Reevaluation Form 508-04

Design Change
Advance to Right-of-Way Acquisition
Construction Authorization
FPID: 258415 1, 2 & 3 - I-4/Lee Roy Selmon Expressway Interchange

Construction Authorization
FPID: 412531 3 - I-275 Kennedy Boulevard/S.R. 60 Northbound
Off-Ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway)

Construction Authorization
FPID: 412531 5 - I-275 Kennedy Boulevard/S.R. 60 Northbound
Off-Ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway)
Rock Groin Wall Project

4(f) De Minimis

FPID: 258415 1, 2 & 3 - I-4/Lee Roy Selmon Expressway Interchange
McKay Bay Nature Park

October 2008
Reevaluation Form 508-04

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Rock Groin Wall Project

4(f) De Minimis

FPID: 258415 1, 2 & 3 - I-4/Lee Roy Selmon Expressway Interchange McKay Bay Nature Park

October 2008
Florida Department of Transportation
PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)


b. Document Types and Dates of Approval:  Final Environmental Impact Statement (FEIS), dated November 22, 1996; Records of Decision (RODs), dated January 31, 1997, and June 14, 1999, respectively (see attached Tampa Interstate Study [TIS] EIS Cover and Project Study Limits in Appendix A)

c. Project Number(s):  I-4/Lee Roy Selmon Expressway Interchange:  Financial Project ID Nos. 258415 1, 2, and 3; Federal Aid Project Nos. 0041-214-I and 0041-208-I;
I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp:  Financial Project ID Nos. 412531 3 and 5

d. Project Local Name, Location, and Limits:  Interstate 275 (I-275) from the Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard; Interstate 4 (I-4) from I-275 (including interchanges) to east of 50th Street; a multi-lane controlled interchange access facility (I-4/Lee Roy Selmon Expressway Interchange) on new alignment from I-4 south to the existing Lee Roy Selmon Expressway from the Kennedy Boulevard Overpass to Maydell Drive, Hillsborough County.

e. Segments of Highway Being Advanced:  I-4/Lee Roy Selmon Expressway Interchange (258415 1, 2, and 3); I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp (412531 3 and 5)

f. Name of Analyst:  Roberto G. Gonzalez, REM, District 7 Environmental Administrator
II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 Code of Federal Regulations (CFR) 771 and the Project Development and Environment (PD&E) Manual of the Florida Department of Transportation (FDOT). It was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

It is recommended that the projects identified herein be advanced to the next phase of project development.

REVIEWER SIGNATURE BLOCK

[Signature]  
Roberto G. Gonzalez, REM  
District 7 Environmental Administrator  
10/22/08  
Date

III. FHWA CONCURRENCE BLOCK

[Signature]  
Federal Highway Administration, Urban Transportation Engineer  
11/13/08  
Date
IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

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<td>10. Wetlands ( X ) ( )</td>
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<td>11. Wildlife and Habitat ( ) ( X )</td>
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| **B. CULTURAL IMPACTS** | |
| 1. Historic/Archaeological ( X ) ( ) See Attachment B |
| 2. Recreation Areas ( X ) ( ) See Attachment B |
| 3. Section 4(f) Potential ( X ) ( ) See Attachment B |

| **C. COMMUNITY IMPACTS** | |
| 1. Aesthetics ( ) ( X ) | |
| 2. Economics ( ) ( X ) | |
| 3. Land Use ( ) ( X ) | |
| 4. Mobility ( ) ( X ) | |
| 5. Relocations ( X ) ( ) See Attachment C |
| 6. Social ( ) ( X ) | |

| **D. OTHER IMPACTS** | |
| 1. Noise ( X ) ( ) See Attachment D |
| 2. Construction ( ) ( X ) | |
CORRIDOR PROJECTS STATUS UPDATE

The information presented below is based on FDOT District Seven’s current five-year adopted work schedule (FY 2004-2008). This listing also includes projects that are currently under construction. The approved FEIS was divided into the following projects:

1. Financial Project Numbers: 258398 1, 4
   Federal Aid Project Number: 2757-376-I
   Project Limits: I-275, from the Howard Frankland Bridge to Himes Avenue (Segment 1A) (Drainage/Utility Construction)
   Current Status: Under Construction.

2. Financial Project Number: 258398 2
   Federal Aid Project Number: 2757-272-I
   Project Limits: I-275, from the Howard Frankland Bridge to Himes Avenue (Segment 1A) (Northbound)
   Current Status: Under Design.

3. Financial Project Number: 258398 5
   Federal Aid Project Number: 2757-272-I
   Project Limits: I-275, from the Howard Frankland Bridge to Himes Avenue (Segment 1A) (Southbound)
   Current Status: Under Design.

4. Financial Project Number: 258399 1
   Federal Aid Project Number: State Funded for Construction
   Project Limits: I-275, from Himes Avenue to Hillsborough River Bridge (Segment 2A) (Northbound)
   Current Status: Under Construction.

5. Financial Project Number: 258399 2
   Federal Aid Project Number: 2757-272-I
   Project Limits: I-275, from Himes Avenue to Hillsborough River Bridge (Segment 2A) (Southbound)
   Current Status: Under Design.

6. Financial Project Number: 258643 1
   Federal Aid Project Numbers: 2757-330-I
   Project Limits: I-275/I-4, Tampa Downtown Interchange (Safety and Operational Improvements)
   Current Status: Completed.
7. Financial Project Numbers: 258401 1, 258402 1
   Federal Aid Project Numbers: 0041-187-I (Construction), 0041-191-I (ROW)
   Project Limits: I-4, from west of 14th Street to east of 50th Street (Segments 3A/3B)
   Current Status: Completed.

8. Financial Project Numbers: 258415 1, 258415 2, 258415 3
   Federal Aid Project Number: 0041-214-I, 0041-208-I, State Funded
   Project Limits: I-4/Lee Roy Selmon Expressway Interchange south of 7th Avenue (Segment 3C) and I-4/Lee Roy Selmon Expressway Interchange north of 7th Avenue (Segments 3A/3B)
   Current Status: This project is the subject of this Reevaluation.

8. Financial Project Number: 412531 3
   Federal Aid Project Number: State Funded
   Project Limits: I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway) (Segment 1A)
   Current Status: This project is the subject of this Reevaluation (see Appendix B-1).

9. Financial Project Number: 412531 5
   Federal Aid Project Number: State Funded
   Project Limits: I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp from east of the Howard Frankland Bridge to west of S.R. 60 (Memorial Highway) (Segment 1A) Rock Groin Wall Project
   Current Status: This project is the subject of this Reevaluation (see Appendix B-2).
V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA
(e.g., Typical Section Changes, Alignment Shifts, ROW Changes, Bridge to Box Culvert, Drainage Requirements)

This Reevaluation addresses and documents the engineering changes and potential environmental effects associated with the ongoing design of the TIS, as shown on Figure 1.

The inclusion of information related to the I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp, shown in Appendices B-1 through B-4, is provided for purposes of construction authorization. This project results in no changes in impact status. Consequently, the remainder of this section addresses Design Segment 3C.

Proposed ROW acquisition areas and the proposed improvements including pond sites and laneage for Design Segment 3C are shown in Appendix C-1 and described below.

- The Lee Roy Selmon Expressway Interchange (the Connector) between I-4 and the Lee Roy Selmon Expressway in the general area between the CSX Railroad and 34th Street (portions of Segments 3A and 3C);
- The Lee Roy Selmon Expressway between 21st/22nd Streets on the west and 50th Street on the east (the original project limits along the Lee Roy Selmon Expressway were from Kennedy Boulevard to Maydell Drive) (Segment 3C); and
- The special truck ramps to/from the Port of Tampa and the 22nd Street area.

History
During the PD&E process, the Preferred Alternative evolved and incorporated modifications to accommodate new legislation, public sentiment, competing transportation priorities, and funding constraints. The ultimate TIS improvement was part of the Hillsborough County Metropolitan Planning Organization’s (MPO) 2010 Long Range Transportation Plan (LRTP) for many years. The Long-Term Preferred Alternative is shown in Appendix C-2. In addition, the revised Long-Term Preferred Alternative, incorporating all of the design changes to date, is included in Appendix C-3.

On I-4, the Long-Term Preferred Alternative (Appendix C-2) provides for a total of seven basic lanes in each direction between the I-275/I-4 interchange and the Connector interchange. This includes four basic lanes on the express freeway and three basic lanes on the local access freeway from the I-275/I-4 interchange to the vicinity of 23rd Street, and three basic express freeway lanes and two basic local access lanes in each direction through the Connector interchange.
Figure 1
2008 Design Change Reevaluation Limits
East of the Connector interchange to 40th Street, the Long-Term Preferred Alternative provides for six lanes in each direction on I-4, which includes three basic express freeway lanes and three basic local access freeway lanes. The local access freeway lanes merge with the expressway lanes east of 50th Street to provide a ten-lane section (five lanes in each direction). Of these five basic lanes in each direction, three lanes are continuous from the expressway and two lanes are continuous from the local access freeway.

The proposed Connector interchange links I-4 to the Lee Roy Selmon Expressway with a fully directional freeway-to-freeway interchange. This interchange is proposed to be located in the vicinity of 31st Street. Plans to construct this interchange include the removal of the 40th Street interchange. The Connector extends southward between the CSX Transportation corridor and 31st Street to a fully directional interchange with the Lee Roy Selmon Expressway.

The transition limits of the Connector interchange with the Lee Roy Selmon Expressway extend from Kennedy Boulevard (S.R. 60) on the west to Maydell Drive on the east. The transition improvements add auxiliary lanes to the Lee Roy Selmon Expressway in various segments.

**Design Changes**

Within Segment 3C, numerous design changes have been made between the Connector and 22nd Street. The proposed changes provide for new truck-only ramps that will allow trucks currently going to and from the Port of Tampa on 21st/22nd Streets to instead safely access I-4 via the Connector. This will provide an alternative route to I-4 for port truck traffic currently traveling through Ybor City and will separate automobile traffic from the heavy slower-moving trucks.

The design changes consist of the addition of new truck-only ramps (Ramp N and Ramp S) to and from 22nd Street to the Connector and I-4 and a new ramp spur (Ramp T) leading from Ramp S to 20th Street. Corrine Street between 20th and 22nd Streets will be closed to accommodate Ramp S and a cul-de-sac will be constructed where 20th Street currently intersects Corrine Street. These design changes have resulted in approximately 12.5 acres of new ROW impacts affecting areas that were not originally identified in the TIS FEIS and two RODs (see Appendix C-1). However, approximately 2.2 acres of ROW impacts identified in the original TIS FEIS will no longer be affected by the proposed improvements. Therefore, the net increase in ROW impacts in Segment 3C is approximately 10.3 acres. Additional residential and commercial relocations in the Palmetto Beach neighborhood will occur as a result of these design changes.

Within Segment 3C, the Long-Term Preferred Alternative identified two toll facilities as part of the Preferred Alternative (TIS/FEIS plan sheets A-26 of 31 and A-27 of 31). These toll facilities were for traffic traveling from southbound on the Connector to westbound on the Lee Roy Selmon Expressway and from eastbound on the Lee Roy Selmon Expressway to northbound on the Connector. The proposed changes, shown in Figure 2, would locate one toll gantry just south of 4th Avenue along the Connector proper. All movements would be tolled at this single location. It would be located on a raised fill section and include an overhead truss system with self-contained access tunnels for maintenance. A filled section is required because the electronic equipment is affected by both the steel and the vibrations that occur on a bridge section. An equipment building would be located underneath the structure just south of the raised wall section. It is anticipated that all movements but I-4 eastbound to Lee Roy Selmon Expressway eastbound and Lee Roy Selmon Expressway westbound to I-4 westbound will be tolled at $1.00. These other two movements will be tolled at $0.50.
Figure 2
Toll Gantry Location
As part of the design of Segment 3C, drainage plans, pond sizes and locations, railroad track locations, and utilities locations have been optimized in order to minimize potential environmental impacts, relocations, ROW acquisition, and contamination remediation needs and to minimize potential business damages.

**Railroads**

Within Segment 3C, the Connector crosses several existing CSX facilities including the “SY” line which runs north of the Amtrak “A” line in the 30th Street corridor; the Amtrak “A” line that follows the 6th Avenue corridors; the Amtrak “S” line that follows the 30th Street corridor south to 1st Avenue then east along the 1st Avenue corridor; and the Hookers Point Spur that services the Port of Tampa from a turnout from the “S” line.

In the future, CSX plans to reconfigure the existing track layout near the Amtrak “A” line and “SY” line intersection in Ybor City. A future turnout is planned for a connection for the westbound to northbound movement and the westbound to southbound movement from the Amtrak “A” line. In addition, the “S” line will be extended directly south of this intersection to provide a direct connection to the Hookers Point Spur into the Port of Tampa. This will eliminate an at-grade CSX “S” line crossing at 50th Street.

All of these future track configurations have been accommodated by the design. All existing and future CSX railroad facilities in the Connector area will be bridged. Agreements are being obtained with CSX for all above- and below-ground crossings and other encroachments. The design of bridge piers and spans accommodate all existing and future CSX facilities.

**Contamination**

Within Segment 3C, four new contaminated sites will be impacted that were not previously identified in the FEIS. The four sites are Costa Motor Works, Rope Marine Warehouse, Warren Machine Works, and the CSX Railroad. Remediation costs were not estimated as part of the FEIS because actual contamination had not been verified at many of the sites identified at that time. Current remediation cost estimates (as of August 2008) for the four new contaminated sites is approximately $711,000. Current remediation cost estimates for all of Segment 3C, including the four new sites, is $4,945,000.
VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE
COMMITMENTS FOR THE LONG-TERM PREFERRED ALTERNATIVE

**Pedestrian and Bicycle Facilities**

The planned interstate and Lee Roy Selmon Expressway improvements include provisions for the future development of pedestrian and bicycle accommodations on cross streets beneath the interstate. FDOT is committed to developing new interstate overpasses, which ensure that all cross streets have sufficient room to accommodate bicycles and pedestrians during future local road improvement projects.

**Status:**

Design plans allow for the accommodation of bicyclists and pedestrians. Therefore, there has been no change to the status of this commitment since approval of the FEIS and the two RODs.

**Construction**

Activities will result in temporary air, noise, water quality, traffic flow, and visual impacts for those residents, businesses, and travelers within the immediate vicinity of the project. The impacts will be effectively controlled in accordance with FDOT’s Standard Specifications for Road and Bridge Construction. In addition to the following accepted standards, FDOT is committed to implementing the following specific construction impact mitigation measures:

- The Contractor will use static rollers for compaction of embankment, subgrade, base, asphalt, etc.
- Pile driving operations will be restricted to the hours of 7:00 a.m. to 9:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered (i.e., drilled shaft).
- Preforemed pile holes will be required where they are in proximity to vibration sensitive land uses to minimize vibration transfer.
- Back-up alarm noise from heavy equipment and trucks will be minimized by requiring the Contractor to operate in forward passes or a figure-eight pattern when dumping, spreading, or compacting materials.
- Restriction of operating hours for lighting the construction areas will be determined and required of the Contractor prior to beginning construction activities requiring lighting.
- Coordination with the local law enforcement agencies will be undertaken prior to commencing construction activities to ensure that construction-related impacts are minimized or adequately mitigated when work during non-daylight hours is required.

**Status:**

These types of construction-related efforts are now considered to be consistent with the provisions contained in FDOT’s Standard Specifications for Road and Bridge Construction.
Noise Barriers

The TIS Master Plan Report (August 1989) first discussed the feasibility of noise abatement measures to mitigate noise impacts. Due to the high number of noise sensitive sites identified and evaluated and in response to public comments received throughout the study, FDOT and the Federal Highway Administration (FHWA) are committed to providing noise barriers as part of the project. FDOT is committed to providing noise barriers that meet both the acoustic and aesthetic goals of the project as identified in the TIS Master Plan Report, the TIS Urban Design Guidelines, and the Noise Study Report. Specific noise abatement measures will be reevaluated during final design.

Status:

There has been no change to the status of this commitment since approval of the FEIS and the two RODs.

A Noise Study Technical Memorandum Report (March 2007) has been prepared for Segment 3C. Four potential noise barrier locations were evaluated. This latest noise evaluation found that noise abatement barriers were not cost reasonable nor feasible for Segment 3C.

Historic Resources

A Section 106 Memorandum of Agreement (MOA) has been prepared to address mitigation measures for direct and indirect impacts to historic resources. The TIS Effects Analysis Report (November 1995) evaluates the impacts to historic resources along the project corridor. The Effects Analysis Report addresses effects of the project on one National Register Historic District (West Tampa), one Multiple Property Listing (Tampa Heights), one Landmark District (Ybor City), and individual properties either listed or eligible for listing on the National Register of Historic Places (NRHP). The MOA includes FDOT commitments for the mitigation of impacts to historic structures within the Area of Potential Effect (APE) including the proposed moving and rehabilitation of certain historic structures and numerous design amenities defined in the TIS Urban Design Guidelines.

Status:

There has been no change to the status of this commitment since approval of the FEIS and the two RODs. Mitigation activities associated with the Section 106 MOA have been implemented. The Cultural Resources Committee (CRC) consists of representatives from FHWA, FDOT, the City of Tampa (the City), the State Historic Preservation Officer (SHPO), Barrio Latino Commission, and others. The purpose of the committee is to ensure that appropriate attention is given to cultural resources and to provide guidance to FDOT. A more detailed description of the implementation status is discussed in the Historic Sites/Districts impacts section of this Reevaluation.

Hillsborough Area Regional Transit (HART) Northern Transit Terminal

Closure of the existing I-4/40th Street interchange will result in more circuitous travel for buses accessing the HART Bus Operations and Maintenance Facility on 21st Street. FDOT will continue the ongoing coordination with HART to explore options that reduce the excess travel distance.
**Status:**

There has been no change to the status of this commitment since approval of the FEIS and the two RODs.

**Urban Design Guidelines**

The TIS Urban Design Guidelines, approved by FHWA in December 1994, have been developed to minimize indirect adverse visual and auditory impacts to land uses adjacent to the system and to users of the freeway. The TIS Urban Design Guidelines will serve as guidelines and mitigation measures for the Section 106 process by providing design standards for unique areas within the corridor including West Tampa, Ybor City, Seminole Heights, Tampa Heights, downtown Tampa, and the Westshore area. In addition, the Urban Design Guidelines specify mitigation measures for indirect adverse effects to historic properties and communities in the vicinity of the project. The Urban Design Guidelines provide guidance on specific aesthetic design requirements for bridge structures; retaining walls and embankments; noise walls; lighting, fencing, and sign supports; stormwater and surface water management areas; landscaping; public art; utilities; mounds and grading; and recreation facilities.

**Status:**

The Urban Design Guidelines are being implemented in the design plans for the segment being advanced.

**Parks and Recreational Facilities**

The Long-Term Preferred Alternative will involve use of land from one City of Tampa park requiring a Section 4(f) Evaluation. In an effort to avoid or minimize the potential effects, several avoidance alternatives were evaluated. FHWA has determined that there is no feasible and prudent alternative to the use of a limited amount of land from Perry Harvey Park for public transportation purposes. FDOT is committed to mitigating the potential impacts at Perry Harvey Park. Conceptual mitigation plans have been prepared for the park, coordinated with the City, and presented to the community for input. Mitigation includes berms, landscape materials, a noise barrier, realignment of walkways and paths, replacement of the skateboard facility at a location to be designated by the City, and relocation of the Kid Mason Fendall Center into Perry Harvey Park.

**Status:**

There has been no change in the status of this commitment since approval of the FEIS and the two RODs.

**Tampa Heights Greenway**

Incorporating existing open space into the proposed project will provide visual linkages to isolated pockets of open space along the corridor. Opportunities to link open space areas will be evaluated during the design phase of the project. FDOT is committed to developing the Tampa Heights Greenway located north of I-275 from the Ashley Street exit ramp to Columbus Drive. The proposed greenway includes both active and passive recreation facilities, bike paths, and pedestrian walkways providing links to the CBD and other recreation facilities that compliment the Hillsborough County Comprehensive Bicycle Plan.
**Status:**
There has been no change in the status of this commitment since approval of the FEIS and the two RODs, and the FDOT continues to purchase historic parcels with historic buildings from willing sellers.

**Multi-Modal Terminal/Parking Garage**
The Long-Term Preferred Alternative provides for the construction of a large downtown multi-modal terminal/HOV parking garage, transit connected, to accommodate buses and cars and provide commuters with convenient access to existing and future mass transit options. The structure will accommodate the future development of high-speed rail, electric streetcars, and people mover connections.

**Status:**
There has been no change in the status of this commitment since approval of the FEIS and the two RODs.

**VII. PERMIT STATUS**
The following is a listing of the appropriate environmental permits that will be required for the project segment being advanced under this Reevaluation:

- Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP).
- The U.S. Army Corps of Engineers (USACE) Individual 404 (dredge and fill) Permit.
- The Florida Department of Environmental Protection (FDEP) Generic Permit for Stormwater Discharge from Large and Small Construction Activities.
- Tampa Port Authority coordination and authorization.
- Hillsborough County Environmental Protection Commission Miscellaneous Activities in Wetlands Permit.
- U.S. Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES).
A.10 Wetlands

In accordance with Executive Order 11990 (Protection of Wetlands), the project area was evaluated for the presence of wetlands that may be impacted by the proposed project. Wetland values were determined within the project area utilizing the Wetland Evaluation Technique (WET-II) analysis. Based on this evaluation, 15 of the 31 identified wetland sites would be impacted by the Long-Term Preferred Alternative.

The impacts are to be mitigated as directed by the permitting agencies. Typically, wetland impacts, which will result from the construction of this project, will be mitigated pursuant to 373.4137, Florida Statutes (FS) to satisfy all mitigation requirements of Part IV, Chapter 373, FS and 33 U.S. Code (USC) 1344.

Status:
Within Segment 3C, the approved FEIS noted that five man-made and natural wetland features would be impacted between 7th Avenue and the Lee Roy Selmon Expressway. The total impact to the five wetlands was approximately 1.84 acres.

Through this Reevaluation process, nine additional wetlands and surface waters have been identified that will be impacted within Segment 3C. One wetland impact identified in the original FEIS, Site 15 (0.04 acres of impact), will no longer be affected by the proposed improvements. The nine additional wetlands identified were either not located within the original project limits or did not exist at the time of the original study. Within Segment 3C, 8.77 acres of wetlands and surface waters will be impacted, a 6.93-acre increase from the 1.84 acres identified originally in the approved FEIS. This includes 6.32 acres of wetland impacts (6.2 acres impacted at McKay Bay Nature Park by the construction of Ramp B) and 2.45 acres of other surface waters. Mitigation is provided for wetland impacts only.

FDOT, in cooperation with SWFWMD, has identified a specific mitigation design for this project at Mobbly Bayou Preserve in Hillsborough County. All regulatory agencies with jurisdiction have accepted the proposed mitigation.

Consultation with the National Marine Fisheries (NMFS) with regard to essential fish habitat (EFH) impacts is complete. NMFS has accepted the proposed conservation measures at Mobbly Bayou Preserve as compensation for impacts to EFH.
ATTACHMENT B

B.1 Historic/Archaeological

The Long-Term Preferred Alternative and Selected Alternative will impact properties listed or eligible for listing on the NRHP under Section 106 of the National Historic Preservation Act. Through coordination with the SHPO, FHWA, and the Advisory Council on Historic Preservation, a Section 106 MOA has been developed consisting of commitments concerning mitigation for the historic buildings and provisions for treatment of emergency archaeological finds during project construction. The FHWA has determined that there are no prudent and feasible alternatives to the proposed action, and all practicable measures to minimize harm to historic buildings have been taken.

Status:
Mitigation activities associated with the Section 106 MOA have been implemented. The CRC consists of representatives from FHWA, FDOT, City of Tampa, SHPO, Barrio Latino Commission, and others. The purpose of the committee is to ensure that appropriate attention is given to cultural resources and to provide guidance to FDOT.

The FEIS and previous Reevaluations noted no NRHP-listed or eligible properties within Segment 3C. However, as part of this current Reevaluation process, a Cultural Resource Assessment Survey (CRAS) Reevaluation of the I-4/Crosstown Connector Interchange Design was conducted for the areas adjacent to Segments 3A, 3B, and 3C (May 2005). The survey fieldwork resulted in the identification of 95 newly recorded historic resources. Of the 95 newly identified historic resources, 83 are located within the new NRHP-eligible Palmetto Beach Historic District.

One historic resource, the previously recorded (8HI4415) I-Type House at 2210 31st Street, was individually eligible for listing in the NRHP. Due to its eligibility for listing in the NRHP and proposed acquisition due to I-4 improvements, this building was documented according to the Historic American Buildings Survey (HABS), as stipulated in the TIS MOA. This HABS documentation was formally submitted to the National Park Service for transmittal to the Library of Congress. The I-Type House has since been demolished.

Based on the results of the CRAS Reevaluation, a Section 106 Consultation Case Study Report was prepared (January 2006). Also, a Cultural Resource Assessment Section 106 Consultation Technical Memorandum (January 2007) was prepared for the Segment 3C. These documents evaluated the potential effects of the project on the Palmetto Beach Historic District, which has been determined eligible for listing in the NRHP. On February 28, 2007, the SHPO concurred with the FHWA’s determination that this project will have no adverse effect on this historic district. This concurrence is also contained in Appendix D-3.
B.2 **Recreation Areas**

Other than Perry Harvey Park, no other parks or recreation areas were anticipated to be impacted by the Long-Term Preferred Alternative. See the following Section 4(f) Potential discussion.

**Status:**

Design changes within Segment 3C, specifically Ramp B, will result in new ROW impacts along the northern edge of McKay Bay Nature Park. See Section B.3 for further discussion regarding this new encroachment issue.

B.3 **Section 4(f) Potential**

The approved FEIS noted that the Long-Term Preferred Alternative will impact 1.1 acres of Perry Harvey Park. This ROW impact required a Section 4(f) Evaluation under the U.S. Department of Transportation Act of 1966. FHWA determined that there is no feasible or prudent alternative to the use of the park for transportation purposes.

**Status:**

Perry Harvey Park is not located within Segment 3C, the segment being advanced under this Reevaluation.

Design modifications within Segment 3C related to Ramp B (see Appendix C-1) will impact the northern edge of McKay Bay Nature Park. Approximately 0.975 acres of the park would be directly impacted by the placement of piers and construction activities for Ramp B. An evaluation of the impacts to the park was coordinated with the City of Tampa. On July 20, 2007, the City provided a response to the planned use of the park property in conjunction with the undertaking of a Section 4(f) De Minimis Finding process. This response is provided in Appendix D-1.

The impacts of a transportation project on a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be de minimis if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property are informed of FHWA’s intent to make the de minimis impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and

3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Following the public hearing for this project, FDOT obtained from the City an email formally concurring that the project results in de minimis impacts to McKay Bay Nature Park (see Appendix D-2).
ATTACHMENT C

C.5 Relocations

The total number of potential displacements identified for the Long-Term Preferred Alternative (Appendix C-2) includes 1,014 residences and 159 businesses. No post offices, library branches, police facilities, or medical facilities will be affected by the Long-Term Preferred Alternative. However, the Communications Building for Tampa Fire and Rescue - 911 Dispatch Center will be affected. As a result, FHWA and FDOT are committed to providing the opportunity for functional replacement of the Communications Building.

Status:

Within Segment 3C, relocations were originally estimated at 9 residences and 6 businesses. Due to design changes in the vicinity of the Lee Roy Selmon Expressway and 22nd Street, new previously undocumented residential and commercial relocations are anticipated in the Palmetto Beach neighborhood. Most of the new relocations occur along Long Street, which is located immediately to the south of the Lee Roy Selmon Expressway. The design changes consist of the addition of new truck-only ramps (Ramp N and Ramp S) to and from 22nd Street to the I-4/Lee Roy Selmon Expressway and a new ramp spur (Ramp T) leading from Ramp S to 20th Street. Corrine Street between 20th and 22nd Streets will be closed to accommodate Ramp S and a cul-de-sac will be constructed where 20th Street currently intersects Corrine Street.

On the north side of Long Street, the relocations comprise four single-family residences and three businesses (Costa Motor Works, Inc., Costa Construction, and Steven Salario Sandals). On the south side of Long Street, the relocations comprise 21 single-family residences, one duplex, and one business (Spartan Oil Co.). Additional relocations in the neighborhood include one single-family residence and one duplex on the north side of Durham Street, one single-family residence on 22nd Street at the corner of Durham Street, two businesses along 22nd Street (American Auto Salvage and Brisk Coffee Co.), and two businesses (First Choice Marine Supply and Rope Warehouse) located at the corner of 20th Street and Corrine Street.

The previously undocumented relocations in Segment 3C total 27 single-family residences, two duplexes, and nine businesses in the Palmetto Beach neighborhood.

The Palmetto Beach neighborhood comprises Census Tract 53 in Hillsborough County. According to the 2000 US Census, Palmetto Beach has a total population of 2,203 individuals residing in 775 occupied dwellings. Of those dwellings, 479 (61.8 percent) are owner-occupied while 296 (38.2 percent) are tenant-occupied.

Of the 2,203 total residents, approximately 1,442 (65.5 percent) are Hispanic, 133 (6 percent) are black; with the balance of 628 people being white, Native American or undisclosed. Approximately 16 percent of the population is age 62 or more while 30 percent is less than 20 years of age.

The demographic make-up of the specific Palmetto Beach residents displaced by the project is similar to the overall neighborhood population. Of the 29 residential displacements, 17 (59 percent) are owner-occupied while 12 (41 percent) are tenant-occupied.
Of the 86 individual residents affected, 78 (91 percent) are Hispanic, 5 (6 percent) are black, and 3 (3 percent) are undisclosed. Approximately 15 percent are at least age 62, while 34 percent are less than 20 years of age. None of the displaced residents will require special social services. As shown by the statistics, the residents affected by the project comprise a general cross-section of the overall Palmetto Beach community.

Of the 9 non-residential (business) displacements in Palmetto Beach, 4 (44 percent) are owner-occupants while 5 (56 percent) are tenant-occupants.

Over the past several years, FDOT has held a series of meetings in the Palmetto Beach community to inform residents and businesses of the design changes associated with the Connector project and gather public input. FDOT, along with Florida Representative Les Miller, met with the Palmetto Beach Neighborhood Association on December 13, 2005 to discuss modifications to the design plans since the FEIS was completed. All design and ROW requirements have been displayed to the public several times over the past two years.

On May 23, 2006, a neighborhood meeting was held at a local church. Only the newly proposed relocatees were invited to a one-on-one setting with FDOT representatives. Translators were available. This meeting was held to ensure that these property owners were fully aware of the design modifications that had resulted since the 1997 ROD had been approved by the FHWA, and to answer questions and further explain the relocation process.

The following week, on May 30, 2006, another neighborhood meeting was held. Approximately 125 adjacent property owners (the first three blocks south of the Lee Roy Selmon Expressway) were invited via mailed bilingual newsletters and bilingual flyers placed at their doors. This meeting was held to ensure that those who live and work closest to the proposed improvements were aware of the modifications that were being made to the design. Translators were again provided.

Two large-scale advertised events, both held only a few blocks north of the Palmetto Beach community, have been held to inform the public of the design and ROW modifications to the project. A public workshop was held on January 23, 2007 and a Reevaluation public hearing was held on June 12, 2008. Both the workshop and the hearing included boards that indicated the ROW requirements and other project information, a video (bilingual) explaining the project improvements, and staff (bilingual) to answer questions and explain the process and project.
ATTACHMENT D

D.1 Noise

The Long-Term Preferred Alternative identified approximately 1,351 noise sensitive sites that would experience noise levels approaching or exceeding the FHWA Noise Abatement Criteria (NAC). Additionally, it was determined that noise barriers will be implemented as a vertical design element to minimize impacts associated with the project.

Status:

Noise impacts associated with Segments 1A and 2A were documented in a Noise Study Technical Memorandum (October 2004). Noise barrier locations are based upon noise barrier design analysis. Segments 3A/3B noise barriers were incorporated into the final design plans and constructed.

A noise study and barrier analysis was conducted for Design Segment 3C as part of the original FEIS. At that time, it was determined that noise barriers were not economically reasonable in Segment 3C.

As part of this Reevaluation, a new noise study and barrier analysis was conducted specifically for Segment 3C and completed in March 2007. For the purposes of traffic noise modeling and analysis, Segment 3C was divided into two noise study areas: Noise Study Area 1, from south of the Lee Roy Selmon Expressway between 20th Street and 50th Street northward to the vicinity of 7th Avenue; and Noise Study Area 2, north of 7th Avenue to north of I-4 between 21st Street and 50th Street.

The study results indicate that 87 residences within Noise Study Area 1 are predicted to experience exterior traffic noise levels that approach, meet, or exceed the NAC. The 87 residences are located in the area known as Palmetto Beach, south of the Lee Roy Selmon Expressway between 22nd Street and 31st Street. None of the sites are expected to experience a substantial increase (15 dBA or more) as a result of the project.

Within Noise Study Area 2, 25 receivers representing 32 residences are predicted to experience exterior traffic noise levels that approach, meet, or exceed the NAC. Of the 32 residences, 13 are located in the area north of I-4 along 15th Avenue between 20th Street and 23rd Street. This area is just west of the Connector termini and is within the newly constructed area of I-4 where noise barriers have been provided. The remaining residences are located south of I-4, both east and west of the Connector. None of the sites are expected to experience a substantial increase as a result of the project. Some sites may actually experience a decrease in traffic noise, as embankment sections from the improvements will act as a barrier to shield the residences.

Noise barriers were evaluated as a potential method to reduce noise levels for the noise sensitive sites that are predicted to experience traffic noise levels from the Connector that approach, meet or exceed the NAC in the year 2030 with the improvements.

A barrier was analyzed for the Palmetto Beach neighborhood where 87 residences would be affected by traffic noise. The 87 residences are predicted to experience traffic noise levels that range from 66.0 to 73.8 dBA with the project. Two shoulder-mounted noise barrier configurations
were evaluated to determine if noise abatement was reasonable and feasible. The first configuration (Barrier 1A) consisted of 8-foot barriers located on the southern shoulder of Ramps S and N. The second configuration (Barrier 1B) consisted of 8-foot barriers located on the southern shoulder of Ramps S, N, and F. The termini were established using TNM Version 2.5 to determine an optimal length based on the location of the easternmost and westernmost residence predicted to be affected by traffic noise. The results of the evaluation indicate that the maximum reduction in traffic noise that could be achieved at any of the affected residences with either of the barrier systems described is 3.0 dBA. As such, neither of these barrier systems is considered a feasible noise abatement measure.

A third configuration (Barrier 1C) was investigated in an attempt to reduce traffic noise changes in the Palmetto Beach area. The use of a ground-mounted barrier was evaluated at the ROW line. The barrier was evaluated at a length of 2,780 feet, a length that was dictated by the intersecting roadways on the eastern and western borders of the project area. At that length and at the maximum height of 22 feet, the barrier would benefit a total of 16 residences, all of which are predicted to be affected by the improvements. At an estimated cost of $1,529,000, the cost per benefited residence would be $95,563, exceeding FDOT's cost reasonable guideline of $35,000 per residence.

An 8-foot shoulder barrier located along the shoulder of Ramp A was evaluated in order to reduce the predicted traffic noise level changes at four residences located in the southwest quadrant of I-4 and the Connector. The results of the barrier analysis indicate that the barrier would provide reductions in traffic noise to the affected residences ranging from 0.4 to 2.0 dBA. Since this reduction is less than the required minimum reduction of 5 dBA, the barrier is not considered a feasible noise abatement measure.

An 8-foot shoulder barrier located along the shoulder of Ramps D and F was evaluated in order to reduce the predicted traffic noise level changes at 15 residences located in the southeast quadrant of I-4 and the Connector. The results of the analysis indicate that the barrier would provide reductions in traffic noise to the affected residences ranging from 0.4 to 2.0 dBA. Since this reduction is less than the required minimum reduction of 5 dBA, the barrier is not considered a feasible noise abatement measure.

In conclusion, the results of the traffic noise study and barrier analysis conducted as part of this Reevaluation for Segment 3C indicates that the construction of noise barriers is not a feasible and cost reasonable method of reducing predicted traffic noise level changes associated with the project.
APPENDIX A

Tampa Interstate Study
FEIS Cover and Project Study Limits
ADMINISTRATIVE ACTION
FINAL
ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) EVALUATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
FLORIDA DEPARTMENT OF TRANSPORTATION

Work Program Number: 7140004
State Project Number: 99007-1402
Federal Aid Project Number: IR-9999(43)
Hillsborough County, Florida

The project consists of approximately 24.1 km (15 miles) of multi-lane improvements to I-275 from the Howard Frankland Bridge / Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (S.R. 60) north to Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 (including interchange) to east of 50th Street (U.S. 41); a multi-lane controlled access facility (Crosstown Connector) on new alignment from I-4 south to the existing Tampa South Crosstown Expressway; and improvements to approximately 7.08 km (4.4 miles) of the Tampa South Crosstown Expressway from the Kennedy Boulevard overpass east to Maydell Drive, Hillsborough County.

SUBMITTED PURSUANT TO 42 U.S.C. 4332 (2)(c) AND 49 U.S.C. 303

11/22/96
Date

Regional Administrator
Federal Highway Administration

For additional information contact:

Mr. Michael J. Coleman, P.E. or Mr. Mark D. Bartlett, P.E.
District PD&E Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
MS: 7-500
Tampa, FL 33612-6403
Telephone: (813) 975-6077

Supervisory Transportation Engineer
Federal Highway Administration
227 N. Bronough Street
Room 2015
Tallahassee, FL 32301
Telephone: (904) 942-9598
APPENDIX B

B-1  I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp (Segment 1A) FPID 412531 3

B-2  I-275 Kennedy Boulevard/S.R. 60 Northbound Off-Ramp Rock Groin Wall Project FPID 412531 5

B-3  I-275/S.R. 60 Interchange Construction Sequence

B-4  Segment 1A TIS FEIS Long-Term Preferred Alternative
APPENDIX B-1

I-275 Kennedy Boulevard/S.R. 60
Northbound Off-Ramp (Segment 1A)
FPID 412531 3
FDOT conducted an analysis to examine current traffic operating conditions at the off-ramps for I-275 northbound to S.R. 60 westbound movement, shown in Figure 1. A preliminary review of the crash data indicated a substantial amount of rear-end type crashes occur in lane 2 (I-275 through movement) and lane 3 (S.R. 60/TIA exit-only lane) within a quarter-mile of the flyover ramp terminal. Most of these accidents were coded as “Careless Driving” or “Improper Lane Change.” The lane 3 (exit queue) rear-end accidents can be attributed to the congestion at the ramp. Although some of the lane 2 rear-end crashes could be attributed to I-275 congestion typically spilling back one-half mile from the Westshore area, it is thought that at least a portion of the lane 2 crashes could be attributed to vehicles from the exit queue changing lanes and causing sudden braking for the through vehicles in lane 2, therefore resulting in rear-end accidents upstream of the terminal.

The number of crashes along I-275 from Mile Post 0.00 (Howard Frankland Bridge Pinellas/Hillsborough County Line) to Mile Post 2.09 (S.R. 60 to I-275 on ramp) is significantly greater than the Statewide Average Crash Rate for an Urban Interstate. The statewide average crash rate was 0.745 in 2004 and 0.795 in 2005 for urban interstates. The actual crash rate along this section of I-275 in the northbound direction (i.e., towards downtown Tampa) was 3.146 in 2004 and 3.179 in 2005, which represents more than three (3) times the statewide crash rate. Additionally, the safety ratio was 2.775 in 2004 and 2.647 in 2005, which also significantly exceeded the statewide average of 1.0. This improvement would assist in alleviating existing operational deficiencies, as well as improve traffic flow conditions and vehicular safety for this interchange.

From an interstate system perspective, I-275 in the West Tampa and Westshore areas connects two major system interchanges: I-275/I-4 (Downtown Interchange) and I-275/S.R. 60. The focus of improvements to the interstate system from 1990 to 2013 will have been capacity additions to the adjoining freeway segments next to these interchanges. Therefore, the next focus should be improvements to the interchanges themselves, so that they can process traffic from these planned improvements as well as future improvements.

Construction of the Tampa Airport Interchanges project will provide some relief to the congestion, as the area downstream of the flyover, to TIA/S.R. 60, is reconstructed to provide increased capacity and reduced weaving. However, with the demand exceeding capacity of a single-lane flyover, queuing on this movement will continue to occur until a replacement dual-lane flyover is constructed. Based on this, it was determined that the consolidation of S.R. 60 westbound flyover and Kennedy Boulevard exits into a single exit from I-275 northbound would provide a feasible interim improvement, as shown on Figure 2. Since reduction in congestion is associated with long-term improvements, a reduction in the number of accidents could be addressed with this interim operational improvement.

The objective of implementing the proposed interim improvement is to reduce the likelihood of surface street vehicles interfering with traffic flow conditions on mainline I-275 northbound.
Figure 2
Proposed Lane Configuration
for Kennedy Boulevard/S.R. 60
Northbound Off-Ramp
The benefit of the proposed improvement compared with the existing geometry is as follows:

- Consolidation of the S.R. 60 westbound flyover and Kennedy Boulevard exits into a single-exit I-275 northbound would provide a viable interim improvement.
- Consolidates two exit ramps off I-275 into one off-ramp thereby reducing the number of access connections on the interstate.
- With the proposed advance signing upstream of the combined I-275/Kennedy Boulevard-S.R. 60 off-ramp, lower speeds on the exit ramp is anticipated to allow queued vehicles to make lane changes safely.
- Requires no widening of the existing structures.
- Does not require acquisition of ROW.
- Proposed geometry utilizes the long-term I-275/Kennedy Boulevard-S.R. 60 off-ramp geometry.

The proposed improvement is currently in the FDOT Work Program for 2009 (see Figure 3).
APPENDIX B-2

I-275 Kennedy Boulevard/S.R. 60
Northbound Off-Ramp Rock Groin Wall
Project FPID 412531 5
Erosion of an upland area abutting the southeast end of the Howard Frankland Bridge (I-275) has been causing sedimentation and loss of seagrass habitat since the initial construction of the bridge in the 1960s. The proposed project is to place rubble rip rap in such a way as to diminish the wave action acting on the upland area, and allowing desirable vegetation to establish between the rip rap and the bridge. This project is funded by the FDOT. The project is intended to be habitat restoration more than roadway protection (see Figure 1).
APPENDIX B-3

I-275/S.R. 60 Interchange Construction Sequence
I-275/S.R. 60 INTERCHANGE CONSTRUCTION SEQUENCE

FDOT has been reviewing the ultimate construction sequence for the I-275/S.R. 60 interchange, as shown in the attached figure. The following table identifies the phasing sequence and projects currently funded.

### I-275/S.R. 60 Interchange Construction Sequence

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<tr>
<th>FPID</th>
<th>Description</th>
<th>Design Cost</th>
<th>FY</th>
<th>Construction Cost</th>
<th>FY</th>
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<td>258398 1,4</td>
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<td>258399 1</td>
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#### Phase 4

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#### Phase 5

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#### Phase 6

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APPENDIX B-4

Segment 1A TIS FEIS Long-Term Preferred Alternative
APPENDIX C

C-1  Segment 3C 2008 Design Change Reevaluation
    TIS R/W vs. Proposed R/W

C-2  Segment 3 TIS FEIS Long-Term Preferred Alternative

C-3  Segment 3 Revised Long-Term Preferred Alternative
APPENDIX C-1

Segment 3C 2008 Design Change Reevaluation
TIS R/W vs. Proposed R/W
APPENDIX C-2

Segment 3 TIS FEIS Long-Term Preferred Alternative
APPENDIX C-3

Segment 3 Revised Long-Term Preferred Alternative
## APPENDIX D

<table>
<thead>
<tr>
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| D-1 | City of Tampa Correspondence  
McKay Bay Nature Park |
| D-2 | City of Tampa Concurrence  
on *De Minimis* Finding  
McKay Bay Nature Park |
| D-3 | Division of Historical Resources (SHPO) Correspondence  
Palmetto Beach Historic District |
APPENDIX D-1

City of Tampa Correspondence
McKay Bay Nature Park
July 20, 2007

Ms. Margaret Smith, P.E.
District Consultant Project Management Engineer
Florida Department of Transportation
District Seven, MS 7-600
11201 N. McKinley Drive
Tampa, FL 33612-6456

RE: I-4/Lee Roy Selmon Expressway Connector
Financial Project Nos.: 258415-1, -2, and -3

Dear Ms. Smith:

This letter is in response to your letter dated May 8, 2007, regarding the Florida Department of Transportation’s (Department) planned right of way acquisition of 0.975 acres from the City’s McKay Bay Nature Park, a dedicated park facility. The City understands that Ramp B of the project will have minimal encroachment into the Park. Based on this, Ramp B will not adversely affect the activities, features or recreational attributes for which the Park is managed. Additionally, the City views the project as a benefit, which will improve public access to the Park via trail connections, and complement future improvement plans.

The City of Tampa’s Greenways & Trails Master Plan (February 2001) identifies a future off-road trail south of the Expressway along McKay Bay. The Department has committed to provide the following improvements as part of this project:

1. Improved access to/from the park via a crosswalk and signalization at Adamo Drive / 34th Street intersection. Improvements will be in accordance with the Department’s Design Standards and will provide safer access south of the Expressway.

2. A 12-foot shared-use facility for pedestrians and bicyclists on the west side of 34th Street that connects Adamo Drive to the trail entrance at McKay Bay Nature Park as depicted in Figure 1 (Multi-Use Trail Alignment) attached to the May 8, 2007 letter referenced above. Section at park entrance to include lockable swing gates. The area under the overpass structures at 34th Street will receive lighting in accordance with the Department’s Design Standards.
3. A 12-foot shared use facility for pedestrians and bicyclists along the Park’s northern boundary from 34th Street to 39th Street. The facility will be constructed in accordance with the Department’s Design Standards.

4. A stabilized berm of a width adequate to accommodate a 12’ wide trail between 39th Street and 50th Street with appropriate safety clearance zones of sod on both sides of trail before top of slope that could be utilized as a foot trail. Future paving could further complement the Tampa Greenways & Trails Master Plan.

The City also notes that the Department will need temporary use of an additional area within the Park to construct Ramp B and concurs with the following Department commitments:

1. The Department’s use of this area is only necessary to construct Ramp B. The City will permanently retain the area after the temporary construction is completed.

2. The scope and nature of the temporary work is so minor in nature that no overall change to the park is expected.

3. The temporary work will not create any permanent, adverse impacts or interfere with any temporary or permanent activities within the Park.

4. The area will be returned to its existing or better condition and replanted with acceptable native vegetation that will mature over time.

I hope this letter provides the information you need to finish your project design efforts. If you have any questions, please contact me at 274-7730.

Sincerely,

Karen Falus, CPRP
Director
APPENDIX D-2

City of Tampa Concurrence on *De Minimis* Finding
McKay Bay Nature Park
Lisa, Heimburg

From: Perez, Adam S [Adam.Perez@dot.state.fl.us]
Sent: Tuesday, August 26, 2008 4:12 PM
To: Lisa Heimburg
Cc: Smith, Margaret
Subject: FW: Crosstown Connector, 258415-1,2,3 McKay Bay Trail

Lisa,
Here is the last piece of the puzzle from Karen Palus so that we can re-submit the re-evaluation.

Adam S. Perez, P.E.
D7-Project Management
11201 N. McKinley Dr., M.S. 7-600
Tampa, FL 33612-6456
(813) 975-6277
(813) 975-6477 (fax)
adam.perez@dot.state.fl.us

Visit www.mytbi.com for information concerning roadway improvements on the Interstate system
Visit www.myus19.com for information concerning roadway improvements on US 19

-----Original Message-----
From: Karen Palus [mailto:Karen.Palus@ci.tampa.fl.us]
Sent: Tuesday, August 26, 2008 3:57 PM
To: Perez, Adam S
Cc: Brad Suder; Elaine Illes <elaine@totalinvolvement.com>
Subject: Crosstown Connector, 258415-1,2,3 McKay Bay Trail

Adam and all interested,
The purpose of this e-mail is to re-affirm that the City of Tampa is still in agreement with the Deminimis letter sent to Margaret Smith on July 20, 2007, from the City of Tampa.

If you need additional info, please let me know. Thank you for your assistance!

Have a Great Day! Karen

Karen Palus, Director
City of Tampa Parks and Recreation Department 1420 North Tampa Street Tampa, Florida 33602
813.274.8615 FAX 813.274.7744
karen.palus@tampagov.net

It Starts In Parks...
"You never change things by fighting the existing reality.
To change something, create a new model that makes the existing model obsolete." ~R.B. Fuller

Florida has a very broad public records law. Communication to/from governmental offices are considered public record. Your e-mail communications may be subject to public disclosure.
APPENDIX D-3

Division of Historical Resources (SHPO) Correspondence
Palmetto Beach Historic District
Mr. David C. Gibbs  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, FL 32303

February 28, 2007

RE: DHR Project File Number: 2007-1440  
Received by DHR: February 19, 2007  
Financial Management #: 258401-1  
Federal-aid Project #: IR-599 (043)  
Project: Cultural Resource Assessment Section 106 Consultation Technical Memorandum, I-4/Lee Roy Selmon Expressway Connector  
County: Hillsborough

Dear Mr. Gibbs:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with Federal and State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate Federal agencies in accordance with the National Historic Preservation Act of 1966 as amended, on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

The above referenced report was submitted to our office in order to address potential effects of the proposed project on the Palmetto Beach Historic District, which was determined to be eligible for listing in the National Register of Historic Places (NRHP). Initially, three contributing buildings at the edge of the historic district were to be directly affected by the construction of elevated truck ramps; however, the plans were modified in order to avoid these impacts.

The noise analysis shows that although levels will increase, the existing elevated roadway currently contributes to the historic district’s ambient noise levels. Consequently, as defined by

http://www.flheritage.com

800 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com
Mr. David C. Gibbs
February 28, 2007
Page 2

the Florida Department of Transportation (FDOT), the project will not result in a "substantial increase" in traffic noise compared to existing conditions.

The FDOT has also coordinated with the local community and consulted with our office to develop a landscaping plan that will visually buffer the historic district from the project as much as possible. The computer generated conceptual images provided in the Technical Memorandum shows that the addition of a truck ramp to the existing elevated roadway should not further compromise the historic district’s setting.

Based on the information provided, our office concurs that this project will have no adverse effect on the historic district. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,

[Signature]

Frederick P. Gasko, Director, and
State Historic Preservation Officer

XC: Rick Adair, FDOT, District One
    Roy Jackson, FDOT, CEMO
    Elaine Illes, IPFI
    Becky Spain Schwarz, PBS&J
    Ken Hardin, Janus Research
ADMINISTRATIVE ACTION

SECTION 4(f) DE MINIMIS FINDING

I-4/LEE ROY SELMON EXPRESSWAY INTERCHANGE

U.S. Department of Transportation - Federal Highway Administration
and
Florida Department of Transportation

Financial Project Nos. 258415 1, 2, & 3

Hillsborough County, Florida

The proposed project involves a Reevaluation for the ongoing design of the I-4/ Lee Roy Selmon Expressway Interchange (the Connector). The Reevaluation addresses and documents the engineering changes and potential environmental effects associated with the I-4/Lee Roy Selmon Expressway Interchange that differ from those previously documented in the approved Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS).

Submitted pursuant to 49 U.S.C. 303.

11/16/08
Date

George B. Hadley
Division Administrator
Federal Highway Administration
INTRODUCTION

The Florida Department of Transportation (FDOT), in cooperation with Florida’s Turnpike Enterprise and the Tampa-Hillsborough County Expressway Authority, is designing the I-4/Lee Roy Selmon Expressway Interchange (the Connector). The project design features a limited-access interchange that extends from the Lee Roy Selmon Expressway north along the west side of 31st Street to I-4. This is an elevated roadway that includes a series of separate ramps intended to improve regional movement of traffic throughout the Tampa Bay area and provide direct access for trucks to the Port of Tampa. This project completes an important regional link in the Tampa Interstate System and provides an alternative route for commuters traveling south and downtown.

The project is part of the original TIS FEIS, approved by the Federal Highway Administration (FHWA) in 1997. Since 1997, FDOT has revised the project’s proposed design and right-of-way (ROW) requirements that were identified in the TIS FEIS.

DESCRIPTION OF PROPOSED ACTION

FDOT is conducting a Reevaluation of the TIS FEIS that includes the Connector. The Reevaluation process addresses and documents the engineering changes and potential environmental effects associated with the Connector project that differ from those documented in the approved TIS FEIS. The project limits for the Reevaluation are shown on Figure 1.

The design changes include the addition of new truck-only ramps to and from 22nd Street, the Connector, and I-4; and a new ramp spur leading from the new truck-only ramps to 20th Street. Corrine Street between 20th and 22nd Streets will be closed to accommodate the truck-only ramps and a cul-de-sac will be constructed where 20th Street currently intersects Corrine Street. These design changes will require new ROW acquisition that was not originally identified in the TIS FEIS.

The new ROW will result in new, previously undocumented impacts to the social, natural, and physical environments. Additional residential and commercial relocations have been identified. New environmental impacts to wetlands, floodplains, threatened and endangered species, water quality, noise level changes, hazardous and contaminated materials, a park, historic structures, and archaeological sites have been evaluated. Documentation of these new impacts is published in the Reevaluation.

DESCRIPTION OF THE SECTION 4(f) RESOURCE

McKay Bay Nature Park is a 38-acre nature preserve at the northern end of McKay Bay and adjacent to the proposed Connector. Owned and operated by the City of Tampa, the park entrance is located at 134 North 34th Street. A passive-use recreation facility, McKay Bay Nature Park offers bird and wildlife viewing opportunities in the tidal mudflats and marshes along the northern shore of McKay Bay. Many common species of wading birds are routinely observed foraging throughout the park, and some migratory species are known to visit, particularly in winter months.

Access throughout the park is made possible by a 0.17-mile boardwalk trail through the mangroves to the extensive mudflats, a paved 1.25-mile multi-use path, and a half-mile nature trail. Birds may be viewed with binoculars or spotting scopes from either the park’s observation tower/education pavilion located on the east side, or the bird-viewing station on the west side. In addition to the trails and observation tower, other park amenities include parking, interpretative signage, bicycle racks, and picnic tables.

The McKay Bay Nature Trail is part of The Great Florida Birding Trail West Florida Section.
IMPACTS TO THE SECTION 4(f) RESOURCE

The planned design changes associated with the Connector project will result in ROW acquisition along the northern edge of McKay Bay Nature Park.

As shown on Figure 2, approximately 0.975 acres of the park property would be directly impacted by the placement of piers and construction activity associated with Ramp B of the interchange. Additional park property is also required for temporary construction related needs; however, the property will be restored following completion of the project construction within the park.

The impacts will not adversely affect park usage or enjoyment, nor adversely affect any park activities, features, attributes, or amenities. After careful engineering analyses, it was determined that there are no prudent and feasible alternatives to the use of park property for construction of the interchange.

FINDING OF DE MINIMIS IMPACT

According to FHWA guidance on the application of Section 4(f) De Minimis Impact Criteria, the impacts of a transportation project on a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be de minimis if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property are informed of FHWA’s intent to make the de minimis impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and

3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Throughout the course of the interchange design, close coordination has been maintained between FDOT, FHWA, and the City of Tampa regarding the potential impacts to McKay Bay Nature Park. As part of the Connector project, FDOT has committed to the following improvements:

1. Improved access to/from the park via a crosswalk and signalization at the Adamo Drive/34th Street intersection. The improvements will be in accordance with FDOT’s Design Standards and will provide safer access south of the Expressway.

2. A 12-foot-wide shared-use facility for pedestrians and bicyclists on the west side of 34th Street that connects Adamo Drive to the trail entrance at McKay Bay Nature Park. The section at the park entrance will include lockable swing gates. The area under the overpass structures at 34th Street will receive lighting in accordance with FDOT Design Standards.

3. A 12-foot-wide shared-use facility for pedestrians and bicyclists along the park’s northern boundary from 34th Street to 39th Street. The facility will be constructed in accordance with FDOT’s Design Standards.
A stabilized berm of a width adequate to accommodate a 12-foot-wide trail between 39th Street and 50th Street with appropriate safety clearance zones of sod on both sides of the trail before top of slope that could be utilized as a foot trail. Future paving could further complement the Tampa Greenways and Trails Master Plan.

Once it was determined that impacts to the park would be unavoidable, and park encroachment was minimized to the extent possible, FHWA and the City of Tampa determined the impact to be minimal and agreed that the development of additional avoidance alternatives was not necessary.

In a letter to FDOT dated July 27, 2007, the City of Tampa stated that the 0.975 acres of parkland directly impacted by the construction of Ramp B will have minimal encroachment into McKay Bay Nature Park and will not adversely affect the activities, features, or recreational attributes for which the park is managed. In addition, the City stated that it views the overall Connector project as a benefit that will improve public access to McKay Bay Nature Park via trail connections and will complement future park improvement plans. A copy of the letter is contained in Appendix A-1.

Through newsletters, a website, community meetings, a public workshop, and a public hearing, FDOT has provided the general public several opportunities to learn about the Connector project, to stay informed, ask questions, and provide comments.

A website provided by FDOT, www.mytbi.com, provides information about all interstate improvement projects ongoing in the Tampa Bay area including the Connector project. It includes links to plans, maps, graphics, and documents and provides an opportunity to ask questions, provide comments, and be added to the project mailing list.

Two community meetings were conducted by FDOT at Concord Baptist Church, 2224 East Corrine Street in the Palmetto Beach neighborhood of Tampa in May 2006. The purpose of the meetings was to meet with residents of the neighborhood located immediately south of the Connector project, answer questions, and receive comments. Notice of the meetings was provided in newsletters mailed directly to the neighborhood residents.

A public workshop was conducted by FDOT on January 23, 2007 from 4:00 p.m. until 7:00 p.m. at the Lion’s Eye Institute, 1410 North 21st Street in Tampa. Notice of the workshop was provided by advertisements in the Tampa Tribune and other local newspapers, and by newsletters mailed directly to owners of property within 300 feet of the project, as well as to other interested persons on the mailing list. The workshop featured an informal open house format with no formal presentation. FDOT received six written comments at the workshop, none of which pertained to McKay Bay Nature Park.

The primary opportunity to comment on the impacts to McKay Bay Nature Park was provided at the Reevaluation public hearing. FDOT, in cooperation with FHWA, conducted a public hearing for the project on Thursday June 12, 2008 at the Lion’s Eye Institute. Notice of the public hearing was provided by advertisements in the Tampa Tribune as well as other local newspapers, and through direct mail notification to owners of property within 300 feet of the project as well as to other interested persons on the mailing list.

An informal open house began at 5:00 p.m. An information handout was provided to all attendees, a copy of which is contained in Appendix A-2. Numerous sets of plans, graphics, and documents were on display and FDOT staff and their consultants were available to answer questions during the open house. A copy of the public hearing graphic is contained in Appendix A-3.
The formal public hearing began at 6:00 p.m. FDOT’s public hearing officer gave a detailed audio-visual presentation about the project and described the impacts to McKay Bay Nature Park. A court reporter was present to transcribe the hearing presentation as well as to document all public comments made during the hearing. The public was afforded opportunities to make comments about the project during the formal portion of the hearing, or privately to the court reporter. A copy of the official public hearing transcript, including the presentation and all public comments made at the hearing, is contained in Appendix A-4.

Five individuals provided comments at the hearing, three during the formal hearing, and two privately to the court reporter. Following the hearing, FDOT provided responses to those comments requesting a response. Copies of the comments and the FDOT responses are provided in Appendix A-5. No oral or written comments about McKay Bay Nature Park were received at the hearing or during the 10-day comment period following the hearing.

CONCLUSION

The impacts associated with the Connector project to McKay Bay Nature Park are minimal and do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The City of Tampa has been informed of FHWA’s intent to make the de minimis impact finding based on the City’s written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The public has been afforded opportunities to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. No comments about impacts to McKay Bay Nature Park have been received.

In conclusion, FHWA has found that impacts to McKay Bay Nature Park associated with the Connector project are de minimis.
APPENDIX A

A-1 City of Tampa Correspondence providing Concurrence on the De Minimis Finding for McKay Bay Nature Park

A-2 Public Hearing Handout

A-3 Public Hearing Graphic

A-4 Public Hearing Transcript

A-5 Public Hearing Comments and Responses
APPENDIX A-1

City of Tampa Correspondence providing
Concurrence on De Minimis Finding for
McKay Bay Nature Park
July 20, 2007

Ms. Margaret Smith, P.E.
District Consultant Project Management Engineer
Florida Department of Transportation
District Seven, MS 7-600
11201 N. McKinley Drive
Tampa, FL 33612-6456

RE: I-4/Lee Roy Selmon Expressway Connector
Financial Project Nos.: 258415-1, -2, and -3

Dear Ms. Smith:

This letter is in response to your letter dated May 8, 2007, regarding the Florida Department of Transportation’s (Department) planned right of way acquisition of 0.975 acres from the City’s McKay Bay Nature Park, a dedicated park facility. The City understands that Ramp B of the project will have minimal encroachment into the Park. Based on this, Ramp B will not adversely affect the activities, features or recreational attributes for which the Park is managed. Additionally, the City views the project as a benefit, which will improve public access to the Park via trail connections, and complement future improvement plans.

The City of Tampa’s Greenways & Trails Master Plan (February 2001) identifies a future off-road trail south of the Expressway along McKay Bay. The Department has committed to provide the following improvements as part of this project:

1. Improved access to/from the park via a crosswalk and signalization at Adamo Drive / 34th Street intersection. Improvements will be in accordance with the Department’s Design Standards and will provide safer access south of the Expressway.

2. A 12-foot shared-use facility for pedestrians and bicyclists on the west side of 34th Street that connects Adamo Drive to the trail entrance at McKay Bay Nature Park as depicted in Figure 1 (Multi-Use Trail Alignment) attached to the May 8, 2007 letter referenced above. Section at park entrance to include lockable swing gates. The area under the overpass structures at 34th Street will receive lighting in accordance with the Department’s Design Standards.
3. A 12-foot shared use facility for pedestrians and bicyclists along the Park's northern boundary from 34th Street to 39th Street. The facility will be constructed in accordance with the Department's Design Standards.

4. A stabilized berm of a width adequate to accommodate a 12' wide trail between 39th Street and 50th Street with appropriate safety clearance zones of sod on both sides of trail before top of slope that could be utilized as a foot trail. Future paving could further complement the Tampa Greenways & Trails Master Plan.

The City also notes that the Department will need temporary use of an additional area within the Park to construct Ramp B and concurs with the following Department commitments:

1. The Department's use of this area is only necessary to construct Ramp B. The City will permanently retain the area after the temporary construction is completed.

2. The scope and nature of the temporary work is so minor in nature that no overall change to the park is expected.

3. The temporary work will not create any permanent, adverse impacts or interfere with any temporary or permanent activities within the Park.

4. The area will be returned to its existing or better condition and replanted with acceptable native vegetation that will mature over time.

I hope this letter provides the information you need to finish your project design efforts. If you have any questions, please contact me at 274-7730.

Sincerely,

Karen Palus, CPRP
Director
Lisa,  
Here is the last piece of the puzzle from Karen Palus so that we can re-submit the re-evaluation.

Adam S. Perez, P.E.  
D7-Project Management  
11201 N. McKinley Dr., M.S. 7-600  
Tampa, FL 33612-6456  
(813) 975-6277  
(813) 975-6477 (fax)  
adam.perez@dot.state.fl.us

Visit www.mytbi.com for information concerning roadway improvements on the Interstate system  
Visit www.myus19.com for information concerning roadway improvements on US 19

-----Original Message-----  
From: Karen Palus [mailto:Karen.Palus@ci.tampa.fl.us]  
Sent: Tuesday, August 26, 2008 3:57 PM  
To: Perez, Adam S  
Cc: Brad Suder; Elaine Illes <elaine@totalinvolvement.com>  
Subject: Crosstown Connector, 258415-1,2,3 McKay Bay Trail

Adam and all interested,  
The purpose of this e-mail is to re-affirm that the City of Tampa is still in agreement with the Deminimis letter sent to Margaret Smith on July 20, 2007, from the City of Tampa.

If you need additional info, please let me know. Thank you for your assistance!

Have a Great Day! Karen

Karen Palus, Director  
City of Tampa Parks and Recreation Department 1420 North Tampa Street Tampa, Florida 33602  
813.274.8615 FAX 813.274.7744  
karen.palus@tampagov.net

It Starts In Parks...  
"You never change things by fighting the existing reality.  
To change something, create a new model that makes the existing model obsolete." ~R.B. Fuller  

Florida has a very broad public records law. Communication to/from governmental offices are considered public record. Your e-mail communications may be subject to public disclosure.
APPENDIX A-2

Public Hearing Handout
Dear Property Owners, Business Owners, and Interested Citizens:

The Florida Department of Transportation (FDOT) invites you to attend and participate in a Public Hearing for the reevaluation of the I-4/Lee Roy Selmon Expressway Connector. The proposed project involves a revised alignment from I-4 south to the existing Lee Roy Selmon Expressway in Hillsborough County, Florida.

**Date:** Thursday, June 12, 2008  
**Time:** Open House 5 pm to 7 pm  
**Location:** Lien’s Epo Institute 1410 North 21st Street Tampa, Florida 33605

FDOT, in accordance with Section 338.155(6) Florida Statutes, is providing this notice to those whose property lies, in whole or in part, within 300 feet on either side of the centerline of the proposed roadway. However, this does not mean that all properties would be directly affected.

The public hearing will allow interested persons the opportunity to express their views concerning the reevaluation of the Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS). This FEIS included the proposed I-4/Lee Roy Selmon Expressway Connector. FDOT representatives will be available at the Hearing beginning at 5:00 p.m. to answer questions and discuss the project. Aerial photographs, project graphics, and a video presentation will be on display. During the formal hearing, beginning at 6:00 p.m., FDOT will provide a presentation on the proposed improvements. Following the presentation, there will be time for further public comment and review of the materials. All comments will become a part of the official transcript. Written statements or exhibits may be submitted at the hearing or mailed with a postmark by June 28, 2008, to become part of the official public hearing transcript. Your participation is encouraged without regard to race, color, national origin, age, sex, religion, disability, or family status.

The reevaluation is available for public review from May 22, 2008, through June 28, 2008, at the following locations:

- Desoto Park Community Center  
  2615 E. Corrine Street, Tampa, FL 33602
- 78th Street Community Library  
  7625 Palm River Road, Tampa, FL 33619
- Robert W. Saunders, Sr. Public Library  
  1505 Nebraska Avenue, Tampa, FL 33602

The reevaluation will also be available for review at the FDOT District Seven Office at 11201 N. McKinley Drive, Tampa, FL 33612. In addition, the reevaluation showing the proposed design changes, is posted at www.fdot.gov (click on Future Projects).

Anyone requiring special accommodations at the hearing under the Americans with Disabilities Act of 1990 or persons requiring translation services (free of charge) should contact Adam Perez, Interstate Program Manager, at (813) 975-6277 or adam.perez@dor.state.fl.us.

Sincerely,

Margaret W. Smith  
District Consultant Project Management Engineer
APPENDIX A-3

Public Hearing Graphic
APPENDIX A-4

Public Hearing Transcript
I-4/LEE ROY SELMON EXPRESSWAY
CONNECTOR RE-EVALUATION

DATE: Thursday, June 12, 2008
TIME: 5:00 p.m. - 7:00 p.m.
PLACE: Lion's Eye Institute
1410 North 21st Street
Tampa, Florida 33605
REPORTED BY: CATHY J. JOHNSON MESSINA, RMR
REGISTERED MERIT REPORTER
NOTARY PUBLIC
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Computer-Aided Transcription
(The following proceedings were had and taken
by the court reporter.)

MS. SMITH: Good evening. My name is Margaret Smith
and I am the District Consultant Project Management
Engineer for District Seven of the Florida Department of
Transportation.

Welcome to the I-4/Lee Roy Selmon Expressway
Connector Design Change Re-evaluation Public Hearing.

Today is Thursday, June 12, 2008, and it is
approximately 6:00 o'clock p.m. We are assembled at the
Lion's Eye Institute, 1410 North 21st Street in Tampa,
Florida.

The purpose of this Hearing is to present
information related to the ongoing design of the
I-4/ Lee Roy Selmon Expressway Connector from I-4 south
to the existing Lee Roy Selmon Expressway in Hillsborough
County.

This is your opportunity to obtain information on
the Project and to officially comment on their planned
design and right-of-way requirements.

This hearing is being conducted under applicable
federal and state laws that are listed on the board next
to the sign-in table as you walked in.

When you arrived this evening, you should have
received an information packet containing a Project
brochure, a comment form, and a speaker's card.

If you were not able to sign in or did not receive
an information packet, please stop by the sign-in table
to obtain one. You are also encouraged to view the video
presentation that is available at this Public Hearing.

Those who wish to make comments during this portion
of the Public Hearing should complete a speaker's card
and give it to a Department representative. If you did
not receive a card, please raise your hand and a
representative will provide you with one.

In addition to making verbal statements, you may
also submit your comments to the District in writing.
Comment forms may be placed in one of the comment boxes
this evening, or you may complete the form and mail it to
the preprinted address located on the back of the comment
form.

Please keep in mind that written comments should be
postmarked by June 26th, 2008, to be included in the
official Public Hearing record. In addition, you may
present your comment directly to the court reporter at
the end of tonight's hearing.

Before I continue, I would like to recognize any
elected officials or their representatives who are here
tonight. I would ask them to please stand and introduce
themselves for the record. I see no public officials.
With that, I'd like to go into the Project description. This Project was part of the original Tampa Interstate Study Final Environmental Impact Statement. Since the Final Environmental Impact Statement was approved by the Federal Highway Administration in 1997, the Florida Department of Transportation has revised the Project's proposed design and right-of-way requirements that were identified in that study. Therefore, the Department is conducting a re-evaluation of the study.

The design changes presented here tonight are based on comprehensive environmental and engineering analyses and on public comments that have been received. The results of the analyses and the public input are available here tonight.

This re-evaluation process addresses and documents the engineering changes and potential environmental effects associated with the I-4/Lee Roy Selmon Expressway Connector Project that differ from those shown in the approved Interstate Study Final Environmental Impact Statement.

Additional right-of-way needed for these modifications including pond sites is shown on the display boards and other materials that are available for your viewing tonight. The design changes include the addition of new truck-only ramps to and from 22nd Street,
the Connector and I-4; and a new ramp spur leading from
the truck-only ramps to 20th Street. Corrine Street
between 20th and 22nd Streets will be closed to
accommodate the truck-only ramps. A cul-de-sac will be
constructed where 20th Street currently intersects
Corrine Street.

These design changes and others indicated in the
information available here tonight will require
additional right-of-way acquisition that was not
originally identified in the Tampa Interstate Study Final
Environmental Impact Statement.

These right-of-way acquisitions required residential
and commercial relocations. These relocations are
indicated on the display boards that are here tonight.

The Project's design changes were studied to
determine the type and extent of their impacts to the
social, natural and physical environments.

Environmental impacts associated with wetlands,
flood plains, threatened and endangered species, water
quality, noise level changes, hazardous and contaminated
materials, recreational sites, historic structures and
archaeological sites have been evaluated. Documentation
regarding this evaluation process is available here
tonight also. In addition, Department engineers and
environmental specialists are present to answer any
questions you may have.

The planned design changes will involve the northern edge of the City of Tampa McKay Bay Nature Park. It is the policy of the United States Department of Transportation that special effort be made to preserve the countryside and public parks, such as the McKay Bay Nature Park, recreational areas and wildlife and waterfowl refuges.

In coordination with the Federal Highway Administration and the City of Tampa, it was determined that the use of the land from the park is so minimal that based on regulations no additional alternatives need to be evaluated.

Approximately 0.9 acres on the northern edge of McKay Bay Nature Park would be needed to construct a portion of the Connector Project.

Also additional park property is required for temporary construction-related needs. This property will be restored following completion of the project.

The City of Tampa approved the use of the park property since the Project will have minimal encroachment into the park and will not adversely affect the activities, features or recreational attributes of the park. This letter dated July 20th, 2007, is contained in the materials available here tonight. Public comments
are welcome on the planned use of this park.

The Florida Department of Transportation is undertaking a right-of-way acquisition and relocation program in accordance with Section 339.09, Florida Statute and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

Brochures are available that describe in detail the Department's right-of-way acquisition and relocation programs and provide you with the address and phone number of the District's right-of-way office. Also, Department representatives are here tonight to assist you.

The Florida Department of Transportation would like your comments concerning the proposed design changes. I talked about this earlier, but I'll repeat it. There are four ways that you can provide your comments for the official record.

Your project handout contains a comment sheet that you may complete and leave with us tonight. You may take the form home, complete it and mail it to the Florida Department of Transportation on the address shown on the back of the comment card. Comments must be postmarked by June 23rd, (sic) 2008.

You may also come up to the microphone and make your comments during the public comment portion of this
hearing. Or you may present your comments directly to the court reporter at the end of tonight's hearing. Comments will be evaluated and, where feasible, incorporated in the Project's design.

Design and right-of-way acquisition activities for the project are currently underway. Construction is scheduled to begin in the Spring of 2010.

At this time, we'll begin taking public comments. I will call each speaker in the order in which their request was received. In an effort to accommodate all requests to speak, we ask that each speaker keep their comments to three minutes.

Those who wish to provide additional comments may return to the microphone following the last speaker or you may present your additional comments directly to the court reporter at the end of tonight's hearing.

As I call your name, please step to the microphone and state your name and address for the record before you make your comments.

If you have questions, please see one of the Department's representatives following this portion of the hearing.

The first speaker is Sam Castellano.

MR. SAM CASTELLANO: Yes. I've chosen to make my remarks to the reporter.
MS. SMITH: Okay. My next speaker is John Castellano.

MR. JOHN CASTELLANO: First of all, I want to say that the --

MS. SMITH: Please state your name and address.

MR. JOHN CASTELLANO: My name is John Castellano. I live at 102 Ronele Drive, Brandon, Florida.

My mother owns 13 lots right underneath the curve, the most dangerous part of this whole thing, right under -- near the curve of where it comes down at 22nd Street and goes up, right there jamming it all in right there.

At any rate, I wanted to share my thoughts with y'all. And I've lived and was raised on this property. We've owned it -- I'm sixty-five years old. I was born there. My brother -- I don't even know how long my mother and father had owned this property, but this is our community. Palmetto Beach is our community.

My mother was precinct -- head of the precinct for 25 years there, so what I'm sharing with y'all is my thoughts.

And the danger of the road coming out from 22nd Street going north through Ybor City, the truck traffic, the dangerous gases and stuff that's going through there, I know that it -- that there is a need to build some sort
of a road to get it out of that area.

We gave my mother her ninetieth birthday at the
Columbia Restaurant. I have always been very scared of
what could happen at that intersection.

As y'all know, there's been numerous accidents at
21st where it's -- cars have gone into the Columbia, so
that's a dangerous highway.

The reason why, you know, concerns me. If a car
comes across 7th Avenue and hits a tractor trailer full
of gasoline, you know -- how many people are there that
are in that Columbia Restaurant at any weekend? Four or
five hundred people. Okay. Very dangerous.

So I know the need for this and y'all are doing --
you know, it's a remarkable idea to do something to keep
it from going through that area.

My problem with this is numerous. The designs that
I see are not conducive with good traffic planning.
People are coming into our place of business from the
south, from the north, from Tampa. That's been our
community. That's where people come into our place of
business. They have to come to make a U-turn at Durham
Street. There is a traffic light there to get in.

Now, as y'all know, and y'all are in the traffic
business, y'all should know how many tickets are being
written on 22nd Street. They have to have -- they have
to have traffic cops running radar down there all the
time. I've almost got hit twice until y'all made this
change. I can't get into my place -- I have got to go to
a traffic light, make a U-turn, and people turning on
Durham Street going west blocks my view from the oncoming
four lanes of traffic, three or four lanes of traffic
going northbound, so I don't see the outside traffic.

And you have got elderly people -- I'm sixty-five,
but I'm still pretty active.

So the point that I'm saying, that's -- y'all are
putting all this in right there. We already know -- and
I think that y'all are very familiar with this -- the
problems that we have had in the United States,
especially one right -- a few miles south brought down
the bridge. It's no wonder people didn't get killed, and
it was not on a curve.

This is where you bring a hundred percent of the
traffic and then make the design -- change the design and
make the curves sharper on a down slope besides? You're
changing the designs on this. I don't understand this.

The community of Palmetto Beach would be best served
by making a nice, flowing road, and they're jamming it
all in where -- they had had it going through us. We've
been under threat going on 20 years of us not being able
to do anything with our business or our property, because
in '91 or '92 y'all came in and told us that this was not
a -- we weren't able to improve our properties, because
y'all were going to come through and widen Old 22nd
Street. Here we are in 2008 and we're still playing
games over here.

I don't understand how y'all can worry about the
bird, the bees, the flowers and trees, and families y'all
don't care about.

You're going to put this thing right over the top of
us, right on the curve, endangering the auto traffic, the
motoring traffic. And, God forbid, the poor man didn't
die down there in Ellenton.

You know, I mean you put all this a hundred
percent -- the most dangerous chemicals are coming right
over the top of me within, what, 20 -- about 40 feet.
These are the things that concern me.

I know the need. I'm concerned about the safety of
the motoring public. I'm -- now, on Wall Street, you're
planning on keeping that open. That means along -- the
street runs alongside of us. The traffic is going to
have to come underneath that, over parks, go across a
truck lane and make a right turn. It wasn't there before
and in the other design y'all put it out and now you put
it back in.

The designs that -- this last design that affects
us endangers our lives and many other people and my
customers who are trying to get to me. And you're going
to take Corrine Street -- there is a little street to
make a U-turn.

Our concerns are very reasonable. I think y'all
need to consider these problems in your design of safety
and motor vehicles to be a better -- more understanding
of the people that will be using this highway and the
dangerous situation you're putting people in.

Along the railroad tracks where it comes down over,
to you -- I mean, I want y'all to understand what's going
on here, because I use this every day -- when you're
coming off of that Lee Roy Selmon Expressway and it comes
off right there on the north side of the railroad tracks,
and on that railroad tracks I know that you realize that
tremendous, heavy industrial chemicals are on those tanks
that are coming into the Port and coming out of the Port
by rail.

That's right over -- right there where you're
going, the most dangerous, sharpest little curve, you've
got -- if you had an accident there and a train was
there, that's gone. Okay.

So I mean are y'all really paying attention to
what's going on? That's my concern. The -- if you try
to make that -- negotiate that entrance or exit coming
off the Crosstown after 22nd Street going west -- going
east, you're underneath a curve, S-curve.

Cars coming out of 22nd Street are like a bat out of
hell going southbound on that big curve. Under there,
coming up underneath you've got tankers. You know, they
have to stop at the railroad track. You've got people
trying to cross the street. They're trying to take off.

You've got all this happening and I'm making a
U-turn, and I think I'm going -- I'm going to go and I
can't go and a car's coming.

People, where -- I know your people are educated,
supposed to be educated. I don't see how you don't see
all these problems. This is the most dangerous thing.
And you're not doing anything to make a better flowing
situation for the City of Tampa and the residents that
pay their taxes. Thank you.

MS. SMITH: Thank you, sir. Our next speaker is
Joe Kurial.

MR. KURIAL: That's me. I didn't think I'd get
there so fast.

MS. SMITH: I'm telling you.

MR. KURIAL: My name is Joe Kurial, and I reside at
14937 Glasco Court in Tampa.

I own several properties right at the bottom of the
curves that -- they come out at the end of Marconi
Street. I own three properties there. I guess I'm still trying to envision how the -- how the ramps are going to come off, or are they going to go over the current expressway, Lee Roy Selmon Expressway?

My concern is basically that the trucks making the curve and going up and down to climb up to the levels of the roadways there, they're going to make a lot of noise because of the shifting and because of the braking.

I wonder if there were any studies, serious studies, made as to the noise levels at that -- at that place and whether there's any, you might say, walls or noise abatement, you might say studies, made or concerns at that time.

That's basically my question. Can somebody answer it now or shall I go sit down?

MS. SMITH: After the official, you know, public part of this, we have plenty of staff that will meet with you and show you the graphics and answer those questions for you, sir.

MR. KURIAL: That's fine. That's the extent of my question. Thank you.

MS. SMITH: Thank you, sir. Okay. Is there anyone else that would like to come forward?

MR. WAHLS: Yeah, I would like to.

MS. SMITH: Please state your name and address for
the record.

MR. WAHLS: My name is Ben Wahls. I live at 3203 West Fielder Street in south Tampa.

I would like to just let you know that there -- the last study that I read about -- not necessarily about noise, but there is a high correlation of asthma within I want to say about three or four city blocks of children that grew up next to intersections or highways or roads that are considered to be heavily congested and have extremely high rates of asthma and other respiratory illnesses. So just to let you know that. I'd like that to go in the record.

The other thing I would like to say or state is about the traffic flow that is going to come through I-4 and be diverted into south Tampa via the Crosstown.

I think that there is going to be an extremely higher amount of traffic than we already have down there. Just today -- everyday I go travel down Gandy and downtown St. Pete to go to work, and just the construction there alone refinishing Gandy Boulevard has really confused people as to how to drive properly. And that's not a big angled curved road. It's just four lanes. And that alone has people pretty messed you.

Some lady cut me off this morning in a Mustang. I wasn't sure if she was waiting to loop around or doing
it very sternly. I don't think she was real happy with the fact that I was going, I don't know, the speed limit in a construction zone.

People aren't really, I don't think, capable of driving these kind of designs on a mass scale the way that you think they are or the way that the studies say that they are. That's just a simple observation of mine.

You said earlier that social studies have been done about this Project. I would like for someone to address us and let us know how this kind of massive construction and re-alteration of the traffic routes and patterns and development in Tampa are going to have beneficial social outcomes. Can someone do that for me?

MS. SMITH: We will take your comments and respond at a later time.

MR. WAHLS: Okay. Thank you. That was all.

MS. SMITH: Is there anybody else that would like to make a statement during this time?

MR. JOHN CASTELLANO: I have one other thing to say.

I touched on the one in Ellenton, but y'all are very familiar about the one that happened right here in Pinellas County a year and-a-half ago, two years ago, a tanker hit the side of the thing and all the fuel went down underneath and got into the sewer system and blew.
We all know about that, right? You're familiar with that?

Are y'all familiar with the bridge in San Diego that fell and burned, hit the side of that bridge and blew it up and stayed out for months and months and had to be rebuilt, right?

I'm just wondering, you know, if y'all are paying attention. Thank you very much.

MS. SMITH: Thank you, sir. Would anybody else like to come forward at this time? Okay. With that, it's approximately 6:25 and I hereby officially close the formal portion of the Public Hearing.

The Florida Department of Transportation thanks you for attending. Have a good evening.

Excuse me. One more thing that I wanted to clarify here. Your comments, if you could, please have them in by June 26th. I think I erroneously said June 23rd earlier. If you can have those postmarked by June 26th. Thank you.

(The following public comments were made to the court reporter.)

MR. SAM CASTELLANO: What I would like to go on record is saying that we're having -- we have a concern with the safety of the connector road as it relates to the intersection of 22nd Street on the northbound and
southbound ramps.

We do not feel that -- we feel that the construction of this, the design of this roadway, is creating a hazard for our business and the safety for our customers and our family and ourselves, and I would like to have that go down on public record.

MR. WILHOIT: I'm one of the owners of Fuzzy Buddies Pet Resort at 34th and 2nd Avenue, and we're one block away from the Connector and very concerned about the noise level of the trucks and automobiles going back and forth.

Currently, I understand that there is (sic) no plans to do any noise abatement at any level. And, you know, we have dogs outside all the time and it would -- I mean the traffic would definitely scare the dogs and cause problems with us managing our business. And so I'd like to see some type of noise abatement.

I'm told that they can do an eight-foot, by your sound people, there could be a eight-foot noise abatement barrier put, and I'd like to see something like that happen in addition to what's there now, which is nothing, to keep the noise down, so that's it. Thank you.

(Thereupon, the Public Hearing concluded at 7:00 p.m.)
STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

I, CATHY J. JOHNSON MESSINA, Registered Merit Reporter, Registered Florida Reporter, and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing on the I-4/Lee Roy Selmon Expressway Connector was recorded in Stenotypy 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 25th day of June, 2008, at Tampa, Hillsborough County, Florida.

[Signature]

Court Reporter
My Commission Expires:

[Notary Seal]

TRANSCRIPT ORDERED: 6-12-08

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JOHNSON & ASSOCIATES COURT REPORTERS, INC. (813) 223-4960
APPENDIX A-5

Public Hearing Comments and Responses
TAMPA INTERSTATE STUDY
REEVAlUATION PUBLIC HEARING
Comment Form
We encourage you to provide your comments and opinions on this project so that we may consider them in the process.

I am glad to hear that you're testing all footings & boring 4 holes instead of one for the overpasses!

Name: Vinian Bacca
Address: 41351 Grew Dr.
City, State, Zip: Brandon, FL 33511

Note: Please complete and place in the "Comments" box tonight or mail to Ms. Margaret Smith, PE at the address on the back of this Comment Form. Comment Forms must be postmarked by June 26, 2008 in order to become part of the permanent hearing record.
TAMPA INTERSTATE STUDY
REEVALUATION PUBLIC HEARING
Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the process.

- Came to 1st presentation for information - very informative.
- Came to 2nd presentation 6/12/08 - to see progress. Have noticed and been impressed with progress so far.
- The neighborhood is cleaning up nicely. Some of the vib raft has left area due to construction.
- Will help improve the appearance of area and be more inviting for other businesses to move into area.
- Can't wait until project is complete to see final outcome.

Name: Charlie & Becky Williams
Address: 2915 E 7th Avenue
City, State, Zip: Tampa, FL 33605

Note: Please complete and place in the "Comments" box tonight or mail to Ms. Margaret Smith, PE at the address on the back of this Comment Form. Comment Forms must be postmarked by June 26, 2008 in order to become part of the permanent hearing record.
September 18, 2008

Mr. Sam Castellano
6202 36th Avenue South
Tampa, FL 33619

RE: I-4/Lee Roy Selmon Expressway Connector
FPID: 258415-1, 2, & 3
Hillsborough County

Dear Mr. Castellano:

Thank you for attending and providing comments at the public hearing on June 12, 2008, regarding the reevaluation of the I-4/Lee Roy Selmon Expressway Connector (Connector). Our responses to those comments are included below.

Your comments (from the hearing transcript):

Mr. Sam Castellano: “What I would like to go on record is saying that we’re having – we have a concern with the safety of the connector road as it relates to the intersection of 22nd Street on the northbound and southbound ramps. We do not feel that – we feel that the construction of this, the design of this roadway, is creating a hazard for our business and the safety for our customers and our family and ourselves, and I would like to have that go down on public record.”

Our response:

Like many highways in this area, I-4 has experienced a rapid growth in traffic volumes that has led to significant traffic congestion in both the morning and afternoon rush hours. The Connector will accommodate the heavy truck traffic traveling to and from the Port of Tampa. Today, trucks drive along local city streets through the Ybor City National Historic Landmark District to and from the interstate system. The mix of heavy trucks with cars and pedestrians on the narrow streets has resulted in congestion and traffic operational concerns. The Connector will alleviate congestion on I-4, as well as the local streets by providing a direct, efficient route to the Port of Tampa from the interstate.

With regards to the proposed dedicated truck ramps and their proximity to your properties, the department is required to meet or exceed state and federal design standards for this proposed facility. The curvature of the exit ramp was revised to meet
design standards for a design speed of 35 miles per hour (mph) with a posted speed of 30 mph. In addition to the required shoulder and lane widths, the department will construct a truck barrier on the outside of the curve for additional safety. This revised alignment will provide approximately 16 feet of buffer from your property and approximately 43 feet from the building.

You are welcome to monitor the status of the project, as well as projects under construction, on our website at www.mytbi.com. Should you have any other questions, please contact the project manager, Adam Perez, at adam.perez@dot.state.fl.us or (813) 975-6277.

Sincerely,

Margaret Smith
Margaret W. Smith, PE
Consultant Project Management Engineer

MWS/AP

cc: File 4.9
September 18, 2008

Mr. John Castellano  
102 Ronele Drive  
Brandon, FL 33511-7422

RE: I-4/Lee Roy Selmon Expressway Connector  
FPID: 258415-1, 2, & 3  
Hillsborough County

Dear Mr. Castellano:

Thank you for attending and providing comments at the public hearing on June 12, 2008, regarding the reevaluation of the I-4/Lee Roy Selmon Expressway Connector (Connector). Our responses to those comments are included below. (Your comments from the hearing are attached.)

Like many highways in this area, I-4 has experienced a rapid growth in traffic volume that has led to significant traffic congestion during both the morning and afternoon rush hours. Today, trucks drive along local city streets through the Ybor City National Historic Landmark District to and from the interstate system. The mix of heavy trucks with cars and pedestrians on the narrow streets has resulted in congestion and traffic operational concerns. The Connector was developed to accommodate the heavy truck traffic traveling to and from the Port of Tampa. This will help to relieve congestion on the local streets and on I-4.

With regards to the proposed dedicated truck ramps being near your properties, the department is required to meet or exceed state and federal design standards for this proposed facility. During the design of this project, the preliminary alignment of the truck-only exit ramp had originally passed through your property with a curve that exceeded design standards. When the State Historic Preservation Office (SHPO) determined that the Sunshine State Garage is a contributing historic structure to the Palmetto Beach National Register Eligible Historic District, the Department had a legal obligation to revisit the alignment to avoid taking historic resources. As a result, the curvature of the exit ramp was revised to meet design standards for a design speed of 35 miles per hour (mph) with a posted speed of 30 mph. In addition to the required shoulder and lane widths, the plans include a truck barrier on the outside of the curve.
for additional safety. This revised alignment is approximately 16 feet from your property and approximately 43 feet from the building on your property.

At the intersection of 22nd Street and Long Street, you stated that the travelling public will have to travel under the dedicated truck off ramp, cross the multi-use path, and go across the truck lane to make a right hand turn onto 22nd Street. The current geometry shows that the truck lane will begin after Long Street. However, the department will work with the City of Tampa to address any operational issues at 22nd Street that are associated with the construction of Connector.

You are welcome to monitor the status of the project, as well as projects under construction, on our website at www.mytbi.com. Should you have any other questions, please contact the project manager, Adam Perez, at adam.perez@dot.state.fl.us or (813) 975-6277.

Sincerely,

Margaret W. Smith, PE
Consultant Project Management Engineer

MWS/AP
Enclosure
cc: File 4.9
MS. SMITH: Okay. My next speaker is John Castellano.

MR. JOHN CASTELLANO: First of all, I want to say that the --

MS. SMITH: Please state your name and address.

MR. JOHN CASTELLANO: My name is John Castellano. I live at 102 Ronele Drive, Brandon, Florida.

My mother owns 13 lots right underneath the curve, the most dangerous part of this whole thing, right under -- near the curve of where it comes down at 22nd Street and goes up, right there jamming it all in right there.

At any rate, I wanted to share my thoughts with y'all. And I've lived and was raised on this property. We've owned it -- I'm sixty-five years old. I was born there. My brother -- I don't even know how long my mother and father had owned this property, but this is our community. Palmetto Beach is our community.

My mother was precinct -- head of the precinct for 25 years there, so what I'm sharing with y'all is my thoughts.

And the danger of the road coming out from 22nd Street going north through Ybor City, the truck traffic, the dangerous gases and stuff that's going through there, I know that it -- that there is a need to build some sort
of a road to get it out of that area.

We gave my mother her ninetieth birthday at the
Columbia Restaurant. I have always been very scared of
what could happen at that intersection.

As y'all know, there's been numerous accidents at
21st where it's -- cars have gone into the Columbia, so
that's a dangerous highway.

The reason why, you know, concerns me. If a car
comes across 7th Avenue and hits a tractor trailer full
of gasoline, you know -- how many people are there that
are in that Columbia Restaurant at any weekend? Four or
five hundred people. Okay. Very dangerous.

So I know the need for this and y'all are doing --
you know, it's a remarkable idea to do something to keep
it from going through that area.

My problem with this is numerous. The designs that
I see are not conducive with good traffic planning.
People are coming into our place of business from the
south, from the north, from Tampa. That's been our
community. That's where people come into our place of
business. They have to come to make a U-turn at Durham
Street. There is a traffic light there to get in.

Now, as y'all know, and y'all are in the traffic
business, y'all should know how many tickets are being
written on 22nd Street. They have to have -- they have
to have traffic cops running radar down there all the
time. I've almost got hit twice until y'all made this
change. I can't get into my place -- I have got to go to
a traffic light, make a U-turn, and people turning on
Durham Street going west blocks my view from the oncoming
four lanes of traffic, three or four lanes of traffic
going northbound, so I don't see the outside traffic.

And you have got elderly people -- I'm sixty-five,
but I'm still pretty active.

So the point that I'm saying, that's -- y'all are
putting all this in right there. We already know -- and
I think that y'all are very familiar with this -- the
problems that we have had in the United States,
especially one right -- a few miles south brought down
the bridge. It's no wonder people didn't get killed, and
it was not on a curve.

This is where you bring a hundred percent of the
traffic and then make the design -- change the design and
make the curves sharper on a down slope besides? You're
changing the designs on this. I don't understand this.

The community of Palmetto Beach would be best served
by making a nice, flowing road, and they're jamming it
all in where -- they had had it going through us. We've
been under threat going on 20 years of us not being able
to do anything with our business or our property, because
in '91 or '92 y'all came in and told us that this was not
a -- we weren't able to improve our properties, because
y'all were going to come through and widen Old 22nd
Street. Here we are in 2008 and we're still playing
games over here.

I don't understand how y'all can worry about the
bird, the bees, the flowers and trees, and families y'all
don't care about.

You're going to put this thing right over the top of
us, right on the curve, endangering the auto traffic, the
motoring traffic. And, God forbid, the poor man didn't
die down there in Ellenton.

You know, I mean you put all this a hundred
percent -- the most dangerous chemicals are coming right
over the top of me within, what, 20 -- about 40 feet.
These are the things that concern me.

I know the need. I'm concerned about the safety of
the motoring public. I'm -- now, on Wall Street, you're
planning on keeping that open. That means along -- the
street runs alongside of us. The traffic is going to
have to come underneath that, over parks, go across a
truck lane and make a right turn. It wasn't there before
and in the other design y'all put it out and now you put
it back in.

The designs that -- this last design that affects
us endangers our lives and many other people and my customers who are trying to get to me. And you're going to take Corrine Street -- there is a little street to make a U-turn.

Our concerns are very reasonable. I think y'all need to consider these problems in your design of safety and motor vehicles to be a better -- more understanding of the people that will be using this highway and the dangerous situation you're putting people in.

Along the railroad tracks where it comes down over, to you -- I mean, I want y'all to understand what's going on here, because I use this every day -- when you're coming off of that Lee Roy Selmon Expressway and it comes off right there on the north side of the railroad tracks, and on that railroad tracks I know that you realize that tremendous, heavy industrial chemicals are on those tanks that are coming into the Port and coming out of the Port by rail.

That's right over -- right there where you're going, the most dangerous, sharpest little curve, you've got -- if you had an accident there and a train was there, that's gone. Okay.

So I mean are y'all really paying attention to what's going on? That's my concern. The -- if you try to make that -- negotiate that entrance or exit coming
off the Crosstown after 22nd Street going west -- going
east, you're underneath a curve, S-curve.

Cars coming out of 22nd Street are like a bat out of
hell going southbound on that big curve. Under there,
coming up underneath you've got tankers. You know, they
have to stop at the railroad track. You've got people
trying to cross the street. They're trying to take off.

You've got all this happening and I'm making a
U-turn, and I think I'm going -- I'm going to go and I
can't go and a car's coming.

People, where -- I know your people are educated,
supposed to be educated. I don't see how you don't see
all these problems. This is the most dangerous thing.
And you're not doing anything to make a better flowing
situation for the City of Tampa and the residents that
pay their taxes. Thank you.

MS. SMITH: Thank you, sir. Our next speaker is
Joe Kurial.

MR. KURIAL: That's me. I didn't think I'd get
there so fast.

MS. SMITH: I'm telling you.

MR. KURIAL: My name is Joe Kurial, and I reside at
14937 Glasco Court in Tampa.

I own several properties right at the bottom of the
curves that -- they come out at the end of Marconi
September 18, 2008

Mr. Joe Kurial
P.O. Box 273888
14937 Glasco Court
Tampa, FL 33688

RE: I-4/Lee Roy Selmon Expressway Connector
FPID: 258415-1, 2, & 3
Hillsborough County

Dear Mr. Kurial:

Thank you for attending and providing comments at the public hearing on June 12, 2008, regarding the reevaluation of the I-4/Lee Roy Selmon Expressway Connector (Connector). Our response to the comments you made at the public hearing is included below.

Your comment (from the hearing transcript):

    Mr. Kurial: "I own several properties right at the bottom of the curves that -- they come out at the end of Marconi Street. I own three properties there. .................My concern is basically that the trucks making the curve and going up and down to climb up the levels of the roadways are going to make a lot of noise because of shifting and because of the braking. I wonder if there were any studies, serious studies, made as to the noise levels that -- at that place, and whether there's any, you might say, walls or noise abatement,............"

Our response:

    A detailed noise analysis was performed for the Connector project. The analysis includes the grade changes that the trucks will be encountering. The results of the analysis show that traffic noise levels in the area that you referenced in your comment are predicted to approach or exceed the levels that would require noise abatement. Noise barriers were evaluated for the properties in that area; however there are no cost reasonable measures available that would provide a reduction in the noise level.
Thank you for your input. You are welcome to monitor the status of the project, as well as projects under construction, on our website at www.mytbi.com. Should you have any other questions, please contact the project manager, Adam Perez, at adam.perez@dot.state.fl.us or (813) 975-6277.

Sincerely,

Margaret Smith
Margaret W. Smith, PE
Consultant Project Management Engineer

MWS/AP

cc: File 4.9