Comments and Coordination Report

TAMPA INTERSTATE STUDY
State Project No. 99007-1402, WPI No. 7140004, FAP No. IR-9999(43)

Interstate 275 (I-275) from the Howard Frankland Bridge/Kennedy Boulevard ramps to the Dale Mabry Highway interchange on the east and just north of Cypress Street on Memorial Highway (S.R. 60), Hillsborough County.

Prepared For The
FLORIDA DEPARTMENT
OF
TRANSPORTATION

Prepared By
GREINER, INC.

In Association With
KNIGHT APPRAISAL SERVICES, INC.
PIPER ARCHAEOLOGICAL SERVICES

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INTRODUCTION

The Tampa Interstate Study (TIS) has been conducted in two phases. Phase I concluded in 1989 with FHWA's acceptance of a Master Plan for the interstate system in urbanized Tampa. Phase II provided for the necessary environmental documentation for specific projects.

A Public Involvement Program was developed and carried out as an integral part of the T.I.S.- Phase I and Phase II projects. This program was used to ensure that local residents, as well as local, regional, and state organizations, agencies and elected officials concerned with the project and its potential impacts were aware of the project and could participate in the review of the Project Alternatives. To ensure open communication and facilitate agency and public input, the Florida Department of Transportation provided Advance Notification Packages to state and federal agencies as well as other interested parties defining the project. In addition, to expedite the project development process, eliminate unnecessary work, and provide a substantial issue-identification/problem-solving effort, the FDOT has conducted an extensive interagency coordination and consultation effort and public participation process. This report details the Department's program to fully identify, address and resolve all project related issues identified through the public involvement program for Segment 1A.

ADVANCE NOTIFICATION PROCESS

Since commencement of Phase I of the project in 1987, the Department has forwarded two separate Advance Notification (A-95) Packages to federal, state and local agencies
having permitting, environmental or other interests in the Tampa Interstate Study project. The first Advance Notification Package documenting the existence and scope of the project was submitted for distribution on October 10, 1987 and covered project Segments 1A, 2A, 2B, 3A, 3B, 4A, 4B, 4C, 5A through 5G, 6A and 6B.

The first (Phase I) Advance Notification Package, which solicited input for the master plan, and the comments received are contained in Appendix A. The second Advance Notification Package, which solicited input specifically for the federal EA and EIS documents, was submitted at the initiation of Phase II for distribution on December 6, 1990 and covered Segments 1A, 2A, 2B, 3A, 3B, and 3C. This Advance Notification and the comments received are included in Appendix B. The following agencies received the Phase II Advance Notification Package. An asterisk indicates those agencies that responded to the Advance Notification.

Phase II Advance Notification Mailing List

- Federal Highway Administration
- National Marine Fisheries - Area Supervisor
- U.S. Department of the Interior - U.S. Geological Survey
- U.S. Department of the Interior - Bureau of Land Management
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Department of the Interior - U.S. Fish and Wildlife Service-Field Office
- National Marine Fisheries Office
- U.S. Army Corps of Engineers
- U.S. Department of the Interior - National Park Service
- Federal Emergency Management Agency
- National Oceanic and Atmospheric Administration
- Federal Aviation Administration - District Office Department of Energy
- U.S. Department of Health and Human Services - Centers for Disease Control
- Commander - Seventh Coast Guard District
- Marine Fisheries Commission
* Florida Department of State - Division of Historical Resources
The narrative that follows summarizes the significant comments received in response to the Phase II Advance Notification Package. Responses to specific comments are also provided where appropriate.

Summary of Agency Comments

Office of the Governor

Comment: The project is consistent with the State’s Coastal Zone Management Program advanced notification stage.

Response: No response required.

Florida Department of Environmental Regulation

Comment: Activities associated with this project potentially impact estuarine intertidal wetlands associated with Fish Creek and open waters of Tampa Bay. Wetland resource permits will be required for any structures, filling or dredging within these waters. Minimize encroachment by any methods necessary to offset any adverse impacts.

Response: The identification and evaluation of alternatives included impacts relative to wetlands. Wetlands impacts have been determined to be minimal. All permitting and determination of any mitigation required will be conducted during the design phase of the project.

Florida Department of State - Division of Historical Resources

Comment: Conditioned upon the Department undertaking a cultural resource survey, and appropriately avoiding or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on any sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, regional, or local significance, and will be consistent with the historic preservation aspects of Florida’s coastal zone program.
Response: A cultural resource survey was conducted for the project and no relevant resources were identified within Segment 1A.

Department of Natural Resources

Comment: The subject project may affect uplands where title is vested in the Board of Trustees of the Internal Improvement Trust Fund. Should use of these lands be confirmed, or additional lands be identified, during the more specific permitting process, an easement will be required pursuant to Chapter 18-2, Florida Administrative Code.

Response: All permitting and determination of easement requirements will be conducted during the design phase of the project.

Southwest Florida Water Management District

Comment: The following general comments should be considered during project development:

- Aspects of surface water quality and quantity;
- Conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources".

Response: The identification and evaluation of alternatives included impacts relative to water quality, wetlands, threatened and endangered species, floodplain, and natural resources. Water quality protection will be provided through the use of Best Management Practices and stormwater treatment ponds. Wetland impacts are minimal and any mitigation required will be determined during the design phase of the project.

INTERAGENCY COORDINATION AND CONSULTATION

Interagency coordination and consultation has been accomplished through a series of meetings and correspondence over the course of the study to ensure all appropriate parties are apprised of the study status and have the opportunity for input. See Appendix C for relevant correspondence.
Utility Coordination

Utilities coordination has been accomplished through a series of letters and telephone conversations requesting information regarding the location of existing utilities and estimates for utility relocation associated with the Preferred Alternative. Representatives of the following utilities were contacted: The Tampa Electric Company, General Telephone Company, Peoples Gas System and Jones Intercable Company. The City of Tampa was also contacted for location and cost estimates of water and sewer utilities.

Multi-Modal Coordination

To coordinate the Tampa Interstate Study and the Hillsborough County Metropolitan Planning Organization's (MPO) Rail Transit Study with the Long Range Transportation Plan for Hillsborough County, a Multi-Modal Consensus was reached between the MPO and the Department. The following participants were involved in this Multi-Modal Consensus:

- Florida Department of Transportation,
- Hillsborough County Metropolitan Planning Organization,
- Hillsborough Area Regional Transit Authority,
- Tampa Interstate Study consultants, and
- Rail Transit Study consultants.

The Multi-Modal Consensus Committee met regularly to ensure the Tampa Interstate and Rail Transit Study teams included the latest developments of each study in their respective transportation plans. In this way, compatibility in the transportation program development of the two studies was achieved. This committee also met regularly with the Rail Transit Study Management Team (SMT) and the TIS consultant
to discuss coordination issues. In addition, the RTS consultant and the MPO are members of the Agency Task Force (ATF) Committee of the Tampa Interstate Study.

In summary, both study teams agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two projects. As a result of this cooperation, compatible and consistent data and results were utilized to develop the design features of the respective transportation facilities. A workshop was conducted with the MPO on October 17, 1988 to review the project status and technical efforts accomplished by the study team. The MPO concurred with the results of the study regarding the multi-modal consensus. A detailed discussion of the process used to reach this consensus is included in an MPO technical memorandum, Multi-Modal Consensus - Travel Demand Forecasting Coordination Effort, November 9, 1990. Further, an MPO memorandum stating their consensus is included in Appendix C, as well as the MPO 2010 Long Range Transportation Plan which states that "HOV lanes are designated in the Tampa Interstate Study, which is incorporated into the 2010 Needs Plan."

Coordination Meetings with Public Officials and Agencies

Coordination meetings were held periodically with public officials and agencies to update and distribute information concerning the Preferred Alternative concept. The meetings included a presentation of the Preferred Alternative concept as well as a review and discussion of the Preferred Alternative. Below is a list of public agencies that received a presentation:

- Hillsborough County Board of County Commissioners
- City of Tampa - City Council
PUBLIC PARTICIPATION PROGRAM

Project Office

A special project office was established for the TIS. The project office included areas for study displays and graphics as well as a conference room for group meetings and presentations. Key staff members were available each day during working hours to provide visitors information and explanations and to answer phone calls.

A toll-free telephone line was established to the project office and use of it was promoted by team members for Hillsborough, Pinellas and Pasco Counties. Forms were devised to account and track in-coming phone calls to ensure proper follow-up and dissemination of information.

A computerized mailing list of agencies, public officials, community service organizations, special interest groups, interested residents, and property owners within 300 feet of the interstate was prepared prior to the study's initiation. Requests to be added to the mailing list have been received by phone, in the mail, from office visits and at public meetings. The mailing list has been used to distribute all newsletters and notifications of public meetings and hearings.

The study team has produced seven issues of the Tampa Interstate Newsletter. These booklets contain text, maps and graphics describing the study process. Each issue
announced the next public workshop, meeting or hearing, included a study map and
described how to contact the study team. Special topics about the project were also
found in each issue including traffic demand, design amenities and roadway types.
Copies of the newsletters can be found in Appendix D.

Citizens Advisory Committee, Agency Task Force, Relocation Task Force and the
Cultural Resource Committee

The Citizens Advisory Committee (CAC) was created to stimulate interaction between
study team members, corridor users, land owners, businesses and residents.
Membership of the CAC has included professors, state representatives, news reporters,
utilities administrators, realtors, lawyers, citizen advocates, and a representative of the
mayor.

The Agency Task Force (ATF) is composed of local, state and federal agencies. The
ATF's participation fluctuated with a specific agency's staff attending when an area
of specific concern was discussed. The representatives or agencies that composed the
ATF are provided below:

- Hillsborough County Aviation Authority
- Hillsborough County City/County Planning Commission
- Hillsborough County School Board
- City of Tampa Housing & Community Development
- Hillsborough County Housing and Community Development
- Hillsborough County Board of County Commissioners
- City of Tampa - Mayor's Office
- Habitat for Humanity
- Westshore Alliance
- Ybor City Chamber of Commerce
- Federal Highway Administration
- Historic Tampa/Hillsborough County Preservation Board
- Tampa Downtown Partnership
- Tampa Chamber of Commerce
- Tampa Interstate Study CAC Representation
- Tampa Bay Regional Planning Council
- County Administrator Pasco County
- Florida Department Environmental Regulation
- Pasco County Department of Police
- Hillsborough Area Regional Transit Authority
- Florida Department of Natural Resources
- Tampa Port Authority
- Hillsborough County Department of Public Works
- State of Florida Department Highway Safety and Motor Vehicles
- Pinellas County MPO
- Hillsborough County Expressway Authority
- Hillsborough County Sheriff's Department
- Hillsborough County MPO
- City of Tampa, Department of Public Works

It is important to note that the Hillsborough County Aviation Authority (HCAA) was an active participant in the identification of alternatives and development of the Preferred Alternative concept of the TIS Master Plan and the Veterans Expressway Master Plan (previously known as the Northwest Hillsborough Expressway) that provides access to Tampa International Airport (TIA). Representatives of HCAA and TIA served on the TIS Agency Task Force and participated in numerous technical and policy meetings during the 1987-1989 Phase I Master Plan activities, which established the access plan for TIA as provided in the Veterans Expressway's interchange with both TIA and I-275. Refer to Appendix A for associated correspondence.

The Relocation Task Force (RTF) was developed during Phase II of the TIS and is made up of local officials, community leaders, elected officials and area residents. The goal of the RTF is to deal with specific issues as they relate to property acquisition and relocation. Agencies and organizations which are represented on the RTF are as follows:

City of Tampa - Mayor's Office
Tampa Habitat for Humanity
Tampa Downtown Partnership
Hillsborough County City/County Planning Commission
Tampa Housing Authority
The Cultural Resource Committee (CRC) was formed to coordinate federal, state and local interests in historic and archaeologic resources affected by the interstate program. As mentioned previously, no impacts to historic or archaeologic resources are anticipated in Segment 1A's study limits. A list of the organizations and agencies is presented below:

- Florida Department of Transportation - District VII
- Florida Department of Transportation - Central Office
- Historic Tampa/Hillsborough County Preservation Board
- State Historical Preservation Officer

Speakers Bureau

Project study team members were available throughout the study to make presentations to community, civic and special interest groups. The meetings normally consisted of a 10 to 15 minute presentation followed by 20 to 30 minutes of questions or comments. The study team members displayed project graphics and provided informational brochures. Presentations were made to approximately 50 groups with approximately 15 to 20 people attending an average Speakers Bureau presentation.
Phase I Public Meetings

During Phase I of the TIS process three public workshops were held with over 3000 in attendance. All three took place in the Gasparilla Room of the Curtis Hixon Convention Center located in Downtown Tampa.

The workshops were held on July 13, 1988, November 7, 1988, and January 26, 1989. They were all informal opportunities for the public to examine displays and conceptual alternatives drawn on aerial photographs, and to obtain information from team members and Florida Department of Transportation staff about the study.

The Phase I workshops were organized as informal informational meetings. The public entered the hall to a display of general concepts including design amenity components and potential noise barriers. They were then encouraged to view the 12 minute slide show to receive a study overview and geographic orientation. Slide shows were run continuously throughout the workshop.

They were assisted in determining which study segment or segments were of interest to them and directed to specific locations around the hall. The study team members and the Department staff were stationed near aerial photographs to explain the concepts. If residents had questions regarding relocation or the property acquisition process, the Department right-of-way staff was available to provide information and answer their questions.

Attendees were encouraged to comment on the study and each meeting’s concepts, either on comment sheets provided or through the court reporters available to receive
their oral comments. After the public meetings, the comments received at the workshop and within 45 days following the meeting, were summarized in a report. The three documents are entitled: Public Meeting No. 1 Comments Summary Working Paper, Public Meeting No. 2 Comments Summary Working Paper, and Public Meeting No. 3 Comments Summary Working Paper. The comments received were used to review and refine each level of analysis.

Phase II Alternatives Public Meeting

An alternatives public meeting was held regarding the Preferred Alternative concept. The public meeting was held on April 30, 1991 at the Tampa Convention Center from 4:00 p.m. to 8:00 p.m. The meeting had an informal format where the attendees viewed aerial photography, a video presentation and board exhibits of the proposed improvements to I-275. The attendees had the opportunity to contribute written comments concerning the project or give oral comments to court reporters that were present. Of the approximately 230 people attending the meeting, 13 written comments and seven oral comments were received. The written and oral comments received at the meeting and within ten days following the meeting are summarized in a report entitled: Task A le17 Comments Summary Working Paper.

Phase II Public Hearing

A Public Hearing for Segment 1A was held at the Holiday Inn Lake Forest Ballroom at 4500 West Cypress Street, Tampa, Florida on March 22, 1993 from 5:00 p.m. to 8:00 p.m. Beginning at 6:00 p.m., a formal presentation was given by the Department followed by time allowed for public comment. The purpose of this hearing was to

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provide the public with an opportunity to formally comment on the potential impact on community resources as a result of the proposed improvements to the Tampa Interstate System.

Prior to and after the formal presentation the public viewed a video presentation and aerial displays of the alternative concepts. The video presentation was shown every 15 minutes and described the PD&E process, the identification and evaluation of alternatives, and the preferred alternative. Copies of the following documents were available for public inspection:

- Location Hydraulic Report
- Air Quality Report
- Noise Report
- Traffic Report
- Engineering Report
- Hazardous Waste Site Inventory Report
- Permit Coordination Report
- Typical Sections

Representatives from Greiner and the Department were available to discuss the project and answer questions.

The hearing offered four options for public comments: by formal oral presentation of views, through a court reporter, by written comment forms provided to all attendees and by submission of supplemental comments after the meeting. Additional comments were received by mail, telephone and from concerned citizens at the Project Office by the Greiner team. Property owners within 300 feet of the existing interstate right-of-way were notified of the public hearing by letter. Official letters notifying interested parties, local governments, local elected officials and the media were mailed prior to the meeting. A meeting notice was published on February 27, 1993 and March 15,
1993 in the *Tampa Tribune* inviting interested parties to attend. In addition, newsletters were mailed to parties on the computerized mailing list, property owners of record and interested parties in the study area as well as elected and appointed state and local officials.

The sign-in sheets registered 333 persons and it is estimated 350 were in attendance. Twelve formal oral comments were given during the hearing, 21 written comments were received during the hearing, 10 oral comments were given to the court reporter, 15 oral comments/inquiries were received at the project office and an additional 10 written comments were received during the 10-day comment period following the public hearing.

A copy of the official Public Hearing Transcript is contained in Appendix E. Oral and written comments received both at the hearing and during the comment period are also contained in Appendix E. A summary of comments received and responses to those comments are contained in Appendix F.

**ENVIRONMENTAL ASSESSMENT REPORT COMMENTS**

The following comments were received from the Office of the Governor, Florida State Clearinghouse, copies of comments are in Appendix G.

**Florida Department of Environmental Regulation**

**Comment 1:** The documents provided do not provide the detail of the design, construction methodology necessary to fully identify potential environmental impacts.

**Response:** Detail necessary to "fully" identify wetlands impacts are not available during the document phase of a project. Information needed, such as the exact location of the toe-of-slope of the roadway slide slopes, are determined during the construction design phase of the project. However, the information provided within Section 4.3 (Natural
Environment) of the Environmental Assessment is based on the worst case, with all areas inside proposed right-of-way being destroyed.

Comment 2: Details related to DER jurisdictional waterbodies, stormwater treatment design or ecological conditions of the region are not available, however quads and wetland inventory maps, if provided, would indicate natural and urban wetlands (roadside ditches and cross drains).

Response: Sections 4.3 (Natural Environment) and 4.4 (Physical Environment) of the Environmental Assessment provide detailed information on both the Physical and Natural conditions of the project area. Within Section 4.3, complete descriptions of existing wetlands, including their vegetative composition, whether they are man-made or natural, and their U.S. Fish and Wildlife Classification (NWI Classification), are provided. Within Section 4.4, detailed information on existing and proposed stormwater treatment, floodplains, etc. are provided.

Comment 3: Where roadway improvements or Master Drainage Plan Improvements are proposed in or near Chapter 403 jurisdictional waters, a Binding Wetland Jurisdictional Determination is highly recommended as per the guidelines in Chapter 17-312, F.A.C. Of special concern are Wetland Sites #3 & 7.

Response: Typically, documents are completed years before construction design, which results in the expirations of a binding jurisdictional determination prior to project permitting. Because of this, binding jurisdictional determination through FDER is typically done in association with the design phase of a proposed project and not during the document phase.

With respect to Sites 3 and 7, as stated within Section 4.3 of the Environmental Assessment, Site 3 is comprised of a man-made pond with steep side-slopes and a narrow band of vegetation along its banks, while Site 7 consists of a man-made drainage ditch approximately 20 feet wide and 440 feet long. Neither site represents natural wetland systems, nor are they heavily utilized by wildlife species.

Comment 4: Every effort should be made to minimize wetland impacts to these and other State Waters with particular emphasis on avoidance oriented corridor alignments, and the minimization of fill placement via bridging and steeper side slopes adjacent to wetland systems.

Response: As discussed within Section 3.0 (Alternatives Considered), multiple alternatives were reviewed prior to the selection of the preferred alternative alignment. Prior to the selection of the preferred alternative, a three tier alternatives analysis was performed. During this analysis, multiple parameters (including wetland impacts), and how they were affected by the various alternatives, were weighed and the preferred alternative selected.
With respect to minimization of fill in wetlands by using steeper side-slopes, this is something which will be determined at the construction design phase of the project and not during the document phase.

**Florida Department of State, Division of Historical Resources**

**Comment 1:** We note in our files that the above referenced corridor was subjected to a professional historic properties survey. Although archaeological sites and historic structures were recorded as a result of this survey, none were determined to be significant. Therefore, it is the opinion of this agency that this project will have no effect on historic properties listed, or eligible for listing, in the National Register, or otherwise of historical or architectural value.

**Response:** Comment on historic resources noted.

**Comment 2:** The project is also consistent with the Historic Preservation aspects of Florida's Coastal Management Program and may proceed.

**Response:** Comment on Coastal Management noted.

**State of Florida Department of Commerce, Division of Economic Development**

**Comment:** The new interstate facilities will increase accessibility and improve traffic capacity at each of the above named traffic routes. The road improvement should provide more economic growth opportunities to business and development throughout the corridor area. This assessment is consistent with the goals and policies of the Department of Commerce.

**Response:** Comment noted.
APPENDIX A

PHASE I ADVANCE NOTIFICATION PACKAGE AND COMMENTS RECEIVED
1. Need for project:

See attached text.

2. Description of the project:

See attached text.

3. Environmental Information:
   a. Land Use: See attached text.
   b. Wetlands: See attached text.
   c. Floodplain: See attached text.
   d. Endangered Species: See attached text.
   e. Outstanding Florida Waters: See attached text.
   f. Aquatic Preserves: See attached text.
   g. Coastal Zone Consistency - is a determination required? □ Yes □ No (See attached text.)
   h. Cultural Resources: An archaeological and historic site survey will be performed. The study area will be field truthed for evidence of any historic and archaeological resources. All existing known historic districts, sites and locations will be identified and mapped.
   i. Coastal Barrier Resources: See attached text.
   j. Other Comments:

4. Navigable Waterway Crossing? □ Yes □ No (If yes attach Bridge Project Questionnaire, Form D7-1103)

5. List Permits Required:

See attached text.
1. **Need for project:** Traffic congestion is a continuing and outstanding problem in the City of Tampa and the Tampa Bay Area. Recent national surveys have shown traffic to be the most limiting factor to the quality of life of the Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 240,000 vehicles per day on I-275 north of the I-4 interchange, and 190,000 vehicles per day on I-4 between I-275 and 21st Street. This issue must be resolved and the proposed project is the most practical methodology for addressing this issue.

2. **Description of the project:** The purpose of the Tampa Interstate Study by the Florida Department of Transportation, the Federal Highway Administration, and the Greiner, Inc. Consultant Team, is to develop a Master Plan to identify possible improvements which will accommodate the anticipated traffic and transportation needs through the year 2010.

The study will develop alternatives, and make recommendations as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. The study is expected to last 24 months.

The study limits are: I-275 from the Howard Frankland Bridge eastward and northward to south of County Road 54 in Pasco County; I-4 from its junction with I-275 in Downtown Tampa eastward to I-75; the Northwest Expressway from the Courtney Campbell Causeway to the Tampa Airport Interchange and I-275. A map showing the study limits is attached.

The project is the largest public capital investment program in the Tampa Bay Area. Estimated cost of construction in 1987 dollars is $1,000,000,000. The study involves 35 miles of interstate, which includes 62 major bridges, approximately 210 lane miles, 115 ramps, 24 interchanges, 2 major river crossings, and affects access to every major transportation facility in urban Tampa. Improvements to the area are to include light rail or monorail rapid transit, high occupancy lanes and additional vehicle travel lanes.

3. **Environmental Information**

   **a. Land Use:** The project area from the Howard Frankland Bridge eastward and northward along I-275 to U.S. 41 is highly urbanized with both commercial and residential elements. A transitional region exists along I-275 between U.S. 41 northward to Livingston Avenue, after which land use is rural residential.

   Land use along I-4 from its junction with I-275 eastward to U.S. 301 is urbanized with both commercial and residential elements. The area from the U.S. 301 interchange eastward is transitional with the eastward leg of the Corridor surrounded by suburban residential and commercial developments.

   Land use for the area surrounding the Northwest Expressway spur from the I-275 interchange to the Courtney Campbell Causeway is urbanized commercial development. The major development in the area is the Tampa International Airport which forms much of the corridor's eastern border.

   The proposed project is not expected to alter any of the existing land use patterns described above.
b. Wetlands: There are five cross drain bridges within the study area. Textual locations are provided in question 4. The proposed modification/reconstruction of these bridges will likely result in the filling or shading of approximately 5.0 acres of existing vegetated wetland and open water habitats. In addition, the proposed widening of I-275 along its northern corridor may result in the loss of approximately 20-40 acres of adjacent freshwater wetlands. Thorough field work by qualified biologists will be necessary to determine the exact acreages involved.

The type and quality of the wetlands involved vary greatly. The Fish Creek crossing is an estuarine system dominated by mangrove and other salt-tolerant species. In contrast, the Cypress Creek crossing is a freshwater riverine system dominated by aquatic plant species such as duckweeds, maples, and pickerelweed. Both Hillsborough River crossings as well as the Tampa By-pass Canal crossing are highly developed areas with little, if any, vegetated wetland areas. Vertical face concrete revetments, rubble rip-rap or non-vegetated disturbed soil shorelines predominate in these areas.

c. Floodplain: For purposes of this discussion, the project area can be divided into four separate flood regions. The Northwest Expressway lies within the Old Tampa Bay floodplain which extends from the Courtney Campbell Causeway south to the I-275 interchange. The entire roadway is encompassed by the 100-year flood zone as indicated on the Hillsborough County Federal Emergency Management Agency (FEMA) map number 120112 0327C and City of Tampa FEMA map numbers 120114 0021C and 120114 0012C.

I-275 from the Howard Frankland Bridge east and north to Livingston Avenue lies within the Old Tampa Bay floodplain and the Hillsborough River floodplain. There are approximately nine locations where the project crosses or is tangent to the 100-year flood zone as shown on Hillsborough County FEMA map numbers 120112 0210C and 120112 0070C; and the City of Tampa FEMA map numbers 120114 0006C, 120114 0015C, 120114 0022C, and 120114 0024C.

The area from Livingston Avenue north to the northern boundary of the project (County Road 54) lies within the Hillsborough River and the Cypress Creek floodplains. There is approximately six locations where the project crosses or is tangent to the 100-year flood zone as shown on Pasco County FEMA map numbers 120230 0425C and 120230 0450C.

The eastern extension of the study area from the I-4/I-275 interchange to the end of the study area, west of the I-4/I-75 interchange lies within the Hillsborough River and historic Palm River floodplains. The project crosses the 100-year flood zone in a number of locations as shown on Hillsborough County FEMA map number 120112 0327C.

d. Endangered Species: There are a variety of vegetative communities located within the study area, especially in the northern Hillsborough and southern Pasco County portion of the project limits. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using Official List of Endangered and Potentially Endangered Fauna and Flora In Florida, 1986, and Endangered and Threatened Wildlife and Plants, 1987, a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.
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<tr>
<td><em>Ammodramus savannarum floridanus</em></td>
<td>Florida grasshopper sparrow</td>
<td>Endangered</td>
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<td><em>Haliaeetus leucocephalus</em></td>
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<td>Wood stork</td>
<td>Endangered</td>
</tr>
<tr>
<td>MAMMALS</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Trichechus manatus latirostris</em></td>
<td>West Indian manatee</td>
<td>Endangered</td>
</tr>
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<td>PLANTS</td>
<td></td>
<td></td>
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<tr>
<td><em>Chrysopsis floridana</em></td>
<td>Florida golden aster</td>
<td>Endangered</td>
</tr>
</tbody>
</table>

A field investigation will be required to determine the exact species and extent of their involvement within the project study area. There are, however, no critical habitats within project limits.

e. **Outstanding Florida Waters:** Outstanding Florida Waters, as defined by Section 403.061, Florida Statutes, are not found in the project study area.

f. **Aquatic Preserves:** Aquatic preserves, as defined by Chapter 258, Florida Statutes, are not found within the project study area.

g. **Coastal Zone Consistency:** Yes.

i. **Coastal Barrier Resources:** No portion of the proposed project will involve any coastal barrier resources jurisdictional to Governor's Executive Order 81-105.

4. **Navigable Waterway Crossing?** Yes.

The proposed project will require modification/reconstruction of three structures spanning navigable and/or tidal waters. They are at the following locations:

1. I-275 crossing the Hillsborough River west of the I-275/I-4 junction.
2. I-275 crossing the Hillsborough River between Sligh Avenue and Bird Street.
3. Northwest Expressway crossing Fish Creek between the Tampa Airport interchange and the Courtney Campbell Causeway (as previously covered by the Northwest Expressway EIS).
The above three structures are under the jurisdiction of the U.S. Coast Guard, however, the Northwest Expressway crossing of Fish Creek has been classified under the Coast Guard’s Advance Approval Category and modification/reconstruction will not require permit approval. Both Hillsborough River crossings will require bridge permit approvals. Bridge Project Questionnaires will be submitted after the Coast Guard has supplied relevant information from its files.

The proposed project will also require modification/reconstruction of the series of I-4 structures spanning the Tampa By-pass Canal east of U.S. 301, as well as the I-275 crossing of Cypress Creek between the I-75 and County Road 54 interchanges. These structures are not jurisdictional to the Coast Guard and will not require Coast Guard bridge permits prior to modification/reconstruction. Letters are in transit verifying the Coast Guard’s lack of jurisdiction over these two bridges. See map attached for navigable waterway crossing locations.

5. List Permits Required: Actions resulting from the proposed project may require permits from the following agencies:

(1) Federal
   * U.S. Army Corps of Engineers
   * U.S. Coast Guard

(2) State
   * Florida Department of Environmental Regulation

(3) Regional
   * Southwest Florida Water Management District

(4) Local
   * Tampa Port Authority
   * Hillsborough County
   * Pasco County
   * City of Tampa
Mr. Larry Gaddy  
District Project Development Engineer  
Florida Department of Transportation  
4950 West Kennedy Boulevard, Suite 500  
Tampa, Florida 33609

Dear Mr. Gaddy:

Reference is made to your Advance Notification for Project No. IR-9999-(43), State Project Number 99007-1402, dated October 15, 1987, to improve traffic flow within the Interstate highways in Tampa, Hillsborough County, Florida. Our comments are submitted in accordance with provisions of the Fish and Wildlife Coordination Act.

Most of these Interstates pass through residential and commercial development. The northern portion of I-275 and 75 traverse wetlands dominated by cypress. These cypress areas occur as both sloughs and domes. If multi-laning of these roads is contemplated, wetland destruction could occur. Your report states that up to 40 acres of wetlands could be impacted. If wetland destruction is unavoidable, then mitigation should be accomplished. This should take the form of scraping down more disturbed uplands to a wetland elevation for mitigating wildlife habitat.

The list of endangered species in the project boundary appears to be adequate, however, the alligator is no longer listed in Florida as a threatened species. It is listed as "Threatened due to Similarity of Appearance." This is for the protection of crocodilian species for international trade purposes. Also, the Florida grasshopper sparrow is unlikely to be impacted since its known range is restricted to Osceola, Polk, Highland, Okeechobee and Glades Counties. An additional listed species that needs to be considered is the Florida scrub jay (Aphelocoma coerulescens coerulescens). This threatened species occurs in Hillsborough County in scrub habitat.

We appreciate the opportunity to comment and are available to assist you in project planning.

Sincerely yours,

Joseph D. Carroll  
Field Supervisor

cc:  
DOT, Tallahassee, FL  
FWE, Jacksonville, FL
December 2, 1987

Mr. Mike Allgire
Clearinghouse Review Committee
Tampa Bay Regional Planning Council
9455 Roper Boulevard
St. Petersburg, FL 33702

RE: TC&R #248-87 - Tampa Interstate Feasibility Study

Dear Mr. Allgire:

The EPC agrees with the Council's comments which apply to wetlands for the Interstate Feasibility Study. (The use of bridges for all river crossings, creation of wetlands to replace impacted systems, prevention of water quality degradation.) In order to be sure that these recommendations are followed and that the results are successful, the EPC would add to the comments the following items:

1. Wetlands must be field-delineated by the EPC and other agencies with jurisdiction, and surveyed, prior to the development of any construction plans. After quantifying the wetland acreage and potential encroachments, the selection of suitable mitigation sites can then be made. Proposed encroachments must be approved by the EPC and must be mitigated for on a 1:1 basis.

2. The wetlands which remain must be protected: their natural water levels must be determined prior to construction plan development, and the design must be such that no change is made after construction.

During construction, erosion barriers must be in place around all wetlands, along the edge of construction.

Sincerely,

Julie Sternfeld
Environmental Scientist
Environmental Protection Commission
of Hillsborough County

JS/rr
cc: Tom Thomson, Director of Planning, FDOT
Florida Department of Transportation
Attn: Mr Larry J. Gaddy
4950 West Kennedy Blvd. Suite 500
Tampa, FL 33609

Dear Mr. Gaddy:

We've received your Advance Notification Package for the upgrading of the Interstate 275, Tampa, Florida (State Project #99007-1402). We'll determine the extent of our bridge permitting involvement with the Interstate Improvement Study when we receive the completed bridge project questionnaires requested in our enclosed letter to your agent.

In accordance with the USCG/FHWA Memorandum of Understanding, we request that you designate us as a cooperating agency for the preparation of the environmental document. Navigation impacts associated with each of the alternatives should be adequately discussed in the document.

We suggest you consult with the waterway users and adjacent property owners early in your design process to find out what clearances would provide for the reasonable needs of navigation. If you have any questions please call Mrs. Zonia Reyes at (305) 536-4103.

Sincerely,

J.W. WINSLOW
Chief, Bridge Section
Aids to Navigation Branch
Seventh Coast Guard District
By direction of the District Commander

Encl: (1) CG ltr Ser. 1342 of 17 Oct 87

Copy: Commander, Coast Guard Group St. Petersburg
      FDOT, Tallahassee; Attn: Mr. J.C. Kraft
      FHWA, Tallahassee; Attn: Mr. J.R. Skinner
Tampa Interstate Study
The Greiner Team
Attn: Mr. Ronald H. Gregory, AICP
P.O. Box 23645
Tampa, FL 33630-2146

Dear Mr. Gregory:

We've reviewed your Advance Notification Package for the upgrading of the Interstate 775, Tampa, Florida (State Job # 93007-1402), C.A.R. # FR-9399(43). To help us determine whether Coast Guard permits will be required, please complete and return the enclosed bridge project questionnaires, one for each waterway crossing.

I've enclosed copies of the applications and the U.S. Army permits for the existing I-775 bridges, and our letter of December 26, 1985, about the Northwest Hillsborough Expressway including Fish Creek advance approval determination that you requested.

If you have any questions about what we need, please call Mrs. Zonia Reyes at (305) 504-4103.

Sincerely,

J. V. O'SHEA
Lieutenant Commander, U. S. Coast Guard
Assistant Chief, Aids to Navigation Branch
Seventh Coast Guard District
By direction of the District Commander

Enclosure (11)
February 5, 1988

Mr. Larry J. Gaddy, District Project Development Engineer
Department of Transportation
4950 West Kennedy Boulevard
Suite 550
Tampa, Florida 33609

Re: State Project #99007-1402 - Tampa Interstate Improvement Feasibility Study - Hillsborough County

SAI: FL8710190493C

Dear Mr. Gaddy:

The Florida planning and environment clearinghouse, pursuant to presidential executive order number 12372, gubernatorial executive order number 83-150, the Coastal Zone Management Act, and the National Environmental Policy Act, has coordinated a review of your notification of intent to apply for federal assistance in the amount of $4,089,742.

The application for the Tampa Interstate Improvement Feasibility Study will be in accord with state plans, programs, procedures, and objectives when consideration is given to the Department of Environmental Regulation's comments in the attached letter. The Department's letter states that any proposed right-of-way acquisition should be evaluated for presence of hazardous materials; that wetlands destruction be avoided or minimized, and that light rail or monorail rapid transit be addressed.

The Department of State has no comment on the proposed project at this time. It is noted that a survey will be conducted. Survey information should be transmitted to the State historic preservation officer when available.

In addition, funding for highway improvements along the existing alignment is consistent with the Florida coastal management program (FCMP) at the advanced notification state, based on comments from our reviewing agencies. Subsequent environmental documents will be reviewed to determine continued
Mr. Larry J. Gaddy
Page two

consistency with the FCMP as provided for in 15 CFR 930.39. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging and filling associated with bridge construction and stormwater management. Any environmental assessments prepared for this project should be submitted to this office in order to coordinate appropriate reviews.

Please enter the state application identifier (SAI) number, shown above, in box 3a of federal standard form 424 and append a copy of this letter to your application. These actions will assure the federal agency of your compliance with Florida's review requirements and will help in insuring notification of federal agency action under the federal assistance award data system. These actions will reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely yours,

Wylie J. Dassie, Governmental Analyst
Intergovernmental Coordination

WJD/mt
Enclosures
cc: DER
    DOS
    J. C. Kraft
December 7, 1987

Mr. George H. Meier, Director
Intergovernmental Coordination
State Planning and Development
Clearinghouse
Office of the Governor
421 Carlton Building
Tallahassee, Florida 32301

Dear Mr. Meier:

Re: Department of Transportation, Advance Notification of Intent to Apply for Federal Assistance for Tampa Interstate Feasibility Study, Hillsborough County, Florida, SAI No. FL8710196493C

The Department of Transportation proposes to develop a Master Plan for improvements to the Tampa area interstate system. The Department of Environmental Regulation has reviewed the referenced advance notification and submits the following comments.

The proposed construction will require permits from the department, pursuant to Chapter 403, Florida Statutes, and water quality certification under Public Law 92-500. Project plans should be coordinated with our Southwest District Office in Tampa. Early coordination may help to eliminate problems in the permitting process.

We encourage the study to fully address light rail or monorail rapid transit. Addition of lanes should be held to a minimum to avoid expansion into wetlands and floodplains. Measures should be proposed to avoid or minimize encroachment into such areas.

Any proposed right-of-way acquisition should be evaluated for presence of hazardous materials. Contamination should be coordinated with staff in our Tampa District Office.

Protecting Florida and Your Quality of Life
The proposed construction can be expected to cause/increase stormwater runoff. Adverse impacts should be minimized by (a) avoiding direct discharge into waters by channelized and scupper drainage, (b) directing stormwater discharges into vegetated areas, and (c) installing erosion control structures and energy dissipaters at points of discharge. Licenses may be required for the discharge of stormwater associated with the proposed construction, pursuant to Chapter 17-25, Florida Administrative Code.

Erosion and siltation should be controlled during all construction activities. Disturbed soil surfaces should be revegetated promptly to prevent erosion.

We appreciate the opportunity to comment on this advance notification. We would like to review any environmental assessments prepared for this project.

The proposed funding at the advance notification stage, is consistent with the DER's statutory authorities in the Florida Coastal Management Program. A reevaluation of the project will be conducted during the environmental documentation stage of highway planning for continued consistency with the FCMP. Future consistency will be based, in part, on adequate discussion of the comments offered in this and subsequent reviews.

Sincerely,

Allen R. Culpepper
Environmental Specialist
Intergovernmental Programs
Review Section

ARC/jb
Based on an analysis of mandatory enforceable provisions and recommended policies of the core, Florida Coastal Management Program statutes and implementing rules which your agency administers, the proposed activity is:

- **Consistent**

- **Not Consistent.** Objections to an activity must describe how the proposed project is inconsistent with the specific provisions included in the FCMP and alternatives if any, which if adopted, would allow the activity to be consistent.

- **Not consistent due to failure to provide sufficient information to assess the consistency of the activity.** Objections or findings of inconsistency based on insufficient information must describe the nature of information requested and why such information is necessary to determine consistency.

Should you need additional information from the applicant for IC&RP purposes or to evaluate the consistency of the project with the FCMP, please contact this office by the due date. The Clearinghouse will promptly inform the applicant that a project review cannot be completed until such information is provided to reviewers. Should a conference be necessary, please contact this office as soon as possible. Timely response is essential in order to preserve the State's rights in both IC&RP and CCMA Consistency proceedings.

Please check the appropriate box below, provide any comments on your agency's station and return to the State Clearinghouse, or telephone, by the due date. In both telephonic conversation and written correspondence, please refer to the State Application Identifier (SAI) number.

---

**Enclosure**

---

**TO:** IC&RP Director
State Clearinghouse
Executive Office of the Governor
The Capitol
Tallahassee, Florida 32301
(904) 488-8114

**FROM:** DOS

**SUBJECT/SAI:** E871090493
Division of Historic Preservation

**DIVISION/BUREAU:** Bureau of Historic Preservation

**REVIEWER:** Beth J. Salerno

---

**DATE:** 10-25-87

---

**P.F.W. 871509**

---

**IF IC&RP**

☑ NO COMMENT
☐ COMMENTS ATTACHED

☐ CONSISTENT (comments attached)

☐ NOT CONSISTENT (comments attached)

☐ INSUFFICIENT INFORMATION
(list specific information items needed)

---

We will return.

We note that a survey will be conducted.
APPENDIX B

PHASE II ADVANCE NOTIFICATION PACKAGE
AND COMMENTS RECEIVED
December 6, 1990

Director
Florida State Clearinghouse
Executive Office of the Governor
Office of Planning and Budgeting
The Capitol
Tallahassee, Florida 32399-0001

Subject: Work Program Item Number: 7140004
State Project Number: 99007-1402
Federal-Aid Project Number: IR-9999(43)
Tampa Interstate Study from the Howard Frankland Bridge/Kennedy Boulevard Ramps to the I-275/Dale Mabry Highway Interchange on the east and just north of Cypress Street on the North Hillsborough County
Advance Notification Package Submittal

The attached Advance Notification Package is forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 85-150. Distribution to local and Federal agencies is being made as noted.

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

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, 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. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

We are looking forward to receiving your comments on the project within 30 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 30-day comment period.

Your comments should be addressed to:

Mr. David A. Twiddy, Jr. P.E.
District VII PD&E Administrator
Florida Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609
With copy to:

Mr. J. C. Kraft, Chief
Office of Environment
Florida Department of Transportation
605 Suwannee Street, M.S. 37
Tallahassee, Florida 32399-0450

Your expeditious handling of this notice will be appreciated.

Sincerely,

David A. Twiddy, Jr. P.E.
District VII
PD&E Administrator

DAT/hd

Attachment
MAILING LIST

xc: Federal Highway Administration
    National Marine Fisheries-Area Supervisor
    U.S. Department of the Interior-U.S Geological Survey
    U.S. Department of the Interior-Bureau of Land Management
    U.S. Department of Housing and Urban Development
    U.S. Environmental Protection Agency
    U.S. Department of the Interior-U.S. Fish and Wildlife
      Service-Field Office
    National Marine Fisheries Office
    U.S. Army Corps of Engineers
    U.S. Department of the Interior-National Park Service
    Federal Emergency Management Agency
    National Oceanic and Atmospheric Administration
    Federal Aviation Administration-District Office Department of Energy
    U.S. Department of Health and Human Services-Centers for Disease Control
    Commander (oan) - Seventh Coast Guard District
    Marine Fisheries Commission
    Florida Department of Natural Resources-State Land Management
    Tampa Bay Regional Planning Council
    Southwest Florida Water Management District
    Federal-Aid Program Coordinator
    Chief Office of Environment
    Florida Department of Environmental Regulation-District Office
1. Need for Project: See attached text

2. Description of the Project: See attached text

3. Environmental Information: See attached text
   a. Land Use: See attached text
   b. Wetlands: See attached text
   c. Floodplain: See attached text
   d. Wildlife and Habitat: See attached text
   e. Outstanding Florida Waters: See attached text
   f. Aquatic Preserves: See attached text
   g. Coastal Zone Consistency Determination is Required? xx Yes _No
   h. Cultural Resources: See attached text
   i. Coastal Barrier Resources: See attached text
   j. Hazardous Materials: See attached text
   k. Other Comments: See attached text

4. Navigable Waterway Crossing? _Yesxx_No

5. List Permits Required: See attached text
1. **Need for project:** This project is consistent with, and a basic component of, the Metropolitan Planning Organization (MPO) Long Range Transportation Plan. Traffic congestion is a continuing and outstanding problem in the City of Tampa and Tampa Bay Area. Recent national surveys have shown traffic to be the most limiting factor to the quality of life of the Tampa Bay residents. Travel is expected to increase nearly 70% in the next 20 years. Estimates of the year 2010 traffic demands are as high as 120,000 vehicles per day on I-275 east of the Howard Frankland Bridge. This issue must be resolved and the proposed project is the most practical methodology for addressing this issue.

2. **Description of the project:** The study limits are: I-275 from the Kennedy Boulevard ramps to the Dale Mabry Highway interchange on the east and just north of Cypress Street on the north. A map showing the study limits is attached.

The study will develop alternatives, and make recommendations as to the preferred type and location of multi-lane improvements, potential high occupancy vehicle facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. This study will include consideration of transportation needs, social impacts, economic factors, and environmental impacts. A public involvement plan will be incorporated into the study to ensure that all interested citizens are fully informed of the study's progress. The study is expected to last 18 months.

3. **Environmental Information**

   a. **Land Use:** The project area from the Kennedy Boulevard ramps eastward to the Dale Mabry Highway interchange is highly urbanized with both commercial and residential elements. Land use for the area from the I-275 Interchange to Cypress Street is urbanized commercial and industrial development.

   The proposed project is not expected to alter any of the existing land use patterns described above.

   b. **Wetlands:** There are limited wetlands involved in this project. The Fish Creek area which is just north of the project study limits is an estuarine system dominated by mangrove and other salt-tolerant species. Little impact is expected to occur to the limited amount of wetlands that currently exist. Thorough field work by qualified biologists will be necessary to determine the exact acreages involved with this project.

   c. **Floodplain:** I-275 from Kennedy Boulevard ramps north to Cypress Street lies within the Old Tampa Bay floodplain. There are several locations where the project crosses or is tangent to the 100-year flood zone.
d. **Wildlife and Habitat:** There are a variety of vegetative communities located within the study area. The potential for occurrence of endangered and threatened species is based on habitats known to exist in these areas. Using *Official List of Endangered and Potentially Endangered Fauna and Flora in Florida, 1986,* and *Endangered and Threatened Wildlife and Plants, 1987,* a candidate list of federal endangered and threatened species which may exist in the study area has been compiled and is shown below.

<table>
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<tr>
<th>SCIENTIFIC NAME</th>
<th>COMMON NAME</th>
<th>STATUS</th>
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<tr>
<td><strong>AMPHIBIANS AND REPTILES</strong></td>
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<td><em>Alligator mississippiensis</em></td>
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<td><em>Drymarchon corais couperi</em></td>
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<tr>
<td><em>Chrysopsis floridana</em></td>
<td>Florida golden aster</td>
<td>Endangered</td>
</tr>
</tbody>
</table>

A field investigation will be required to determine the exact species and extent of their involvement within the project study area. There are, however, no critical habitats within the project limits.

e. **Outstanding Florida Waters:** Outstanding Florida Waters, as defined by Section 403.061, Florida Statutes, are not found in the project study area.

f. **Aquatic Preserves:** Aquatic preserves, as defined by Chapter 258, Florida Statutes, are not found within the project study area.

g. **Coastal Zone Consistence:** Yes, this project is subject to a Coastal Zone Consistency Review as required by 15 CFR 930. The consistency determination will be accomplished through the Florida Department of Environmental Regulation permit review process.

h. **Cultural Resources:** An historical and archaeological site survey will be performed. The study area will be field truthed for evidence of any historical and archaeological resources. All existing known historic districts, sites and locations will be identified and mapped.
i. Coastal Barrier Resources: No portion of the proposed project will involve any coastal barrier resources jurisdictional to Governor's Executive Order 81-105.

j. Hazardous Materials: There are no known hazardous waste generators in the project area. Based upon existing land use, most potential hazardous material sites would consist of gasoline service stations and automotive repair and service facilities. A hazardous materials evaluation will be conducted for this project.

k. Other Comments: None.

4. Navigable Waterway Crossing? No, the proposed project will not require modification/reconstruction of any structures spanning navigable and/or tidal waters.

5. List Permits Required: Actions resulting from the proposed project may require permits from the following agencies:

(1) Federal
   U.S. Army Corps of Engineers
   U.S. Coast Guard

(2) State
   Florida Department of Environmental Regulation

(3) Regional
   Southwest Florida Water Management District

(4) Local
   Tampa Port Authority
   Hillsborough County
   Pasco County
   City of Tampa
### Federal Assistance

**1. Type of Submission**
- Notice of Intent (Optional)
- Preapplication
- Application

**2. Applicant's Name**
- Florida Dept. of Transportation Division of Pre-Construction and Design
- 605 Suwannee Street
- Tallahassee, FL 32399-0450
- David A. Twiddy, Jr., P.E.

**3. State Application Identifier**
- State Project No. 99007-1402
- WPI No. 714 0004

**4. Legal Applicant/Recipient**
- Hillsborough County

**5. Employer Identification Number (EIN)**
- 201-205

**6. Program**
- Multiple

**7. Title of Applicant's Project**
- State Project No. 99007-1402
- WPI No. 714 0004

**8. Area of Project Impact**
- Hillsborough County

**9. Estimated Number of Persons Benefiting**
- State of FL

**10. Congressional Districts of FL**
- District 7

**11. Type of Assistance**
- $260,362,883

**12. Proposed Funding**
- Federal
- Applicant
- State
- Local
- Other
- Total

**13. Project Start Date**
- 10-96-207

**14. Project Duration**
- Est. 30 Months

**15. Date Due to Federal Agency**
- 10-96-207

- Federal Highway Administration

**17. Administrative Contact**
- David A. Twiddy, Jr., P.E.

**18. Remarks Added**
- Yes

**19. Funding**

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**20. Existing Federal Grant Identification Number**
- IR-9999(43)

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**21. Action Taken**
- Awarded

**22. Action Taken**
- Rejected

**23. Action Taken**
- Returned for Amendment

**24. Action Taken**
- Returned for E.O. 12372 Submission

---

**25. Federal Application Identification Number**
- 7140004

**26. Federal Grant Identification**
- 10

---

**27. Action Taken**
- Awarded

**28. Action Taken**
- Rejected

**29. Action Taken**
- Returned for Amendment

**30. Action Taken**
- Returned for E.O. 12372 Submission

**31. Action Taken**
- Deferred

**32. Action Taken**
- Withdrew

---

**33. Remarks Added**
- Yes
- No
Federal Assistance Multi-Purpose Facesheet
Addendum for State Agencies Only
(Pursuant to Section 216.212, Florida Statutes)

GENERAL INSTRUCTIONS

At least sixty (60) days prior to the anticipated filing date, submit five (5) completed copies of the Federal Assistance Multi-Purpose Facesheet, Standard Form 424, with Addendum, additional project narratives if necessary, and project location map if applicable, to the Intergovernmental Coordination Unit, Executive Office of the Governor, The Capitol, Tallahassee, Florida 32301. In addition, five (5) completed copies should be submitted to the appropriate Regional and/or Metropolitan Clearinghouse if the project is local in nature. Allow thirty (30) days for processing and an additional thirty (30) days if a full application is requested. The form must be completely filled out before the review can begin. If any section is not applicable, designate with “N/A.” If any further elaboration is required on any item, attach additional sheets, with reference to item number. If you have any additional questions, call the Intergovernmental Coordination Unit at (904) 488-8114 or SUNCOM 278-8114.

<table>
<thead>
<tr>
<th>1. Budget Entry Title</th>
<th>2. State Program Structure No and Title</th>
</tr>
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<tr>
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</tbody>
</table>

| 3. Project included in: (a) Legislative Budget Request: Yes ☐ No ☐ FY ___________ No ☐ |
|-------------------------------|---------------------------------|
| (b) Approved Budget: Yes ☐ No ☐ (c) Governor’s Budget: Yes ☐ No ☐ |

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<tr>
<th>4. Project included in Federally Required “State Plan”:</th>
<th>5. Legal Authority:</th>
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<tbody>
<tr>
<td>Yes ☐ No ☐ Agency</td>
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<tr>
<th>6. A-35 Review:</th>
<th>7. Change in Plan Operation:</th>
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Item 1—Enter the title of the budget entry as defined by Section 216.211(1)(d), F.S., and as included in the General Appropriations Act for the current fiscal year.

Item 2—Enter the number and title of the appropriate state reporting level program component as currently approved by the Office of Planning and Budgeting.

Item 3—Mark appropriate block:
   a—If “Yes”, enter the fiscal year of the Legislative Budget Request in which the project is included.
   b—This item is applicable only to the state’s current fiscal year.
   c—This item is applicable only after publication of the Governor’s Budget for the particular fiscal year for which project funds are requested.

Item 4—Mark appropriate block. If “Yes”, enter the federal agency for which the plan is prepared.

Item 5—Enter the section of the Florida Statutes or Laws of Florida which authorizes the state agency to carry out the activities proposed in the project.

Item 6—Mark appropriate block to indicate if OMB Circular A-98 review is required.

Item 7—Mark appropriate block. Does the project affect the plan of operation from that included in the approved budget for the budget entry?

Item 8—Mark appropriate block. Does the project require the state to assume funding after federal funding expires?

Item 9—Enter the number of new positions (above that included in the proposals for the new budget entry) required to carry out the project.

Item 10—Indicate, in percentage terms, the federal/state/local matching requirements specified by federal law or regulation. If non-federal match is not required in such specific terms, explain the basis for the distribution of costs.

Item 11—If the application should include overhead for which you are to receive reimbursement from the federal grantor agency in accordance with PHS 744, OASC-10, or other federal provisions, enter the amounts included in the approved indirect cost rate for (1) non-agency, (2) department and/or unit overhead; (3) statewide overhead.

The amount allocated to the project for central state governmental services must be based on Florida’s Approved Statewide Cost Allocation Plan for the project period.

If none is claimed, check the “No” block. If “No”, an explanation must be given or the application will not be returned without action.

Item 13—Enter the dates the total project will cost more than one (1) year. This item applies only to multi-year projects. Information required in Section 1, Item 13 of Standard Form 424 provides information for projects with a duration of one (1) year or less. Complete that funding information here as required for Item 13, Form 424.

On occasion, local match is derived from state funds allocated to local units. If this is the case, specify and specify the sources of funding.

Item 13—In the case of state cash match indicate the appropriation from which such match is to be provided. For non-cash match, explain the types of expenditures to be utilized.
March 4, 1991

Mr. David A. Twiddy, Jr., P.E.
District VII PD&E Administrator
Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

RE: State Project 99007-1402 - Work Program Item 7140004 - Advance Notification of Tampa Interstate Study - From the Howard Frankland Bridge/Kennedy Boulevard Ramps to the I-275/Dale Mabry Highway Interchange on the East and just North of Cypress Street on the North in Hillsborough County, Florida

SAI: FL9012260779C

Dear Mr. Twiddy:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, section 216.212, Florida Statutes, the Coastal Zone Management Act Reauthorization Amendments of 1990 and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives; and approved for submission to the federal funding agency when consideration is given to the enclosed agency comments.

The Department of Environmental Regulation (DER) indicates that permits will be required prior to start of construction. Sound development practices should be maintained during all phases of construction and early coordination with DER's district office in the project area may help to eliminate problems in the permitting process.

The Department of State (DOS) notes that a cultural resource survey will be conducted to identify significant archaeological and/or historic sites. The proposed project will have no effect on this site, if the Department of Transportation avoids or mitigates the impact on sites identified in the survey.
Based on the comments from our reviewing agencies, funding for the proposed action is consistent with the Florida Coastal Management Program (FCMP) advanced notification stage. Subsequent environmental documents will be reviewed to determine continued consistency with the FCMP as provided for in 15 CFR 930.95. These documents should provide thorough information regarding the location and extent of wetlands dredging and filling, borrow sources, dredging or filling associated with bridge construction and stormwater management. Continued concurrence with this project will be based, in part, on adequate resolution of issues identified during earlier reviews. Any environmental assessments prepared for this project should be submitted to the Florida State Clearinghouse for interagency review.

Pursuant to section 215.195, Florida Statutes, State agencies are required, upon federal grant approval, to deposit the amount of reimbursement of allocable statewide overhead into the State-Federal Relations Trust Fund. The deposits should be placed in SAMAS account code 31 20 269001 31100000 00 0015 00 00. If you have any questions regarding this matter, please contact your OPB budget analyst or Jean Whitten at (904) 487-2814.

Please enter the State Application Identifier (SAI) Number, shown above, in box 3a of Standard Form 424 and append a copy of this letter and any enclosures to your application. These actions will assure the federal agency of your compliance with Florida's review requirements, help ensure notification of federal agency action under the Federal Assistance Award Data System (FAADS) and reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely,

[Signature]

Estes C. Whitfield, Deputy Director
State Clearinghouse

EDW/rt

Enclosure(s)

cc: Department of Environmental Regulation
Department of State
J. C. Kraft - Department of Transportation
February 22, 1991

Director
State Clearinghouse
Office of Planning and Budgeting
Executive Office of the Governor
The Capitol
Tallahassee, FL 32399-0001

RE: SAI #FL9012260779C
Howard Franklin Bridge/Kennedy Blvd. Ramps

Dear Sir:

Review of this advanced notification indicates that certain activities associated with this project potentially impact estuarine intertidal wetlands associated with Fish Creek and open waters of Tampa Bay. Wetland resource permits will be required for any structures, filling or dredging within these waters. Permitting considerations will involve a review of methods of construction, the ability of DOT to minimize encroachment and any methods necessary to offset any adverse impacts. Wildlife habitat, water quality, threats to endangered or threatened species or their habitats and the marine productivity of the area will enter into the permit application review.

Should you have any additional questions, please contact George Cracium of my staff at (813)623-5561 Ext. 332.

Sincerely,

Bob Stetler
Environmental Administrator
Water Management

BS/msb
January 9, 1991

Karen K. MacFarland
State Planning and Development Clearinghouse
Office of Planning and Budgeting
The Capitol
Tallahassee, Florida 32399-0001

In Reply Refer To:
Susan M. Herring
Historic Sites Specialist
(904) 487-2333
Project File No. 910005

RE: Cultural Resource Assessment Request
SAI #FL9012260779C, Florida Department of Transportation
Work Program Item Number: 7140004
State Project Number: 99007-1402
Federal Aid Project Number: IR-9999(43)
Advance Notification Tampa Interstate Study from the Howard Frankland Bridge/Kennedy Blvd. Ramps to the I-275/Dale Mabry Highway Interchange on the East and North of Cypress Street on the North, Hillsborough County, Florida

Dear Ms. MacFarland:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced project(s) for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the National Register of Historic Places. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

We note that this project will have a cultural resources survey conducted. Therefore, conditioned upon the Florida Department of Transportation undertaking a cultural resource survey, and appropriately avoiding or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on any sites listed, or eligible for listing, in the National Register of Historic Places, or otherwise of national, state, regional, or local significance, and will be consistent with the historic preservation aspects of Florida’s coastal zone program. We look forward to reviewing the resulting survey report.
If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

[Signature]

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/smh
cc: C. Leroy Irwin
Mr. David A. Twiddy, Jr., P.E.
Department of Transportation
4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

Dear Mr. Twiddy:

RE: Advance Notification
Tampa Interstate Study
WPI No. 7140004
Federal Aid Project No. IR-9999(43)

The subject project may affect uplands where title is vested in
the Board of Trustees of the Internal Improvement Trust Fund.
Should use of these lands be confirmed, or additional lands be
identified, during the more specific permitting process, an
easement will be required pursuant to Chapter 18-2, Florida
Administrative Code. Additionally, our records indicate that the
Ybor City State Museum is located within the general project
boundary. Use of state-owned lands designated as historically
significant must also be evaluated for consistency with the
Incompatible Use Policy approved by the Board of Trustees of the
Internal Improvement Trust Fund on May 24, 1988. A copy of the
policy is attached.

Please call me at Suncom 278-2291 or (904) 488-2291 if you have
any questions.

Sincerely,

Tracy Peters
Bureau of Land Management Services
Division of State Lands

TP/tc
Attachment
cc: Mr. J.C. Kraft
January 2, 1991

David A. Twiddy, Jr., P.E.
Project Development and Environment Administrator
Florida Department of Transportation
4950 West Kennedy Boulevard, Suite 500
Tampa, Florida 33609

Subject: Advance Notification
Tampa Interstate Study TIS
Howard Frankland Bridge to Dale Mabry Highway
Work Program Item Number: 7140004
State Project Number: 99007-1402
Federal Aid Project Number: 9999(43)

Dear Mr. Twiddy:

Thank you for the opportunity to respond to the Advance Notification document for the above referenced project. Although the District will reserve more detailed comments for the Permit Coordination Report and subsequent permitting process, the following general comments should be considered.

Aspects of water quality and quantity concerning the planned improvements to Interstate 275 will be evaluated in a surface water management permit application pursuant to Chapter 40D-4 and Chapter 40D-40 F.A.C. In light of all the work already completed in Phase I, commitments made to various regulatory agencies and the Department's stated goals put forth in the TIS Master Plan report, preparation and submittal of a conceptual Surface Water Management permit application should be undertaken immediately.

Additionally, from the information submitted, it appears that the subject property contains wetlands as defined in Chapter 40D-4.021(10), F.A.C. Pursuant to Chapter 40D-4.051(2)(c), F.A.C., activities conducted in wetlands require a permit from this agency. Pursuant to Chapter 40D-4.301(1)(f), F.A.C., conditions for issuance of a surface water management permit include reasonable assurance that the proposed activity "will not cause adverse environmental impacts or adverse impacts to wetlands, fish and wildlife, or other natural resources". Please consult Chapters 40-4, 40D-40 F.A.C. and the District's "Basis of Review for Surface Water Management Permit Applications Within the Southwest Florida
Water Management District" for assistance in the design of surface water management facilities. Should you need to obtain copies of these documents, please contact me at (813) 985-7481, extension 2006, and I will see that you get them.

Due to the location of the project within "Waters of the State" pursuant to Chapter 403 F.A.C., and within an area of Outstanding Florida Waters, the Florida Department of Environmental Regulation will be consulted concerning their jurisdiction.

Again, thank you for the opportunity to comment and please keep me informed of any future developments.

Sincerely,

[Signature]

Victor A. Gagliardo, P.E.
Field Services Supervisor
Tampa Permitting Department
Resource Regulation

JME: dsw330
cc: B. Wirth
    J. Heuer
    J. Emery
    C. Person, DER
APPENDIX C

PERTINENT INTERAGENCY CORRESPONDENCE
MEMORANDUM

DATE: November 9, 1990

TO: MPO Board Members

FROM: Thomas L. Thomson, Executive Director

RE: Coordination Between the Tampa Interstate Study and Rail Transit Study

During the November 6 MPO meeting, the board had considerable discussion regarding the relationship of the Rail Transit and interstate corridor. In particular, the board members were concerned whether adequate coordination occurred during the planning process.

Attached for your information are sections of the Hillsborough County Mass Transit Corridor Alternatives Analysis Study and the Tampa Interstate Study which document the coordination efforts of the study teams and the results of those efforts.

Attachment A, which is Page 10 of the Executive Summary from the Rail Transit Study concisely describes how the rail system and interstate were planned to compliment one another and describes how the 54 foot High Occupancy Vehicle (HOV) lanes for buses and carpools could be converted to a future rail corridor if necessary.

Attachment B, which is Section VI from the Tampa Interstate Study report which is a slightly more technical description of the multi-modal coordination effort that was undertaken by the study teams. Exhibit VI-2 shows how the 54 foot wide corridor could, if desired and necessary, be converted to a rail corridor.

A workshop was conducted with the MPO on October 17, 1988 to review the results of the technical team efforts. The MPO concurred with the technical team's study results concerning the multi-modal consensus.

I hope this information helps answer some of the questions that were raised during the meeting. Please call me if you would like to discuss this further.

/If
The primary purpose of the Multi-Modal Consensus Committee was to coordinate the technical consistency between the two studies and the Long Range Transportation Plan. The focus of this technical consistency was the travel demand estimates for each mode that reflected a balanced transportation system. Several meetings were held to discuss input data and model parameters used by each consultant in their travel demand forecasting procedures. Comparative analyses of travel demand forecasts generated by the different forecasting procedures were performed. The basic bus and rail transit information used by the RTS consultant to simulate the Tier 2 and Tier 3 alternatives, including rail transit, was provided by the RTS consultant. This information included the basic transit route files for local bus, express bus and rail transit for peak and off-peak periods, mode of transit access files, and model parameters for transit path-finding and mode choice programs. The TIS consultant refined the basic highway network and socio-economic data prepared by the Tampa MPO staff. They updated the basic mode specific constants to reflect an improved public perception and usage of the current transit system. Both consultants worked together to refine the results of the Direct Utility Assessment (DUA) Survey to incorporate it into the validated travel demand model for Hillsborough County. The committee reached agreement on the highway and transit networks and modal split procedures that produced consistent travel demand results on the highway and rail transit systems. All travel demand data used for the multi-modal coordination were presented to the MPO during a special workshop on October 17, 1988.

In summary, both study teams agreed upon the basic assumptions which underline planning and engineering considerations for the development of traffic and transit ridership forecasts for these two projects. As a result of this cooperation, compatible and consistent data and results were utilized to develop the design features of the respective transportation facilities. A detailed discussion of the process used to reach this consensus is contained in an MPO technical memorandum, Multi-Modal Consensus - Travel Demand Forecasting Coordination Effort.

HOV/Bus Transit Plan

HOV and certain transit facilities were developed as part of the Master Plan for the reconstruction of the interstate system. The HOV/Bus facilities included concurrent flow and exclusive HOV lanes, HOV transitways, priority access ramps, and park-n-ride lots for buses and carpools. The HOV system extends from the Howard Frankland Bridge to the vicinity of the Livingston Avenue overpass on I-275 and from the west of I-75 to I-275 on I-4, as illustrated on Exhibit VI-1. The impacts of the HOV system were considered in the redesign of the interstate system. The final plan for the HOV system included in the Master Plan is presented below.

In general, concurrent flow HOV lanes adjacent to the interstate lanes are proposed, except in the vicinity of the Tampa CBD. In the CBD area, from North Boulevard to south of Floribraska Avenue on I-275 and west of 14th Street on I-4, an exclusive HOV transitway is proposed to minimize weaving sections, to maintain operations at Level of Service C or better, and to allow the interstate profile and HOV profile to separate through the I-275/I-4 interchange. The concurrent flow concept was selected as the general HOV cross-section in order to minimize right-of-way requirements and maintain two-way transit operations. The 54-foot area provides for extra-wide inside shoulders, a buffer area, and HOV lanes. It is also wide enough to accommodate the conversion of the HOV lanes to rail transit, if desired at a future time, as illustrated on Exhibit VI-2.
2010 LONG RANGE TRANSPORTATION PLAN

Adopted September 10, 1991
Another necessary ingredient to serve commuters is High Occupancy Vehicle (HOV) lanes. These are separate lanes on freeways specifically designated for buses and carpoolers. They can be separated from other lanes by either physical barriers or painted dividers. They allow high occupancy vehicles to bypass congested lanes for single-occupant vehicles occurring during peak periods. Again, the time savings gained by high occupancy vehicles will attract commuters out of their autos and into buses and carpoolers. HOV lanes are envisioned in the 2010 Needs Plan are shown in Figure IV-15 and include:

- I-4 from the Polk County line to I-275;
- I-275 from the Pinellas County line to Livingston Avenue.

An integral part of these HOV lanes are exclusive on and off ramps at selected exits for buses and carpoolers. These are designated in the Tampa Interstate Study, which is incorporated into the 2010 Needs Plan.
Motor access to the Port Tampa and Rattlesnake marine facilities are via major east-west and north-south roads. The east-west roadways include the Crosstown Expressway, Gandy Boulevard and Interbay Boulevard. West Shore Boulevard and Dale Mabry Highway provide the north-south access.

Rail access to Port Tampa and Rattlesnake is provided by a single line originating out of downtown Tampa. The line runs parallel to the Crosstown Expressway directly into the Port Tampa complex. A seldom used side spur serves the Rattlesnake area.

Train traffic to the Port Tampa area raises few community concerns or operational issues. All rail movements are at night, resulting in few motor vehicle conflicts. Additionally, due to the elimination of phosphate exports from Port Tampa, rail traffic is well below past levels.

**Port of Tampa Transportation Plan**

The *Port of Tampa Master Plan* prepared for the Tampa Port Authority in 1989 recommended that further studies be conducted regarding the transportation network serving the Port areas. Further studies are needed to evaluate traffic operations and railroad/highway conflicts in the Port area and to develop solutions to identified problems.

The Tampa Port Authority has embarked on an access management and mid/long-range transportation plan for the Port of Tampa, known as the *Port of Tampa Transportation Plan*.

This Plan calls for a number of short, mid, and long-range transportation improvements. The Plan has identified the improvements associated with the *Tampa Interstate Study* (TIS) as vital to the Port's ability to move goods in and out of the Port in the future. Also, the major road improvements identified in the *2010 Long Range Transportation Plan* for roadways which serve the Port, have also been identified as necessary in the Plan. The *Port of Tampa Transportation Plan* also has identified a need to reconstruct most of the roadways on Hooker's Point as they are in a state of deterioration. This is critical to accommodate the amount of heavy truck traffic projected to move in and out of Hooker's Point over the next twenty years.

The Port Plan has estimated that regional roadway improvements vital to the Port over the next 20 years will cost just over $434 million. Most of that is associated with Tampa Interstate Improvements.

Immediate Port roadway improvements are estimated to cost between $17 and $18 million. That includes drainage improvements on Hooker's Point related to the road improvement program. To effectuate these improvements the Port Plan has recommended that the Port Authority become more active in the area transportation community, including voting membership on the Tampa Urban Area MPO.
February 1, 1988

Mr. Ron Gregory
Greiner, Inc.
P.O. Box 31646
Tampa, Florida 33630-3416


Dear Mr. Gregory:

This is an attempt to answer the eight questions/issues which were delineated in the amenities package discussion on page 2. I would like to make some specific statements in regard to the City of Tampa's position on the Interstate Study.

1) I think we need to take a high line in regard to amenities/aesthetics and go for the highest quality possible. I understand that we will run into engineering and economic questions at some point on these issues, but I believe the better choice is to shoot high on this issue.

2) Following the above, I think it is important on the Interstate to provide delineated gateways to Tampa which can be carried as an overall theme through the system while visitors are in Tampa. This could also extend to delineations of portals. However, I'm more concerned about the specific gateways to the City being delineated in a strong fashion. It is also important that we create an opportunity for special emphasis and delineate ambiance or character for some, if not all, of the following: Ybor City, West Tampa, Downtown, Westshore, University North.

An opportunity to use aesthetics in a particularly beneficial way to help the public find their various destinations could be in the form of a delineation of the transition as visitors move through the community.

3) Finally, I think it's important that the Urban Design Staff of the City, consisting of Roger Wehling, Wilson Stair, and any other staff personnel they designate,
meet with your architectural landscaping group on these amenities early on to have input into the decisions that are being made on this item at this time.

I was impressed with the urban art that was displayed in the projects. Particularly, that urban art which was reflective of construction materials on the major projects. I believe someone needs to contact Joe Abrahams, Administrator, Parks, Recreation and Cultural Services, to make certain that the Public Arts Group is involved in the urban arts issue early on.

If you have any questions about these items, please let me know.

Sincerely,

Mike Salmon, Administrator
Water Resources and Public Works

xc: Mayor Freedman
    Joe Abrahams
    Roger Wehling
    Bob Wallace

RMS/mts
MEMORANDUM

TO: Dale Patten
FROM: Ron Gregory
SUBJECT: Northwest Expressway Clearances for Tampa International Airport

Attached is a copy of the recent FAR Part 77 surfaces and HCAA zoning ordinance review by our aviation engineering section. This review was requested by this office as part of our Northwest Expressway Phase IA Master Plan and Tampa Interstate studies. The Northwest Expressway issues are discussed on page 2, and as you can see the previously submitted Master Plan does not violate either the FAR Part 77 or HCAA zoning surfaces.

If you have any inquiries regarding this information, please do not hesitate to contact this office.

RWG/hd

Attachment
MEMORANDUM

To: Ron Gregory
From: Frank Harris
Subject: TIS and Northwest Expressway Clearances

At your request we have reviewed Alternatives 1A8, 1A9, and 1A10 and the Northwest Expressway for compatibility with FAR Part 77 surfaces and the HCAA zoning ordinances. The following assumptions and/or criteria were used for our review:

1. 17.0' clear height above highway
2. 12' lanes and 10' shoulders
3. 10% super elevation
4. Alternatives 1A8 and 1A9 have the same ramp plan and profiles.

TIS alternatives 1A8 and 1A9 are unacceptable for the following reasons:

1. Ramp B at Station 154+90 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.02 feet.
2. Ramp C at Station 279+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 17.55 feet.
3. Ramp D at Station 175+00 of the I-275/S.R. 60 Interchange penetrates the 62.5:1 surface by 21.35 feet.

50:1 clearances are contained in the calculations.

Alternative 1A10 must be closely evaluated with a more accurate horizontal location in reference to the Runway System. Particular points of possible conflict are as follows:

1. Ramp B at Station 12+30 at the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.83 feet.
2. Ramp C at Station 151+60 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 1.24 feet.
3. Ramp D at Station 155+05 of the I-275/S.R. 60 Interchange clears the 62.5:1 surface by 2.51 feet.
The Northwest Expressway has several areas that must also be closely evaluated. These points are as follows:

1. Ramp A at Station 11+80 of the Airport Interchange clears the 62.5:1 surface by 7.52 feet.

2. Ramp C at Station 429+60 of the Airport Interchange clears the 62.5:1 surface by 3.08 feet.

3. Ramp D at Station 429+00 of the Causeway Interchange clears the 62.5:1 surface by 2.61 feet.

The above figures are arrived at by transferring data from the 1:100 and 1:500 scale aerials of the airport to the 1:200 scale aerials of the respective studies. The possibility of error in transferring the data is much too large to be definitive with tolerances as close as those that are calculated. Calculations are enclosed as Appendix A.

Appendix B contains an isometric of the approach zones.

It must be pointed out that this analysis only pertains to the roadway and the 17 foot clear area above it. Any signage or lighting would have to be analyzed separately.

As regards the extension of Sherrill Street, the extension would traverse the clear zone of Runway 36R at the airport. The Federal Aviation Administration participated in the acquisition of this clear zone and would have to concur in a sale or other transfer of the required right of way. In 1980 a similar right of way (with a slightly different alignment) was proposed. FAA objected to the proposed right of way. The correspondence files are enclosed in Appendix B. Our investigation has revealed that their response at this time would be similar.

xc: Bill Conners
    Warren Schwartz
    John Chiarelli
TAMPA INTERSTATE STUDY - N/W EXPRESSWAY

CHECK INTERCHANGES VS. HEIGHT ZONING RESTRICTIONS

GIVEN

1. Clear Zones configuration (50:1 FAA restriction) FAR Part 77 (62.5:1 HCAA restriction) Surfaces
2. Alternates 1A8, 1A9, and 1A10 for the intersection at I-275 and S.R. 60 (TIS).
3. Alternates 1A8 and 1A9 have the same ramp, plans and profiles at the intersection in question (TIS).
4. NW Expressway - interchange @ Airport exit, S.R. 60, and Independence Parkway.
5. Assume 10% superelevation.
6. Assume a 17.0' high clear zone above the proposed highway (no allowance for a future overlay.)
7. Assume 12 foot lanes and 10' shoulders.

FIND

The purpose of these calculations is to determine if each interchange of each alternative is acceptable according to the FAR Part 77 surfaces and HCAA height zoning restrictions.

Tampa Interstate Study

Alternative 1A8 - TIS

Ramp 'B'

<table>
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<th>PG Elevation at STA. 154+90</th>
<th>roadway clear zone</th>
<th>10% superelevation (10' shoulder)</th>
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<td>= 118.09</td>
<td>= 17.00</td>
<td>= 1.00</td>
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Allowable Elevation

STA. 154+90 on Ramp 'B' is 6040' into the clear zone of R/W 36R

62.5:1 slope --> 6040/62.5 + 17.63 = 114.27' allowable

50:1 slope --> 6040/50 + 17.63 = 138.43' allowable

Ramp 'B' violates 62.5:1 surface = (-)21.82'
Ramp 'B' clears 50:1 surface = 2.33'
Ramp 'C'

PG Elev. at STA 279+00
roadway clear zone
10% superelevation (34', 2 lanes & shoulder)

= 103.02
= 17.00
= 3.40
123.42 max. elev.

Allowable Elevation

STA 279+00 is 5515' into clear zone R/W 36R
62.5:1 slope --> 88.24 + 17.63
50:1 slope --> 110.30 + 17.63

= 105.87 allowable
= 127.93 allowable

Ramp 'C' violates 62.5:1 surface = -(+)17.55'
Ramp 'C' clears 50:1 surface = 4.51'

Ramp 'D'

PG Elev. at STA 175+00
roadway clear zone
10% superelevation (10' shoulder)

= 112.50
= 17.00
= 1.00
130.50 max. elev.

Allowable Elevation

STA 175+00 is 5720' into clear zone R/W 36R
62.5:1 slope --> 91.52 + 17.63
50:1 slope --> 114.40 + 17.63

= 109.15 allowable
= 132.03 allowable

Ramp 'D' violates 62.5:1 surface = 21.35'
Ramp 'D' clears 50:1 surface = 1.53'

Alternative 1A9

Alternative 1A9 is the same as 1A8 at the interchange in question. Therefore, same conclusion for 1A9.

Alternative 1A10 - TIS

Ramp 'B'

PG Elev. at Nose at D, STA 12+30
roadway clear zone
10% superelevation (10' shoulder)

= 85.00
= 17.00
= 1.00
103.00 max. elev.
Allowable Elevation

STA 12+30 is 5450' into clear zone R/W 36R

62.5:1 slope --> 87.20 + 17.63 = 104.83 allowable
50:1 slope --> 109.00 + 17.63 = 126.63 allowable

Ramp 'B' clears 62.5:1 surface = 1.83'
Ramp 'B' clears 50:1 surface = 23.63'

Ramp 'C'

PG Elev. at STA 151+60 = 80.15
roadway clear zone = 17.00
10% superelevation (34', 2 lanes & shoulder) = 3.40

100.55 max. elev.

Allowable Elevation

STA 151+60 is 5260' into clear zone R/W 36R

62.5:1 slope --> 84.16 + 17.63 = 101.79 allowable
50:1 slope --> 105.20 + 17.63 = 122.83 allowable

Ramp 'C' clears 62.5:1 surface = 1.24'
Ramp 'C' clears 50:1 surface = 22.28'

Ramp 'D'

PG Elev. at STA 155+05 = 84.80
roadway clear zone = 17.00
10% superelevation (34', 2 lanes & shoulder) = 3.40

105.20 max. elev.

Allowable Elevation

STA 155+05 is 5630' into clear zone R/W 36R

62.5:1 slope --> 90.08 + 17.63 = 107.71 allowable
50:1 slope --> 112.60 + 17.67 = 130.23 allowable

Ramp 'D' clears 62.5:1 surface = 2.51'
Ramp 'D' clears 50:1 surface = 25.03'
Northwest Expressway

Airport Interchange

Ramp 'D' STA 48+00

\[ \begin{align*}
\text{PG Elevation STA 48+00} & = 70.13 \\
\text{roadway clearzone} & = 17.00 \\
\text{superelevation} & = 0.00 \\
\text{87.13 max. elev.} &
\end{align*} \]

Allowable Elevation

STA 48+00 is 1855' into clear zone and 505' into 7:1 transitional surface

\[ 50:1 \text{ slope} \Rightarrow 37.10 + 72.14 +11.40 = 120.64 \text{ allowable} \]

Ramp 'D' clears 50:1 surface = 33.51'

Ramp 'D' STA 53+30

\[ \begin{align*}
\text{PG Elevation STA 53+30} & = 56.80 \\
\text{roadway clearzone} & = 17.00 \\
\text{superelevation} & = 0.00 \\
\text{73.80 max. elev.} &
\end{align*} \]

Allowable Elevation

STA 53+30 is 1330' into clear zone and 500' into 7:1 slope

\[ 50:1 \text{ slope} \Rightarrow 26.60 + 71.43 +11.40 = 109.43 \text{ allowable} \]

Ramp 'D' clears 50:1 surface = 35.63'

CHECK AT EDGE OF CLEAR ZONE:

Ramp 'A' STA 11+80

\[ \begin{align*}
\text{PG Elevation STA 11+80} & = 30.40 \\
\text{roadway clearzone} & = 17.00 \\
\text{superelevation (10' x .04)} & = 0.40 \\
\text{47.80 max. elev.} &
\end{align*} \]

Allowable Elevation

STA 11+80 is 1805' into clear zone

\[ 62.5:1 \text{ slope} \Rightarrow 28.88 + 11.40 \text{ allowable} \]

\[ 50:1 \text{ slope} \Rightarrow 36.10 + 11.40 \text{ allowable} \]

Ramp 'A' violates 62.5:1 surface = (-)7.52'

Ramp 'A' violates 50:1 surface = (-)0.30'
Ramp 'C' STA 429+60

PG Elev STA 429+60
roadway clearzone superelevation (10' x .02)

= 18.40
= 7.00
= 0.20

35.60 max. elev.

Allowable Elevation

STA 429+60 is 1320' into clear zone

62.5:1 slope --> 21.12 + 11.40
= 32.52 allowable

50:1 slope --> 26.40 + 11.40
= 37.80 allowable

Ramp 'C' violates 62.5:1 surface = (-)3.08'
Ramp 'C' clears 50:1 surface = 2.20'

SR 60 (Causeway) Interchange

NW Expressway - Mainline STA 342+00

PG Elev STA 342+00
roadway clearzone superelevation (50')

= 52.00
= 17.00
= 5.00

74.00 max. elev.

Allowable Elevation

STA 342+00 is 25' into clear zone of new R/W and 510' into 7:1 slope

50:1 slope --> .50 + 72.86 + 16.54
= 89.90 allowable

Mainline clears 50:1 surface = 15.90'

Ramp 'D' STA 429+00

PG Elev STA 429+00
roadway clearzone superelevation (35')

= 34.25
= 17.00
= 3.50

54.75 max. elev.

Allowable Elevation

STA 429+00 is 285' into 7:1 of new R/W

285/7 + 16.54 + .11
= 57.36 allowable

Ramp 'D' clears 7:1 surface = 2.61'
Ramp 'D' STA 435+00
PG Elev STA 435+00
roadway clearzone
superelevation

\[ \begin{align*}
20.00 &= 17.00 \\
0.00 &= \text{37.00 max. elev.}
\end{align*} \]

Allowable Elevation
STA 435+00 is 210' into 7:1 slope of new R/W
30.00 + 16.54 + .28 = 46.82 allowable
Ramp 'D' clears 7:1 surface = 9.82'

Independence Parkway Interchange
Mainline STA 375+00
PG Elev STA 375+00
roadway clearzone
superelevation

\[ \begin{align*}
36.25 &= 17.00 \\
0.00 &= \text{56.25 max. elev.}
\end{align*} \]

Allowable Elevation
STA 375+00 is 340' into 7:1 slope of new runway
\[ 48.57 + 16.54 + 1.36 = 66.47 \text{ allowable} \]
Mainline clears 7:1 surface = 10.22'
EXHIBIT B
HCAA CLEARANCE CHECKS
I-275 INTERCHANGE
with
MEMORIAL HIGHWAY
September 5, 1991

Following the meeting with representatives of Greiner on Wednesday, August 28, 1991 HNTB has revisited the proposed roadway profile grades for the April 1991 Tampa Interstate Study "Preferred Alternative" at the interchange of I-275 and Memorial Highway.

The basis for the review began with HNTB's inquiry regarding the depth of structure used for the Westbound C/D where it crosses over Ramp H. At the August 28 meeting it was agreed that the structure depth shown, 2.5 feet was applicable to the wings of the box section that would be utilized east of the crossover. It was acknowledged; however, that the structure depth where the Westbound C/D passes over Ramp H would have to be much greater, since the entire roadway must pass over Ramp H. Discussions between Greiner and HNTB structural engineers led to the decision that a structure span length to depth ratio of 26:1 was appropriate for the structures in this interchange. Applying this greater depth to the critical clearance calculations at the critical clearance point between the Westbound C/D and Ramp H results in the need to adjust all profiles in the interchange. The net result is that Ramp A (Level 5) will penetrate the maximum elevation criteria established by Hillsborough County Resolution No. 86-95.

Following this review, we then worked "from the top down" in an attempt to shift P.V.I. locations sufficiently to work out the differences. This approach also failed to come up with a balance between minimum vertical clearances, structure depths and profile grades.

The steps taken and results from each evaluation are noted in the following narrative.

Preferred Alternative (Adjustment of Structure Depths)

Level 1: The proposed grades for Memorial Highway and Sherrill Street were verified from topographic mapping obtained as part of Task 1B of HNTB's Scope of Services.

Level 2: The proposed grades for I-275 Main Line and Ramp H over Sherrill Street and Memorial Highway are acceptable. A structure depth of 6 feet (span = 150 feet) was used in verifying the clearance calculations at the I-275/Memorial crossing. The clearance was determined to be 17.5\text{ft}. The TIS profiles indicate that a structure depth of 6.5 feet was used.

Level 3: A structure depth of 6 feet (span = 150 feet) was used to establish a revised profile grade for the Westbound C/D over Ramp H. The resultant profile grade for the Westbound C/D must be raised approximately 4 feet to provide adequate clearance (18.4 feet--this
could be fine-tuned to reduce the clearance). The TIS profiles indicate that a structure depth of 2.5 feet was used.

**Level 4:** The revised Westbound C/D profile grade impacts the proposed profile grades for Ramps C and D. On Ramp C, a structure depth of 9 feet (span = 230 feet) was used and on Ramp D, a structure depth of 8.5 feet (span = 220 feet) was used. The resultant increase in profile grades was 10± feet and 9± feet for Ramps C and D, respectively. The TIS profiles did not indicate what structure depths were used for Ramps C and D.

**Level 5:** Raising the Ramp C and D profiles in turn impacts the Ramp A profile. A structure depth of 9.5 feet (span = 250 feet) was used. The resultant increase in the Ramp A profile grade is approximately 15 feet. The TIS profile did not indicate a structure depth on Ramp A. We also noted that the maximum profile grade for Ramp A is approximately elevation 88, which is consistent with earlier maximum elevations determined by Greiner to be compatible with the HCAA criteria. However, if the profile grade for Ramp A is on the inside of the curve it appears that the outside of the ramp/bridge structure would result in a penetration of the HCAA 62.5:1 surface.

The accumulated impacts of the revised structure depths results in an increase in the maximum baseline profile grade from elevation 88± to elevation 105±. We believe that it may be possible to shave about 5 feet off this upper elevation if each profile grade was refined to provide an absolute minimum vertical clearance of 16.5 feet. This would still result in the interchange penetrating the HCAA 62.5:1 surface.

We then approached the problem from the top, in an attempt to adjust the locations of the P.V.I.'s and approach grades throughout the interchange. Structure depths remained as described above.

**Adjusted Profile Grades**

**Level 5:** The maximum profile elevation of 88± was assumed to be within HCAA 62.5:1 criteria.

**Level 4:** Ramp C and D profiles were then lowered. The TIS profile for Ramp C at the critical clearance point provided for 23± feet clearance below Ramp A (profile grade to profile grade). Since the profile grade for Ramp C is on the inside of the curve, the cross slope on Ramp C (3± feet) must be acknowledged in the clearance calculations. The result is a lowering of the Ramp C grade by 5.5± feet to provide for a structure depth of 9 feet. Ramp D's profile is also impacted; however, Ramp C is the controlling profile.

**Level 3:** An attempt was made to force the profiles for the Westbound C/D and Ramp H to fit between the revised Level 4 grades and the revised critical clearance point previously determined for the Westbound C/D over Ramp H. It would appear that this may not be possible without
considerable revisions to the profile grade on the Westbound C/D between Memorial Highway to the vicinity of Westshore Boulevard or further east. It may be possible to develop a "workable profile" through this area; however, it will require revising the grade on Ramp C and removing as much of the excess clearance for the I-275 Mainline over Sherrill Street as possible.

**Level 2:** Changes would be made as noted above.

**Level 1:** No changes.

The shifting of the P.V.I. and changes in grades for the Westbound C/D would result in a "hump" that would be at least four levels high outside of the main interchange.

**Restacking of the Interchange**

HNTB had previously studied the restacking of the interchange with the shifting of the Westbound C/D and Ramp E to the third level and Ramps C and D to the third level. The resultant profile grades were in excess of those presently contained in the Preferred Alternative and it was determined that the this alternative would definitely conflict with the HCAA 62.5:1 surface.

**Conclusion**

The revised structure depths result in an interchange that will violate HCAA's 62.5:1 surface but do not violate FAA's 50:1 surface.
Mr. J. R. Skinner
Division Administrator
Federal Highway Administration
227 North Bronough Street, Room 2015
Tallahassee, FL 32301

RE: WPI No. 7140004
    State Project No. 99007-1402
    FAP No. IR-9999(43)
    Tampa Interstate Study (TIS)

Dear Mr. Skinner:

A meeting between Central Office and District VII was held in Tallahassee on July 15, 1992, to reach agreement on those steps necessary to ensure compatibility of District VII's TIS Master Plan with FDOT Interstate Policy of November 14, 1991. It was agreed that District VII could proceed with implementation of the TIS in accordance with the terms of the January 17, 1992, policy letter provided that they comply with the following:

- The “footprint” of TIS Master Plan will be maintained to accommodate ultimate build-out.

- The Master Plan must be implemented in stages. The first stage of implementation shall have no more than six "general-use" lanes (three in each direction). All additional through lanes in the first stage will be designated as HOV.

- Implementation of the first stage will be accomplished in such a manner that will ensure maximum salvageability when subsequent stages are constructed. This reflects guidance offered by FHWA.

- An implementation plan will be developed by District VII which identifies the transition, by stage, from the existing configuration to the Master Plan. This implementation plan will be consistent with the above requirements and will maximize early development of the HOV/multimodal envelope. Environmental Assessment, Environmental Impact Statement, and other PID&F documents shall commit to the staged implementation plan.
The ultimate typical section for the TIS, as stated in the November 14, 1991, Interstate Policy, "...will include four physically separated, exclusive lanes (two in each direction) for through traffic, public transit vehicles, and other high-occupancy vehicles." These lanes will be developed in accordance with the terms of the January 17, 1992, policy letter signed by Secretary Watts.

On I-275, north of Dr. Martin Luther King, Jr. Blvd. (formerly Buffalo Ave), District VII will fully develop the ultimate typical section for the freeway mainline and the corresponding required interchange improvements as the alternative to the current typical section in the TIS. Development of the ultimate typical section will occur concurrently with the staged implementation plan efforts. After the ultimate typical section has been developed, FHWA, PDOT Central Office and PDOT District VII will evaluate it against the constraints of the original TIS Master Plan. District VII will prepare final environmental documentation for the agreed upon ultimate typical section.

District VII will work with local agencies responsible for bus/rail systems and land use planning and regulation to create an environment which supports the use of public transportation and utilization of the multimodal aspects of TIS.

The above commitments reflect District VII's embrace of both the TIS Master Plan and the MDT/I Interstate Policy. These commitments comply with the terms contained in Secretary Watts' letter of January 17, 1992, that conditionally reinstated the TIS Master Plan.

Sincerely,

William H. McDaniel, Jr., P.E.
District VII Secretary

[Signature]

Frank Carlile, Assistant Secretary

[Signature]

Date 7/24/92
C2380.03, B2, D25
September 28, 1990

Mr. Don Wood
Florida Game and Fresh Water Fish Commission
620 South Meridian Street
Tallahassee, Florida 32399-1600

Reference: Tampa Interstate Study, WPA #7140004,
State Project #99007-1402, FAP #IR-99999(43) -
Threatened or Endangered Species

Dear Mr. Wood:

Greiner, Inc. is currently conducting an Environmental Assessment and an
Environmental Impact Statement for various segments of the Tampa Interstate Study.
The enclosed vicinity map locates the project area and delineates those areas covered
by the EA and EIS. I am interested in obtaining any information your office might
have pertaining to the occurrence of threatened or endangered species within the
project area. Additionally, any information pertaining to nesting birds in the area
and potential impacts resulting from road construction would also be helpful.
Although I am requesting information for both areas at once, I would appreciate it if
your office would address the EA portion and EIS portion separately, as the responses
will be included in each respective document.

The project area covered by the Environmental Assessment encompasses estuarine
wetlands associated with the Tampa Bay, and man-made wetlands associated with
retention ponds and ditches. The majority of the project area is developed. The
project area covered by the Environmental Impact Statement includes man-altered
portions of the Hillsborough River and estuarine wetlands associated with the Upper
McKay Bay.

Thank you for your assistance. If you have any questions or require additional
information, please contact me at Greiner, Inc., (813) 286-1711.

Sincerely,

GREINER, INC.

Susan L. Thomas
Environmental Planner

SLT/kt

xc: David Twiddy
Dick Combs
TAMPA INTERSTATE STUDY
The Greiner Team
PO Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-7667
1-800-624-0074
FAX: (813) 286-6567

C2380.03,B2,D25
September 28, 1990

Mr. Steve Friedman
Data Request Manager
Florida Natural Areas Inventory
254 East Sixth Avenue
Tallahassee, Florida 32303

Reference: Tampa Interstate Study, WPA #7140004,
State Project #99007-1402, FAP #IR-99999(43) -
Threatened or Endangered Species

Dear Mr. Friedman:

Greiner, Inc. is currently conducting an Environmental Assessment and an
Environmental Impact Statement for various segments of the Tampa Interstate Study. The enclosed vicinity map locates the project area and delineates those areas covered by the EA and EIS. I am interested in obtaining any information your office might have pertaining to the occurrence of threatened or endangered species within the project area. Although I am requesting information for both areas at once, I would appreciate separate responses from your office, as the responses will be included in each respective document. A complete Data Request Form is also enclosed.

The project area covered by the Environmental Assessment encompasses estuarine wetlands associated with the Tampa Bay, and man-made wetlands associated with retention ponds and ditches. The majority of the project area is developed. The project area covered by the Environmental Impact Statement includes man-altered portions of the Hillsborough River and estuarine wetland associated with the Upper McKay Bay.

Thank you for your assistance. If you have any questions or require additional information, please contact me at Greiner, Inc., (813) 286-1711.

Sincerely,

GREINER, INC.

[Signature]

Susan L. Thomas
Environmental Planner

SLT/kft

Enclosure
xc: David Twiddy
DICK COMBS
C2380.03,B2,D25
September 28, 1990

Mr. Don Palmer
U.S. Fish and Wildlife Service
3100 University Boulevard South
Suite 120
Jacksonville, Florida 32216

Reference: Tampa Interstate Study, WPA #7140004,
State Project #99007-1402, FAP #IR-99999(43) -
Threatened or Endangered Species

Dear Mr. Palmer:

Greiner, Inc. is currently conducting an Environmental Assessment and an
Environmental Impact Statement for various segments of the Tampa Interstate Study. The enclosed vicinity map locates the project area and delineates those areas covered
by the EA and EIS. I am interested in obtaining updated information your office
might have pertaining to the occurrence of threatened or endangered species within
the project area. Enclosed is a copy of previous communication with your office.
Although I am requesting information for both areas at once, I would appreciate
separate responses from your office, as the responses will be included in each
respective document.

The project area covered by the Environmental Assessment encompasses estuarine
wetlands associated with the Tampa Bay, and man-made wetlands associated with
retention ponds and ditches. The majority of the project area is developed. The
project area covered by the Environmental Impact Statement includes man-altered
portions of the Hillsborough River and estuarine wetland associated with the Upper
McKay Bay.

Thank you for your assistance. If you have any questions or require additional
information, please contact me at Greiner, Inc., (813) 286-1711.

Sincerely,

GREINER, INC.

Susan L. Thomas
Environmental Planner

SLT/kt

xc: David Twiddy
Dick Combs

A Florida Department of Transportation Project
November 8, 1990

C. Lynn Miller  
Greiner Engineering  
Post Office Box 23646  
Tampa, Florida 33630

SUBJECT: TAMPA INTERSTATE STUDY/LETTER OF 10-26-90/WP ITEM #71404/STATE JOB #99007-1402

Dear Mr. Miller:

This letter is being transmitted in response to your correspondence of 10/26/90. As we discussed in our meeting of 8/30/90, the Ecosystems Management Division of EPC has as its main responsibility the protection of all wetland areas within Hillsborough County. Review of proposed development within the county is accomplished through submittal of construction plans to the Hillsborough County Development Review Department (DRD).

This agency does not issue any permits of its own, but through our approval/denial recommendations to DRD, permits to construct projects are either issued or denied by that agency.

Your letter requests a long-term regulatory approval or commitment for the Tampa Interstate Study project. Any long-term approval would be based on submitted plans reviewed by the agency, and only if those plans provided assurance that the following had been completed:

1. Alternative alignment considerations which would eliminate or reduce any wetland impact.
2. All wetland areas within the project boundaries are delineated by the EPC and surveyed by the applicant.
3. Wetland surveys submitted to and approved by the EPC.
4. Any proposed wetland impacts must be approved by the EPC Executive Director. Any approved wetland impacts must be compensated for by an approved mitigation plan.
5. Conceptional or detailed mitigation proposals, whether incorporated into site plans or otherwise, must clearly show areas to be removed, location of mitigation and acreages of each. Mitigation must be approved by the EPC Executive Director or his authorized agent. Mitigation approval will be valid for a period of two and one half years, effective from the date of initial approval, unless site plans are altered, in which case the approval is void.
6. At a minimum, detailed mitigation plans must include cross sections showing slopes, depth of excavation, desired water levels, types of plants to be used and spacing, total acreage of wetlands destroyed and mitigated for, time tables for starting and completing mitigation work, monitoring schedule, and reports and statement that 85% survival of each planted species will be attained with replanting on an annual basis if necessary. Before the construction plan can be approved by EPC a completed "Mitigation Agreement" and approval from the Environmental Review Section of the Hillsborough County Development Review Department for potential mitigation sites are required.

7. Monitoring and maintenance is required for a minimum of three years (five if forested); year 1 - quarterly; years 2 & 3 semi-annually; years 4/5 annually (if forested).

A. Monitoring reports must be submitted to EPC within 30 days following each monitoring event. At a minimum, monitoring reports should address:

1. Date planted and number of planted materials used
2. Soil stabilization measures used
3. Percent survival of planted species
4. Number of plants replanted if necessary to meet 85% and when planted
5. 20-25% of trees tagged to monitor tree growth rate and DBH (Forested Systems)
6. Water quality
   a. Visual observations
   b. Lab data if necessary, i.e. salinity, conductivity, Ph, etc.
7. Total percent coverage of vegetation
8. Plant diversification and natural recruitment (list species present)
9. Depth of water at monitoring event
10. Permanently marked photo stations
11. Wildlife usage
12. Overall ecological evaluation
13. Problems encountered and corrective actions implemented or needed

B. Maintenance shall mean the removal of nuisance or exotic species. Nuisance species coverage must not exceed 10%. (Cattails, Typha spp.; Willows, Salix; spp; Primrose willow, Ludwigia peruviana, Dogfennel, Euphoratorium spp.; Sesbania spp.; Water Hyacinths, Eichhornius spp.)

C. 85% survival must be guaranteed for each planted species and must be replanted annually if any species survivorship falls below 85%.

D. A time table for the start and completion of the mitigation work must be included.

E. Indicate plant source (i.e. certified nursery grown, bare root, transplanted from on site). If collected plants are to be used, donor sites must be identified and approved by the EPC.

8. Monitoring and maintenance must continue until a Certificate of Completion is issued by the EPC. Reconstruction of the site design may be necessary to achieve functioning wetlands. Monitoring and maintenance must continue
until approved by EPC. A Certificate of Completion will be issued when all success criteria have been met.

9. Once the detailed mitigation plan has been approved by EPC staff, a Mitigation Agreement must be signed by the owner/developer and notarized, and approved by the Executive Director of EPC. If the Mitigation Agreement is to be recorded, the recording fee must be paid by the owner/developer and should accompany the Mitigation Agreement. Recording fees are $6.00 for the first page and $4.50 for each additional page. Money orders or certified checks (no personal checks accepted) must be made payable to the Clerk of Circuit Court.

10. To maintain good water quality, the project must be designed to properly treat stormwater runoff, complying with the requirements of FAC 17-325, Regulation of Stormwater Discharge. Prior to final approval, the developer must submit to EPC a copy of the SWFWMD/DER FAC 17-325 stormwater discharge permit or exemption letter for the project.

11. Data and calculations for determining the maintenance of the natural hydroporphic of each wetland must be submitted. This is needed in order to evaluate and ensure maintenance of wetland amenities.

Finally, with regard to long-term approval, once submitted plans are reviewed by the EPC, and approved, a memorandum of understanding could be prepared and, subsequent to construction plan review/approval, a final letter of agreement could be supplied.

Please note that any approvals would have to be based on agency rules/regulations which are in place at the time of review. Regulatory rules/policies are constantly being revised; therefore, this agency would necessarily impose any new specifications/guidelines in place at the time of construction plan review.

If you have any further questions, please do not hesitate to contact this office.

Sincerely,

Rick Perry
Environmental Scientist II
Environmental Protection Commission
of Hillsborough County

/cw
PC
TIS/SEGMENT 1A (DESIGN)
MEETING NOTES
INTERSTATE 275 (Segment 1-A)

SPN 10190-1410
W.P.A. No. 7143128
F.A.P. No. -IR-275-7(272)36

Date: Wednesday, August 28, 1991, 1:30 p.m. - 2:30 p.m.

Location: Greiner 5th Floor Planning Conference Room

Attendees: Ron Gregory/Greiner
Tom Lovett/Greiner
Steve Stroh/Greiner
Daren Carriere/HNTB
Kourosh Sassani/HNTB
Ben Muns/HNTB

Distribution: Attendees
Ralph Mervine/FDOT
David Twiddy/FDOT
Russ James/MAAI
John Owen/HNTB
Dale Patten/HNTB
Greg James/B&G
Jim Crenshaw/DSA
Keith Crawford/FTE

The meeting was requested by HNTB to discuss preliminary structural design parameters used in the development of the TIS Segment 1A. During the course of Task IA reviews of the TIS plan for potential modifications and constructability analysis, it had been determined that profile grade adjustments may be required due to structure depths. These concerns were magnified by potential conflicts with HCAA minimum clearance requirements for the approaches to Tampa International Airport (62.5:1 versus 50:1 slope ratios). Ron Gregory indicated that the 62.5:1 slope ratio was a "negotiated" ratio and that the 50:1 slope ratio had been eliminated at the conclusion of the Tier 2 screening.

The first order of business was to confirm the ratios used by Greiner to establish structure depths. HNTB's preliminary reviews of the profiles had assumed span-to-depth ratios of 22:1. Following discussions, it was agreed that a span-to-depth ratio of 26:1 was acceptable for concrete segmental boxes and if steel boxes were selected as an alternative, the depths of structure would be shallower; therefore, the concrete segmental boxes were considered as the worst case.

HNTB presented their review of the TIS plan using structure depths based on pier locations that acknowledged movement of traffic through the project and on the 22:1 ratio. The first area of concern was not attributed to the 22:1 ratio, but to the use of a cantilever structure where the Westbound C/D is located over Ramp H. It was agreed that the cantilever portion of a segmental concrete box was applicable in the vicinity of Ward Street; however, as the Westbound C/D nears Sherrill Street to cross over Ramp H, a deeper structure depth was required over that shown on the TIS profiles.

Discussions regarding structure depths in the balance of the I-275/Memorial Drive interchange resulted in the consensus that with the use of the greater ratio, 26:1, it may be possible to recover and not exceed HCAA minimum clearance requirements. Structure depths on the order of 5.5 to 9.5 feet will very likely
be used for the confirmation of roadway grades. The reconsideration of profile
grades will continue to utilize constructability considerations regarding
placement of footings and movement of traffic. When the TIS grades are confirmed
or revised as required, it was urged that a meeting with HCAA be scheduled to
update the agency on the project.

The Greiner staff commented that all structures in the project must conform to
Level 3 of the Aesthetic Design Standards. Attention must be given to
maintaining a uniform structure depth to the greatest extent possible.
APPENDIX D

TAMPA INTERSTATE NEWSLETTER
Study Underway

The Tampa Interstate Study began in September 1987. The purpose of the Tampa Interstate Study is to develop a Master Plan that identifies possible improvements which will enable I-4, I-75, and I-275 to accommodate anticipated traffic and transportation needs through the year 2010.

This newsletter will be produced periodically throughout the study to provide you information about the proposed improvements.

This first newsletter provides a description of the study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter include:
- analysis of alternatives,
- data collection,
- traffic counts and projections,
- the design amelities program, and
- public involvement.

You will be invited, through the newsletter and other announcements, to review and comment on proposals as the study progresses.

The Tampa Interstate Study will last 24 months. It is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner Inc. Consultant Team is conducting the study.

The study will develop alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy-vehicle (HOV) facilities (carpools, buses), transit facilities, traffic management techniques, and traffic surveillance and control systems.

This is the first step of several leading to the reconstruction of the interstate system in Tampa. This study will develop the alternative concepts for further study. The next stage will refine the concepts further and evaluate the environmental, social, and economic impacts of the alternatives in detail. This study has additional public workshops and hearings and provides the documentation stage for approvals for State and Federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.
Alternatives Analysis

The development of alternatives has been underway for four months. A unique analysis technique, known as "tier analysis," is used to evaluate improvement alternatives. There will be three levels of analysis in the Tampa Interstate Study process. This screening process, or tiering, allows the study team to assemble a large array of competing designs in an easily understood format for evaluation, then to reduce the large number of complex designs to a few viable alternative concepts, eliminating those which do not meet the projected need, have major design problems, or significant land use impacts.

The study team has completed the first tier analysis of alternatives and progressed to the second tier. The Tier 1 alternatives and evaluation of those alternatives will be summarized for public review at a July 13 public meeting.

Typical factors used in this type of analysis include right-of-way and relocation impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations, maintenance of traffic, utilities, relocations, community cohesion and local traffic circulation. The evaluation of alternatives is conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the Agency Task Force.

At the July 13 public meeting, Tier 2 conceptual layouts drawn on aerial photographs (those which are viable after the first evaluation process) will be available for your review and comment. With comments received from the July public meeting and study team review, an evaluation of the Tier 2 alternatives will be made.

The next newsletter will summarize the public and study team evaluation of these alternatives and describe the viable alternatives to be carried into the third tier. Throughout this process, it is possible that additional alternatives or refinement of alternatives may be suggested by citizen involvement.

Workshop Schedule

The Tampa Interstate Study has a series of public meetings scheduled. The first meeting will be a workshop scheduled for July 13, to be held at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 9:00 P.M.

Future workshops for the entire study area will be held in November 1988 and April 1989. Sub-area meetings will be held in four different locations as the study progresses. More information about these workshops and meetings will be announced and publicized in future newsletters.
PROJECT LIMITS

The study limits are:
- I-275 from the Howard Frankland Bridge eastward and northward to south of County Road 54 in Pasco County;
- I-4 from its junction with I-275 in downtown Tampa eastward to I-75; and
- Eisenhower Boulevard from Cypress Street to I-275.

The study includes 35 miles of Interstate, with 62 major bridges, 24 interchanges and two river crossings.
Data Collection

The first six months of the study have focused on the collection of data pertinent to the roadway improvements. Existing geometry, right-of-way, traffic volumes and accident data have been collected. Information on past, present and future land use plans, proposed developments, zoning guidelines and observed growth trends has been gathered. Cultural features and community services, parks and recreation areas, and possible historical and/or archaeological sites have been identified. Information about natural features such as floodways, soils and farmland have been collected.

This information has been overlaid on large scale aerial photography to assist planners in assessing impacts and to aid in avoiding sensitive areas during the development of the alternative improvements to the interstate system.

The data collection phase has identified several important factors affecting possible roadway improvements.

1. The current vertical alignment of the roadway causes a "roller coaster" effect along many areas on the roadway which needs to be "leveled-out" in order to make improvements meet current design standards.

2. A survey to assess structural conditions and the potential for widening of bridges and overpasses indicates the vast majority of the structures must be replaced if the roadway is widened.

The need to replace the bridge is based on a combination of the age of the structure, the condition of the structure and insufficient vertical clearance for roads running under the interstate system.

3. The most environmentally sensitive lands are located along I-75 in Pasco County and along Eisenhower Boulevard in western Hillsborough County.

4. A significant number of parks, historic districts, churches and schools directly abut the existing interstate system.

5. The existing roadway drainage system does not meet all current state standards.

All of the factors listed above emphasize the difficulty of designing a new interstate system which provides for efficient, cost-effective movement of traffic while minimizing the impacts to local citizens and adjacent land uses.

PUBLIC INVOLVEMENT

You are invited to participate in the study's extensive public involvement program. The program includes a Project Office dedicated exclusively to the study, an informational phone service with an area-wide local access number (1-800-624-0074), a speaker's bureau available for presentations to interested community groups, and a computerized mailing list. A Citizens Advisory Committee and an Agency Task Force has been created to help study staff identify community concerns.

Citizen Advisory Committee at work.
Traffic Counts & Projections

The data collection phase included taking of new traffic counts along the interstate system in order to assess how traffic volumes and patterns had changed since the last count program in 1983. The traffic count program showed significant increases in traffic over the five-year period. For example, counts showed traffic volumes in 1988 are 160,000 vehicles per day on I-275 west of Hillsborough River, an increase of 22% since 1983. Along I-4 east of 21st Street 119,000 vehicles per day were counted, showing an increase of 8% since 1983.

In order to determine what the year 2010 transportation system needs will be, computer simulations of future traffic patterns have been run for different roadway alternatives and access points throughout the study. Initial traffic projections show volumes as high as 250,000 vehicles per day on I-275 west of the Hillsborough River (56% increase) and 220,000 vehicles per day on I-4 east of 21st Street (85% increase). Additional traffic simulations to refine projections will be conducted as the study progresses.

Master Plan

The study will result in a Master Plan depicting all the viable project alternatives. The report will include sketches of intersections/interchanges, preliminary structure concepts and locations, aesthetics and amenities packages, possible noise abatement, and staged implementation and maintenance-of-traffic plans. During Phase II of the Tampa Interstate Study, preparation of the Federal Environmental Impact Statements will be undertaken.
Design Amenities Program
A unique opportunity to design an attractive roadway into and through Tampa.

The planners of the Tampa Interstate system are faced with a unique opportunity; within the next 10 to 15 years, major sections of the interstate system will be rebuilt to accommodate additional traffic. The "Amenities Package" is a program in which the planning team will examine methods to provide a sense of visual unity to the Tampa Interstate system as well as to generate an aesthetically pleasing design for the facility.

The process of developing the Amenities Package for the Tampa Interstate Study is continually evolving. The study is in its initial phase - identifying goals, beneficiaries, areas requiring special design emphasis, and construction methods and materials to be considered.

...Welcome to Tampa...

The goals of the Amenities Package are:
1. To say "Welcome to Tampa" and give motorists a sense that they are using an ordered, integrated multi-modal transportation system.
2. To define design concepts which serve to unify the Tampa Interstate system.
3. To ensure that each element of the Tampa Interstate system appears to be in balance and harmony with its setting.
4. To ensure compatibility in materials (landscape and other) with the requirements of local ordinances.
5. To help the Tampa Interstate system to be a good neighbor.
6. To enhance the feeling of safety for motorists.
7. To establish a palette of colors, textures, shapes, materials, construction techniques, and landscape elements which the final designers of the Tampa Interstate will incorporate into final design contracts.

Planners are now in the process of determining which locations within the study area should have a priority focus. As the study progresses, graphic displays will be prepared showing the types of amenities which can be included in the reconstruction of the interstate system.

What I-275 could look like in the future.
You are invited to participate...

Name: ____________________________________________

Address: ___________________________________________

____________________________________________________

Zip Code: __________________________________________

If you have a Neighborhood or Civic Organization which can be placed on the mailing list, please provide the name and mailing address: __________________________________________________________

Comments: _________________________________________

____________________________________________________

Persons wishing to receive additional information or comment about the study may call Sharon Phillips at 286-7667 or 1-800-624-0074; or write The Greiner Team, Tampa Interstate Study, Post Office Box 23646, 5601 Mariner Street, Suite 104, Tampa, Florida 33630-3416.

A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. The list, which will be continually updated, will be used to send newsletters and meeting notices to interested parties. A form is provided above for persons and organizations wishing to be added to the mailing list.

If you are not receiving the newsletter and wish to do so, please complete the attached form and return it to Sharon Phillips at the above address.
A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3416
The Tampa Interstate Study began in September 1987. It is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. consultant team is conducting the study. The purpose of the study is to develop a Master Plan that identifies possible improvements which will enable I-4, I-75 and I-275 to accommodate anticipated travel demand in the year 2010.

Phase I of the study, preparation of a Master Plan, was originally scheduled for completion in September 1989. The schedule has been accelerated in order to complete the Master Plan by April 1989 and then begin Phase II immediately, the preparation of the environmental documentation necessary for State and Federal approvals and funding. Phase I, the Master Plan, will identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential high-occupancy vehicle (HOV) facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. Phase II, the environmental documentation, will evaluate the environmental, social and economic impacts in greater detail and refine the alternatives. Phase III involves the final design of the roadway, and Phase IV includes both acquisition of right-of-way and roadway reconstruction.

Three public workshops with opportunities for public review and comment will be held during Phase I of the study. The first public workshop was held on July 13th. The second public workshop will be held November 7th. The third workshop will be held in early 1989. Additional workshops and a public hearing will be held during Phase II of the study.

This is the second newsletter to be produced during Phase I of the study. Additional newsletters will be sent to the public periodically during the remaining study phases. This newsletter provides a summary of what has been accomplished and an indication of what will occur in the future. Topics addressed in this newsletter include:

- analysis of alternatives,
- level of service analysis,
- noise monitoring, impacts and mitigation overview,
- the July public workshop summary,
- the Interstate Project Office, and
- the November 7th Public Workshop.
Alternative Analysis

The development of alternatives has been underway for eight months. A unique analysis technique, known as “Tier Analysis,” is used to evaluate improvement alternatives. There are three levels or tiers of analysis within the Tampa Interstate Study process. This screening process, or tiering, allows the study team to assemble a large array of competing designs in an easily understood format for evaluation and then reduce the large number of complex designs to a few viable alternative concepts.

The study team has completed the second tier of analysis and progressed to the third tier. The factors used in the third tier of analysis include right-of-way and relocation impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations, maintenance of traffic, utilities, community cohesion and local traffic circulation. The evaluation of alternatives is conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the Agency Task Force. A document summarizing the evaluation process is produced at the end of each tier.

Workshop Scheduled

The second Tampa Interstate Study Public Workshop will be held on November 7th at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 8:00 p.m.

The Tier 3 alternatives will be presented for your review and comment at the November 7th public workshop. Throughout this process it is possible that additional alternatives or refinement of alternatives may be suggested by citizen involvement.

Aviso Del Segundo Taller

Nos complace anunciar que el segundo Taller, con la participación del público, sobre el “Tampa Interstate Study” está programado para la fecha 7 de Noviembre próximo, entre las 4:00 y las 8:00 p.m., en los salones del centro de convenciones Curtis-Hixon Hall, 600 Ashley Street, en pleno centro de Tampa.

El taller tiene el fin de presentar al público las alternativas de tercer nivel (Tier 3) y recibir del público sus sugerencias y comentarios.

Habrá personal de habla hispana para ayudar al público comunicar sus ideas y sus inquietudes al personal del proyecto.

A lo largo del proceso queda siempre la posibilidad de afectar el producto final, basado en las sugerencias del público para modificar los diseños propuestos. Invitamos y agradecemos su participación.

Tier 3 alternatives will be available for public review on November 7th.
PROJECT LIMITS

The study limits are:
- I-275 from the Howard Frankland Bridge eastward and northward to south of County Road 54 in Pasco County;
- I-4 from its junction with I-275 in downtown Tampa eastward to I-75; and
- Eisenhower Boulevard from Cypress Street to I-275.

The study includes 35 miles of Interstate, with 62 major bridges, 24 interchanges and two river crossings.
Level of Service Analysis - Lanes Reduced

The term level of service is often used by engineers and planners when discussing congestion levels or needs for road improvements. The concept of level of service (LOS) is a way to quantify how a motorist perceives the operation of a stream of traffic. Levels of service are measured as a range of A to F, with level A being a free flowing traffic condition and level F being a breakdown or stop and go condition.

LOS is measured through two characteristics: speed and density. Density is the freedom to maneuver and proximity to other vehicles. The definition of LOS, that is, the speed and density of traffic for each level of service, varies from community to community and depends on driver experience and habits. As part of this study, data on driver characteristics for the existing Tampa Interstate System were gathered. These data were compared to national and other cities’ characteristics to assist the study team in developing appropriate traffic flow rates for Tampa’s Interstate System.

The Tier 2 alternatives presented at the July 13th public workshop were developed for a peak hour LOS “C.” As a result of the Tier 2 evaluation and comments received from the public and elected officials, it was decided to develop Tier 3 alternatives at a peak hour LOS “D.” This decision reflects an attempt to balance the need for an improved transportation system with negative social and economic impacts. The use of LOS “D” for the freeway design in Tampa is in agreement with the adopted policies of the Metropolitan Planning Organization and the Florida Department of Transportation.

The use of LOS “D” for the Tier 3 alternatives has resulted in a reduction of the number of future lanes needed in much of the study area. These alternatives can be viewed at the public workshop scheduled for November 7th.

Interstate Project Office

The Tampa Interstate Study has a project office devoted exclusively to the study. Greiner staff members, Ron Gregory, Sharon Phillips and Kris Cella, are available between 8:00 a.m. and 5:00 p.m., Monday through Friday, to meet with members of the public who wish to obtain additional information about the study. The project office contains all the maps displayed at the public workshops and the reports prepared as a part of the study. Appointments can be made or information obtained by calling either of the study’s phone numbers: 1-800-624-0074 or 286-7667. The project office is located in Suite 104, 5601 Mariner Street, Tampa, Florida 33630-3416.

Interstate reconstruction will take between 10 and 15 years.
Noise Analysis Overview

One of the major factors considered during the study of roadway improvements is the effect of the alternatives upon noise levels. Throughout the entire Tampa Interstate Study, noise analyses and documentation will be completed in accordance with State and Federal guidelines. This article has been prepared to provide a better understanding of the study’s noise analysis process.

Early in the study, noise sensitive areas were identified and evaluated as to type and location. Noise sensitive areas which have been identified include homes, schools, parks, churches, libraries, and historic areas.

To determine existing noise levels, sound levels were measured at representative locations throughout the study area using electronic sound level analyzers. Measuring sound levels at these locations enabled the comparison of existing levels with future predicted noise levels.

Once Tier 3 alternatives were selected, state-of-the-art computer models were used to predict future conditions with each alternative. These models consider factors such as roadway geometry, vehicle characteristics (number, type and speed), and sensitive site locations.

Existing and predicted levels at noise sensitive areas were compared with accepted noise abatement criteria. The noise abatement criteria establish noise levels for various types of land uses. If these levels were approached or exceeded, a variety of noise abatement measures were considered.

Noise abatement measures determined to be effective in some areas include noise barriers and land use controls. The feasibility of noise barriers depends on a number of factors such as safety, appearance, roadway access, noise reduction capability, available space, cost effectiveness and public acceptance. Noise sensitive areas where barriers may be feasible have been identified and will be presented at the November 7th Public Workshop. Several types of noise barriers currently being considered for these areas include earthen berms, retaining walls and concrete structures. The appearance of these barriers will be enhanced where possible by the Design Amenities Program. The goal of this program is to use color, texture and landscaping for an aesthetically pleasing design.

Free-standing noise wall recently built along I-595 in Miami.
Summary of July Public Workshop

The first in a series of Public Workshops for the Tampa Interstate Study was held on July 13th at the Curtis Hixon Convention Center. Over 1,200 people attended the five-hour informal workshop to examine conceptual layouts of the Tier 2 alternatives and view a slide presentation explaining the study.

Aerial photographs depicting the viable alternatives within each design segment were displayed at the workshop. Study team personnel were available to answer questions or provide further explanation. The slide presentation was shown continuously and featured the goals and objectives of the Tampa Interstate Study.

During the workshop, the public was offered the opportunity to comment about the study through court reporters or on forms provided to each attendee. Many of the comments expressed concern over increased noise levels, relocation impacts, pollution and the proximity of the roadways to existing neighborhoods. Other concerns included the preservation of historic areas, the maintenance of traffic during construction, the effectiveness of the improvements beyond the design year 2010 and the further development of mass transit options.

The workshop began a 45-day period over which individuals, governmental agencies, and civic and neighborhood organizations were encouraged to comment on the Tier 2 alternatives. Review of comments received during this period in conjunction with the Tier 2 evaluation enabled the study team to eliminate alternatives which did not meet the projected needs, had major design problems, or had significant land use impacts. Alternatives still considered viable were carried into the third tier of analysis.

Every effort is being made to address the concerns of individuals, organizations, and governmental agencies. Additional workshops are scheduled throughout the study process to provide opportunities for public review and comment. The next public workshop will be held on November 7th.
You are invited to participate...

Name: __________________________________________

Address: __________________________________________

____________________________________ Zip Code: _______________________

If you have a Neighborhood or Civic Organization which can be placed on the mailing list, please provide the name and mailing address: __________________________________________

________________________________________

Comments: __________________________________________

________________________________________

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or write The Greiner Team, Tampa Interstate Study, Post Office Box 23646, 5601 Mariner Street, Suite 104, Tampa, Florida 33630-3416.

A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. The list, which will be continually updated, will be used to send newsletters and meeting notices to interested parties. A form is provided above for persons and organizations wishing to be added to the mailing list.

If you are not receiving the newsletter and wish to do so, please complete the attached form and return it to Ron Gregory at the above address.

Se ha iniciado una lista computarizada de personas que desean recibir noticias sobre el Tampa Interstate Study. La lista contiene las agencias gubernamentales, los oficiales locales, los grupos cívicos, asociaciones de vecinos y particulares de toda índole, interesados en el proyecto. Por medio de la lista se avisa de reuniones y acontecimientos.

Para inscribirse en la lista, favor de llenar el formulario anexo y enviarlo a Ron Gregory, a la dirección dada en el formulario.
A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3416
Phase I of the Tampa Interstate Study, preparation of the Master Plan, will be completed in April 1989, with Phase II beginning immediately thereafter. The Phase I Recommended Master Plan Concepts identified to date are the preferred type and location of multi-lane improvements, high-occupancy vehicle (HOV)/transit facilities, traffic management techniques, and traffic surveillance and control systems.

The third and final workshop in Phase I will be held on January 26, 1989 to present the Recommended Master Plan Concepts to be evaluated and refined in Phase II of the Tampa Interstate Study. This is the third newsletter to be produced during Phase I of the study. This newsletter summarizes what has been accomplished and describes what will occur in the future. Topics addressed in this newsletter include:

- What’s Next,
- Analysis of Alternatives,
- Priority Segments Identified,
- Multi-Modal Consensus,
- Noise Abatement and Design
- Amenities Overview,
- Summary of November Public Workshop,
- the Interstate Project Office, and
- the January 26th Public Workshop.

What’s Next?

Phase II of the Tampa Interstate Study will begin in April 1989 and last for approximately 12 months. Phase II, the environmental documentation, will evaluate environmental, social, and economic impacts in greater detail and refine the Master Plan Concepts. This process, under the guidance of the Florida Department of Transportation, will complete the Project Development and Environmental (PD&E) Study. The documents produced for the PD&E Study are intended to meet requirements of the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA) and other related local, state and federal laws, rules and regulations.

Preliminary engineering design will be conducted concurrently with the environmental documentation. Upon completion of the environmental documentation and preliminary engineering design, the Phase III final design of the roadway will begin. Because the roadway reconstruction will occur in stages, Phase IV (right-of-way acquisition and construction) will begin immediately following final design of the priority segments. The first priority segments are the Westshore Business District, the Ybor City area and the area north of the I-275/I-75 interchange.

Public involvement will continue to play a major role in refining the concepts. To encourage involvement, additional public workshops and a public hearing will be held in Phase II of the study.
Analysis of Alternatives

The development of alternatives has been underway for ten months. A unique analysis technique, known as "Tier Analysis," has been used to evaluate improvement alternatives. There were three levels or tiers of analysis within the Tampa Interstate Study process. This screening process, or tiering, has allowed the study team to assemble a large array of competing designs in an easily understood format for evaluation and then reduce the large number of complex designs to viable alternative concepts.

The study team has completed the third tier of analysis and identified the Recommended Master Plan Concepts. The factors used in the third tier of analysis include right-of-way costs, relocations, environmental and socio-economic impacts, roadway and structural costs, drainage impacts and permit requirements, traffic operations, maintenance of traffic, utilities, community cohesion and local traffic circulation and public input. The evaluation of alternatives has been conducted by a team of professional engineers and planners, the Citizens Advisory Committee and the Agency Task Force. Documentation summarizing the evaluation process was produced at the end of each tier.

Workshop Scheduled

The third Tampa Interstate Study Public Workshop will be held on January 26, 1989 at the Curtis-Hixon Hall. The convention center is located at 600 Ashley Street in downtown Tampa. The workshop will be held from 4:00 to 8:00 p.m.

The Recommended Master Plan Concepts will be presented for your review and comment at the January 26th public workshop.

Aviso De La Tercera Asamblea

Nos complace anunciar que la tercera asamblea "Tampa Interstate Study" con participación pública está programado para el próximo 26 de Enero de 1989 entre las 4:00 y las 8:00 de la noche en los salones del centro de convenciones del Curtis-Hixon Hall, 600 Ashley Street Tampa.

Esta asamblea tiene el propósito de presentar al público interesado los conceptos recomendados por el Plan Maestro y al mismo tiempo recibir las sugerencias y comentarios del público. Personal de habla hispana estará presente para ayudarles a comunicar sus ideas e inquietudes al personal encargado del proyecto.

Commonly Used Acronyms in this Study

ATF - Agency Task Force
CAC - Citizen Advisory Committee
CBD - Central Business District
FHWA - Federal Highway Administration
FDOT - Florida Department of Transportation
HART - Hillsborough Area Regional Transit Authority
HOV - High Occupancy Vehicle
MPO - Metropolitan Planning Organization
PD&E - Project Development and Environmental Study
SMT - Rail Transit Study Management Team
TIS - Tampa Interstate Study

The Recommended Master Plan Concepts will be available for public review on January 26th.
Priority Segments Identified

The Florida Department of Transportation has prioritized segments of the Interstate for design, right-of-way acquisition and construction. The first priority segments are the Westshore Business District, the Ybor City area and the area north of the I-275/I-75 interchange. The second priority segments are West Tampa and the Central Business District (CBD). The third priority segments are I-4 east of 50th Street and I-275 between Hillsborough Avenue and the I-275/I-75 interchange.

LEGEND
Priority Segments

- - - - First Priority
- - - - - Second Priority
- - - - - - Third Priority
Multi-Modal Consensus

Throughout the Tampa Interstate Study, coordination and cooperation with the ongoing Rail Transit Study has been an important element. To ensure coordination between the Tampa Interstate and Rail Transit studies, a Multi-Modal Consensus Committee was created by the Florida Department of Transportation (FDOT). Among the participants are the following:

- Florida Department of Transportation
- Tampa Urban Area Metropolitan Planning Organization (MPO)
- Hillsborough Area Regional Transit Authority (HART)
- Greiner, Inc.
- Gannett Fleming Transportation Engineers, Inc.
- Bechtel, Inc.
- Parsons, Brinckerhoff, Quade and Douglas, Inc.

The Multi-Modal Consensus Committee has met during the study to ensure compatibility in transportation program development. This committee also meets regularly with the Rail Transit Study Management Team (SMT) and the Tampa Interstate Study Team to discuss coordination issues. In addition, the Rail Transit consultant and MPO are members of the Tampa Interstate Study’s Agency Task Force.

The rail study has identified possible corridors, all of which are outside the Interstate system. The Tampa Interstate and Rail Transit studies have jointly estimated travel demands during the past year and are in agreement on the traffic values used to estimate transportation improvements for the year 2010. The identification of rail corridors and the agreement as to the amount of rail use is referred to as “multi-modal consensus.” This consensus ensures a balanced transportation system for Tampa’s future. This multi-modal consensus was reached during a special MPO workshop on October 17, 1988.

Master Plan Concepts for the Tampa Interstate contain a 54-foot transit envelope suitable for high occupancy vehicle/transitway lanes for buses and carpools. These transit concepts include high occupancy vehicle lanes and park-and-ride lots with priority ramps at selected locations.

Interstate Project Office

The Tampa Interstate Study has a project office devoted exclusively to the study. Greiner staff members, Ron Gregory and Kris Cella, are available between 8:00 a.m. to 5:00 p.m., Monday through Friday, to meet with members of the public who wish to obtain additional information about the study. The project office contains all the maps displayed at the public workshops and the reports prepared as a part of the study. Appointments can be made or information obtained by calling either of the study’s phone numbers: 1-800-624-0074 or 286-7667. The project office is located in Suite 104, 5601 Mariner Street, Tampa, Florida 33630-3416.

Interstate reconstruction will take between 10 and 15 years.
Noise Abatement and Design Amenities Overview

One of the major factors considered during the study of roadway improvements is the effect of the Interstate expansion upon noise levels. Throughout the entire Tampa Interstate Study, noise analyses and documentation will be completed in accordance with State and Federal guidelines.

Noise abatement measures determined to be effective in some areas include noise barriers and land use controls. The feasibility of noise barriers depends on a number of factors such as safety, appearance, roadway access, noise reduction capability, available space, cost-effectiveness and public acceptance. Noise sensitive areas where barriers may be feasible were presented at the November 7th Public Workshop. Several types of noise barriers currently being considered for these areas include earthen berms, retaining walls and concrete structures. The appearance of these barriers will be enhanced where possible by the Design Amenities Program.

The Design Amenities Program is a program in which the planning team examines methods to provide a sense of visual unity to the Tampa Interstate system as well as generate an aesthetically pleasing design for the facility.

The process of developing the Amenities Package for the Tampa Interstate Study is evolving continually. Possible architectural and landscaping treatments were displayed at the November 7th Public Workshop.

The study team is in the process of identifying areas requiring special design emphasis, construction methods and materials. The following items have been identified as elements to be addressed in the Design Amenities Package:

- Bridges and Piers
- Overhead and Roadside Signage
- Roadway and Accent Lighting
- Noise Barriers and Retaining Walls
- Landscape Materials
- Urban Art
- Stormwater Management Areas
- Urban Parks
- Multi-Level Interchanges
- Water Crossings
- Control of Access

As the study progresses, landscape architects and planners will be working with local groups to establish a palette of colors, textures, shapes, materials, construction techniques and landscape elements for specific locations and neighborhoods. The public will have the opportunity to view the possible aesthetic treatments in Phase II of the study.

Landscaping treatment of retaining wall known as a "green wall" with a textured noise barrier extending from the retaining wall.
Summary of November Public Workshop

The second in a series of Public Workshops for the Tampa Interstate Study was held on November 7th at the Curtis Hixon Convention Center. Over 1,200 people attended the four-hour informal workshop to examine conceptual layouts of the Tier 3 alternatives and view a slide presentation explaining the study.

Aerial photographs depicting the refined alternatives within each design segment were displayed at the workshop. Study team personnel were available to answer questions or provide further explanation. The slide presentation was shown continuously and included the goals and objectives of the Tampa Interstate Study.

During the workshop, the public was offered the opportunity to comment about the study through court reporters or on forms provided to each attendee. Many of the comments expressed concern over noise barrier locations, relocation impacts, pollution, design amenities and the proximity of the roadways to existing neighborhoods. Other concerns included the preservation of historic areas, the maintenance of traffic during construction, access, the effectiveness of the improvements beyond the design year 2010 and the further development of mass transit options.

The workshop began a review period during which individuals, governmental agencies, and civic and neighborhood organizations were encouraged to comment on the Tier 3 alternatives. Review of comments received during this period in conjunction with the Tier 3 evaluation enabled the study team to eliminate alternatives which did not meet the projected needs, had major design problems, or had significant land-use impacts. This review process also enabled the study team to select the Recommended Master Plan Concepts.

Every effort is being made to address the concerns of individuals, organizations, and governmental agencies. Additional workshops are scheduled throughout the study process to provide opportunities for public review and comment. The next public workshop will be held on January 26th.

NOTICE TO PROPERTY OWNERS

The Florida Department of Transportation has not begun any right-of-way acquisition for this project. Please be advised that there may be land speculators representing themselves as DOT right-of-way agents. You should request identification of any person or persons who might indicate they represent the DOT. Again, there are no authorized persons in the project area who are acquiring right-of-way at this time for the Tampa Interstate reconstruction.

Over 1,200 people attended the November 7th Public Workshop.
You are invited to participate...

Name: ____________________________________________

Address: ____________________________________________

________________________________________________

Zip Code: ____________________________________________

If you have a Neighborhood or Civic Organization which can be placed on the mailing list, please provide the name and mailing address: __________________________________________________________

Comments: _______________________________________________________

________________________________________________________

Persons wishing to receive additional information or comment about the study may call Kris Cell at 286-7667 or 1-800-624-0074; or write The Greiner Team, Tampa Interstate Study, Post Office Box 23646, 5601 Mariner Street, Suite 104, Tampa, Florida 33630-3416.

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Se ha iniciado una lista computarizada de personas que desean recibir noticias sobre el Tampa Interstate Study. La lista contiene las agencias gubernamentales, los oficiales locales, los grupos cívicos, asociaciones de vecinos y particulares de toda índole, interesados en el proyecto. Por medio de la lista se avisa de reuniones y acontecimientos.

Para inscribirse en la lista, favor de llenar el formulario anexo y enviarlo a Kris Cell, a la dirección dada en el formulario.
A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 23646
5601 Mariner Street, Suite 104
Tampa, Florida 33630-3416
Phase II Study Underway

Phase I of the Tampa Interstate Study began in September 1987. The purpose of Phase I was to develop a Master Plan that identifies possible improvements which will enable I-4, I-75 and I-275 to accommodate anticipated traffic and transportation needs through the year 2010.

The Master Plan was completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989. Phase II began in May 1990. Phase II, the environmental documentation, will evaluate environmental, social and economic impacts in greater detail and refine the Master Plan concepts.

Phase II of the project will develop three specific studies and documents as discussed below:

1. The study limits for the Environmental Assessment encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway.
2. The Environmental Impact Statement study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Exppressway.
3. The Drainage Master Plan study limits encompass I-275 from the Howard Frankland Bridge northward to I-75; I-4 from I-275 eastward to I-75; and I-75 from I-275 northward to south of existing S.R. 54.

This is the first newsletter providing a description of the Phase II study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter include:

- Data Collection
- Study Segments, and
- Public Involvement Program

You will be invited, through the newsletter and other announcements, to review and comment as the study progresses.

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

This is the second step of several leading to the reconstruction of the interstate system in Tampa. The study will refine the concepts further and evaluate the environmental, social, and economic impacts of the alternatives in detail. This phase of the study has additional public workshops and hearings and provides the documentation stage for approvals for State and Federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.
Data Collection

The first several months of the study will focus on the collection and review of data pertinent to the roadway improvements. Existing geometry, right-of-way, traffic volumes and accident data were collected in Phase I. Information on past, present and future land use plans, proposed developments, zoning guidelines and observed growth trends has been gathered. Cultural features and community services, parks and recreation areas, and possible historical and/or archaeological sites have been identified. Information about natural features such as floodways, soils and farmland has been collected.

This information has been overlaid on large-scale aerial photography to assist planners in assessing impacts and to aid in avoiding sensitive areas during the development of the alternative improvements to the interstate system.

The data collection phase identified several important factors affecting possible roadway improvements:

1. The current vertical alignment of the roadway causes a "roller coaster" effect along many areas on the roadway which needs to be "levelled-out" in order for improvements to meet current design standards.

2. A survey to assess structural conditions and the potential for widening of bridges and overpasses indicates the vast majority of the structures must be replaced if the roadway is widened substantially.

The need to replace a bridge is based on a combination of the age of the structure, the condition of the structure and insufficient vertical clearance for roads running under the interstate system.

3. A substantial number of parks, historic districts, churches and schools directly abut the existing interstate system.

4. The existing roadway drainage system does not meet all current state standards.

All of the factors listed above emphasize the difficulty of designing a new interstate system which will provide for efficient, cost-effective movement of traffic while minimizing the impacts to local citizens and adjacent land uses. It is these factors, with their associated impacts, which will be documented for the FHWA and the public in an Environmental Assessment for the Westshore area and an Environmental Impact Statement for the Central Business District and surrounding environs.

Conceptual Stage Relocation Plan

During Phase II of the Tampa Interstate Study, the Conceptual Stage Relocation Plan will occur. Obviously, everyone receiving this newsletter will not need to be relocated. The Conceptual Stage Relocation Plan is designed to assist people that are being relocated because of the project. A representative of the Florida Department of Transportation will be in contact with you if your residence is identified as a potential relocation by the project.

Existing and Projected Traffic Volumes.
Environmental Study Limits

The study limits are:

- Environmental Assessment (EA): I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway.
- Environmental Impact Statement (EIS): I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway.
Drainage Master Plan Study Limits

The study limits are:

- I-275 from the Howard Frankland Bridge northward to I-75,
- I-4 from I-275 eastward to I-75, and
- I-75 from I-275 northward to south of existing S.R. 54.
Public Involvement Program

As an integral part of the Tampa Interstate Study, an extensive program to ensure the involvement of area residents and local governments has been developed. The program has included intensive use of all media--newspapers, television and radio--to provide area residents with an awareness of the study's significance and encourage their participation. Following is a list of the primary components of the public involvement program:

- A dedicated Project Office with display space for graphic material plus a conference room for group meetings and presentations has been established in Greiner's offices located at 7650 West Courtney Campbell Causeway, Tampa. These offices provide a location for the public to obtain information and follow the study through its various stages. Key project staff are available during the week to respond to questions or comments from the public.

- Phone Service with a local access number (286-7667) and a toll-free number (1-800-624-0074) is provided to the public in Hillsborough, Pinellas and southern Pasco counties to receive calls requesting specific information about alternatives and the study's progress.

- FAX Service number for inquiries is 286-6587.

- A Speakers Bureau is available for presentations to interested community, civic and special interest groups about the study process, transportation needs and proposed improvements.

- A Computerized Mailing List of agencies, public officials, community service organizations, special interest groups, interested residents and property owners within 300 feet of the project has been prepared. Newsletters, meeting notices and information are provided to persons on the mailing list. This list is updated periodically.

- A Citizen Advisory Committee has been created to encourage interaction with corridor users, land owners, businesses and residents. The committee has assisted the study team in identifying alternatives and assessing impacts.

- An Agency Task Force of local, state and federal agencies was created to participate in the planning process and ensure the coordination of area studies, projects and proposed developments.

- A Relocation Task Force of local officials, community leaders, elected officials and area residents was created to study the entire issue of property acquisition and relocation.

- A Cultural Resources Committee was formed to coordinate federal, state and local interests in historic and archaeologic resources affected by the interstate program.

Commonly Used Acronyms in this Study

- ATF - Agency Task Force
- CAC - Citizen Advisory Committee
- CBD - Central Business District
- CRC - Cultural Resources Committee
- EA - Environmental Assessment
- EIS - Environmental Impact Statement
- FHWA - Federal Highway Administration
- FDOT - Florida Department of Transportation
- HART - Hillsborough Area Regional Transit Authority
- HOV - High Occupancy Vehicle
- MPO - Metropolitan Planning Organization
- PD&E - Project Development and Environmental Study
- RTF - Relocation Task Force
- SMT - Rail Transit Study Management Team
- TIS - Tampa Interstate Study

Activity Schedule

Environmental Assessment
- Alternatives Public Meeting April 1991
- Public Hearing February 1992

Environmental Impact Statement
- Alternatives Public Meeting April 1991
- Public Hearing May 1992
Design Amenities

Gateways are used to instill a sense of arrival at specific neighborhoods within the urban area. Each has a unique character which can be complemented with an aesthetic treatment planned for the interstate system.

Use of modular components for construction instead of cast-in place concrete can also provide visual interest.

Fan walls are another example of aesthetically pleasing walls used in the successful abatement of traffic-generated noise.
You are invited to participate...

Name: ____________________________________________________________

Address: _______________________________________________________________________

_____________________________________________________________________________

Zip Code: ___________________________________________________________________

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

_____________________________________________________________________________

Comments: ______________________________________________________________________

_____________________________________________________________________________

Persons wishing to receive additional information or comment about the study may call Christopher DeAnnunzis at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided above for persons and organizations wishing to be added to the mailing list.

The Phase I mailing list was used to mail this first Phase II newsletter. Additional information will be mailed to property owners within 300 feet of the project. However, future Phase II newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. These segments are shown on page 3 of this newsletter. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the above form and return it to Christopher DeAnnunzis at the address provided.

Se ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que desean recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido adjunto para aquellas personas u organizaciones que deseen ser añadidas a esta lista.

La lista computarizada de la Fase I fue utilizada para enviar por correo el primer boletín informativo de la Fase II. Información adicional se enviará a los propietarios que se encuentran dentro de un límite de 300 pies del proyecto. Sin embargo futuros boletines informativos de la Fase II serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los límites de los segmentos de Evaluación Ambiental e Informe de Impacto Ambiental del proyecto. Estos segmentos se muestran en la página 3 de este boletín informativo. Boletines serán enviados también a aquellas personas que muestren un interés específico en el proyecto.

Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario adjunto y envíelo por correo a Christopher DeAnnunzis a la dirección indicada en el formulario.
A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462

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Phase II Public Workshop Scheduled April 30, 1991

The preferred alternative concepts for the Tampa Interstate Study (TIS) have been developed and refined from the recommended Master Plan Concept completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989. Phase II began in May 1990. Phase II, the environmental documentation, will evaluate environmental, social and economic impacts in greater detail and further refine the Master Plan Concept.

Phase II of the project will develop two specific studies and documents as discussed below:

1. The Environmental Assessment

2. The Environmental Impact Statement study limits encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway.

The study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway.

This is the second newsletter providing a description of the Phase II study, a summary of what has been accomplished, and an indication of what will occur in the future. Topics addressed in this newsletter include:

- Alternatives Public Workshop
- Preliminary Surveys
- Other Planned Improvements
- Study Segments, and
- Public Involvement Program

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study. This is the second step of several leading to the reconstruction of the interstate system in Tampa. The study will refine the concepts further and evaluate the environmental, social and economic impacts of the alternatives in detail. This phase of the study has additional public hearings scheduled and provides the documentation stage for approvals for state and federal funding of the design, right-of-way acquisition and construction phases that follow. The overall program for the reconstruction of the interstate system in Tampa is expected to take 15 years.

ALTERNATIVES PUBLIC WORKSHOP

DATE: April 30, 1991
TIME: 4:00 - 8:00 p.m.
PLACE: Tampa Convention Center
333 S. Franklin Street
Downtown Tampa
Meeting Rooms 5,6,7 & 8
Preliminary Surveys

The Florida Department of Transportation is currently surveying portions of I-275 and I-4 to establish both horizontal and vertical control points in the project area. This information will provide the basis for additional surveys necessary to prepare right-of-way maps and construction plans.

Field surveys will be made from the Howard Frankland Bridge on I-275 east and north along I-275 to State Road 54 in Pasco County; also from the I-275/I-4 interchange east along I-4 to Williams Road in Hillsborough County.

Right-of-way surveys will be made from the Howard Frankland Bridge on I-275 east and north along I-275 to Hillsborough Avenue; also from Nebraska Avenue east along I-4 to U.S. 301. These surveys will be used to establish the existing public rights-of-way for mapping purposes and to develop the right-of-way maps and parcel legal descriptions as needed for the project.

It is necessary that these surveys be coordinated with known elevations to ensure that the design and construction of the project will match other projects.

You will be invited, through the newsletter and other announcements, to review and comment as the study progresses.

Final Document Schedule

- Environmental Assessment
  - February 1992
- Engineering Report
  - September 1992

Environmental Impact Statement

- Environmental Document
  - August 1992
- Engineering Report
  - January 1993

Conceptual Stage Relocation Plan

During Phase II of the Tampa Interstate Study, the Conceptual Stage Relocation Plan will occur. Obviously, everyone receiving this newsletter will not need to be relocated. The Conceptual Stage Relocation Plan is designed to assist people that are being relocated because of the project. A representative of the Florida Department of Transportation will be in contact with you if your residence is identified as a potential relocation by the project.

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Other Planned Improvements

Northwest Expressway

Howard Needles Tammen & Bergendoff is now completing the design phase of the Northwest Expressway project. The appraisal and review began in January of this year and will be completed in April of this year. Right-of-way acquisition will begin immediately following the appraisal review in May 1991 and will be completed by February 1992. Occurring simultaneously with the appraisal reviews and right-of-way acquisition is the construction phase which began in February 1991 and will be completed in June 1994.

I-4 Safety Improvements

The FDOT is scheduled to begin construction of safety improvements to I-4 in July 1991. The safety improvements will include upgrading and replacement of all substandard roadway and double faced and bridge approach guardrail throughout the project. The improvements also include the construction of standard concrete, retro-fit barrier walls on both sides of bridges and the construction of a barrier within the I-4 median from U.S. 92 to C.R. 579. The estimated cost of this project is $2,879,000.

The planned safety improvements to I-4 will help reduce traffic accidents and alleviate traffic problems. On I-4, existing traffic volumes exceed 95,000 vehicles per day west of 50th Street and 131,000 vehicles per day west of 21st Street. Future (2010) traffic volumes in the area will exceed 200,000 vehicles per day on the average.

The construction of a barrier within the I-4 median will help reduce the number of automobiles crossing the center median, resulting in head-on collisions.

See map below for Safety Improvement Area.
Public Involvement Program

As an integral part of the Tampa Interstate Study, an extensive program to ensure the involvement of area residents and local governments has been developed. The program has included intensive use of all media—newspapers, television and radio—to provide area residents with an awareness of the study's significance and encourage their participation. Following is a list of the primary components of the public involvement program:

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- Phone Service with a local access number (286-7667) and a toll-free number (1-800-624-0074) is provided to the public in Hillsborough, Pinellas and southern Pasco counties to receive calls requesting specific information about alternatives and the study's progress.
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- A Speakers Bureau is available for presentations to interested community, civic and special interest groups about the study process, transportation needs and proposed improvements.
- A Computerized Mailing List of agencies, public officials, community service organizations, special interest groups, interested residents and property owners has been prepared. Newsletters, meeting notices and information are provided to persons on the mailing list. This list is updated periodically.
- A Citizen Advisory Committee has been created to encourage interaction with corridor users, landowners, businesses and residents. The committee has assisted the study team in identifying alternatives and assessing impacts.
- An Agency Task Force of local, state and federal agencies has been created to participate in the planning process and ensure the coordination of area studies, projects and proposed developments.
- A Relocation Task Force of local officials, community leaders, elected officials and area residents has been created to study the issue of property acquisition and relocation.
- A Cultural Resources Committee has been formed to coordinate federal, state and local interests in historic and archaeologic resources affected by the interstate program.

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You are invited to participate...

Name: ________________________________
Address: ________________________________ Zip Code: ________________________________

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

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Comments: ______________________________________________________________________

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Persons wishing to receive additional information or comment about the study may call Christopher DeAnnunts at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided above for persons and organizations wishing to be added to the mailing list.

Future Phase II newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. These segments are shown on page 3 of this newsletter. Newsletters will also be mailed to those people who specifically express interest in the project.

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A Florida Department of Transportation Project

The Greiner Team
Tampa Interstate Study
Post Office Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
Phase II Environmental Document Update: Historic Resource Public Meeting

The preferred alternative concepts for the Tampa Interstate Study (TIS) have been developed and refined from the recommended Master Plan Concept completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989. The environmental documentation evaluating the environmental, social and economic impacts in greater detail is being prepared. These efforts will further refine the Master Plan Concept.

In this phase, the preferred alternative concepts are being studied in two parts: the Environmental Assessment and the Environmental Impact Statement. The public hearings are tentatively scheduled for early 1993 and mid 1993, respectively.

During this phase of the project, the study team is developing two specific studies and documents as discussed below:

1. The Environmental Assessment study limits encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway, and Memorial Highway from I-275 to just north of Cypress Street.

2. The Environmental Impact Statement study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard (Buffalo Avenue); I-4 from the I-275 interchange eastward to 50th Street, and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. A graphic illustration of the study areas can be found on page 3 of this newsletter.

The Environmental Impact Statement study area involves impacts to two historic districts and individually historic structures. These impacts require coordination with interested parties such as local agencies and property owners as discussed in the article “Historic Resources” Meeting on page 2 of this newsletter.

The upcoming Historic Resource Public Meeting will provide an opportunity for the public to formally comment on the study and its potential impact on historic resources. On display will be aerial photographs with conceptual plans and typical sections of the preferred alternative as well as information concerning the two historic districts and individually significant historic properties.

Your participation at the upcoming Meeting is an integral part of the study process. The projects public involvement program has included extensive use of all media—newspapers, television, and radio—to provide area residents and local governments with information about the study and encourage their participation.

The conclusion of the documentation stage provides approvals for state and federal funding of the design, right-of-way acquisition and the construction phases that will follow.

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

HISTORIC RESOURCE PUBLIC MEETING
DATE: Nov. 12, 1992 TIME: 4:00 - 7:00 p.m.
PLACE: Hillsborough Community College
Ybor Room
201 15th Street, Tampa, Florida
Historic Resources

An important aspect of a proposed improvement project is the identification of potential cultural and historic resources. These resources are considered to be properties with ethnic, historic, architectural, industrial and personal significance to the community.

The National Historic Preservation Act requires consultation between the State Historic Preservation Officer (SHPO) and the FHWA to determine the effects of a proposed improvement project on properties listed or eligible for listing on the National Register of Historic Places and properties identified as contributing to National Register Historic Districts. The identification of these historic properties as well as agreed upon mitigation for impacts to properties based on consultation activities is referred to as the “Section 106 process.” There are no impacts to historic properties within the EA Study Limits.

Cultural and historic resources in the Environmental Impact Study area have been identified in the West Tampa Historic District, and the Ybor City Historic Landmark District as well as several individually significant properties scattered along the EIS study limits. These districts are designated on the map below. The Section 106 process is currently underway for properties of cultural and historical significance within these areas.

The FDOT is committed to coordinate with local agencies in an effort to preserve, whenever possible, structures of cultural and historical significance that are anticipated to be affected by the proposed inter-

state improvements. The FDOT is participating in the Section 106 process and intends to provide a mechanism by which to encourage the preservation or documentation of these impacted structures.

A public meeting has been scheduled to encourage interested parties to participate in the Section 106 process. The date, time and location of the meeting can be found below and will also be published in the local newspaper.

HISTORIC RESOURCE PUBLIC MEETING

DATE: November 12, 1992
TIME: 4:00 - 7:00 p.m.
PLACE: Hillsborough Community College - Ybor Room
201 15th Street
Tampa, Florida
Environmental Document
Study Limits

LEGEND

EA and EIS Study Segments

- Proposed New Roads
  - Task A.1 EA
  - Task A.2 EIS

A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided for persons and organizations wishing to be added to the mailing list.

Newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the form on the back of this page (Page 4) and return it to Ron Gregory at the address provided.

Se ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que desean recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido incluido para aquellas personas u organizaciones que deseen ser añadidas a esta lista.

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Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario al reverso de esta página y envíelo por correo a Ron Gregory a la dirección indicada en el formulario.

Commonly Used Acronyms in this Study

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<th>Acronym</th>
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Name: ____________________________
Address: __________________________
_________________________ Zip Code: __________________________

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

__________________________

Comments: ______________________

__________________________

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

Phase I of the Tampa Interstate Study (TIS) began in late 1987 with the development of an in-depth Master Plan for improvements to the Tampa interstate system. The recommended Master Plan Concept was completed in August 1989 and accepted by the Federal Highway Administration (FHWA) in November 1989.

Phase II of the TIS Study, the environmental documentation, began in May 1990. The purpose of Phase II is to evaluate the environmental, social and economic impacts of the proposed improvements. These efforts will further refine the Master Plan concepts.

In this phase, the preferred alternative concepts are being studied in two parts: the Environmental Assessment and the Environmental Impact Statement. The two specific studies and documents are as follows:

1. The Environmental Assessment (EA) study limits encompass I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange on the east and just north of Cypress Street on the north.

2. The Environmental Impact Statement (EIS) study limits encompass I-275 from Dale Mabry Highway northward to Dr. Martin Luther King, Jr. Boulevard; I-4 from the I-275 interchange eastward to 50th Street; and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway.

A public hearing which addresses the Environmental Assessment portion of the study has been scheduled for March 22, 1993 at the Holiday Inn Lake Forest Ballroom in Tampa Florida. The upcoming Public Hearing will provide an opportunity for the public to formally comment on the study and its potential impact on community resources. Aerial photographs with conceptual plans and typical sections of the preferred alternative will be on display. The hearing will be open to the public from 5:00 p.m. to 8:00 p.m., with a formal presentation by the Florida Department of Transportation (FDOT) beginning at 6:00 p.m.

Your participation at the upcoming Public Hearing is an integral part of the study process. The projects public involvement program has included extensive use of all media—newspapers, television, and radio—to provide area residents and local governments with information about the study and encourage their participation.

The conclusion of the environmental documentation stage provides approvals for state and federal funding of the design, right-of-way acquisition and the construction phases that will follow.

The Tampa Interstate Study is being directed by the Florida Department of Transportation with sponsorship by the Federal Highway Administration. The Greiner, Inc. Consultant Team is conducting the study.

PUBLIC HEARING
DATE: March 22, 1993 TIME: 5:00 - 8:00 p.m.
PLACE: Holiday Inn Lake Forest - Ballroom 4500 West Cypress Street Tampa, FL 33607
Regional Highway System: Vital to Tampa's Westshore Area

The Tampa Interstate Study improvements to I-275 through the Westshore Business District are part of a comprehensive and coordinated transportation and growth management plan for the area. Currently, 70,000 workers in over 4,000 businesses travel within the District each day. Additionally, there are over 3,100,000 square feet of retail space and approximately 9,100,000 square feet of office space attracting travelers to the Westshore area. Over 5,500 hotel rooms located within the Westshore District serve various businesses, retail and sports attractions.

Tampa International Airport, which is accessed by travelers via I-275, had approximately 4,800,000 enplaned passengers last year. The area also has a significant residential population of approximately 6,000 people.

All of these land uses have exerted a tremendous demand on the area’s surface transportation facilities in recent years. Industry sources have indicated that the Westshore Business District is currently the single largest commercial office business market in Florida.

With this impressive record of past growth, the Westshore Business District is poised for even greater growth in the next twenty years. According to adopted plans of the City of Tampa and the Westshore Area Wide Development of Regional Impact report, Westshore will be one of the principal development areas in the region. The Year 2010 will see an expected increase in office employment to over 108,000 employees and a doubling of hotel rooms to 11,200 rooms. The area’s regional retail market attraction will grow with a 60% increase in retail space to over 4,966,000 square feet in the Year 2010. Most impressive of all is the projection of a 214% increase in the office square footage within the Westshore Business District in the next 20 years. Tampa International Airport is expected to increase enplanements by over 9,000,000 passengers after the Year 2010.

This anticipated growth within the Westshore Business District was a key element in the development of proposed improvements to the Tampa interstate system. The proposed improvements to I-275 were planned to safely and efficiently accommodate future traffic volumes for the Year 2010. The interstate improvements are a vital part of the projected growth in the Westshore Business District.

PUBLIC HEARING

DATE: March 22, 1993  TIME: 5:00-8:00 p.m.
PLACE: Holiday Inn Lake Forest - Ballroom
4590 W. Cypress St., Tampa, FL 33607

[Map of the area with legend]

NOT TO SCALE
A computerized mailing list of public officials, neighborhood organizations, civic groups, and interested persons has been initiated. A form is provided for persons and organizations wishing to be added to the mailing list.

Newsletters will be mailed only to those property owners located within the Environmental Assessment and Environmental Impact Statement segments of the project. Newsletters will also be mailed to those people who specifically express interest in the project.

If you are not receiving the newsletter and wish to do so, please complete the form on the back of this page (Page 4) and return it to Ron Gregory at the address provided.

Se ha iniciado una lista computarizada de oficiales públicos, grupos cívicos, asociaciones de vecinos y de personas interesadas que deseen recibir noticias sobre el Tampa Interstate Study. Un formulario ha sido incluido para aquellas personas u organizaciones que deseen ser añadidas a esta lista.

Boletines informativos serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los límites de los segmentos de Evaluación Ambiental e Informe de Impacto Ambiental del proyecto. Los boletines serán enviados también a aquellas personas que muestren un interés específico en el proyecto.

Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario al reverso de esta página y envíelo por correo a Ron Gregory a la dirección indicada en el formulario.

Commonly Used Acronyms in this Study

- ATF - Agency Task Force
- CAC - Citizen Advisory Committee
- CRC - Cultural Resources Committee
- EA - Environmental Assessment
- EIS - Environmental Impact Statement
- FHWA - Federal Highway Administration
- FDOT - Florida Department of Transportation
- RTF - Relocation Task Force
- TIS - Tampa Interstate Study
- SHPO - State Historic Preservation Office
You are invited to participate...

Name: __________________________________________

Address: __________________________________________

________________________________ Zip Code: __________

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

________________________________

Comments: _______________________________________

________________________________

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.
APPENDIX E

PHASE II PUBLIC HEARING COMMENTS
DATE: Monday, March 22, 1993
TIME: 5:00 p.m. - 8:00 p.m.
PLACE: Holiday Inn
        Lake Forest Ballroom
        4500 West Cypress Street
        Tampa, FL

I certify at the time and place mentioned above, I presided over a public hearing for the above project which was conducted relative to the economic and social effects of such a location and design concept and its' impact on the environment, that a transcript was made, and that transcript has been transcribed. An error has been detected in that transcription: the oral statement beginning on page 13 notes the speaker as Ms. Margaret Bissy - the correct name is Ms. Margaret Vizzi. Given this note, I hereby certify that the attached is a full, true and complete transcript of what was said at the hearing.

Michael J. Coleman, P.E.
District P&Q Engineer
TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO.: 7140004
STATE JOB NO.: 99007-1402
FEDERAL AID NO.: IR-9999 (43)

DATE: Monday, March 22, 1993
TIME: 5:00 p.m. - 8:00 p.m.
PLACE: Holiday Inn
       Lake Forest Ballroom
       4500 West Cypress Street
       Tampa, Florida

REPORTED BY: SHARON K. RUBY
             NOTARY PUBLIC

Barnett Plaza-Suite 1750
101 E. Kennedy Boulevard
Tampa, FL 33602
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(800) 223-4060
MR. COLEMAN: Good evening. Welcome to the public hearing on the Tampa Interstate Study for the West Shore Segment 1A. This project involves the proposed improvements to I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to the I-275/Dale Mabry Highway interchange. My name is Michael Coleman. I'm the District Project Development and Environment Engineer for District Seven of the Florida Department of Transportation.

Today is Monday, March 22, 1993, and it is approximately 6:05 p.m. This public hearing is being conducted by the Florida Department of Transportation in accordance with State and Federal procedures, including Title VI and VIII of the Civil Rights Act. It's being held in the Lake Forest Ballroom of the Holiday Inn located at 4500 Cypress Street, Tampa, Florida, from 5:00 p.m. to 8:00 p.m. and concerns the following project,

State Project No. 99007-1402, Work Program Item No. 7140004, Federal Aid No. IR-9999 (43).

A court reporter is present to officially provide a verbatim transcript of these proceedings. This public hearing is being held in accordance with applicable Florida Statutes. In keeping with Florida statutory requirements and Department policy, this hearing was advertised in the February 26, 1993, edition of the Florida Administrators.
Weekly. The Administrators Weekly is the official forum for announcing public agency actions. Additionally, this hearing announcement was made in the Tampa Tribune.

This hearing will also fulfill the requirements for implementation of the executive orders relating to the protection of the wetlands and floodplain management. The opportunity for early public involvement, review and comment is offered for projects proposed to be located in wetlands and floodplains. This project will have these involvements.

We're here tonight to present to you and explain the engineering and environmental work accomplished to date for the project and to give you an opportunity to publicly and officially comment on these concepts. Please understand that the plans displayed on the maps here this evening are not finalized construction plans. We bring plans to public hearings while they are still in a conceptual stage in order to seek public opinion and solicit local knowledge of values and concerns as they relate to these transportation plans. This gives interested persons like you an opportunity to become fully aware of highway improvement proposals and to state your comments and concerns so that they may be considered before the project reaches the final design phase.

When you came in this evening, you were offered a brochure containing information about this project. This
brochure looks like this and was at the front registration
desk when you came in. It's still available at the
registration table. We have representatives here tonight to
answer engineering and environmental questions as well as
general questions regarding the right of way acquisition
process. Many of your questions will be very specific in
nature, and we'll not be able to answer them until the right
of way naturally develops in the next phase. We'll give you
the best answers we can based on the information we do have	onight at this point.

Your comments tonight may be made in one of four
ways. First, orally to the court reporter in a one to one
setting; second, written statements on the form provided and
submitted to the court reporter; third, orally during this
formal portion of the hearing; or, fourth, written comments
submitted to Michael J. Coleman, P.E., District Project
Development and Environment Engineer, Florida Department of
Transportation, 11201 North McKinley Drive, Tampa, Florida,
33612. These comments must be postmarked by April 2, 1993.

Comments submitted in any of these four ways will
be included in the official transcript of the public hearing
proceedings. After April 2, 1993, the Department will take
those comments and all the engineering and environmental
work that has been accomplished and make a final decision
regarding the proposed improvements. I would like to
emphasize that all four comment types carry the same weight. No extra consideration is given to oral comments. So written comments will be given the same consideration and will not carry any more weight than oral comments made in the formal part of the hearing.

This package will then be sent to the Federal Highway Administration for final review in concurrence to ensure that it is a viable project and that it has been accomplished in accordance with all applicable State and Federal rules and regulations.

At this time, anyone who has filled out a comment card and wishes to speak on the record will be called to the microphone. If you would like to speak but have not filled out one of these cards yet, please raise your hand and somebody will walk one in and give you one to fill out and collect it. Before I call the first speaker, I would like to recognize any elected officials that are here tonight. And if we do have any elected officials, please raise your hand and be recognized so we can mark you down for the record. Okay. Seeing that we have no public officials wishing to be recognized, we'll proceed on to the next part of the public hearing.

Is there anybody that needs a comment card to fill out that has not filled one out yet? Okay. Before the first speaker begins, I would like to remind everyone that
this is not a question and answer period. The reason for
this portion of the public hearing is to allow people to
make public statements regarding their views and opinions of
the project. All questions and comments made here tonight
will be addressed in the comments and coordination report
prior to finalization of the environmental document and all
questions that you have and comments that you make will be
answered.

If you have specific questions, please see one of
the representatives during the informal period following
this formal portion. They will get you an answer. To allow
everyone that would like to speak an opportunity to do so,
please limit your comments to three minutes.

The first person that I have signed up to speak
is Mr. John L. Long, 218 South Glen Avenue. Mr. Long, would
you like to step up to the microphone, please. Please,
state your name and address for the record, sir.

MR. LONG: Good evening. My name is John Long,
and I live at 218 South Glen Avenue, Tampa. I'm vice
president/general manager of the Austin Company, and I'm
here tonight basically representing Mr. Alfred Austin and
our interest on West Shore. We own and manage just under a
million square feet of office space; and, of course, we're
very interested in what happens in the area that we're
speaking about here tonight.
We have a -- in our office, we have a picture of an aerial that was taken of the West Shore Business District in -- I believe it was April of 1965. It was taken from south of Kennedy, and it's taken towards the north, towards the airport. For those of us that -- of you-all who weren't here then -- I wasn't -- at that time the West Shore Mall was just being filled in with fill dirt. There were no office buildings at all in all of West Shore. And it's very interesting. We went out and -- I don't know -- I'm going to say October of '89 sent a plane up -- a helicopter and took the exact same shot. Today, of course, there is nine and a half million square feet of office space and seven thousand people working in our district. We have them hanging on the wall side by side, and when you look at them it's a stark contrast between 1965 and 1989, except for one thing, and that is the highway that was then known as I-4 and the highway that is now known as 275 South are the same. Granted, there are the cloverleafs and that sort of thing, but on the main east/west run between say Dale Mabry -- between Dale Mabry and what would be the Memorial Highway, I guess, or Eisenhower, it's the same.

When we built one of our buildings here on the corner of West Shore and 275 several years back, we asked the DOT to tell us what kind of traffic there was that passes that corner. And the combined traffic in 1988 -- so
I assume it's up some now -- on 275 north and south and West Shore north and south was somewhere in the vicinity of 150,000 cars a day. That may be different, higher or lower, but I'm in the neighborhood. So very quickly what I'm saying to you folks and to you is that we're very much for what is planned for the -- for that corridor. We -- if you could see the two pictures, you could see that the same highway is trying to service this same area over a twenty-five year period, and it simply cannot do it. Thank you very much.

MR. COLEMAN: Thank you, Mr. Long. Next I have Mr. David L. Smith, 5109 West Kennedy.

MR. SMITH: My name is David L. Smith. I'm an employer for Bill's Amoco at 5109 West Kennedy. My first comment on the proposed improvement, it is badly needed to flow traffic efficiently. Like Mr. -- the representative for Mr. Austin was saying, we have the same interstate since '65, and let's get one in there that's going to flow some people, because it's a big corridor and we need to make the No. 1 business -- business district in Florida, not No. 2.

My second statement would be the Sherrill Street extension of the Memorial Highway and Lemon Street to West Shore will revitalize an area closed off to Memorial Highway since 1967. No. 3, the Trask Street underpass will link neighborhoods separated since the middle '60s when I-4 was
then constructed. Let's hope that we get some more of those linkings for those neighborhoods, because that expressway, it draws a line through our neighborhood, and it's been doing it since the middle '60s. No. 4, the southbound access to 275 as proposed from Executive Drive will help the Reo Street business area. That is a good amount of people that are down there that like to go home to St. Pete, and they don't want to fight that traffic on Memorial or West Shore.

Basically, my final statement is that all property owners affected will be compensated at 125 percent of the fair market value and all relocation will go smoothly. And with all that going, we should be No. 1 by the time all this gets done. Thank you very much.

MR. COLEMAN: Thank you, Mr. Smith. The next person I have is David Meesh, 3221 LaSalle Street.

MR. MEESH: The area that I wish to speak about is really east of the acquisition area you're talking about now. If you feel that this would be inappropriate, I'll wait until the next time.

MR. COLEMAN: If you're interested in the area outside of this public hearing, it would be better to wait for the next one.

MR. MEESH: Because mine would be from Dale Mabry toward downtown. You see what I'm saying? I was on the
list, so --

MR. COLEMAN: Okay. If you're on that list, then
go ahead and make your statement because you're probably in
an area that transitions between the two projects. If you
would, please state your name and --

MR. MEESH: David Meesh, 3221 LaSalle Street.

Upon my receipt of the notice of the I-275 expansion in '87,
I became interested in the preservation of the West Tampa
neighborhood for historical reasons. At a following
meeting, an option known as 2A(7) was presented which spared
this neighborhood in question. I was advised by Greiner's
staff that input or public response meant a great deal with
respect to which way these things went, so I went to work.

I received a written endorsement from the Florida
Historical Society, all local university professors of
history, two local historian authors. I received a
resolution from the Planning Commission, a unanimous
resolution from the City of Tampa, Congressman Sam Givens,
the Police Benevolent Association, the Gasparilla
Association, Central Tampa, just to name a few. All of the
above were submitted to Greiner in a timely manner.

At the next hearing, 2A(7) was deleted. I asked
that I be furnished with a ratio of the for 2A(7) versus
2A(7) results. It was forty-five for and one against. I
I question as to whether it's just to satisfy a Federal requirement. I understand you're to do an environmental impact statement. At what level do airborne carcinogens become too high? What is the impact on the trees, or do we even know?

If I do recall correctly, we who have lived here awhile watched and waited while the new Howard Frankland Bridge project started, stopped, the design changes and started again. It reminds me of the system that was foisted upon us over 30 years ago when there was a media problem.

Do I recall correctly a local news story about an unscientific traffic count data on I-275 being presented by DOT? We're supposed to have faith in their judgment. These things are scary. How many more times will residents suffer while we go back to the design board?

If we think of the word progress with relations to medicine, we think of assault vaccine, laser surgery, etc. In equating progress with road management, we reflect on sacrifices, snafus and scandals. The new proposed design sweeps southerly from MacDill to Himes to take somewhere between 60 and 80 homes. If it went north of the existing roadway an equal amount, it would require acquisition of five homes. I'm told this is because of McFarland Park. A family owns an entire city block with only three homes on it, and they wish to sell it. To acquire this and then take
a strip of the park would net the park more land and the taxpayers probably millions of dollars saved. Thank you.

MR. COLEMAN: Thank you, Mr. Meesh. Next is Mrs. Margaret Bissy.

MS. BISSY: My comments have more to do with the access streets under the interstate. As you are projecting what's to be done with Sherrill, with West Shore and with Trask, someone is forgetting that there is traffic that wants to get under and onto the interstate, and I'll start with West Shore. There's another study, and it's on your maps, where West Shore will now be three lanes under the interstate. At present, one lane is dedicated to get on the interstate. With that new projection, there will be no third -- fourth lane, I guess, to allow the traffic to freely flow onto the interstate coming from Kennedy Boulevard going north to get on eastbound. That is a concern.

We all know what the traffic is now. How the traffic backs up into two lanes. And with all the traffic that is projected for the future, you're going to be backing up traffic in three lanes, and anyone wanting to go east on the interstate will not be able to do that until that traffic moves through the lights, which will be approximately, from what I can understand, in the same position. Therefore, those that want to get on the
interstate are going to be inconvenienced because it doesn't look like anyone is planning for that.

Taking Trask Street, you're taking all that traffic off of Trask, off of the HOV lanes, and putting it onto a two lane very narrow residential street. There are no projections -- and the Department of Transportation will tell you that they're not going to do anything past -- I think it is Carmen, and the City is saying there is no plans to do anything, and yet that traffic is going to go to Kennedy Boulevard, which now backs up three or four blocks in that right lane or northern most lane. So the traffic will not be able to get out of Trask onto Kennedy to go either east or probably westbound. The concern for the Beach Park neighborhood is that if you do put a light there and the traffic goes through, we will then have traffic into that part of the Beach Park neighborhood. We do not want to see that. Something has to be done in consideration of the traffic you will be bringing into the area on the local streets. My point is nobody is looking at the local streets.

And to just end my comments, I'll go now to where Sherrill will intersect Memorial. A light for that traffic will be installed, and as I understand it there is going to be a new configuration of Kennedy Boulevard, which will take -- in other words, Kennedy will no longer go straight
east and west. There will now be a curve in it. So you're going to stop the Memorial traffic at the Sherrill intersection with Memorial, and that Memorial traffic will have to stop there to allow that traffic in, and then stop again once it hits the Kennedy traffic, so that the Kennedy traffic that's -- either making the loop or going north. So you're going to stop the Memorial traffic that you're spending millions and millions of dollars to move. You're going to now slow it down with an additional -- plus the traffic that is turning north off of Kennedy going north on Memorial to get on to Veterans has no lights now. It is totally free flowing. It will then have two lights. One there at that intersection right at Kennedy and another one where Sherrill intersects. My point is, please, as you're doing all of this, look at the ground level streets and do some planning. Don't let things become a mess when you're doing something with the interstate, which I don't deny that the interstate needs to be done. I'm not quite sure it needs to be as wide as you're doing it. I think that we're defeating our plan for mass transit, but so be it if you're going to do the interstate, but please do some planning for the local roads. Thank you.

MR. COLEMAN: Thank you, Ms. Bissy. Next is Gloria Glover, 1101 Grady Avenue.

MS. GLOVER: My name is Gloria Glover. I'm at
1101 Grady, and my concern has already been addressed.

Thank you.

MR. COLEMAN: Thank you. Oscar Dizarett,

4320 West Lemon.

MR. DIZARETT: I'm speaking on behalf of most of the property owners between Trask and Lawrence Avenue and the south side of Carmen Street and Lemon Street. We are in favor of the project. As it stands now, there was one question that we have. Mr. Cruise lives on the corner of Gray and Trask. He's been worried that the traffic -- that he's going to have to back up into the intersection from the people coming north of it -- Kennedy into the interstate going east, and he wants to find out what is going to be done to protect his piece of property there, because he'll be backing out into the traffic that is going right in -- coming from North Kennedy -- North West Shore into the interstate going east, and that is the concern that Mr. Cruise has.

And I cannot see how they're going to have an entrance there if they're not going to buy at least the three houses that are on Trask between Gray and Lemon. Then the State will have another -- I think it is one hundred and some feet -- 120 feet more wide so they can build a wall to protect him as the traffic goes by. Because I live in front of this building -- I've been living there before it was
built, and that was a long time ago, and it doesn't bother me; but there is concerned people, and I don't blame them.

I've gotten used to it, but I would liked to have had a wall from the beginning to eliminate the noise and the pollution that is caused by the heavy traffic through the years that I've been living there, almost 28 years. You know, we've become accustomed to it; but I believe that his concern is a legitimate one, and I think that is going to affect only four houses between Gray and Lemon Street, and the State will be able to have another hundred feet at least on the east side where they can expand and make it even better, two lane, or three lane, or four lane entrance, because as I understand they're going to buy the West Shore Department Complex and make an entrance into Trask.

And I don't know how the hell they're going to go in there with a two-lane road when the traffic starts moving in from North Kennedy going east. It is a tremendous amount of volume of cars going through there that's going east right now, and they're going on West Shore, and you got a sharp turn right there, and the traffic is backed up sometimes past Gray Street when the lights are there. Go? I can't go across. I try to go across because I go to West Shore Plaza on Gray Street, and I can't because the traffic going east on the interstate from West Shore is backed up all the way to -- probably all the way to North B Street.
There is tremendous congestion there. I agree that they should change the entrance where it's at right now. Move it if you have to move it. And I believe that those four homes that are facing Trask should be taken over by the State so it can expand it and give protection to the neighbors that live in that area. And then I'm going to state that most of the people that live in that area between Trask, Lemon, the south side of Carmen all the way to Lois are in favor, and we think and we're positive that is needed, the project is needed.

UNIDENTIFIED SPEAKER: We live there and we're not.

MR. DIZARETT: Well, you're an exception. There is always an exception now. You're an exception. You can't satisfy everybody. Christ couldn't satisfy everybody. They crucified him.

MR. COLEMAN: Thank you, sir. The next speaker is Mr. Ron Rotella, 54045 Cypress Street.

MR. ROTELLA: Hi, Ron Rotella, West Shore Alliance. I would like to make a comment at the start of my statement in that as a business district we've always been very concerned in only promoting those projects that are sensitive to the neighborhood's interior to the business district, Carver City, Lincoln Gardens, and then the

neighborhoods adjacent to the West Shore Business District.
the Beach Park section as well as Sunset Park. And I personally feel over the years that the Department has tried to take into consideration the concerns expressed by the neighborhood. Mrs. Bissy has raised a couple of concerns to you this evening, and I think the Department should focus on those concerns and to the extent you can pay close attention to them and see if you can resolve them.

Saying that, I guess I've been attending public hearings -- and, Mike, correct me if I'm wrong -- I think I attended my first public hearing on this project in 1987; is that correct?

MR. COLEMAN: That's right.

MR. ROTELLA: We've been having public hearings since 1987, and I think it's time that this should be the last public hearing and that the authorization for the final design and the -- leading to the acquisition of the ultimate construction of this project should proceed. Last week -- a couple of weeks ago I flew into St. Louis and I was concerned because I flew into St. Louis during what I would call a peak hour and had to catch a cab to go to Barns Hospital, and I was amazed at the traffic flow, what I thought was a magnificent interstate system. I had the same experience flying into Minneapolis this past spring, flying in during peak hour, concerned about being caught in interstate traffic. Sure, there was traffic on the
interstate, but nothing like the gridlock we experience on our interstate. So I would like to reiterate that I would love to see the Department declare this its last final public hearing and authorize the final design and get this project under construction. Thank you very much.

MR. COLEMAN: Thank you, sir. Next is Barbara Casey, 5445 Cypress Street.

MS. CASEY: Hello. My name is Barbara Casey, 5445 Cypress Street. I'm with the West Shore Alliance, and I also head up the Transportation Management Organization. We have true concerns, and I want to tell you that I endorse the effort that you're making for the improvements and the changes. I think it is time that we come into the 21st Century here in the West Shore Business District, and I think it is critical that these changes show the planned growth of the West Shore Business District as well as the entire community.

The high occupancy vehicle lanes are necessary for a mass transit and for encouraging the ride sharing and car pooling that are so necessary to make this city work. We don't have mandates like California and New Jersey have. We're fortunate we don't have fines. However, mobility and air quality are critical issues to our community, and there should be foremost considerations for our quality of life both in West Shore and again in our entire community. Thank you.
MR. COLEMAN: Thank you, Ms. Casey. Next is Maria Fernandez, 807 South Church Avenue.

MS. FERNANDEZ: Good evening. I'm Maria E. Fernandez. I live at 807 South Church Avenue. I have -- first of all, I'm worried that something similar to what has happened to Manhattan Avenue will happen with the interstate. The studies have been going on since '87. We're almost in the middle of '93. That is six years. You're saying that this will take us to the year 2010. There are big, big construction going; the plans have not been finalized. By the time you do all this, we'll be in the year 2010, and then you'll have to start all over again thinking what has been done is not enough.

The cost of things that have to be redone over and over again, of course, will be much more. Manhattan Avenue has been destroyed, put back together about three or four times. Businesses have been going bankrupt and actually nothing really has been solved. It's still very narrow and the widening has not been achieved. I would not like the same thing to be happening with this project that I know is needed. My concern also is I don't see anything in the map that explains what's going to happen with the Memorial Highway feeding into Kennedy Boulevard, and in here we're going to have a real big problem, bottleneck. We have it
now.

I don't see any improvement going in that area, not anything addressing South Dale Mabry going south or Lois. All this in here are residential, and you're going to just move the bottleneck and the problems a little bit south of where they have it now. This is needed, the project; but I definitely would like some ideas for what is going to happen in this area. And another thing that I see is that extending and widening some streets halfway north that will not reach Boy Scout Boulevard might even aggravate the problem; and if you extend it a little bit north to feed into Spruce Street and Boy Scout, it might alleviate the problem. Thank you very much.

MR. COLEMAN: Thank you ma'am.

That was the last comment card that I have filled out. If anybody would like to speak, please raise your hand, and I'll have somebody give you a comment card so you can speak during the formal presentation. If there is anybody else who wants to speak, go ahead and raise your hand now, and I'll have somebody give you a card.

If you would, sir, state your name and address for the record, please.

MR. DAVIS: My name is William L. Davis, 4208 West Carmen Street, and I think that for the people that work here it is all right for them to talk about the
interstate moving in, widening it, and help them to get in and out of here for work purposes, whatever; but for the people that live right next to the interstate, I wish it would address the problem that is going to come as a result, the noise, the pollution. If you live close to this interstate, what is going to come as a result of what is coming on the scene now? And I think that something should be put into consideration about buying up property and extend it back so many feet away from any interstate that is going to be widened so people won't have to have this down our necks day and night.

It is bad enough right now where I live. I live right there just a block and a half from the interstate, and I think that they should consider the traffic flow. Anytime there is a wreck on the interstate now, they'll come down -- you got sirens. Every time there is a light rain, you can hear the sirens blowing. There is noise. There is dust. I can't wash my car if the wind is blowing out of the north, that you've got dust settling on the thing before you can get it dried.

And if they're going to widen the interstate, they should consider the people that is going to have to live there beside this after it is completed. A lot of people is going to move because of the relocation. That is well and good for those people; but for the ones that are
going to have to be stuck right next to it. I think they should really consider something for these people. And I'm speaking for myself, and I don't know how many other people live on Carmen Street where I live on the south side. It is going to be really closely involved with this situation as it develops. Thank you very much.

MR. COLEMAN: Thank you. Is there anyone else who would like to speak? Come on up, ma'am, please.

MS. MILLER: My name is Ann Miller, and I live at 4310 Carmen and own houses at 4308 and 4312 also, and I'm on the south side. My only concern is I want to make -- I bought my house when there was no interstate. Six months later they told me the interstate was coming through. It was a mess. It still is.

There are two houses -- I'm only one block off, one long block, which has two houses between me and the interstate, and the noise is bad now. And I just want to say that for one thing that I want to make sure we have those fences up there to keep the noise out as well as the pollution, because it's like the man said. It's very dusty and very noisy without the wall; and I have that barrier, you know, in between right now. Thank you.

MR. COLEMAN: Thank you. Is there anyone else that wants to speak?

MS. DAVIDSON: My name is Cathleen Davidson. My
mother lives at 4504 West Lemon Street. She has lived there for two months shy of thirty-three years. This is going to affect a lot of people, her in particular. What they're doing, I understand that it needs to be done; but I just think that there has got to be other ways to do it without wiping out all these people's homes and making all these people find new residences after 33 years or 35, the people lived in this neighborhood before this interstate ever came through there.

I do not agree with what this gentleman at Lemon Street said. We are not all in agreement of this. I do not appreciate him throwing us in that category.

MR. DIZARETT: I said most of them.

MS. DAVIDSON: Well, we're not one of them, okay. So it is very heartbreaking to lose your home that you have watched your father build from the ground up, practically redo inside and out, and now she is faced with the burden of finding a new place to live and the mess that is going to happen all the way around her. You know, where are all these people going to go that you're taking their homes? There is enough problems without it now. It's a major problem. There is not enough affordable housing as it is.

I'm a single mother. It is very, very hard for people to find affordable housing. And I just don't know where they're going to put everybody. You know, how are you
going to find homes for all these people? Are you going to be able to give these people enough money for it to be worth their while to move with the prices of houses now? And what the prices of those houses were when they were purchased and what they're assessed at now are nothing compared to what the houses are running now. And my concern is what about all these people that are going to lose their homes.

I just don't think it's fair. Thank you.

MR. COLEMAN: Thank you.

Is there anyone else that would like to speak?

Seeing no one else is going to speak tonight, I would like to close the public hearing. The transcript of the oral proceeding of this hearing and copies of or in reference to written statements or exhibits together with copies or reference to materials made available before the hearing will be available for public inspection in the Florida Department of Transportation PD&E office located at 11201 North McKinley. If anyone wishes to submit written statements or other exhibits in place of or in addition to oral statements, they may do so. Written statements and exhibits will be accepted and recorded as a part of this hearing and mailed or postmarked by April 2nd. The Florida Department of Transportation thanks you for your participation. I would like to close the public hearing at 6:45.
All right. First, I want to say that I have never been informed of anything whatsoever. I don't know what's going on and they haven't mailed me any notice. This is my first time that I've known anything about this.

What I'd like to know is -- the traffic that's going to go right in front of my house and -- how noisy it's going to be to the side -- on Trask side and a possibility of me backing out on Trask, which -- I have two driveways on Trask -- car port -- that's about it -- right. I would like to talk -- I would like to talk to somebody that can inform me. I have tried to -- the people around here, they don't have no idea of what's going on.

That's it. Thank you very much. Have a good day.

Mr. Armando Leon Cruz
4517 Gray Street
Tampa, Florida 33607
MRS. GARCIA: The property that I am concerned with is my home here in Tampa at 4111 West Cass Street, Tampa, Florida, 33609. It is right off of Lois right -- where the new highway is going to be built.

The wall it says is going to be like twenty-five feet from my -- I want to know if it's going to be from my property line or from my house. I feel it's unfair that they're going to put up a wall right there behind my house, twenty-five feet from my house. I can't even -- I have it now as a rental unit with the -- thinking in the future of moving back into it. Now, my -- my renters are leaving because there's already noise back there.

Now, they're going to widen the highway, make it closer, put up a wall -- it's not going to be high enough. This is a two-story house. They're taking the house next door which is -- it has more land in the back and they haven't even looked at ours to see what they could do -- or what they should do. They're going to build the wall twenty-five feet from the side and from the back. I think -- and I think -- I think it's just unfair. I'm protesting. I -- you know -- and I want to make a statement that they should look into it. It's detrimental, it's going to be detrimental to us not only health-wise -- whoever moves in there -- if I want to go back in there again -- it's-- the property is going to just lose value. The taxes, they've
already increased them --

MR. GARCIA: $1,5000.

MRS. GARCIA: To $1,500 and it's a rental and we -- and now, they're gonna -- you know -- make it even worse for us. This is my husband, Antonio Garcia. There's already a lot of noise there. You can hear the trucks.

MR. GARCIA: The people are renting the house and they raise me $890.00 more in taxes because it's a duplex.

MRS. GARCIA: You know, you can already hear the trucks when they go by over there. They just sound like -- like it's a dull boom, you know, boom, you can hear it.

MR. GARCIA: Is -- see, let me show you something and then --

MRS. GARCIA: She's only taking this down.

MR. GARCIA: -- it's close because it's close to the back side and the water's right here. It's the closest house to the new noisy wall.

MRS. GARCIA: And that's it. That's all I have to say. I mean, I'm very upset because we wanted our kids to move back in there and it's not -- because of this mainly, I don't want to -- not because of this, but this is detrimental to our living -- our rental income and there's all -- already there is all these sounds. Everybody tells -- that's the first thing they tell us. The noise
back here -- and they can come out and check the house. We have to do insulation out there. So now, what's my next step? Just tell them that I think it's very unfair that they have -- they're going to do away with the houses next door that has more property behind us -- behind them than we do. We're going to be closer to the wall than they are and they didn't even look at our house. They didn't even tell us anything, you know. You know, they're going to just build it up there because they want to and that's it and I hope this meeting is for that not just to say: This is it, and that's what we're going to do and that's it.

Mrs. Zeida Garcia and  
Mr. Antonio Garcia  
15820 Redington Drive  
Redington Beach, Florida 33708
I'm Bessie Monfort I live on North B Street which is right near Trask and Gray, and I'm with the civic club which is the area's civic club in the Westshore-Palms neighborhood, and we are very concerned about the traffic that's going to be brought in. This change on Trask and the inability to get to the shopping centers, an inability to get to the locations that we need to communicate with such as the schools -- Jefferson, the center for the retarded. I have a retarded daughter. The traffic that will come in there and cause hazard for those little retarded ones -- my daughter's at the center and it's a bus issue. I'm concerned about the various homes and residents in that area from the Civic point -- from the Civic Club point of view and for my own personal safety on North B Street. That's it.

Ms. Bessie Monfort
North B Street
Tampa, Florida 33605
I wanted to get a photo picture of -- of my house, Habana and La Salle. My apartment's in there, and they said that you would be able to get a photo copy. That's what I really want -- a photo copy of that area sent to our address -- my address.

Ms. Debra Laidler
29003 West La Salle Street
Tampa, Florida 33605
My property is at 4111 West Cass Street, Tampa, Florida, 33609. I just found out by looking at the graphs over here that the retainer wall is going to be right on my property line behind my house and right alongside it on the left-hand side. And I feel it's unfair that they haven't taken that house -- that they haven't said anything to us that they would take our house and that they should, because like I say, the tenants I have there now, they have moved because of the noise and if there is -- there's a lot of noise and pollution right there now and you're going to -- I say again the same thing I said before, okay? I just wanted to add that after seeing the graph, I think it's very unfair, very unfair.

Thank you.

Ms. Zeida Garcia
15829 Redington Drive
Redington Beach, Florida 33608
My name is David L. Smith, I'm an employee of Bill's Amoco at 5109 West Kennedy Boulevard, Tampa, Florida, 33609. I have a list of comments to make here. I will make them brief:

Number one, the improvements here are needed to flow traffic efficiently and eliminate the traffic jams that we suffer every morning.

Number two, the section of Sherrill Street to Memorial and Lemon Street to Westshore will revitalize an area closed off to Memorial Highway since 1976.

Number three, Trask Street will make neighborhoods separated since the middle '60's when I4 was inconstructive.

Number four, the Southbound access to 275 from Executive Drive will be created and there will be an exit from the Reo Street area which is badly needed.

Number five, I have a comment that is a little on the negative side. I wish Cypress would connect with Memorial Highway like it used to do before 1976.

Number six, the cul-de-sac at Cass Street that will eliminate traffic into that neighborhood of people trying to seek their way around the interstate and getting off.

That is the limit of my comments. Thank you very much.
Mr. David L. Smith
5109 West Kennedy Boulevard
Tampa, Florida 33609
We are in the I4-275 project and they don't want to take our plots. We're in the four thousand and the forty-one hundred block of Marguerite. They want to take our blocks for a retention pond. We are opposed to this because we do have historical homes in the four thousand block of Central. We're on the west side of the interstate.

On the East side of the interstate, part of that land has already been taken for the widening of Buffalo, there's vacant land there and -- buildings on Nebraska Avenue that are to be taken. The man that owns the rest of that lot is more than willing to sell to the State and then we have -- we have the gas station, we have a vacant lot, a dentist's office, a condemned building, a vacant lot, a vacant lot, a condemned building and a vacant lot, and we think the pond should be put over there.

Ms. Linda Marilyn Valentin
4108 Marguerite Street
Tampa, Florida 33607
And I'd like to bring to their attention to the -- concerning of our -- we have a question about the retention pond which was sent to them -- hand carried to them on November the 23rd.

And we just want to go on the record again to let them know that we are still here and we are still going to fight putting the retention pond in were it's presently located on the map. Okay? That should do it.

Thank you very much.

Ms. Joyce Lane
4110 Marguerite Street
Tampa, Florida  33607
My name is Dan Amsberry. I'm at 3404 Laurel Street, and I want -- I want to say is that this is going to help many people because it's going to employ many, many people in the Westshore area. I think it's a great program. That's all. Have a good day.

Mr. Dan Amsberry
3404 Laurel Street
Tampa, Florida 33607
My comment is I live on the corner of Carmen and Clark. The traffic impact for people accessing the interstate going north from Kennedy, the noise and traffic impact will be more than doubled with this new proposed plan. I would like for them to consider other access roads besides Lois being widened in order to take care of the traffic. This is primarily a residential neighborhood. It has a great impact not only on the people to the south of the interstate, but also to the north.

The properties that are being proposed to be bought out which is south of I75 now, are all long-standing neighborhoods and I believe that they ought to consider buying -- purchasing the properties to the north of the interstate and they'll realize that it will be more costly, but eventually, we're talking large corporations and the people that cannot afford to relocate are the ones that are going to be hurt, not the larger corporations.

We want to bring the neighborhood life back in instead of the commercial life. There's plenty of commercial land north of the interstate close to the airport that I think needs to be considered and they can re-do their studies as far as geometric as the gentleman was trying to explain to me.

I feel that the study -- they decided to go to the south only because the properties would be cheaper to
acquire. They keep forgetting about the little man. Okay.

That's it.

Ms. Norma Padron
4101 West Carmen Street
Tampa, Florida 33606
NOTARIAL CERTIFICATE

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, JOAN C. BENJAMIN, Notary Public in and for the State of Florida at large, hereby certify that the witness named herein appeared for the taking of the foregoing deposition, and was first duly sworn to tell the whole truth by a member of the firm of Johnson & Associates.

WITNESS my hand and seal this 1st day of April, 1993, at Tampa, Hillsborough County, Florida.

[Signature]

Commission Expires:
January 15, 1995

TRANSCRIPT ORDERED: 3-22-93
STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, JOAN C. BENJAMIN, Court Reporter in and for the State of Florida at large, hereby certify that the deposition was recorded in Stenotypy and electronically and that the foregoing pages constitute a true and correct transcription of the recordings thereof.

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

WITNESS my hand and seal this 1st day of April, 1993, at Tampa, Hillsborough County, Florida.

[Signature]
Court Reporter

[Signature]
Notary Public
My Commission Expires: [Date]
(Personally known)

TRANSCRIPT ORDERED: 3-22-93
STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, SHARON K. RUBY, Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing was recorded by a member of the firm of Johnson & Associates.

WITNESS my hand and seal this 5th day of April, 1993, at Tampa, Hillsborough County, Florida.

TRANSCRIPT ORDERED: 3-22-93
STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

I, SHARON K. RUBY, hereby certify that the Public Hearing was recorded in Stenotypy and electronically by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

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

WITNESS my hand and seal this 5th day of April, 1993, at Tampa, Hillsborough County, Florida.

[Signature]
Court Reporter

[Signature]
Notary Public
My Commission Expires: (PERSONALLY KNOWN)
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. 1R-9999 (43)

Name: Sharon M. Tiggett
Address: 48016 Nassau St.
City: Tampa State: FL Zip: 33607
Telephone: 876-0930

Please use this comment sheet to express your opinion about the project. Written comments must
be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District
Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive,
Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project
Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

My house will end up being the last
house on the street with a retaining
wall directly parallel to my backyard. My concern would be pedestrian
accessibility to my property and
how much actual noise will be
created. What precautionary measures
will be made to ensure that a major
accident will not result in a vehicle
landing in my backyard...

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: WALTER HUNTER
Address: 5102 W CLEVELAND
City: TAMPA State: FL Zip: 33609
Telephone: 286-8967

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 – Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Please no working 9 AM to 6 AM.

No week ends. Also.

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(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I would like to have MHAs [Site of Home] to be given to strategic people in our area who will be going to the schools across the intersections. I think the school center is already in a area where the cars are turning. About the trash, the cars are taking place or trash will be the ones on trash, and it's really bad. Will the ones on the trash get a wall, or will they have to put the trash in the many boxes, trucks?
MAPS of West
City
Predator crossing of trash
Increase house of homes trash, fig
Jackson
PUBLIC HEARING COMMENT FORM
March 22, 1993
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA
TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: [Handwritten]
Address: [Handwritten]
City: [Handwritten] State: [Handwritten] Zip: [Handwritten]
Telephone: [Handwritten]

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

[Handwritten text not legible]

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Name: Elmer J. Krauss
Address: PO Box 23943
City: Tampa State: FL Zip: 33623
Telephone: 813-888-5599

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Please send me more definitive construction plans for SR 236 +10 ft of Cypress + east of O'Brain St.

My property is on the East side of Stage Road, between Colony Shops NE #7 the old Hilton Guyton Building to the south of me. - Bennett

I would like to request more information on...

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
My parcel (and more) would be involved in a taking.
Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I just want to make sure there is a brick barrier that separates my house and the interstate — something that helps with the noise so I have two homes back to back that separate so now and it's annoying. When this project is completed I'd like to sight directly across from Interstate.
Name: MERCEDES CARTAYA
Address: 4423 W. CARLTON ST
City: TAMPA State: FL Zip: 33605
Telephone: (813) 986-0820

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I oppose the project to widen the Interstate in MORE LANES, in the Westshore area. We don't need anymore POLLUTION, NOISE, AND A MORE WASTE OF TAXPAYER'S MONEY. What we need is MORE FUSE SO THE ELDERLY CAN'T HAVE TO DO THE WORK. Why didn't the government RECONCILE, I CAN'T SELL ON THE RIGHT SIDE ON THE WESTSHORE AREA, AND LET ALL THOSE CORPORATION, MAY 17, AND NOW THEY WANT TO DESTROY OUR NEIGHBORHOOD AND OUR HOUSE. I WOULD NOT SELL MY HOUSE. I'LL GO TO THE HIGHEST COURT TO DEFEND MY PROPERTY RIGHTS.

(Use Reverse Side if Necessary)

All written comments must be postmarked by April 2, 1993.
Name: Vila C. Castillo

Address: 4012 W. Clearwater St

City: Tampa State: FL Zip: 33607

Telephone: 813-554-1700

PLEASE USE THIS COMMENT SHEET TO EXPRESS YOUR OPINION ABOUT THE PROJECT. WRITTEN COMMENTS MUST BE TURNED IN TO THE COMMENT BOX OR BE MAILED TO MR. WILLIAM H. MCDANIEL, JR., P.E., DISTRICT SECRETARY, FLORIDA DEPARTMENT OF TRANSPORTATION, MS 7100, 12001 N. MALCOLM MCKINLEY DRIVE, TAMPA, FLORIDA 33612-6403 - ATTENTION: MR. MICHAEL J. COLEMAN, P.E., PROJECT DEVELOPMENT AND ENVIRONMENT ENGINEER.

Thank you for taking time to participate in this public hearing.

I am concerned about the noise level of

the existing wall or a noisy barrier separating

my house from the ramp.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: GARY ENNIS
Address: 908½ S. WILLIAM AV
City: TAMPA State: FL Zip: 33606
Telephone: 813/251-1220

Please use this comment sheet to express your opinion about the project. Written comments must
be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District
Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive,
Tampa, Florida 33612-6403, Attention: Mr. Michael J. Coleman, P.E., Project
Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

IT SEEMS TO ME THAT IT WOULD BE
FAR SIGHTED TO INCLUDE RAW SPACE
FOR RAIL TYPE TRANSIT IN
CONJUNCTION WITH THE NEW RIGHT OF
WAY LAKES -

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Name: Ada S Mujica
Address: 2733 Green St
City: Tampa State: Fl. Zip: 33607
Telephone: (813) 870-0266 or 877-2316

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

We are still confused on exactly what is going to be done to our neighborhood. Our house is located in front of the on ramp to I-275 from Armenia & Green.

If our area is needed will we receive a reasonable settlement. We currently have to incomes that we get out of our residence. There is an apartment on the second floor we rent and we have a commercial Beauty Salon at the rear entrance to our home.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
If we were made to relocate we are worried about losing the income to the apartment and the clients we have gained throughout our twenty-two years there.

Thank you.
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENvironmentAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: DIANA AUBREY
Address: 503 N. HUBERT
City: TAMPA State: FL Zip: 33609
Telephone: 813-287-2033

Please use this comment sheet to express your opinion about the project. Written comments must
be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District
Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive,
Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project
Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

If our property values will be going down, at least have barrier walls
with: greenery, water falls etc.
(green wall - design amenities)

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Joan Tilbury
Address: 4503 North B
City: TAMPA State: FL Zip: 33609
Telephone: 286-2433

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I believe there should be aсоединь between Kennedy and I-275 in the future place in the middle of the Ressidential neighborhood, to be converted on exit/entrance for NOV traffic.

Pedestrian traffic is heavy from the East. This segment of the area has totally as a Residential Community. Heavy traffic, which although not projected to occur, the effect due to Commuters desiring to take a short cut.

(Use Reverse Side if Necessary)

All written comments must be postmarked by April 2, 1993.
I am interested in obtaining clarification of the drainage plans at the western end of Kennedy Blvd. The west-west stormwater pond is shown with a proposed overflow pipe at the eastern end. The shutdown is shown entering an environment-sensitive site owned by the county under the Environmental Lands Acquisition Program. This site is the Braden's Tract and the tidal creek on that site is habitat for estuarine fish, shellfish, and wading birds including spoonbills. Why can't the drain pipe be routed south under the interstate to the less sensitive basin north of Mariner St.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
I wish to obtain blueprints A3 and A4 that show interstate highway improvements in the vicinity of the east end of the Faulkland Bridge.
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Cede Johnson
Address: 4510 W. Fig Street #A
City: Tampa State: FL Zip: 33609
Telephone: H: (813) 287-5580 W: (813) 623-5123

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

The concept of HOV priority access, as applied at Trask Street will produce increased traffic between Cypress St. and Kennedy. Because traffic is highly regulated (lots of traffic lights) on Westshore, I think the projected traffic volume shown for Trask is not as great as will actually occur. The extra volume will arise from Cypress St. hotel patrons seeking commercial districts on Kennedy. It will arise from day and evening use access to Jefferson High School. It will arise from abuse of HOV lane priority access by local residents.

The Phase II plan should address the provisions that will need to be made concurrent with highway construction to enforce the HOV lane access restrictions, to make it clear to out-of-town hotel patrons, that Trask is not a...

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
particularly good route to anywhere if you are not driving an HOV, and to reduce flow from north of Cypress onto Trash - I suspect a long traffic light cycle on Trash would help.

I would like to receive a blueprint of sheet A8 of 12 that describes the interstate highway improvements near Trash st.
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Howard McCarty
Address: 5830 Rubin #11 Dr, #1
City: Lakewood State: CA Zip: 95458
Telephone: (707) 263-3522 FAX: 263-3757

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I would like a copy of Sheet A 10/92
We own property at 3935 W. Cypress

Howard McCarty

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Samuel Zucker
Address: 17620 Lee Av, Apt.#5
City: Redington Shores State: Florida Zip: 33708
Telephone: (813) 398-9350

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

My family owns the property whose address is 3913 Nassau Street. Please tell me what are the proposed plans for this specific property?

T

(Use Reverse Side if Necessary)
Name: ESTHER ZUCKER
Address: 3467 CATAMARAN WAY
City: TAMPA State: FL Zip: 33223
Telephone: 904 292 0857

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I own the property whose address is 3913 Nassau Street.

I would like specific information as to what the specific plans are for my property

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA
TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: MR. & MRS. ARMANDO L. CRUZ
Address: 4517 GRAY ST. (COR. GRAY & TRASK)
City: TAMPA State: FL Zip: 33609
Telephone: 813-266-2988

Please use this comment sheet to express your opinion about the project. Written comments must
be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District
Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive,
Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project
Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

[Handwritten text]
I WAS NOT NOTIFIED BY MAIL
LIVE ON CORNER OF GRAY & TRASK
HAVEN'T HAD INFORMATION AS TO WHAT IS TO BE DONE TO PROPERY NEXT TO TRASK ST
WE HAVE A CARPORT TO EXIT ON TRASK

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA
TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT
WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Jim Carlson
Address: 14519 West Carmen St.
City: Tampa State: Fl. Zip: 33609
Telephone: 286-0184

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Thank you for including our Project in the New Interstate System. The Traffic & Crime & Hazards as it is now is not what we want. When we moved there in 1957. When this used to be home, we will be out of the way that we do not need. I feel sorry for the people & long time neighbors that will be left behind.

Jim Carlson

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Bob Hewitt
Address: Hewitt Properties 1411 Edgewater Drive
City: Orlando State: FL Zip: 32804
Telephone: (407) 894-6731

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403. Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

We would like to have a copy of the plans on sheet B2 of 7. This is I-275 at Lois Avenue.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Name: Daniel Cerola
Address: 3020 W. Laurel St.
City: Tampa
State: FL
Zip: 33607
Telephone: 813-875-5771

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

The Boys and Girls Clubs of Tampa Bay, Inc.
building at 3020 W. Laurel St. - 33607
was offered on the 1st phase. Does not seem to have impact at this time.
Would like to have sent to us a copy of the drawings for this location in order for us to plan.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date 3/7/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: HAROLD ZIBEL
Title: 4513 FL 67
Address:
City: TAMPA State: FL Zip: 33609
Telephone: 266-2917

Do you represent a group or special interest? If so, please list: _______________________________________

You may submit a business card in lieu of this card.

TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date 3/12/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: ARMANDO CRUZ
Title: OWNER + RESIDENCE
Address: 4517 GRAYS ST (CORNER OF TRISH)
City: TAMPA State: FL Zip: 33609
Telephone: 813-286-2988

Do you represent a group or special interest? If so, please list: NO.

You may submit a business card in lieu of this card, HAVE NOT RECEIVED ANY INFORMATION WHAT SO EVER
You are invited to participate...

Name: Henry Shell
Address: 1309 North Florida Avenue
Tampa, Fl Zip Code: 33602

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

Comments: Have real estate at Florida and Scott in route of the 1-275 re-working and at 7th Avenue at the CSX railroad for the 1-4/Crosstown connector.

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

You are invited to participate...

Name: 
Address: 

Zip Code: 

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

Comments: 

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.
Name: Malon Allen
Address: 3207 E 18th Avenue
Tampa, Florida Zip Code: 33605

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

Comments:
Mrs. Juanita C. James
3207 E. 12th Ave
Tampa FL 33605

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.

You are invited to participate...

Name: Frank J. Palladino
Address: 4509 J Fig St
Tampa FL Zip Code: 33609-2047

If you have a Neighborhood or Civic Organization which can be placed on the TIS Phase II mailing list, please provide the name and mailing address:

Comments:

Persons wishing to receive additional information or comment about the study may call Ron Gregory at 286-7667 or 1-800-624-0074; or FAX 286-6587; or write The Greiner Team, Tampa Interstate Study, Post Office Box 31646 (33631-3416), 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462.
TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date 5/18/93

Please Print Clearly
If you wish future information from the
Study Team complete this card.

Name: DIANE ALBERTS

Title: PROPERTY MANAGER

Address: 406 REO STREET, SUITE 139

City: TAMPA State: FL Zip: 33609

Telephone: 813-289-6159

Do you represent a group or special interest?
If so, please list: 

You may submit a business card in lieu of this card.

Diane Alberts, R.P.A.
Property Manager

Florida Real Estate Advisors

406 Reo Street, Suite 139
Tampa, FL 33609
813/289-6159
(813)286-8651 FAX
TAMPA INTERSTATE STUDY REGISTRATION CARD
Date 03/22/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: Frank Stevens
Title: 
Address: 206 S. Ward St
City: Tampa State: FL Zip: 33609
Telephone: 813-282-1189
Do you represent a group or special interest? If so, please list: 

You may submit a business card in lieu of this card.

TAMPA INTERSTATE STUDY REGISTRATION CARD
Date 03/22/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: David L. Smith
Title: Representative (Bill Amero)
Address: 5109 W Kennedy Blvd
City: Tampa State: FL Zip: 33609
Telephone: 813-0152
Do you represent a group or special interest? If so, please list: 

You may submit a business card in lieu of this card.
TAMPA INTERSTATE STUDY REGISTRATION CARD

Date ______
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: MARIA O'SULLIVAN
Title: 
Address: 5012 EVELYN DR.
City: TAMPA State: FL Zip: 33609
Telephone: 288-0970

Do you represent a group or special interest? If so, please list: 

You may submit a business card in lieu of this card.

---

TAMPA INTERSTATE STUDY REGISTRATION CARD

Date 3/22/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: MIKE PALOMAN (3m NATIONAL)
Title: REAL ESTATE R&P
Address: 6904 CYPRUS PARK DR
City: TAMPA State: FL Zip: 33634
Telephone: 888-5541

Do you represent a group or special interest? If so, please list: OUTDOOR ADVERTISING

You may submit a business card in lieu of this card.
TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date: 3/21/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: Amaro Silva
Title: Home Owner
Address: 4108 W. Carmen St
City: Tampa State: FL Zip: 33609
Telephone: 286-0893

Do you represent a group or special interest?
If so, please list: 

You may submit a business card in lieu of this card.

TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date: 3/22/93
Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: Larry Smith
Title: 
Address: 3318 S. Westshore Blvd
City: Tampa State: Zip: 33624-7630
Telephone: 813-831-4731

Do you represent a group or special interest?
If so, please list: 

You may submit a business card in lieu of this card.
TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date 3/12/1993

Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: Mike Conrey
Title: Pres
Address: 301 N. Warren Dr.
City: Tampa State: FL Zip: 33605
Telephone: 286-7529

Do you represent a group or special interest? If so, please list: __________

You may submit a business card in lieu of this card.

TAMPA INTERSTATE STUDY
REGISTRATION CARD

Date 3/12/1993

Please Print Clearly
If you wish future information from the Study Team complete this card.

Name: Jon L. Courson
Title: __________
Address: 1970 Cypress - 2nd Floor
City: Tampa State: FL Zip: 33607
Telephone: 289-1918

Do you represent a group or special interest? If so, please list: __________

You may submit a business card in lieu of this card.
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-999 (43)

Name: Norma Padron
Address: 4101 W. Carmen St.
City: Tampa State: FL Zip: 33609
Telephone: 289-3277

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

As a resident of the Westshore area, I am very concerned about the Interstate expansion for the following reasons: Traffic will be increased enormously on Lois from Kennedy to the Interstate. Lois cannot handle the current traffic conditions and widening of Lois will certainly have an impact on our neighborhood. The increase in noise, traffic, grime, safety, etc. will not make this the type of family neighborhood we want. I foresee constant traffic between Westshore and Dale Mabry through Gray Street. This has torn down the family neighborhood Immensley - children and adults are not safe crossing the streets. The cost of relocating to other areas is twice what our properties will be bought for - our equities will diminish! The noise barriers proposed are not sufficient. Additional barriers are needed between the entrance and exit ramps which butt up against the private properties. Traffic lights need to be installed to slow down the traffic now existing on Lois - it will even be worse with the expansion.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
CONSIDERATION NEEDS TO BE GIVEN TO THE PURCHASE OF LAND TO THE NORTH OF THE INTERSTATE.

IT APPEARS THE ONLY ACQUISITIONS ARE TO THE SOUTH - THERE IS AMPLE LAND TO THE NORTH
WHICH WILL ALLOW THE SOUTH TRACK TO BE NARROWED - THUS LEAVING MORE OPEN LAND
BETWEEN THE INTERSTATE OR ENTRANCE AND EXIT ROADS AND THE PRIVATE RESIDENCES. WITH ALL
THE OPEN LAND ON COLUMBUS DRIVE AND BOY SCOUT, WHY IS THIS LAND NOT BEING UTILIZED
FOR THE INTERSTATE? ANOTHER CURB IN THE INTERSTATE ISN’T GOING TO MAKE TOO MUCH
DIFFERENCE!! THINK OF ALL THE EXITS WHICH WOULD BE BENEFICIAL - DALE MABRY FOR STADIUM
EVENTS, HOWARD AVE. AND COLUMBUS DRIVE (COLUMBUS SERVES MOST OF THE CITY AS A THRU
ROAD), THEN NORTH TO HILLSBOROUGH AVE. - ANOTHER THRU ROAD, ETC.. THERE ARE SO MANY
OTHER PATTERNS WHICH CAN BE TAKEN - WHY DO YOU INSIST ON COMPOUNDING THE PROBLEM BY
STICKING TO THE SAME OLD ROUTE. CAN’T YOU PLAN AHEAD FOR GROWTH AND FUTURE DEVELOPMENT
OF THIS CITY? LOOK AROUND - PEOPLE ARE MOVING NORTH - GIVE THEM ACCESS TO THEIR HOMES
AND JOBS, THEY DON’T ALL WORK DOWNTOWN!
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

NAME: JERRY SANCHEZ

Address: 1406 N. HABANA AVE.

City: TAMPA State: FLORIDA Zip: 33607

Telephone: 813 876-5731

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7400, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I started this meetings in 1987, have been to all of them.

For some reason just about every meeting I have attended except for the 1st, few we were told that this was the final meeting and would shortly be approached by one of the officials. Attended to the interstate project.

May I also at this moment state that from the very beginning of the meetings we were told that it would be approximately two to four years before projects would proceed.

It had been now 5 or 6 years and nothing has developed in my neighborhood. I am located

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993

Please
AT 1406 N. HADAFU AVE. THE PICTURE OF MY HOME HAS BEEN ON THE MAP FOR AT LEAST FOUR YEARS. ON VARIOUS CONVERSATIONS THRU OUT THE SIX YEARS THAT HAVE PASSED SINCE BEGINNING OF PROJECT, I HAVE BEEN TOLD THAT "I AM ON THE "TOW AWAY ZONE" FOR SURE."

ENCLOSED YOU WILL FIND NAMES OF PERSONAL WHOM I HAVE CONTACTED IN THE PASS FOR ADVICE AND ASSISTANCE DONALD CREW DEPUTY NICK OF MY ADMINISTRATIONS CHAS SEITZ--CON- NATTI FRED BATTMIRE SHARON PHILLIPS IN SUTTON BOBY ATWELL LINUS CONTRAY MR. JIM MURPHY AND MARY A. REED.

THIS ARE ONLY SOME OF THE ONES I REMEMBER DISCUSS IN MY PROBLEMS WITH IN THE LAST SIX YEARS.

I ASSURE YOU WE WERE NEVER LED TO BELIEVE THAT WE WOULD HAVE TO WAIT SIX YEARS. AND NOW AT LAST MEETING I WAS AGAIN TOLD BY THE PERSON I ASKED AS TO LENGTH OF TIME IT WOULD TAKE TO HAVE PROJECT READY ALIVE IN MY SECTION.

I WAS AGAIN TOLD ABOUT FIVE YEARS. THE LAST MEETING WE HAD AT THE YOUNG COLLEGE ABOUT NINE MONTHS AGO, I WAS TOLD ABOUT TWO TO THREE YEARS BUT MORE.

I BELIEVE THAT AS "RON NOTELL" SAID AT THE LAST MEETING, THAT ITS ABOUT TIME DATES ARE QUITE CHANGING AND GOOD WITH THE PROJECTS, AS WE WERE TOLD ORIGIN.

I AM SEVENTY THREE YEARS OLD AND HAVE BEEN ADVANCE ACQUISITION THRU MR. JIM MURPHY THRU DATE I HAVE NOT HEARD ANY THING IN REGARDS TO MY REQUEST IN LETTER ATTACHED.

DUE TO MY AGE AND AILMENTS IT IS IMPOSSIBLE
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: 
Address: 
City: State: Zip: 
Telephone: 

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, M57-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

I enclosed letters. I am unable to keep my property the way I would like and should. If you are able to help me on direct me to the proper person to contact on this matter, I would be forever grateful. If I were younger and healthy, I would not be asking for assistance.

I also would like to state that if project would have proceeded.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
The way we were led to believe in 1997, and throughout the last six years, I would have been out of home long ago. As at my age, I need a property that is sustaining by a keeper as I am unable to sustain upkeep of property due to my ailments.

If I had been told six years ago that in 1993, I would be told (again) that I had five more years to wait, as I was told at last meeting, I assure you I certainly would have made other arrangements before now, why before?

I believe that people in my predicament should be shown consideration on this matter.

As if project had been started as we were told in beginning of contacts with the public we as myself would not be in the predicament, I now find myself in.

Again I rephrase if any of your staff can help me in my predicament, please contact me.

Thanks,

Jerry Sanchez
August 16, 1992

Mr. Jim Murphy
Dept. of Transportation
4600 W. Lemon St.
Tampa, Florida 33609

Dear Mr. Murphy:

Respectfully request to acquire advance acquisition in order to sell my home to the Department of Transportation. Reason being, my age, which is seventy-three.

I suffer from Angina Pectorial, Tendonitis of the right knee, High Blood Pressure, Back Problems, Hypertension, and Padgets Disease. Due to my pains, and other factors mentioned, I am unable to do my yard work, maintaining my home on repairs, painting, and keeping my home safe and sanitary. The house is approximately 25 years old, and requiring major remodeling.

I can not afford on my Social Security Pension to hire someone to perform tasks mentioned.

I have been under the care of Michael C. Burnette, M.D. for a considerable amount of time, and probably will be for a long time to come, as my pains still persist.

If this transaction had taken place, of purchasing property within a reasonable amount of years as we were all informed at the Convention Center in 1988, when this project started, I would not have to be asking now for advance acquisition due to my health getting worse as years progressed, and no action to date has taken place in our section of the tow away zone.

Would appreciate your attention on this matter of obtaining advance acquisition at your earliest convenience.

Respectfully,

Jerry Sanchez
July 23, 1992

Mr. Jim Murphy
Department of Transportation
4800 W. Lemon Street
Tampa, Florida 33609

RE: SANCHEZ, JERRY

Dear Mr. Murphy:

Mr. Jerry Sanchez is a patient that I have followed for several medical problems. He does have a history of hypertension and back pain most likely secondary to osteoarthritis. He also has a history of Paget's disease. He is also followed by a cardiologist for other medical problems. I believe the patient would have difficulty doing yard work at present because of the aforementioned medical problems.

If you have any further questions, please feel free to contact me.

Sincerely,

MICHAEL C. BURNETTE, M.D.

MCB:mp
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: Richard Dale Padron
Address: 4101 W, Carmen St
City: Tampa State: FL Zip: 33609
Telephone: (813) 269-3277

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Traffic impact on Carmen St to Lois Ave. To I-275 will be very hard to get on I-275 East.

Noise levels associated impacts will affect our home for we will not have wall barriers cover our home from I-275.

Also vibration on I-275 will affect our home.

(Use Reverse Side if Necessary)

All written comments must be postmarked by April 2, 1993
PUBLIC HEARING COMMENT FORM  
March 22, 1993  

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
HILLSBOROUGH COUNTY, FLORIDA  

TAMPA INTERSTATE STUDY - PHASE II  
ENVIRONMENTAL ASSESSMENT  

WORK PROGRAM NO. 7140004  
STATE JOB NO. 99007-1402  
FEDERAL AID NO. IR-9999 (43)  

NAME:  Antonio & Celia Garcia  
Address:  15820 Redington Drive  
City:  Redington Beach  State: Florida  Zip: 33708  
Telephone:  (813) 392-8672  

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Re: 4111 W. Cass St. Tampa, Florida 33609

We just want to add to the already long record of support and complaints by the hundreds of people who live along this route. We feel it is unfair to residents if new comment is made. We think this is a case of the same ol' (between drum and bass). We are all subjected to all the noise and pollution from the expressway and the cars they because we don't live at the alone address, we just live at the street. As a result, we have moved because they can't (Use Reverse Side if Necessary)

All written comments must be postmarked by April 2, 1993
The noise in the middle of the night from the trucks. When we lived there and it wasn't an old road I could still hear the bang from the steel doors. So what do you call them on the trucks? I want to leave alone the noise from the case. Well everything is going all the time. We have all this noise coming with growth and progress so why don't you do something positive for the community. First let me say this is the project that means concern us is one of two cases. If you look at the map you can see that your houses are going to be right along our property lines on the west and north side and the noise barriers are 25 ft away so you get 25 ft high. We have 15 ft high wall on our house so 25 ft high set on your grade? This is not only unfair that you have not included our project in your development plan but also very detrimental to our joy and my own home economy because there is going to want to live in such a place and subject ourselves to all that noise and high noise pollution. Do you realize this is a family community? Right, my home has two family units, and the property there next door has two units but families have been living in these two houses for years. They are not transient people. In fact this is a family and they are moving because of all the noise and the air in the air about your development all over. When they first came we had option to buy less distance from them. Well I am not going to go into that here. Please think very clear and positive to everyone. We want you to consider this: If you bought out the whole block of 100, 200, 300. And the 110 Lemon property (we know this one is included) look at what a place you could build there. It would only enhance your project and the Community. Close to each other better. Exercise a little. You are going to really b
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

Name: William L. Davis
Address: 4208 W. Carmen St
City: Tampa State: Fla Zip: 33609
Telephone: 289-1035

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

My family is deeply concerned with the proposed expansion of I-275, injecting itself into the very fabric of the neighborhood where we have made our home since 1951. Needless to say, when the interstate was built back in the early 60's, we opposed it to no avail. At that time there were few people to speak out against it because this area was sparsely settled.

No one should be expected to live in such close proximity to this interstate system and be subjected to a complete upheaval of anything that would even resemble a normal home environment. What will our family have left to enjoy outdoors once it is located almost at our door-

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
step. Will this enhance our property value? What rational thinking person would consider buying a home in such an undesirable location as this area will soon become?

Please answer the following questions.

Why wasn't the alignment of I-275 continued straight from the Howard Franklin bridge to where it now crosses over Dale Mabry?

Why was the eastbound exit at Westshore removed?

With the high volume of traffic exiting at Lois ave westbound and proceeding west on Cypress st, why isn't an exit ramp available at Cypress st?

What are the plans to minimize the intrusion of loud truck exhausts, brake retarders, glaring highway lights and all of the air borne pollutants?

What steps are being taken to make sure our street is not turned into an escape gridlock when problems develop on the interstate?

Will we have problems trying to cross Lois ave eastbound? Was Candy Blvd taken into consideration as a route that could have continued eastbound with a bridge over the other bay? Why I must ask, wasn't this the most logical route to take?

Hopefully, some dedicated person of authority will take the time to carefully think over our concerns, as we are very disturbed at what can turn our way of life completely upside down.

Mrs. W. M. Davis
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA
93 APR -5 AM 11:31

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. 1R-9999 (43)

Name: James E. Jeanette M. Jackson
Address: 4021 W. Grace Street
City: Tampa State: FL Zip: 33607
Telephone: 813-846-0100

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403. Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Mr. Coleman,

We reside on W. Grace Street.

We will be greatly affected by the proposed addition to I-275. Although this addition is being presented as a positive improvement, I wish to express my disappointment. This addition will be a major disruption to a long-time, well-established neighborhood. Family and friends will be forced to move and drive rerouted, long, time and well-established friendships. Furthermore, the neighborhood will be disturbed with traffic and noise, which will jeopardize the safety of our children.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Family members. However, since it is apparent that this
‘no-brainer’ improvement to T-275 will be approved by its
local officials, who do not live in this neighborhood, I would
like to express my thoughts about the materials to be used.
The wall should be textured and stone. But, for the
reasons that I do not feel that will replace or beautify
the planter which will be faced with the same addition.
A fence should only further create a problem such
as mosquitoes and litter attraction. As I have
witnessed from visiting other states, it is not to the people’s
advantage to put up any wall with design which
will only decay due to non-maintenance by the city
or the highway department. I see this ‘no-brainer’
improvement as another attempt to destroy the block
neighborhood of the city. Let me again stress the diagonal
of this addition that I would hope the planned and
designed of this project will keep in mind, that I, as
a homeowner, want the addition of T-275 to lift me and
the other residents. I will have to look at a wall all day long
or drive through the city, so that other residents will
have to look at a wall all day long when they leave their homes each day.
If this will not go up, let it be made of a sturdy
concrete material, painted a neutral color, and the
pore! Open grass would be more acceptable, and
saves the city to maintain. Since it was mentioned
at the meeting that a fence would include waterfowl, the
landscape design could also involve fences to where
children. Serious consideration should be given before
any construction begins.
PUBLIC HEARING COMMENT FORM
March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (47)

Walter Industries, Inc.
Attn: Eric J. McCarthy - Office of Building Management

Address: 1500 North Dale Mabry Highway

City: Tampa State: FL Zip: 33607

Telephone: (813) 871-4274

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

The changes contemplated to the interstate system, specifically the Dale Mabry/I-275 interchange, are naturally a concern to us given the proximity of the system to our property. Among other issues, Laurel Street runs directly in front of our building. It serves as the only access to our main entrance and our primary employee and visitor entrance. Following are our chief concerns in response to the March 22 public hearing regarding the Tampa Interstate Study - Phase II.

1) The issue of whether southbound access onto Laurel Street from Dale Mabry Highway will be preserved remains unresolved.
2) The issue of whether Laurel Street will be a one- or two-way street in front of our building remains unresolved.
3) The proposed curbing on Laurel Street near Dale Mabry eliminates a key access point to our main building.

(Use Reverse Side if Necessary)
4) The plans show a continuous median on Dale Mabry, between Spruce Street and the I-275 interchange, thus eliminating our employees' direct access onto northbound Dale Mabry.

5) The proposed solid curbing on the west side of Dale Mabry bordering our property eliminates existing exit routes from our building for vehicles turning south onto Dale Mabry.

6) The extent to which these changes will inevitably create greater traffic flow through the adjacent Carver City and Lincoln Gardens neighborhoods.

7) The impact of this increased traffic flow on the integrity and longevity of the residential streets of Carver City and Lincoln Gardens.

8) In general, the extent to which these changes will impact the normal course of business at our building.

With respect to these concerns, we request that we be given the opportunity to actively participate in the development of the final plan and request that we be placed on a contact list for any and all correspondence—public, private, and neighborhood meetings, etc.—relating thereto.
March 30, 1993

Mr. William H. McDaniel, Jr., P.E.
District Secretary, Florida D.O.T., MS7-100
11201 N. Malcolm McKinley Dr.
Tampa, FL 33612-6403

ATTENTION: Mr. Michael J. Coleman, P.E.

Dear Mr. Coleman:

I represent John J. Mark, Gerard T. Walczak and Daniel A. Engelhardt, d/b/a Westshore Apartments with respect to the proposed taking of its property for expansion of I-275 in the West Shore area of Tampa.

The property owned by my clients is an apartment complex known as Westshore Apartments, and consists of three (3) buildings containing 114 rental units. My clients were advised at the Public Hearing on March 22, 1993 that the department's initial plan was to take only the building located closest to the highway, leaving the remaining two (2) buildings.

Because of the configuration of this complex, the taking of only one building severely damages the project and leaves a poorly configured complex which is extremely close to the highway, unattractive and economically infeasible to operate. It is my client's opinion that the entire project should be taken rather than just one building.

Please include this information in your report on this Public Hearing.

Very truly yours,

G. Michael Mackenzie

GMM:hs

CC: John J. Mark
PUBLIC HEARING COMMENT FORM

March 22, 1993

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH COUNTY, FLORIDA

TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL ASSESSMENT

WORK PROGRAM NO. 7140004
STATE JOB NO. 99007-1402
FEDERAL AID NO. IR-9999 (43)

NAME: Pamela Zoellner

Address: 253 West Shore Plaza

City: Tampa, State: Florida Zip: 33609

Telephone: (813) 286-0790

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

At your earliest convenience, please send me a copy of the Tampa Interstate Study - Phase II - include diagrams of what is proposed.

Thank you.

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
Name: Tom Hand
Address: P.O. Box 2107
City: Tampa State: FL Zip: 33622-1107
Telephone: 289-8798

Please use this comment sheet to express your opinion about the project. Written comments must be turned in to the comment box or be mailed to Mr. William H. McDaniel, Jr., P.E., District Secretary, Florida Department of Transportation, MS7-100, 11201 N. Malcolm McKinley Drive, Tampa, Florida 33612-6403 - Attention: Mr. Michael J. Coleman, P.E., Project Development and Environment Engineer.

Thank you for taking time to participate in this public hearing.

Please forward to me a copy of the plan sheet or sheets that describes the work to be done in the area around Centerpointe Office Bldg. at 5100 Lemon St.

Thank you

(Use Reverse Side if Necessary)

ALL WRITTEN COMMENTS MUST BE POSTMARKED BY APRIL 2, 1993
DATE: 3/25/93
TIME: 3:00

PERSON CALLED: Elmer Krauss
ADDRESS: P.O. Box 23943
REPRESENTING: Self
PHONE NUMBER: 855-5599

NAME OF CALLER: 
ADDRESS: 
REPRESENTING: 
PHONE NUMBER: 

CALL RELATED TO: PROPERTY TAKINGS
PUBLIC INQUIRY
AGENCY INQUIRY
PERMIT INQUIRY
OTHER

DETAILS OF CONVERSATION:
From Public hearing comment form varied more into... on exact construction and ROW access on here properties. Frontage road facing memorial Hwy also wanted a print at area # H-6.

REPLIES:
Will get print out and tell him at this time that the plans are being reviewed from FDOT. Then the prepared attorneys.

WHAT FOLLOW-UP IS REQUIRED? NONE
CALL BACK
APPOINTMENT/MEETING
INTERNAL MEETING
FDOT MEETING
DATE 1/1
TIME: A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES
NO


DISTRIBUTION: FILE C2380 E16B
OTHER FILE
FDOT/NAME: 
TIS/NAME: 

NAME AND TITLE
DATE: 3/31/93
TIME: 1:30

PROJECT FILE NUMBER: C2380. 1613
PROJECT OR TASK TITLE: P1

PERSON CALLED: Connie Pishurn
ADDRESS: 4001 West State St
                                           Tallahassee, FL 32309

REPRESENTING: Self
PHONE NUMBER: 876-1496

NAME OF CALLER: __________________________
ADDRESS: ________________________________

REPRESENTING: __________________________
PHONE NUMBER: __________________________

CALL RELATED TO: LAND USE               ACCESS   PROPERTY TAKINGS
PUBLIC INQUIRY  X  AGENCY INQUIRY    PERMIT INQUIRY
OTHER: _________________________________

DETAILS OF CONVERSATION:

"Want to know if home will go in ROW. She would like a print of plan  (A-10) to prove what she is being sold."

REPLIES:

"According to her description the house will not be taken. Send print A-10 at FA"

WHAT FOLLOW-UP IS REQUIRED? X CALL BACK     APPOINTMENT/MEETING

INTERNAL MEETING ___ FDOT MEETING ___ DATE ___ TIME ___ A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? X YES     NO


DISTRIBUTION: X FILE C2380 E16B
OTHER FILE
FDOT/NAME: ____________________________
TIS/NAME: ____________________________

NAME AND TITLE: __________________________

SIGNATURE: ____________________________
DATE: 3/26/93
TIME: 2:00
PROJECT FILE NUMBER: C2380. E16B
PROJECT OR TASK TITLE: RDU

PERSON CALLED: 
ADDRESS: 

REPRESENTING: 
PHONE NUMBER: 

NAME OF CALLER: Rolelia Moore
ADDRESS: 7401 North Blvd

REPRESENTING: 
PHONE NUMBER: 223-9207

CALL RELATED TO:

- LAND USE 
- ACCESS 
- PROPERTY TAKINGS 
- PUBLIC INQUIRY 
- AGENCY INQUIRY 
- PERMIT INQUIRY 
- OTHER 

DETAILS OF CONVERSATION:

Ms. Moore was calling to find out if her property was going to be affected by the TIS improvements.

REPLIES:

From the description she gave, North Blvd & Melvin the property will be out of the TIS area.

WHAT FOLLOW-UP IS REQUIRED? NONE 
CALL BACK 
APPOINTMENT/MEETING 

INTERNAL MEETING 
FDOT MEETING 
DATE 1/1 
TIME: A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES 
NO 

IF "YES", WHO? WHAT? WHEN? WHERE?

DISTRIBUTION: FILE C2380 E16B
OTHER FILE 
FDOT/NAME: 
TIS/NAME: 

NAME AND TITLE
TAMPA INTERSTATE STUDY
GREINER, INC.
RECORD OF TELEPHONE CONVERSATION

DATE: 3/23/93
TIME: 2:05
PROJECT FILE NUMBER: C2380

PERSON CALLED: ________________________________________
ADDRESS: ______________________________________________

REPRESENTING: ________________________________________
PHONE NUMBER: ________________________________________

NAME OF CALLER: Joyce Richman
ADDRESS: 1707 W Lasalle
Tampa FL 33607

REPRESENTING: Self
PHONE NUMBER: ____________________

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS
PUBLIC INQUIRY AGENCY INQUIRY PERMIT INQUIRY OTHER

DETAILS OF CONVERSATION:

Wanted to know status of property and
wanted copy of hearing handout

REPLIES:

Send print R-1 and handout

WHAT FOLLOW-UP IS REQUIRED? NONE CALL BACK APPOINTMENT/MEETING
INTERNAL MEETING FDOT MEETING DATE ___/___ TIME A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES NO


DISTRIBUTION: FILE C2380 E16B
________________________
OTHER FILE
________________________
FDOT/NAME:
________________________
TIS/NAME:

NAME AND TITLE
DATE: 5/30/93
TIME: 9:00
PROJECT FILE NUMBER: C2380
PROJECT OR TASK TITLE: PT

PERSON CALLED: Bessie Montfort
ADDRESS: 4410 North "B" Street
Tampa 33609

REPRESENTING: Self
PHONE NUMBER: 286-1599

NAME OF CALLER: 
ADDRESS: 

REPRESENTING: 
PHONE NUMBER: 

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS PUBLIC INQUIRY AGENCY INQUIRY PERMIT INQUIRY OTHER 

DETAILS OF CONVERSATION:
She is interested in a walk (police) through at trash. Also wants to increase FDOT to purchase house on Fig. Trash + Jolleson because of our traffic.

REPLIES:
Will send print A-B

WHAT FOLLOW-UP IS REQUIRED? NONE CALL BACK APPOINTMENT/MEETING

INTERNAL MEETING FDOT MEETING DATE / / TIME A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES / NO


DISTRIBUTION: FILE C2380 E16B
OTHER FILE
FDOT/NAME: 
TIS/NAME: 

NAME AND TITLE


DATE: 3/23/93

PROJECT FILE NUMBER: C2380

TIME: 2:00

PROJECT OR TASK TITLE:

PERSON CALLED:

ADDRESS:

REPRESENTING:

PHONE NUMBER:

NAME OF CALLER: Bill Marhec

ADDRESS: 4601 U.S. Hwy

REPRESENTING: Florida Central Mortgage

PHONE NUMBER: 797-6011

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS

PUBLIC INQUIRY AGENCY INQUIRY PERMIT INQUIRY

OTHER:

DETAILS OF CONVERSATION:

His office manages I-75 shoe Artery. Wanted to

know what was happening to back side of I-75.

REPLIES:

I explained the proposed ROW take and
time frame. He would like to see sheet 1-8

Send 1-8 and public hearing handout.

WHAT FOLLOW-UP IS REQUIRED? None Call Back Appointment/Meeting

INTERNAL MEETING ___ FDOT MEETING ___ DATE 1/1 TIME ___ A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? Yes No


DISTRIBUTION: FILE C2380 E16B

NAME AND TITLE

OTHER FILE

FDOT/NAME:

TIS/NAME:
DATE: 4/2/93

PROJECT FILE NUMBER: C2380.

TIME: 12:00

PROJECT OR TASK TITLE: __________

PERSON CALLED: __________________________ ADDRESS: __________________________

REPRESENTING: __________________________ PHONE NUMBER: __________________________

NAME OF CALLER: Don Curdola ADDRESS: 3020 W Laurel

1415 N. MCDILL Tampa, FL

REPRESENTING: Boys & Girls Club PHONE NUMBER: 875-5771

CALL RELATED TO: LAND USE ______ ACCESS ______ PROPERTY TAKINGS ______
PUBLIC INQUIRY ______ AGENCY INQUIRY ______ PERMIT INQUIRY ______
OTHER ______

DETAILS OF CONVERSATION:

How will the property be affected

REPLIES:

4/12 4/13 @machine 1:00 Y

4/13 There are two concurrent studies taking place. In the EA study the boys club is not slated for ROW take out. Ultimately they have been identified in the EIS for ROW acquisition. I will send EA R-1 EIS (A.3)

WHAT FOLLOW-UP IS REQUIRED? NO ______ CALLBACK ______ APPOINTMENT/METTING ______

INTERNAL MEETING ______ FDOT MEETING ______ DATE ______ TIME : ______ A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES X ______ NO ______


DISTRIBUTION: FILE C2380 E16B
OTHER FILE ______ FDOT/NAME: ______
TIS/NAME: ______

NAME AND TITLE: ______
DATE: 3/16/93  PROJET FILE NUMBER: C2380
TIME: 3:05
PROJECT OR TASK TITLE: ________________________________

PERSON CALLED: ________________________________ ADDRESS: ________________________________

REPRESENTING: ________________________________ PHONE NUMBER: ________________________________

NAME OF CALLER: Don Zagorski ADDRESS: ________________________________

REPRESENTING: self PHONE NUMBER: ________________________________

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS
PUBLIC INQUIRY X AGENCY INQUIRY PERMIT INQUIRY
OTHER: ________________________________

DETAILS OF CONVERSATION:
Recently sold property @ 1919 W. Green St. (Howard & Exp Ave). Please send newsletter (other) info to new owner:
Bruce O'Grady
5213 Eagle Island Dr.
Land O' Lakes, FL 34639

Keep Mr. Zagorski on mailing list.

REPLIES:

WHAT FOLLOW-UP IS REQUIRED? NONE CALL BACK APPOINTMENT/MEETING
INTERNAL MEETING FDOT MEETING DATE TIME A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES NO


DISTRIBUTION: X FILE C2380 E16B
OTHER FILE FDOT/NAME: ________________________________
TIS/NAME: Linda Fendick

Mary Churchill NAME AND TITLE
TAMPA INTERSTATE STUDY
GREINER, INC.
RECORD OF TELEPHONE CONVERSATION

DATE: 3/19/93
TIME: 12:40

PERSON CALLED: Eric Sewell
ADDRESS: 3601 E Columbus Ave
Tampa, FL 33605

REPRESENTING: Clearwater
PHONE NUMBER:

NAME OF CALLER: Eric Sewell
ADDRESS: 3601 E Columbus Ave
Tampa, FL 33605

REPRESENTING: Clearwater
PHONE NUMBER:

CALL RELATED TO: PROPERTY TAKINGS
PUBLIC INQUIRY
OTHER

DETAILS OF CONVERSATION:

Their office is located corner I-4 & 40th. Wanted to know if the crossing plan would include way into so that. Also put on mailing list.

REPLIES:

I-4 was not going to be discussed. Purchase of I-4/W will not take place till late 6/1-85. Will get on mailing list.

WHAT FOLLOW-UP IS REQUIRED? CALL BACK

INTERNAL MEETING
FDOT MEETING
DATE 1/1
TIME A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES


ATTN: Eric S

DISTRIBUTION: FILE C2380 E16B
OTHER FILE
FDOT/NAME:
TIS/NAME: Linda M. Crutis

NAME AND TITLE
DATE: 3.24.93
TIME: 11:45

PERSON CALLED: ___________________ ADDRESS: ___________________

REPRESENTING: ___________________ PHONE NUMBER: ______________

NAME OF CALLER: Julio Aguero ADDRESS: 4120 W Cass Street
             Lois @ Cass

REPRESENTING: ___________________ PHONE NUMBER: 289-1217

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS
               PUBLIC INQUIRY AGENCY INQUIRY PERMIT INQUIRY
               OTHER

DETAILS OF CONVERSATION:
Need to know if Cass will be a dead end

REPLIES:
10:45 2:00 Busy Ys
3:15 Busy 6s
3:26 Spoke to Sen abt concerms of where curbston was going
       explained how the current Alternative is laid out.

WHAT FOLLOW-UP IS REQUIRED? NONE CALL BACK APPOINTMENT/MEETING

INTERNAL MEETING FDOT MEETING DATE 1/1 TIME: A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES __ NO __

IF "YES", WHO? WHAT? WHEN? WHERE?

DISTRIBUTION: ___________________ NAME AND TITLE
               FILE C2380 E16B
               OTHER FILE
               FDOT/NAME:
               TIS/NAME: ___________________
Ms. Ming was calling for her sister, Yolanda Baham, who lived at 3910 Arch St. Her property will be taken by TIS improvements. She also said Mr. & Mrs. Baham did not receive a letter about the hearing.

Replies:
1. I will send a print of sheet A-11 showing the R/W taking and standard FDOT R/W Relo Brochure.
2. I will check the property owners mailing list to determine if Mr. & Mrs. Baham are on the list.
3. I will also send the 3/27/93 hearing handout.

What follow-up is required? None _____ Call back _____ Appointment/meeting ______

Internal meeting _____ FDOT meeting _____ Date ______ Time ______ A.M. / P.M.

Does this require immediate management action? Yes ______ No ______


Distribution: ______ File C2380 E16B
____ Other file
____ FDOT/NAME: Linda Fentress / Larry Grier
____ TIS/NAME: Cathy / Linda / mailing list / R.W.
DATE: 3/17/93                          PROJECT FILE NUMBER: C2380.  E16B
TIME: 10:30                                  PROJECT OR TASK TITLE: PI

PERSON CALLED: Mrs Trivio                     ADDRESS: 3012 Laurel
REPRESENTING:                                              East of McDole

NAME OF CALLER:                                    PHONE NUMBER: 884-6191
REPRESENTING:                                              

CALL RELATED TO: LAND USE          ACCESS                  PROPERTY TAKINGS
PUBLIC INQUIRY     AGENCY INQUIRY      PERMIT INQUIRY
OTHER

DETAILS OF CONVERSATION:

Call after 2:00 today

regarding ROW acquisitions.

3/17 Spoke with Mrs Trivio, she holds most of property above.

was interested when purchase of ROW was going to take place.

REPLIES:

Explain this will not happen till late ’94 - ’95.

WHAT FOLLOW-UP IS REQUIRED? NONE X CALL BACK APPOINTMENT/MEETING
INTERNAL MEETING FDOT MEETING DATE TIME : A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES X NO

IF "YES", WHO? WHAT? WHEN? WHERE? Add to mailing list

DISTRIBUTION: X FILE C2380 E16B
OTHER FILE
FDOT/NAME:             NAME AND TITLE
TIS/NAME: Linda Fentris
DATE: 3/24/93
TIME: 10:55

PERSON CALLED: 
ADDRESS: 

REPRESENTING: 
PHONE NUMBER: 

NAME OF CALLER: Mr. Bazarte
ADDRESS: 

REPRESENTING: 
PHONE NUMBER: 223-9000

CALL RELATED TO: LAND USE ACCESS PROPERTY TAKINGS PUBLIC INQUIRY AGENCY INQUIRY PERMIT INQUIRY OTHER:

DETAILS OF CONVERSATION:

"Asked for Ron"

"Was very interested in time table for City Req. only Req."

REPLIES:

"I suggested he contact OT (Atwell) re: Early Req. "Headship"." 

WHAT FOLLOW-UP IS REQUIRED? NONE CALL BACK APPOINTMENT/MEETING

INTERNAL MEETING FDOT MEETING DATE TIME: A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES NO

IF "YES", WHO? WHAT? WHEN? WHERE?

DISTRIBUTION: ___ FILE C2380 E16B ___ OTHER FILE ___ FDOT/NAME: ___ TIS/NAME: ___

NAME AND TITLE:
DATE: 3.29/93
TIME: 11:55

PROJECT FILE NUMBER: C2380
PROJECT OR TASK TITLE: ____________________________________________

PERSON CALLED: ______________________________________ ADDRESS:

REPRESENTING: ______________________________________ PHONE NUMBER:

NAME OF CALLER: Mark Rodriguez ADDRESS: ______________________

REPRESENTING: SCIE PHONE NUMBER: 273-3667

CALL RELATED TO: LAND USE ______ ACCESS ______ PROPERTY TAKINGS ______
PUBLIC INQUIRY ______ AGENCY INQUIRY ______ PERMIT INQUIRY ______
OTHER ______

DETAILS OF CONVERSATION:
Date for Next Meeting

REPLIES:
He did not realize he had missed the last meeting but since he called he found his newsletter. He is on the mailing list.

WHAT FOLLOW-UP IS REQUIRED? NONE X CALL BACK ______ APPOINTMENT/MEETING ______
INTERNAL MEETING ______ FDOT MEETING ______ DATE _____ TIME _____ A.M. / P.M.

DOES THIS REQUIRE IMMEDIATE MANAGEMENT ACTION? YES ______ NO X ______

IF "YES", WHO? WHAT? WHEN? WHERE?

DISTRIBUTION: FILE C2380 E16B
OTHER FILE
FDOT/NAME: ____________________________________________
TIS/NAME: ____________________________________________

NAME AND TITLE
APPENDIX F

RESPONSES TO PUBLIC HEARING COMMENTS
RESPONSES TO PUBLIC HEARING COMMENTS

Written Comments from the Hearing

Of the 21 written comments received at the meeting, 20 comments were received from residences and one comment from The Boys and Girls Club of Tampa Bay. A summary of key issues expressed follows:

Comment W1: Concerned about precautionary measures to ensure that a major accident will not result in a car landing in the backyard from the interstate. Also concerned about noise levels.

Response: A preliminary retaining wall/noise barrier analysis has been completed and barrier locations will be finalized during design. Concrete barriers will parallel the interstate and are designed to deflect automobiles and prevent them, in the case of an accident, from leaving the interstate system.

Comment W2: Would like no construction work done between 9:00 p.m. and 6:00 a.m. or on weekends.

Response: Work schedules will be arranged to minimize the amount of disturbance to local residents and motorists.

Comment W3: Concerned about a pedestrian crossing at Trask underpass. Also bus traffic on Gray moving from Trask to Westshore. Would like to have noise barrier and encourage the purchase of homes on Trask, Fig, and Jefferson.

Response: If during design the need for additional right-of-way, such as for retention ponds, is identified, the purchase of additional homes may be considered. Also preliminary pedestrian crossings and noise barriers identified will be addressed and finalized in design.

Comment W4: Concerned about major accident resulting in a car landing in the yard. Also concerned about noise levels because of retaining wall in back of yard.

Response: Comment noted. See Response #W1.

Comment W5: Interested in exact construction details and how much of property will be taken.

Response: This is the preferred alternative and plans are still being finalized. Sent print.
Comment W6: Concerned about noise and would like to make sure there is a barrier.
Response: Comment noted. See response #W1.

Comment W7: Oppose interstate project. Prefer more buses instead of more noise, pollution and waste of tax dollars.
Response: Comment noted.

Comment W8: Concerned about the absence of noise barriers between property and access ramps.
Response: Comment noted. See response #W1.

Comment W9: Including right-of-way for rail type transit in conjunction with HOV lanes is farsighted.
Response: Comment noted.

Comment W10: Concerned about receiving a reasonable settlement for property.
Response: All property acquisition will be conducted according to procedures established by the FDOT. Referred to the Department Relocation and Acquisition personnel.

Comment W11: Concerned about property values. Would like to have noise barriers with greenery, waterfalls, etc.
Response: Comment noted. See response #W1.

Comment W12: Trask Street between Kennedy and I-275 is in the middle of a residential neighborhood and too small for HOV traffic. Also concerned with the heavy pedestrian traffic in neighborhood and how it will be affected by heavy usage of Trask HOV exit by commuters.
Response: Specific local traffic control issues and pedestrian crossings will be addressed in the final design. Analyses conducted by the Department indicate that the level of traffic on Trask Street will not present a congestion or safety problem for residents of the area.

Comment W13: Concerned that west-most stormwater pond on the west end of Kennedy has a proposed overflow pipe leading into an environmentally sensitive site owned by the county. Suggests routing south under interstate to less sensitive basin.
Response: The rerouting of stormwater overflow is being examined and will be addressed and finalized in design.

Comment W14: Concerned that Trask and the HOV priority access on Trask will be abused and traffic volumes will be higher than predicted.
Response: See response #W12.
Comment W15: Would like more information about property.
Response: Telephone follow-up and sent print.

Comment W16: Would like more information about property.
Response: Telephone follow-up and sent print.

Comment W17: Would like more information about property.
Response: Telephone follow-up and sent print.

Comment W18: Was not notified and have no information about hearing.
Response: Previous property owner has been involved in study process and the new property owner received notice of the public hearing.

Comment W19: Thank you for taking our property.
Response: Comment noted.

Comment W20: Would like to have aerial map B-2 of EIS transition.
Response: Print sent.

Comment W21: The Boys & Girls Club on Laurel was being taken on one set of plans and not affected on the second set. Would like to have copy of plans.
Response: The Boys and Girls Club property is ultimately required for the future expansion of the I-275 roadway in another phase of the Tampa Interstate Study and will be addressed during the upcoming EIS study. Telephone follow-up and sent print.

Written Comments Received During Comment Period

Comment W22: Concerned about the effects of the project on local neighborhood traffic, especially on Gray and Lois, also the additional noise, crime and safety problems that will arise. Could the interstate be moved to Boy Scout where it would not affect so many neighborhoods.
Response: See response #W12. Interstate 275's route through Tampa was established over 30 years ago. Any alternate alignment shift would have large-scale social and economic negative impacts to the City in general.

Comment W23: Would like to have advanced acquisition of property, distressed case, concerned about continual delay of the project.
Response: Comment noted and directed to the District's Right-of-Way Department.
Comment W24: Would like to have noise barrier behind home and concerned about traffic impact on Carmen Street to Lois Avenue.

Response: A preliminary retaining wall/noise barrier analysis has been done and their locations will be finalized during design. Traffic on Carmen Street will be reduced by the use of a cul de sac at Trask Street.

Comment W25: This project is unfair to neighborhoods and to people that will live with the interstate right behind their homes. Consider buying the whole north side block of Cass and Lemon and creating a park.

Response: Comment noted. See response #W3.

Comment W26: Concerned about how the construction of the interstate and subsequent traffic from it will affect neighborhood and quality of life for residents. Consider realignment over Gandy or straight from Howard Frankland to Dale Mabry. Need an exit at Lois.

Response: See response #W12 and #W22.

Comment W27: Concerned about the effects of traffic, noise and pollution from the interstate on the neighborhood. Would like to see attractive, low maintenance noise barriers and no retention ponds.

Response: Comment noted.

Comment W28: Concerned about the extent to which the changes to Laurel Street and Dale Mabry will impact the normal course of business at their building and the residential streets of Carver City and Lincoln Gardens.

Response: See response #W12.

Comment W29: The right-of-way take of one building in this apartment complex leaves a poorly configured complex which is extremely close to the highway, unattractive and economically infeasible to operate. The entire complex should be taken.

Response: All right-of-way business takings will be evaluated on an individual basis for economic damages. Referred to the District’s Right-of-Way Department.

Comment W30: Would like to have aerials of project - Phase II.

Response: Telephone follow-up.

Comment W31: Would like aerial of Center Pointe office building.

Response: Sent print.
Oral Comments Given at the Hearing

The 12 formal oral comments received at the hearing are summarized as follows:

**Comment O1:** Mr. Long: The present interstate is unable to service the Westshore area. He is very much in favor of the proposed improvements.

**Response:** Comment noted.

**Comment O2:** Mr. Smith: Improvements are needed to efficiently move traffic and revitalize area. Trask Street underpass will link neighborhoods that have been separated since early 60's.

**Response:** Comment noted.

**Comment O3:** Mr. Meesh: The proposed design sweeps southerly from MacDill to Himes and takes somewhere between 60 and 80 homes. If it went north of existing roadway it would require the taking of five homes. This would net McFarland Park more land and save acquisition costs.

**Response:** Comment noted.

**Comment O4:** Ms. Vizzi: I don't deny that the interstate needs to be done but please do some planning for how the new traffic flows will affect the local streets. At Trask street, the HOV traffic will be put onto a narrow two-lane residential street then onto Kennedy Boulevard which already backs up three to four blocks.

**Response:** Specific local traffic control issues and pedestrian crossings will be addressed in the final design. Analyses conducted by the Department indicate that the level of traffic on Trask Street will not present a congestion or safety problem for residents of the area.

**Comment O5:** Ms. Glover: My concerns have already been addressed.

**Response:** Comment noted.

**Comment O6:** Mr. Dizarett: We are all in favor of the project. Would like to have noise/pollution barriers and believe that Trask should be widened.

**Response:** Comment noted.

**Comment O7:** Mr. Rotella: This should be the last public hearing and construction of this project should proceed.

**Response:** Comment noted.
Comment O8: Ms. Casey: I endorse the efforts being made and think they are critical to the West Shore Business District. Also HOV lanes are necessary for mass transit and for encouraging ride sharing.

Response: Comment noted.

Comment O9: Mr. Fernandez: I don't see anything happening with Memorial Highway feeding into Kennedy where there will be a bottleneck. There will also be bottlenecks on South Dale Mabry going south and Lois Ave. Please address the effects of this project on local traffic patterns.

Response: See response #O4.

Comment O10: Mr. Davis: I wish you would address the problems that are going to come as a result of the project, the noise and pollution. Consider buying more property so many more feet back from the interstate so people won't have this down their necks day and night.

Response: During design if the need for additional right-of-way, such as for retention ponds, is identified, the purchase of homes will be considered.

Comment O11: Ms. Miller: Make sure we have those fences up there to keep the noise out as well as the pollution.

Response: The issue of noise barriers will continue to be addressed in design.

Comment O12: Ms. Davidson: Heartbreaking to lose your home that you built and now faced with the burden of finding a new place to live. Where are all these people going to find affordable housing.

Response: The Department's Relocation program will assist each and everyone of the relocatees in finding decent, safe, and sanitary replacement housing.

The ten oral comments given to the court reporter at the hearing are summarized as follows:

Comment O13: Mr. Cruz: I am concerned about the noisy traffic on Trask in front of my house.

Response: See response #O4.

Comment O14: Mr. & Mrs. Garcia: I think this project is unfair. You want to put a noise barrier 25 feet from my house. The value of my house will diminish. This is unfair.

Response: Comment noted. See response #O11.
Comment Q15: Ms. Monfort: The traffic that will come through Trask will cause hazards for the children that must travel to Jefferson and the school for the retarded.

Response: See response #O4.

Comment Q16: Ms. Laidler: I would like a photo of my property.

Response: Print sent.

Comment Q17: Ms. Garcia: I think it's unfair you are not taking my house.

Response: Comment noted.

Comment Q18: Mr. Smith: All of these improvements are badly needed for the revitalization of the business district and also the rejoining of neighborhoods separated since the 1960's. I wish Cypress would connect with Memorial like it used to before 1976.

Response: Comment noted.

Comment Q19: Ms. Valentin: We are in the I-4/275 project and we are opposed to them taking the 4100 block of Marguerite for a retention pond. Move it to the east side where there is vacant land.

Response: Ms. Valentin's property is located within the EIS project area and does not apply to the EA document. Comment noted.

Comment Q20: Ms. Lane: We are still here and will fight the retention pond.

Response: Ms. Lane's property is located within the EIS project area and does not apply to the EA document. Comment noted.

Comment Q21: Mr. Amsberry: I think this is a great project and will employ many.

Response: Comment noted.

Comment Q22: Ms. Padron: Don't forget about the little man. I am concerned about the traffic impact for people accessing the interstate going north on Kennedy. Consider an alternate route instead of just widening Lois.

Response: Specific local traffic control issues and pedestrian crossings will be addressed in the final design.
APPENDIX G

FLORIDA STATE CLEARINGHOUSE COMMENTS
April 21, 1993

Mr. Michael J. Coleman, P.E.
District VII Project Development
and Environment Engineer
PD&L, MS 7-500
Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612-6403

RE: Environmental Assessment - State Project 99007-1402 - Work Program 7140004 - Interstate 275 (I-275) from the Howard Frankland Bridge to Dale Mabry Highway Interchange - Hillsborough County, Florida

SAI: FL9012260779CR

Dear Mr. Coleman:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, section 216.212, Florida Statutes, the Coastal Zone Management Act Reauthorization Amendments of 1990 and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives; and approved for submission to the federal funding agency when consideration is given to the enclosed agency comments.

The Department of Environmental Regulation (DER) recommends a Binding Wetland Jurisdictional Determination pursuant to the guidelines in 17-312, Florida Administrative Code, where roadway improvements or Master Drainage Plan Improvements are proposed in or near Chapter 403 jurisdictional waters. The DER notes special concern regarding wetland sites #3 and #7. The DER also indicates that every effort should be made to minimize wetland impacts with particular emphasis on avoidance oriented corridor alignments, and the minimization of fill placement via bridging and steeper side slopes adjacent to wetland systems. Please refer to the enclosed DER comments.

We have reviewed the referenced application for financial assistance and do not object to the project based on the information available at this time. Therefore, the project, at this stage, is consistent with the Florida Coastal Management Program. However, our reviewing agencies have identified several issues which cannot be addressed by the applicant until the
project proceeds to later stages of design and permitting. All subsequent funding decisions for this project will be reviewed for consistency by the State. The final consistency review of this project will be the State's permitting review, if applicable. We strongly encourage you to resolve the identified concerns with permitting agencies through early, pre-application coordination.

Pursuant to section 215.195, Florida Statutes, State agencies are required, upon federal grant approval, to deposit the amount of reimbursement of allocable statewide overhead into the State-Federal Relations Trust Fund. The deposits should be placed in SAMAS account code 31 20 269001 31100000 00 0015 00 00. If you have any questions regarding this matter, please contact your OPB budget analyst or Jean Whitten at (904)487-1880.

Please attach a copy of this letter and any enclosures to your application facesheet or cover form and forward to the federal funding agency. (If applicable, enter the State Application Identifier (SAI#) number, shown above, in box 3A of Standard Form 424 or where appropriate on other cover form.) This action will assure the federal agency of your compliance with Florida's review requirements and reduce the chance of unnecessary delays in processing your application by the federal agency.

Sincerely,

Janice L. Alcott
Director
State Clearinghouse

JLA/bl

Enclosure(s)

cc: Department of Environmental Regulation
    Department of State
    Department of Commerce
    Mr. C. L. Irwin
April 6, 1993

Director
State Clearinghouse
Office of Planning and Budgeting
Executive Office of the Governor
The Capitol
Tallahassee FL 32399-0001

RE: SAI# FL9012260779CR
Interstate 275 from Howard Franklin Bridge/Kennedy Blvd. ramps to I-275
Dale Mabry Highway Interchange
Hillsborough County

DER-TAMPA OFFICE offers the following comments:

The documents provided do not provide the detail of the design, construction methodology necessary to fully identify potential environmental impacts.

Details related to DER jurisdictional waterbodies, stormwater treatment design or ecological conditions of the region are not available, however quads and wetland inventory maps, if provided, would indicate natural and urban wetlands (roadside ditches and cross drains).

Where roadway improvements or Master Drainage Plan Improvements are proposed in or near Chapter 403 jurisdictional waters, a Binding Wetland Jurisdictional Determination is highly recommended as per the guidelines in Chapter 17-312, F.A.C. Of special concern are Wetland Sites #3 & 7.

Every effort should be made to minimize wetland impacts to these and other State Waters with particular emphasis on avoidance oriented corridor alignments, and the minimization of fill placement via bridging and steeper side slopes adjacent to wetland systems.

Sincerely,

[Signature]
Bob Stetler
Administrator
Water Management
Southwest District

BS/msb
March 15, 1993

Ms. Janice L. Alcott, Director
State Clearinghouse
Executive Office of the Governor-OPB
Room 411, Carlton Building
Tallahassee, Florida 32399-0001

In Reply Refer To:
Denise M. Breit
Historic Sites
Specialist
(904) 487-2333
Project File No. 930663

RE: Cultural Resource Assessment Request
SAI# FL9012260779CR
U.S. Federal Highway Administration and Florida Department
of Transportation
Administrative Action/Environmental Assessment
Interstate 275 from the Howard Frankland Bridge/Kennedy
Boulevard Ramps to the I-275/Dale Mabry Highway Interchange
SPN: 99007-1402
WPN: 7140004
Hillsborough County, Florida

Dear Ms. Alcott:

In accordance with the provisions of Florida’s Coastal Zone
Management Act and Chapter 267, Florida Statutes, as well as the
procedures contained in 36 C.F.R., Part 800 ("Protection of
Historic Properties"), we have reviewed the referenced project(s)
for possible impact to historic properties listed, or eligible
for listing, in the National Register of Historic Places, or
otherwise of historic or architectural value.

We note in our files that the above referenced corridor was
subjected to a professional historic properties survey. Although
archaeological sites and historic structures were recorded as a
result of this survey, none were determined to be significant.
Therefore, it is the opinion of this agency that this project
will have no effect on historic properties listed, or eligible
for listing, in the National Register, or otherwise of historical
or architectural value. The project is also consistent with the
historic preservation aspects of Florida’s Coastal Management
Program and may proceed.
If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Bdb
xc: J. R. Skinner, FHWA
    C. Leroy Irwin, FDOT
March 10, 1993

Ms. Janice L. Alcott, Director
State Clearinghouse
Office of Planning and Budgeting
Room 311, Carlton Building
Tallahassee, Florida 32399-0001

RE: SAI# FL9012260779CR

Dear Ms. Alcott:

Thank you for asking my staff to review the Hillsborough County Environmental Assessment for the improvement of the Tampa Interstate System. The upgrading is scheduled for the I-274 area in the vicinity of Kennedy Boulevard, Memorial Highway, Dale Mabry Highway, and Westshore Boulevard.

The new interstate facilities will increase accessibility and improve traffic capacity at each of the above named traffic routes. The road improvements should provide more economic growth opportunities to business and development throughout the corridor area.

This assessment is consistent with the goals and policies of the Department of Commerce.

Sincerely,

[Signature]

Wynne (de) Wilson
Economist Supervisor

WW\BEA\cb