

Task A1e17
Comments Summary Working Paper

TAMPA INTERSTATE STUDY

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

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

AND

Interstate 275 (I-275) from Dale Mabry Highway interchange north to Dr. Martin Luther King Jr. Boulevard (formerly Buffalo Avenue), Interstate 4 (I-4) from I-275 (including interchange) to east of 50th Street (U.S. 41), and the Crosstown Connector from I-4 southward to the existing Tampa South Crosstown Expressway, Hillsborough County.

Prepared For
FLORIDA DEPARTMENT
OF
TRANSPORTATION

Prepared By
GREINER, INC.

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

MAY 1991

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INTRODUCTION

The Tampa Interstate Study - Phase II Alternative Public Workshop was held on April 30, 1991 at the Tampa Convention Center at 333 South Franklin Street in rooms 5, 6, 7 and 8. The purpose of this meeting was to provide the public with an opportunity to review and comment upon the preferred alternative for the Environmental Assessment and the Environmental Impact Statement preferred alternatives. The meeting offered three options of commenting: through court reporters, by written comment forms provided to all attendees and by submission of supplemental comments after the meeting. Comments were also solicited from visitors, mail, and telephone to the Project Office and the Greiner Team at 7650 West Courtney Campbell Causeway, Tampa, Florida, 33607-1462. Newsletters were mailed to property owners of record and interested parties in the study area as well as elected and appointed, state and local officials.

Official letters notifying local governments, local elected officials and the media were mailed prior to the meeting. A meeting notice was published on April 25, 1991 in the Tampa Tribune during the week prior to the meeting.

The sign-in sheet indicated that 230 citizens attended the public meeting, 7 people gave their comments to court reporters, and 13 comment forms were submitted at the workshop. Of the 230 attendees, 63 requested to be added to the mailing list. No comments were submitted to the Study Team during the 10 day comment period ending May 10, 1991.

The next section of this report summarizes the comments received during and following the workshop. Appendix A contains the comments received at the Workshop.

Appendix B contains the transcripts of oral statements given to the court reporters. Appendix C contains the Workshop sign-in sheets. Appendix D contains a copy of the public notice, the handout provided at the Workshop, the newsletter, and newspaper articles.

The April 30, 1991 Workshop was the first meeting held during this phase of the project. The next and final meeting will be the Public Hearing. The Public Hearing for the Environmental Assessment study area is scheduled for February 1992 and May 1992 for the Environmental Impact Statement.

The 20 statements which were either written and deposited in the comment box at the meeting or given orally for transcription by a court reporter are presented in Appendices A and B of this report. The statements were reviewed by the Study Team and a summary of the comments and enumerations thereof contained in the statements is provided on the following page.

COMMENTS RECEIVED IN CONJUNCTION WITH THE APRIL 30, 1991 ALTERNATIVE PUBLIC WORKSHOP

COMMENTS	NUMBER OF RESPONSES			
	Written Comments Received at the Workshop (Appendix A)	Given to Court Reporter at the Workshop (Appendix B)	Received After the Workshop	Total
Relocate retention pond at Taliaferro Avenue and Floribaska to north side of Columbus and Elmore.	2	0	0	2
Oppose Tampa Heights Linear Park.	1	0	0	1
Have these meeting at Curtis Hixon Center.	1	0	0	1
Environmental insult.	1	0	0	1
Have meetings at Fort Homer Hesterly Armory.	1	0	0	1
Please mail me project schedules.	1	0	0	1
Take my lot for retention.	1	0	0	1
Please send traffic volumes in Section C of Master Plan Report.	1	0	0	1
When planning future meetings, consider cost of parking.	1	0	0	1
I support having noise barriers, linear park, and aesthetically pleasing retaining walls.	0	4	0	4
Retention pond is now impacting my home. It should be moved to take already condemned property.	0	2	0	2
I would like someone to give me a definite date when the project will impact me.	0	1	0	1
Staff member of the City of Tampa would like a copy of the TIS video.	1	0	0	1
Parking is being taken from Mt. Olive A.M.E. Church. This affects total usefulness of parcel.	1	0	0	1
Truck hauling, via 21st and 22nd Streets will no longer be possible. Will have to use Crosstown Connector via 34th Street.	1	0	0	1

**COMMENTS RECEIVED IN CONJUNCTION
WITH THE APRIL 30, 1991
ALTERNATIVE PUBLIC WORKSHOP
(Continued)**

<u>COMMENTS</u>	<u>NUMBER OF RESPONSES</u>			
	<u>Written Comments Received at the Workshop (Appendix A)</u>	<u>Given to Court Reporter at the Workshop (Appendix B)</u>	<u>Received After the Workshop</u>	<u>Total</u>
Why not upgrade the Dale Mabry Highway interchange. The TIS plan will not resolve problems.	1	0	0	1
Who sits on the CAC, RTF, and CRC? Who appointed these people?	1	0	0	1
Relocation of Sligh Avenue between I-75 and U.S. 301 was brought up as an unnecessary roadway, proposed only because influential developers want to redevelop this area north of I-4.	1	0	0	1
The interchange of U.S. 92 and I-4 west of Six Mile Creek should have been designed to acquire the properties south of I-4 rather than taking five homes on the north side. A southern shift would probably acquire available land and perhaps one home.	1	0	0	1
The amenities shown at the meeting are admirable, however, we are skeptical that the FDOT's funding would allow for such treatments.	1	0	0	1

APPENDIX A

INFORMATION COLLECTED AT WORKSHOP

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME Caston J. FERNANDEZ

ADDRESS 200 PIERCE ST, Ste 3A

Tampa, FL 33602

TELEPHONE NO. 813-229-0173

ORGANIZATION or AFFILIATION Attorney

COMMENTS Please mail me a
Schedule of Events Study
Segment 1A - 2A, 2B, 3A, 3B

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME Henry Cheel

ADDRESS _____

TELEPHONE NO. _____

ORGANIZATION or AFFILIATION _____

COMMENTS Boffer Workshop
Black & Veatch Ford
Frederick Johnson

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME T. E. McLAVOCHIN PE

ADDRESS PO Box 411

MANGO, FL 33550

TELEPHONE NO. 813-681-9709

ORGANIZATION or AFFILIATION _____

COMMENTS Consulting engr.
Please send copies of
the traffic wls. for TIS in
sect. C of MASTER PLAN REPORT

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME MEHAR K. PATEL

ADDRESS 4530 E Columbus DR

Tampa, FL 33605

TELEPHONE NO. 813-681-4661

ORGANIZATION or AFFILIATION Motor

OWNER

COMMENTS West to
TRAFIC COMMIS
East of Columbus
DR
Go to North 46 St. Not going
Excess. Please look into it.

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME Mr + Mrs. Comfort

ADDRESS 602 N. Hesperides St.

Tampa, Fla 33609

TELEPHONE NO. _____

ORGANIZATION or AFFILIATION _____

COMMENTS Have these meetings
at Curtis Hilton

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME Charles Dolver

ADDRESS 2816 Elmore St #2

Tampa, FL 336

TELEPHONE NO. 837-3617

ORGANIZATION or AFFILIATION - Elmore St
has almost all vacant lots or vacant shells.

COMMENTS Take my house, it would
be much cheaper than to expand on
the other site - or use for retention
land.

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME John W Blake, Jr

ADDRESS 2819 Central Ave

Tampa, FL 33602

TELEPHONE NO. (813)-229-1290

ORGANIZATION or AFFILIATION Home owner

COMMENTS Please add my name
to your mailing list

PUBLIC INFORMATION CENTER

DATE 4/30/91

Please print information

NAME Rodger King

ADDRESS 3005 Stovall Pl

Tampa 33629

TELEPHONE NO. _____

ORGANIZATION or AFFILIATION Put the

retention pond proposed for Talleys
Fliribaker at the north side of
COMMENTS Columbus & Elmore. It is
all vacant lots that bank would
donate if we want which I will sell for

PUBLIC INFORMATION CENTER

DATE 1/1
Please print information

NAME Gaye Townsend
ADDRESS 19905 Longleaf Dr
Lutz, Fla. 33549
TELEPHONE NO. 949-6398
ORGANIZATION or AFFILIATION _____

COMMENTS Environmental
insult to someone's
money

PUBLIC INFORMATION CENTER

DATE 1/1
Please print information

NAME Joan King
ADDRESS 2816 E. More
Tampa, FL
TELEPHONE NO. 837-3617

ORGANIZATION or AFFILIATION OWNER. I would
love to have the expansion
project take the above parcel
50'x170' for: retention pond,
COMMENTS MAINTENANCE EQUIPMENT GARAGE,
BUFFER, GREEN BELT, WHATEVER ELSE
YOU COULD NEED.

PUBLIC INFORMATION CENTER

DATE 4/30/91
Please print information

NAME Debbie Bonney
ADDRESS 811 E. Curtis St
TELEPHONE NO. 221-2090
ORGANIZATION or AFFILIATION _____

COMMENTS Please Hurry! The improvement
are badly needed. (with noise
barriers).

PUBLIC INFORMATION CENTER

DATE 1/1

Please print information

NAME

Blake, John W., Jr

ADDRESS

2819 Central Ave

TELEPHONE NO.

Tampa, Fla 33602
(813)-229-1250

ORGANIZATION or AFFILIATION

Home owner

COMMENTS

I oppose the linear
(particularly say extension north of Columbus
park for several reasons

—see back—

PUBLIC INFORMATION CENTER

DATE 4/30/94

Please print information

NAME

Alice Hamp

ADDRESS

2716 N. Morgan St

TELEPHONE NO.

Tampa 33602
209-8142

ORGANIZATION or AFFILIATION

Civic Assoc
Tampa Heights

COMMENTS

When planning future
renewing, consider future needs to
avoid the cost of parking
over

many people who will be affected
by the new road can not afford
\$250 to park their car.

1. Expense of right of way, maintenance, housing, historic buildings, property.
2. Linear park alone even with trees will not do the job. ^(of noise control) (I went through something like this in West Palm Beach on I-

APPENDIX B

COURT REPORTER'S TRANSCRIPT

1
2
3
4
5
6 TAMPA INTERSTATE STUDY - PHASE II
7 ENVIRONMENTAL DOCUMENTATION
8

9 Hillsborough County
10 WPI No.: 7140004
11 State Job No.: 99007-1402
12 FAP NO. IR-9999(43)
13

14 INFORMATION WORKSHOP
15

16 DATE: Tuesday, April 30, 1991
17 TIME: 4:00 p.m. - 8:00 p.m.
18 PLACE: New Tampa Convention Center
19 333 South Franklin Street
20 Tampa, Florida 33602
21 REPORTED BY: MS. CATHY J. JOHNSON
22 NOTARY PUBLIC, CSR, RPR, CP
23 and
24 MS. DEBORAH J. GUEST
25 NOTARY PUBLIC, CSR, RPR, CP

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Registered Professional Reporters

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I N D E X

STATEMENT OF

PAGE NO.

CHARLES STRICKLAND.	3
ELIZABETH LOCKLEAR.	4
FRANCIS HOLLIDAY.	5
JOANN COMFORT	6
DEAN E. BUNNELL	7
ROSEMARY FERNANDEZ.	9
MARTHA FERNANDEZ.	9

NOTARIAL CERTIFICATES	11
NOTARIAL CERTIFICATES	12

Computer-Aided Transcription

(WHEREUPON, the following statements
were had and taken.)

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1 I want the interstate very much to
2 happen. I think that the design is great. I want
3 the state-of-the-art noise barriers. I want the
4 green wall. I want all of the design ammenities
and I want the linear park beginning at least from
Columbus Drive to the river running through Tampa
Heights.

5 And I think the last interstate that
6 was built was not neighborhood-friendly. It was
7 very destructive to our historic neighborhood and
I feel that they should be very sensitive about
Tampa Heights particularly.

8 And therefore, I think the linear park
9 is extremely important and I would like to see
that in place before the interstate is built.

10
11
12 Mr. Charles Strickland
13 3701 Tampa Street
14 Tampa, Florida 33603
15
16
17
18
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1 I am very interested in the design
2 ammenities, the retaining walls, the green walls,
3 the sound barriers, and particularly the linear
4 park. I think that is the best idea out of the
5 whole plan and I especially would like to see that
6 happen as proposed. And I'd like to see it happen
7 before the interstate. I understand that's a
8 possibility to mitigate the effect of the
9 interstate on the neighborhood -- historic
10 neighborhood of Tampa Heights.

11
12 I don't like that they're going to
13 eliminate the 21st and 22nd Street in Ybor City
14 and 40th Street. As I understand, that means
15 you're going to have to go from 15th to 50th
16 Street before you can get off the interstate and I
17 think that would be very awkward and
18 inconvenient. That's the best word I can think
19 of.

20
21
22
23
24
25
Ms. Elizabeth Locklear
3701 North Tampa Street
Tampa, Florida 33603

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1 They've changed the map in one year.
2 They were going to take my property and put in a
3 retention pond. Now the pond is going to not take
4 my property, but be adjoining it.

5 Our neighborhood feels that the
6 retention pond should not be taking the best
7 houses on our block. It should be abutting the
8 interstate on Marguerite Street, because there on
9 Marguerite Street there are two boarded up houses
10 and a vacant lot. I don't want to live next door
11 to a retention pond.

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24
25
Mr. Francis Holliday
4205 Central Avenue
Tampa, Florida 33603

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1 I just wanted to say that I wish that
2 if they're going to make these plans that they
would make them now. They're turning my life
upside down.

3 Not only do I have to move my home and
4 move my business as well, if they could give me a
date where I could plan the rest of my life
5 instead of putting me on hold and coming to these
meetings and not getting any further -- it just --
6 it doesn't make sense to tell somebody you're
going to have to move, but we don't know when,
7 maybe in two years. I've been hearing two years
for two -- four years now. I'm still hearing two
8 years and I just would like to get a date on when
I could start my life again. Just a date, that's
9 all.

10
11 Ms. Joann Comfort
12 4407 West Carmen Street
Tampa, Florida 33609
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1 We live on the corner of Central and
2 Emma Avenues which we understand is going to be a
3 future retention pond which will take our
4 property.

5 I can't understand why the retention
6 pond is in the configuration that it is when, if
7 it was turned in an opposite direction, a
8 north-south direction instead of an east-west
9 direction, the properties behind us, which part of
10 those properties are being condemned, would be of
11 lesser value and lesser monies to the State of
12 Florida.

13 Back when this project was first
14 beginning, our understanding was from a meeting
15 with the people associated with the project that
16 there would be no land acquisition in our area,
17 only those areas where access was needed for on
18 and off ramps, et cetera.

19 Due to that fact, our family and
20 families in the area added to their properties in
21 the way of swimming pools, siding on homes and
22 some extensive upgrading of the property values.

23 But due to the area, this would not
24 increase the actual value of our homes but was
25 mainly for our own benefits at the time. This was
done because we were told that there would be no
increase in acquisitions of the land.

Due to the area, our tax values, what
we pay taxes on, the square footage of the home,
the size of our piece of property, the money that
we would get for this piece of land would not be
able to get us in another area with same square
footage, the same type of house, the same things
that we have in our house for the same type of a
price range.

In other words, due to our retirement,
this wouldn't -- you know, it would just not be
agreeable with us at the time.

I understand that the acquisition for
this land for the retention pond is needed, and I
understand that it is needed. But it seems to me
that with the other pieces of property that are

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1 behind us and laying different to us and of a,
2 quote, lesser value would be more beneficial to
the taxpayer and the State of Florida.

3 Excuse me. I don't know what else
4 that I want to say. It just seems to me like
5 there's so many other ways that they could spend
that for and take less from the people, you know
what I mean, that are actually there.

6 We've got several pieces of property
7 behind us that are condemned and some that need to
be condemned, and I think that just the layout of
8 the retention pond, if necessary to be in that
area, could be better situated.

9 Central Avenue has been an old street
10 in the City of Tampa for years and years, and I
know in talking with the homeowners across Central
11 Avenue from me which, quote, have even better
homes than mine, they really don't want to look
12 out into a retention pond; where at least the
houses facing Central could be a buffer, you know,
between Central Avenue and the Interstate.

13 I don't know what else. I guess that
14 is.

15 Mr. Dean E. Bunnell
16 4209 Central Avenue
Tampa, Florida 33603

21
22
23
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25

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1 MS. ROSEMARY FERNANDEZ: We would like
2 the retention wall, the fan, what is it called,
the fan --

3 MS. MARTHA FERNANDEZ: You want the
4 fan?

5 MS. ROSEMARY FERNANDEZ: Yes, the
6 fan-type barrier retention wall where it is an
isometric retention wall with the trees.

7 In addition to that, the parkway, we
8 are really in favor of the parkway alongside the
Interstate through Tampa Heights. We
would --

9 MS. MARTHA FERNANDEZ: Right.

10 MS. ROSEMARY FERNANDEZ: -- like
11 consideration of extending the parkway north of
Columbus Drive.

12 At the present time, the parkway
13 begins at Columbus Drive South to the river. It
is a wonderful idea. It is wonderful for the
14 neighborhood, and we are all for it, and can they
please consider extending it north of Columbus
15 Drive along the Interstate.

16 MS. MARTHA FERNANDEZ: For the purpose
of that we feel the noise -- because we are
17 presently now one block away and the noise level
is really horrendous, and we feel that you need
18 something more than just a wall. You need
something beyond that, a large parkway to absorb
19 not only the noise but the possible pollution
coming off the Interstate.

20 So, it would be very nice to extend
21 that parkway all the way to Robles Park which is
already a park in itself.

22 That is it.

23 MS. ROSEMARY FERNANDEZ: The noise is
very uncomfortable for the nearby residents, and
24 please put forth any effort to try and, you know,
make things a little more pleasant with a
25 retaining wall and trees.

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1 You can't enclose the parkway
2 throughout the city, but at least extend it some
3 more. It would be really good. That road needs a
4 park like that. Okay. That's it.

5 Ms. Martha Fernandez
6 Ms. Rosemary Fernandez
7 2815 Central Avenue
8 Tampa, Florida 33602

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STATE OF FLORIDA)
COUNTY OF HILLSBOROUGH)

I, DEBORAH J. GUEST, Registered Professional Reporter and Notary Public in and for the State of Florida at large, hereby certify that the Information Workshop was recorded in Stenotypy and electronically by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

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

WITNESS my hand and seal this 2nd
day of May, 1991, at Tampa, Hillsborough County,
Florida.

Deborah Glorust

My Commission Expires

August 4, 1994

TRANSCRIPT ORDERED: 4-30-91
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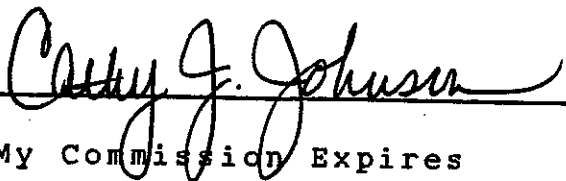
1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3 I, CATHY J. JOHNSON, Registered
4 Professional Reporter and Notary Public in and for
5 the State of Florida at large, hereby certify that
6 the Information Workshop was recorded in Stenotypy
7 and electronically by me and that the foregoing
8 pages constitute a true and correct transcription
9 of my recordings thereof.

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

15 WITNESS my hand and seal this 2nd
16 day of May, 1991, at Tampa, Hillsborough County,
17 Florida.

18
19
20
21 
22 My Commission Expires

23 December 9, 1992

24
25
TRANSCRIPT ORDERED: 4-30-91
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APPENDIX C

SIGN-IN SHEETS

4/30
Tampa, Fla. Cante.
DATE/LOCATION

NAME & COMPANY

MAILING ADDRESS

**If You Are Not On The
Mailing List And
Would Like To Be,
Check Box.**

[illegible]

MEETING ATTENDEES

29

PLEASE PRINT

DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	If You Are Not On The Mailing List And Would Like To Be, Check Box.
Robert J. Wright Sr. W. Olive Road Church	5329 LINDSEY RD. TAMPA 33619	<input checked="" type="checkbox"/>
ASON Landahl	2020 DEKLE Ave Tampa 33606	<input checked="" type="checkbox"/>
DONALD S. 3332 RT	4830 West Kennedy Blvd #35 Tampa 33609	<input checked="" type="checkbox"/>
Cesar Delbart	102 E. Lambricht St. Tampa 33604	<input checked="" type="checkbox"/>
FB Hollenby	4205 N. Central Tampa 33603	
James Cochran	14907 Old Pointe Rd Tampa 33613	<input checked="" type="checkbox"/>
Jimmy Cochran	4808 - 14th Ave Tampa 33605	
For Hill	3030 E. 7th Ave TAMPA FL 33605	
Michael Moore - Hilton Co.	914 L. J. L. A. AV. TAMPA FL 33607	
Rose Sorenson	P.O. Box 25314 Tampa, FL 33622	<input checked="" type="checkbox"/>
Mr. Mrs. Jakes	1716 11th FL Tampa FL 33605	
Mike + Lou GERSTNER	800 E. Genesee TAMPA	
Faith + Sheldon Wind	PO BOX 152 THUNDERBOLT 33592	
DAVID + JESSIE Miesch	2808 Central Ave. Tampa FL 33602	
Terry Maloney	3130 Laurel St. Tampa, FL 33607	
Walter Corra	5117 Brand Ave Tampa	<input checked="" type="checkbox"/>
RYE WELCH / THE WILSON Co.	3314 W. Laurel Tampa FL	
Mike Barrios	6200 COURTNEY CAMPBELL Csy, Suite 620, 33607	
Kirk Barrios	5021 E. 1st St.	
Anita Barrios	" " " "	
	3213 La Salle St. Tampa 33607	
	3217 La Salle St " "	

MEETING ATTENDEES

PLEASE PRINT

21
DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	DATE/LOCATION	If You Are Not On This Mailing List And Would Like To Be, Check Box.
Carol Venero	2716 N. Morgan St. Tampa 33602		
Victoria Barreto	4441 Bass St, Tampa 33617		
Antidori Steel	3003 15th Ave, Tampa 33605		
Berta Russell	710 E. Caracas St. Tampa 33603		✓
Bob Kovalsky	4506 W. Carmen St Tampa 33609		
Tom Thomson	Tampa Urban Area MPO 201 E. Kennedy Blvd 33602		
Greg Jones	Brown + Root - Genesis 5600 W Cypress 33605		
William Carthan	2915 W. Louisiana 33614		✓
Verre Mathurin	3409 W. Caracas 33614		
Jim Crenshaw	1600 Country Club Rd. St. Pete 33710		
Bruce Menne	4609 Ridgely Dr. Brandon, FL 33511		
Hilda Pulido	3315 La Salle St., Tampa 33607		

MEETING ATTENDEES

PLEASE PRINT

DATE/LOCATION

[illegible]

51

DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	DATE RECEIVED
GARY TRAIT HILLS, CO.	TRAFFIC ENGINEERING 818 ZACK STREET TAMPA FL 33602	✓
AL DAVIS	3724 E WILDER AVE TAMPA FL 33610	
Gloria Morda, City of Tampa	Zoning Section, 3rd Fl, 306 E Jackson, Tampa 33602	✓
WADE TRIMIN		
THOMAS, Brosinski	201 E KENNEDY BLVD Suite 334 Tampa	✓
Felisa N. Diaz	2005 Park Ave Circle Suite 605	
J. Carra Tampa Trio		
Henry Garcia	4119 W. Cass.	
Jodd Simmons	TRIBUNE	
Tim Baykin	4211 Carmel SF 33609	
John Rosalind Blake	2819 Central Ave., Tampa 33602	
KATHLEEN CARAWAY	P.O. Box 345 Seffner FL 33584-03	NO-WO
Rae Heekley	1308 N. Mahanah St. 33607	
Roger Wehlund	906 E Jackson St. SE 33602	
Olen Daniel	8507 Chinaberry Dr. 33637	
Debbie Conrey	811 E. Curtis St Tpa 33602	✓
SHARON PHILLIPS	6820 GLOUCESTER RALEIGH 27612	
Dan Burris Hills Co Schools	16208 September Dr. Lutz 33549	✓
B.J. DE GUZMAN	3502 PERRY AVE TAMPA	
Dedora Caidler	2903 West La Salle St.	✓

19

DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	DATE/LOCATION
Carla F. Bryant	MICHAEL BAKER JR, INC.	
SUSAN BRYANT	GTE	
BILL LATIROP	PARSONS BRINCKERHOFF - TAMPA	
John Tardien Senior Vice President and Sr Trust Officer	Saint Bank of Tampa, Tampa Fla	✓
Lori Kunkle	4506 W. Gorman St Tampa 33609	
Shirley Hill	4403 W. Jackson St. 33609	
Fred Dargahi	14506 Embassy Lane	
EDWARD L. CATHRYN	2819 TAHIAFFRO AVE.	
BILL ROBERTSON	17924 CLEAR LAKE DR. LOT 2	
MRS G. L. GUZMAN	4312 LEMON ST TAMPA, FL 33609	
Wayne Townsend	19905 Longleaf Dr. Lot 33549	✓
Larry Townsend	11 11 19	✓
Robert Ragsdale	5105 E. Columbus Dr. Tampa FL.	
Benny Chellar	706 E. Adalee St TAMPA FL. 33603	
A & F ENTERPRISES	417 BELLE CLAIRE ' TEMPLE TERR 33618	
Charles D. Kellner	3007 15 th Ave Tampa FL. P.O. Box 5103 Tampa FL	

31

DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	DATE/LOCATION	If You Are Not On The Mailing List And Would Like To Be, Check Box.
FRANK C. ACCETTA	2306 N. 13 th ST TAMPA FL 33605		
DEN L. MUHS	HNTB 4900 W KENNEDY BLVD TPA 33609		
Don Wancoson	625 1 st St.		
John Kallabarger	1712 49 th S North St Tele #137710		✓
Renee Hawkes	3505 Montford Rd #175 33607		
Dennis Noto	3415 W. Cypress, Tampa 33607		✓
Ron Balseiro	3415 W. Cypress St. Tampa 33607		✓
William Preston	5109 E COLUMBUS DR TAMPA 33619		✓
Allen W. Varga	3018 COUNTY LINE RD LUTZ FL 33549		✓
Stephanie Ferrell	2009 N. 18 th St, Tampa 33605		✓
John Owen	HNTB - 4100 W. Kennedy Blvd., Suite 301 Tampa 33609		
MR + MRS J. Lorkhardt	713 E Caracas Ave Tampa 33603		✓
Heaton Fernandez	3123 W. Henry Ave. 33614		✓
Donna MacCann	3007 12 th Ave Tampa 33605		
John R. JACB	9325 N. 26 th ST Tampa FL 33612		
VICTOR JIMENEZ	P.O. BOX 30383 TAMPA, FL 33630		✓
IGLESIA MISIONERA	P.O. BOX 23664 TAMPA FL 33623		
KUCIE AYES	201 E Kennedy Blvd		✓
ROBERT COMFORT	602 N. HESPERIDES ST, TPA 33609		
Arlos + Georgelina Ventura	712 Forest ST TAMPA, FL 33602		
Charles + Janet Pritchard	605 Echolsen ST. TPA FL 33603		
Leann + William Bunnell	4209 Central Ave Tampa FL 33603		
Manuel O. Torres	6416 W. Park St. Tampa FL 33634		
DAN STEVENSON	408 E 17 th AVE TAMPA		

14

DATE/LOCATION

NAME & COMPANY	MAILING ADDRESS	DATE/LOCATION	If You Are Not On This Mailing List And Would Like To Be, Check Box.
Nick Castellano	3919 15th Ave. Tampa Fla		
Jerry Sanchez	1406 N HABANA AVE TAMPA	33607	
David P. Rigney	2009 N. 18th STREET Tampa	33605	
Alma H. Bryant	1334 W. Laurel St. Tampa	33607	
John Solinas & McNichols	5505 W Geny St TAMPA	33609	
Paul Campbell	HILLSBOROUGH CNTY ENG SVS TAMPA	33601	
Don Rhodes	" " "	"	
H. C. ALBERTS	10911 Carrollwood Ln Tampa	33618	
Mr + Mrs Albert Alcala	3310 Laurel St Tampa	33607	
Mr. + Mrs. SAM E. FIORI	724 So. 56th St. Tampa	33619	
Mr. + Mrs. Charlie Crane	4110-10th Ave Tampa	33605	
Julie Moore	201 E Kennedy Blvd Suite 334	33602	
Sam Goldstein	PO Box 20466 Tampa	33622	
Mr. Lynde	414 SR rdw Fowler Ave		
Mr. + Mrs. Claude Brown	5023 18th Ave Tampa	33605	
Michael N. Valenz	911-12 Ave - Tampa Fl	33605	
Mark Saurman	801 E. EMMA ST Tampa FL	33603	
Verly Hicks	401 E. CAYMAN TAMPA	33603	
Louis L. Caldwell	5505 Falkenberg Road Tampa	33603	
Orlando F. Salas	1402 S. Gialanosa	33603	
James KERRIS	4301 N. Central TAMPA FL	33603	
William F. Hine	304 Windsor Way Lot 1	33549	
Trana H. Hine	304 Windsor Way Lot 1	33549	
Mary L. L. L.	801-E Baker St. TAMPA	33603	
Roy Lee Calhoun	702 East James St.	33603	
Kenneth Karpay	PO 320745 TPA	33629	
Edward McLean	1051 2nd Ave N St. Petersburg	33705	

71

DATE/LOCATION

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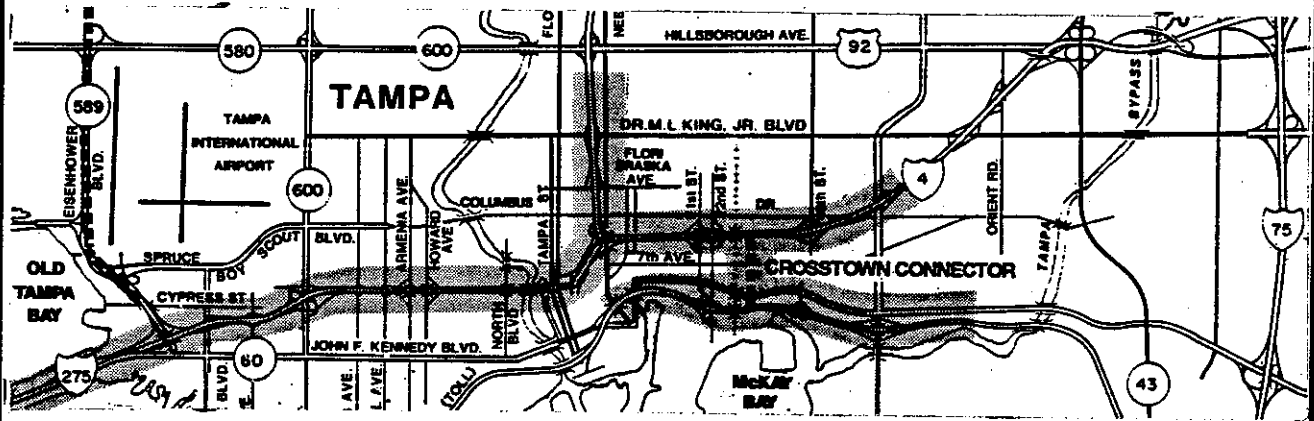
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APPENDIX D

**PUBLIC NOTICE, WORKSHOP HANDOUT, NEWSLETTER,
NEWSPAPER ARTICLES, AND TELEVISION ADVERTISEMENT**

PUBLIC INFORMATION WORKSHOP

ON PROPOSED IMPROVEMENTS TO I-275 AND I-4 Hillsborough County, Florida



Date:
April 30, 1991

Time:
4:00 p.m. To 8:00 p.m.

Place:
New Tampa Convention Center
333 S. Franklin Street
Rooms 5, 6, 7 and 8
Tampa, Florida

The Florida Department of Transportation will conduct a public information workshop on proposed improvements to I-275 and I-4 in Hillsborough County. The workshop will be held on April 30, 1991 from 4:00 p.m. to 8:00 p.m. at the New Tampa Convention Center, 333 S. Franklin Street, Rooms 5, 6, 7 and 8, Tampa, Florida.

The workshop will present the Alternative Concepts for the type and location of multi-modal improvements, high-occupancy-vehicle (HOV) facilities and transit.

Department of Transportation representatives will be available beginning at 4:00 p.m. on the day of the workshop to answer questions and discuss the project. All persons will be afforded full opportunity to express their views and furnish specific data on matters pertinent to the project, including technical, economic, ecological, and environmental material.

Persons attending the workshop will be able to offer oral and written statements to become part of the official transcript of public workshop proceedings. Written statements and exhibits may also be submitted to be documented as part of the workshop if postmarked by May 10, 1991. These statements or exhibits should be addressed to Mr. W.H. McDaniel Jr., P.E., District Secretary, Florida Department of Transportation, 4950 West Kennedy Boulevard, Suite 500, Tampa, Florida 33609. Attn: Mr. David Twiddy Jr., P.E., District Project Development and Environmental Engineer.

Residents are encouraged to attend and participate in this public workshop on the proposed improvements to I-275 and I-4 in Hillsborough County.

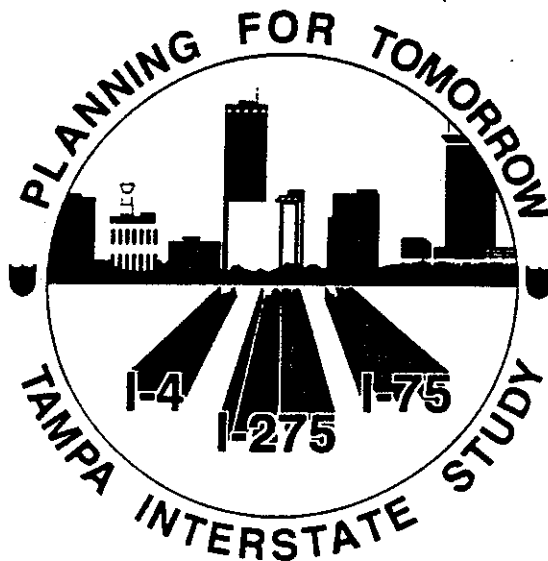
FLORIDA DEPARTMENT OF TRANSPORTATION

TAMPA INTERSTATE

A Florida Department of Transportation Project

April / 1991

NEWS



Phase II Public Workshop Scheduled April 30, 1991

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

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

1. The *Environmental Assessment*

study limits encompass I-275 from the Howard Frankland Bridge eastward to Dale Mabry Highway,

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

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

include:

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

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

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

ALTERNATIVES PUBLIC WORKSHOP

DATE:

April 30, 1991

TIME:

4:00 - 8:00 p.m.

PLACE:

Tampa Convention Center
333 S. Franklin Street
Downtown Tampa
Meeting Rooms 5,6,7 & 8

Preliminary Surveys

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

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

Right-of-way surveys will be made from the Howard Frankland Bridge on I-275 east and north along I-275 to Hillsborough Avenue; also from Nebraska Avenue

east along I-4 to U.S. 301. These surveys will be used to establish the existing public rights-of-way for mapping purposes and to develop the right-of-way maps and parcel legal descriptions as needed for the project.

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

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

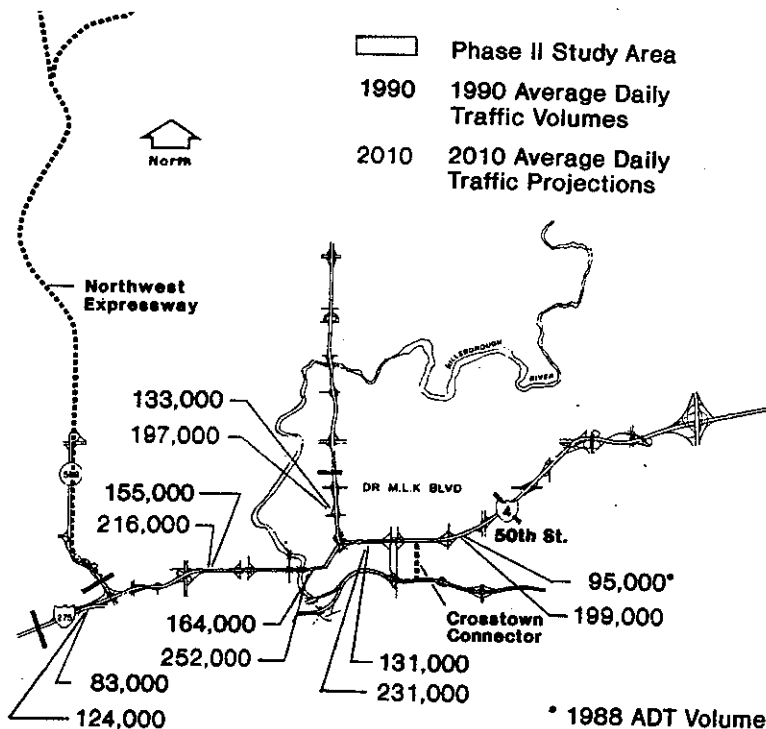
Final Document Schedule

Environmental Assessment

- Environmental Document February 1992
- Engineering Report September 1992

Environmental Impact Statement

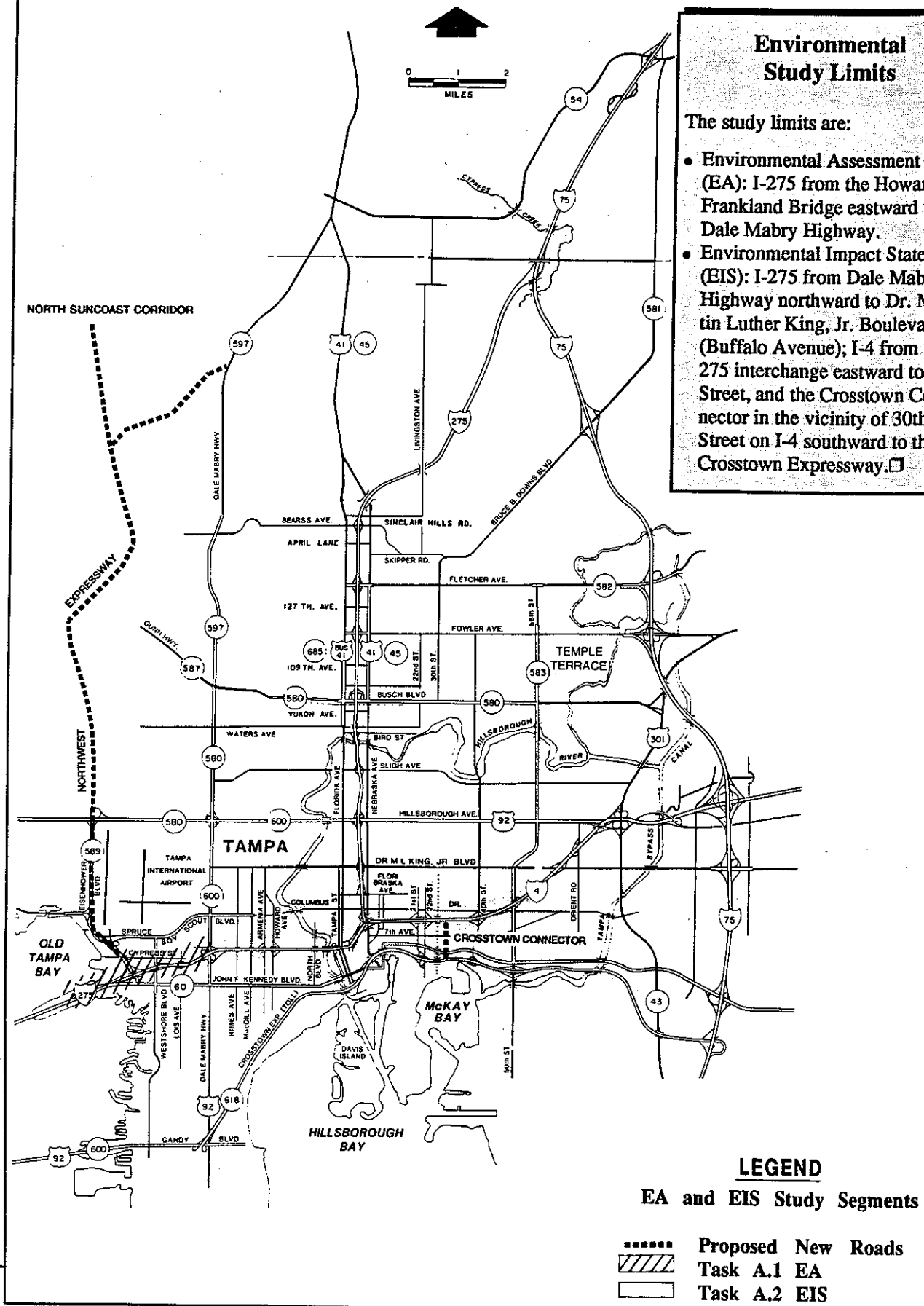
- Environmental Document August 1992
- Engineering Report January 1993



Conceptual Stage Relocation Plan

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

Existing and Projected Traffic Volumes.



Other Planned Improvements

Northwest Expressway

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

I-4 Safety Improvements

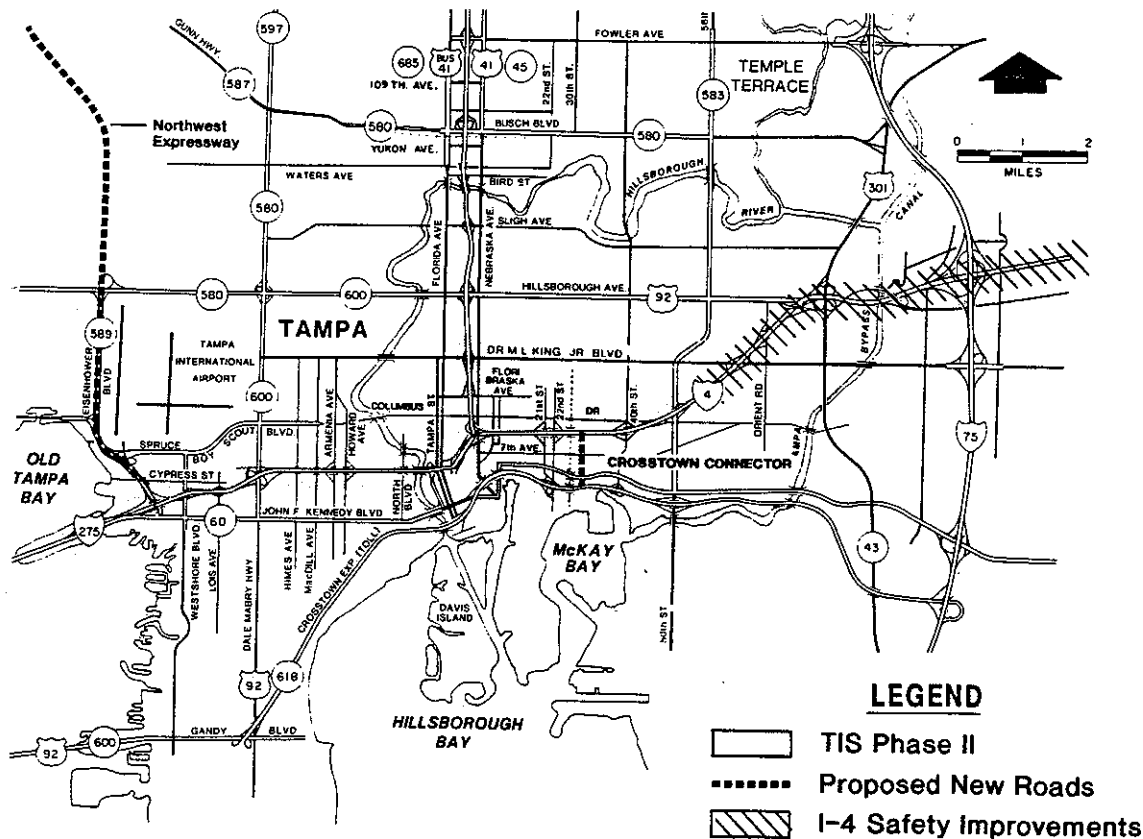
The FDOT is scheduled to begin construction of safety improvements to I-4 in July 1991. The safety improvements will include upgrading and replacement of all substandard roadway and double faced and bridge approach guardrail throughout the project. The improvements also include the construction of standard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

The planned safety improvements

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

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

See map below for Safety Improvement Area.



Public Involvement Program

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

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

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

- FAX Service number for inquiries is 286-6587.

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

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

Activity Schedule

Environmental Assessment

- Alternatives Public Meeting April 1991
- Public Hearing February 1992

Environmental Impact Statement

- Alternatives Public Meeting April 1991
- Public Hearing May 1992

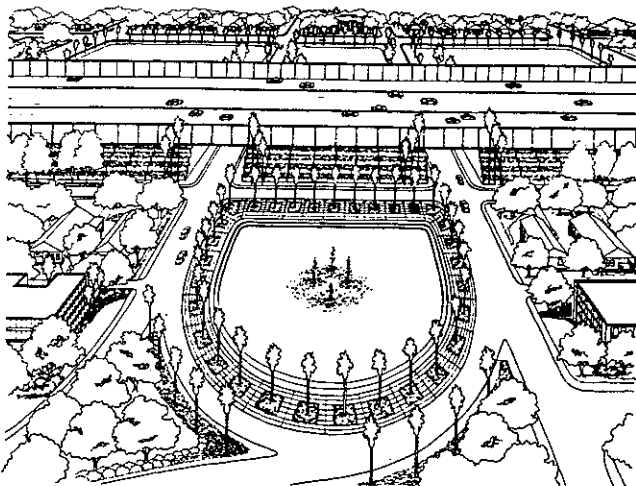
list. This list is updated periodically.

- A Citizen Advisory Committee has been created to encourage interaction with corridor users, land owners, businesses and residents. The committee has assisted the study team in identifying alternatives and assessing impacts.
- An Agency Task Force of local, state and federal agencies has been created to participate in the planning process and ensure the coordination of area studies, projects and proposed developments.
- A Relocation Task Force of local officials, community leaders, elected officials and area residents has been created to study the issue of property acquisition and relocation.
- A Cultural Resources Committee has been formed to coordinate federal, state and local interests in historic and archaeological resources affected by the interstate program. □

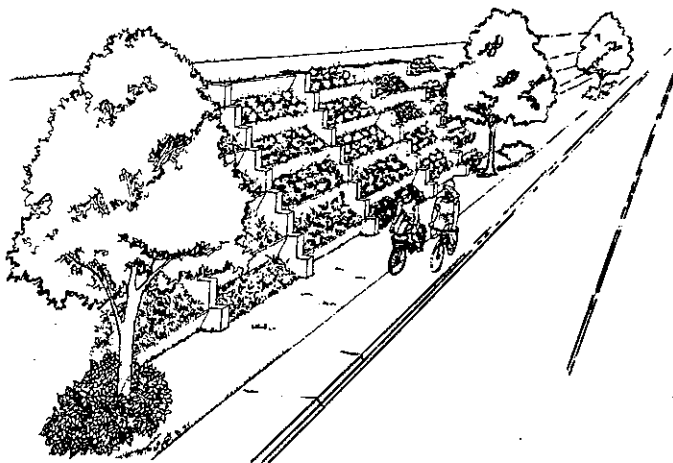
Commonly Used Acronyms in this Study

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

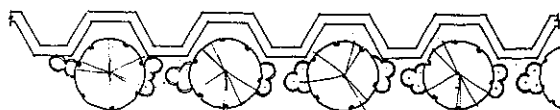
Design Amenities



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



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



PLAN - FAN WALL



ELEVATION - FAN WALL

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

You are invited to participate...

Name: _____

Address: _____

_____ Zip Code: _____

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

Comments: _____

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



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

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

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

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

Futuros boletines informativos serán enviados por correo, solamente a esos propietarios que se encuentran dentro de los límites de los segmentos de Evaluación Ambiental e Informe de Impacto Ambiental del proyecto. Estos segmentos se muestran en la página 3 de este boletín informativo. Boletines serán enviados también a aquellas personas que muestran un interés específico en el proyecto.

Si usted no está recibiendo el boletín y desea recibirlo, por favor llene el formulario adjunto y envíelo por correo a Christopher DeAnnuntis a la dirección indicada en el formulario. ☐

A Florida Department of Transportation Project

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

**Bulk Rate
U.S. Postage
PAID
TAMPA, FL
Permit No. 3435**

**TAMPA INTERSTATE STUDY - PHASE II
ENVIRONMENTAL DOCUMENTATION
Hillsborough County
WPI No. 7140004
State Job No. 99007-1402
FAP No. IR-9999(43)**

Welcome to the Florida Department of Transportation (FDOT) alternatives public information workshop on the proposed reconstruction of I-275 from the Howard Frankland Bridge northward to Dr. Martin Luther King, Jr. Boulevard, I-4 from the I-275 downtown interchange eastward to 50th Street (U.S. 41), and the Crosstown Connector in the vicinity of 30th Street on I-4 southward to the Crosstown Expressway. This study has been identified as the "Tampa Interstate Study - Phase II".

This workshop is being held to receive comments, ideas, and suggestions from the general public as well as to inform the public of the study's progress. Aerial photographs illustrating the study area and selected alternative corridors are on display and study team representatives are available to discuss the study and answer questions. There are three methods by which you can present your comments for the record:

First, you may make an oral statement to the court reporter present. The reporter will also accept any exhibits you may wish to become part of the public record of this project.

Second, you may fill out one of the statement forms provided at the registration table or located at the comment table. The completed forms should be placed in the boxes marked "Drop Box." Please note that these statements will become part of the public record.

Third, you may send in a completed statement form to The Greiner Team, c/o Christopher P. DeAnnuntis; Post Office Box 31646, Tampa, Florida 33631-3416. These statements will become part of the official public workshop record, if received by May 10, 1991.

PUBLIC INVOLVEMENT

You are invited to participate in the study's extensive public involvement program. The program includes a local project office dedicated exclusively to the study, an information phone service and a computerized mailing list of interested parties for this study. A Citizens Advisory Committee (CAC), an Agency Task Force (ATF), a Relocation Task Force (RTF) and a Cultural Resource Committee (CRC) has been created to help the project team identify community issues and concerns during the study.

The project office is located at Greiner, Inc., 7650 Courtney Campbell Causeway, Tampa, Florida. This office is open 8:00 a.m. to 5:00 p.m. Monday through Friday. Experienced project team members will be available each Monday through Friday at the office to provide background information and solicit public comments. The project office can be reached by calling 286-7667 in Hillsborough and a toll free number 1-800-624-0074.

STUDY SCOPE

In 1987, the Greiner Team was retained by FDOT to perform an in-depth Master Plan (Phase I) for the Tampa Interstate System which includes I-275, I-75, and I-4 in and around the Tampa Bay area. The intent of Phase I of the Tampa Interstate Study (TIS) was to develop an overall program of the needed and justified improvements to the interstate system. The overall objective of the study was to improve traffic operations and safety, and to upgrade the interstate where needed.

Services performed in Phase I included the following:

- * A Master Plan of improvements to I-4, I-75, and I-275 to accommodate transportation needs through the year 2010.
- * Justification Report(s) for critical recommended new interchange locations sufficient to obtain Federal Interstate funding.
- * Conceptual designs of the recommended improvements in sufficient detail to identify structural, environmental, and right-of-way impacts.
- * Conceptual right-of-way requirements.
- * Development and consensus of a multi-modal transportation system to accommodate year 2010 needs.
- * Preliminary cost estimates of all improvements, time-phased in accordance with the Master Plan.

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

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

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

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

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

PROJECT HIGHLIGHTS

The study area encompasses a vast system of interstate and arterial highways providing the majority of surface travel for the urban area of Tampa. Future planning efforts, relating to the adopted MPO's Long Range Transportation Plan, clearly indicate that the reconstruction of the interstate is a basic component of their plan.

Over the next 20 years, traffic on Tampa's heavily traveled interstate highways is expected to increase by more than 50% over current levels in various locations - and more than double in some areas. Originally designed in the early 1960's as a four- and six-lane expressway, the system currently carries traffic as high as 160,000 vehicles per day on facilities designed to carry 61,000 to 91,000 vehicles per day. The resulting congestion, travel delay, cost to the public and degradation of the environment are a continuing problem for the Tampa Bay urban area. The interstate's proposed upgrading is the area's largest-ever public capital improvement program.

The comprehensive study of this major FDOT reconstruction program produced a master plan for improvements that enables I-4, I-75 and I-275 to handle interstate transportation needs through the year 2010. The 37-mile interstate network is especially complex in that it affects access to every major surface transportation facility in urban Tampa.

The project included extensive analyses to develop and evaluate a wide range of multi-modal alternatives and to prioritize reconstruction efforts. Among the numerous items studied are the preferred type and location of multi-lane improvements, use of light rail options, HOV/Transitway facilities, HOV priority ramps, traffic management techniques, and traffic surveillance and control systems. Factors affecting the viability of alternatives, such as right-of-way and relocation impacts, roadway and structural costs, drainage and permit impacts, traffic operations, maintenance of traffic, community cohesion, and local traffic circulation are currently being evaluated in a series of environmental documents.

Traffic counts and MPO projections for the next twenty years show the dramatic increase in travel demands. This is especially important since the MPO's study assumes a fully integrated multi-modal system of Park and Ride Lots, HOV, Bus, Light Rail and improved highway network in addition to the proposed interstate improvements. The projections have already taken significant transit travel diversion into consideration.

Location	Average Daily Traffic			
	1988	1990	2010	Increase
I-275/Howard Frankland Bridge	78,400	75,800	124,000	64%
I-275/Dale Mabry Highway	148,600	153,100	216,000	41%
I-275/North Boulevard	159,900	163,800	252,000	54%
I-275/M.L.King, Jr. Boulevard	129,800	135,000	197,000	46%
I-4/21st & 22nd Streets	118,900	131,200	231,000	76%
I-4/50th Street	95,500	N/A	199,000	108%

The cost of reconstructing and rehabilitating Tampa's aging interstate system area as significant as its problems. Total 1990 estimated costs of the interstate program are \$1,380,615,000 for engineering and construction, and \$274,853,000 for right-of-way and relocation. The economic return on this public investment is also significant - with a significant benefit to cost ratio for the public. The estimated user benefits derived from the improvements to the entire interstate in the year 2010 is calculated to equal \$1,780,000 daily or over \$649,700,000 yearly!

QUESTIONS AND ANSWERS REGARDING THE TAMPA INTERSTATE STUDY

QUESTION #1: When will construction of the new Interstate begin?

RESPONSE: The start of construction will depend upon available funding, receipt of federal and state environment and design approvals, and the completion of right-of-way acquisition. With those constraints current estimate of construction for the Westshore area (Howard Frankland Causeway to Dale Mabry Highway) is 1995. Construction of Interstate 275 from Dale Mabry Highway to Dr. Martin Luther King, Jr. Boulevard and Interstate 4 from I-275 east to U.S. 41 (50th Street) is not on the Florida DOT's current work program and will be contingent upon the availability of federal funding.

QUESTION #2: When will the State acquire/purchase my property?

RESPONSE: Right-of-way can be purchased after environmental and design approvals have been received from federal and state agencies. Typically, the right-of-way acquisition process takes up to two years. Therefore, purchase of right-of-way could start by 1993-94 in the Westshore area and 1995-96 in the remaining area of this current study.

QUESTION #3: What does the State pay for property acquisition?

RESPONSE: The state pays reasonable and fair market value for property it acquires. For specific details concerning your property or situation, please contact a member of the Florida DOT right-of-way staff.

QUESTION #4: What are some of the things that will be done to reduce the amount of noise that will come from the proposed Interstate?

RESPONSE: There are techniques available to reduce potential noise from the reconstructed Interstate. These primarily involve use of barrier to stop the sound either at its source (the road) or receptor (a home). The location of suggested noise barriers and the types of barriers, are shown on the Interstate drawings; please review these for more information. The determination of where and what type of noise barriers will be built will be made in the environmental documents.

QUESTION #5: What will be done to preserve a sense of community that exists today?

RESPONSE: Several methods are proposed for mitigating the impact of Interstate reconstruction on the local communities. The extensive use of noise barriers, landscaping (to "soften" the visual impacts) and creation of buffer areas adjacent to sensitive locations are all considered for use in the reconstruction.

QUESTION #6: Survey crews have been in my neighborhood, does this mean construction will begin soon?

RESPONSE: No, the survey crews are part of the Florida DOT's program to survey the Interstate system to assure they have updated and accurate engineering data for future design work on the Interstate.

QUESTION #7: Has the option of rail or other transit been addressed instead of making the Interstate so expansive?

RESPONSE: Transit is one of the most exciting features of the current Interstate reconstruction program. Transit is a key element in the development of a balanced system: transit, highway and non-motorized travel modes. The TIS study coordinated extensively with the HART and MPO staffs to reach a consensus agreement on all facets of transit within the Interstate program. These include dedicated High Occupancy Vehicle (HOV) lanes, exclusive entrance ramps for buses and carpools, new and expanded park and ride lots for HOV commuters, and the ability to provide for a light rail transit system in the future, if necessary. The original Interstate plan was reduced to reflect these intensive transit system improvements; without the transit the Interstate would have to be increased in size.

QUESTION #8: What is proposed for the historic districts such as West Tampa, Tampa Heights and Ybor City?

RESPONSE: The Interstate will have impacts on these districts. The FDOT and the various agencies and groups involved with maintaining these cultural resources have coordinated during the study to propose several mitigation measures to assure the improvements do not cause long-term problems. Several of these measures will increase the viability of the districts and include: a new linear park in the Tampa Heights area; remove truck traffic from 21st and 22nd Streets in Ybor City; and the placement of noise barriers and landscaping throughout the project to reduce impacts.

QUESTION #9: Will existing thru and cross streets be closed due to the Interstate improvements?

RESPONSE: Roads to be closed are Henderson Avenue, 7th Avenue and 19th Street in the CBD/Ybor City area. There will also be new cross streets thru the Interstate that do not exist today. These new streets include Sherrill and Trask Streets in the Westshore area. All other existing cross streets will remain open.

QUESTION #10: What will be done so that the Interstate is not so visually intrusive?

RESPONSE: There are several urban design features proposed to "soften" or reduce the appearance of the Interstate. Terraced walls with plantings, earthen berms, landscaping and aesthetic lighting are proposed to be used as mitigation for the visual impact of the new Interstate.

QUESTION #11: Will the drainage ponds be wet or dry?



RESPONSE: The proposed drainage ponds will consist of both wet and dry ponds.



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



EA and EIS Study Segments

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

Officials show off future interstates

By TODD SIMMONS
Tribune Staff Writer

TAMPA — State transportation officials showed off their high-tech vision Thursday afternoon of what Hillsborough County's interstate system could become during the next 15 years.

About 100 area residents — many of whom own homes or businesses near the highways — attended the public workshop on the Tampa Interstate Study, watching a video and scanning giant maps that show how the interstates will be expanded.

Few seemed upset over the proposed \$2 billion project. Most milled around the Tampa Convention Center meeting rooms asking questions of state Department of Transportation consultants about when the renovation of interstates 275, 75 and 4 will happen and how it will affect them.

"What am I going to do about it, cry? They've got to do it," said Tim Boykin, whose two-bedroom home near the Lois Avenue exit of I-275

would be replaced by a drainage pond and retention wall. "I'm not really broke up about it."

The plan encompasses I-275 from the Howard Frankland Bridge east through Tampa and north to where it merges with I-75 and includes I-75 north to State Road 54 in Pasco County. The project also will cover I-4 from the downtown interchange east to I-75.

The resulting highways will resemble today's interstates in name only.

The interstates will be widened in some places to 16 lanes. The highways will be divided into lanes that handle local traffic and those that cater to long-distance travelers.

Buffer walls three stories high will line the interstates near downtown areas. Slopes surrounding the walls will be terraced and set off with plant boxes and trees.

Several exit ramps would lead drivers to small parks featuring trees and fountains. Those areas will showcase exits to special areas of Tampa, such as Ybor City and the West Shore business district,

said project consultant Ron Gregory.

None of it will happen anytime soon.

The interstate expansion, which would be the most expensive capital project ever in Hillsborough County, is in the second of two planning stages that should be completed by the end of 1992. Construction isn't expected to begin at least until 1996.

But for Barney and Mary DeGuzman, it can't come soon enough.

Their property bordering the I-275 and I-4 interchange once was prestigious Tampa Heights. When construction started on I-275 in the mid-1960s, property values near the road plummeted and the DeGuzmans left for West Tampa, putting their old home up for rent.

Now they'd just like to get rid of the land that's been in Mary DeGuzman's family for nearly 80 years. The expanded interchange will run through the yard of what once was Mary's mother's home.

"I just wish they'd buy it. I don't want it anymore," Mary said.



Tribune photograph by JAY CONNER

Vivian Johnson and Mark Jennings look over plans for expansion of the area's interstates

Tuesday at the Tampa Convention Center. Jennings works for the project's consultant.

People ^{St. Petersburg} 5/1/91 protest freeway widening

■ Some area residents say they don't want to make way for Interstate 275, while others say they don't want to stay near it.

By JACKIE RIPLEY
Times Correspondent

TAMPA — A year ago, John and Rosalind Blake were forced out of their Palm Beach County home to make room for an airport. Now, they may have to move again — this time for the widening of Interstate 275 in Tampa.

"We no more got in this place and heard rumors," Rosalind Blake said. "Selfishly, we don't want to go again. We moved here to take care of elderly parents."

The Blakes and scores of others turned out for a workshop Tuesday to learn the fate of their property, in the path of proposed interstate work by the state Department of Transportation (DOT).

An overall \$1-billion-plus plan to widen and reconstruct Tampa's interstate system calls for adding lanes to I-275 from the Howard Frankland Bridge to Dr. Martin Luther King Jr. Boulevard, and Interstate 4 from the I-275 downtown interchange east to 50th Street. Work will be finished in seven years.

"We're adding another freeway on the outside of the existing freeway," said David Twiddy, an engineer for the DOT. "It separates the long-distance traffic from short-distance traffic."

For example, motorists will be able to get on I-275 at Westshore Boulevard and exit at Howard and Armenia avenues. Or they can enter at Westshore and travel all the way to Orlando by merging into the center express lanes bypassing local traffic, Twiddy said.

Some homeowners who will have to make way for the road weren't impressed.

"It can sure throw a monkey wrench in your life," said Jerry Sanchez, who has lived in his Habana Avenue home for 24 years. "I spent \$3,000 on a new kitchen and two weeks later get this notice saying I'm in the right of way."

Other residents in the path of the construction — in Tampa's downtown area, Ybor City and West Tampa — echoed Sanchez's frustration.

About 1,000 residents and 140 businesses will have to move, DOT officials have said.

In the Westshore area, about 221 residents and 39 businesses will be relocated, said Ron Gregory, the project manager for the engineering firm of Greiner Inc.

"We want to get those trucks

Please see **FREEWAY** Page 2

Freeway

from Page 1

off the streets of Ybor and make the area more street-friendly," Gregory said.

The road project has received support from the Ybor business community and various city and county planning agencies, Gregory

said.

Manuel Blanco wasn't upset about losing his home to the widening of I-275. He lives on LaSalle Avenue in west Tampa. The road crews will have to knock down his house, but leave his fuel oil business.

"I'd rather go than sit along side of an expressway," he said.

St. Petersburg Times
4/10/91
C2380 BT

Plan would ease traffic

■ A workshop today will show improvements planned for the Tampa interstates.

By JACKIE RIPLEY
Times Correspondent

TAMPA — In a few years, it will be easier for drivers to get through town — and around town — thanks to planned improvements in Tampa's interstate system.

The improvements call for widening two sections of the interstate system so that traffic can move into and out of downtown more easily — and, if drivers choose, bypass that area altogether.

Residents are invited to give their views on the reconstruction project during a public workshop from 4 to 8 p.m. today at the Tampa Convention Center, 333 S Franklin St.

Transportation officials are studying the environmental, economic and social impact of the proposed changes.

A video presentation and aerial photographs will be shown.

Among the changes is a main freeway that will provide a virtually straight shot through Tampa, and outside lanes for local traffic, said Lee Royal, spokeswoman for the Florida Department of Transportation.

"You'll be able to move quickly within town," Royal said. "And if you're going on a long-distance (trip) through Tampa, you'll be able to pass all those exits."

The proposal, part of an overall \$1-billion-plus plan to widen and reconstruct Tampa's interstate system, calls for reconstructing Interstate 275 from the Howard Frankland Bridge north to Dr. Martin Luther King Jr. Boulevard, and Interstate 4 from the I-275 downtown interchange east to 50th Street.

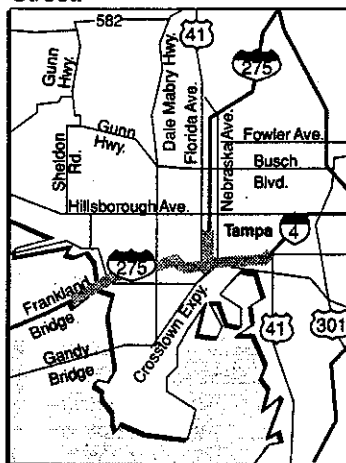
Though the project will provide welcome improvements, drivers will have to wait several years to enjoy them.

Right-of-way acquisition, which will occur between the Frankland Bridge and Himes Avenue, won't begin until 1994.

Actual construction won't begin until about 1996, Royal said.

Road changes

The screened areas indicate the proposed changes in portions of I-275 from the Howard Frankland Bridge to Dr. Martin Luther King Jr. Boulevard, and on I-4 from the I-275 downtown interchange eastward to 50th Street.



Times art