

PUBLIC HEARING

Design Change Re-Evaluation  
Of the Interstate 275 Project  
Development and Environment Study

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DATE: September 24, 2019

TIME: 5:30 - 7:30 p.m.

PLACE: 1900 Gandy Boulevard

St. Petersburg, Florida 33702

1 OPENING

2 MR. BOGEN: If you can make your way to  
3 the seats, those who are standing, we're about to begin  
4 our formal portion.

5 If you can please make your way to the  
6 seats so that we may begin our formal portion.

7 Pardon me. Staff, if you would help me to  
8 direct the people to the seats so that we might begin?

9 Good evening. My name is Kirk Bogen and I  
10 am the Environmental Management Engineer for the  
11 District 7 of the Florida Department of Transportation  
12 or FDOT.

13 Welcome to the Design Change Re-Evaluation  
14 of the Project Development and Environment or PD&E  
15 study public hearing, for Interstate 275, or I-275,  
16 State Road 93 from south of 54th Avenue South to north  
17 of 4th Street North, approximately 16.3 miles in  
18 Pinellas County, Florida.

19 The Work Program Item, or WPI, Segment  
20 number is 424501-1. This environmental study has been  
21 conducted by FDOT District 7 in compliance with all  
22 applicable federal environmental laws pursuant to 23  
23 United States Code Section 327 and the implementing  
24 Memorandum of Understanding between FDOT and the  
25 Federal Highway Administration signed on December 14th,

1     2016. The Florida -- the FDOT Office of Environmental  
2     Management in Tallahassee is the approving authority.

3             This public hearing is being held to allow  
4     interested persons the opportunity to provide comments  
5     concerning the location, conceptual design and social,  
6     economic, and environmental effects.

7             Today is Tuesday, September the 24th,  
8     2019, and it's approximately 6:32. We're are assembled  
9     at the First Baptist Church of St. Petersburg located  
10    at 1900 Gandy Boulevard in St. Petersburg, Florida.

11            This public hearing is being held to give  
12    all interested persons the opportunity to discuss the  
13    project and to make comments on the Design Change  
14    Re-Evaluation. Public participation at this hearing is  
15    encouraged and solicited without regard to race, color,  
16    creed, religion, sex, age, national origin, disability  
17    or family status. This public hearing is being held  
18    and was advertised in accordance with applicable  
19    Federal and State laws as shown on the citation board  
20    located next to the sign-in table. This information is  
21    also provided in the private newsletter you received in  
22    the mail or here tonight.

23            This is your opportunity to receive  
24    information on the project and officially comment on  
25    the location and conceptual design for improvements to

1 I-275 from south of 54th Avenue South to north of 4th  
2 Street North. You may also provide comments regarding  
3 the project documents available here this evening. The  
4 current Preferred Build Alternative for the I-275  
5 improvements are based on environmental and engineering  
6 analyses completed to date, as well as on public  
7 comment that we have received.

8           The current Design Change Re-Evaluation is  
9 examining the impacts of further changes to the  
10 approved PD&E Study. Results of the cultural,  
11 national, social, and physical and environmental  
12 analyses are contained in the documents on display  
13 tonight and are available on the project website.  
14 Staff are available to answer questions regarding these  
15 reports.

16           The current re-evaluation is evaluating  
17 the addition of two express lanes on 275 from I-375 to  
18 south of Gandy Boulevard and the addition of a second  
19 express lane on I-275 from south of Gandy Boulevard to  
20 north of 4th Street North. These proposed improvements  
21 would tie in with planned improvements to the Howard  
22 Frankland Bridge.

23           The current re-evaluation also analyzes  
24 replacing the I-275 bridges on the 4th Street North  
25 over Big Island Gap and providing trail connections

1 from 4th Street North and Ulmerton Road to the Howard  
2 Frankland Bridge. The current re-evaluation analyzes  
3 modifications to the Gateway Expressway interchange  
4 area to provide ramp connections in all directions to  
5 and from the Gateway Expressway to the proposed express  
6 lanes on I-275, as well as improvements to the  
7 southbound I-275 ramps from Gandy Boulevard. The  
8 current re-evaluation also examines pond site  
9 requirements from south of 54th Avenue South to north  
10 of 4th Street North. To meet drainage and stormwater  
11 requirements, pond sites will be needed to accommodate  
12 new impervious surface due to widening to accommodate  
13 express lanes and lane continuity improvements.  
14 Several of these new pond site locations may be outside  
15 of the existing right-of-way.

16 This project is consistent with Forward  
17 Pinellas's Long Range Transportation Plan and their  
18 Transportation Improvement Plan. This project is also  
19 consistent with the State Transportation Improvement  
20 Plan and other regional plans.

21 Now I'm going to give you some information  
22 about right-of-way acquisition and how you can make  
23 comments on the project. On projects such as this, one  
24 of the unavoidable consequences is the necessary  
25 acquisition of properties and the relocation of

1 families and businesses. For this project, we  
2 anticipate the relocation of 16 residences and no  
3 businesses. All right-of-way acquisition will be  
4 conducted in accordance with Florida Statute 339.09 and  
5 the Federal Uniform Relocation Assistance and Real  
6 Property Acquisition Policies Act of 1970, commonly  
7 known as the Uniform Act.

8           If you are required to make any type of  
9 move as a result of a Department of Transportation  
10 project, you can expect be treated in a fair and  
11 helpful manner and in compliance with the Uniform  
12 Relocation Assistance Act. If a move is required, you  
13 will be contacted by an appraiser who will inspect your  
14 property. We encourage you to be present during the  
15 inspection and provide information about the value of  
16 your property.

17           You may also be eligible for relocation  
18 advisory services and payment benefits. If you are  
19 being moved and you are unsatisfied with the  
20 Department's determination of your eligibility for  
21 payment, or the amount of that payment, you may appeal  
22 that determination. You'll be promptly furnished  
23 necessary forms notified of the procedures to be to  
24 followed in making that appeal.

25           A special word of caution: If you move

1 before you receive notification of the relocation  
2 benefits that you might be entitled to, your benefits  
3 may be jeopardized.

4 The relocation specialists who are  
5 supervising the program are Joe Murphy and Susan  
6 Cooper. They will be happy to answer your questions  
7 and also furnish you with copies of relocation  
8 assistance brochures.

9 Joe and Susan, please identify  
10 yourselves -- they're back there in the corner -- so  
11 that anyone who is involved in a relocation on this  
12 project will know that they need -- know that they need  
13 to see you regarding their property.

14 When you arrived this evening, you should  
15 have received the project newsletter containing project  
16 information. If you were not able to sign in or did  
17 not receive a handout, please stop by the sign-in table  
18 before leaving this evening. If you have not already  
19 done so, please watch the presentation that is running  
20 continuously at the Public Hearing tonight in the  
21 adjacent rooms. It describes the proposed I-275  
22 improvements in greater detail.

23 Before I continue, I would like to  
24 recognize any elected officials or their  
25 representatives who are here tonight. Please stand and

1 introduce yourselves for the record.

2 MR. JENKINS: I represent Wingate Newton,  
3 South St. Pete, Pinellas, Hillsborough and Manatee  
4 County.

5 MR. BOGEN: And your name?

6 MR. JENKINS: Sam Jenkins.

7 MR. BOGEN: Thank you.

8 Those who wish to provide comments during  
9 this formal portion of the Public Hearing should  
10 complete a speaker's card and submit it to a Department  
11 representative. If you did not receive a speaker's  
12 card and would like to make a public comment, please  
13 raise your hand and an FDOT representative will be  
14 happy to provide you with one of the comment cards.

15 In addition to making an oral statement  
16 during this formal portion of the hearing, you can also  
17 make a comment to the court reporter here tonight  
18 after this formal portion of the Public Hearing. You  
19 may also submit your comments to the FDOT writing.  
20 Comments forms can be completed at a later time and  
21 mailed to us at the preprinted address on the back of  
22 the comment sheet. You may also email comments to us  
23 from the project website found on the front of the  
24 handout. Please keep in mind that comments must be  
25 postmarked or emailed no later than Friday, October

1 4th, 2019, to be included in the official Public  
2 Hearing record.

3 PUBLIC COMMENTS

4 We will now begin taking public comments. I  
5 will call each speaker in order in which their request  
6 was received. In an effort to accommodate all requests  
7 to speak, we ask that each speaker keep their comments  
8 to three minutes. Those who wish to provide additional  
9 comments may return to the microphone following the  
10 last speaker, or you may present your additional  
11 comments directly to the court reporter at the end of  
12 tonight's hearing.

13 As I call your name, please step to the  
14 microphone and state your name and address before  
15 making your comment. If you have questions, please see  
16 one of the FDOT representatives following this portion  
17 of the hearing.

18 Our first speaker is Jonathan Gotwald.

19 JONATHAN GOTWALD

20 MR. GOTWALD: Put me on the spot.

21 I'm Jonathan Gotwald. I live at 1869 76th  
22 Place North, and I'm an owner in the Meadowlawn  
23 Sawgrass Addition Subdivision, which could be affected  
24 by the stormwater pond 18A. And I'd like to just --  
25 I've submitted documents to the court reporter already,

1 so I'm just going to go through some of the brief  
2 items.

3 The Meadowlawn Sawgrass Addition was built in  
4 1995 and a SWFWMD permit was issued for our stormwater  
5 pond, which is an active and maintains stormwater pond.  
6 During the process of the evaluations of all the  
7 three -- of the two sites, 18A and 18B, the 18A was  
8 selected over the 18B site, and we had some concerns  
9 over the -- what were the reasons for that -- those  
10 selections. And I've found that there were some things  
11 talked about tonight about the mitigation being  
12 saltwater-type mitigation that's not available.

13 So the focus that we have on it is the  
14 utilization of the EOA No. 10 site, which is apparently  
15 moving forward with Pinellas County and SWFWMD trying  
16 to get the agreement put together. That site is, in  
17 our opinion, less intrusive to the homeowners in the  
18 adjacent areas, and we would like to see that as a  
19 priority, you know, a first priority to utilize that  
20 site.

21 In the stormwater management analysis, the  
22 report, there was some items in there that were  
23 identified as related to the -- our site where they  
24 were taking four homes, our stormwater management pond,  
25 as well as the wetland and conservation area that are

1 part of our subdivision. The areas that were  
2 identified in the report noted 1.21 acres of wetlands  
3 and surface water impact to our site. I submit that  
4 it's closer to 3.1 acres because our stormwater pond is  
5 a part of our surface water, as well as the  
6 conservation area that was platted and recorded is a  
7 part of that wetland habitat with the upland as well.

8 The second alternative, the 18B alternative,  
9 we would like to have that considered heavily as a --  
10 if the ELA 10A -- ELA No. 10 site doesn't work out with  
11 the agreement with the county and SWFWMD, we'd like to  
12 make sure that the School Board site is addressed  
13 appropriately as maybe the second site because it's not  
14 impacting homes. We understand it's impacting  
15 recreation areas, but they also have a stormwater pond  
16 on their site that could potentially be expanded and  
17 modified. So there are options there that we'd like to  
18 have considered.

19 Some of the design criteria that were  
20 identified in -- am I past my three minutes?

21 MR. BOGEN: You are getting there, if you  
22 could wrap up.

23 MR. GOTWALD: Okay. Some of the design  
24 criteria and preliminary calculations in the drainage  
25 report I would like to question because the design high

1 water that was identified -- and I understand they're  
2 preliminary -- identified it as Elevation 8. All of  
3 our roads in our subdivision are below Elevation 8 and  
4 many of our lots are below that. So that functionally  
5 wouldn't be a permitable solution. We're concerned  
6 that if that same amount of volume is required, then  
7 the stormwater pond may have to, you know, expand and  
8 more homes. Am I over or --

9 MR. BOGEN: Yes. But if you could get with  
10 staff afterwards and -- I know you've gotten with  
11 staff.

12 MR. GOTWALD: I mentioned my three  
13 alternatives: Priority one is ELA, priority 2 is the  
14 School Board site and priority 3 is our site. Thank  
15 you.

16 MR. BOGEN: Thank you.

17 Our next speaker is Alex Morfesis.

18 ALEX MORFESIS

19 MR. MORFESIS: Yes, sir, St. Petersburg.  
20 First question: How does one get a PDF of the project  
21 documents?

22 MR. BOGEN: I'm not answering questions, but  
23 the material will be on the website within the next  
24 couple of days.

25 MR. MORFESIS: All right. So in terms of

1 just as the gentleman described that there is plans on  
2 sites, there is a site that may or may not be done on  
3 the -- in the Deuce's area and that's a piece of  
4 property that was part of a HUD-funded project. So how  
5 is one going to deal with those issues, where the city  
6 may or may not have to give back money?

7 Also, is there going to be a continuing  
8 expansion all the way down to 54th for this express  
9 lane eventually, or -- you know, that's the question I  
10 have. I don't see how you just stop there and not keep  
11 going.

12 Good luck. That's it.

13 MR. BOGEN: All right, thank you for your  
14 comment.

15 Our next speaker is John Estok.

16 JOHN ESTOK

17 MR. ESTOK: Good evening. My name is John  
18 Estok. I live in Phillipe Parkway, in Safety Harbor,  
19 Florida.

20 I live in Safety Harbor, so I don't have  
21 property homeowner issues, so I'm little different.  
22 The first thing I wanted to say is we don't need these  
23 toll lanes. The tolls are a rationing device. We do  
24 need one additional lane south of Gandy to north of  
25 375, but it doesn't need to be a toll lane.

1           The tolls, in case you don't know, won't come  
2 close to paying for these lanes or better transit  
3 services that we have been told will come with them.  
4 The biggest problem is not a lack of lanes, it's too  
5 many interchanges in too short of an area. These kind  
6 of roads aren't designed to have interchanges every  
7 mile, let alone every half a mile or less, which is  
8 what we have in some places in Tampa and St. Pete.

9           The biggest problem with too many  
10 interchanges that we do have is that they were not  
11 designed properly in that they result in weaving -- the  
12 weaving as cars enter from the onramp and have to weave  
13 around cars having to go off an offramp, and vice  
14 versa. And this weaving that I spoke about causes the  
15 bottleneck and congestion we all get stuck in.

16           What do I think we do need to do? Well, with  
17 275 southbound, I think we need any on/entrance ramp  
18 from Roosevelt Boulevard, 118th Avenue and the Gateway  
19 Express that they're working on to enter in a single  
20 lane ramp that either enters in the left fast lane, or  
21 at the very least is a, what's known as a basket weave  
22 with the Gandy offbound ramp, so that would prevent  
23 them from bottlenecking. That is, they don't weave  
24 together. And second, that the onramp to 275 south  
25 that comes from Gandy east and westbound enter into a

1 new single fourth lane. They are doing a single lane,  
2 but it's not going to be in a fourth lane; it will have  
3 to merge in.

4 275 northbound, a ramp Gandy eastbound that  
5 enters into the left fast lane and an onramp from Gandy  
6 westbound, that's currently not even available. It's  
7 an incomplete interchange. That's too big of an  
8 interchange for it to be incomplete like that.

9 And I'd also ask that we have a direct  
10 flyover ramp from 275 north to 118th in the Gateway and  
11 abolish what we have now, which is this ridiculous  
12 270-degree angle ramp. It's almost the a circle you  
13 have to do.

14 Regarding lane continuity, this is a problem  
15 that results from left exits. We need to abolish left  
16 exits and particularly left exit-onlys.

17 And one big disappointment I have is that  
18 nothing's done with the first lane continuity issue,  
19 that is 275 north, the exit on lane to lane change at  
20 54th Avenue South. Thank you.

21 MR. BOGEN: Thank you for your comment.

22 Our next speaker is Toby Vongkoht.

23 Did I get it right?

24 MR. VONGKOHT: Yes, that fine.

25 My name is Toby Vongkoht. I live at 8164

1 Martin Lane in Seminole. I just heard about this a  
2 couple hours ago on Facebook, so I decided to skip work  
3 and come here instead. And what concerned me the most  
4 about this project as a far as Segment B and C goes is  
5 that express lanes, also called Lexus lanes, are going  
6 to be added to the major corridor for transporting  
7 people and goods, and I just kind of think that's not  
8 really the most -- I don't want to say broader way of  
9 looking at the transportation issue here. I know  
10 congestion is a huge problem on the other side of the  
11 Howard Frankland Bridge and the other plans a couple  
12 years ago regarding that bridge and extending express  
13 lanes or potential light rail on that bridge would be  
14 possible, and kind of going along with those lines, I  
15 kind of think maybe designated bus lanes would be a  
16 little bit more appropriate for this area, mainly  
17 because, I mean, the amount of people that you can fit  
18 into a bus versus the amount of cars take up similar  
19 space, it's just kind of ridiculous that people would  
20 prefer to be in their cars. And also, especially since  
21 there's a lot of people that come to St. Pete from the  
22 airport, it's just kind of a shame that a lot of  
23 visitors just really don't have a means to get around  
24 other than by private car. And I just think that  
25 investing in public transportation would be a better

1 way to serve the people of this area, especially for  
2 these who want to stay in their cars. They wouldn't be  
3 forced to drive in such congested situations.

4 That's all.

5 MR. BOGEN: Thank you for your comment.

6 Our next speaker is Manuel Rodriguez.

7 MANUEL RODRIGUEZ

8 MR. RODRIGUEZ: Hi, my name is Manuel  
9 Rodriguez. I live at 1868 76th Place North. So I  
10 wanted to kind of talk about the human impact.

11 I lived in St. Petersburg for nearly 40  
12 years, all in the same ZIP code, 33702. I've lived in  
13 my current home for about 20 years, and I'd like to  
14 mention the social impact of this project, particularly  
15 with respect to the -- to the retention pond on 76th  
16 Place North.

17 The neighborhood is about 20 years old. The  
18 neighbors moved in there about the same time. Their  
19 kids grew up together and the neighborhood gathers to  
20 together multiple times a year for events including  
21 Halloween, Super Bowl, and a yearly event where we  
22 obtain a permit to close the street for family and  
23 neighborhood get-togethers.

24 In addition to the human impact, we're  
25 concerned about the flooding concerns and possible

1 flooding.

2 Please save our neighborhoods. Thank you.

3 MR. BOGEN: Thank you for your comment.

4 Our next speaker is Mark Calvert.

5 MARK CALVERT

6 MR. CALVERT: Mark Calvert, Tierra Verde.

7 I've been a frequent traveler into South Florida and  
8 also been a frequent user of some of the managed toll  
9 lanes in South Florida. I'd rather have a managed toll  
10 lane than no road at all. I've been able to take  
11 advantage of those and save significant amounts of  
12 time. Yes, I've paid 10 or \$15 for a toll to go from  
13 Miami to Ft. Lauderdale, but that was 24 miles. 50  
14 cents a mile, saving half an hour or more during rush  
15 hour, seems like a pretty good deal.

16 So I'm a supporter of the managed access  
17 lanes. And I saw many, many express buses take  
18 advantage of those lanes as well.

19 Likewise, I appreciate FDOT getting ahead of  
20 traffic congestion on 275 in Pinellas County. Unlike  
21 Tampa and Orlando, and of course, South Florida, we  
22 have an opportunity to solve the problem before it  
23 becomes a big mess. And we have a great opportunity to  
24 do that and do that quickly before growth takes over  
25 and moves forward in construction there.

1           But likewise, I'm also very concerned about  
2     some of the other access, particularly for evacuation  
3     for those of us that are in south Pinellas County.  
4     We've also had some potential impact with other  
5     residential streets such as 34th Street South and  
6     Pasadena Avenue for lane elimination, which doesn't  
7     help for local access and also does not help for any  
8     evacuation needs as well.

9           So I'm excited that this project is being  
10    considered and planned, and I'm -- and it's good for  
11    evacuation, it's good for access, it will be good for  
12    transit. Thank you. And as well as improved mobility  
13    for everybody. Thank you.

14           MR. BOGEN: Thank you for your comment.

15           All right, our next speaker is Sharon  
16    Calvert.

17    SHARON CALVERT

18           MS. CALVERT: I'm Sharon Calvert and I live  
19    in Tierra Verde and I also support the preferred bill  
20    that will implement two managed lanes in each  
21    direction. I believe this will be a good fit with the  
22    Gateway Express and the improvements that will be made  
23    to the Howard Frankland Bridge and on into Tampa.

24           I am also concerned. I live in Tierra Verde  
25    and 275 is my gateway out. We need that access and

1 capacity for evacuation as well as just use. And I am  
2 concerned that with some of the projects that are --  
3 are looking to put some other roads on road diets, that  
4 this additional access is needed. It works very  
5 successfully in South Florida. Buses can use it; I  
6 think even school buses can use it. So I'm looking  
7 forward and I'm appreciative that FDOT is looking to  
8 put this capacity in place now and not wait. Thank  
9 you.

10 MR. BOGEN: Thank you.

11 Our next speaker is Mark Ballenger.

12 MARK BALLENGER

13 MR. BALLENGER: My name is Mark Ballenger. I  
14 live at 2335 64th Place North. It's a little community  
15 of 26 home sites called the Oaks of Meadowlawn. I've  
16 lived there about 25 years.

17 One of the things I want DOT to address is  
18 the problem that expanding the road is going to have on  
19 a particular road, 65th Place North and I-275. It  
20 constantly floods whenever there is heavy downpours  
21 now, so I'm kind of curious to know what DOT is going  
22 to do to mitigate the impact of a larger road that  
23 is -- a larger road, and now compacting the problem  
24 there on 65th Place North.

25 I also have, and many of our neighbors have

1 in this area some large trees that apparently it will  
2 fall within the installation area of the noise  
3 abatement wall, or the noise barrier wall. And we're  
4 concerned of the damage and we need to know if FDOT is  
5 going to engage an arborist to do a study to make sure  
6 that these trees will not be impacted, and if they are  
7 impacted, then they will do something to remove them  
8 and replace them.

9 And one other thing, one last thing, I'd like  
10 for you-all to do is stop calling this an express lane.  
11 Please call it what it is: It is a toll lane. And I  
12 think it's confusing to many people who read this that  
13 see it says "express lane," they are unaware it says  
14 it's a toll lane. Thank you.

15 MR. BOGEN: Thank you.

16 Our next speaker is Donald Wiederecht.

17 DONALD WIEDERECHT

18 MR. WIEDERECHT: My name is Donald Wiederecht  
19 and I own a house with Victoria Wiederecht, my wife,  
20 and I live with two children.

21 We bought the house in 1996. It was a  
22 beautiful site when we got it. There was a preserve in  
23 the back. And we said, "This is a wonderful  
24 neighborhood; you know, this is the perfect place to  
25 spend the rest of your life."

1           And when we got the newsletter, it really  
2    didn't go into any kind of eminent domain, and we feel  
3    that the FDOT not sending us any type of letter is not  
4    very good for people who live in this general area.  
5    Because we're one of the four houses that are affected  
6    in Meadowlawn Sawgrass. I live at 7620 19th Street  
7    North, and we are one of the houses that are affected  
8    by this.

9           I -- I know John made his point about where  
10   the pond could go, and I -- I support that 100 percent.  
11   I think there needs another site. I'd like to keep  
12   this neighborhood intact. There are a lot of great  
13   people that live in this neighborhood that are planning  
14   on staying in this neighborhood, and I feel that you  
15   really could go beyond this and try to use either the  
16   School Board site or the Meadowlawn -- the Sawgrass  
17   Park site.

18           I really believe that this is crucial that we  
19   consider all these other options before we decide to  
20   take houses away from people.

21           MR. BOGEN: Thank you for your comment.

22           Our next speaker is Dale Tindall.

23   DALE TINDALL

24           MR. TINDALL: Is this it here?

25           MR. BOGEN: Yes, sir.

1 MR. TINDALL: Yeah, I'm Dale Tindall. I live  
2 on Los Prados Drive in Safety Harbor, Florida.

3 And I think -- I just looked at the green  
4 lines back there and I think when the Gateway project  
5 merges into the existing capacity, that the ramp is  
6 kind of short there. I think you need to make those  
7 longer; okay?

8 And then I want to share with everyone in  
9 this group that we, in Pinellas, have paid the price  
10 for nearly 20 years by the lack of capacity to get  
11 through malfunction junction. And oh, by the way, when  
12 in FDOT's big plan is malfunction going to be fixed?  
13 And the answer is, last.

14 Now, the good news is that they're currently  
15 working and a year from now we will have morning rush  
16 hour to Tampa -- it will work great. However, our  
17 afternoon rush hour is going to be screwed for an  
18 additional 6 to 8 to 10 years.

19 So I want everyone to know that they're not  
20 going to fix malfunction junction for another 10 years.  
21 And to me, that's their No. 1 problem and that's the  
22 last thing they want to fix. And that just frustrates  
23 me.

24 MR. BOGEN: Thank you for your comment.

25 Our next speaker is Veatrice Farrell.

1 VEATRICE FARRELL

2 MS. FARRELL: Good evening. My name is  
3 Veatrice Farrell. I'm here representing an  
4 organization, the Deuces Live. It's a Main Street on  
5 Second Street South.

6 First I'd like to acknowledge and thank the  
7 FDOT representatives that were present at our May 2019  
8 meeting.

9 My comments are regarding the I-275 PEE pond  
10 sites. There are eight sites located outside of  
11 FDOT-owned right-of-ways. One is located on  
12 22nd Street South in St. Petersburg, 7B.

13 The consensus during our general board  
14 meeting was fierce opposition to a pond proposed on  
15 this corridor. I am here in person because it was  
16 suggested that that wasn't the time to make our fierce  
17 opposition known, but to show up at the Public Meeting  
18 and express our fierce opposition to the pond suggested  
19 on 7B.

20 The ELA mentions that there are going to be  
21 several meetings and studies, and I would just ask that  
22 these -- the notices regarding these studies are public  
23 and noticed very frequently in the area so that we'll  
24 know to show up and be in opposition to 7B. Thank you.

25 MR. BOGEN: Thank you for your comment.

1           That was the last speaker's card that I have.  
2   Is there anyone else who would like to make a  
3   statement?

4           Seeing none, the public hearing transcript,  
5   written statements, exhibits and reference material  
6   will be available for public inspection at the FDOT  
7   District 7 office at 11201 North McKinley Drive, Tampa,  
8   Florida within three weeks.

9           It is approximately 7:04, and I hereby close  
10   the formal portion of the public hearing for the Design  
11   Change Re-Evaluation of the Interstate 275 from south  
12   of 54th Avenue South to north of 4th Street North, the  
13   Florida Department of Transportation thanks you for  
14   attending.

15           Remember to be alert today, alive tomorrow.  
16   Safety doesn't happen by accident.

17           Have a good evening.

18                           \* \* \* \* \*

19                           PRIVATE STATEMENTS

20   KATHY JANE WATTS

21           MS. WATTS: I have lived in my house for 32  
22   years at 3923 21st Street North. I started working  
23   hard when I was 28 years old so that my house would be  
24   paid off when I was in my 60's. Now, when I only pay  
25   \$648 a month mortgage and \$498 taxes a year for my

1 property, you guys are talking about building an  
2 interstate and widening it, and it's going to disrupt  
3 my life and ruin my life because I've lived in  
4 St. Petersburg, Florida my whole entire life, except  
5 for five years.

6 My parents moved me here when I was five, in  
7 1965. I went to elementary, I went to middle school  
8 and I went to high school and I went to college here at  
9 St. Pete College. So you're going to get rid of a good  
10 citizen because there's no houses I can buy for what I  
11 have. And it's almost paid off. And that's sad. And  
12 I work in Tampa, so I'm up there every day.

13 And this is breaking my heart because you  
14 just destroyed my dreams of 32 years. I raised my  
15 daughter in that house. I brought her home from  
16 Bayfront. She went to school here. I mean, there's a  
17 lot of history. And it's sad. And you're not going to  
18 give me enough money to even come close to what I have  
19 now. All I'm going to do is have to start over while  
20 you open up expressways that make billions.

21 So that's how I feel. And I wanted you to  
22 know that you've broken my heart.

23 MIKE CORSON

24 MR. CORSON: My name is Michael Corson,  
25 C-o-r-s-o-n. I live at 4600 Xenia Street North,

1 St. Petersburg, Florida.

2 And I think that the eminent domain that's  
3 looming over all of us that have houses that are going  
4 to be taken is unnecessary. It seems like there are  
5 other sites that are more viable. And just from -- you  
6 know, it's better to go with those sites than to take  
7 people's houses. That doesn't seem like there is much  
8 of a benefit when there are other options. Thank you.

9 (The comments and meeting were closed at 7:30)

10 \* \* \* \* \*

11 SLIDE PRESENTATION

12 SLIDE 1: The Florida Department of  
13 Transportation, or F-D-O-T, welcomes you to the Public  
14 Hearing for the Design Change Re-Evaluation of the  
15 Interstate 275, or I-275, Project Development and  
16 Environment, or PD&E, Study.

17 SLIDE 2: This meeting is being conducted to  
18 provide interested citizens an opportunity to ask  
19 questions and offer comments about the alternative  
20 being proposed for this project. This study satisfies  
21 the National Environmental Policy Act, or NEPA, and  
22 other applicable policies, regulations, and procedures.  
23 This project complies with non-discrimination laws and  
24 regulations. Public participation is solicited without  
25 regard to race, color, national origin, age, sex,

1 religion, disability, or family status. For the full  
2 list of federal and state requirements, please see the  
3 citation board located at the sign-in table.

4 SLIDE 3: We are here tonight to discuss the  
5 current Design Change Re-Evaluation for I-275 from  
6 south of 54th Avenue South to north of 4th Street North  
7 in Pinellas County, Florida. The Work Program Item, or  
8 WPI, Segment number for this project is 424501-1. To  
9 better describe the transportation needs, the study  
10 corridor is divided into three unique segments:  
11 Segment A is from south of 54th Avenue South to I-175,  
12 a distance of 4.6 miles; Segment B is from I-175 to  
13 south of Gandy Boulevard, a distance of 6.0 miles; and  
14 Segment C is from south of Gandy Boulevard to north of  
15 4th Street North, a distance of 5.7 miles.

16 SLIDE 4: The project presented tonight is  
17 part of Tampa Bay Next, which is a program to modernize  
18 our region's transportation infrastructure and prepare  
19 for the future. The goal of Tampa Bay Next is to  
20 improve safety and mobility through innovation,  
21 collaboration, and community engagement in the region.  
22 The program includes projects to modernize the  
23 interstates of I-4, I-275 and I-75 in Pinellas and  
24 Hillsborough Counties, and is looking at ways to  
25 integrate transit, bicycle and pedestrian

1 opportunities.

2                   SLIDE 5: The purpose of the original PD&E  
3 Study and subsequent re-evaluations is to provide  
4 documented environmental and engineering analysis that  
5 will help the FDOT Office of Environmental Management,  
6 or OEM, reach a decision on the type, conceptual  
7 design, and location of the necessary improvements  
8 within the I-275 study limits. The proposed  
9 improvements are needed to improve existing operational  
10 deficiencies on I-275, address present and future  
11 traffic congestion, and maintain mobility for freight  
12 and goods movement along a regionally significant  
13 transportation corridor. The proposed improvements are  
14 intended to enhance safety and address future travel  
15 demands to accommodate anticipated growth in Pinellas  
16 County and the region.

17                   SLIDE 6: The original PD&E Study began in  
18 2012 and concluded with approval of the Type II  
19 Categorical Exclusion, or Type II CE, in July 2016.  
20 The 2017 Design Change Re-Evaluation was approved in  
21 April 2017. The current Design Change Re-Evaluation  
22 began in August 2018. The following slides provide  
23 more details.

24                   SLIDE 7: The original PD&E Study evaluated  
25 the need for interchange safety and operational

1 improvements including lane continuity improvements to  
2 provide two continuous general use lanes in Segments A  
3 and B. The original PD&E Study also evaluated the  
4 addition of two express lanes in Segment C. Following  
5 a public hearing in September 2015, the Federal Highway  
6 Administration, or FHWA, approved the Type II  
7 Categorical Exclusion, or Type II CE, in July 2016 for  
8 these improvements.

9 SLIDE 8: The 2017 Design Change  
10 Re-Evaluation evaluated repurposing the approved  
11 express lanes within Segment C to accommodate three  
12 general purpose lanes, one auxiliary lane, and one  
13 express lane in each direction from south of Dr. Martin  
14 Luther King, Jr. Boulevard North to north of 4th Street  
15 North. The 2017 re-evaluation was approved by the FDOT  
16 Office of Environmental Management in April 2017.

17 SLIDE 8: The current Design Change  
18 Re-Evaluation is evaluating impacts of further changes  
19 to the approved PD&E Study, including the addition of  
20 two express lanes from I-375 to Gandy Boulevard in  
21 Segment B and the addition of a second express lane  
22 from Gandy Boulevard to north of 4th Street North in  
23 Segment C. Additionally, the re-evaluation is  
24 addressing changes to the Gateway Expressway  
25 Interchange and Gandy Boulevard Interchange, new trail

1 connections between the Howard Frankland Bridge,  
2 Ulmerton Road, and 4th Street North, replacement of the  
3 4th Street North ramp bridges over Big Island Gap, and  
4 pond sites along the entire corridor.

5 SLIDE 9: Within Segment B from I-375 to  
6 Gandy Boulevard, the Current Preferred Build  
7 Alternative adds two buffer-separated express lanes in  
8 each direction. The new express lanes are accommodated  
9 by widening within current right-of-way limits. The  
10 widening will occur in the median and to the outside of  
11 the existing pavement. This alternative includes  
12 12-foot-wide paved outside shoulders to allow for  
13 bus-on-shoulder operations.

14 SLIDE 10: Within Segment C, the Current  
15 Preferred Build Alternative adds one additional  
16 buffer-separated express lane in each direction. The  
17 express lanes are accommodated by widening within  
18 current right-of-way limits. The widening will occur  
19 in the median and to the outside of the existing  
20 pavement. Throughout this segment, the extent of inside  
21 and outside widening varies to reduce conflicts with  
22 joints between new and existing pavement.

23 SLIDE 12: The Current Preferred Build  
24 Alternative improves ramp connections to southbound  
25 I-275 from Gandy Boulevard. The two southbound

1 on-ramps from westbound and eastbound Gandy Boulevard  
2 will be combined, creating a single access to  
3 southbound I-275.

4 SLIDE 13: The Current Preferred Build  
5 Alternative provides additional connectivity at the  
6 Gateway Expressway Interchange. New direct express  
7 lane connections will be provided between the Gateway  
8 Expressway and I-275 via new flyover ramps that enter  
9 and exit I-275 from the median.

10 SLIDE 14: The Current Preferred Build  
11 Alternative includes replacement of the 4th Street North  
12 ramp bridges over Big Island Gap. Bridge replacement  
13 will accommodate the trail connection.

14 SLIDE 15: The Current Preferred Build  
15 Alternative also includes a new 12-foot-wide trail  
16 along the west/north side of I-275. The trail connects  
17 from the proposed trail on the Howard Frankland Bridge  
18 south to 4th Street North and west to Ulmerton Road. On  
19 the causeway, the trail will be separated from travel  
20 lanes by a concrete barrier and railing.

21 SLIDE 16: This re-evaluation included an  
22 evaluation of impacts and locations of pond sites to  
23 meet drainage and stormwater requirements. Pond sites  
24 will be needed to accommodate new impervious surfaces  
25 due to widening to provide express lanes. Several of

1 these pond site locations may be outside of the  
2 existing right-of-way. FDOT is working with the City  
3 of St. Petersburg, Pinellas County, and the Southwest  
4 Florida Water Management District through a separate  
5 Environmental Look-Around process to identify regional  
6 water quality improvements or joint use projects that  
7 could result in the reduction of the number of pond  
8 sites or reduce pond sizes.

9 SLIDE 17: The original PD&E Study looked at  
10 various environmental and engineering factors in the  
11 alternative analysis including construction costs and  
12 right-of-way needs, as well as impacts to natural and  
13 cultural resources, and the social and physical  
14 environment. The current Design Change Re-Evaluation  
15 evaluated the changes to those impacts related to the  
16 proposed improvements considered as part of the Current  
17 Preferred Build Alternative.

18 SLIDE 18: The natural resources assessed as  
19 part of this re-evaluation included wetlands and  
20 surface waters, seagrasses, and protected species and  
21 habitat. The addition of express lanes and a trail in  
22 Segment C resulted in 1.424 acres of seagrass impacts.  
23 Improvements proposed throughout the project corridor  
24 resulted in 5.17 acres of wetland impacts.

25 SLIDE 19: Section 106 (one-oh-six) of the

1 National Historic Preservation Act requires agencies to  
2 consider the effects of their actions on historic  
3 properties. There are 17 historic resources in the  
4 project area that are either listed on the National  
5 Register of Historic Places or considered eligible for  
6 listing. There are no anticipated adverse effects on  
7 any of the identified historic resources.

8 Slide 20: To accommodate the anticipated  
9 pond sites, additional right-of-way may be needed. 28  
10 parcels may be affected and 16 residences may require  
11 relocation. FDOT staff is available today to speak  
12 with you about the right-of-way process or you can  
13 visit the FDOT Right-of-Way website for more  
14 information.

15 SLIDE 21: Traffic noise from the proposed  
16 improvements is expected to impact properties along the  
17 corridor. FDOT is committed to constructing additional  
18 noise barriers where feasible during the construction  
19 phase of the project.

20 SLIDE 22: This draft evaluation matrix  
21 compares the impacts associated with the Previously  
22 Approved Alternative, from the PD&E Study or 2017  
23 re-evaluation, with the Current Preferred Build  
24 Alternative. The evaluation included anticipated  
25 impacts, such as environmental resources and

1 right-of-way, as well as the estimated cost to acquire  
2 right-of-way needed for pond sites and to construct the  
3 project. Please refer to the display board for more  
4 information about impacts to environmental resources  
5 and right-of-way.

6 SLIDE 23: Right-of-Way Acquisition is funded  
7 for the pond sites in Fiscal Year 2022 for Segments A  
8 and B. Design and Construction is partially funded for  
9 Segments A and B in Fiscal Year 2024.

10 SLIDE 25: The Current Re-evaluation began in  
11 August 2018 and the evaluation and preparation of  
12 environmental documents for public review was completed  
13 over the past year. In addition to tonight's public  
14 hearing, we have conducted numerous small group  
15 meetings with neighborhood groups along the I-275  
16 corridor and have coordinated with local and state  
17 review agencies, including Forward Pinellas, the  
18 County's Metropolitan Planning Organization.  
19 Following tonight's hearing, the study team will review  
20 all public input, finalize the documents and submit to  
21 the Office of Environmental Management for review and  
22 final approval, which is anticipated in winter  
23 2019/2020.

24 SLIDE 25: Project documents are available  
25 for review on the project website, or at the Barbara S

1 Ponce Public Library located at 7770 52nd Street North  
2 in Pinellas Park and at the FDOT District Seven office  
3 located at 11201 North McKinley Drive in Tampa. The  
4 documents have been on display since September 4th and  
5 will be on display until October 4th.

6 SLIDE 26: There are several ways to make a  
7 comment as part of the public hearing record. You can  
8 speak directly to the court reporter who is here this  
9 evening. The court reporter will also record verbatim  
10 the comments stated during the formal portion of the  
11 public hearing, which begins at 6:30 p.m. An FDOT  
12 representative will be moderating the formal public  
13 comment portion and may limit speaking times. Please  
14 complete a speaker card and give it to a representative  
15 at the sign-in table to indicate your interest to speak  
16 publicly. You may also complete a comment form and  
17 drop it in one of the comment boxes or mail written  
18 comments to the address provided on the back of the  
19 form. Comment forms are available at the comment table.  
20 All comments must be received or postmarked by Friday,  
21 October 4, 2019 to become part of the public hearing  
22 record. All comments received, regardless of how they  
23 were submitted, will be reviewed and considered.

24 SLIDE 27: Thank you for attending tonight's  
25 public hearing for the I-275 Design Change

1 Re-Evaluation. We appreciate your participation.  
2 Remember to be alert today. Alive tomorrow. Safety  
3 doesn't happen by accident.

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## 1 CERTIFICATE OF COURT REPORTER

2  
3 STATE OF FLORIDA

4 COUNTY OF PINELLAS

5  
6 I, KELLEY N. SIMPSON, RPR, do hereby certify  
7 that I was authorized to and did stenographically  
8 report the Public Hearing and Comments held before  
9 Florida Department of Transportation; and that the  
10 foregoing transcript is a true and correct record of my  
11 stenographic notes.12 I FURTHER CERTIFY that I am not a relative,  
13 employee, or attorney, or counsel of the parties, nor  
14 am I a relative or employee of any of the parties'  
15 attorney or counsel connected with the action, nor am I  
16 financially interested in the action.17 DATED this 2nd day of October, 2019, at  
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