ALTERNATIVES PUBLIC WORKSHOP

May 2019

Tampa Interstate Study (TIS)
Supplemental Environmental Impact Statement (SEIS)
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street
Work Program Item Segment Number: 258337-2

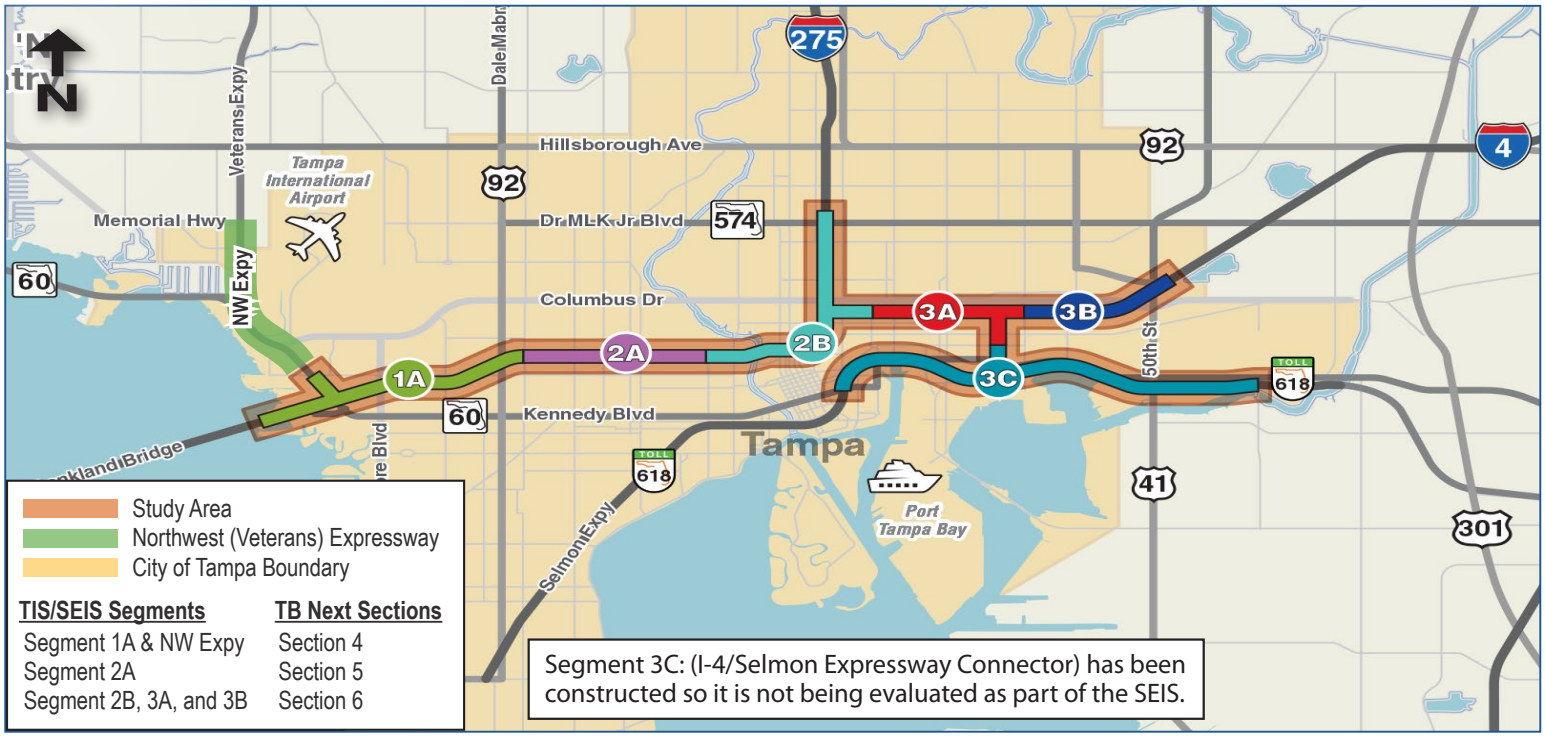
Northwest (Veterans) Expressway
Design Change Re-evaluation
From north of Cypress Street to north of Memorial Highway
Work Program Item Segment Number: 255433-2

BIENVENIDO
Si necesita ayuda con la traducción, comuníquese con Zenia Gallo o Sandra Guerrero en la mesa de registro. Si usted tiene preguntas o commentarios o si simplemente desea más información sobre este proyecto, póngase en contacto con Lilliam Escalera por teléfono (813) 975-6445 o correo electrónico lilliam.escalera@dot.state.fl.us.

Welcome!

Welcome to the Florida Department of Transportation (FDOT) District Seven, Alternatives Public Workshop that includes information on the Westshore Area and Downtown Tampa Interchanges, and the I-275 corridor between these areas. The workshop includes information about the Northwest (Veterans) Expressway, and Tampa Interstate Study (TIS) Segments 1A, 2A, 2B, 3A, and 3B, also referred to as Tampa Bay Next Sections 4, 5, and 6, as displayed on the map below. FDOT is holding this public workshop on two separate dates and locations to allow for maximum participation. The format of each workshop is identical, and the same information is being shown at each including material on the Northwest (Veterans) Expressway Design Change Re-evaluation. Exhibits on display show project alternatives and related information. FDOT representatives are in attendance to answer questions and receive your comments.

A notice was mailed to property owners (pursuant to Florida Statutes 339.155(6), that all or a portion of their property is within 300 feet of the centerline of the proposed project. However, this does not mean that all properties will be directly affected.



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

You may provide written comments by completing a comment form located at the comments table and place it in one of the comment boxes here tonight. You may also mail your comment form to: Kirk Bogen, P.E., Environmental Management Engineer, Florida Department of Transportation, District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, Florida 33612-6456.

Comments can also be submitted on the "Send Us Your Comments" page on the study website at: www.tampainterstatestudy.com. Comments will be accepted throughout the duration of the study, however comments should be submitted or post-marked by June 6, 2019 to be included in the official meeting record.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the workshop, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-6482, or by email at: Alice.Price@dot.state.fl.us. You can also visit the study website at: www.tampainterstatestudy.com. All materials displayed at the workshops will be placed on the study website following the workshops.

The environmental review, consultation, and other actions required by applicable federal environmental laws for the Northwest (Veterans) Expressway Design Change Re-evaluation project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Please visit the video presentation room to watch a brief presentation of materials that are on display tonight.

Workshop Zones

To help you navigate our Public Workshop, we divided the room into nine zones. FDOT staff is available to help walk you through the zones and explain all of the information. The Florida Department of Transportation (FDOT) is working with the community to take a fresh look at a long-standing plan to improve and modernize Tampa's interstate system. The purpose of this workshop is to share project information and to gather community input for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Northwest (Veterans) Expressway Design Change Re-evaluation.

All information present today will also be available online at www.tampainterstatestudy.com. Comments may be submitted in person or online at www.tampainterstatestudy.com.

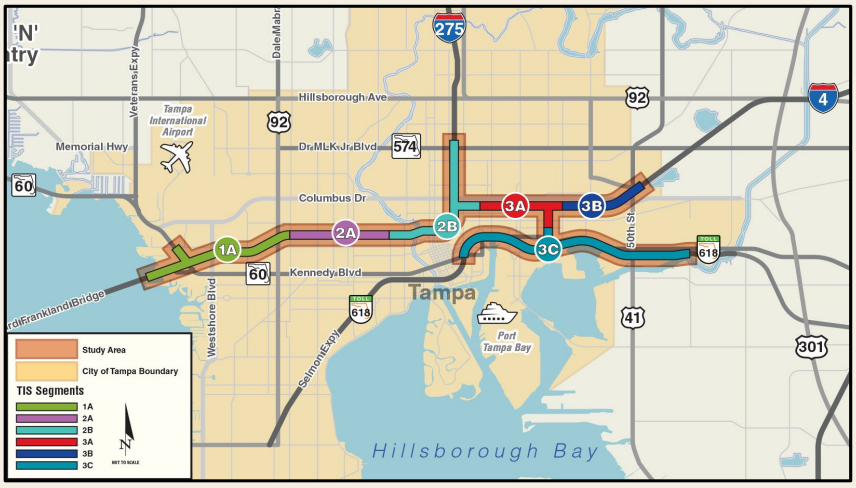
1. Study Introduction: History of Tampa Interstate Study (TIS)
2. Overview: Supplemental Environmental Impact Statement (SEIS)
3. What Problems Are We Trying to Solve?
4. Preliminary Study Findings
5. Photo Simulations and 3D Visualizations
6. Opportunities for Connectivity and Transit
7. Northwest (Veterans) Expressway Concept Plans
8. SEIS Concept Plans
9. Tampa Bay Next Program and Adjacent Projects

1 ZONE 1 Study Introduction: History of Tampa Interstate Study (TIS)

1985 - 1989	1997 & 1999	2000 – 2015	2015	2016	2017	2017 - 2019	May 2019
Tampa Interstate Study (TIS) Master Plan	Tampa Interstate Study (TIS) Final EIS (FEIS) Records of Decision (RODs)	Reevaluate and Construct Outer Roadways on I-275, I-4, and the Selmon Connector	Tampa Bay Express (TBX) Master Plan	TBX Reset	Launched Tampa Bay Next and started Supplemental EIS (SEIS)	Intense Public Engagement including Public Workshop	Public Workshops and Draft Documents Available

Zone 1 provides the background of the original EIS that was approved by the Federal Highway Administration (FHWA) in 1996.

2 ZONE 2 Overview: Supplemental Environmental Impact Statement (SEIS)



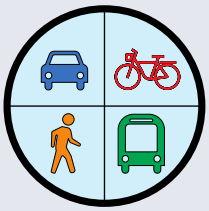
Zone 2 provides an overview of the study FDOT is conducting now, called the SEIS. The SEIS is an update to the original 1996 document.

3 ZONE 3 What Problems Are We Trying to Solve?

Safety

Traffic Operations

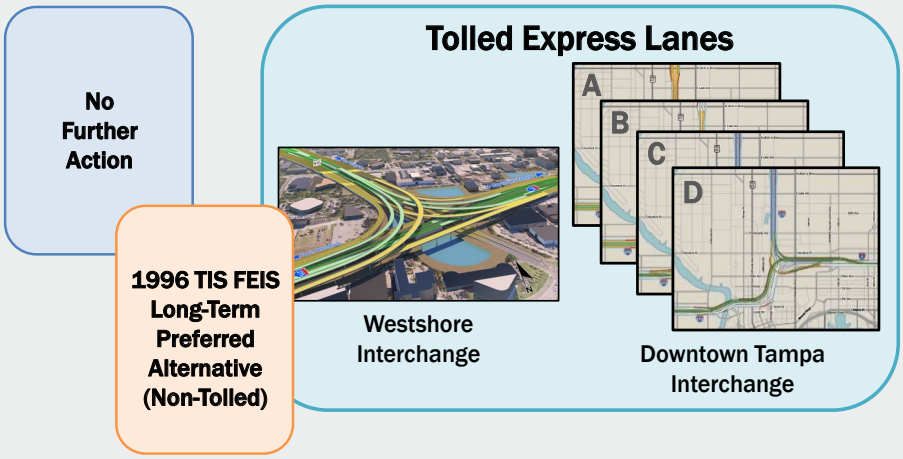
Congestion



Choice

Zone 3 describes the purpose and need for the project, including safety concerns and future traffic.

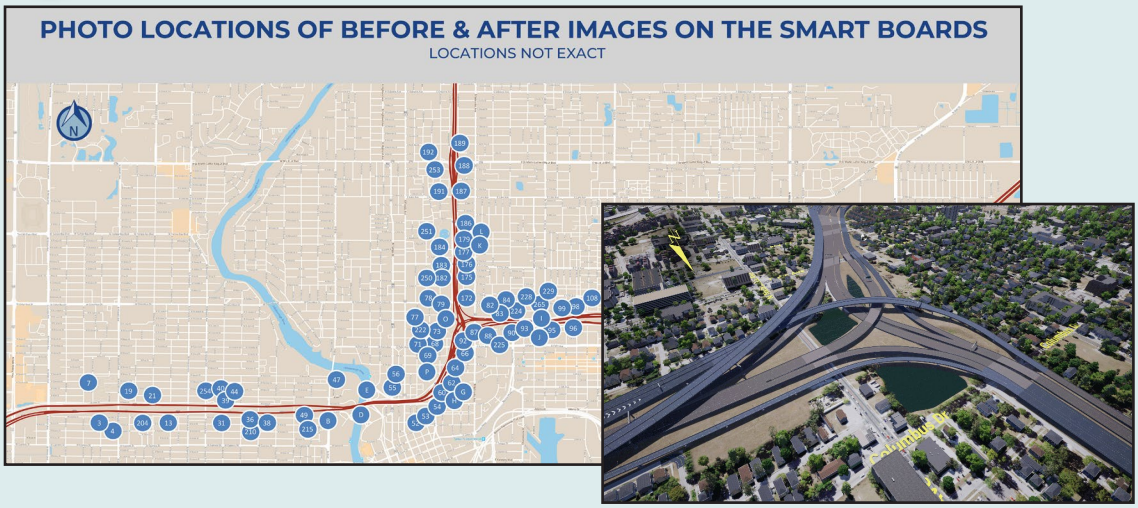
4 ZONE 4 Preliminary Study Findings



Zone 4 presents the findings of the study thus far. FDOT has prepared numerous environmental and engineering studies. The documents are on display tonight and the exhibit will better explain the findings.

See the inner most fold-out page (pages 6 & 7) for an evaluation matrix comparing impacts of the alternatives.

5 ZONE 5 Photo Simulations and 3D Visualizations

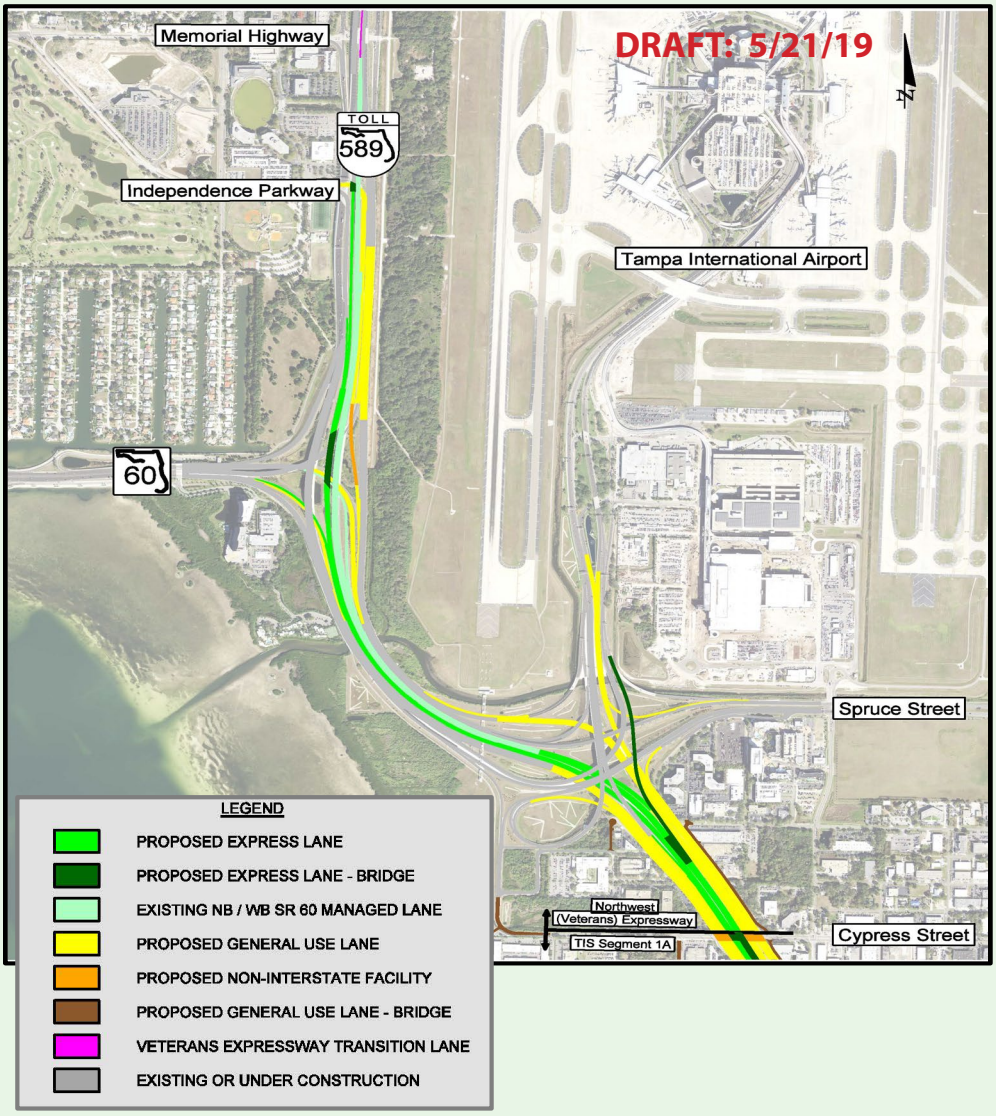


Zone 5 will allow you to better visualize the various build options. FDOT has prepared "before and after" photos of the build options from various points in the community. You will access these through smart boards. Also, there are 3D videos that "fly-through" the different build options.

6 ZONE 6 Opportunities for Connectivity and Transit

Zone 6 presents information on how the various alternatives can improve bicycle and pedestrian connectivity, access, and transit opportunities.

7 ZONE 7 Northwest (Veterans) Expressway Concept Plans



Zone 7 features the concept plans for an adjacent study, known as a Design Change Re-evaluation, from north of Cypress Street to north of Memorial Highway. This study is evaluating the impacts of connecting the express lane system from I-275 to the Veterans Expressway.

Impacts of the No Further Action Alternative are similar to the impacts of the Northwest (Veterans) Expressway Design Change Re-evaluation project as the only difference between the two alternatives is the addition of southbound tolled express lanes in the middle of the Veterans Expressway; the footprint (including right-of-way impacts) is the same for both alternatives.

7 ZONE 7 Northwest (Veterans) Expressway Design Change Re-evaluation

The Northwest (Veterans) Expressway Matrix compares effects of the No Further Action Alternative on surrounding social, cultural, natural, and physical resources to effects on these same resources resulting from improvements proposed as part of the current Northwest (Veterans) Expressway Design Change Re-evaluation. The No Further Action Alternative includes all improvements approved as part of the original 1987 Northwest Hillsborough Expressway Final Environmental Impact Statement as well as improvements of subsequent re-evaluations. The formally approved improvements include the already constructed northbound and southbound SR 60 general use lanes, northbound SR 60 express lanes, SR 60/Spruce Street Interchange, SR 60/Courtney Campbell Causeway Interchange, the Independence Parkway Interchange, as well as the planned outer roadways supporting the reconfigured Westshore Area Interchange.

NORTHWEST (VETERANS) EXPRESSWAY EVALUATION MATRIX			
Project Limits		**North of Cypress Street to North of Memorial Highway**	
Alternative and Design Option		**No Further Action (Includes 1987 FEIS & 1992 & 1999 Re-evaluations - Constructed NB & SB SR 60 general use lanes, NB SR 60 express lanes, SR 60/Spruce Street Interchange, SR 60/Courtney Campbell Causeway Interchange, & Independence Parkway Interchange)**	**Proposed Improvement**
Accommodates Transit Operation	Provides Express Bus/BRT Opportunities	No	Yes
	Supports Connections to Existing and Planned Services (e.g. Westshore circulator, multimodal center)	Yes	Yes
Neighborhood Connections	Improves Existing Connections	Yes	Yes
	Provides New Connections	Yes	Yes
Cultural Resources	Historic Register Buildings Impacted	0	0
	Archeological Sites Impacted	0	0
Parks and Recreational Areas	Resources Potentially Impacted	0	0
Community Resources Directly Impacted (e.g. schools, religious facilities, hospitals, fire stations, etc.)	Number	1	1
Natural Resources	Acres of Wetlands/Seagrasses Impacted	0.20/0.0	0.20/0.0
	Potential for Encroachment on Floodplains	Minimal	Minimal
	Acres of Surface Waters Impacted	9.34	9.34
	Probability of Effect to Threatened & Endangered Species (Low/Med/High)	Low	Low
Physical Resources	Noise Sensitive Sites	1	1
	Number of Contaminated Sites Rated High or Medium Risk	2	2
R/W Impacts	Number of Parcel Impacted/Already Purchased/ Remaining to Purchase	11/2/9	11/2/9
	Remaining Business Relocations	14	14
	Remaining Residential Relocations	0	0
Preliminary Estimated Capital Cost (millions)	Design	$1.97	$10.80
	Right-of-Way	$69.90	$69.90
	Construction	$32.80	$170.40
	Construction Engineering and Inspection	$1.97	$10.90
	Total	$106.64	$262.00

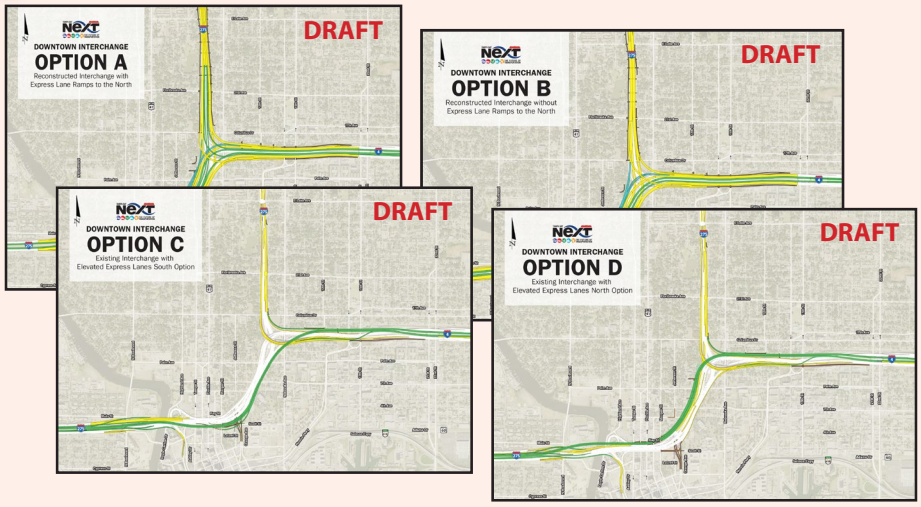
ALTERNATIVES EVALUATION MATRIX

As a means of comparing the alternatives, FDOT prepared a detailed evaluation matrix that shows the potential environmental impacts, such as historic resources and parks. The evaluation matrix compares differences for each alternative by segment. For more information about the preliminary study findings, please visit **Zone 4**. These findings will be updated throughout the study as the concepts are further refined.

			TIS Segment	1A I-275 from Howard Frankland Bridge to East of Himes		2A I-275 from East of Himes to East of Rome		2B I-275 from Rome to North of MLK and I-4 from I-275 to East of 14th Street					3A I-4 from East of 14th Street to 34th Street					3B I-4 from 34th Street to East of 50th Street	
			TB Next Section	4		5		6											
			Alternative and Design Option	No Further Action (Includes outer roadway approved under 1997 & 1999 RODs)	Proposed Improvement	No Further Action (No Build)	Proposed Improvement	No Further Action (No Build)	Proposed Improvement A: Reconstructed Interchange with Express Lane Connection to the North	Proposed Improvement B: Reconstructed Interchange without Express Lane Connection to the North	Proposed Improvement C: Existing Interchange with Elevated Express Lanes (South/East Side of I-275)	Proposed Improvement D: Existing Interchange with Elevated Express Lanes (North/West Side of I-275)	No Further Action (No Build)	Proposed Improvement A: Reconstructed Interchange with Express Lane Connection to the North	Proposed Improvement B: Reconstructed Interchange without Express Lane Connection to the North	Proposed Improvement C: Existing Interchange with Elevated Express Lanes (South/East Side of I-275)	Proposed Improvement D: Existing Interchange with Elevated Express Lanes (North/West Side of I-275)	No Further Action (No Build)	Proposed Improvement
Improves System Capacity	Delay Time* (AM and PM vehicle-hours)	General Use Lanes	1328.3	412.5 - 774.3	780	147.4 - 585.5	988.3	300.9	365.0	443.5	425.9	173.8	82.2	274.3	127.8	143.8	471.5	155.1 - 363.5
		Express Lanes	32.9	19.6 - 34.9	NA	6.0 - 10.9	NA	25.2	7.5	15.1	10.8	NA	7.7	4.2	7.6	4.0	NA	6.1 - 13.3
	Average Travel Speed (AM and PM mph)	General Use Lanes	34.3	36.6 - 46.5	34	35.5 - 49.4	38.0	52.1	52.1	50.5	51.1	33.5	50.6	39.4	43.8	41.5	29.5	40.5 - 44.5
		Express Lanes	58.5	55.2 - 56.8	NA	55.7 - 57.3	NA	53.1	56.8	54.9	53.8	NA	56.7	57.0	56.9	57.3	NA	56.4 - 58.1
Accommodates Transit Operation	Provides Express Bus/BRT Opportunities		Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Maintains Transit Corridor		Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes, except from 15th to 19th	Yes, except from 15th to 19th	Yes	Yes
	Supports Connections to Existing and Planned Services (e.g. streetcar, circulator, multimodal)		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Neighborhood Connections	Improves Existing Connections		Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No
	Provides New Connections		Yes	Yes	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No
Cultural Resources	Historic	Historic Buildings within the Footprint (Potential Direct Effect)	0	0	0	0	0	Individual =2 Contributing = 28	Individual =2 Contributing = 28	Individual =0 Contributing = 14	Individual =1 Contributing = 20	0	Individual =0 Contributing = 0	Individual =0 Contributing = 0	Individual =0 Contributing = 0	Individual =0 Contributing = 0	0	0
		Historic Properties Adjacent to the Footprint (Potential Indirect Adverse Effect: Visual)	0	0	0	0	0	Individual =1 Contributing =45	Individual =3 Contributing = 47	Individual =2 Contributing = 29	Individual =5 Contributing = 42	0	Individual =0 Contributing = 0	Individual =0 Contributing = 0	Individual = 0 Contributing = 13	Individual =0 Contributing = 13	0	0
	Archeological Sites**	Sites Impacted	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parks and Recreational Areas	Resources Potentially Directly Impacted		0	0	0	0	0	2 parks	2 parks	2 parks	1 park	0	0	0	0	0	0	0
Community Resources Directly Impacted (e.g. schools, religious facilities, hospitals, fire stations, etc.)	Number		0	0	0	0	0	4	4	2	2	0	0	0	0	0	0	0
Natural Resources	Wetlands/Seagrasses	Acres	0.0	20.35	0.0	0.0	0.0	1.0	1.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Floodplains	Potential for Encroachment	None	Minimal	None	None	None	Minimal	Minimal	Minimal	Minimal	None	None	None	None	None	None	Minimal
	Surface Waters	Acres	0.0	14.34	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Threatened & Endangered Species	Probability of Effect (Low/Med/High)	Low	Low	Low	Low	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Physical Resources	Noise Sensitive Sites		2	2	45	45	0	210	202	216	236	0	66	66	59	58	0	16
	Contamination Sites	Number of Sites Rated High or Medium Risk	0	14	0	11	0	11 High 20 Medium				0	5 High 11 Medium				0	5 High 12 Medium
R/W Impacts	Number of Parcel Impacted/Already Purchased/Remaining to Purchase		41/26/15	41/26/15	321/321/0	321/321/0	165/165/0	369/160/209	338/156/182	162/106/56	200/133/67	270/270/0	270/270/0	270/270/0	270/270/0	270/270/0	108/108/0	116/108/8
	Remaining Business Relocations		21	21	0	0	0	52	47	8	17	0	0	0	0	0	0	0
	Remaining Residential Relocations		0	0	0	0	0	336	321	28	96	0	0	0	0	0	0	1
Preliminary Estimated Capital Cost (millions)	Design		$28.50	$51.20		$4.40		$120.69	$102.40	$83.43	$79.28							
	Right-of-Way		$80.70	$80.70		$0.00		$130.60	$114.40	$24.90	$41.90							
	Construction		$474.99	$732.00	$0	$63.00	$0	$1,603.59	$1,360.59	$1,108.46	$1,053.42	$0	INCLUDED IN COSTS FOR SEGMENT 2B				$0	INCLUDED IN COSTS FOR SEGMENT 2B
	Construction Engineering and Inspection		$28.50	$47.00		$4.10		$103.46	$87.78	$71.52	$67.97							
	Total		$612.69	$910.90		$71.50		$1,958.34	$1,665.17	$1,288.31	$1,242.57							

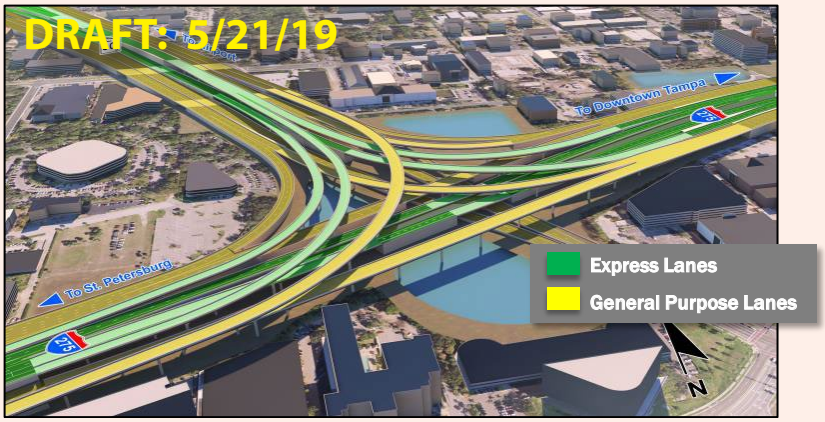
* Delay Time is the sum of travel delay experienced by all the vehicles within the freeway system study area during the AM and PM peak hours
**Does not include proposed pond sites; pond sites will be cleared during construction phase
***Cost for Segment 2B also includes cost for Segments 3A and 3B

ZONE 8 SEIS Concept Plans



Zone 8 presents a project map for each of the alternatives by segment. The segments are located on the cover of this handout for your reference. The following sections in this handout provide a summary of the build alternatives in each segment beginning with Segment 1A and ending with Segment 3B.

ZONE 8 Tolled Express Lanes Segment 1A



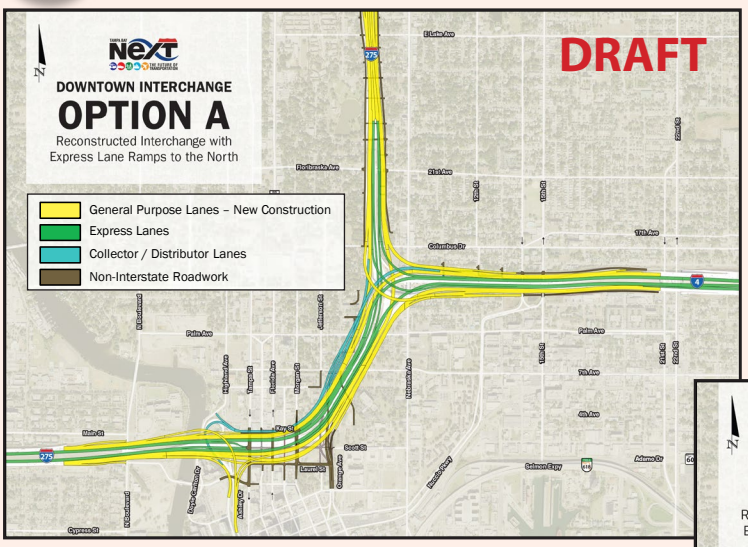
Segment 1A: I-275/SR 60 - Westshore Interchange

- Reconstructs I-275/SR 60 Interchange
- Adds 2 tolled express lanes in each direction
- Connects express lanes on Veterans and Howard Frankland Bridge
- Direct express lane connection to Tampa International Airport

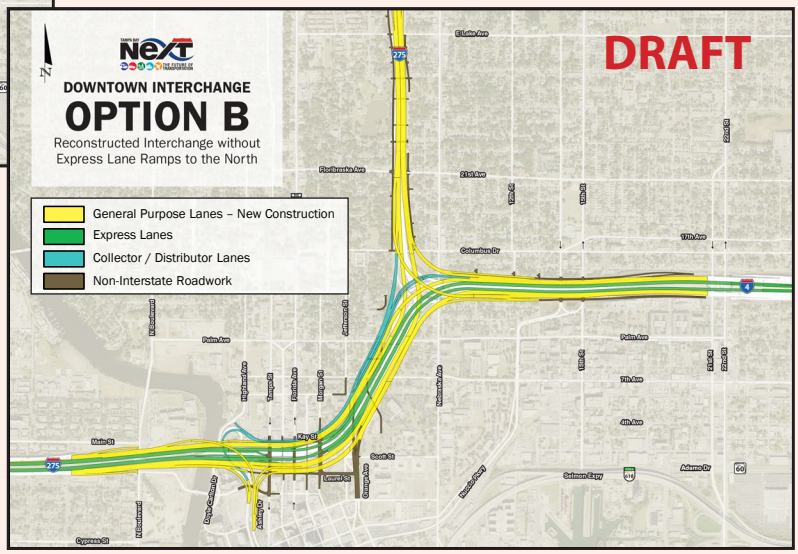
ZONE 8 Tolled Express Lanes Segment 2A

Segment 2A: West Tampa Improvements

- I-275 between Westshore and downtown
- Express lanes would be constructed in existing median area
- Express lanes access would be to/from Himes Avenue
- No right of way is needed in Segment 2A



Four design options are being considered for the Downtown Tampa Interchange (DTI) in Segment 2B and part of Segment 3A. They represent tolled options for adding managed express lanes. Options A & B are shown below on this page and Options C & D on the next page. Larger size "concept plans" for these four design options are available at this Alternatives Public Workshop and will be available on the study website following the workshops. All four design options have express lanes from I-275 west of the Hillsborough River to/from I-4. Express lanes were removed from the north leg of I-275 (north to Bearss Avenue) in early 2018 due to community feedback. The I-275 southbound to I-4 eastbound general use lane ramp will be expanded to two lanes in all options.



Option A

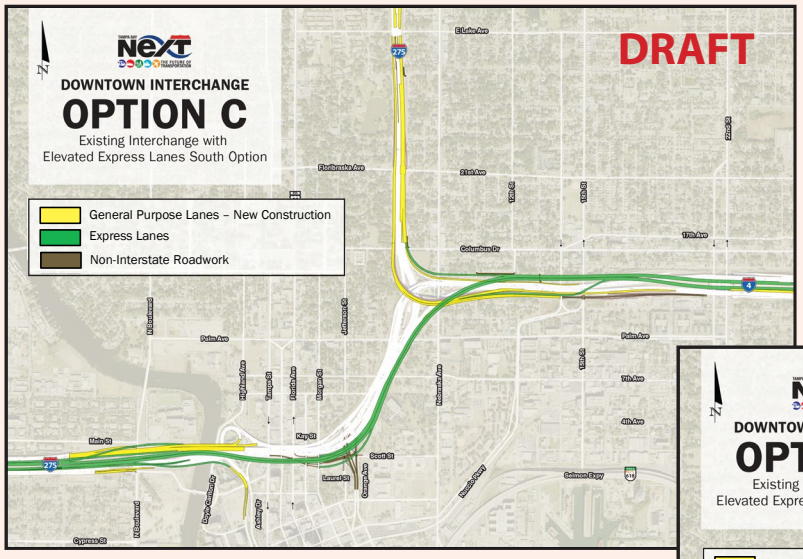
Reconstructed Interchange with Express Lanes to the North

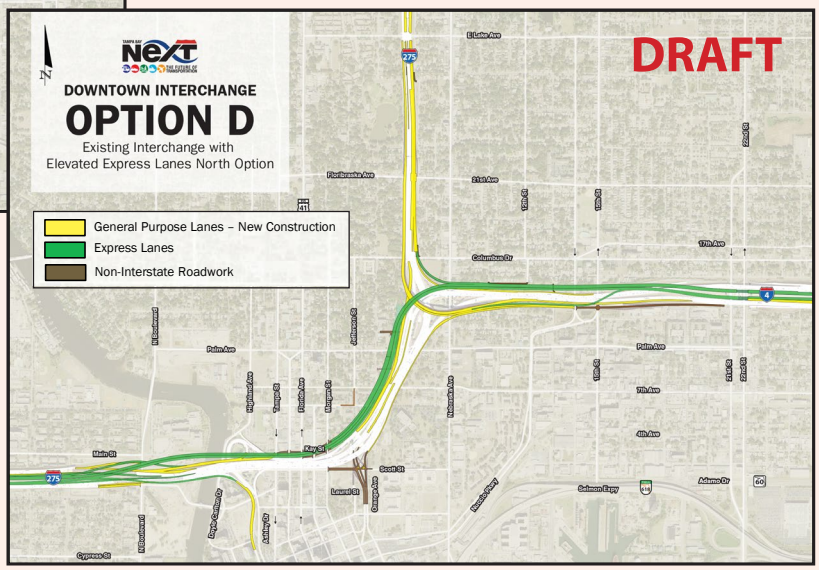
- Provides the most capacity for future growth including express lanes on I-275 and I-4
- Reconstructs the existing interchange with direct connect express lane ramps to I-275 north of the interchange
- Brings roadway design to modern standards, including full shoulder widths
- New partial I-275 Interchange at North Boulevard (I-275 northbound off-ramp and I-275 southbound on-ramp)
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Requires the most Right of Way (209 additional parcels)
- Eliminates "rollercoaster effect" on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Reconstruction of I-275 near Robles Park allows for reconnecting Adalee and Emily Streets for vehicular connectivity and E Plymouth and E 26th Streets for bike and pedestrian connectivity under I-275
    - o Local street reconnections will enhance access to Robles Park, Borrell Park and adjacent neighborhoods
- Minor impacts to Perry Harvey Sr. Park and Julian B. Lane Park
- Ramps at Floribraska Avenue will be closed except for potential transit only access

Option B

Reconstructed Interchange without Express Lanes to the North

- Provides the most capacity for future growth including express lanes on I-275 and I-4
- Reconstructs the existing interchange with no direct express lane ramp connectivity to the north
- Brings roadway design to modern standards, including full shoulder widths
- New partial I-275 Interchange at North Boulevard (I-275 northbound off-ramp and I-275 southbound on-ramp)
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint than Option A - requires less Right of Way north of Columbus Drive (182 additional parcels)
- Eliminates "rollercoaster effect" on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Reconstruction of I-275 near Robles Park allows for reconnecting Adalee and Emily Streets for vehicular connectivity and E Plymouth and E 26th Streets for bike and pedestrian connectivity under I-275
    - o Local street reconnections will enhance access to Robles Park, Borrell Park and adjacent neighborhoods
- Minor impacts to Perry Harvey Sr. Park and Julian B. Lane Park
- Ramps at Floribraska Avenue will be closed except for potential transit only access





Option C

Reconstructed Interchange with Elevated Express Lanes, South Option

- Mostly preserves the existing interchange and adds elevated express lanes on the south side of I-275 between the Hillsborough River and I-4, continuing along the north side of I-4
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Reconstructs the southbound I-275 bridge over the Hillsborough River
- Smallest footprint minimizes Right of Way impacts (56 additional parcels)
- Does not address existing "rollercoaster effect" on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector by reducing the existing weave movements
- Requires bridge spanning over Perry Harvey Sr. Park skate bowl and basketball courts
- New partial I-275 Interchange at North Boulevard (I-275 northbound off-ramp and I-275 southbound on-ramp)
- Minor impacts to Julian B. Lane Park
- Ramps at Floribraska Avenue will be closed except for potential transit only access

Option D

Existing Interchange with Elevated Express Lanes, North Option

- Mostly preserves the existing interchange and adds elevated express lanes on the north side of I-275 between the Hillsborough River and I-4, continuing along the north side of I-4
- New partial I-275 Interchange at North Boulevard (I-275 northbound off-ramp and I-275 southbound on-ramp)
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint minimizes Right of Way impacts compared to Options A & B (67 additional parcels)
- Does not address existing "rollercoaster effect" on I-275 between I-4 and Dr. Martin Luther King Jr. Boulevard and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector by reducing the existing weave movements
- Minor impacts to Julian B. Lane Park
- Ramps at Floribraska Avenue will be closed except for potential transit only access

Each design option has differences and trade-offs.

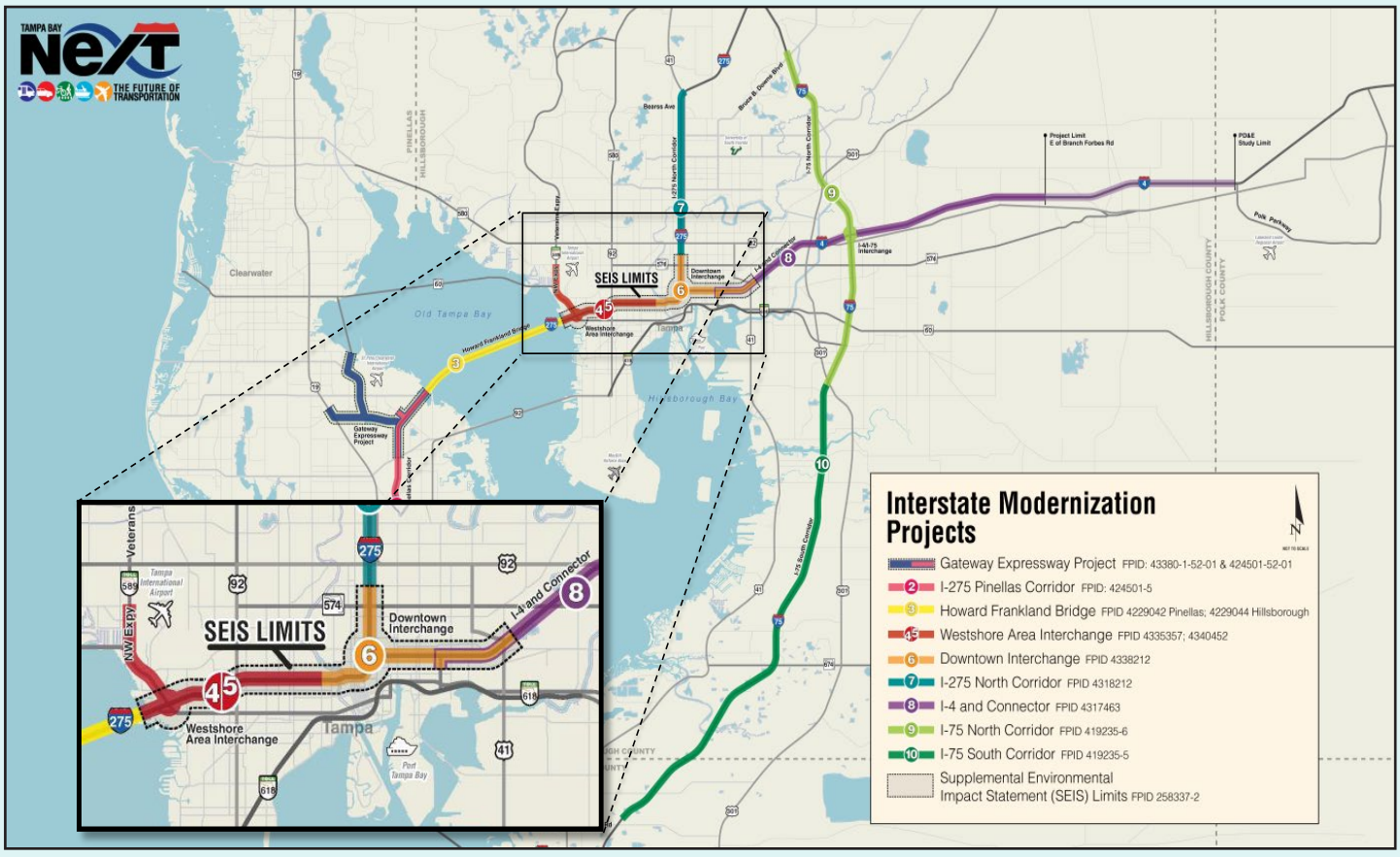
8 ZONE 8 Segment 3B: I-4 East of Selmon Connector

- I-4 from east of 34th Street to east of 50th Street
- The outer roadways have already been built, so the express lanes and transit envelope is accommodated in the median.
- Minor right of way is needed along the south side of the 50th Street on-ramp.

9 ZONE 9 Tampa Bay Next Program and Adjacent Projects

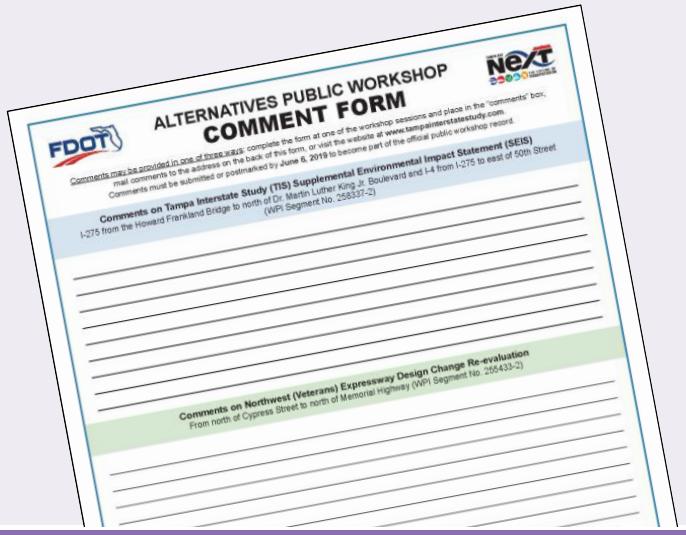
Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and a process for engaging the public. Within the majority of the program area, the addition of express lanes is being considered to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. In addition, improvements address safety and traffic operations on the interstates.

Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible.



Comment Tables

Opportunities for Input


ALTERNATIVES PUBLIC WORKSHOP
COMMENT FORM

FDOT

Comments may be provided in one of three ways: complete the form at one of the workshop sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit the website at www.tampainterstatestudy.com. Comments must be submitted or postmarked by June 6, 2019 to become part of the official public workshop record.

Comments on Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street
(WPI Segment No. 258337-2)

Comments on Northwest (Veterans) Expressway Design Change Re-evaluation
From north of Cypress Street to north of Memorial Highway (WPI Segment No. 256433-2)

Multiple Ways to Provide Comments

- Drop your comment form in one of the comment boxes located at the workshop
- Written comments may be sent to Kirk Bogen at:
  Kirk Bogen, P.E.
  Environmental Management Engineer
  Florida Department of Transportation, District Seven
  11201 N. McKinley Drive, MS 7-500
  Tampa, Florida 33612-6456
- Comments that are mailed should be postmarked by June 6, 2019 to become part of the official public workshop record
- Provide comments on the comment page of the project website: **www.tampainterstatestudy.com**

For more information on this study, please visit our project website at: www.tampainterstatestudy.com

NOTES