions, please do not hesitate to contact me (ext. 29).

Sincerely,



John M. Meyer
IC&R Coordinator

RECEIVED

AUG 08 2005

OIP/OLGA

cc: Ms. Lauren Milligan, FSC

BOARD OF COUNTY COMMISSIONERS

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- Kenneth T. Welch - Vice Chairman
- Ronnie E. Duncan
- Calvin D. Harris
- Susan Latvala
- Karen Williams Seel
- Robert B. Stewart



September 2, 2005

Mr. John M. Meyer
 Tampa Bay Regional Planning Council
 4000 Gateway Centre Blvd., Suite 100
 Pinellas Park, FL 33782

Subject: SAI# FL200507271326C – Department of Transportation – Advance Notification SR 679 (Pinellas Bayway) at Intracoastal Waterway PD&E Study, Financial Project No. 410755-1-22-01 - Pinellas County, Florida.

Dear Mr. Meyer:

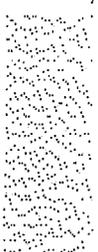
The Pinellas County Planning Department is in receipt of the referenced study and appreciates the opportunity to review the provided information, which we also forwarded to the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas County Department of Environmental Management. Staff from the MPO and the Department of Environmental Management supports the study. However, Environmental Management staff recommended that the 100-year base flood elevation (12' NAVD88) on the adjacent causeways be taken into consideration during the redesign. Sufficient elevation should be provided, if it is not already, to allow for evacuation of the residents of Tierra Verde in an emergency hurricane/flooding situation.

The Pinellas County Planning Department supports the project development study as it supports and implements the following objectives of the Comprehensive Plan:

TRANSPORTATION ELEMENT

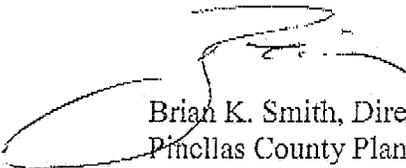
- 1.9. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.
- 1.10. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.

PI FASE ADDRESS REPLY TO:
 600 Cleveland Street
 Suite 750
 Clearwater, Florida 33756
 Phone: (727) 464-8200
 Fax: (727) 464-8201
 Website: www.pinellascounty.org



Should you have any questions regarding the comments above, please contact Nicole Elko, Coastal Coordinator, with the Pinellas County Environmental Management Department at (727) 464-4761 or me at (727) 464-8200. Thank you for the opportunity to review the project development study.

Sincerely,



Brian K. Smith, Director
Pinellas County Planning Department

cc: Al Bartolotta, Pinellas County Planning Department
Nicole Elko, Pinellas County Environmental Management Department

AP

CITY OF ST. PETERSBURG

POST OFFICE BOX 2842, ST. PETERSBURG, FLORIDA 33731-2842

WEB SITE: www.stpete.org CHANNEL 35 WSPF-TV

TELEPHONE: 727 893-7171

September 21, 2005

Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation, District 7
11201 N. Mc Kinley Drive MS 7-500
Tampa, FL 33612-6456

Dear Mr. Clifford:

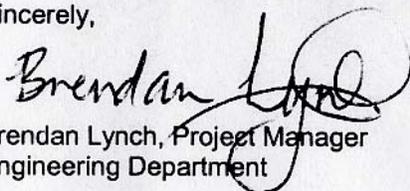
Re: Advanced Notifications
S.R. 679 (Pinellas Bayway) at Intracoastal Waterway
FPID: 410755-1-22-01 - PD&E Study
Pinellas County, Florida

Thank you for your PD&E study plan submittal dated July 25, 2005 for the above project. The City of St. Petersburg has the following comments.

- 1) City staff requests that plans for the project be presented to the Isla del Sol Owners Association for review and comment as part of the FDOT planning process.
- 2) The existing bridge has a 5-foot wide on-street bicycle lane. Please incorporate the lane into the typical section for the proposed bridge. Attached is a copy of the City's On-road Facilities Map 5 Master Plan.
- 3) City staff requests that the construction of FPID 410755-1-22-01 (S.R. 679 Bayway Intracoastal) be delayed until the construction of the replacement Pinellas Bayway bridge on SR 682 (FPID 256903-1-52-02 is completed).
- 4) Attached is a copy of the As-built Drawing No. 8847 showing the alignment of the City's 12-inch subaqueous crossing of the intracoastal water way on the east side of the existing bridge. Also attached is a GIS plan showing all the City's facilities within the project limits.

Thank you for the opportunity to review and comment on the preliminary plans. If you have any questions on these comments, please call me at (727) 892-5381.

Sincerely,



Brendan Lynch, Project Manager
Engineering Department

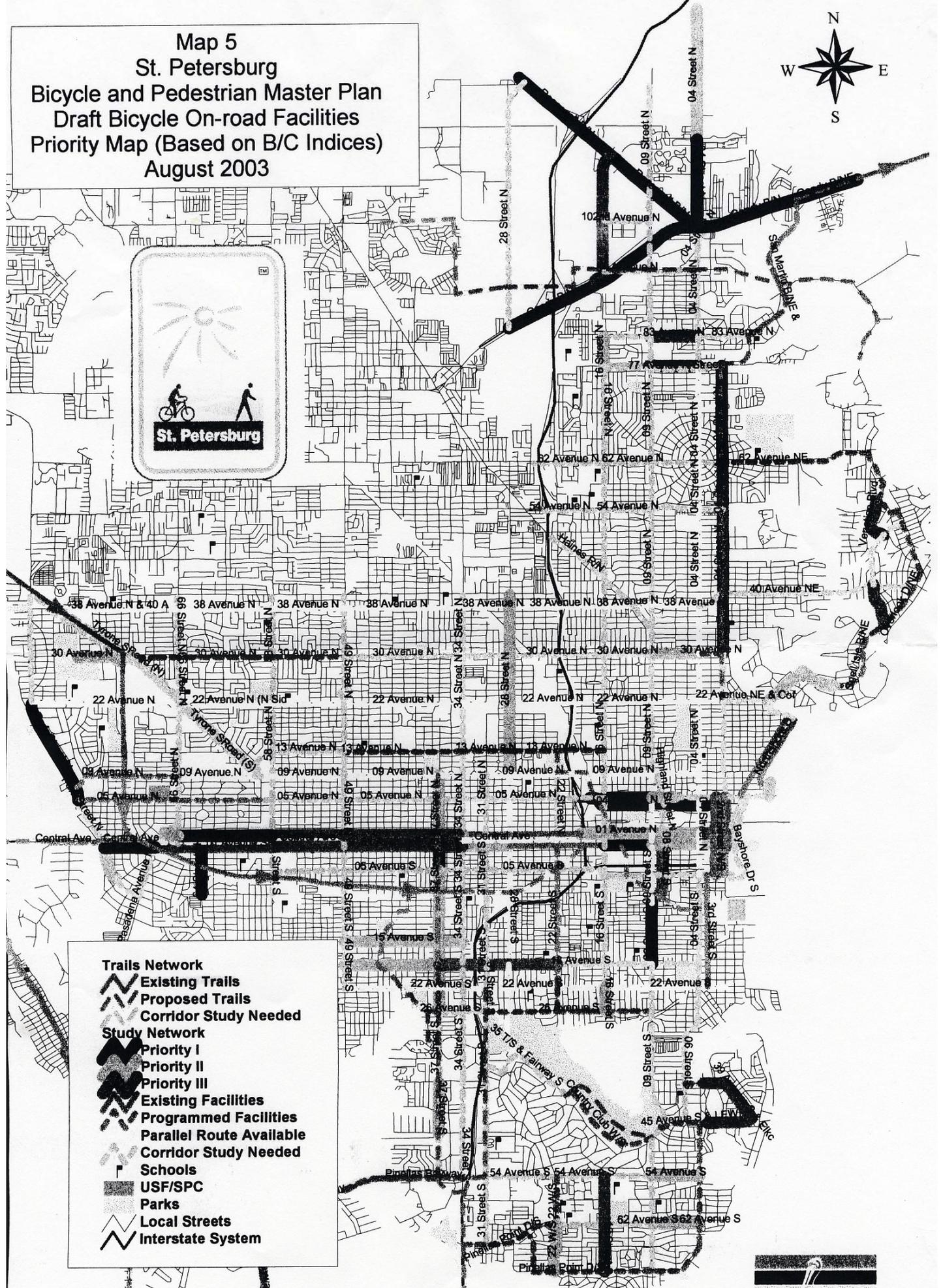
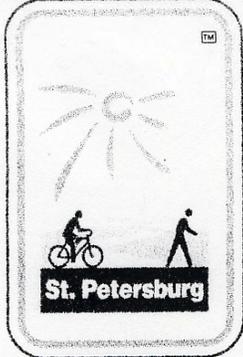
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Encs: On-road Facilities Map 5 Master Plan
As-built Drawing No. 8847
GIS plan

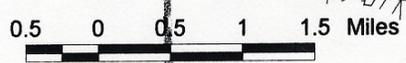
cc w/encs: Douglas J. Reed, P.E., PBS&J

cc wo/encs: Michael Frederick, Transportation Planning
John Parks, Water Resources
Lane Longley, Water Resources
Michael Connors, Internal Services Administrator
Thomas Gibson, Engineering
Steven Leavitt, Engineering
Project File No. 05025-000

Map 5
St. Petersburg
Bicycle and Pedestrian Master Plan
Draft Bicycle On-road Facilities
Priority Map (Based on B/C Indices)
August 2003



- Trails Network**
- Existing Trails
 - Proposed Trails
 - Corridor Study Needed
- Study Network**
- Priority I
 - Priority II
 - Priority III
- Existing Facilities**
- Existing Facilities
 - Programmed Facilities
 - Parallel Route Available
 - Corridor Study Needed
- Other Features**
- Schools
 - USF/SPC
 - Parks
 - Local Streets
 - Interstate System





CITY OF ST. PETERSBURG

POST OFFICE BOX 2842, ST. PETERSBURG, FLORIDA 33731-2842

WEB SITE: www.stpete.org Channel 35 WSPF • TV

TELEPHONE: 727 893-7171

August 2, 2005

Mr. Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

Re: Advance Notification for S.R. 679 (Pinellas Bayway), PD&E Study

Dr. Bob:

We received a copy of the Advanced Notification package that was prepared by FDOT for the S.R. 679 (Pinellas Bayway) at Intracoastal Waterway Project Development and Environment (PD&E) Study in Pinellas County. The northern section of this project is located in the City of St. Petersburg, so we appreciate the opportunity to provide comments early in the PD&E process.

It is mentioned in the "Bikeways and Sidewalks" section of the Efficient Transportation Decision Making (ETDM) website that: "The bridge currently has no shoulders and 3-foot sidewalks on the outside separated from the travel lanes by a concrete curb and guardrail. If the bridge is replaced, the new typical section is expected to include 10-foot outside shoulders and 6-foot sidewalks. The 2025 LRTP shows a future designation for SR 679 as part of the Pinellas Trail Extension linking the existing Pinellas Trail to the Fort De Soto Park Trail." The City of St. Petersburg's Bicycle and Pedestrian Master Plan also shows a trail facility along the S.R. 679 corridor, and strongly supports any improvements that can be made within the project limits for bicyclists and pedestrians.

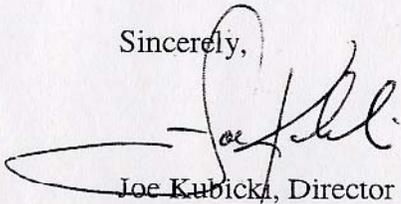
As mentioned in the "Plan Consistency" section of the ETDM website, this project is not currently listed in the Pinellas County's 2025 Long Range Transportation Plan or the County's Comprehensive Plan. The project is also not listed in the City of St. Petersburg's Comprehensive Plan. However, the City will begin updating its Comprehensive Plan in early 2006 and will include any projects that are planned, programmed or under construction for S.R. 679.

We do not have any comments at this time as to whether the existing bridge should be left alone, rehabilitated or replaced by a low-level bascule, mid-level bascule or high-level fixed-span bridge. As mentioned in the Advance Notification Fact Sheet, an intensive community involvement plan will be needed to ensure that affected residents in the S.R. 679 corridor and review agencies have an opportunity to examine the advantages

S.R. 679 PD&E Study Letter to Mr. Robert Clifford
August 2, 2005
Page 2

and disadvantages of each alternative. If you have any questions about our comments, please call me at (727) 892-5274.

Sincerely,



Joe Kubicki, Director
Department of Transportation and Parking

cc: Tom Whalen, Planner III, Transportation and Parking

Mr. Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive MS 7-500
Tampa Florida 33613-6436

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(Copy is in the file)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701
(727) 824-5317; FAX 824-5300
<http://sero.nmfs.noaa.gov>

August 30, 2005 F/SER46:DR/dc

Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, Florida 33612-6456

SUBJECT: Advance Notification
SR 679 (Pinellas Bayway) at Intracoastal Waterway
Project Development and Environment (PD&E) Study
Financial Project Number: 410755-1-22-01
Pinellas County, Florida

Dear Mr. Clifford:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the subject Advance Notification, dated July 25, 2005. The Florida Department of Transportation proposes the replacement or rehabilitation of the current low-level, two-lane bascule bridge on SR 679 (Pinellas Bayway), which crosses the Intracoastal Waterway in Pinellas County, Florida (Bridge No. 150049 or Bayway Structure "E"). Bridge replacement alternatives being considered include low-level bascule, mid-level bascule, or high-level fixed span bridges.

In 2004, the bridge replacement was considered under the Efficient Transportation Decision Making process (ETDM) by the Environmental Technical Advisory Team (ETAT). The project was reviewed under ETDM No. 3430 by NMFS and other members of the ETAT. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) and these habitats and potential impacts to them were identified by NMFS at that time. NMFS requested an EFH assessment and outlined the issues that the assessment should cover.

In response to the additional information in the above referenced Advance Notification, NMFS staff conducted a site inspection of the project area on August 19, 2005, to assess potential concerns related to living marine resources within Clearwater Harbor. Because of the distribution of seagrasses and other EFH resources, NMFS staff recommends that any bridge widening occur to the east of the existing alignment, rather than to the west, to minimize impacts

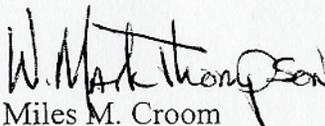


to EFH. The Advance Notification states that, "The high-level fixed span bridge alternative may require the relocation of the ICW [Intracoastal Waterway] channel to the north...". NMFS requests that the PD&E study assess the impacts of channel relocation on seagrass beds adjacent to the bridge. The relocation will likely alter tidal flow and scouring patterns and may adversely impact the existing seagrass beds. Additionally, shading impacts as they relate to seagrasses should be considered for the three different bridge configurations.

Consultation with the NMFS Protected Resources Division (PRD) may also be necessary pursuant to the Endangered Species Act of 1973 (ESA). The project area could potentially be inhabited by several sea turtle species and smalltooth sawfish. If you have any questions about ESA consultation for this project, please contact PRD staff at (727) 824-5312.

If you have questions regarding our views on this project, please contact Dr. Dave Rydene in our St. Petersburg, Florida office. Dr. Rydene may be reached at the letterhead address or by calling (727) 824-5379.

Sincerely,


for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER46 - Rydene

410755 1.18

SEMINOLE TRIBE OF FLORIDA

◇ TRIBAL HISTORIC PRESERVATION OFFICE ◇

Tribal Historic
Preservation Office:

TINA M. OSCEOLA
Executive Director

WILLARD S. STEELE
Tribal Historic Preservation
Officer

JAMES P. PEPE
Deputy Tribal Historic
Preservation Officer



Tribal Officers:

MITCHELL CYPRESS
Chairman

MOSES B. OSCEOLA
Vice Chairman

PRISCILLA D. SAYEN
Secretary

MICHAEL D. TIGER
Treasurer

16-Aug-05

Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Dept. of Transportation
11201 N. McKinley Dr./ MS 7-500
Tampa, FL 33612-6456

Dear Mr. Clifford:

This letter is in reference to the **Financial Project No. 410755-1-22-01 the S.R. 679 (Pinellas Byway) at Intracoastal Waterway Project Development and Environment (PD&E) Study in Pinellas County.**

The Seminole Tribe of Florida has no comment at this time. We would, however, ask that FDOT send any cultural resource/archaeological survey reports that have been or will be done as the project progresses.

Any correspondence should be sent to the following address:

Willard Steele
Tribal Historic Preservation Officer
Ah-Tah-Thi-Ki Museum
HC 61 Box 21-A
Clewiston, FL 33440

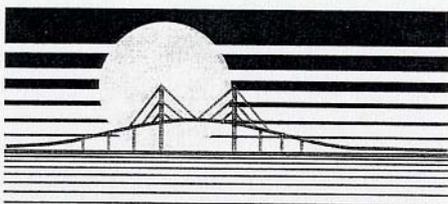
Thank you for your time and consideration!

Sincerely,

Bill Steele

rtt

cc:file Ah-Tah-Thi-Ki Museum, HC-61, Box 21-A, Clewiston, Florida 33440
Phone (863) 902-1113 ♦ Fax (863) 902-1117



Tampa Bay Regional Planning Council

Chair
Commissioner Jane von Halpmann

Vice-Chair
Robert Kersteen

Secretary/Treasurer
Jill Collins

Executive Director
Manny Pumariega

August 4, 2005

Mr. Robert Clifford,
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive/MS 7-500
Tampa, FL 33612-6456

Subject: IC&R #235-05, S.R. 679 (Pinellas Bayway) PD&E Study, Pinellas County

Dear Mr. Clifford:

The Tampa Bay Regional Planning Council recently received a copy of your application for processing under the Intergovernmental Coordination and review program from the FDEP's Office of Intergovernmental Programs.

While our agency **does** find the proposal to be regionally significant, initial in-house review does not indicate the necessity for specific action by our Council. All member local governments of the Tampa Bay Regional Planning Council's (TBRPC) Clearinghouse Review Committee and/or TBRPC's full policy board will be notified of your application. You will be contacted if any local concerns are identified.

In accordance with the State's delegated IC&R review requirements, this project is considered to have met the local requirements of the IC&R process and no further review will be required by our Agency. This letter constitutes compliance with IC&R only and does not preclude the applicant from complying with *other* applicable requirements or regulations.

If deemed necessary, please forward a copy of this letter to the federal funding agency to verify compliance with the required Intergovernmental Coordination and Review procedures.

If you have any questions, please do not hesitate to contact me (ext. 29).

Sincerely,

John M. Meyer
IC&R Coordinator

cc: Ms. Lauren Milligan, FSC

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APPENDIX D
PUBLIC WORKSHOP NOTICES



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida
 Project Development and Environment (PD&E) Study

WPI Segment
 No: 410755 1

Dear Interested Citizen, Business Owner, and Property Owner:

You are invited to attend and participate in an Alternatives Public Workshop regarding the Project Development and Environment (PD&E) Study for the proposed roadway and bridge improvements to S.R. 679 (Pinellas Bayway Structure E) at the Intracoastal Waterway, known locally as the Tierra Verde Bridge, in Pinellas County. The Workshop is being conducted by the Florida Department of Transportation (FDOT) in cooperation with the United States Coast Guard (USCG), the lead federal agency for this project.

The FDOT recognizes that public involvement is an important aspect of the PD&E study process. This Workshop is being held to solicit input from the public regarding the location, design, social, economic, and environmental effects of the proposed improvements. The need for the bridge improvements is based on the structural deficiencies and functional obsolescence associated with the age of the existing bridge; no capacity improvements are proposed. The proposed improvements being evaluated include minor bridge rehabilitation, major bridge rehabilitation which includes widening to current design standards, and four bridge replacement alternatives. The four replacement alternatives include a low-level bascule, a mid-level bascule, a high-level fixed-span, and a high-level fixed-span over a relocated channel. Various roadway improvement options are proposed for the reconfiguration of the Madonna Boulevard intersection.

This letter also serves as notice to property owners that a whole or portion of their property is within 300 feet of the centerline of one of the project alternatives pursuant to Florida Statutes 339.155(6). However, this does not mean that all properties may be directly affected.

The meeting will be conducted in an informal format. There will be no formal presentation. Department representatives will be available beginning at 5:00 p.m. to answer questions and discuss the project one on one with attendees. Aerial photographs, project graphics illustrating the proposed improvements, and estimated costs will be on display. A project audio-visual presentation will be shown continuously.

Interested parties may submit written comments at the workshop or mail them at a later date to: Robert M. Clifford, AICP, Modal Planning & Development Manager, FDOT District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida, 33612-6456. We request that all comments be postmarked by April 17, 2006 so project development may proceed, however, comments received after that date will still be accepted.

This Public Workshop is being held in accordance with 23 CFR 771, 33 CFR 115.60, and Titles VI and VIII of the Civil Rights Act. Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should contact the Project Manager, Kirk Bogen, P.E., at (800) 226-7220; (813) 975-6448; or kirk.bogen@dot.state.fl.us. To better accommodate individual needs, we ask that such requests be made prior to the workshop.

Sincerely,

Robert M. Clifford, AICP
 Modal Planning & Development Manager



ALTERNATIVES PUBLIC WORKSHOP INFORMATION	
DATE: April 6, 2006	LOCATION: Island Chapel
TIME: 5:00 p.m. to 7:00 p.m.	1271 Pinellas Bayway South Tierra Verde, Florida 33715

What is a PD&E Study?

The PD&E process develops and documents feasible alternatives for roadway and bridge improvement projects. These alternatives are evaluated based on the environmental, engineering, and socioeconomic effects of the proposed improvements. This study satisfies the requirements of the National Environmental Policy Act of 1969 (NEPA). NEPA was created to ensure that the potential effects of public infrastructure projects that receive federal funds are studied prior to construction. This process is a combined effort of transportation professionals who analyze the project-related information and combine it with input from the local community to develop the best alternative for that community's transportation needs.

Project Description

The FDOT is currently conducting a PD&E study for the roadway and bridge improvement alternatives along S.R. 679 (Pinellas Bayway Structure E), known locally as the Tierra Verde Bridge, at the Gulf Intracoastal Waterway, a distance of 1.093 miles. S.R. 679 is a designated hurricane evacuation route and is part of the Pinellas Bayway toll system, which also includes S.R. 682. Structure E, the Tierra Verde Bridge, is a low-level bascule structure that spans the Gulf Intracoastal Waterway and provides the only vehicular access to the islands of Tierra Verde and Mullet Key, where Fort Desoto Park is located.

The need for this project is based on the structural deficiencies and functional obsolescence associated with the age of the existing bridge. Bridge inspections have documented these deficiencies and it has been determined that under normal maintenance conditions the bridge will need to be rehabilitated or replaced. No capacity improvements are being considered; however, study alternatives do not preclude capacity improvements, if needed in the future.

This PD&E study began in the Spring of 2005. As part of the public outreach program, a project kick-off notification was distributed to elected officials and agencies, two presentations have been made to the Tierra Verde Community Association, and small group meetings have been held with The Village Condominiums and local business owners.

Proposed Alternatives

Alternative 1 – Minor Bridge Rehabilitation: This alternative provides for the repair and rehabilitation of the existing bridge in its current design configuration to keep the bridge operating in a safe condition. The existing typical section is a two-lane bascule bridge with a 12-ft travel lane, 1-ft outside shoulder, and a 3-ft sidewalk in each direction. The existing curb and metal bridge railing will be replaced

with a concrete barrier wall separating the sidewalk from the travel lanes. This alternative includes two full rehabilitation programs, the first by 2011, and second by 2061, providing the same service life as a replacement bridge. In order to maintain vehicular traffic during construction activities, a temporary bridge and roadway approaches are proposed on the east side of the bridge for both rehabilitation programs. Both times, the temporary bridge will be removed upon completion of rehabilitation activities.

Alternative 2 – Major Bridge Rehabilitation: This alternative includes repair, rehabilitation, and widening of the existing bridge to meet current FDOT geometric design requirements and standards. As shown in Figure 1, the widened structure features two 12-ft lanes separated by a 4-ft, striped median, two 10-ft shoulders, and two 5-ft sidewalks separated from the shoulder by a barrier wall. In addition to the widening, two full rehabilitation programs are also included. No temporary bridges are required during construction.

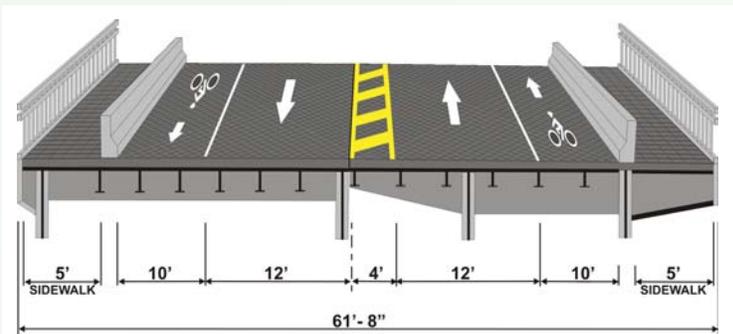


Figure 1
Proposed Major Bridge Rehabilitation

Alternative 3 – Low-Level Bascule Bridge Replacement: This alternative proposes building a new bascule bridge maintaining the existing 21.5-ft vertical navigational clearance over the existing channel. As shown in Figure 2, the typical section includes 12-ft travel lanes and 10-ft shoulders. A 5-ft sidewalk is included on the west side. An 11-ft sidewalk is provided on the east side to accommodate a planned multi-use path. The sidewalks are separated from the shoulder by a concrete barrier wall.

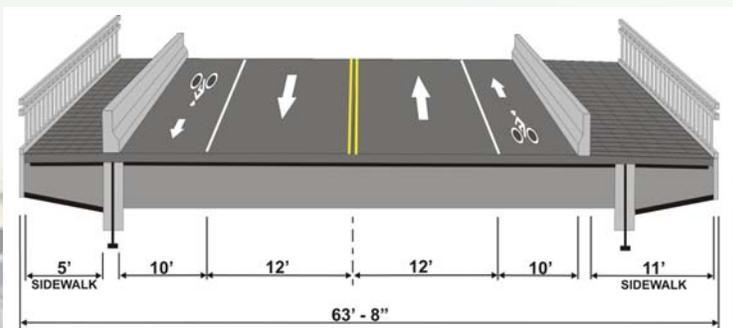


Figure 2
Proposed Low-Level Bascule Bridge Replacement

Alternative 4 – Mid-Level Bascule Bridge Replacement: This alternative provides for construction of a new bascule bridge that provides 45-ft of vertical navigational clearance over the existing channel. Based on data provided by the bridge tender, this height would allow approximately 49 percent of current waterway users to pass without an opening. The typical section for this Alternative is similar to Alternative 3 as shown in Figure 2 except sidewalks are 6-ft on both sides. It is important to note that with this alternative, the 6% grade, or incline, is the maximum allowable for a bridge. This allows a safe bridge touch-down point at the Madonna Boulevard intersection.

Alternative 5 – High-Level Fixed-Span over Existing Channel: This alternative proposes a fixed-span replacement bridge that provides 65-ft of vertical navigational clearance. As shown in Figure 3 the typical section includes a 12-ft travel lane and 10-ft shoulder in each direction with a 5-ft sidewalk on the west side and an 11-ft sidewalk on the east to accommodate a planned multi-use path. Both sidewalks are separated from the shoulder by a concrete barrier. It is important to note that with this alternative, the 6% grade, or incline, is the maximum allowable for a bridge. This provides a safe bridge touch-down point at the Madonna Boulevard intersection.

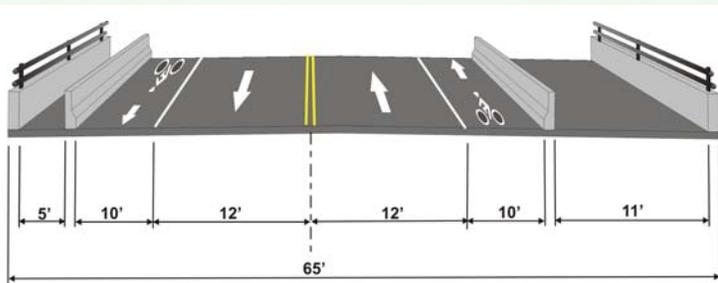


Figure 3

Proposed High-Level Fixed-Span Bridge Replacement

Alternative 6 – High-Level Fixed-Span over Relocated Channel: This alternative proposes a fixed-span replacement bridge that provides 65-ft of vertical navigational clearance, similar to Alternative 5, except the channel will be relocated approximately 400-ft to the north of the existing channel. Relocating the channel will reduce, or flatten, the incline of the new structure to 5% while still maintaining a safe bridge touch-down distance from the Madonna Boulevard intersection.

All bridge replacement alternatives will be constructed to the east of the existing bridge structure. Additionally all of the replacement alternatives also require roadway improvements along the approaches

to the new bridge to tie back to the existing alignment and typical sections. The southern approach typical section varies due to the transitioning of the road from a four-lane divided facility with turn lanes to the undivided two-lane bridge.

The proposed roadway typical section approaching the northern end of the bridge is identical to the proposed bridges except it is elevated on embankment with a retaining wall on each side. It includes two 12-ft travel lanes, a 10-ft shoulder in each direction, and sidewalks on the both sides.

As shown in Figure 4, the proposed roadway typical section at grade includes two 12-ft travel lanes, a 12-ft shoulder, of which 5-ft is paved, to accommodate bicyclists, a 5-ft sidewalk on the east side, and a 12-ft multi-use path on the west. The sidewalk is separated from the roadway by guardrail and a grass strip.

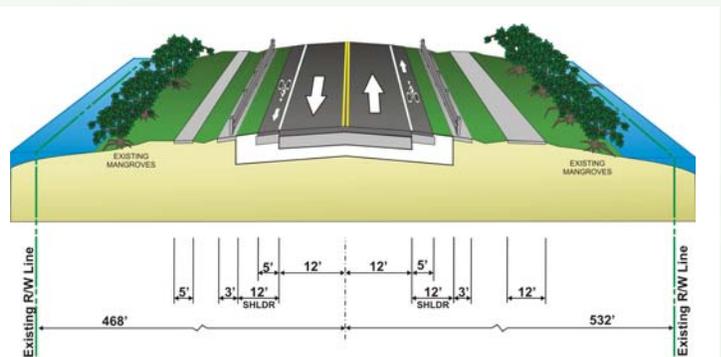


Figure 4

Proposed S.R. 679 Roadway At Grade

Madonna Boulevard Realignment Options: All replacement alternatives provide for a reconfiguration of the Madonna Boulevard intersection. The reconfiguration will combine the two median openings that serve The Village condominium community and Madonna Boulevard into a single median opening that serves both. Three intersection improvement options will be on display at the workshop:

Option A – relocates the Village driveway to align with existing Madonna Boulevard.

Option B – realigns Madonna Boulevard to align with the existing driveway of the Village.

Option C – realigns both the Village Driveway and Madonna Boulevard to meet in the middle.

Florida Department of Transportation
Modal Planning & Development Department
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

How To Reach Us

We encourage you to take an active part in the S.R. 679 (Pinellas Bayway Structure E) PD&E Study. If you wish to discuss the project with a study team member, schedule a small group meeting, or be added to the mailing list, please contact Kirk Bogen, P.E., Project Manager at:

Telephone: (800) 226-7220 or (813) 975-6448
Fax: (813) 975-6451
E-mail: kirk.bogen@dot.state.fl.us

Address: Florida Department of Transportation
Modal Planning & Development Department
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Study Schedule

Study Began	March 2005
Alternatives Public Workshop	April 6, 2006
Public Hearing	Early 2007
USCG Approval	Summer 2007

FDOT Five Year Tentative Work Program Schedule (Fiscal Years 2006/2007 - 2010/2011)

PD&E Study	Underway
Design	Not Currently Funded
Right-of-Way	Not Currently Funded
Construction	Not Currently Funded

Title VI & VIII Compliance

This workshop complies with Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968, as amended. Public participation at this workshop is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or family status.

Persons wishing to express their concerns relative to FDOT compliance with Title VI and/or Title VIII may do so by contacting the District Seven Title VI and VIII program officer, Attn: Robert M. Clifford, AICP, Modal Planning & Development Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, Florida 33612-6456, or the Florida Department of Transportation Equal Opportunity Office, 605 Suwannee Street, MS 65, Tallahassee, Florida 32399. All inquiries or complaints will be handled according to FDOT procedure and in an expeditious manner.

ALTERNATIVES PUBLIC WORKSHOP
S.R. 679 (PINELLAS BAYWAY STRUCTURE E) AT INTRACOASTAL WATERWAY
BRIDGE NO: 150049
WPI SEGMENT NUMBER: 410755 1



The Florida Department of Transportation (FDOT), in cooperation with the United States Coast Guard (USCG), will conduct an Alternatives Public Workshop regarding the proposed improvements to S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway, known locally as the Tierra Verde Bridge, in Pinellas County, Florida, a distance of 1.093 miles. The Workshop will be held on Thursday, April 6, 2006, from 5:00 p.m. to 7:00 p.m. at the Island Chapel, located at 1271 Bayway S., Tierra Verde, Florida. Please see the Project Location Map.

The Workshop will present information about the Project Development and Environment (PD&E) Study for S.R. 679 (Pinellas Bayway Structure E). Proposed improvements being evaluated include minor bridge rehabilitation, major bridge rehabilitation which includes widening, and four bridge replacement alternatives. The four replacement alternatives include a low-level bascule, a mid-level bascule, a high-level fixed-span, and a high-level fixed-span over a relocated channel. Various roadway improvement options are proposed for the reconfiguration of the Madonna Boulevard intersection.

The Workshop will allow interested parties the opportunity to express their views concerning the conceptual design, and social, economic, and environmental effects of the proposed improvements. Aerial photographs, project graphics illustrating the proposed improvements, and estimated costs will be on display. A project audio-visual presentation will be shown continuously.

Persons who wish to submit written statements may do so at the Workshop, or they can mail them to the following address: Robert M. Clifford, AICP, Modal Planning and Development Manager, 11201 N. McKinley Drive, Ms 7-500, Tampa, Florida, 33612-6456. We request that comments be submitted by April 17, 2006 so project development may proceed, however, comments received at any time after that date will still be accepted.

We invite and encourage you to attend and participate in this Public Workshop. If you have any questions regarding the project, or if you require special assistance under the Americans with Disabilities Act of 1990, please contact Kirk Bogen, P.E., Project Manager, at (800) 226-7220; (813) 975-6448; or kirk.bogen@dot.state.fl.us. To better accommodate individual needs, we ask that such requests be made prior to the Workshop.

This workshop is being held pursuant to the Federal Highway Act, 23 U.S.C., 1010 et seq., 128.315: Section 2(a); 2(b), and 9(e)(1) of the Department of Transportation Act; 49 CFR Section 1.4(c); 23 CFR Section 1.32; Chapter 339.155 of the Florida Statutes; 23 CFR 771; and Titles VI and VIII of the Civil Rights Act. Access for the disabled is available and in compliance with 49 CFR Part 27 and 49 CFR Parts 37 and 38.

FLORIDA DEPARTMENT OF TRANSPORTATION

TIERRA VERDE BRIDGE

ALTERNATIVES PUBLIC WORKSHOP

S.R. 679 (PINELLAS BAYWAY STRUCTURE E) AT INTRACOASTAL WATERWAY
BRIDGE NO: 150049
WPI SEGMENT NUMBER: 410755 1



The Florida Department of Transportation (FDOT), in cooperation with the United States Coast Guard (USCG), will conduct an Alternatives Public Workshop regarding the proposed improvements to S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway, known locally as the Tierra Verde Bridge, in Pinellas County, Florida, a distance of 1.093 miles. The Workshop will be held on Thursday, April 6, 2006, from 5:00 p.m. to 7:00 p.m. at the Island Chapel, located at 1271 Bayway S., Tierra Verde, Florida. Please see the Project Location Map.

The Workshop will present information about the Project Development and Environment (PD&E) Study for S.R. 679 (Pinellas Bayway Structure E). Proposed improvements being evaluated include minor bridge rehabilitation, major bridge rehabilitation which includes widening, and four bridge replacement alternatives. The four replacement alternatives include a low-level bascule, a mid-level bascule, a high-level fixed-span, and a high-level fixed-span over a relocated channel. Various roadway improvement options are proposed for the reconfiguration of the Madonna Boulevard intersection.

We invite and encourage you to attend and participate in this Public Workshop. The Workshop will allow interested

parties the opportunity to express their views concerning the conceptual design and potential effects of the proposed improvements. If you have any questions regarding the project, or if you require special assistance under the Americans with Disabilities Act of 1990, please contact Kirk Bogen, P.E., Project Manager, at (800) 226-7220; (813) 975-6448; or kirk.bogen@dot.state.fl.us. To better accommodate individual needs, we ask that such requests be made prior to the Workshop.

This workshop is being held pursuant to the Federal Highway Act, 23 U.S.C., 1010 et.seq., 128.315: Section 2(a); 2(b), and 9(e)(1) of the Department of Transportation Act; 49 CFR Section 1.4(c); 23 CFR Section 1.32; Chapter 339.155 of the Florida Statutes; 23 CFR 771; 33 CFR 115.60; and Titles VI and VIII of the Civil Rights Act. Access for the disabled is available and in compliance with 49 CFR Part 27 and 49 CFR Parts 37 and 38.

APPENDIX E
PUBLIC HEARING NOTICES



S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway Bridge No: 150049 Pinellas County, Florida Project Development and Environment (PD&E) Study

WPI Segment
No: 410755 1

Dear Property Owner, Business Owner, or Interested Citizen:

March 2007

The Florida Department of Transportation (FDOT), in coordination with the U.S. Coast Guard (USCG), invites you to attend and participate in a public hearing for the S.R. 679 (Pinellas Bayway Structure E) at the Gulf Intracoastal Waterway (GIW) Project Development and Environment (PD&E) Study, in Pinellas County. The public hearing is scheduled for:

PUBLIC HEARING

WHEN: Wednesday March 28, 2007 4:30 p.m. to 7:00 p.m.	LOCATION: Tampa Bay Watch 3000 Pinellas Bayway South Tierra Verde, Florida 33715	★
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The purpose of this hearing is to solicit input from the public regarding the location, design, and social, economic, and environmental effects of the recommended improvements to Structure E, known locally as the Tierra Verde Bridge. The recommended improvements include replacement of the existing draw bridge with a two-lane, high-level, fixed-span bridge. The project would require the relocation of the channel and improvements to the Madonna Boulevard intersection. Pursuant to Florida Statutes 339.155(6), this letter also serves as notice to property owners that a whole or portion of their property is within 300 feet of the centerline of the recommended alternative. However, this does not mean that all properties will be directly affected.

Beginning at 4:30 p.m., Department representatives will be available to answer questions and discuss the project one-on-one with attendees. Project graphics illustrating the recommended improvements and the evaluation matrix will be on display, and a project video will be shown continuously. The formal session will begin at 6:00 p.m. At that time, the floor will be open for public comment. If time remains after all of the verbal comments have been submitted, the remainder of the hearing will be informal. A court reporter will be available to accept verbal comments in a one-on-one setting, as well.

Interested parties may submit written comments at any time during the public hearing or mail them at a later date to: Robert M. Clifford, AICP, Modal Planning & Development Manager, FDOT District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida, 33612-6456. Comments should be postmarked by April 9, 2007, to be included in the official public hearing record.

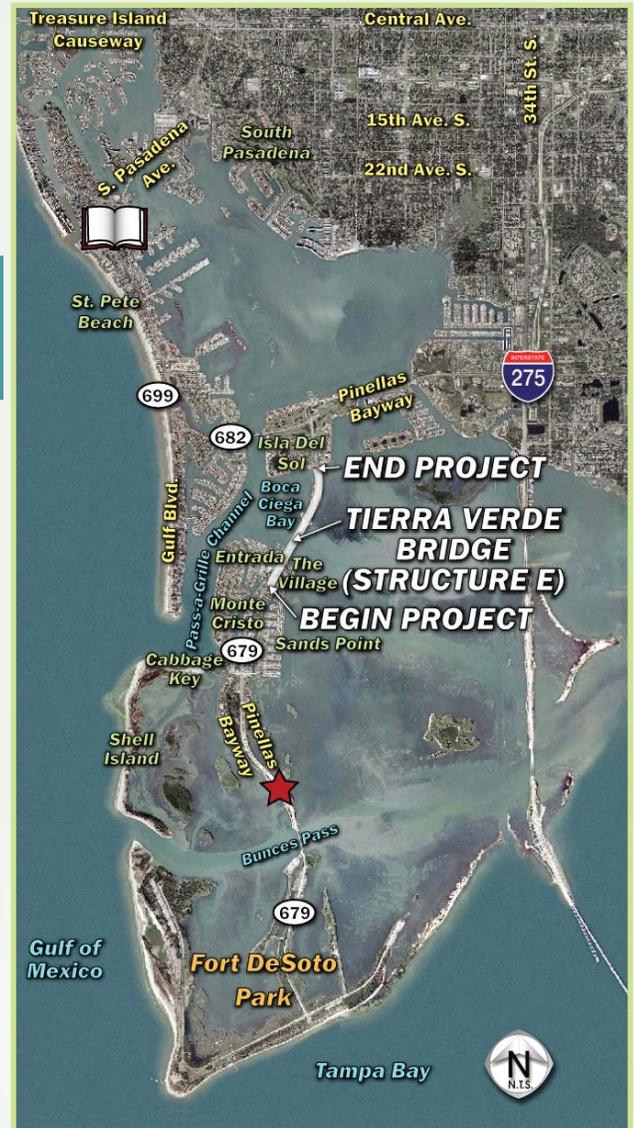


Project documents will be available for public review at the following location from March 6, 2007, to April 9, 2007: St. Pete Beach Library, 365 73rd Avenue, St. Pete Beach (Business Hours: Monday and Wednesday from 10:00 a.m. to 9:00 p.m.; Tuesday, Thursday, and Saturday from 10:00 a.m. to 5:00 p.m.; Friday from 10:00 a.m. to 6:00 p.m.; and closed Sunday). Project documents are also available for the duration of the study at the FDOT District Office, 11201 N. McKinley Drive, Tampa.

This hearing is being held in accordance with 23 CFR 771, 33 CFR 115.60, and Title VI of the Civil Rights Act of 1964 and Related Statutes. Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should contact the Project Manager, Kirk Bogen, P.E., at (800) 226-7220; (813) 975-6448; or kirk.bogen@dot.state.fl.us. To better accommodate individual needs, we ask that such requests be made at least ten (10) days prior to the hearing.

Sincerely,

Robert M. Clifford, AICP
Modal Planning & Development Manager



Public Workshop Summary

FDOT held an Alternatives Public Workshop on April 6, 2006, at the Island Chapel, 1271 South Pinellas Bayway, Tierra Verde, Florida. The purpose of the meeting was to solicit input from the public regarding the location, design, social, economic, and environmental effects of the six proposed bridge alternatives and three intersection improvement options. Approximately 96 individuals participated in the Alternatives Public Workshop and approximately 69 individuals submitted written comments during the comment period. The majority of public comments supported the high-level, fixed bridge with relocation of Madonna Boulevard to align with The Village at Tierra Verde Driveway.

Recommended Alternative

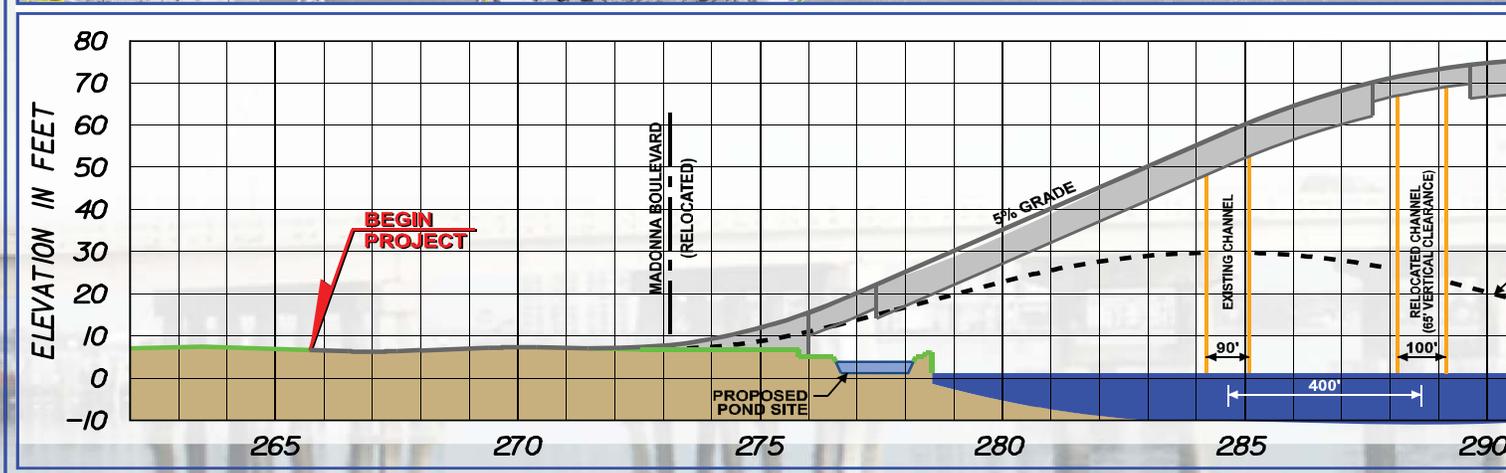
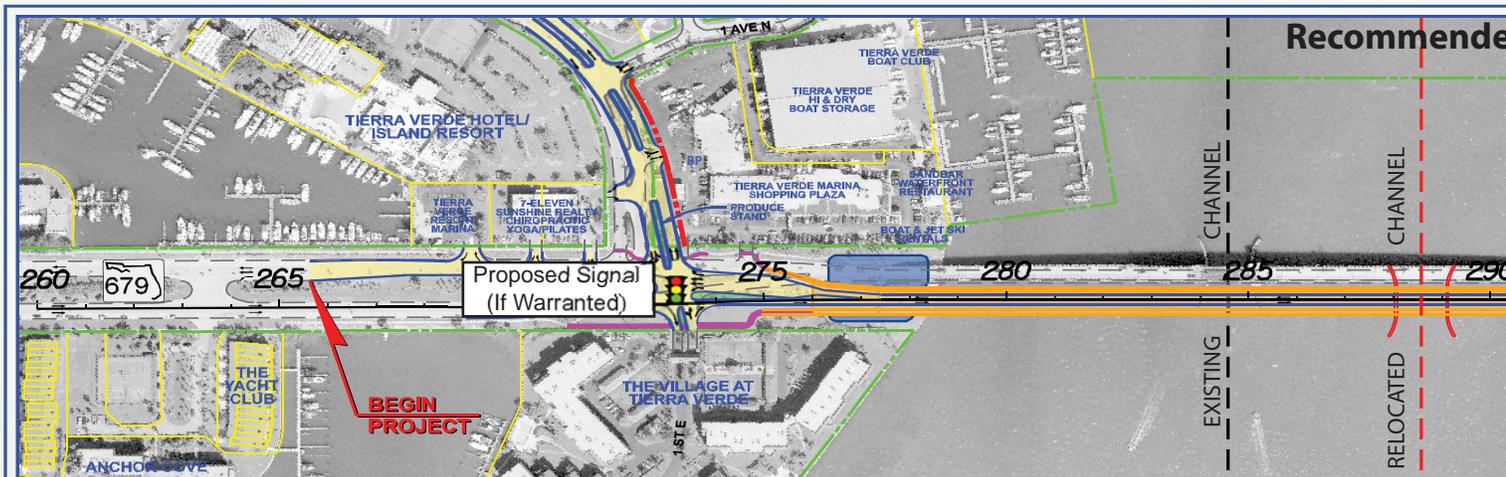
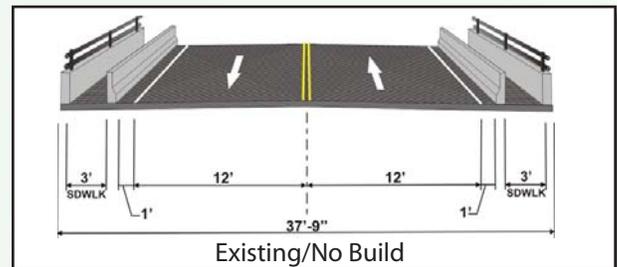
Based upon a review of the evaluation matrix, traffic analysis, and public comment, the FDOT has identified a Recommended Alternative. The Recommended Alternative proposes a two-lane, high-level, fixed bridge over a relocated channel. The Recommended Alternative provides 65 feet of vertical navigational clearance and would require relocation of the channel of about 400 feet to the north.

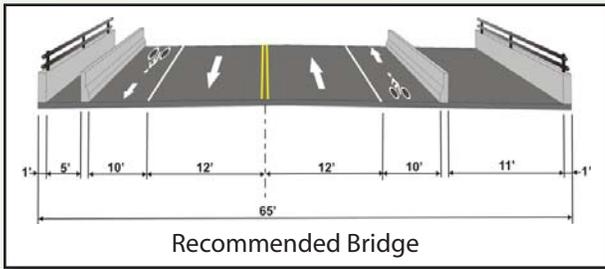
The new bridge would include a 12-foot travel lane and a 10-foot shoulder in each direction with a 5-foot sidewalk on the west side and an 11-foot sidewalk on the east side to accommodate a planned multi-use path. The replacement bridge would be constructed to the east of the existing bridge.

In addition, the Recommended Alternative requires roadway improvements along the approaches to the new bridge to tie-back to the existing roadway. The southern approach varies due to the transitioning of the road from a four-lane divided roadway to the two-lane undivided bridge. The northern approach is consistent with the recommended bridge, except it is elevated on embankment with a retaining wall on each side. The roadway at grade includes two 12-foot travel lanes and a 12-foot shoulder, of which, 5 feet are paved to accommodate bicyclists. The roadway also includes a 5-foot sidewalk on the east side and a 12-foot multi-use path on the west, separated from the roadway by a guardrail and a buffer strip.

The Recommended Intersection, Option B, realigns Madonna Boulevard to align with the existing Village driveway.

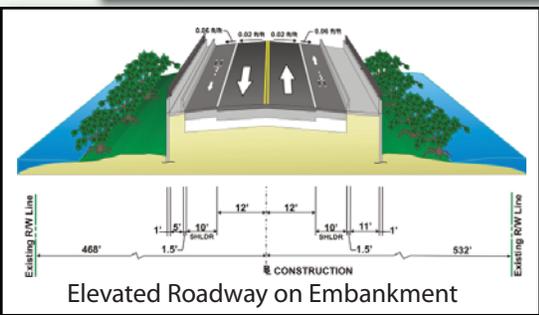
In addition to the Recommended Alternative, the No-Build Alternative (Rehabilitation) will remain as a viable alternative throughout the PD&E Study. The No-Build includes the same roadway characteristics as the existing with 12-foot travel lanes and 3-foot sidewalks on each side.





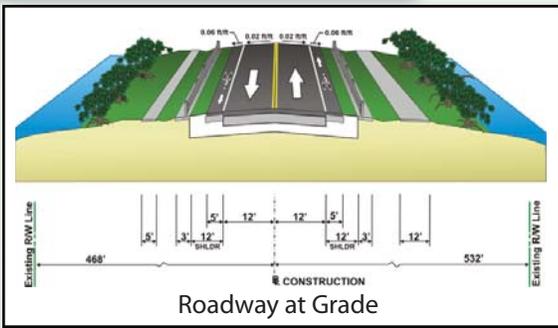
Study Schedule

Notice to Proceed	March 30, 2005
Advance Notification	July 25, 2005
Public Workshop	April 6, 2006
Draft EA Approved by USCG	January 25, 2007
Public Hearing	March 28, 2007
Final USCG Approval	Summer 2007



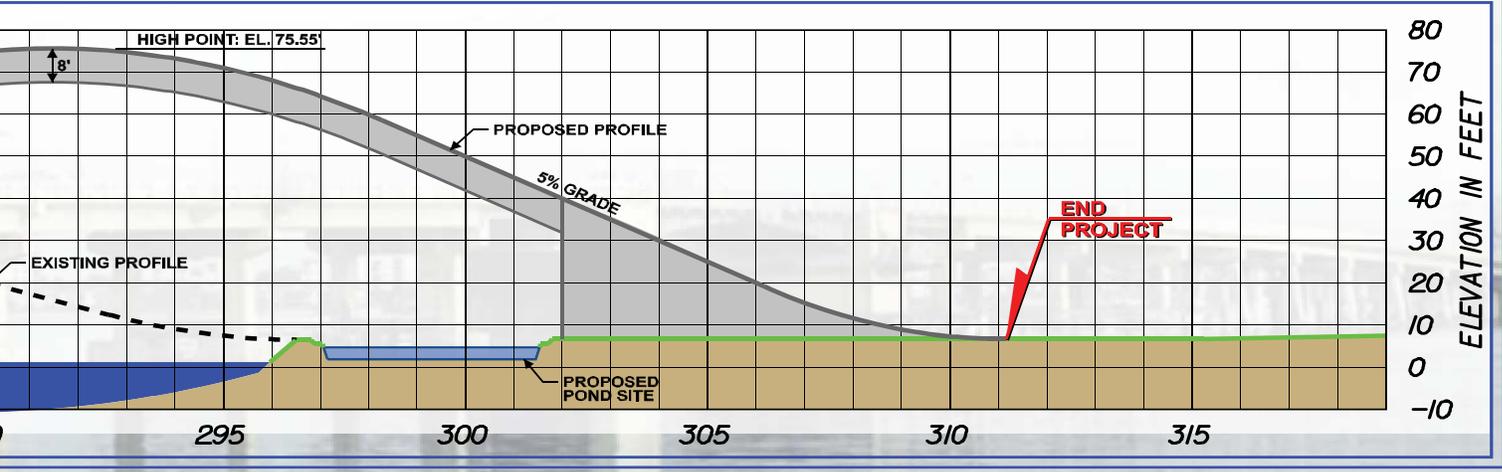
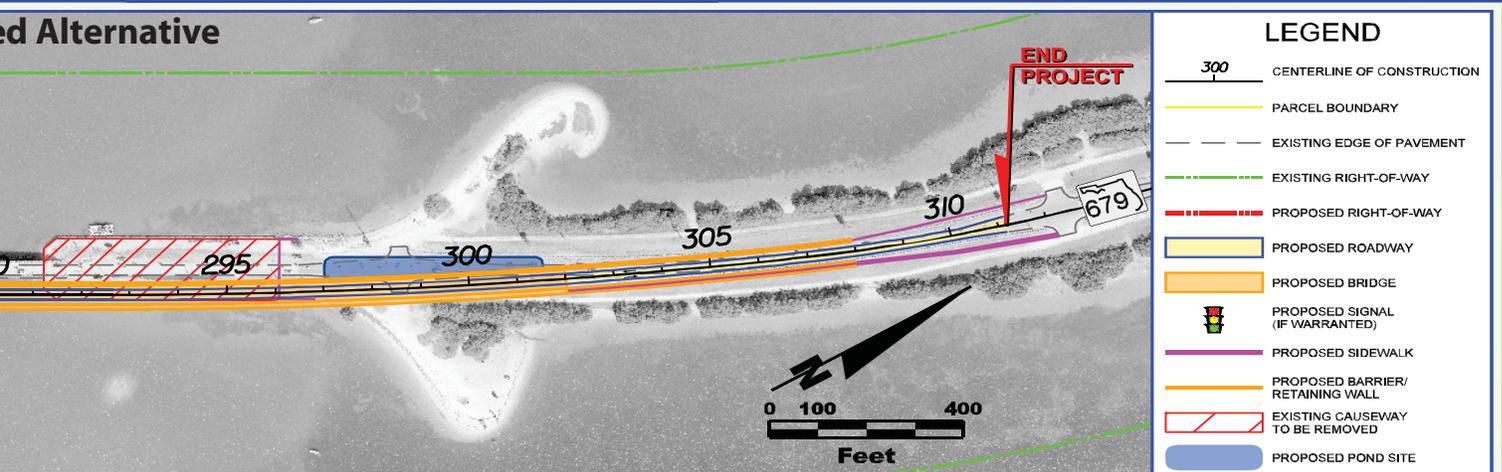
FDOT Five-Year Adopted Work Program Schedule (Fiscal Years 2006/2007 - 2010/2011)

PD&E Study	Underway
Design	Not Currently Funded
Right-of-Way	Not Currently Funded
Construction	Not Currently Funded



Please visit FDOT's Work Program webpage for the most current work program funding information: <http://www2.dot.state.fl.us/programdevelopmentoffice/wp/default.asp>

Alternative



Florida Department of Transportation
Modal Planning & Development Department
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456



How To Reach Us

We encourage you to take an active part in the S.R. 679 (Pinellas Bayway Structure E) PD&E Study. If you wish to discuss the project with a study team member, schedule a small group meeting, or be added to the mailing list, please contact **Kirk Bogen, P.E., Project Manager** at:

Telephone: (800) 226-7220 or (813) 975-6448
Fax: (813) 975-6451
E-mail: kirk.bogen@dot.state.fl.us

Address: Florida Department of Transportation
Modal Planning & Development Department
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the Department has created Real Estate acquisition and relocated brochures. These brochures and other education materials will be available at the public hearing. Copies of the brochures may also be found on our website: www.dot.state.fl.us – then choose “Doing Business with FDOT”.

We are very interested in hearing your concerns and answering your question and encourage you to speak with the Department’s Project Manager or a Right-of-Way Representative at your convenience.

Title VI Compliance

This project complies with Title VI of the Civil Rights Act of 1964 and Related Statutes, as amended. Public participation is encouraged and solicited without regard to race, color, creed, religion, sex, age, national origin, disability, or familial status.

Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting the District Seven Title VI program officer, Attn: Linda Stachewicz, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, Florida 33612-6456, or the Florida Department of Transportation Equal Opportunity Office, 605 Suwannee Street, MS 65, Tallahassee, Florida 32399. All inquiries or complaints will be handled according to FDOT procedure and in an expeditious manner.

Florida Department of Transportation Public Hearing Notice

YOU ARE INVITED to attend and participate in a public hearing hosted by the Florida Department of Transportation (FDOT), in coordination with the United States Coast Guard (USCG), for the S.R. 679 (Pinellas Bayway Structure E) at the Gulf Intracoastal Waterway (GIW) Project Development and Environment (PD&E) Study in Pinellas County. The public hearing is scheduled for:



When: Wednesday, March 28, 2007

Time: 4:30 p.m. to 7:00 p.m.

Where: Tampa Bay Watch 

3000 Pinellas Bayway S.

Tierra Verde, Florida 33715

The purpose of this hearing is to solicit input from the public regarding the location and design, as well as social, economic, and environmental effects of the recommended improvements to Structure E, known locally as the Tierra Verde Bridge. The recommended improvements include replacement of the existing bascule bridge, or draw bridge, with a two-lane, high-level, fixed-span bridge, which would require the relocation of the existing channel and improvements to the Madonna Boulevard intersection.

These improvements are documented in the Draft Environmental Assessment, which was approved for public availability by the USCG in January 2007.

Starting at 4:30 p.m., Department representatives will be available to answer questions and discuss the project one-on-one with meeting attendees. Project graphics illustrating the recommended improvements and the evaluation matrix will be on display and an audiovisual presentation will be continuously shown. Also, a court reporter will be available to accept verbal comments in a one-on-one setting. At 6:00 p.m., individuals who would like to speak publicly may do so. If time remains after all of the verbal comments have been submitted, the remainder of the hearing will be informal.

Interested parties may submit written comments at any time during the public hearing or mail them at a later date to: Robert M. Clifford, AICP, Modal Planning & Development Manager, FDOT District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida, 33612-6456. Comments should be postmarked by April 9, 2007, to be included in the official public hearing record.



Project documents will be available for public review at the following location from March 6, 2007, until April 9, 2007: St. Pete Beach Library, 365 73rd Avenue, St. Pete Beach (Business Hours: Monday and Wednesday from 10:00 a.m. to 9:00 p.m.; Tuesday, Thursday, and Saturday from 10:00 a.m. to 5:00 p.m.; Friday from 10:00 a.m. to 6:00 p.m.; and closed Sunday). For the duration of the study, project documents are available at the District Seven Headquarters, 11201 N. McKinley Drive, Tampa.

This public hearing is being held in accordance with 23 CFR 771, 33 CFR 115.60, and Title VI of the Civil Rights Act of 1964 and related statutes. Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should contact the project manager, Kirk Bogen, P.E., at (800) 226-7220; (813) 975-6448; or kirk.bogen@dot.state.fl.us. To better accommodate individual needs, we ask that such requests be made at least ten (10) days prior to the hearing.

APPENDIX F
PUBLIC HEARING TRANSCRIPT AND COMMENTS

TIERRA VERDE BRIDGE PUBLIC HEARING

YOU ARE INVITED to a PUBLIC HEARING hosted by the Florida Department of Transportation (FDOT), in coordination with the United States Coast Guard (USCG), for the S.R. 679 (Pinellas Bayway Structure E) at the Gulf Intracoastal Waterway (GIW) Project Development and Environment (PD&E) Study in Pinellas County. The public hearing is scheduled for:



When: Wednesday, March 28, 2007

Time: 4:30 p.m. to 7:00 p.m.

**Where: Tampa Bay Watch
3000 Pinellas Bayway South
Tierra Verde, Florida 33715**



The purpose of this hearing is to solicit input from the public regarding the location and design, as well as social, economic, and environmental effects of the recommended improvements to Structure E, known locally as the Tierra Verde Bridge. The recommended alternative includes replacement of the existing draw bridge with a two-lane, high-level, fixed-span bridge. This project includes the relocation of the existing channel and improvements to the Madonna Boulevard.

Informal Session – 4:30 p.m. until 6:00 p.m.

- Open House Format
- One-on-one with Department representatives
- Audiovisual presentation and project displays illustrating the recommended improvements
- Court reporter accepting verbal comment

Formal Session – 6:00 p.m. until 7:00 p.m.

- Brief introduction
- Public comment received



Project documents will be available for public review at the following location from March 6, 2007, until April 9, 2007: St. Pete Beach Library, 365 73rd Avenue, St. Pete Beach, 33706.



Contact Information:

Mr. Kirk Bogen
District Project Development Engineer
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
(800) 226-7220 or (813) 975-6448
kirk.bogen@dot.state.fl.us

This public hearing is being held in accordance with 23 CFR 771, 33 CFR 115.60, and Title VI of the Civil Rights Act of 1964 and Related Statutes. Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should contact the project manager, Kirk Bogen, P.E. To better accommodate individual needs, we ask that such requests be made at least seven (7) days prior to the hearing.

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FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING RE
S.R.679 (PINELLAS BAYWAY STRUCTURE E)
AT INTRACOASTAL WATERWAY
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

TRANSCRIPT OF PROCEEDINGS

DATE: Wednesday, March 28, 2007
TIME: 4:30 p.m. to 7:00 p.m.
PLACE: Tampa Bay Watch Community Center
3000 Pinellas Bayway South
Tierra Verde, Florida
REPORTED BY: Tracy K. Costello, Notary Public

A P P E A R A N C E S
(For FDOT and PBSJ)

1
2
3 Kirk Bogen, FDOT-MPD
4 Rick Adam, FDOT-MPD
5 Dave Eaton, FDOT-MPD
6 Michelle Greene, FDOT-MPD
7 Ed Johnson, FDOT-R/W
8 Marien Scona, FDOT-PIO
9 Doug Reed, PBSJ
10 Locash Kirshnan, PBSJ
11 Gabor Falkasfelvy, FDOT
12 Judy Smith, FDOT
13 Bob Clifford, FDOT
14 Dan Skelton, FDOT
15 Scott, Collister, FDOT
16 Amir Kangari, PBSJ
17 Steve Malecki, PBSJ
18 Andrew Nappi, FDOT
19 Sharon Phillips, PBSJ
20 Alice Price, PBSJ
21 Mariger Figueroa, PBSJ
22 Shannon Niles, PBSJ
23 Carey Wright, PBSJ
24 Dave Grillo, PBSJ
25

Attendance by Members of Public: See sign-in sheets attached.

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PUBLIC COMMENTS

1
2 ASHRAF ZAKI: I'm the owner of the Amoco BP,
3 130 Pinellas Bayway. I'm concerned about the
4 driveway. We're losing two driveways; it's going
5 to affect the business because the way the plan
6 they have is; it's going come to Madonna and you
7 go from Madonna to the gas station, the
8 convenience store, and the marina. That's it.
9 Phone number: 727-480-8780.

10 KATHY MANSIR: I'm Kathy Mansir. I live in
11 The Village, and after looking over these proposed
12 high bridge, I really think it would be a good
13 idea to do this. And I'm not sure if it can be
14 done sooner than later. You know it's 2010 or
15 2011 that they are going to start, possibly, if
16 they have the moneys, and it would really be very
17 helpful, especially since we're boaters and we
18 would like to be able to go under the bridge
19 without waiting. And I don't think it would hurt
20 the area we're at.

21 The way they showed me, I really think that
22 we won't have a problem getting out and over the
23 bridge. So, anyway. Thanks.

24 BILL LONG: I live in The Village and I'm all
25 for the proposal six, for the traffic light. I

1 can speak on behalf of the people in The Village
2 who are all in favor of having a signal there or
3 light, for obvious reasons. It's highly
4 dangerous. I'm very impressed with the layout.

5 JAMES W. TAYLOR: That stoplight at Madonna
6 is certainly going to be beneficial to us; it's
7 going to be a lot safer than the way it is. The
8 aesthetic of the bridge is really beautiful. And,
9 for us, the people in certain parts of The
10 Village, it's going to be a heck of a lot less
11 noisy.

12 RICHARD ALIOTTI: I'm a member of the
13 homeowner's -- Isla Del Sol Homeowner's
14 Association and I find this project is fine. The
15 thing I'm concerned about is that the first
16 intersection from Tierra Verde north on Isla Del
17 Sol, which is the Bahia Del Mar Boulevard
18 intersection with the bay -- with whatever this
19 thing is called, Tierra Verde Road, that during
20 the season it's almost impossible on weekends to
21 exit safely.

22 What happened just this week, and happens all
23 the time, is traffic is backed up and literally
24 stopped. They'll let you get through and then
25 they'll wave you through. And the other day,

1 there's an SUV that waved me through, I turned and
2 here was a car that I couldn't see because of the
3 SUV. It's just a death trap. Okay? And I know
4 they have certain parameters that it's year-long
5 stuff, but there's got to be something for safety
6 that they can do and do it now. Okay? And so
7 that's the request. And I'd like to have a
8 response. I live at 6294 Bahia Del Mar Circle,
9 St. Petersburg, 33715. Thank you very much.

10 MARIE RENDA: And I just want to say that I
11 would like to have the high span bridge. My only
12 concern is that intersection of Madonna and Tierra
13 Verde Village is right now, since I live there,
14 it's so difficult to get across that road, you
15 know, right now because of that opening of the
16 bridge. But I think it will still be difficult if
17 cars are coming down this hill and speeding so
18 fast you can't cross that road.

19 So if they do it, I really need to have a
20 traffic light there. I don't know if we can
21 because that's a state road and I know that state
22 roads don't usually have traffic lights. So, I
23 mean, that's all I really want to say. But I
24 would really like that high span. My address is
25 503 Laguna Drive, and it's Tierra Verde. I'm on

1 the Monte Cristo section.

2 But if they can't, if we're not going to have
3 that high-span bridge, I really am more concerned
4 about that intersection. And I hate the fact that
5 that bridge opens and in an emergency you can't
6 get off, especially if it's stuck, which has
7 happened to us many times where somebody had to
8 pick me up with a boat because they couldn't get
9 across.

10 CONNIE LANGHORST: Well, I've lived on the
11 island for almost six years now and I'm a Realtor
12 here, so I deal a lot with many of our residents.
13 I'm also the founder of Friends of Tierra Verde of
14 which we have 500 members. We did participate in
15 the meeting last April here on the island, which
16 was wonderful, but I'm not seeing any of the
17 issues that were brought up at that meeting
18 addressed in what's been done since. I guess my
19 biggest concern as a resident is that the funding
20 is not in place when at one time, through Pennies
21 for Pinellas and whatever, you know, we pay tolls,
22 that money was diverted to another bridge. And
23 the sad thing about that is that bridge is our
24 only way on and off this island.

25 My neighbor recently passed away and had to

1 be transported by ambulance to a hospital and I
2 just wonder what would have happened if the bridge
3 would have been up or broken, as it tends to be.
4 And it's been known to be broken for hours at a
5 time.

6 The State of Florida is in conflict with the
7 County on their definitions of the density of our
8 island. According to the State, we should be
9 figuring out ways to be less dense, and according
10 to the County, they're continuing to grant height
11 variances and zoning variances to permit more
12 building.

13 As it relates to this bridge project, one of
14 my biggest concerns is the intersection of
15 Pinellas Bayway South and Madonna Boulevard and
16 it's not any closer to being resolved now than it
17 was a year ago because there must be a traffic
18 light there. It shouldn't even be up for
19 discussion. And I say that because there is a
20 multi-story building being planned for that
21 intersection that's not even been brought into
22 this discussion.

23 As I understand it, the County has approved a
24 height variance and it will be a seven-story
25 building. Now the intersection is already

1 dangerous; we've all established that. But we're
2 talking about the fact that it's going to become
3 more dangerous.

4 And I also question that there's any concern
5 being given to our businesses who are situated
6 along Madonna, if they'll be sacrificed to some of
7 the premium parking, which is very much a premium
8 on the island, for the reconfiguration of that
9 intersection.

10 So keeping that in mind, one, there really
11 needs to be a traffic light; two, we need to be
12 sensitive to our businesses and try to save that
13 parking for them, if possible; three, there needs
14 to be funding, some way, some how. If I have to
15 go to Tallahassee myself, I'm willing to do that.

16 I want people to know that we made the choice
17 to live here because of all this area has to offer
18 and we moved here full-well knowing we may have
19 put ourselves in harm's way with having a
20 one-bridge access.

21 So when decisions on projects such as like
22 this are made, I question why the state is putting
23 a higher priority on the bridge, the other bayway
24 bridge that goes over to the Don Cesar when they
25 have other ways to get out in the event of a

1 catastrophic storm. We do not. And, I mean, I
2 just hope that's weighing on someone's mind right
3 now when they consider which bridge -- and those
4 people don't even want that bridge is my
5 understanding. We want our bridge.

6 So let's all work together to make that
7 happen. And I must applaud you because I feel
8 like you've done a great job and a great service
9 to our community to have these events. And the
10 event you had last year, there were so many people
11 to talk to and so many pictures.

12 And, then, the last point I'd like to make is
13 related to the environment. Every picture of the
14 bridge that I've seen, the fixed span bridge,
15 which would be my preference, I don't understand
16 why it can't start closer on the western side,
17 which would be put it closer to Isla Del Sol,
18 because the way the bridge is shaped now, it's
19 like a big bell. It's a very steep grade and when
20 I question that, I've been told that it's because
21 they're trying to save the sea grass. But every
22 day when I go over the existing bridge in the area
23 where there's sea grass, what I see are jet skis,
24 campers, cars, fishermen, boats, surfboards,
25 picnics, dogs, swimming, crab traps. I don't

1 think there's really any conscious effort to be
2 concerned about the sea grass. But I think the
3 sea grass would be more protected if the bridge
4 had a further approach because maybe people
5 wouldn't even go there where the sea grass is --
6 seems logical but -- and maybe it would keep the
7 bridge from being such a height. That's my only
8 concern about the current design of the bridge.
9 If we can find a way to slope it out a little bit
10 more. But that's pretty much it. Thank you. I
11 live at 432 7th Avenue North, that's Tierra Verde,
12 33715.

13 JANET SHULMAN, 6294 Bahia Del Mar Circle, St.
14 Pete. My concern is traffic safety. When you
15 exit the Bahia community onto the Pinellas Bayway
16 South, there is no traffic control and it is very
17 dangerous to make a left-hand turn with oncoming
18 traffic from the north whizzing by as well as
19 oncoming traffic from the south going northbound.
20 The backup as you wait to slip into traffic is
21 horrendous in season and during nice weather as
22 everybody comes and goes, you know, to Fort Desoto
23 and Tierra Verde.

24 That exit from the Bahia community is greatly
25 in need of a traffic light. It's extremely

1 dangerous coming out. You might be able to make a
2 left, somebody from the north going southbound,
3 you know, might see the backup of cars trying to
4 exit Bahia and let you cross over onto the
5 southbound lane, which puts you between the north
6 and southbound lanes, and then you have to hope
7 that somebody from the southbound lane heading
8 north will also stop and let you in, and they
9 don't always do it.

10 You're also in a northbound turn with your
11 car, so it's extremely difficult to see the
12 oncoming traffic. It's a very dangerous situation
13 right now which I think will be made worse by the
14 flow of traffic created by the high-rise bridge,
15 because now at least we have a chance every twenty
16 minutes with the drawbridge lifting and you know
17 traffic is held up and then you can get across.
18 It's a problem. Thank you.

19 BILL BRENNAN, President, Tierra Verde/Isla
20 Del Sol Chamber of Commerce: Two major concerns;
21 safety, and, secondly, distance. First has to do
22 if you have to extend the bridge further north.
23 And the reason why they're not doing it is because
24 of the fact that they don't want to pay any more
25 money than they have to with the existing bridge

1 so that they could put it right at that same
2 location. Unfortunately, if you do it at that
3 same location, you're not going to go further
4 north, which means -- with water, and when you
5 come over at the first end that they're talking
6 about, at the ending of it, there's traffic
7 problems. When you go further north, the whole
8 bridge, they will save that.

9 Secondly, I'm talking about because of the
10 grass, the certain type grass, sea grass, on the
11 north end, and I think people are more important
12 than sea grass.

13 In other words, if that -- but I also think
14 they should extend the location that they've got
15 for the highway itself. It should be raised by at
16 least whatever it needs to be raised to prevent a
17 hurricane coming in there, because when it comes
18 in, it's going to block everything. Even if
19 you're on the bridge and you're trying to get down
20 and over it, you're going to be trapped. You're
21 not going to be able to go further where the
22 highway goes on down, the location where they go
23 right or left, and that's an ending point where
24 it's the main run from St. Pete Beach.

25 They'll be trying to get off St. Pete Beach,

1 and they're going to be trapped. So the location
2 is going to be trapped right at that same area, so
3 it becomes a disaster. You have to find a way to
4 do that, a cross for people on the land side, like
5 Tierra Verde. There are charges to try to get
6 across there and trapped and trying to get cars
7 and houses and then trying to call somebody
8 because the car's not available, they're ill, and
9 all those things are not going to have enough time
10 to get off of Tierra Verde. Thank you.

11 DONNA MASON, Secretary, Tierra Verde/Isla Del
12 Sol Chamber of Commerce: I'm thinking about the
13 businesses and strip center at Madonna there.
14 They're going to be eating up some of the parking
15 lot and it looks like they're going to close the
16 two entrances off of 679. Okay. And we're asking
17 that they at least keep one of those entrances
18 open and figure out some way for the marina to
19 exit either onto Madonna, you know, because
20 they'll be hard getting in and out of there from
21 679, right, and they need definitely a light at
22 that intersection. It is hairy right now and very
23 soon they're going to be tearing down the resort
24 and building condos there, so it's going to get
25 worse. Okay.

1 And in addition to the light there, there has
2 to be a light at Sand Point too, because I saw
3 somebody almost get killed there a month or so
4 ago. Safety reworkings here. Thank you.

5 MICHELLE TUEGAL: I'm a Tierra Verde resident
6 18, almost 19 years, and have gone over that
7 bridge and been stuck on the other side of that
8 bridge until after midnight several times, and so
9 I'm one hundred percent for a new bridge.

10 What's not talked about is evacuation for
11 hurricanes, and it would be a huge relief to know
12 that that bridge span won't be opening and closing
13 for boat traffic and that everybody will be able
14 to get on and off a lot safer. And if it's
15 nothing else, that to me is of major importance.

16 And the other part is that I work for
17 Pinellas County Cultural Affairs and I'd love a
18 percent of the design going into that with
19 collaboration with an artist to make it a
20 signature bridge. Maybe not quite like the Skyway
21 but. That's all I have to say. Address,
22 433 Monte Cristo Boulevard, Tierra Verde, 33715.

23 ART ZELENAK, *The Island Reporter*: I think
24 they have the bridge too far south. Do something
25 for our island and move it north two or three

1 hundred feet so that the hump is more on the Isla
2 side than Tierra Verde side.

3 Our businesses are now hurting; you are going
4 to destroy them. You are going to take Madonna
5 Boulevard and turn it into a high risk area to be
6 crossing. This is unnecessary.

7 We pay a lot of taxes to Pinellas County. We
8 want to remain with Pinellas County. We don't
9 want to move into -- we're talking about becoming
10 a village and we're looking into other options.
11 We do not want to be a part of St. Pete. Please
12 don't drive us to do that. And driving us to do
13 that is taking this, instead of having it here,
14 move it north two or three hundred feet to here,
15 dredge all this out, put the channel here, that
16 will put the hump down here. There's nothing
17 here. Nothing there but a finger. Okay?
18 Address, 390 Pinellas Bayway, Unit D, Tierra
19 Verde, 33715.

20 Please don't destroy our island; don't do
21 that. And our tax base or your tax base.

22 SHANDELL GELMINI: I just wanted to say that,
23 you know, for those of us who live on Tierra
24 Verde, the bridge is our only way off the island,
25 and not to have funds for this bridge is, really,

1 I think, an awful situation for us. If something
2 does happen, an emergency, and this bridge is
3 defunct, we just have no way off. We definitely
4 need a new bridge. I love the idea of a fixed
5 bridge. I think we definitely need to do
6 something for getting the funding source.

7 Also, if there is going to be a toll involved
8 with this bridge, I think that those of us who are
9 on Tierra Verde should be given the same
10 consideration as those who live on Isla where they
11 have -- they get four passes for \$15 a year
12 whereas we have to pay 50 cents every time we go
13 through these tolls or get the commuter pass. I
14 just think we just need to be given some
15 consideration for that also. Thank you. My
16 address is 360 8th Avenue North in Tierra Verde.

17 TINA GRANGE: I guess the beginning is I'm
18 here at the behest of a friend and find myself,
19 after seeing things, very concerned that the
20 people living at the north end of the bridge
21 haven't been consulted, it appears.

22 I have concerns regarding environmental
23 statements, traffic flow, because it's my feeling
24 that if you do bridge number 6, the kids are going
25 to have a ball driving through. A lot of people

1 are living on the north end in condominiums.
2 There's an exit out there which is already
3 difficult, and it appears that the way the bridge
4 is set up, it's going to make it even more so. A
5 lot of the people coming out of there are older,
6 their reflexes are slower, and I foresee serious
7 problems there.

8 I have been told by one of your
9 representatives that there is absolutely no way
10 that a light will be there, categorically, and
11 there's a large sense by many of the people at the
12 north end of having been totally ignored. We are
13 not even on the map and yet our views are being
14 blocked out, our traffic is going to escalate. Is
15 the water really going to go into the catch basins
16 or is it going to land on our island?

17 As a nonresident, my taxes have escalated a
18 great deal. In my opinion, it's time to deal with
19 that issue and not spend more money. There is a
20 vast difference in the cost of repair and new, and
21 I'd really like some effort to be made on that
22 issue to be considered in your deliberations. I
23 live at 6294 Bahia Del Mar Circle and I'm in
24 Unit N108, and I'll be happy to hear from you.
25 Thank you.

1 BEN AND HELEN PERTCHECK: Well, I went to the
2 last meeting about a year ago and I suggested
3 making that bridge two lanes in each direction,
4 and they ignored our comments and we left our
5 comments. And I saw the latest plans and I
6 understand you're still making it one lane in each
7 direction.

8 If you have an accident on that bridge, you
9 need room for emergency vehicles to get on the
10 bridge. Putting one and one lane, you're not
11 going to get a police car or an ambulance or
12 anything on that bridge.

13 We've been on the Howard Frankland before
14 they made it four lanes and we were there for
15 hours on a couple occasions when there was an
16 accident on the bridge. They were smart and they
17 made it four lanes now, so at least emergency
18 vehicles can get there.

19 The increased traffic to Fort Desoto Park on
20 weekends, the cars are parked getting off of 275
21 all the way to the toll booth and from the toll
22 booth to the road leading to Fort Desoto Park.
23 It's unbelievable. And they're talking about
24 still making it just two lanes on that bridge, and
25 I don't understand that.

1 HELEN PERTCHECK: But that is actually in
2 addition to what we're dealing with, the question
3 of continuing with a bridge that continues to go
4 up and down; that is incredible. We keep talking
5 to you about this. We've been waiting, waiting
6 for them to finally make it so that you could just
7 start coming and just get across to the other side
8 without having to do that.

9 What he doesn't remember is the times that we
10 have gone for our grocery shopping and we've
11 gotten ice cream and we've got all of the stuff
12 like that, and it's nice and warm in July. And
13 we're sitting there and everyone gets out of the
14 car and they start wondering, Now what's going on?
15 Is there a problem? Is the bridge stuck? which it
16 has been. And wouldn't that by itself be very
17 helpful.

18 Also, we're getting more and more people all
19 the time, so how in the world can we remain
20 exactly as we've been? Eventually, that bridge is
21 going to have to be replaced. Now when they do
22 get around to it, it's how much more money is it
23 going to cost? Because now, if we would have done
24 something with the one over at the Don Cesar, we
25 would have been in a lot better shape.

1 We knew that there was a lot of opposition,
2 but we were being told that it was all taken care
3 of. Then, all of a sudden, there was nothing but
4 silence. And when it finally started to open up,
5 well, there were some people who objected. There
6 are always people who object, but you have to take
7 into consideration the importance for the majority
8 of the people, and this is what's happening over
9 here.

10 BEN PERTCHECK: After they got that settled,
11 it cost ten million dollars more to build the
12 bridge because they hesitated and they're still
13 hesitating.

14 HELEN PERTCHECK: Now there isn't any money.

15 BEN PERTCHECK: I think they're talking about
16 2010 now on our Tierra Verde Bridge.

17 HELEN PERTCHECK: We're running out of time.

18 BEN PERTCHECK: There's three years before
19 they're going to build the thing. It will be ten
20 million dollars more by then, too. It's just
21 unbelievable.

22 HELEN PERTCHECK: It should be very
23 interesting. I'm glad we are having a hearing
24 like this. There should be some good comments
25 about it. And as long as no one gets into a

1 fight, I guess we'll be all right. Address,
2 819 Columbus Drive, Tierra Verde.

3 PUBLIC HEARING

4 MR. CLIFFORD: Good evening. My name is Bob
5 Clifford and I am the District Seven Modal
6 Planning and Development Manager for the Florida
7 Department of Transportation. Welcome to the
8 public hearing for the State Road 679 (Pinellas
9 Bayway Structure E) Project Development and
10 Environment Study. It is 6 p.m. on Wednesday,
11 March 28, 2007, and we are assembled at the Tampa
12 Bay Watch Community Center in Tierra Verde,
13 Florida.

14 The DOT, in coordination with the United
15 States Coast Guard, the lead federal agency on
16 this project, is conducting the public hearing and
17 the project development and environment, or PD&E,
18 study, under the applicable federal and state
19 laws. Those citations are listed on the board
20 next to the sign-in table.

21 Tonight, the DOT is presenting the
22 recommended alternatives to S.R. 679 (Pinellas
23 Bayway Structure E), known locally as the Tierra
24 Verde Bridge. The Tierra Verde Bridge is a
25 low-level draw bridge that spans the Gulf

1 Intracoastal Waterway and provides the only
2 vehicular access to the islands of Tierra Verde
3 and Mullet Key, where Fort Desoto Park is located.
4 The need for this project is based on the
5 structural deficiencies associated with the age of
6 the existing bridge and other safety issues. No
7 capacity improvements are being considered,
8 however, the Recommended Alternative would
9 accommodate capacity improvements, if needed, in
10 the future.

11 The purpose of this public hearing is to
12 present the Recommended Alternative and its
13 associated effects and to receive feedback from
14 the community. The Recommended Alternative is the
15 two-lane, high-level fixed bridge over the
16 relocated channel. The recommendation also
17 includes the relocation of Madonna Boulevard to
18 align with the driveway of The Villages at Tierra
19 Verde.

20 The FDOT is also presenting the No-Build
21 Alternative, which includes rehabilitation of the
22 existing structure as a viable alternative to
23 tonight's hearing.

24 The social, economic, and environmental
25 impacts of the alternatives, including the

1 Recommended Alternative and No-Build Alternative,
2 are documented in the Draft Environmental
3 Assessment which was approved for public review by
4 the U.S. Coast Guard in January 2007. The
5 environmental documents and evaluation matrix are
6 on display at tonight's hearing and will be
7 available locally at the St. Pete Beach Library
8 until April 9, 2007.

9 There are three potential business
10 relocations associated with the Recommended
11 Alternative. The FDOT will carry out the Right of
12 Way Acquisition and Relocation Program in
13 accordance with Section 339.09, Florida Statute,
14 and the Uniform Relocation Assistance and Real
15 Property Acquisition Act of 1970. The four
16 brochures which describe in detail the
17 Department's right of way acquisition and
18 relocation assistance program are: "Your
19 Relocation: Residential," "Your Relocation:
20 Business, Farms, and Nonprofit Organization,"
21 "Your Relocation: Signs," and "The Real Estate
22 Acquisition Process." These brochures are
23 available here this evening, as is a
24 representative from our Right of Way Office.
25 Questions on right of way may also be addressed

1 through contacting the District Right of Way
2 office.

3 When you arrived this evening, you should
4 have received an information packet containing a
5 newsletter, a public hearing handout, comment
6 form, and speaker's card. If you weren't able to
7 sign in or did not receive an information packet,
8 please stop by our registration table before
9 leaving this evening.

10 During the informal portion of this public
11 hearing, the FDOT representatives have been
12 available to answer questions and informally
13 discuss the project with you. You should have had
14 the opportunity to review the audio-visual
15 presentation that is continuously running
16 throughout this public hearing. It is still
17 running, and will be after this portion, across
18 the hallway. Aerial photographs and conceptual
19 design plans are on display in addition to the
20 environmental documentation and evaluation matrix.

21 The court reporter has also been accepting
22 verbal comments on a one-on-one setting. Verbal
23 comments from the public will be accepted and
24 recorded at this time, so those of you who wish to
25 speak during this portion of the public hearing

1 should complete speaker's cards and submit them to
2 a department representative. And I do have
3 several already.

4 If you did not receive a card or still wish
5 to speak, please raise your hand and a department
6 representative will get you one so we can get you
7 into this part of the hearing.

8 In addition to making verbal statements, you
9 may also submit your comments to the District in
10 writing. Comment forms may be placed in one of
11 the comment boxes this evening or you may mail
12 them using the preprinted address on the back of
13 the comment form. Please keep in mind that
14 written comments should be postmarked by April 9,
15 2007, to be included in the official public
16 hearing record.

17 Before I continue, I would like to recognize
18 any elected officials or their representatives who
19 are here tonight. I would ask them to please
20 stand and introduce themselves for the record. I
21 know there were some here earlier. Are there any
22 still here? No. Okay.

23 At this time I will begin taking public
24 comments. I will call each speaker in the order
25 in which their requests were received. In an

1 effort to accommodate all speaker requests, we ask
2 that all comments be kept to five minutes. Those
3 who wish to provide additional comments may return
4 to the microphone following the last speaker or
5 you may present your additional comments directly
6 to the court reporter at the end of the meeting.

7 As I call your name, please step to the
8 microphone, state your name and address before
9 making your comment. If you represent an
10 organization, municipality, or other public body,
11 please provide that information as well. If you
12 have any questions, please see one of the
13 department representatives following this portion
14 of the hearing.

15 And I will now go through those people who
16 have filled out the cards. The first one that I
17 have is William Brennan. Mr. Brennan? No Mr.
18 Brennan?

19 THE COURT REPORTER: He gave me his comments.

20 MR. CLIFFORD: Okay. Made comments already.
21 Perfect. Kris Brady.

22 MS. BRADY: The one thing I didn't want to do
23 was to be first.

24 MR. CLIFFORD: You're breaking the ice.

25 MS. BRADY: Can everybody hear me? My name

1 is Kris Brady, I live at 400 Third Avenue North,
2 which is right off Madonna Boulevard. And for the
3 record, I think everybody just loves living in
4 Tierra Verde. That's why I live here. It's a
5 beautiful place to live.

6 I've heard a lot of opinions tonight. I'm
7 sure you guys have heard everything. Mine is not
8 going to be the most popular. I don't want to
9 present an opinion that people feel like I am
10 impeding progress, but I knew it was an island
11 when I bought it on here, I knew there was one way
12 off, I knew there was one way on. I love the
13 atmosphere that's here. I feel that the six-lane
14 structure thing -- you're looking at my little
15 stuff, aren't you?

16 MR. CLIFFORD: No.

17 MS. BRADY: I went to the public library and
18 got the actual documents. That's how much I care
19 about this.

20 I believe there are flaws in the plans right
21 now for the fixed span. Moving the channel, there
22 are information in the documents that say you're
23 making it more shallow than it currently is. That
24 has not been really brought out here. It's just
25 saying that with the increased tide, we can

1 accommodate the boat traffic. Might not be true
2 if it's only nine feet deep now or twelve, I can't
3 remember which, as opposed to the 21 feet deep.

4 You're talking about putting a traffic light
5 at the base of the bridge, but you don't take that
6 into account when you're talking about improving
7 traffic across the bridge; so there's a flaw
8 there.

9 The cost analysis appears to be flawed
10 because the detail behind option one or
11 alternative one, which is the no-build, shows a
12 whole lot of what I would consider to be fluff
13 while the same detail available for the fixed span
14 appears to have cut everything that might have
15 been included as fluff in the no-build.

16 I'm involved in a business where I can get a
17 survey or a study that says anything that I want
18 it to say depending on how I want to slant
19 something. I feel that that may have been done in
20 this case to a certain extent.

21 Everybody knows that Pinellas County is going
22 to be bringing down the Pinellas County Trail,
23 which is a wonderful bike trail; I use it myself.
24 But part of alternative six is going to be able to
25 allow them to join that trail here. So I feel

1 that there is a possibility that alternative six
2 has already been blessed by the County and that
3 there may be more weight behind it because the
4 County wants to use alternative six to hook the
5 Pinellas Trail to the Fort Desoto bike trail.

6 Now I do agree all of us have gotten stuck
7 behind the bikers on the bridge, they scare me to
8 death because I bike. Going across that fixed
9 span on a bike with tires this thin is scary as
10 heck, but I don't know that I want to use
11 repairing this bridge or replacing it as an excuse
12 for the Pinellas County people to be able to
13 extend that trail out here. And I think I'm
14 running over my three minutes because I get very
15 wordy.

16 I am in favor of the no-build alternative.

17 MR. CLIFFORD: Thank you very much. Just
18 some clarification. The high-level fixed bridge
19 is not six lanes; it's two lanes.

20 MS. BRADY: Alternative six is what I meant
21 to say.

22 MR. CLIFFORD: Alternative six is two lanes.

23 MS. BRADY: I did not mean to say six lanes.

24 MR. CLIFFORD: I just want to clarify. It's
25 two lanes. Mary Ann Renfrow.

1 MS. RENFROW: My name is Mary Ann Renfrow, I
2 live at 729 Santa Maria Drive here on Tierra
3 Verde, and I've been a resident here for seven
4 years. I am a full-time resident and live here
5 not just during the winter months but during
6 boating season and hurricane season, and I have
7 also lived here during the time which the bridge
8 has developed quite a few problems and has been
9 nonfunctional for hours until they could find
10 somebody to come out and repair the bridge, being
11 stranded, you know, on the opposite side of the
12 bridge coming home.

13 I and my husband are in -- my husband and I
14 are in full support of the fixed span bridge and
15 we are in full support of this bridge. We think
16 that this study has addressed all of our concerns
17 with reference to doing environmental studies. We
18 know that through the approval process, with every
19 state agency, that the final plan that is
20 ultimately approved will have to go through quite
21 a strong test with reference to environmental
22 concerns; it must have the approval of the
23 different environmental agencies before the plan
24 could be finally approved for construction or for
25 bid for construction. So we don't have a concern

1 with reference to that.

2 All of Tierra Verde is fill anyway. This is
3 not the way God created this land mass. It was
4 artificially created and so we are now living on
5 something that had an environmental impact on this
6 area to begin with.

7 Also, I'd like to say that I think that one
8 of the main concerns that we heard from people who
9 live outside of Tierra Verde was that they would
10 not have public access to fishing off the bridge
11 and I, in asking questions, had that answered for
12 me this evening and would be happy to restate that
13 information to people outside our community that
14 fishing will not be banned from the sidewalks,
15 although I would be happy if they made some kind
16 of arrangements to have some kind of trash
17 containers for the multiple mounds of trash that I
18 must leap over as hurdles when I'm running on the
19 sidewalks of the bridges around this area that
20 fisherman leave out there. So I'm happy to be
21 able to have that question answered.

22 I also am happy to see that there are bike
23 lanes incorporated on each side of the bridge. I
24 and my husband are cyclists and that is something
25 that Florida has addressed, being the top state in

1 the country in cycling accidents and deaths. Any
2 new road project of this magnitude must include
3 accommodations for cyclists. And, you know,
4 having Fort Desoto, which was here first before
5 any housing development, there to attract athletes
6 and recreational users, I think it only fair that
7 we continue the bike lane directly across the
8 bridge to the park which is owned by the County
9 and is, you know, an internationally recognized
10 facility.

11 Also, I would like to say that I think that
12 in addressing my main concern as a resident here
13 in the state of Florida, yes, I choose to live on
14 an island, yes, I choose to live in a coastal
15 area, but having lived here through some scary
16 hurricane seasons over the past several years and
17 knowing how unpredictable that the drawbridge has
18 been, I think that having a fixed span bridge
19 facilitates an efficient evacuation program for
20 the residents of our area and I think that that is
21 a primary concern for myself and my husband, and
22 it's a primary concern, probably, for the
23 emergency management people here in Pinellas
24 County and for the law enforcement and civil
25 employees who put their life on the line to try

1 and get everybody safely out of this area when a
2 hurricane is coming. Thank you.

3 MR. CLIFFORD: Thank you. Those are the only
4 cards we received before-hand. Is there anybody
5 else who wishes to speak during this formal
6 portion of the hearing? You still have the
7 opportunity to provide comments afterwards to the
8 court reporter or in writing in the comment box,
9 but is there anybody else who wishes to speak
10 during this portion, the formal portion? Seeing
11 none, I'll go ahead and close this portion.

12 I would also encourage everyone, if you have
13 not viewed the video yet on the project across the
14 hall, please do so; there's a lot of information
15 there. And any further questions you have, we'll
16 be around for the next hour or so answering more
17 questions for you.

18 Thank you for attending the hearing tonight,
19 for providing your input on this project.

20 It is now 6:15 p.m. and I officially hereby
21 close the public hearing for the S.R. 679
22 (Pinellas Bayway Structure E) at Intracoastal
23 Waterway. Thank you for coming and have a good
24 evening.

25 (Conclusion of Public Hearing.)

PUBLIC COMMENTS - Continued

1
2 LAURA SINGER: 370 8th Avenue North, Tierra
3 Verde, 33715. I would just like to say that I am
4 in favor of the new build of the new bridge
5 because I'm aware of how bad the structure is on
6 the old bridge. And the longer that people wait,
7 the more money it's going to cost us. But I
8 think, eventually, there's going to be a major
9 problem with that bridge just because of all the
10 weight; the physical weight on the bridges when
11 the drawbridge goes up and people are waiting to
12 go over it puts a lot of strain on the existing
13 bridge.

14 So if they don't spend the money now, it's
15 just going to cost them a lot more money. And I
16 think that from the shape of that bridge, they're
17 going to be in a lot of trouble. So they need to
18 do it sooner rather than later. So I'm in favor
19 of the build, the big bridge.

20 RAYMOND WAUFORD: I'd first like to say that
21 it was a very informative video that we got. I
22 thought that was very well done. I've been a
23 resident here in Tierra Verde for seven years, and
24 we spend most of our time here, and I can see
25 great wisdom in the alternative six, the new fixed

1 bridge.

2 We do boating and what one thing that will do
3 is open up a free passageway from St. Petersburg
4 out to the bay which today is an impediment. It
5 will also, as pointed out, provide us safe passage
6 if, for some reason, we have to evacuate the
7 island. And where most people who live on the
8 island are prepared for that, many of the visitors
9 are not. And so I think this would be a natural
10 step in the growth and development to have this
11 bridge in place.

12 There are many other reasons for it, but I
13 think I'd like to point out it seems a vital next
14 step is get it into the five-year plan. And I
15 would just like to see maybe some feedback on what
16 the residents here and the residents of Pinellas
17 County and the State can do to try to help that
18 along.

19 So what would be appropriate, if there's any
20 kind of action or activity or support needed, I
21 think most of the people here -- I can't speak for
22 everybody -- would be very happy to do that. My
23 address is 1069 Pinellas Bayway South, Tierra
24 Verde.

25 BEN BEATTIE, 1071 Pinellas Bayway, Tierra

1 Verde. Well, I came to say I'm very much in favor
2 of a new bridge, a high bridge, one that will
3 limit the stoppage of traffic going on and off the
4 bridge. And I think it's way past due, frankly.

5 Relocation of the channel to me doesn't seem
6 to be a big issue. If I had one other comment to
7 make, though, I would move the bridge further out
8 from Tierra Verde and put it down into that long
9 neck of a drive that comes up from Isla.

10 So I think all in all we need to put safety
11 first, and safety first is going to be to keep the
12 traffic flowing in all kinds of conditions and
13 weather.

14 TERRI WEINTRAUB, and I'm talking for Terri
15 and Daniel Weintraub. I would like to express our
16 support for the no-build alternative. We are more
17 than part-time residents here, but not completely
18 full-time; about eight months out of the year. We
19 are here during hurricane season. We were here
20 for the worst season. And I feel, actually, that
21 knowing that it's a drawbridge and that you have
22 to get off is an incentive to leave rather than to
23 wait for the last minute.

24 Again, when we purchased here five years ago,
25 we knew it was an island, a small island, and we

1 were happy with the bridge as it is. I feel that
2 it serves the traffic flow in that Tierra Verde is
3 currently almost 89 percent constructed, so there
4 will be minimal additional impact as far as
5 traffic. Fort Desoto is an issue that, since it's
6 gotten its wonderful award, I think it has gotten
7 more traffic, but in a few years, some other beach
8 is going to get that award and it will go back to
9 its normal. I don't think that we need to spend
10 an enormous amount of money to accommodate what
11 may or may not happen.

12 I think that there's an adequate bridge that
13 we could work with. I also think that realigning
14 the driveways and adding a light is just adding
15 another roadblock to traffic movement. It seems
16 any time that you have a project where you have to
17 purchase and move a channel and move buildings and
18 do this, it's excessive. So I'm saying go with
19 the no-build alternative. Address is 308 6th
20 Avenue North.

21 JAMES KENNEDY: My interest in this job is
22 with the intersection of Madonna and the Bayway.
23 It is my understanding that the Department has no
24 funding for either the construction of the bridge
25 or right of way, and that those of us who live on

1 Tierra Verde can expect the same abortion of an
2 intersection for years to come.

3 I would like to make two recommendations that
4 could be done by the maintenance forces of the
5 Department of Transportation for only several
6 thousand dollars. They consist of two signs. One
7 sign would be placed at the left-hand turn from
8 the Bayway onto Madonna. That left-hand turn
9 currently is a free-flow operation. It should at
10 a minimum be a yield to the Madonna traffic or a
11 stop condition.

12 Several years ago, a yield sign was present
13 on that left turn lane; then the maintenance
14 forces, in their wisdom, came out and removed it
15 and turned the yield sign towards Madonna.
16 Anybody in their right mind knows that we're going
17 to yield to the Bayway traffic. We don't need a
18 sign to tell us that. We do need a sign that
19 makes the left turn traffic onto Madonna yield to
20 that Madonna through-traffic. It's a problem.

21 My second request is the first driveway into
22 the shopping center as you proceed south off of
23 the bridge. Currently, the driveway, the first
24 driveway, is a right in and right out. The right
25 out causes significant conflicts both at The

1 Village crossover and at the Madonna intersection.
2 I would request that the right out be prohibited
3 and that we do -- that the department makes that
4 adjustment to that driveway now.

5 My address, 126 First Street East, Tierra
6 Verde, Building 12, Unit 101. They all know who I
7 am.

8 JERRY FRULIO, Vice President, Tierra Verde
9 Board. Our concern basically is that we like the
10 proposal with the street running in coordination
11 with our entrance at Madonna; Madonna aligning
12 with our entrance. The only thing that we really
13 generally would request, because it's hard to get
14 across as it stands right now when the bridge is
15 not up, is a traffic light, and that would,
16 basically, as far as the elevation, I see where
17 it's going to be it's not really going to be
18 interfering that much. So we're really
19 comfortable with that. We're also comfortable
20 with the plan as it's proposed; the only thing is
21 the traffic light. We want to push the issue of
22 the traffic light, as you can see. Basically,
23 that's it. My address, it's 103 First Street
24 East, Number 312, Tierra Verde.

25 CARL C. FULLER: Basically, I have four

1 points. Number one, the stoplight at Madonna.
2 I'm concerned about the impact studies that have
3 not been made yet relative to the timing and
4 relative to how a stoplight would affect traffic
5 coming on the downstroke of a fixed bridge under
6 alternate number 6. Potentially, the concerns
7 would be having traffic stop for a stoplight while
8 they're on a five percent downgrade.

9 Number two, relative to the five percent
10 downgrade or five percent grade effect on the
11 bridge for alternate six, has there been an
12 established effect on bicyclists, casual, general
13 bicyclists, not professionals? The concern here
14 is more the downstroke side of that because a
15 bicyclist might gain entirely too much speed
16 coming down a five percent grade. It's pretty
17 excessive. And have concerns been addressed
18 relative to how that should be handled?

19 Number three, and quite importantly, funding
20 methodology for a \$112 million project; again, for
21 the recommended alternate number 6. Nowhere in
22 the plan's presentations that I've seen was a
23 discussion about how this is to be funded and paid
24 except very informally, several members of the
25 team have suggested that a toll has been

1 considered. It's time to bring that out in public
2 light and talk about it, wash it in front of
3 those of us who are going to pay the toll. And if
4 indeed a toll is being considered, I would
5 consider a maximum five-year toll period with no
6 extensions and no renewals to be appropriate
7 because this would be a fixed bridge requiring
8 only normal fixed road maintenance, fixed bridge
9 maintenance.

10 Finally, timing of this entire action is
11 critical. Currently, during heavy seasonal-type
12 traffic demands, the impact periods, the bridge
13 operations are causing serious traffic
14 bottlenecks. Can we afford to wait until 2012,
15 2015, 2020 to get this done? Enough political
16 wrangling. Set forth a plan and get it done.

17 Address, 750 Pinellas Bayway South, Tierra
18 Verde.

19
20 No further comments received. Meeting
21 concluded at 7:00 p.m.
22
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25

CERTIFICATE OF REPORTER

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STATE OF FLORIDA :
COUNTY OF HILLSBOROUGH :

I, TRACY K. COSTELLO, a Notary Public in and for the State of Florida at Large, certify that I was authorized to and did stenographically report the foregoing proceedings, and that the transcript is a true record of the proceedings.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 6th day of April, 2007.



Notary Public
(Date Ordered: 3/28/07)





22

S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
Pinellas County, Florida
WPI Segment No.: 410755 1

March 28, 2007
Tampa Bay Watch
3000 Pinellas Bayway South
Tierra Verde, Florida 33715

Name	Organization/Department	E-mail Address
Kirk Bogen	FDOT-MPD	Sharon Phillips - PBSJ
Rick Adani	FDOT-MPD	
DAVE EATON	FDOT-ROW	Alice Price - "
Michelle Greene	FDOT-MPD	Mariger Figueroa - "
Ed Johnson	FDOT ROW	Shannon Niles - "
Marian Scora	FDOT PIO	Carey Wright - "
DOUG REED	PBSJ	Dave Grillo - "
LORESH KRISHNAN	PBSJ	
Gabor Farkasfalvy	FDOT	
Judy Smith	FDOT	
Bob Clifford	FDOT	
Don Skelton	FDOT	
Scott Cowser	FDOT	
AMR KAVIRAJI	PBS&J	
Steve Malecki	PBS&J	
Andrew Nappi	FDOT	



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 I

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

** PLEASE PRINT **

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Zip</u>
Cpl. Piper	10750 Ulmator RD	Largo	33778
Shirley Anderson	U.S. Senator Bill Nelson 801 N. FLORIDA AVE., 4TH FLOOR	Tampa	33602
BERRY KELLY	1117 3RD AVE S	T.V.	33715
Bruce Kelly	"	"	"
John & Linda Walker	436-1ST ST. W.	T.V.	"
Karen & Jack Marcote	309 Monte Cristo Blvd	"	33715
DAVID GARDIN	6310 Monte Cristo Fran	J.V.	33715
Bill Long	103 65T EAST #305	T.V.	33715
J.W. Taylor	103 1ST C. #310	T.V.	33715
ASHRAF-ZAKI	130 PINELLAS BAYWAY	T.V.	33715
Fred Dargahi	city of St Petersburg ore 4th sin.	STRETE	33715
Chris Bahay	402 Medicine Cr.	T.V.	33715
Frank Andrews	"	"	"
CHARLES HUSICKO	1575 PINELLAS BAYWAY	T.V.	33715
J.K. Samska + wife	1090 Pinellas Bayway	T.V.	33715



S.R. 679 Pinellas Bayway (Structure E)
 Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

** PLEASE PRINT **

Name	Street Address	City	Zip
James Bennett	City Councilman	St. Petersburg	
Daniel Skuse	Draftsman	Tierra Verde	
Donna Mason	110 Pinellas Bayway S #108	TV	33715
Bill Brennan	" " #107	TV	33715
Karen Nigello	196 1st Street W	TV	
Rand Harbo	545 Pinellas Bayway S. # 408	TV	33715
Joni Putnam	173 1st St W		
Pat Putnam	" " "		
Greg Hankovic	383 3rd Ave N.	TV	33715
Bob Mann	114 2nd Ave S	TV	33715
Dean Janko	675 4th St. W.	TV	33715
Plauder "	" " "	TV	"
Alvin K. Aurbach	600 Audubon Bayway	TV	33715
Brian Marady	319 4th AVE N R	TV	33715
Ray Schneider	131 1st street East #204	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
Pinellas County, Florida
WPI Segment No.: 410755 1

March 28, 2007
3000 Pinellas Bayway South
Tierra Verde, Florida 33715

**** PLEASE PRINT ****

Name	Street Address	City	Zip
Michael Alberts	310 Pinellas Bayway #1C	Tierra Verde	33715
LISA FRIED	658 Columbus Dk	TV	33715
TINA GRANJE	6294 Boka Del Mar C	off. P.	33715
SAM & WAIN	316 1st St W	TV	33715
HELEN + BEN FEETCHECK	819 Columbus Dr.	TV	33715
MARCUS LEE	390 MADRAA CIRCLE	TV	33715
SHARON JONES	106 / ST OFF	TV	33715
MURRAY JONES	106 / ST ST. E	TV	33715
Alice BURELY	128 1st ST. E	TV	33715
George F. BURELY	"	"	"
Raymond J. Wansford	1069 PINELHAS BAYWAY	TV	33715
Miguel Hoffenberg	103 FIRST EAST # 207	TV	33715
Arthur Schuler	314 Monte Cristo Blvd	TV	33715
Deborah Ohman	340 Pinellas Bayway #307	TV	33715
Tim Markese	465 Pinellas Bayway #105	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
 Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

Name	Street Address	City	Zip
Art Zelenak	390 Pinellas Bayway	TV	33775
RAY & GERY RAKSA	501 LAGUNA DRIVE	TV	33775
Patrick Bowler	508 1st Ave S	TV	33775
RIC BARRON	1070 Pinellas Bay	TV	33775
E. Collett	756 Dimitrios Bayway	T.V.	33775
G.M. SERNAS	126 FIRST ST. E APT 210J	T.V.	33775
Pete Yauch	Pinellas Co - Asst. Co. Admin	Clearwater	
Billy Sundstrom	1116 3rd Av. S.	T.V.	33775
Betty LESTER	355 MADRELLA CIR	TV	33775
Jahis Froelich	751 Pinellas Bayway #208	TU	33775
Funit Shah	798 NINA DRIVE	TV	33775
Jennife Willman	11300 Htn ST N Sec 200 ST 200	St Pete	33710
Claire Chalozowski	380-8 Ave N # 8	TU	33775
Jim MCKENNA	109 YACHT CLUB LN	TU	33775
Karyn Rieth	603 1st Ave S.	T.V.	33775



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

** PLEASE PRINT **

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Zip</u>
Carolyn Kling	113-1 st St. E #203	TV	33715
Arlene Davis	600 Cleveland St. Clw	MPO	33755
Laurel Clement	106 1 st St E #111	TV	33715
Barbara Clement	138 1 st St E #303	TV	33715
Cliff Fuller	250 Pinellas Bayway S.	TV	33715
Eleanor Stenberg	1593 Pinellas Bayway	TV	33715
JEAN FANTIO	103 1 st Street East #12	TV	33715
FRANK & PHYLLIS MARBER	108 EAST 12 STREET	TV	33715
Dale Mundick	11007 N 56 th St, #203 Tampa FL 33648	Tampa	33617
Betsy Gudbold	1625 Seaview Dr.	TV	33715
Mary Flick	364 2nd St W	TV	33715
Anne Sullivan	135 Yacht Club Lane	TV	" "
TONY Norungolo	" "	" "	" "
Michelle Wesley	340 Pinellas Bayway #306	TV	33715
RW Mosden	126 + 128 10 th St S	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
JEFF SAUYER	5901 Berkis Del Mar Cir	St. Pete	33715
Sharon McVie	219 2nd St. W.	Tierra Verde	33715
Ronald McKesba Sr	800 MADONNA BLVD.	TIERRA VERDE	33715
Jeanne Kessel	800 MADONNA BLVD	TIERRA VERDE	33715
Guy LeVan	287 Macleera Cir	Tierr Verde	33715
Tom Rodgers	404 4th Av. N.	Tierr Verde	33715
Judy Fiering	112 8th StE	T.V.	33715
Rob Fiering	" "	"	"
Kathy Mansir	132- 1st StE	"	"
Harold R. Carlson	357- 8 Avn.	T.V.	
Joyce	" "	"	



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

Sign-in Sheet

**** PLEASE PRINT ****

Name
 JOE + MARIE RENDA
 Janet Swidman
 JACK KEENE
 Monica Jimenez
 WAYNE RIES
 SHUFORD/POSEY MARKS
 RICHARD ACIOTTI
 Paul Marcarone
 Kurt Sheddell
 Nick Aerts
 Jim Phillips

Street
 503 LAGUNA DR
 6294 Bahia del Mar Ln
 6372 Palms del Mar Blvd
 545 Pinellas Bayways #201
 150-C PINELLAS BWAY S.
 487 PINELAS BWAY #102
 6294 BAHIA DEL MAR CIRC. S. PETERSBURG
 4983 Bocaon W.S. D-205
 131 first street East #204
 903 Pinellas Bayway #206
 672 Geneva Place

City Zip
 T.V. 33715
 St P 33715
 St. Petersburg 33715
 TV 33715
 TV "
 TV "
 ST. PETERSBURG 33715
 St. Petersburg 33715
 Tierra Verde 33715
 Tierra Verde 33715
 Tampa 33606



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

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 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
KEIS DREDD	400 3RD AVE N	TIERRA VERDE	33715
JOE KUBICKI	100 4 th ST. N	St Petersburg FL	33701
Michèle TUGGEL	433 monte cristo	tierra verde	33715
Connie Koughorst	432 7th Ave. N.	Tierra Verde	33715
DAVID STOKES			
Wendell Brown	11000 5TH ST E	PINELLAS ISLAND	33706
James Grange	6294 Bahia del Mar	St. Pete	33715
LEONARD DINSE	249 1ST ST. N.	Tierra Verde	33715
Thomas K. GERWE	342 7th Ave N	11	33715
Thomas E. HELDEN	205 6 th ST. EAST	"	33715
DENNIS STOKES	107 7th St E.	11	11



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

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 Sign-in Sheet

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Name	Street	City	Zip
Sandra Thomas	800 Pinellas Bayway S.	T.V.	33715
Shandell Gelmini	360 8 th Ave N.	T.V.	33715
Laina Smyer	370 8 th Ave N.	T.V.	"
Sawifer Sanders	400 3 rd St. N.	T.V.	33715
ANNE SWARTS	138 1 st Street E. 300	T.V.	"
Marta Sutton	390 Madeira Circle	T.V.	"
Faye Lettice	405 6 th Ave N	T.V.	33715
RUTH & BEANPO GILLESPIE	851 8 th AVE N.	T.V.	"
Richard Campbell	557 Pinellas Bayway S	T.V.	33715
Marilyn Whelan	360 Pinellas Bayway S	T.V.	33715
Mary Ann Penford	729 Santa Mercedes Dr.	T.V.	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
Sign-in Sheet

**** PLEASE PRINT ****

Name

Street

City

Zip

Karen Lay

340 Pinellas Bayway #204

Tierra Verde

33715

Edwin Jackson

283 Madison Ct.

" "

" "

JOE KARIBO

107-5TH ST E

" "

" "

Phil D. Lo

379 Pinellas Bayway #210

" "

" "

Kent Sealey

465 PBS #306

To

" "

Miller Capel

774 Nina Dr.

Tierra Verde

33715

Bruce & Beulah Warner

272 2nd St. W.

" "

" "

Nelson Lynne Steiner

1873 Oceanview Drive

Tierra Verde

33715

Heleen Knight

4217 Woodso Dr

Tpa FL

33029



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

Name

KARIN GLOBUS

J. Weintraub

McDowland

Chris Liebel

Michael Smith

Neil Franckle

BOB & KAREN DEAN

JERRY HALE

Ben Beattie

John Skinner

[Signature]

Street

646 Columbus Dr E

308 6th Ave N.

349 6th Ave N

404 8th Ave N.

401 1st Ave S

106 - 4th St. E

503 BARCELONA DR

1073 PINELLAS BWAY

1071 Pinellas Bayway

11300 N 4th St,

Pinellas HRP

City

T.V.

TV

TV

TV

TV

TV

TV

TV

T.U.

St. Pete

Zip

33715

33715

33715

33715

33715

33715

33715

33715

33715

33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

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 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
FRANK LAURO	298 Monte Cristo Blvd	TV	33715
ARMIE STENBERG	1593 Pinellas Bayway	TV	33715
ANTHONY CAMISSO	130 1st St E #104	TV	33711
JOHN CLEMENT	138 1st St E #303	TV	33711
DAVE BERGEN	316 2nd St W	TK	33715
DON LAMB	719 Pinellas Bayway #206	Tierra Verde	33715
ADAM LAMB	719 Pinellas Bayway #206	Tierra Verde	33715
R J Farrell	131 11th St E		
KRISTIN HUBER	547 92nd Ave N St. Petersburg	St. Petersburg	33702
STEVE LAXTON	391 Madeira Cir	T.V.	33715
DIANA SKOGSETH	270 Medicine Cir	T.V.	33715

REQUEST FOR OPPORTUNITY TO SPEAK
(Please Limit Comments to 3 Minutes)

PUBLIC HEARING
S.R. 679 (Pinellas Bayway Structure E)
Project Development and Environment Study (PD&E)
Wednesday, March 28, 2007

Please Print.

Name: William R Brennan
Address: 110 Pinellas Bayway S # 108
Tierra Verde, FL 33715
Phone: 727-867-3700
Organization Affiliation: EVDS Chamber of Commerce

Please submit this completed form at the registration table by 6:00 p.m.

REQUEST FOR OPPORTUNITY TO SPEAK
(Please Limit Comments to 3 Minutes)

PUBLIC HEARING
S.R. 679 (Pinellas Bayway Structure E)
Project Development and Environment Study (PD&E)
Wednesday, March 28, 2007

Please Print.

Name: KELIS BRADY
Address: 400 3RD AVENUE N
TIERRA VERDE FL
Phone: 941/350 5853
Organization Affiliation: _____

Please submit this completed form at the registration table by 6:00 p.m.

REQUEST FOR OPPORTUNITY TO SPEAK
(Please Limit Comments to 3 Minutes)

PUBLIC HEARING
S.R. 679 (Pinellas Bayway Structure E)
Project Development and Environment Study (PD&E)
Wednesday, March 28, 2007

Please Print.

Name: Mary Ann Benford
Address: 729 Santa Maria Drive
Tierra Verde, FL 33715
Phone: (727) 867-0186
Organization Affiliation: RESIDENT

Please submit this completed form at the registration table by 6:00 p.m.

REQUEST FOR OPPORTUNITY TO SPEAK
(Please Limit Comments to 3 Minutes)

PUBLIC HEARING
S.R. 679 (Pinellas Bayway Structure E)
Project Development and Environment Study (PD&E)
Wednesday, March 28, 2007

Please Print.

Name: Art Lelonek
Address: 390 Pinellas Bayway
FV 33711
Phone: 867 2787
Organization Affiliation: Island Reporter

Please submit this completed form at the registration table by 6:00 p.m.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

Eric Green

ADDRESS:

3878th Ave N. Tierra Verde

PHONE:

(727) 368-2002

E-MAIL:

epgreen@fampubkey.com

Looks good. Lets get

started Right Now!

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: JACK KEEFE
ADDRESS: 6372 PALM DEL MAR BLVD, S #201
PHONE: _____
E-MAIL: JA KEEFE 1960 @ YAHOO.COM

GREAT - GO FOR IT ASAP!

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: DAN SHENISE / ANGLO CONSOLIDATED INC.
ADDRESS: 1120 PINELLAS BAYWAY #203, TIERRA VERDE FL. 33715
PHONE: 727-867-091 x23
E-MAIL: dan@angloconsolidated.com

WOULD IT BE POSSIBLE TO EMAIL ME PDF'S OF THE
PROPOSED STRUCTURE, JUST THE GENERAL ARTIST RENDERINGS
& THE OVERALL PROPOSED SITE PLAN. IDEALLY YOU COULD
SEND AS MUCH AS POSSIBLE OR PERHAPS IF YOU HAVE IT
ON THE FDOT WEBSITE JUST CALL ME & GIVE ME THE
LINK.

THANKS.
DAN SHENISE

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

Don Ennis

ADDRESS:

1515 Pinellas Bayway B-23, Tierra Verde

PHONE:

407-922-9040

E-MAIL:

I am a 6 year resident of Tierra Verde. I am in favor of the proposed Fixed span bridge. I believe it will relieve much of the traffic congestion during the busy winter months + resolve traffic issues when the draw bridge is opened. I am also concerned with recent issues with the bridge being stuck in the open position. In the event of an emergency evacuation, this could be disastrous. I welcome the addition of bike lanes to the bridge which is another safety issue. I am also in favor of the realignment of Madonna Blvd. Although I would rather not see a traffic light added to the intersection, I understand it may be necessary with traffic demand of the roadway.

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida
 Project Development and Environment (PD&E) Study
 WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Richard Campbell
 ADDRESS: 557 Pinellas Bayway S, St. Petersburg FL 33715
 PHONE: 727-865-7762
 E-MAIL: richcam50@yahoo.com

During construction

I am concerned with continuing access to the Gulf via Structure "E" route (as opposed to transiting via the Misner channel to the Skyway). Will plans provide for continued access to the Gulf & if limitations what would they be & for how long during the construction process.

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

Guy LeVan

ADDRESS:

287 Madeline Cir T.V. 33715

PHONE:

727-807-7345

E-MAIL:

gugnavel@msn.com

Meeting was very organized.

Design of bridge & ext were great!!

Good Luck.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

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Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: BEN + HELEN PERTCHECK
ADDRESS: 819 Columbus Dr. TIERRA VERDE 33715
PHONE: 727-866-7795
E-MAIL: bluewhite3@verizon.net

As residents of Tierra Verde, we are in favor of the high level bridge, fixed span. We are concerned that it is only planned to have one traffic lane in each direction. We feel strongly that 2 lanes in each direction are necessary.

If an accident occurs on the bridge it is imperative to have access for emergency vehicles. Also the increased traffic to Ft. Desoto Park requires an additional lane of traffic in each direction.

Please consider our suggestions.

Thank you very much
Helen + Ben Pertcheck

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Sandra Thomas
ADDRESS: 800 Pinellas Bayway S.
PHONE: 906-9931
E-MAIL: sandycats@earthlink.net

For Alt #6, it seems that the elevated portion of the roadway that is not part of the bridge that is over water ends prematurely - especially in the event of a need to evacuate for a hurricane. The existing roadway is only about 3-4 feet above sea level - which makes leaving the island a hazard during any type of extreme high tide or storm surge. With the expense being considered to replace the bridge - and the construction that would occur - why not elevate the remainder of the road on the causeway to a safer height?

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

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Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: RUTH B. GILLESPIE

ADDRESS: 351 8 AVE N.

PHONE: 727-866-9801 [416-636-6949]

E-MAIL: rgillespie@tampabay.fl.com

I STRONGLY SUPPORT THE HIGH LEVEL FIXED SPAN BRIDGE. THE SOONER THIS PROJECT ~~IS~~ CONSTRUCTION BEGINS THE BETTER.

THE INTERSECTION OF AT MADONNA BLVD IS AN ACCIDENT WAITING TO HAPPEN & SHOULD BE ADDRESSED IMMEDIATELY.

I WOULD SUGGEST NOT PUTTING IN TRAFFIC LIGHTS AT THE MADONNA BLVD INTERSECTION UNTIL A REASONABLE TIME HAS PASSED TO SEE IF ONE IS REALLY NEEDED.

I ALSO WOULD LIKE TO SEE THE BIKE/WALKING PATH EXTENDED NORTH - RIGHT UP TO THE E-W BAYWAY.

A FIXED SPAN BRIDGE FOR SR 679 WOULD GIVE US ISLAND RESIDENTS PEACE OF MIND IN CASE OF AN EMERGENCY.

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

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S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: BERNARD GILLESPIE
ADDRESS: 351 84th AVE. N. TIERRA VERDE
PHONE: 727-866-9801
E-MAIL: bernardgillespie@togs.com

1. THE RECOMMENDED ALTERNATIVE (HIGH-LEVEL, FIXED) IS THE ONLY VIABLE SOLUTION TO THE TRAFFIC PROBLEMS WHICH ARISE ON A DAILY BASIS WITH SOMETIMES MORE THAN A HUNDRED AUTOS LINED UP AT EACH END WHILE ONE, OR SOMETIMES TWO, BOATS PASS THROUGH THE CHANNEL.

2. THE ELAPSED TIME BETWEEN INITIATION OF THE BRIDGE-OPENING (FOR BOATS) PROCESS TO THE GREEN SIGNAL PERMITTING VEHICULAR TRAFFIC TO PROCEED VARIES BETWEEN 5 & 8 MINUTES. THIS ON A 20 MINUTE CYCLE THE ROADWAY MAY WELL BE CLOSED FOR, SAY, 8 MINUTES AND OPEN FOR 12. THAT DOES NOT GIVE THE MOTORIST A FAIR SHARE!

3. THE BRIDGE IS PART OF THE EMERGENCY VEHICLE & EVACUATION ROUTE. A FIXED BRIDGE IS A VITAL PART OF THE SAFETY SYSTEM!

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

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A handwritten signature in black ink, appearing to be "Bernard Gillespie".

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

NELSON & LYNN STEINER

ADDRESS:

1873 OCEANVIEW DRIVE

PHONE:

Teltra Verde 33715

E-MAIL:

WE support a \$100.00 Toll (Annual) fee
for Pinellas Bayway Access.

WE feel access to Ft. DeSoto should
be 1.00 per vehicle.

A handwritten signature in black ink, appearing to be "Nelson & Lynn Steiner".

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

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Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Mary Ann & R. Gary Renfrow (7 year residents)
ADDRESS: 729 Santa Monica Drive
PHONE: Tierra Verde, FL 33715
E-MAIL: renfr3@aol.com & maryannrenfrow@aol.com

We are in full support of the proposed alternative, a fixed span bridge. This proposal addresses all problems & concerns, including environmental impact of moving channel, redesign & improvement of Madonna Blvd. access, public fishing from bridge walkways, bike lanes, evacuation efficiency & reduction/elimination of operational costs. We believe that added weight should be given to the comments of residents such as ourselves who are year round residents. As we have the most to be concerned about because we are here for the full boating and hurricane seasons.

Please don't drop the ball on this great proposal during the bid process. Start publicity now so that we can get quality-qualified bids & can begin the project as soon as possible.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project: Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Marjorie H Sundstrom
ADDRESS: 1116 3rd A/S Tierra Verde, FL
PHONE: 867-5707
E-MAIL: MBSUNDSTR@yahoo.com

Please build the fixed bridge as soon as possible.
We need it!

Raise the tolls as much as needed - and build as soon as possible.

Repairing the old bridge would be ridiculous.

Take a hard stand if necessary. Someone will always be negative.
thank you

We have been residents for 25 years.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Michele Tuegel
ADDRESS: 433 Monte Cristo Blvd./Tierra Verde, FL 33715
PHONE: 727-867-5771
E-MAIL: tuegelart@msn.com

Hooray for a new fixed span bridge! My family and I are 19-yr Tierra Verde residents, and the old drawbridge has got to go. We have been stranded several times coming home on the north end with no other access to get home when the bridge "gets stuck" in the up position.

We would even welcome an increase in our annual toll fee to help finance the new bridge. Not mentioned in your video, another advantage of the new bridge (the most important one to me) is the uninterrupted traffic flow and necessary outcome for disaster or hurricane evaluation.

I also like the proposed improvements to the redesign of Madonna Blvd. intersection. The entire area (including all the entrance accesses to the BP station on the NW corner) is dangerous and pedestrian-unfriendly. Light or no light - either one is a better solution than what we live with currently.

I work for Pinellas County Cultural Affairs, and I am also here to express and represent arts + culture - hoping as you move through the design phase of the bridge, that FDOT will consider the "to for ~~put~~ public art in new constructions perhaps allowing an artist to be involved in the concept from the start. Ft. Desoto, Pinellas County and the state deserve a signature bridge which can be achieved with little \$\$ if an artist collaborates w/ architect/designers early on - lighting, entrance to

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

ratings,
etc.
Thank
you!

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

William Sundstrom

ADDRESS:

1116 3rd Av. S. Tierra Verde, FL 33715

PHONE:

727-867-5707

E-MAIL:

MBSUNDSTR@yahoo.com

Proceed with the elevated bridge. This should be priority #1.

If (for some reason (cost or time) the ROW cannot be obtained - then the bridge elevated bridge should go forward without the intersection changes.

We cannot get off the island in the spring and the fall. Emergency vehicles cannot get off! A neighbor and Grand recently died of a heart attack on the way to the hospital - traffic must slow - as soon as possible!

This will save lives.

Please raise the tolls as much as necessary!

W

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project: Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

Stella Nagley

ADDRESS:

340 Pinellas Bayway #306

PHONE:

E-MAIL:

Theiron.magnolia@AOL.com

Please no rebuild! If we move the channel, who will maintain the depth. Who will pay for it?

Will there be increased crime due to dip spans?

Will there be increased traffic & volume due to Pinellas Trail?

What about increases in speed of traffic?

Fencing the Madrone entrance isn't necessary -

Thank you for holding the meeting.

Please provide a written response to the questions.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida
Project Development and Environment (PD&E) Study
WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: A J Norungolo
ADDRESS: 135 Yacht Club La
PHONE: 727 644 7600
E-MAIL: Tony@NORUNGOLO.COM

I am opposed to a Fixed Bridge for the following reasons -

- ① The potential for the Bay way becoming a speed way
- ② the potential for increased crime due 24/7 access ON to and OFF OF the Island
- ③ The exposure and cost OF changing and maintaining a new channel 400 FT ~~wide~~ to ~~east~~ ^{west} of the current channel.
- ④ "Fixing" Madonna Blvd should not be part of the project

Please written response to ALL OF these CONCERNS

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

ADDRESS:

PHONE:

E-MAIL:

Marilyn Key

360 Pinellas Bayway S

419-290-9000

MFS2 BASE@YAHOO.COM

① The state of our economy does not support a project like this!

② One tax dollar should be used in areas where education, health care, etc are needed. more police in TV.

③ There is nothing wrong in not spending money. The ^{country} ~~country~~ is fine the way it is. The structure you are proposing is ugly!

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: GEORGE SCHEFF
ADDRESS: 360 PINELLAS BAYWAY, UNIT A, TIERRA VERDE,
PHONE: 727 643 9838 33715
E-MAIL: GES2BASE@YAHOO.COM

1) ITS TIME FOR BUREAUCRATS TO DO WHAT WE ARE ALL PERSONNEL DO - STOP SPENDING MONEY

2) THIS BRIDGE PROJECT DOES NOTHING SIGNIFICANT TO IMPROVE THE HEALTH, EDUCATION NOR WELFARE OF THE GREATER PUBLIC

3) THE TRAFFIC IS BAD ENOUGH NOW ON THE BAYWAY. A FIXED BRIDGE WILL ONLY ENCOURAGE MORE.

4) I HAVE BEEN A SALESMAN FOR YEARS SO I KNOW THE ISSUE OF WAITING ON A BRIDGE OPENING. IT IS NOT A LIFE OR DEATH ISSUE. REPRESENTS

5) THE RENOVATIONS BY ONE OF THE UGLIEST ADDITIONS TO TIERRA VERDE I HAVE SEEN

PLEASE, DO NOT WASTE OUR MONIES ON THIS PROJECT.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

REMEMBER, 100% OF THE BOATS IN THE CHANNEL CAN GET THROUGH THE CURRENT BRIDGE.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME:

Anne Sullivan

ADDRESS:

135 Yacht Club Lane

PHONE:

727-214-1510

E-MAIL:

anne@norungolo.com

~~Also~~

Opposed to the Option # 1, the recommended solution for the following reasons:

1) Changing the channel in a shifting current will cause constant shoaling. If the channel is to be maintained at 80 or 9 ft it will most likely shoal on a regular basis. Who will pay for the maintenance?

2) A larger/longer bridge will cause encroachment into the island that is not welcome.

3) A fixed bridge does not allow to be raised during hurricane evacuations inviting more crime onto the island. The draw bridge during all times deters criminals knowing the bridge can be raised at anytime.

I support option 1 - NO BUILD - refurbish and repair current structure →

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

I would prefer the alternative that is no longer on the table - rebuild a fixed bridge - low level bascule.

Madonna Blvd does not need "fixing". Residents & visitors to T.V. need to assume personal responsibility for their driving. It should not be bundled into a convoluted bridge proposal

Fold

Robert M. Clifford, AICP
Modal Planning and Development Manager
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-810
Tampa, FL 33612-6456

Fold

Questions - Please provide written response

1. Who will pay to maintain and pay to keep the channel depth at 8' to 9' feet.

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Tuesday, February 20, 2007 9:27 AM
To: Price, Alice J; Michelle.Greene@dot.state.fl.us
Cc: gabor.farkasfalvy@dot.state.fl.us; Reed, Doug J
Subject: Fw: (no subject)

FYI

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451

----- Forwarded by Kirk R Bogen/D7/FDOT on 02/20/2007 09:26 AM -----

"Tierra Verde
Community
Association"
<tassn@tampabay.r
r.com> To
<RheinMed@aol.com> cc
02/20/2007 09:20
AM "Kirk Bogen, Project Mgr, TV
Bridge"
<kirk.bogen@dot.state.fl.us>,
"Ronnie E. Duncan"
<rduncan@pinellascounty.org>, "John
Morrioni"
<jmorrioni@pinellascounty.org>
Subject
Re: (no subject)

Thank you, Mr. Bee, for your e-mail. It has been copied to our local government representatives.

Karen Northrup, PCAM
Administrator
Tierra Verde Community Association, Inc.
1275 Pinellas Bayway South
Tierra Verde, FL 33715
727-867-9362
Fax 727-867-2169
tassn@tampabay.rr.com
www.tierraverdecommunityassociation.org

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

From: RheinMed@aol.com
To: tassn@tampabay.rr.com
Sent: Monday, February 19, 2007 12:55 PM
Subject: (no subject)

I have 2 properties in Tierra Verde. I will not be able to attend the upcoming Town Hall meeting. However, I would like to register my vote against the \$.01 increase in taxes, as well as my recommendation that we pursue a fixed bridge rather than a draw bridge.

John A. Bee

President
Rhein Medical

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Wednesday, March 07, 2007 4:06 PM
To: Price, Alice J; Michelle.Greene@dot.state.fl.us
Cc: Reed, Doug J; gabor.farkasfalvy@dot.state.fl.us; Marian.Scorza@dot.state.fl.us
Subject: Fw: SR679 (structure e) project comments - our draw bridge to tierra verde

FYI

Marian, I copied you because he copied a St. Pete Times staff member.

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451
----- Forwarded by Kirk R Bogen/D7/FDOT on 03/07/2007 04:03 PM -----

"phillip digenova" <pdigenova-pressli ne@earthlink.net >	kirk.bogen@dot.state.fl.us	To
	aschoff@sptimes.com	cc
03/06/2007 01:48 PM	SR679 (structure e) project comments - our draw bridge to tierra verde	Subject
Please respond to pdigenova-pressli ne@earthlink.net		

gentlemen,

i will be away during the scheduled public hearing on 3/28/07.

please accept my comments regarding proposals.

as it stands from the most recent mailing - the fixed bridge is the primary proposal with the "no-build alternative" still in play.

THE NO-BUILD - REHAB REMAINS THE ONLY CHOICE IN MY MIND THAT MAINTAINS THE CHARACTER OF TIERRA VERDE AND IT'S IMMEDIATE ENVIRONMENT.

as a resident - i see the usage of the areas immediately adjacent to the draw bridge.

the fixed high bridge literally destroys much of this - in essence eliminating a relatively primitive, undeveloped but highly used public park. come see people play here on saturdays and sundays. we have people that will stake a claim to their little piece of paradise for the day by arriving as early as dawn. with the fixed span this will absolutely disappear - gone certainly for the next 50 to 100 years - likely never to return.

we are not a very large community - and as we are an island with no further development

lands available - we certainly shall not get much larger then at current.

one of the reasons for moving here originally was the particular drawbridge access.

i know some complain about the occasional traffic jams around the holidays and a few sundays - as these days are at most 6-8 days a years - i do not believe this is enough to justify turning this area into one that looks like - "yuck" - clearwater beach. if they have a problem getting off or on the island a few times a year - well maybe they just need to relax a little bit more. that's what i do - i just adapt around those times - and if i get caught in it - well - just roll down the windows and relax.

i notice most of the problems go away if a sheriff is stationed by the bridge on those few days. (doesn't help the back up traffic though)

also - if the proposal for bridge openings on the half-hour go thru - much of their argument will be rendered moot.(this will help the traffic flow).

i live about one half mile south of the bridge - so i will not be directly affected by the change - in fact the view will probably be great from a high bridge.

of course the bridge fisherman will be gone - the time to watch the boats pass by the bridge will not exist - many of the kilters will not be there, the ultralights will be gone ... etc.

I do not fish from there, i do not kite, and only once or maybe twice a year use the bridge area beach - so you can see - i am not really talking about a personal interest as much as i am looking at a much bigger picture and welfare of many who come out here but cannot afford to live here.

so i have to ask - is a high bridge REALLY progress? - i think not.

please accept my comments with all due respect. i appreciate the efforts to keep us informed, the amount of planning that is evident by the mailings and meetings to date and that allow us at least some comment as to our future out here.

ps - dear ms. aschoff, i have copied you here because this may be of local news interest. we have communicated befor but with my other e-mail pj-enterprises@att.net. please forward this to mr. spratt at the county level - i wanted to copy him but misplaced his e-mail and the county site no longer provides direct access e-mail addresses. (they have a form)

to all the best from out here in tierra verde

pss - if any have not seen the way the bridge area is used on the weekend - they need to before making any decision as to what direction any construction in the area may take.

phillip digenova
545 pinellas bayway s, #303
tierra verde, fl 33715
727-865-9510
pdigenova-pressline@earthlink.net
EarthLink Revolves Around You.



Muscogee (Creek) Nation
Division of Tribal Affairs

Allen Harjo
Director

March 12, 2007

Kirk R. Bogen, P.E.
Project Development Engineer
Florida Department of Transportation
11201 N. McKinley, Drive
Tampa, FL 33612-6456

RE: (Pinellas Bayway Structure E) at Intracoastal Waterway PD&E Study, Pinellas County,
Florida

Dear Mr. Bogen, P.E.,

This is to acknowledge receipt of your referenced correspondence.

Since the project is under study as to determine rehabilitation or replacement of S.R. 679, which was originally constructed in 1961, we currently have no comment to contribute to this study.

Please call if you have any questions. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Allen Harjo".

Allen Harjo
Director Tribal Affairs

AH/kc

cc. A.D. Ellis, Principal Chief
Mike Flud, Chief of Staff
Roger Wiley, Attorney General

I look forward to your response to this e mail and to meeting you at the 28th March meeting.

Cheers, Chuck

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Monday, March 26, 2007 7:36 AM
To: Engertb@cs.com
Cc: Reed, Doug J; gabor.farkasfalvy@dot.state.fl.us; Price, Alice J; Michelle.Greene@dot.state.fl.us
Subject: Re: Tierra Verde Bridge, Public Hearing

Mr. Engert,
Thank you for taking the time to comment on this very important project.
Your comments will be considered before we make our final recommendations to the United States Coast Guard (USCG).

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451

Engertb@cs.com

03/22/2007 06:07
PM

kirk.bogen@dot.state.fl.us

To

cc

Subject

Tierra Verde Bridge, Public Hearing

Dear Mr. Bogen! Since I will be out of town on the date of the hearing I would like to express my thoughts ref the planned/updated Tierra Verde bridge: I doubt that a fixed span would be high enough to accomodate the mast height of a medium sized sailboat (my L-43 's mast is 63 ft high, for example), preventing easy access to/from Tampa Bay for for many boat owners in the area - short of navigating a circuitous detour south of Fort De Soto. Aside from above considerations, a bascule bridge would preclude the need for a long on/off ramp on either side of a high bridge, causing less disruption and necessary changes to the existing neighborhood near the bridge. Thank you for you consideration, respectfully, Bernie Engert

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Monday, March 26, 2007 7:39 AM
To: Tom Shaurette
Cc: Reed, Doug J; gabor.farkasfalvy@dot.state.fl.us; Price, Alice J; Michelle.Greene@dot.state.fl.us
Subject: Re: Tierra Verde Bridge replacement

Mr. Shaurette,
Thank you for taking the time to comment on this very important project.
Your comments will be considered before we make our final recommendations to the United States Coast Guard (USCG).

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451

"Tom Shaurette"	
<tgshaurette@msn.com>	To
	<kirk.bogen@dot.state.fl.us>
03/23/2007 12:47 PM	cc
	Subject
	Tierra Verde Bridge replacement

Dear Mr. Bogen:

As a concerned Tierra Verde resident who due to a schedule conflict will be unable to attend the public hearing I offer this e-mail so that my voice may be heard.

The only acceptable alternative to the current bridge is a high-level fixed-span. Let's end the weekend traffic congestion and all the bitching and complaining about openings.

Thank You,
Tom Shaurette
120 6th St E
Tierra Verde, FL

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Monday, April 09, 2007 7:18 AM
To: Reed, Doug J; Price, Alice J
Cc: gabor.farkasfalvy@dot.state.fl.us; Michelle.Greene@dot.state.fl.us
Subject: Fw: Bridge No:150049 SR679 Pinellas Bayway Structure E at intracoastal watery

Doug/Alice,
For your files.

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451

----- Forwarded by Kirk R Bogen/D7/FDOT on 04/09/2007 07:15 AM -----

<rjezek1@columbus
.rr.com>

04/07/2007 12:01
PM

<kirk.bogen@dot.state.fl.us>

To

cc

<rjezek1@columbus.rr.com>

Subject

Bridge No:150049 SR679 Pinellas
Bayway Structure E at intracoastal
watery

Hello,

We are in agreement with the proposed plans for Bridge No:150049 SR679 Pinellas Bayway Structure E at intracoastal watery. We are also strong proponents for a signal at the Madonna Boulevard intersection. Our own experiences and FDOT's traffic conflict points study indicate the need for a signal light at this intersection. It is and will be a very hazardous intersection unless a signal is in place.

In addition, we noticed from the noise study that there will not be a reduction in noise but rather a possible increase. While the noise levels measured were within the acceptable parameters for homes they are still elevated. It would be a great improvement for The Village homeowners if FDOT could incorporate additional noise abatement constructs to lower the noise levels.

Thank you for all of your considerable efforts in making the area a more pleasant place to live.

Sincerely,
Ken & Rosanne Jezek
The Village #6-105
614-581-5457
rjezek1@columbus.rr.com

Price, Alice J

From: kirk.bogen@dot.state.fl.us
Sent: Wednesday, April 11, 2007 8:03 AM
To: Reed, Doug J; Price, Alice J
Cc: Michelle.Greene@dot.state.fl.us
Subject: Fw: S.R. 678 (Pinellas BaywayStructure E) at Intracoastal Waterway Bridge No: 150049

FYI

Kirk Bogen, District Project Development Engineer FDOT District Seven Modal, Planning & Development kirk.bogen@dot.state.fl.us
(813) 975-6448 / (800) 226-7220 x27805
FAX: (813) 975-6451

----- Forwarded by Kirk R Bogen/D7/FDOT on 04/11/2007 08:01 AM -----

Scott W.
Collister/D7/FDOT

04/11/2007 07:48
AM

Kirk R Bogen/D7/FDOT@FDOT To
cc
Lee Royal/D7/FDOT@FDOT, Gabor
Farkasfalvy/D7/FDOT@FDOT
Subject
Fw: S.R. 678 (Pinellas
BaywayStructure E) at Intracoastal
Waterway Bridge No: 150049

Kirk,

Maybe we could frame this ...

Scott

----- Forwarded by Scott W. Collister/D7/FDOT on 04/11/2007 07:47 AM -----

"Sonny Marks"
<smarks@Allstatec
onstruction.com>

04/10/2007 06:58
PM

<scott.collister@dot.state.fl.us> To
cc
Subject
S.R. 678 (Pinellas BaywayStructure
E) at Intracoastal Waterway Bridge
No: 150049

Mr. Collister,

As a permanent resident of Tierra Verde I would like to offer my support and approval of the proposed "Alternative 6, High-Level Fixed, Relocated Channel" proposal as set forth by the F.D.O.T.

My wife and I attended the magnificent public hearing that you folks held on March 28, 2007 at the Tampa Bay Watch facility. My wife and I felt that your presentations of the viable options were presented in a very thorough, concise, and professional manner. All of the F.D.O.T. representatives, the project engineers, and consultants were very knowledgeable, detailed, polite and patient in response to our questions and concerns. It is very satisfying to know that you and the State of Florida have put together such a great team to address this very important and much needed project.

I support the "Alternate 6" proposal because it addresses and satisfies several issues:

1. The existing draw-bridge is in need of repairs and the operating costs for the existing bridge are wasteful.
2. The draw-bridge requires very frustrating wait-times for residents and tourists (coming & going). This wait-time promotes "road rage" on Pinellas Bayway/ #682 and eventually onto I-275. I know this because it does it to ME. This is not good. The traffic congestion on weekends (especially late Sunday afternoon) is horrendous. Again, "road rage". Even when the draw-bridge is down. This is also very frustrating for the tall-boaters using the existing draw-bridge channel.
3. The recommended intersection, Option B, realignment of Madonna Blvd./Village driveway is very much needed. Even if the fixed bridge is not constructed!! Again, just look at the weekend traffic violations (un-enforced) of "left-turn-only lane cut-ins" and traffic from Madonna Blvd. "bullying" their way into north bound traffic. Again, "road rage". Not Good!!!
4. The existing Tierra Verde Hotel / Island Resort facility will be soon demolished and a new 10-story condo / retail shops building will be constructed there.
5. The existing Tierra Verde Marina Shopping Plaza will be soon demolished and a new 3 to 4-story condo / offices / retail shops will be constructed there.
6. The new fixed bridge, with bike path and pedestrian walk-way / running path / fishing path will enhance the public value of Fort DeSoto, the tourist value of community, and the personal & private value of the community.
7. The construction of "Alternate 6" and Option B is the only sane answer to the safety, accessibility, and tranquility of our little island paradise.

Regarding the construction costs for this project, I would be pleased to increase my Sun Pass by \$50 a year to contribute to the construction costs.

Hopefully, with a sunset date attached.

I hope my "2 cents worth" will encourage the "Powers" to approve this project for immediate commitment and eventual construction.

Thanks,

Sonny Marks

(Bridgewater Townhomes)

487 Pinellas Bayway, Unit #102

Tierra Verde, FL 33715

Cell: (727) 235-2446

smarks@allstateconstruction.com

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: _____

ADDRESS: _____

PHONE: _____

E-MAIL: _____

Comments are being submitted in question format:

- Specifically, what 3 businesses will require relocation?
- Will the new channel be the same depth as the existing channel?
- What will the speed limit be?
- Will the new structure be a part of the Pinellas Trail?

Please provide answers to the above questions to:

blay@verizon.net (email) or

Yacht Haven Condo Assoc.

Karen Lay

340 Pinellas Bayway #204

Tierra Verde, FL 33715

THANK-YOU!

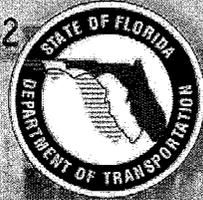
- If you did not receive notice of this meeting, but would like to be included on the mailing list for this project, please check.

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1

RECEIVED

2007 MAR -1 AM 10:12



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

RECEIVED
PLANNING UNIT
2007 APR 10 AM 10:14

NAME: Benjamin W. Beattie
ADDRESS: 1071 Pinellas Bayway S. Tierra Verde, Fl. 33715
PHONE: (727) 866-0166 home; (717) 360-5000 cell
E-MAIL: jbsanpenny@att.net.

- I am suggesting that the ICW channel be located more to the north.
1. The beginning of the south ramp could remain in its present location.
 2. The slope of the bridge could be lowered to much more gradual incline.
 3. The maximum height could be reduced. All of these reasons will reduce the cost.
 4. The "causeway" Rt 679 from Isla was man-made and to have the north ramp extend further would be of little consequence.
 5. The ICW was relocated appx 40 years ago. It used to be at the canal closet to the Toll Booth on 54th S. (Pinellas Bayway). So there is no special significance to its present location.
 6. Seagrass and marine life is minimal in that area. Both sides of the causeway are extensively used for recreation that includes jet skis, ultralite airplanes, fishing, kite boarding, wind surfing, and picnicing. At low tide, much of it is exposed and it is nothing but "sandmud" flats.
 7. The current plan should be reconsidered. The bridge needs to be user friendly and it should be safe. The present design height of 75.5 feet will be scary for a lot of people. As for walkers and bicyclists it will be a trek to get up to the top and difficult and maybe unsafe to descend.
- If you did not receive notice of this meeting, but would like to be included on the mailing list for this project, please check.
8. Possibly some planting of marine vegetation could mitigate any loss of what is presently there to satisfy DEP.

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

of what is presently there to satisfy DEP.
Sincerely, Benjamin W. Beattie

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Bridge No: 150049
Pinellas County, Florida
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: CHARLES B. HUSICK
ADDRESS: 1375 PINELLAS BAYWAY S. #29 ST PETE 33715
PHONE: 727 867 7077
E-MAIL: CBHUSICK@AOL.COM

HIGH LEVEL BRIDGE NEEDED AS SOON AS POSSIBLE
PRESENT BRIDGE TOTALLY INADEQUATE FOR
EXISTING TRAFFIC VOLUMES, CREATES UNSAFE
CONDITIONS

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

Gabr

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida
 Project Development and Environment (PD&E) Study
 WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Rund & Barbara Hartos
 ADDRESS: 545 Pinellas Bayway S., # 428 Tierra Verde
 PHONE: 867-0428
 E-MAIL: rundh@aol.com / barbananny@aol.com

My wife and I are overwhelmingly in favor of alternative 6: high span bridge, with the necessity to relocate the channel

We have been residents of T.V. since June 1990. Even then, the traffic problems were noticeable, but lately they have been absurd. As a result, we plan our lives/activities so that no "off-island" trips are required.

The 20 minute bridge openings become ridiculous on weekends. traffic is gridlocked at Isla del Sol due to both the Tierra Verde bridge but also structure "C" opening demands. It takes at least 12 minutes to open bridges, let water traffic through, and then close the bridge(s). I personally have been in traffic for 2 consecutive bridge openings (structure E)

So in our minds, this is a "no-brainer". We attended the meeting at Bay Watch on 28 March and realize that this will be hotly debated and contested due to some people saying: "What problem, there is no problem!!" Not us!----! We're for alternative 6.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway

Bridge No: 150049

Pinellas County, Florida

Project Development and Environment (PD&E) Study

WPI Segment No: 410755.1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: _____ Dennis and Heidi Stokes
ADDRESS: _____ 107 7th Street East
PHONE: _____ 727-867-1408
E-MAIL: _____ DLSTOKES1@VERIZON.NET

We like your plan:

High-level fixed w/ relocated channel -

also think signal @ Madonna will eliminate right angle accidents

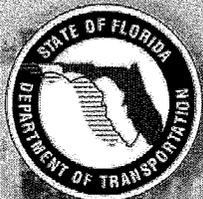
[Signature], P.E. retired

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public through the media.

Aber

S.R. 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
 Bridge No: 150049
 Pinellas County, Florida
 Project Development and Environment (PD&E) Study
 WPI Segment No: 410755 1



March 28, 2007

COMMENT FORM

We encourage your comments regarding this project.

NAME: Patrick & Linda Bowler
 ADDRESS: 508 1st Ave S Tierra Verde, FL 33715
 PHONE: 727 866-2508
 E-MAIL: patrick@aeropartners.com

Thank you for doing an outstanding job on the design work for this project. We are in full support of the recommended alternative #6 and we would like to see the project start as soon as possible.

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

NOTE: Please complete and place in the "Comments" box or mail to Mr. Robert M. Clifford, AICP, Modal Planning and Development Manager, at the address on the back of this Comment Form, by April 9, 2007. All comments are part of the project record and are available for viewing by the public and the media.



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Zip</u>
Cpl. Piper	10750 Ulmerton Rd	Largo	32728
Sherrin Andersen	U.S. Senator Bill Nelson 801 N FLORIDA AVE, 4th floor	Tampa	33602
CHERRY KELLY	1117 3 RD AVE S	T.V.	33715
Bruce Kelly	"	"	"
John & Linda Walker	436 - 1 ST ST. W.	T.V.	"
Karen & Jack Marcote	309 Monte Cristo Blvd	"	33715
DAVID GADOM	636 Monte Cristo Fran	T.V.	33715
Bill Long	103 1 ST EAST #305	TV	33715
J.W. Taylor	103 1 ST C. #310	TV	33715
ASHRAF-ZAKI	130 PINELLAS BAYWAY	TV	33715
Fred Dargahi	city of St Petersburg one 4 th st. N.	STPETE	33701
Abu Bahas	402 Madeline Cir	TV	33715
Frank Mulvan	"	"	"
CHARLES HUSKINS	1375 PINELLAS BAYWAY	TV	33715
JL Samsica + wife	1090 Pinellas bayway	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
 Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

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Name	Street Address	City	Zip
James Bennett	City Councilman	St. Petersburg	
Daniel Stenise	DRAFTSMAN	Tierra Verde	
DONNA MASON	1110 PINELLAS BAYWAY S #108	TV	33715
Bill BRENNAN	" " #107	TV	33715
Karen Nisello	196 1st Street W	TV	
Ronald Hartog	545 Pinellas Bayway S. # 408	TV-	33715
John Putnam	173 1st St W		
POJ Putnam	" " "		
Greg Hankins	383 8th AVE N.	TV	33715
Bob M... ..	114 7th Ave S	TV	33715
Dean Hanko	675 4th St. W.	TV	33715
Clayton	" " "	TV	"
Michael	600 TV	TV	33715
Brian Mansley	319 4th AVE N R	TV	33715
Ray Schneider	131 1st street East #204	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
Pinellas County, Florida
WPI Segment No.: 410755 1

March 28, 2007
3000 Pinellas Bayway South
Tierra Verde, Florida 33715

** PLEASE PRINT **

Name	Street Address	City	Zip
Michael Alberts	380 Pinellas Bayway #C	Tierra Verde	33715
LISA FRICK	658 Columbus Dr	TV	33715
TINA GRANJE	6094 Boka Del Mar C	A.P.	33715
SAME & GAIN	316 1st St W	TV	33715
HELEN + BEN PERFECTCHECK	819 Columbus Dr.	TV	33715
MARCUS LEE	390 MADENA CIRCLE	TV	33715
SHARON JONES	106 / ST STE	TV	33715
MURRAY JONES	106 / ST STE	TV	33715
Alice Buxley	128 1st St. E	TV	33715
George F. Buxley	"	"	"
Raymond J. Wontford	1069 PINELLAS BAYWAY	TV	33715
Virginia Hoffenberg	103 FIRST EAST # 207	TV	33715
Arthur Schular	314 Monte Cristo Blvd	TV	33715
Deborah Ohman	340 Pinellas Bayway #307	TV	33715
Jim Markese	465 Pinellas Bayway #105	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Zip</u>
Art Zelenak	390 Pinellas Bayway	TV	33775
RAY & GERI RASA	501 LAGUNA DRIVE	TU	33715
Patrick Bowler	508 1st Ave S	TV	33715
Ric Bourbon	1070 Pinellas Bay	TV	33715
E. Collett	756 Pinellas Bayway	T.V.	33715
G.M. SERNAS	126 FIRST ST. E APT 210J	T.V.	33715
Pete Yauch	Pinellas Co - Asst. Co. Admin	Clearwater	
Bill Sundstrom	1116 3rd Av. S.	T.V.	33715
Betty LESTER	355 MADEIRA CIR	TV	33715
Jahis Ftoelvia	751 Pinellas Bayway #208	TU	33715
Punit Shah	798 NINA DRIVE	TV	33715
Jennifer Willman	11300 HTN ST N Ste 200	St Pete	33710
Clairne Walozeoski	380-8 Ave N # 8	TU	33715
Jim MCKENNA	109 YACHT CLUB LN	TU	33715
Karyn Rieth	603 1st Ave S.	T.V.	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Zip</u>
Carolyn Kling	113-1 st St. E #203	TU	33715
Afene Davis	600 Cleveland St. Clw	MPO	33755
Laurel Clement	106 1 st St E #111	TU	33715
Barbara Clement	138 1 st St E #303	TU	33715
Cliff Fuller	250 Pinellas Bayway S.	TU	33715
Eleanor Starberg	1593 Pinellas Bayway	TU	33715
JEARY FRATIO	103 1 st Street East #312	TU	33715
FRANK & PHYLLIS HARBER	108 EAST 12 STREET	TU	33715
DILIP MUNDKUR	11007 N 56 th St, #203 Tampa FL 33647	Tampa	33617
Betsy Godbold	1625 Seaview Dr.	TV	33715
Mary Flick	364 2nd St W	TV	33715
Anne Sullivan	135 Yacht Club Lane	TU	" "
TONY Norungolo	" "	" "	" "
Shilvia Wesley	340 Pinellas Bayway #306	TU	33715
RW Mosley	126 + 128 10 th St E	TU	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
JEFF SAWYER	5901 Bethig Del Mar Cir	St. Pete	33715
Shoreen McIvle	219 2nd St. W.	Tierra Verde	33715
RONALD MCKESKA SR	800 MADONNA BLVD.	TIERRA VERDE	33715
Joanne Hespell	800 MADONNA BLVD	TIERRA VERDE	33715
Guy LeVan	287 MacLennan Cir	Tierra Verde	33715
Tom Rodgers	404 4th Av. N.	Tierra Verde	33715
JUDY FIELDING	112 8TH ST E	T.V.	33715
Bob Fielding	" "	"	"
KATHY MANSIE	132-1ST ST E	"	"
MARCO R. CARLSON	357-8 AV. N.	TY.	
Joyce	"	"	



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****

Sign-in Sheet

**** PLEASE PRINT ****

Joe + Marie Renda
Sant Shuman
Jack Keate
Monica Jimenez
WAYNE RIES
SHUFORD/POSEY MARKS
RICHARD ALIOTTI
Paul Marafione
Kurt Schneider
Nick Aerts
Jim Phillips

503 LAGUNA DR
6294 Bahia del Mar Ln
6372 Palma del Mar Blvd
545 Pinellas Bayways #201
150-C PINELLAS Rwy S.
487 Pinellas Bywy #102
6294 BAHIA DEL MAR CURS. ST. PETERSBURG
4983 Beacon Ln S. D-205
'31 first street East #204
903 Pinellas Bayway #206
672 Geneva Place

T.V.
St P
St. Petersburg
TV
TV
TU
ST. PETERSBURG
St. Petersburg
Tierra Verde
Tierra Verde
Tampa

Zip
33715
33715
33715
"
"
33715
33715
35715
33715
33606



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
KRIS BRADY	400 3RD AVE N	TIERRA VERDE	33715
JOE KUBICKI	100 4 th ST. N	St Petersburg FL	35201
Michele Turogel	433 monte cristo	tierra verde	33715
Connie Langhorst	432 7th Ave. N.	Tierra Verde	33715
Donna			
Wendell Brown	11080 5TH ST E	TRASAVEN ISLAND	33706
James Grange	6294 Bahia del Mar	St. Pete	33715
LEONARD DINSFER	249 15 th ST. W.	Tierra Verde	33715
Thong K. GERWE	342 7th Ave N	11	53715
THOMAS E. HELPER	205 6 th ST. EAST	"	33715
DENNIS STOKES	107 7th St E.	11	11



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
Sandra Thomas	800 Pinellas Bayway S.	T.V.	33715
Shandell Gelmini	360 8 th Ave N.	T.V.	33715
Laura Sawyer	370 8 th Ave N.	T.V.	"
Jennifer Sanders	400 3 rd St. N.	T.V.	33715
ANNE SWARTS	138 1 st Street E - 300	T.V.	"
Marla Sutton	390 Madeira Circle	T.V.	"
Erin Lettner	405 6 th Ave N	T.V.	33715
ROSA F BERNARD GILLESPIE	851 8 th AVE N.	T.V.	"
Richard Campbell	557 Pinellas Bayway S	T.V.	33715
Manuela Chell	360 Pinellas Bayway S	T.V.	33715
Mary Ann Penford	729 Santa Mercedes Dr.	T.V.	33715



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
Karen Lay	340 Pinellas Bayway #204	Tierra Verde	33715
Edwin Jackson	283 Madiera Ct.	"	"
JOE KARIBO	107-9TH ST E	"	"
Phil Dixon	37 Pinellas Bay #210	"	"
KENT SEELEY	465 P.B.S #306	"	"
Miller Capel	774 Nina Dr.	Tierra Verde	33715
Bonnie & Bill Palmer	272 2nd St. W.	"	"
Nelson & LYNNE STEINER	1873 OCEANVIEW DRIVE	TIERRA VERDE	33715
Helen Knight	4217 WOODBROOK ST	TERRA VERDE	33029



S.R. 679 Pinellas Bayway (Structure E)
 Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
 Sign-in Sheet

**** PLEASE PRINT ****

Name	Street	City	Zip
KARIN GLOBUS	646 Columbus Dr E	T.V.	33715
T. Weintraub	308 6th Ave N.	TV	33715
McDonald	349 6th Ave N	TV	33715
Chris Liebel	404 8th Ave N.	TV	33715
Michael Smith	401 1st Ave S	TV	33715
Neil Franckle	106 - 4th St. E	TV	33715
Bob * KAREN DEAN	503 BARCELONA DR	TV	33715
JERRY HALE	1073 PINELLAS BWAY	TV	33715
Ben Beatrice	1071 Pinellas Bayway	T.U.	33715
John Skinner	11300 N 4th St,	St. Pete	33700
<i>[Signature]</i>	Pinellas HRPD		



S.R. 679 Pinellas Bayway (Structure E)
Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

**** PLEASE PRINT ****
Sign-in Sheet

**** PLEASE PRINT ****

<u>Name</u>	<u>Street</u>	<u>City</u>	<u>Zip</u>
FRANK LAURO	298 Monte Cristo Blvd	TV	33715
ARMIE STENBERG	1593 Pinellas Bayway	TV	33715
ANTHONY CAMISSO	138 1st St E #104	TV	33711
JOHN CLEMENT	138 1st St E #303	TV	33711
DAVE BERGEN	316 2nd St W	TK	33715
DON LAMB	719 Pinellas Bayway #208	Tierra Verde	33715
AJOAN LAMB	719 Pinellas Bayway #208	Tierra Verde	33715
R J Farrell	131 11th St E		
KRISTIN HUBEN	547 92nd Ave N St. Petersburg	St. Petersburg	33702
STEVE LAXTON	391 Madeira Cir	T.V.	33715
DIANA Skogseth	270 Madeira Cir	TV	33715



S.R. 679 Pinellas Bayway (Structure E)
 Public Hearing
 Pinellas County, Florida
 WPI Segment No.: 410755 1

March 28, 2007
 Tampa Bay Watch
 3000 Pinellas Bayway South
 Tierra Verde, Florida 33715

Name	Organization/Department	E-mail Address
Kirk Bogen	FDOT-MPD	Sharon Phillips - PBSJ
Rick Adam	FDOT-MPD	
DAVE EATON	FDOT-ROW	Alice Price - "
Michelle Greene	FDOT-MPD	Mariger Figueroa - "
Ed Johnson	FDOT ROW	Shannon Niles - "
Marian Scorer	FDOT PIO	Carey Wright - "
DOUG REED	PBSJ	Dave Grillo - "
Loocesh KRISHNAN	PBSJ	
Gabor Farkasfely	FDOT	
Judy Smith	FDOT	
Bob Clifford	FDOT	
Don Skelton	FDOT	
Scott Cowster	FDOT	
AMIR KANIGARI	PBS&J	
Steve Malecki	PBS&J	
Andrew Nappi	FDOT	

APPENDIX G
FDOT RESPONSES TO PUBLIC HEARING COMMENTS



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Sheilia Nagley
340 Pinellas Bayway #306
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Ms. Nagley:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E Study was to evaluate and document the engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses. We appreciate your comments and offer the following response to your concerns.

Your first question asks who will maintain the depth and pay for maintaining a new channel. The Department acknowledges that shoaling is an issue that needs to be addressed prior to construction. The extent of dredging required to relocate the channel has not been fully determined. Likewise, the extent of shoaling or maintenance dredging has not been determined. The US Army Corps of Engineers (USACE) regulates any maintenance activities in the channel; however, the USACE has not yet identified the requirements and responsibilities associated with maintenance dredging or if it will even be required. These issues will be further evaluated in the design phase of this project.

Your second question asks about the potential for increased crime due to a fixed span providing continuous access to Tierra Verde. Because there is still only way on and off the island, it is unlikely that the crime rate will increase substantially if a fixed bridge is constructed. The need for this project is based on structural deficiencies associated with the age of the structure, rather than crime prevention. The Recommended Alternative is favored by the majority of public comments and is considered the best investment of taxpayer dollars in terms of traffic flow, safety, efficiency, rapid evacuation, and emergency response.

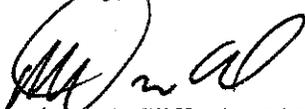
Your third question asks about increased traffic and crime due to the Pinellas Trail. The need for the trail has been identified in the Pinellas County Comprehensive Plan. This project merely accommodates the planned path.

Your fourth comment expresses concern regarding the potential for speeding along the Pinellas Bayway. The proposed design speed of 50 mph (posted 45 mph) is consistent with rest of S.R. 679. The proposed five percent grade meets FDOT roadway design standards as identified in the 2007 *Plans Preparation Manual*.

Your final comment states that the Madonna Boulevard intersection improvements should not be part of the project. This intersection is a potential safety and operational problem with numerous median openings and driveways, and above average crash rates. The spacing between the two median openings (at Madonna Boulevard and the Village at Tierra Verde driveway) does not meet current design standards for a state roadway. The number of potential conflict points will be reduced significantly with the realignment of Madonna Boulevard. This reduction in conflict points will result in a safer and more efficiently operating intersection. In addition, there has been overwhelming public support throughout this study for the realignment of Madonna Boulevard and the Village driveway into a single intersection. Due to the safety and operational issues associated with the intersection and its proximity to the southern approach of the bridge, the Department chose to include the intersection improvements in the Recommended Alternative.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,



Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rmc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Dan Shenise
1120 Pinellas Bayway #203
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. Shenise:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study was to evaluate and document engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses.

Enclosed is a DVD containing graphics of the proposed structure, renderings, and the proposed site plan per your request. We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

A handwritten signature in black ink, appearing to read "R. Clifford".

Robert M. Clifford, AICP
District Intermodal Systems Development Manager
rnc/kb/mg

enclosure



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Ms. Anne Sullivan
135 Yacht Club Lane
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Ms. Sullivan:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study is to evaluate and document engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses. We appreciate your comments and offer the following responses.

Your first comment expressed concern for shoaling and maintenance dredging, and asked who will pay to maintain a nine foot depth in the channel. The Department understands that shoaling is an issue that needs to be addressed prior to construction. The extent of dredging required to relocate the channel has not been fully determined. Likewise, the extent of shoaling or maintenance dredging has not been determined. The United States Army Corps of Engineers (USACE), the agency responsible for regulating maintenance activities in the channel, has not yet identified the requirements and responsibilities associated with maintenance dredging, or if it will even be required. These issues will be further evaluated in the design phase of this project.

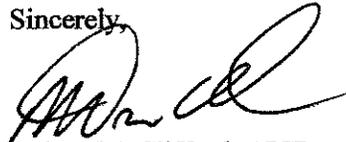
Regarding the potential for increased crime due to a fixed span providing continuous access to Tierra Verde. Because there is still only way on and off the island, it is unlikely that the crime rate will increase substantially if a fixed bridge is constructed. The need for this project is based on structural deficiencies associated with the age of the structure, rather than crime prevention. The Recommended Alternative is favored by the majority of public comments and is considered the best investment of taxpayer dollars in terms of traffic flow, safety, efficiency, rapid evacuation, and emergency response.

Another comment states that the Madonna Boulevard intersection improvements should not be part of the project. This intersection is a potential safety and operational problem with numerous median openings and driveways and above average crash rates. The spacing between the two median openings (at Madonna Boulevard and the Village at Tierra Verde driveway) does not meet current design standards for a state roadway. The number of potential conflict points will be reduced significantly with the realignment of Madonna Boulevard. This reduction in conflict points will result in a safer and more efficiently operating intersection. In addition, there has been overwhelming public support throughout

this study for the realignment of Madonna Boulevard and the Village driveway into a single intersection. Because of the safety and operational issues associated with the intersection and its proximity to the southern approach of the bridge, the Department chose to include the intersection improvements in the Recommended Alternative.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Clifford', written over a horizontal line.

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rnc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Mr. Richard Aliotti
6294 Bahia del Mar Circle
St. Petersburg, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. Aliotti:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study was to evaluate and document the engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and seek public input regarding the recommendation and supporting analyses. We appreciate your comments and offer the following response.

Your voiced a concern regarding the safety of the Bahia Del Mar Boulevard/Palma Del Mar Boulevard intersection with the Pinellas Bayway SR 679; indicating that traffic backs up along SR 679 blocking this intersection and blocking the view of vehicles exiting onto SR 679. The Recommended Alternative is expected to improve the traffic operations on SR 679 north of the bridge, because traffic will no longer stop for the bridge openings. Coupled with the replacement of the bridge to St. Pete Beach with a four-lane fixed bridge, traffic operations throughout the entire Pinellas Bayway system is expected to improve significantly. While the intersection in question is outside the scope and limits of this PD&E study, your concern has been forwarded to our traffic operations department for review.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rmc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
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STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Benjamin W. Beattie
1071 Pinellas Bayway South
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. Beattie:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. We appreciate your interest and offer the following response to your comments.

You suggested that the Intracoastal Waterway channel be moved further north than the 400 feet proposed with the Recommended Alternative (Alternative 6). The channel alignment was proposed since that is the minimum distance needed to reduce the grade from the six percent grade proposed with Alternative 5 to five percent. You also suggest reducing the height of the bridge in order to reduce costs. The 65-foot clearance height is required based on the "fixed" nature of the proposed bridge. The elimination of the moveable bridge spans requires that the bridge be constructed to allow a majority of vessels to pass freely underneath the structure.

You state that seagrass habitat is minimal north of the channel. The final location of the relocated channel will be evaluated further in the design phase, when more detailed topographic and underwater survey data is available.

You also note that the bridge should be user friendly for walkers and bicyclists. The proposed project not only meets the Department's design standards but is consistent with the criteria established by the 1990 Americans with Disabilities Act (ADA).

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rnc/kb/mg



Florida Department of Transportation

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11201 N. McKinley Drive
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STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Ms. Kris Brady
400 Third Avenue North
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Ms. Brady:

Thank you for participating in the public hearing for the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study held on March 28, 2007. The Department conducted the public hearing to present the Recommended Alternative and solicit public input. We appreciate your comments and offer the following responses.

You commented that the study was flawed because a signal was not considered as a way to improve traffic flow across the bridge. The traffic analysis performed during the PD&E study considered several options, including a traffic signal, as part of the system.

You also commented that the cost analysis appears flawed based on differences in the amount of documentation used to support each Alternative, specifically Alternatives 1 and 6. Alternative 1 (rehabilitation) provides a larger amount of supporting documentation since the bridge rehabilitation process consists of multiple phases that occurs over a period of years instead of all at once. The costs for each phase or step of the rehabilitation process are estimated, therefore increasing the amount of documentation. Conversely, a bridge replacement (Alternative 6) is done all at once - allowing the costs to be incurred at the beginning of the project instead of being spread out over time. The cost for this single phase is estimated and documented - the lack of multiple phases reducing the amount of documentation generated.

You indicated that Pinellas County had already "blessed" Alternative 6 based on the trail accommodation. While we cannot speak to the County's preferences, the Department did evaluate trail accommodations for three of the six proposed options: Alternative 3, Alternative 5, and Alternative 6.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
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Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Richard Campbell
557 Pinellas Bayway S
St. Petersburg, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. Campbell:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The Department conducted the public hearing to present the Recommended Alternative and solicit public input. We appreciate all of your comments and would like to address them.

You noted your concern regarding access to the Gulf during construction and asked what limitations might be required. The construction of the bridge will occur in phases in order to minimize the impacts to vehicular and vessel traffic; however, due to the nature of the project, some boaters may experience brief route disruptions. Channel closures or navigational restrictions will be announced prior to the construction activity; boaters will know in advance when to take an alternate route.

During the design phase, FDOT will determine the location of the bridge piers to minimize conflict with vessel traffic using the existing channel. The vertical clearance through the existing channel will be limited to approximately 46 feet while the replacement bridge is constructed over the existing channel. Construction can be phased so that the bridge span over the existing channel is constructed last to maintain unlimited vertical clearance for as long as possible. Once the vehicular traffic is routed to the replacement bridge, the existing bridge spans across the relocated channel would be removed first to allow passage of vessels over 46 feet. Channel markers or buoys will need to be relocated to the new channel location. This construction phasing will minimize disruption to the vessel traffic; however, an approximately 10-mile detour route through the Pass-A-Grille Channel, around Fort De Soto, and under the Skyway and Meisner Bridges is always available.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rmc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Ms. Tina Grange
6294 Bahia del Mar Circle, Unit N108
St. Petersburg, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Ms. Grange:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study was to evaluate and document engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses. We appreciate your comments and offer the following responses.

You voiced your concern that citizens north of the bridge were not consulted during the study process. The FDOT is required by law to individually notify only the property owners within 300 feet of the project, in addition to the applicable government agencies with jurisdiction in the area. However, FDOT District Seven's policy is to include nearby property owners, affected businesses, users of the facility, and interested parties, such as homeowners associations, chambers of commerce, and environmental groups.

As a part of the Public Hearing notification process, two ads were placed in the St. Petersburg Times-Beach Edition (March 11 and 18, 2007), and one in the Florida Administrative Weekly (March 2, 2007). In addition to these legal advertisements, the Isla del Sol Owners Association (Mr. Paul Gibbs) was sent a notification on March 2, 2007. Announcement fliers were distributed to the businesses on Isla del Sol, including the Isla del Sol Country Club, on March 16, 2007 and posted at the Fort DeSoto park office. The Department exceeded the legal requirements to notify as many members of the public as possible, including Isla del Sol residents and property owners. We appreciate your interest and have added your name to the project mailing list.

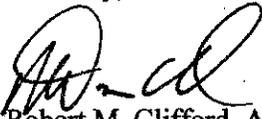
You indicated your concern regarding the safety of the Bahia Del Mar Boulevard/Palma Del Mar Boulevard intersection. The Recommended Alternative is expected to improve the traffic operations on SR 679 north of the bridge, because traffic will no longer stop for the bridge openings. Coupled with the replacement of the bridge to St. Pete Beach (Structure C) with a four-lane fixed bridge, traffic operations throughout the entire Pinellas Bayway system is expected to improve significantly, indirectly improving the safety and operation of the Bahia Del Mar Boulevard/Palma Del Mar Boulevard intersection. While the intersection in question is outside the scope and limits of this PD&E study, your concern has been forwarded to our traffic operations department for review.

Your third concern is regarding water runoff from the bridge. As a permitting requirement, all stormwater will be routed to drainage ponds located under the bridge, on the north and south sides, before being discharged into Boca Ciega Bay.

Your last comment is concerning the cost of repair versus replacement. The cost and impacts of bridge rehabilitation was examined in detail; however, when the 75-year service life of a bridge replacement is compared to the 30-year service life of a rehabilitation, the bridge replacement is the superior investment. This fact weighed heavily on the decision, especially due to funding constraints experienced throughout all FDOT districts.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Clifford', written over a horizontal line.

Robert M. Clifford, AICP

Intermodal Systems Development Department Head

rnc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Ms. Karen Lay
Yacht Haven Condo Association
340 Pinellas Bayway #204
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Ms. Lay:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. We appreciate your participation and offer the following response to your questions.

Your first question asks which businesses would be relocated. For the purposes of estimating a right-of-way acquisition cost, it was assumed that the following businesses would be relocated due to direct or indirect impacts (loss of parking): Tierra Verde Produce, BP Station, and Sports USA.

The second question asks if the depth of the new channel will be the same as the existing channel. The proposed channel is not likely to be as deep as the existing channel, although the US Army Corps of Engineers has indicated the required depth is a minimum of nine feet.

The third question asks what the speed limit will be. The posted speed limit is expected to be 45 miles per hour (mph).

The fourth question asks if the new structure will be a part of the Pinellas Trail. The 11-foot sidewalk on the proposed replacement bridge will accommodate a trail; however, the facility will be part of the City of St. Petersburg's trail network. Based on the *St. Petersburg CityTrails™ Master Plan*, the City anticipates connecting the facilities along the Pinellas Bayway with other trail networks the County's Pinellas Trail.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rnc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
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11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Mr. A.J. Norungolo
135 Yacht Club Lane
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment (PD&E) Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. Norungolo:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study was to evaluate and document engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses. We appreciate your comments and offer the following response to your concerns.

Your first comment expresses your concern of the Pinellas Bayway becoming a "speedway". The proposed design speed of 50 mph (posted 45 mph) is consistent with the rest of the Pinellas Bayway system. The proposed five percent grade meets the Department's roadway design standards as identified in the 2007 *Plans Preparation Manual*.

Your second question asks about the potential for increased crime due to a fixed span providing continuous access to Tierra Verde. Because there is still only way on and off the island and no new capacity is being proposed, it is unlikely that the crime rate will increase substantially if a fixed bridge is constructed. The need for this project is based on structural deficiencies associated with the age of the structure, rather than crime prevention. The Recommended Alternative is favored by the majority of public comments and is considered the best investment of taxpayer dollars in terms of traffic flow, safety, efficiency, rapid evacuation, and emergency response.

Your third comment expressed concern for exposure and cost of maintaining a new channel. The extent of dredging required to relocate the channel has not been fully determined. Likewise, the extent of shoaling or maintenance dredging has not been determined. The US Army Corps of Engineers (USACE) regulates any maintenance activities in the channel; however, the USACE has not yet identified the requirements and responsibilities associated with maintenance dredging, or if it will even be required. These issues will be further evaluated in the design phase of this project.

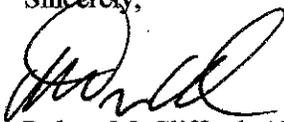
Your fourth comment states that the Madonna Boulevard intersection improvements should not be part of the project. This intersection is a potential safety and operational problem with numerous median openings and driveways and above average crash rates. The spacing between the two median openings (at Madonna Boulevard and the Village at Tierra Verde driveway) does not meet current design standards for a state roadway. The number of potential conflict points will be reduced significantly with the



realignment of Madonna Boulevard. This reduction in conflict points will result in a safer and more efficiently operating intersection. In addition, there has been overwhelming public support throughout this study for the realignment of Madonna Boulevard and the Village driveway into a single intersection. Because of the safety and operational issues associated with the intersection and its proximity to the southern approach of the bridge, the Department chose to include the intersection improvements in the Recommended Alternative.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,



Robert M. Clifford, AICP
Intermodal Systems Development Department Head
rnc/kb/mg



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

July 17, 2007

Mr. and Mrs. R. Gary and Mary Ann Renfrow
729 Santa Maria Drive
Tierra Verde, FL 33715

**Subject: SR 679 (Pinellas Bayway Structure E) at Intracoastal Waterway
Project Development and Environment Study
WPI Segment No: 410755 1
Pinellas County, Florida**

Dear Mr. and Mrs. Renfrow:

Thank you for participating in the SR 679 (Pinellas Bayway Structure E) Project Development and Environment (PD&E) Study Public Hearing held on March 28, 2007. The purpose of the PD&E study was to evaluate and document engineering, environmental, and social issues associated with the proposed improvement alternatives. The Department held this public hearing to present the Recommended Alternative and solicit public input regarding the recommendation and supporting analyses. We appreciate your participation.

We appreciate your participation at the public hearing and your comments have been included as part of the official Public Hearing record. If you have additional questions or comments, please contact Kirk Bogen, FDOT Project Manager, at (813) 975-6448 or via e-mail at kirk.bogen@dot.state.fl.us

Sincerely,

Robert M. Clifford, AICP
Intermodal Systems Development Department Head
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